

# What We Heard Report

## 101 Avenue Streetscape Concept Plan July 2021

### Public Engagement #1

Transportation Planning & Design  
Integrated Infrastructure Services |  
Infrastructure Planning & Design  
[edmonton.ca/101AvenueStreetscape](http://edmonton.ca/101AvenueStreetscape)

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## Public Engagement Summary and Results

### Project Overview & Timeline

The 101 Avenue Streetscape aims to enhance the public space along the corridor, between 50 Street and 84 Street, providing a vibrant area that is accessible and a destination for the surrounding communities. Building on work done for the 101 Avenue Corridor Study completed in 2017, concept planning is the next step towards implementing the 101 Avenue Streetscape

We are currently in the Concept phase of the overall 101 Avenue Streetscape project. The next phases are not currently funded.



The concept plan will be developed in a number of phases and includes opportunities for input from the public at key project milestones.



## What We Heard

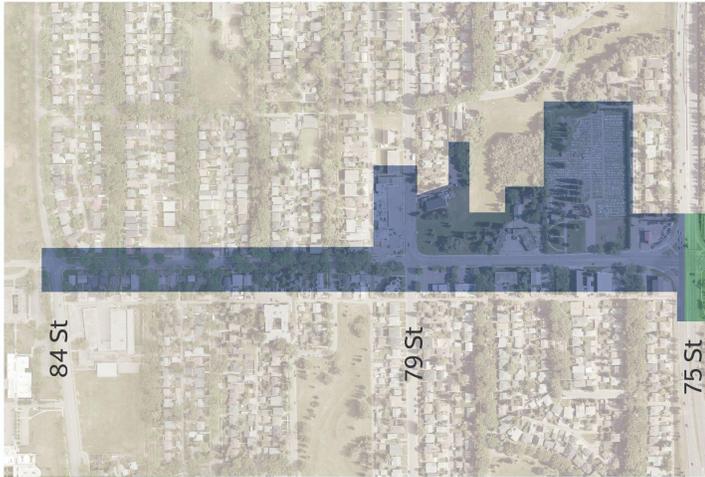
### Project Vision

**101 Avenue:**

-  is a cherished community space
-  connects people and destinations
-  has a vibrant street life, a variety of businesses, beautiful public spaces, and great transit options
-  is where people can safely walk and bike to explore, shop and visit

Vision from Corridor Study we shared	What we heard
<p>101 Avenue:</p> <ul style="list-style-type: none"> <li>+ is a cherished community space</li> <li>+ connects people and destinations</li> <li>+ has a vibrant street life, a variety of businesses, beautiful public spaces and great transit options</li> <li>+ is where people safely walk and bike to explore, shop and visit</li> </ul>	<ul style="list-style-type: none"> <li>+ Participants generally supported the vision and expressed enthusiasm about getting implementation started soon</li> <li>+ Some suggestions to add wording around inclusivity, driving, transit and connecting to nature, to the vision</li> <li>+ Participants want to ensure that accessibility for wheelchairs, other assistive mobility devices and strollers are included in the vision</li> <li>+ Pedestrian crossings and connections across 101 Avenue for people who walk and cycle were important to participants</li> <li>+ Some respondents are concerned about negative impacts to driving and access to local businesses in the area</li> </ul>

## 101 Avenue - West: 84 Street to 75 Street



Recommendations from Corridor Study we shared	What we heard
<ul style="list-style-type: none"> <li>+ Use curb ramps at intersections, enhanced markings or crossing lights at crosswalks, reduce crossing distances and provide a direct and clear path of travel for people who walk</li> <li>+ Provide pedestrian lighting</li> <li>+ Provide protected bike lanes on 101 Avenue and connect bike lanes to bicycle network</li> <li>+ Provide a buffer where existing parking lots are beside sidewalks</li> </ul>	<ul style="list-style-type: none"> <li>+ The recommendations are still relevant and important</li> <li>+ Wider sidewalks and a green separation between vehicles and pedestrians are desired, as are improved crossings generally, particularly at 79 Street</li> <li>+ There was mixed sentiment regarding bike lanes. Many participants expressed enthusiasm around separated bike lanes and connections to the ravines, while others expressed concern about provision of bike lanes will mean reducing vehicle lanes leading to vehicle traffic congestion</li> <li>+ Participants want more greenspaces and trees to soften the look and feel of the area and make it more inviting</li> <li>+ The area between 75 and 79 Streets was noted as especially needing more greenery and trees</li> </ul>

## 101 Avenue - Central: 75 Street to 71 Street



Recommendations from Corridor Study we shared	What we heard
<ul style="list-style-type: none"> <li>+ Reduced vehicle lanes</li> <li>+ Use curb ramps at intersections, enhanced markings or crossing lights at crosswalks, reduce crossing distances and provide a direct and clear path of travel for people who walk</li> <li>+ Provide pedestrian lighting</li> <li>+ Provide protected bike lanes on 101 Avenue and increased bike parking as part of new developments</li> <li>+ Ensure parking supports area businesses and residential development, add angle parking where possible, include parking underground or in the rear with redevelopment</li> <li>+ Minimize the number of driveways crossing the sidewalks</li> </ul>	<ul style="list-style-type: none"> <li>+ The recommendations are still relevant and important, participants expressed eagerness to see the improvements implemented as soon as possible</li> <li>+ Participants expressed a strong desire to see beautification in this segment of 101 Avenue with the addition of trees and planted boulevards</li> <li>+ Parking was a concern with comments including:                             <ul style="list-style-type: none"> <li>o Potential blocked view when turning onto 101 Avenue</li> <li>o If reduced parking on 101 Avenue would lead to spillover parking in the community</li> <li>o Comment that back lanes are already congested with delivery vehicles and resident traffic so redirecting parking and business access to the laneway would worsen the situation, and also that parking is vital to businesses</li> </ul> </li> <li>+ Participants wanted to see significant improvements to the pedestrian environment with wider sidewalks, separation from vehicle traffic and crossings that support all ages and abilities</li> </ul>

## 101 Avenue - East: 71 Street to 50 Street



Recommendations from Corridor Study we shared	What we heard
<ul style="list-style-type: none"> <li>+ Use curb ramps at intersections, enhanced markings or crossing lights at crosswalks, reduce crossing distances and provide a direct and clear path of travel for people who walk</li> <li>+ Provide protected bike lanes on 101 Avenue and active mode connections to Fulton and Capilano Ravines</li> <li>+ Provide pedestrian lighting</li> <li>+ Reduced vehicle lanes</li> <li>+ Close westbound access to 101 Avenue from Terrace Road/50 Street</li> </ul>	<ul style="list-style-type: none"> <li>+ The recommendations are still relevant and important</li> <li>+ Participants expressed concerns about closing 101 Avenue at 50 Street. Participants explained their experience during the recent trial-closure, that the right turn at 57 Street was awkward and is heavily used by pedestrians, creating safety concerns. A right turn lane or other improvements were suggested by participants.</li> <li>+ Concern with vehicles accessing 101 Avenue at 50 Street are using the commercial parking areas to bypass the trial closure</li> <li>+ Participants expressed general support for the bike lanes and connections to the ravines, a suggestion was made to ensure safe bike access to Capilano Mall</li> </ul>

## Greenspace

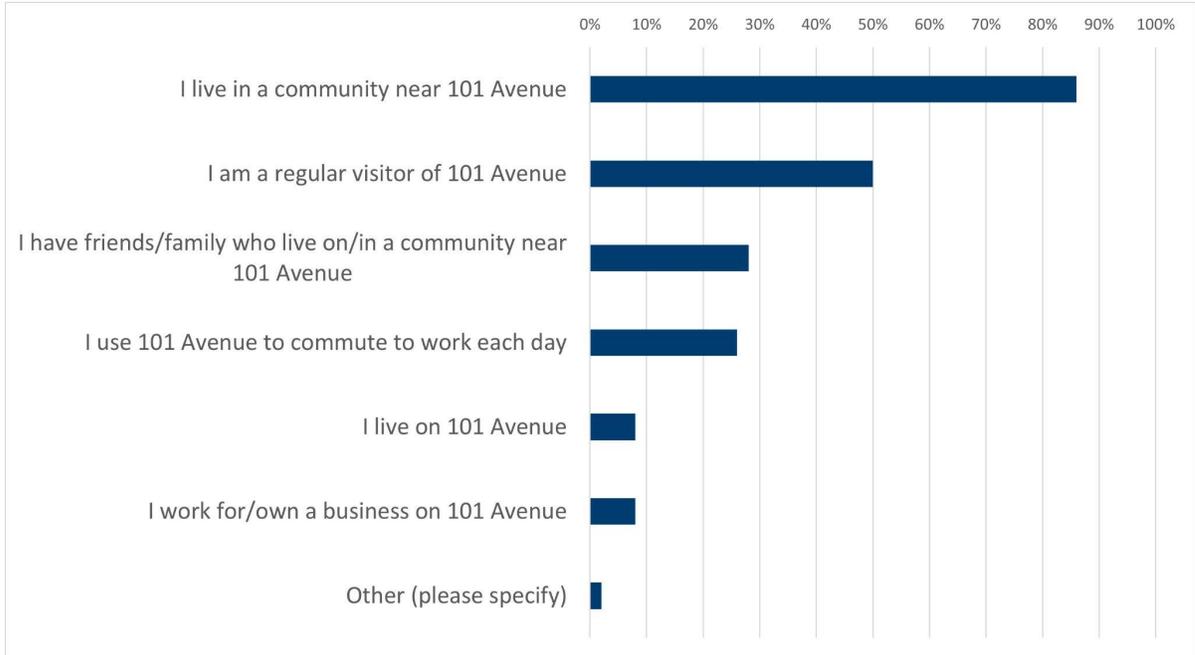
Recommendations from Corridor Study we shared	What we heard
<ul style="list-style-type: none"> <li>+ Naturalize the landscape adjacent to the Fulton and Capilano Ravines with native and/or adaptive species</li> <li>+ Install a gateway feature at the east end of 101 Avenue that enhances the landscaped area within the road right of way</li> <li>+ Bring more green to the street, trees and vegetation can be included in the design of the streetscape</li> </ul>	<ul style="list-style-type: none"> <li>+ Participants expressed a great deal of support for adding greenspaces, green boulevards and trees to 101 Avenue</li> <li>+ Participants also wanted to ensure that seating or other amenities that support gathering spaces will be included</li> <li>+ Participants preferred the use of native or adaptive plants for greenspaces</li> <li>+ There were some concerns expressed that naturalizing too much of the greenspaces near the ravines might make those spaces less usable for informal sports (e.g. soccer) or social gatherings (e.g. picnics)</li> </ul>

## Additional Comments

What we heard
<ul style="list-style-type: none"> <li>+ Participants generally supported the recommendations and wanted to see them implemented as soon as possible</li> <li>+ Participants wanted to ensure that vehicle traffic, access to businesses and vehicle access to the community is maintained</li> <li>+ Participants would like to see improvements to pedestrian amenities and crossings that also accommodate wheelchairs, scooters, other mobility aids and strollers</li> <li>+ Some participants expressed concerns that the cost of the project might be too expensive</li> <li>+ Some participants expressed the hope that the project might attract a greater diversity of businesses to the area</li> </ul>

## Demographics (asked through the online survey)

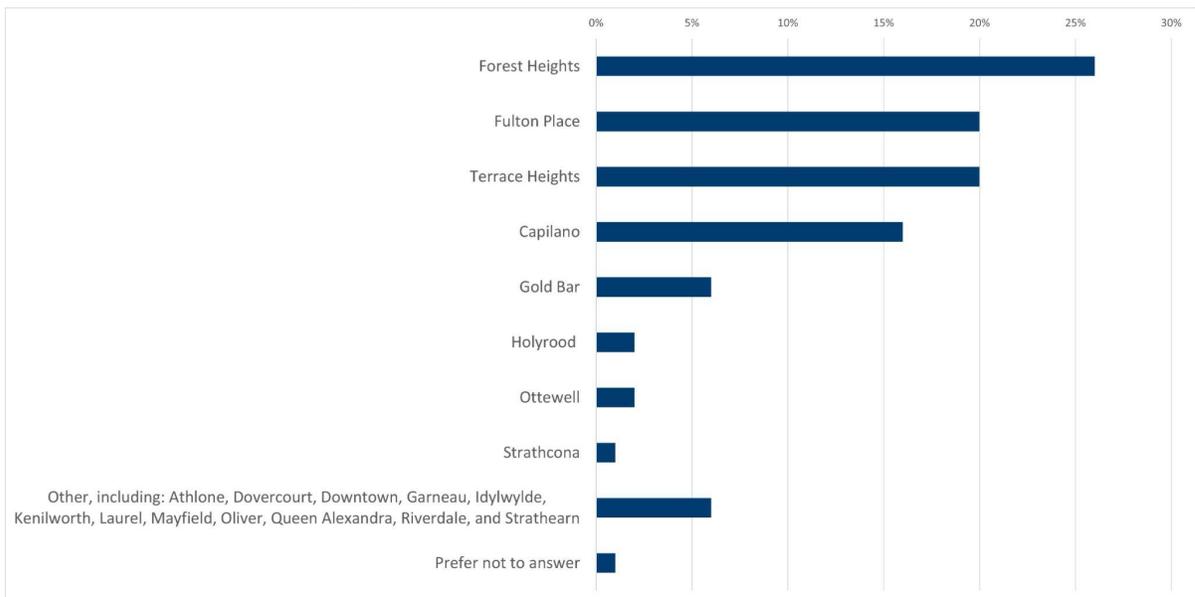
### 1. Which of the following describe you in relation to this area of 101 Avenue between 50 Street and 84 Street? (Select all that apply)



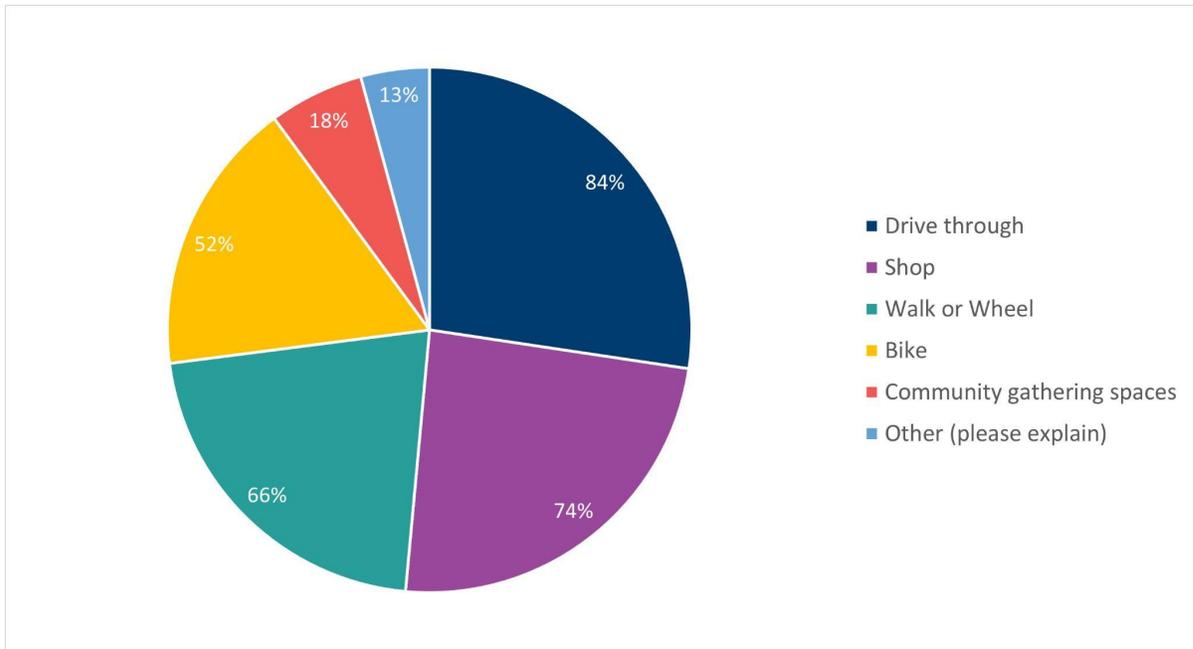
Other answers included: rental property owners, past area residents, nearby residents, Greater Edmonton Region commuters, accessibility advocates, pedestrians and cyclists commuting through the area to destinations including the river valley and trails and interested citizens.

\*As respondents could select more than one response total percent equals more than 100%

### 1A. In what Edmonton neighbourhood do you reside?



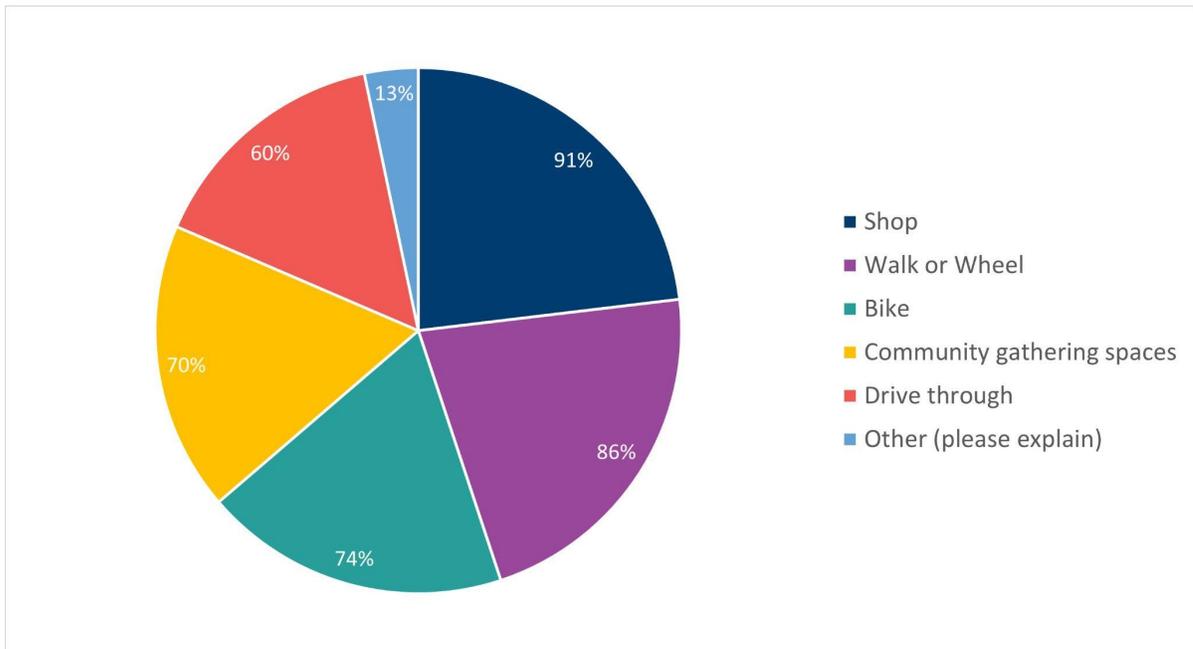
**2. How do you currently use the 101 Avenue Corridor**



Other answers included: Work or live on 101 Avenue, supporting area businesses and professional services, visiting area playgrounds and the library, taking transit

\*As respondents could select more than one response total percent equals more than 100%

**3. How would you like to use the 101 Avenue Corridor in the future? (Select all that apply)**

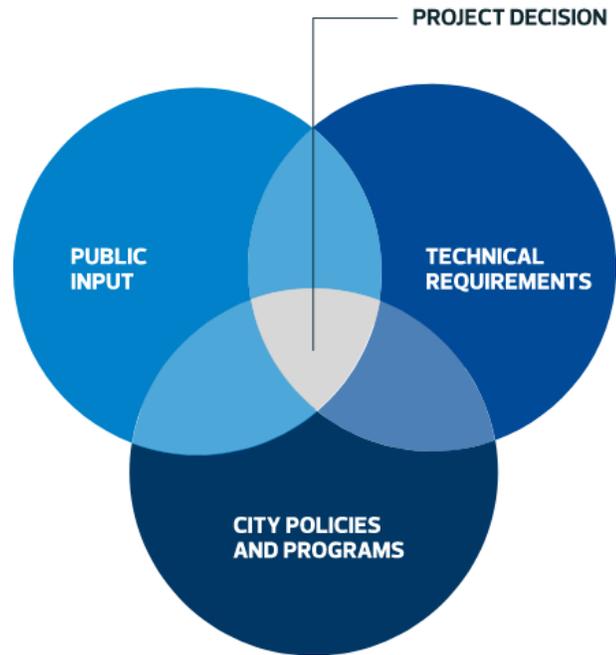


Other answers included: Supporting area businesses and professional services, parking, visiting area playgrounds and the library, taking transit, a place to sit, relax and enjoy the scenery

\*As respondents could select more than one response total percent equals more than 100%

## Public Engagement Approach

### Decision Making Process



As a part of the decision-making process, decisions are made based on three components:

- + **Technical Requirements** - What infrastructure best meets the area needs, where it can fit and what impacts it will have to the immediate and surrounding area
- + **City Policies and Programs** - how City initiatives and activities are implemented
- + **Public Input** - local knowledge and feedback of community stakeholders

### Public Engagement Spectrum



The public engagement spectrum is a tool that explains the level of influence the public has when they participate in City of Edmonton public engagement activities. The level of influence for this phase of the project is **ADVISE**.

## How We Engaged

### Communication

To promote the project and the engagement opportunities, the following communication methods were used:

#### Postcards

- + 6690 postcards were sent to all addresses in Capilano, Forest Heights, Fulton Heights and Terrace Heights

#### Road Signs

- + Four temporary signs were placed throughout the Greater Hardisty area

#### Yard Signs

- + 20 temporary signs were placed throughout the Greater Hardisty area

#### Online and Print Advertisements

- + Social Media posts through the City of Edmonton's Facebook and Twitter
- + Community League emails
- + South East Voice advertisement

## Public and Stakeholder Engagement Activities

Feedback gathered in this phase of engagement focused on checking in on the vision and high-level recommendations from the Corridor Study completed in 2017 to help shape the development of the concept plan for the 101 Avenue Streetscape. Due to the COVID-19 pandemic, the engagement process for Phase 1 was adjusted to be conducted virtually. Thank you to those who engaged with the project team virtually during this time.

#### Survey

An online survey was open between June 9-23. A total of 207 participants completed the online survey.

#### Engaged Edmonton - Ideas Tool

The Ideas tool was open between June 9-23. 25 contributions were received on the tool, and the page itself received a total of 243 visits

#### Stakeholder Workshops

Two online stakeholder workshops were hosted to gather feedback from property owners along 101 Avenue. The workshops were held on June 8 and June 9. Four (4) stakeholders attended these events.

## Who Was Engaged

- + Residents of Capilano, Forest Heights, Fulton Heights and Terrace Heights
- + Property owners along 101 Avenue
- + Adjacent businesses
- + Greater Edmonton Region Commuters

## What We Asked

### Online Survey

Participants were presented with the vision and recommendations developed for the 101 Avenue Corridor Study and asked how well they still agreed with them, whether anything was missing or should be changed. Participants were also asked about how they use 101 Avenue now and how they would like to use it in the future.

### Engaged Edmonton - Ideas Tool

Participants were asked to review the recommendations from the 101 Avenue Corridor Study and asked to comment on whether the recommendations would still achieve the vision. Additionally participants were asked to identify if there were any changes that should be made to the recommendations.

### Stakeholder Workshops

Stakeholders were asked to comment on whether the recommendations from the 101 Avenue Corridor Study would still achieve the vision. Additionally there was an opportunity for landowners to ask questions and identify concerns they may have about potential impacts to their properties.

## What Happens Next?

Input gathered during this phase of engagement will be used to develop the draft concept design. In the next phase, the project team expects to share the draft concept for public review and feedback in November 2021. Details about upcoming public input opportunities will be available on the project website and advertised throughout the area.

To learn more about the project and stay up to date, please visit [edmonton.ca/101AvenueStreetscape](http://edmonton.ca/101AvenueStreetscape).