

# What We Decided Report

## 124 Street Renewal Project

February 2022

BUILDING GREAT  
NEIGHBOURHOODS

Edmonton

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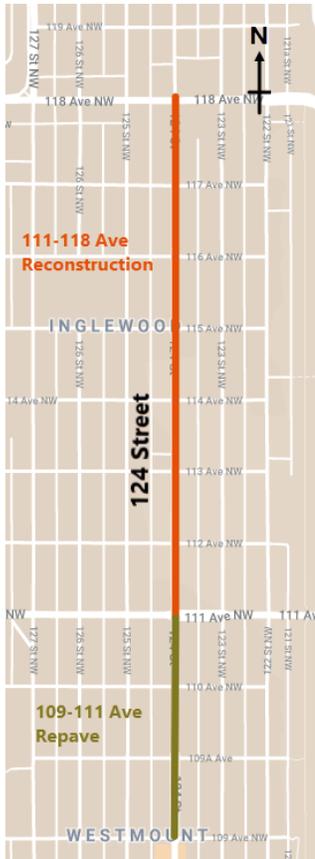
### ***Building Great Neighbourhoods***

#### ***Working together to make the most out of your neighbourhood.***

*This is your city and your neighbourhood. We want to understand how you experience your neighbourhood and ask for your input on what we might do to make it better. We will engage and work with you on the renewal of roads, sidewalks, street lights, and park spaces, and promote other community opportunities to enhance how people live and interact in your neighbourhood. We commit to being open and transparent about how your input is used. Let's make the most out of your neighbourhood.*

## 124 Street Renewal Final Design: What We Decided

### INTRODUCTION



This report shares how the 124 Street Renewal Project Team arrived at the Final Design for 124 Street’s renewal. It describes how the City used policy and program information, public engagement input, and technical requirements to make design decisions.

124 Street will be renewed between 111 Avenue and 118 Avenue. Construction is expected to take two years and consists of a new boulevard design with trees and pedestrian lighting and renewal of the road (i.e. new road surfaces, curbs, and gutters). Improvements to streetscaping and public spaces will also be made, as well as extended hard surfacing and tree lighting in front of businesses. 124 Street Renewal is coordinated with the Inglewood Neighbourhood Renewal and Inglewood Revitalization projects in Inglewood.

From 109 Avenue to 111 Avenue, the roadway will be repaved.

**In spring 2022, arterial renewal construction will begin on 124 Street and includes the following:**

- + Enhancements to areas in front of businesses to increase safety, accessibility, and be more welcoming
- + New trees and grass areas beside roads and sidewalks to add to the natural beauty of the street
- + Upgraded street lighting to decorative black heritage arms with pedestrian lights and the ability to accommodate flower basket arms and banner holders
- + Intersection improvements to improve operations and safety
- + Wider sidewalks, shorter street crossings, and more public space in front of businesses with added seating
- + Underground utility work
- + Design with winter in mind; added lighting, a boulevard for snow storage and larger hard surface areas in front of businesses
- + Bus bays and curb extensions to support transit

**The reconstruction of 124 Street is expected to span two construction seasons, with anticipated completion in fall 2023.**

## VISION

# 124 Street Renewal project vision

Initial public engagement for **124 Street Renewal** was carried out with **Inglewood Neighbourhood Renewal** and **Neighbourhood Revitalization**. This public input was used to create the **project vision**:

### 124 Street is ...



Walkable



A place for people to meet



Safe to cross



Bright and well-lit



Winter friendly



An area that brings people to places



A green street



A space for business and residential

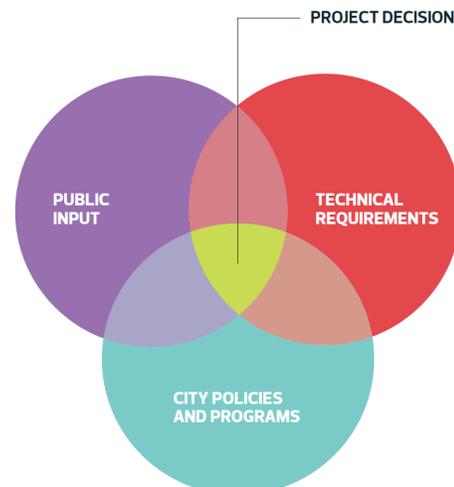
## Public Engagement and Communications Methods

### MAKING RENEWAL DECISIONS

*The role of public engagement input is to help the City consider what is important to people with an interest in 124 Street as well as how the arterial renewal design and construction decisions will affect them.*

The City makes decisions using a combination of policy and program information, (including funding), public engagement input, and technical requirements.

This approach ensures that the City's decisions get the best outcomes for our city, are fiscally responsible, align with best practices, and consider the existing public and private infrastructure, land uses, and activities along the corridor.



*The City policies and programs, technical requirements, and public engagement input include:*

### City Policies and Programs

- + Edmonton City Plan
- + Community Traffic Management Policy
- + Public Engagement Policy
- + Breathe – Green Network Strategy
- + Safe Mobility Strategy
- + Winter City Guidelines
- + Accessibility Design Guide
- + and more

### Public Engagement Input

- + advise on 124 Street Renewal Vision and Guiding Principles
- + advise on the use of public space and how to make 124 Street better
- + advise on neighbourhood assets, opportunities, and priorities
- + advise on what is important to keep and/or enhance on 124 Street
- + refine concept designs and advise on 124 Street priorities
- + advise on final design plans

### Technical Requirements

- + Infrastructure Assessments
- + Complete Streets Design and Construction Standards
- + Accessibility Design Guide
- + Crime Prevention Through Environmental Design
- + Urban Design Framework
- + and more



### The City's approach to public engagement input

People living on and/or with an interest in 124 Street were invited to provide input into the City's decision-making process for renewal at various stages along the roadmap below.

*Public engagement was held to have the public advise on several topics.*



#### LEGEND



## COMMUNICATION METHODS USED

The chart below provides a listing of the tactics and their dates and participation numbers.

*A listing of various Public Engagement and Communications methods used to inform residents and gather their advice for the project.*

Road Map Steps	Engagement Tactic	Timeline	Participation & Responses
Exploring Opportunities	<p><b>Drop-in Engagement Event</b> <i>October 2, 2018 (Winnifred Stewart Association)</i></p> <p>Information was shared on display boards and an aerial map. Two possible road cross-sections were also presented for the public to comment on.</p> <p>Participants were invited to use sticky notes to record feedback and place their comments on the displays.</p>	October 2018	75 Participants
Exploring Options	<p><b>Drop-in Engagement Event</b> <i>January 23, 2019 (Winnifred Stewart Association)</i></p> <p>The project team participated in the Inglewood is Changing drop-in engagement event hosted by Building Great Neighbourhoods.</p> <p>The public had the opportunity to validate their expectations and priorities and share feedback on potential road cross-sections that could be considered for the 124 Street Renewal.</p> <p><b>Stakeholder Meetings</b></p> <p>124 Street Renewal project team walked along 124 Street and met with business managers/operators</p>	January 2019	196 Participants
Community Feedback on Draft Design	<p><b>In-Person Drop-in Engagement Event</b> <i>November 25, 2019 (Inglewood Community League Hall)</i></p> <p>At this event, the project team shared the draft designs for reconstructing 124 Street from 111 Avenue to 118 Avenue, and repaving 124 Street from 109 Avenue to 111 Avenue. Display boards with project information were placed around the room and attendees were invited to leave comments on sticky notes.</p> <p><b>Online survey</b></p> <p>The survey asked the public to provide feedback on design options including streetscaping, green streets, welcoming businesses, history and character, public space activities, winter activities, and lighting.</p>	November 2019	<p>In-person event 110 participants</p> <p>Survey 115 participants</p>

Community Feedback on Design	<b>Online Engagement Event</b>	March 2021	Online Event 23 registrations, 13 participants
	<b>Online Survey</b>		529 page views  36 completed surveys
	The event recording and survey were up on the website from March 24 – April 9, 2021. The survey asked participants if the final designs for 124 Street Renewal were aligned with the project vision.		

## ABOUT THE REPORT

### What We Decided - The Final Design for 124 Street Renewal

*The final design was created by balancing the current and future needs of those who live, work and play on 124 Street. Decisions were made considering what we heard (public input), what will fit into the existing space available (technical considerations) and in alignment with City policies, guidelines, and programs.*

During the 124 Street Renewal, public engagement input was used along with technical requirements and policy and program information to identify the key functions of 124 Street, including making the streets and public spaces safe and accessible for all and in all seasons. To achieve this, the design includes enhancements that increase the visibility and awareness of pedestrians. New boulevard space and wider sidewalks also provide a socially active neighbourhood with more inviting outdoor spaces to walk and gather.

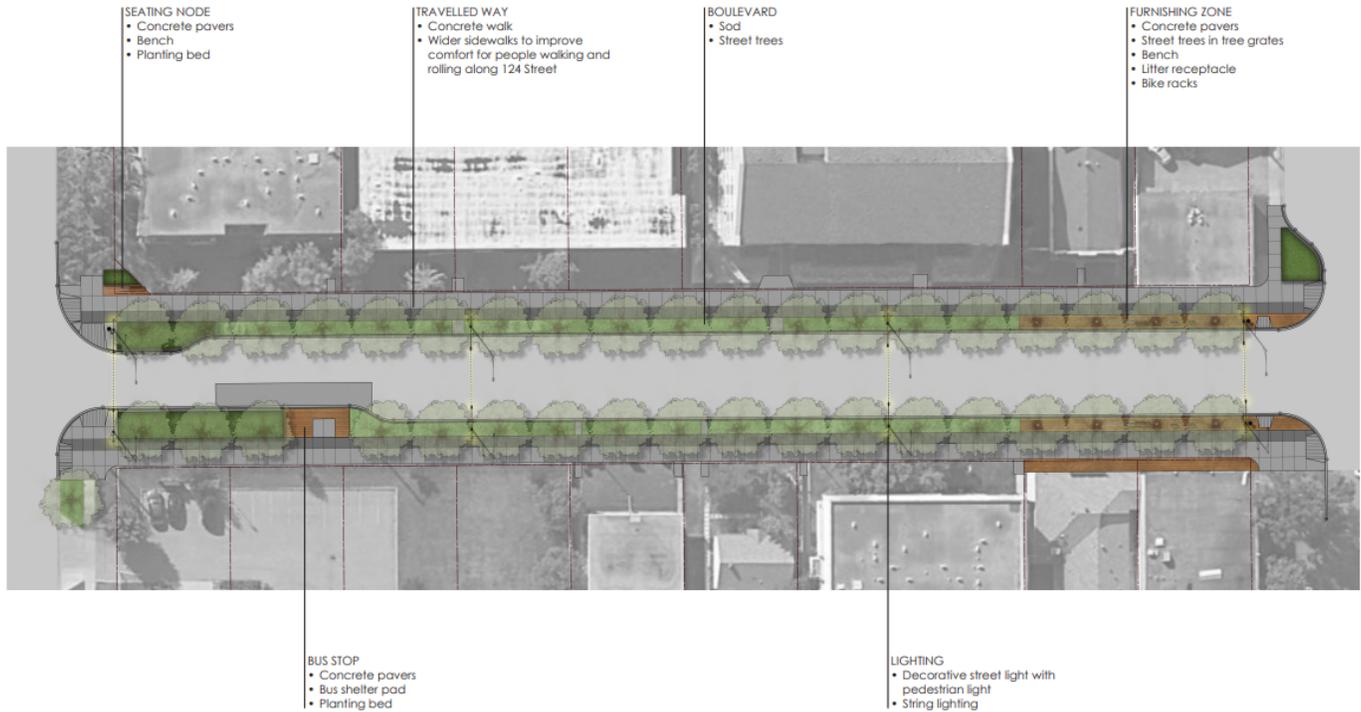
There have been modifications to the design since the final design was presented in March 2021.

#### What has changed since the last design shared in March 2021?

- + The peak-hour driving lanes are changing to unrestricted all-day parking
- + Curb extensions, bus bays, and bus bulges to define driving and parking and transit space, calm traffic, and improve pedestrian safety
- + The number of lanes at 111 and 118 Avenues are changing to allow for wider boulevards and sidewalks
- + New traffic controls along 124 Street including new rapid flasher pedestrian signals
- + Increased sidewalk width to improve mobility for people walking or rolling along 124 Street

The design for walking improvements on 124 Street includes the replacement of all existing sidewalks with wider sidewalks, where possible. Some east/west pedestrian crossing locations will be improved with curb extensions. Trees will be added between the sidewalks and the streets on both sides. Pedestrian lighting will be added to the new street lights.

## Updated February 2022



The updated design for 124 Street Arterial renewal focuses on connecting the east and west sides of Inglewood and making the street safe and accessible to people of all ages, genders, and mobility levels, in all seasons.

Over the summer of 2021, temporary changes of the peak hour driving lanes to unrestricted all-day parking to facilitate patios and gathering spaces on 124 Street allowed us to reimagine what 124 Street could be. By making this change permanent, we can create enhanced space for people walking and gathering through increased space for landscaping, wider sidewalks, curb extensions, and improved pedestrian crossings to connect people across 124 Street.

New street lights with pedestrian arms, tree lighting, and string lighting will make 124 Street feel bright, safe, and inviting and the history and character of 124 Street will be celebrated through decorative street light poles, unique benches, bike racks, and decorative sidewalks.



## FINAL DESIGN DECISIONS

The final design decisions made on the following items were:

### *What we decided*

The peak-hour driving lanes were changed to unrestricted all-day parking with curb extensions

### *The Final Design includes:*

- ★ Existing street lighting will be upgraded to match the neighbourhood heritage poles with LED bulbs
- ★ Changing the peak-hour driving lanes to unrestricted all-day parking and maintaining one driving lane in each direction
- ★ Maintaining the turning lanes at 111 and 118 Avenues
- ★ Changing the number of receiving lanes at 111 and 118 Avenues
- ★ Curb extensions to define driving and parking lanes, calm traffic and improve sightlines around parked vehicles

## Driving

### *What we accounted for to make these decisions*

#### **City Policies and Programs:**

Edmonton City Plan - Supports a multi-modal transportation system that provides options to residents and visitors to support the vision of a connected and accessible city. 124 Street, 111 Avenue, and 118 Avenue are identified as a primary and secondary corridor under the city plan

- Safe Mobility Strategy - Edmonton's new approach to achieving Vision Zero through safe and livable streets
- Main Streets Guidelines - Edmonton's guidelines for creating vibrant main streets, better balancing needs of all users with pedestrians given priority
- Winter City Design Guidelines - Provide ideas and standards that improve our streetscapes in the context of Edmonton's winter climate and conditions for a more accessible, safe, aesthetically pleasing and enjoyable year-round experience
- Bus Network Redesign - Network changes to make buses more frequent, more direct and better connected

#### **Public Input:**

- People felt that crossing 124 Street was dangerous and the road divides the Inglewood neighbourhood
- People would like more safety measures to cross 124 Street
- The retention of on-street public parking is desired by residents
- Parking and drop-off zones are generally supported

- ★ Adjusting lane widths to conform with Complete Streets Standards
- ★ Improvements to pedestrian crossings and changes to signals and flashers to draw attention to crossing locations and create safer crossings
- ★ Bus bays and curb extensions to accommodate transit

### Technical Considerations:

- Parallel parking - narrows the street to encourage slower speeds and provides convenient access to residences and businesses
- Pedestrian visibility – Enhanced crossings help support safety for people who walk by drawing attention to crossing locations and shortening crossing distances
- Speed reduction – Curb extensions slow vehicle traffic by narrowing the roadway to create a safer environment for road users and a more pleasant environment to work, live and play
- Driving movements – Curb extensions will be designed to minimize impacts on parking and accommodate emergency services and transit
- Traffic analysis – Traffic analysis was conducted to ensure driving capacity could be maintained
- Lane widths – Adjusted to conform with Complete Streets Standards
- Boulevard space – provides separation between people driving and walking and snow storage in winter
- Space limitations / impacts - Space needed to accommodate new elements within road right-of-way may have trade-offs and impacts
- Drainage - Ensure road and lot drainage is not negatively impacted

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### What we decided

To keep on-street public parking where possible

#### The Final Design includes:

- ★ Changing the off-peak parking to unrestricted public parking improving parking access for residents and businesses
- ★ Curb extensions to define driving and parking lanes, calm traffic and improve sightlines around parked vehicles
- ★ Some impacts to parking to improve sight-lines, accommodate turning movements and bus stops

## Parking

### What we accounted for to make the decision

#### City Policies and Programs:

- Traffic Bylaw 5590 - Governs the use of roadways including parking of vehicles and enforcement on Edmonton's streets
- Safe Mobility Strategy - Edmonton's new approach to achieving Vision Zero through safe and livable streets

#### Public Input:

- Residents value on-street public parking close to their homes
- Businesses liked the on-street parking on 124 Street and the avenues
- On-street public parking for loading and drop off is important

#### Technical Considerations:

- Parallel parking – narrows the street to encourage slower speeds and adds to neighbourhood parking

- Speed reduction – Curb extensions slow vehicle traffic by narrowing the roadway
- Sight-lines – Changes to parking improve sight-lines to pedestrians and people coming from side streets

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## Walking

### *What we decided*

Old sidewalks replaced with new wider sidewalks along 124 Street and a new tree-lined boulevard

### *The Final Design includes:*

- ★ Added pedestrian lighting to illuminate the sidewalk
- ★ New trees and boulevards enhance the natural beauty and increase the separation between people walking and driving
- ★ Tactile Walking Surface Indicators (TWSI) to improve accessibility for people with visual impairments
- ★ Wider sidewalks to improve comfort for people walking and rolling along 124 Street
- ★ Safer Crossings
  - ★ New Rapid Flashers at 112, 113, 115, 116 and 117 Avenue
  - ★ Pedestrian Signal at 114 Avenue Shared Path crossing
  - ★ Curb extensions on the avenue crossings to reduce crossing length, make crossing more accessible and

### *What we accounted for to make the decision*

#### **City Policies and Programs:**

- Edmonton City Plan - Supports a multi-modal transportation system that provides options to residents and visitors to support the vision of a connected and accessible city; 124 Street, 111 Avenue and 118 Avenue are identified as a primary and secondary corridors under the City Plan
- Safe Mobility Strategy - Edmonton's new approach to achieve Vision Zero through safe and livable streets
- Winter City Design Guidelines - Provide ideas and standards that improve our streetscapes in the context of Edmonton's winter climate and conditions for a more accessible, safe, aesthetically pleasing and enjoyable year-round experience
- Complete Streets Design and Construction Standards - Requires sidewalks on both sides of a street, where possible
- Universal Design Standards – The City follows universal design (for example, Access Design Guide) to support access and use for people of all ages and abilities
- Main Streets Guidelines – Edmonton's guidelines for creating vibrant main streets, better balancing needs of all users with pedestrians given priority
- Corporate Tree Policy - Supports the orderly development and growth of the City's tree inventory and the protection of the tree canopy; the value of trees removed will be replaced with new tree planting in the neighbourhood

#### **Public Input:**

- The current sidewalks are in need of repair
- Trees are important to the community
- People told us there was a high density of vulnerable users in the area, including seniors' residences and assisted living facilities

pedestrians more visible

### Technical Considerations:

- Space limitations/impacts - Space needed to accommodate new sidewalks and boulevards within road right-of-way may have trade-offs and impacts (for example, impacts to existing trees / landscaping along properties or utilities)
- Sidewalk widths – Wider sidewalks better accommodate more people along high-use pedestrian routes and provide more space for those with mobility aids (for example, walkers, strollers, wheelchairs)
- Existing infrastructure - Existing trees / landscaping along properties, and underground and above ground utilities
- Create a tactile cue – Different surfaces notify the visually impaired of street crossings
- Speed reduction - Curb extensions slow vehicle traffic by narrowing the roadway to create a safer environment for road users and a more pleasant environment to work, live and play
- Drainage - Ensure road and lot drainage is not negatively impacted and room for water storage
- Pedestrian Safety - Curb extensions make pedestrians more visible when waiting to cross and reduces the time it takes to cross; new rapid flashers and pedestrian lights support safe pedestrian crossings by drawing attention to crossing locations and slowing traffic

## Lighting

### What we decided

Upgrade street lighting and add pedestrian lights on both sides along 124 Street

#### The Final Design includes:

- ★ Existing lighting replaced with LED lighting
- ★ Add pedestrian lights off street light poles
- ★ Addition of tree lights and string lights explored with BIA partnership
- ★ Heritage pole upgrade for street lights

### What we accounted for to make the decision

#### City Policies and Programs:

- Winter City Design Guidelines - Provide ideas and standards that improve our streetscapes in the context of Edmonton's winter climate and conditions for a more accessible, safe, aesthetically pleasing, and enjoyable year-round experience
- Main Streets Guidelines – Edmonton's guidelines for creating vibrant main streets, better-balancing needs of all users with pedestrians given priority
- Universal Design Standards - The City follows universal design (for example, Access Design Guide) to support access and use for people of all ages and abilities

#### Public Input:

- Residents and users wanted more light
- Users wanted the lighting to create character along 124 Street

- People told us there was a high density of vulnerable users in the area, including seniors' residences and assisted living facilities
- People wanted 124 Street to feel inviting for gathering and meeting people

### Technical Considerations:

- Existing infrastructure - Existing trees / landscaping along properties, and underground and above ground utilities
- Drainage - Ensure road and lot drainage is not negatively impacted
- Crime Prevention Through Environmental Design (CPTED) - Principles that are used to discourage criminal activity and promote a feeling of safety through the design of places and streets
- Barriers - the design allows for the addition of boulevard to place street lights creating a more enjoyable experience for people walking

## Trees

### What we decided

Add trees on both sides along 124 Street

#### The Final Design includes:

- ★ Grass and trees between the street and sidewalk to increase public space
- ★ Add trees and grass around bus stops
- ★ Managing stormwater runoff by providing green spaces and plantings for Low Impact Development
- ★ New trees and boulevards enhance the natural beauty

### What we accounted for to make the decision

#### City Policies and Programs:

- Winter City Design Guidelines - Provide ideas and standards that improve our streetscapes in the context of Edmonton's winter climate and conditions for a more accessible, safe, aesthetically pleasing, and enjoyable year-round experience
- Corporate Tree Policy - Supports the orderly development and growth of the City's tree inventory and the protection of the tree canopy; the value of trees removed will be replaced with new tree planting in the neighbourhood
- Main Streets Guidelines - Edmonton's guidelines for creating vibrant main streets, better balancing needs of all users with pedestrians given priority

#### Public Input:

- Trees are important to the community
- People told us there was a need for safe public space on 124 Street

### Technical Considerations:

- Space limitations / impacts - Space needed to accommodate new sidewalks within road right-of-way may have trade-offs and impacts (for example, removal of existing trees)
- Existing infrastructure - Existing trees / landscaping along properties and underground and above ground utilities
- Tree Assessments - City Foresters assess tree health and viability
- Drainage - Ensure road and lot drainage is not negatively impacted

- New tree planting locations - Identify areas where new trees can be planted to support succession planting
- Crime Prevention Through Environmental Design (CPTED) - Principles that are used to discourage criminal activity and promote a feeling of safety through the design of places and streets
- Visual barriers - the design allows for the addition of boulevard trees creating a more enjoyable experience for people walking

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## Biking

### *What we decided*

New signal on 114 Avenue to support the shared use path and bike crossing

### *The Final Design includes:*

- ★ New curb extensions and pedestrian signal to improve safety for people crossing at 114 Avenue Shared Use Path
- ★ New bike racks
- ★ Wayfinding

### *What we accounted for to make the decision*

#### **City Policies and Programs:**

- Edmonton Bike Plan – Supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes in all seasons
- Safe Mobility Strategy – Edmonton’s new approach to achieve Vision Zero through safe and livable streets

#### **Technical Considerations:**

- Signage/Wayfinding – Bike route signage will be installed to help users understand connections
- Bike racks – Allow people on bikes to stop and park securely and conveniently at key locations
- Safety – Curb extensions and signal at 114 Avenue allow people on bikes to safely cross 124 Street

## PARTNERSHIPS

The 124 Street Renewal project has collaborated with several partners to add infrastructure to the arterial as part of the 124 Street renewal scope of work; EPCOR drainage with Low Impact Development (LID) infrastructure, Inglewood Revitalization with upgraded streetscape elements, and Crossroads BIA for tree and string lights.

For more information on  
Low Impact Development  
(LID) [CLICK HERE](#)

## What is Low Impact Development?

Low Impact Development (LID) is a land development and stormwater management approach that works with nature to manage stormwater as close to the source as possible. LID focuses on maintaining and restoring the natural hydrological processes of a site.

## Inglewood Revitalization Partnership

### What we decided

Elements added to the final design with a partnership with Inglewood Revitalization to build community and create attractive spaces that enhance Inglewood's unique character.

### The Final Design includes:

- ★ Specialty trolley themed benches and bike racks that celebrate the history and character of 124 Street
- ★ Upgraded street lighting poles with the capacity to have hanging baskets, banners, and string lights installed
- ★ Tree lighting at commercial areas
- ★ Wider hard surface streetscapes at commercial areas to create areas for meeting and gathering
- ★ Wayfinding signage for people walking and biking
- ★ Entrance feature at 118 Avenue
- ★ Streetscape features at the old trolley turnaround on 112 Avenue

### What we accounted for to make the decision

#### Inglewood Revitalization Strategy Goals:

- More residents of Inglewood are out in the community getting involved and interacting with each other
- Inglewood's unique character is enhanced by having attractive spaces and features
- Businesses see Inglewood as a neighbourhood that is welcoming and where community members will support them

#### Key Elements

- Gateway feature - Enhance an entryway to the neighbourhood with a unique feature
- Community and Local Businesses project - A priority project will be identified with the community in consideration of other project ideas and The Crossroads Business Improvement Area Association
- Light up 124 Street - Enhanced street lighting that includes decorative lighting on trees and string lights across 124 Street



## NEXT STEPS

### Preparing for construction in front of your house

Now that the designs and cost-sharing opportunities have been finalized, the City asks that you start to prepare for construction. Construction is scheduled to begin on 124 Street in spring 2022. The construction consists of the removal and replacement of sidewalks, curbs, gutters, street lighting, and reconstruction and paving of the road.

### Communications - keeping you informed

You can expect to receive a bulletin in your mailbox to announce the start of construction in your area. It will include more information on what you can expect and provide the contact information for the Project Manager.

### What to expect during construction:

The timing and staging of construction are dependent on many things including weather conditions, utilities work, and other, sometimes unforeseen, design and construction issues.

Some early activities in the neighbourhood prior to construction include:

- + Utility work to minimize cutting into the road after it is reconstructed
- + Tree removals and pruning for branches that may be in the way of construction equipment
- + Existing trolley poles and street lights being removed and installation of new pole bases and street lights; the underground cabling system is also replaced at this time

If you have special access requirements, such as DATS, please advise your Delivery Project Manager during construction as soon as possible.

## CONTACT

For more information on construction in your neighbourhood please visit us online at [edmonton.ca/124StreetRenewal](https://edmonton.ca/124StreetRenewal) or by calling 311.

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