

124 STREET RENEWAL PROJECT

ABOUT THE PROJECT

124 Street between 111 Avenue and 118 Avenue has been identified for renewal as part of the City’s Arterial Renewal Program. In September 2018, the City of Edmonton started the **Strategy Phase** of the 124 Street Renewal project.



Upon completion of the Strategy Phase, the project will move into design. Construction is tentatively scheduled for 2021 (subject to funding approval). *124 Street Renewal* will be delivered in coordination with the *Inglewood Renewal* project.

PROJECT BOUNDARY

124 Street right-of-way (between the property lines) between 111 Avenue and 118 Avenue.

*Note: the 111 Avenue and 118 Avenue intersections are not included in the scope.



ADVISE



124 STREET - PUBLIC ENGAGEMENT

2

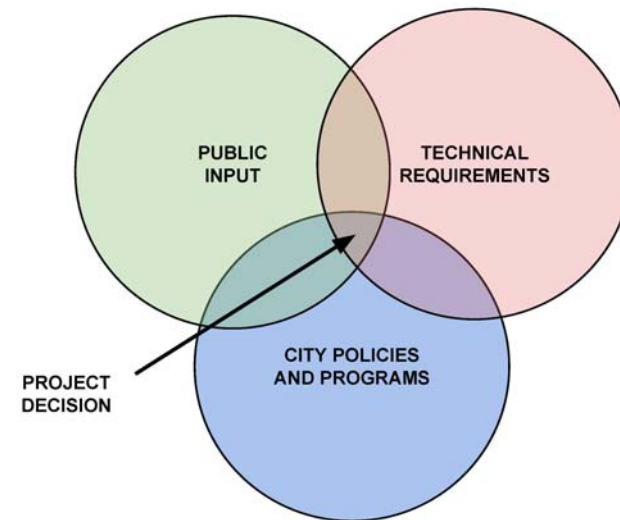
WHY ARE WE HERE?

The 124 Street Renewal project team will present some common themes of the feedback received at the previous public event on Oct 2, 2018. Local residents, businesses and commuters can now validate their expectations and priorities with regard to the road and streetscape design. Stakeholders will also have an opportunity to review and comment on the possible road cross-sections.

HOW CAN YOU BE INVOLVED?

- **Talk to us!** Members of the Project Team are available for you to ask questions and provide your feedback.
- **Leave a note!** Write a comment on a sticky note and stick it on the display board that it refers to.
- **Get More Information!**
 - sign up to the project newsletter
 - email the Project Team at 124street@edmonton.ca
 - visit the project website: www.edmonton.ca/124streetrenewal

HOW ARE DECISIONS MADE?



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124 STREET - WHAT WE HEARD (1)

3

WHAT WE HEARD

WHAT WE CONSIDERED

WHAT WE DID

ROADWAY



- 124 Street works well as is.
- Pavement condition is poor.
- Better pedestrian crossings are desired.
- Could we have a median along 124 Street?

- Analysed 3 cross-section options: mono walk, boulevard walk and centre median.
- Median not recommended since it would result in narrower sidewalks
- Identified crossings that could be candidate for improvements.

- No change to the existing number of lanes and off-peak parking.
- Developed 2 cross-section options for public feedback - with monolithic and boulevard sidewalk.

ON-STREET PARKING



- Peak hour parking restrictions generally work well.
- On-street parking should be retained for use by residents and businesses
- Sight lines from the side-streets can be obstructed when 124 Street is parked up.

- Curb extensions on side-streets (not on 124 St) to shorten crossing distances and define parking areas
- Explore opportunities to increase on-street parking capacity on the side-avenues (on 112, 113, 115 Ave)

- Keep the off-peak on-street parking
- No curb extensions on 124 street.
- Consider adjusting permitted parking zones to improve sight lines from side streets.
- Provide additional parking on some side-streets through redesign.

CROSSWALKS



- 124 St. crosswalks should be more visible with better lighting to ensure pedestrians are seen by drivers (consider pedestrian flashers).
- More marked crosswalks are needed on 124 Street.

- Currently identifying opportunities and constraints associated with improving crossings and/or adding new crossings.

- Further analysis to be completed in the next phase of planning.

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124 STREET - WHAT WE HEARD (2)



WHAT WE HEARD

WHAT WE CONSIDERED

WHAT WE DID

SIDEWALKS



- Sidewalks along 124 Street could be improved
- Having a boulevard between the curb and sidewalk would enhance the pedestrian experience
- Planting trees in the boulevard area would benefit the neighbourhood

- Narrowing the curb lane as per the city standard would provide more pedestrian realm space.
- Two cross-section options were developed: monolithic sidewalk (next to the curb) and boulevard sidewalk (separated with boulevard)

- Two cross-section options to be validated at the open house.
- Trees in the boulevard are possible, subject to budget availability.
- No trees for the monolithic sidewalk option.

BIKE LANES



- A bike route on 124 Street is not needed given that there are parallel routes on 127 Street and in the linear park along 121 St.
- Better connectivity to the linear park along 121 Street
- Need for an east-west connection

- Confirmed that the current bikes routes are sufficient and that a bike route on 124 Street is not required
- An east-west route through Inglewood identified by Inglewood Neighbourhood Renewal project (will cross 124 St. at 114 Ave)

- 124 Street will not include a protected bike lane.
- Design of the east-west bike route crossing will be determined during the next design phases.

OTHER ELEMENTS

- Street Lights
- Traffic Signals
- Bus Stops

- Better street lighting at crossings, consider flashers.
- Bus stop areas can be improved

- Will be investigated in terms of technical, operational and financial feasibility in the next design phases

- Will be investigated in the next design phases.

MAIN STREET CHARACTER

- Desire to extend the main street character of 124 St. further to 118 Ave. to the north.
- Decorative street lights
- More vibrant street with commercial destinations and building frontages

- Council approved 124 St. as “main street” south of 111 Ave.
- Season lighting, banners, planters and other “main street” improvements usually driven by BIA

- Out of scope for the arterial renewal project.
- Opportunities and funding sources for streetscape elements can be explored through community partnerships.

124 STREET - WHAT WE HEARD (3)

LOCATION-SPECIFIC COMMENTS

WHAT WE HEARD

115 Ave: Residents liked the traffic light. Add on-demand button on the south side of the road too.

114 Ave: Support for the new bike route. Connect crosswalk with sidewalks on both sides of 124 St.

113 Ave: Poor visibility from the side avenues due to church patrons parking on 124 St on Sundays. Asked for a signalized crossing to provide safe access to the bus stop (southbound) and to the church.

112 Ave: Asked for a signalized crossing to access the commercial destinations on both sides of 124 St.

111 Ave: Suitable location for a gateway feature. Sidewalks too tight at corners.



WHAT WE WILL DO

- We will explore the technical and financial feasibility of improvements in the identified areas.
- 124 St. design will be coordinated with the Inglewood Renewal Design - Refer to the drawings of the avenues part of that project..

115 Ave: Organize on-street parking and narrow down 115 Ave. crossing at 124 St. through bulb-outs.

114 Ave: New pedestrian activated traffic signal for the Shared-Use-Path (north side of the road).

113 Ave: Organize on-street parking and narrow down 113 Ave. north-south crossings through bulb-outs.

112 Ave: Organize on-street parking and narrow down 112 Ave. N-S crossing (west side) through bulb-outs.

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124 STREET - EXISTING STREETScape

6

EXISTING ROAD CONDITIONS



- Typical Right-Of-Way of 23.16m for all blocks except between 115-117 Ave where the right-of-way is narrower.
- Four lanes of traffic typically, with a protected left turn lane at 111 and 118 Avenue
- Off-peak parking in the curb lane
- Monolithic or boulevard sidewalk (varies)
- Some of the adjacent properties have trees along the sidewalk



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124 STREET - POSSIBLE SOLUTIONS

MONOLITHIC SIDEWALK



- Easier access from on-street parking to sidewalk
- No buffer between sidewalk and roadway
- No room for trees

What do you like or dislike in this option?

BOULEVARD SIDEWALK



- The boulevard buffer improves pedestrian comfort & safety
- Opportunity to plant trees (subject to budget)
- Better aligns with the Complete Streets Design and Construction Standards

What do you like or dislike in this option?

ADVISE

124 STREET - NEXT STEPS

HOW WILL YOUR FEEDBACK BE USED?

- Your feedback will be considered to further refine the recommended design solution for the 124 Street renewal.

WHAT WILL HAPPEN NEXT?

- Any potential improvement measures will be analyzed from an operations and financial perspective to determine their feasibility.
- 124 Street Renewal design and construction will be coordinated with the Inglewood Neighborhood Renewal project.
- In 2019, the first *strategy design* phase will conclude by recommending a scope for the renewal of 124 Street that will be investigated in more detail over the next *concept*, *preliminary* and *detail design* phases.
- Stakeholders and the public will be engaged over the design development of 124 Street renewal.



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