



What We Heard - Public Event #1 (Oct 2, 2018)

124 Street Renewal (111-118 Ave) Strategy

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton

SHARE YOUR VOICE SHAPE OUR CITY

This is your city.

We welcome your input on how we maintain, grow and build Edmonton.

We believe engagement leads to better decision-making.

We are committed to reaching out to our diverse communities in thoughtful and meaningful ways.

We want to understand your perspectives and build trusting relationships with you.

We will show you how you help influence City decisions.

Share your voice with us and shape our city.

SUMMARY

124 Street Renewal (111-118 Avenue) project was presented at the *Inglewood is Changing* drop-in engagement event hosted by Building Great Neighbourhoods on October 2, 2018 at the Winnifred Stewart Association (11130 131 Street NW). The event was focused on projects that impact Inglewood and surrounding areas. The 124 Street Renewal project team collected feedback from participants regarding how they use 124 Street and what they think can be improved. This feedback will help determine stakeholders' priorities and expectations for the future of 124 Street, which will be used to develop design options that will be presented at the next public event.

WHAT WAS DONE

The public engagement was held to provide an opportunity for stakeholders to share concerns and suggestions for improvement of 124 Street.

As part of the Building Great Neighbourhoods communication tactics, the event was promoted through a number of activities:

- direct mail of event postcards to residents of Inglewood
- emails and information to community organizations, institutions, and businesses
- emails to those signed up for Inglewood Neighbourhood Renewal project updates through the project website
- signs along arterials bordering Inglewood
- City of Edmonton website
- additional advertising support from local community organizations, institutions, and businesses to promote the event to the populations they serve

Additionally, a road sign on 124 Street at 112 Avenue advertised the event to 124 Street commuters.

At the October 2 public engagement event, project information was presented with display boards and aerial maps. Feedback was collected through the use of sticky notes where

participants could place their comments on the displays. Members of the project team were in attendance to facilitate recording the feedback and answer questions. Approximately 75 participants visited the 124 Street Renewal project display area and shared their feedback.



ENGAGEMENT RESULTS AND FINDINGS

This section summarizes the received feedback and is grouped into common themes. Where applicable, the comments received for the 124 Street project have been shared with the Inglewood Neighbourhood Renewal project.

Overall Street Character

A number of comments suggested 124 Street should be a more appealing street, both in terms of wider sidewalks and more attractive street frontages. Some comments indicated that 124 Street north of 111 Avenue is not attractive for pedestrians and suggested extending the pedestrian-friendly character of the street south of 111 Avenue to the areas north. These suggestions include wider sidewalks, pedestrian street lighting, decorative light standards and having more business frontages along the street. Some people shared that currently they prefer using some of the parallel streets to reach their destinations on 124 Street. Some people suggested that the intersection of 124 Street and 111 Avenue could be identified as a gateway to Inglewood through a decorative marker or plaque, and that the street could accommodate public art installations to make it more attractive.

Roadway

Stakeholders identified the road to be in poor condition, but the number of lanes was adequate to meet the needs of an arterial road and allowed good traffic flow. It was suggested that road safety may be improved by narrowing the width of the lanes, adding pedestrian crossings and increasing lighting at all crossings.

Street Parking

The majority of the comments suggested that the current street off-peak parking configuration works well. One concern identified was that street parking can impede sight lines for drivers entering 124 Street from the side streets (specifically on Sunday when church patrons park at the intersection of 113 Avenue and 124 Street). Several comments also noted that street parking is generally well used. The overall expectation is that parking be retained as is.

Sidewalks and Boulevards

To make the street more walkable, stakeholders suggested widening the sidewalks and adding a boulevard to separate the sidewalk from the road. One comment indicated that the sidewalk next to the curb (i.e.: mono-walk) works fine since the parked cars serve as a buffer from the traffic.

Pedestrian Crosswalks

Several stakeholders suggested that crosswalk visibility could be improved by adding crosswalk lights and flashing signals (such as the flashing signal at 116 Avenue). A few comments indicated shortage of crosswalks; in particular, the need of a crosswalk at 113 Avenue (to enable safer access to the bus stop at the SW corner, to the church at the NE corner and to the Credit Union at the SE corner) and at 112 Avenue (dentist offices at the SE corner). It was noted that east-west sidewalks on the avenues should align with the crosswalks on 124 Street. A new flashing signal was suggested for the intersection of 113 Avenue. Better lights at crosswalks were considered important because drivers occasionally didn't notice pedestrians trying to cross.

Traffic Lights

Comments indicated a preference for flashing signals rather than traffic lights. People indicated they liked the newly installed traffic lights at 115 Avenue. One cyclist suggested that a button on the south side of 115 Avenue would enable cyclists to stay on that side of the road when crossing the street.

Bike Lanes

A number of comments suggested bike lanes are not needed along 124 Street since there are parallel bike routes on 127 Street and the 122 Street shared-use path. In terms of east-west cycling routes, there was strong support of the newly suggested bike route on 114 Avenue. One comment suggested a bike route along 116 Avenue. Many people shared the suggestion for better connectivity to the 122 Street shared-use path.

Street Lights

Many comments suggested better lighting at pedestrian crosswalks and bus stops to make the street safer. There were suggestions to use decorative street lights that are currently used on 124 Street south of 111 Avenue and extending the winter string lighting north to 118 Avenue. The use of galvanized posts was also suggested.

Bus Stops

Stakeholders indicated the need for more bus shelters and benches, and overall improvement of the bus stops.

Building Frontages

Several comments identified the need for more inviting building frontages to make the street more attractive to pedestrians. A few comments suggested that the commercial main street character from the area south of 111 Avenue (with small businesses, shops and restaurants) be extended north to 118 Avenue. People indicated that the street between 111 Avenue and 118 Avenue is currently short of commercial destinations, which may be one reason for not seeing a lot of pedestrians on the sidewalks. (while changing land uses along the street is outside the scope of this project, these comments will be passed on to the corresponding city planning section).

Location-Specific Feedback

A number of location-specific comments were received, most of which are already explained above. The comments, in order from south to north, include:

111 Avenue

- The planters and electrical box at the NW corner creates a narrow sidewalk and impedes driver sightlines
- This is a good location for a gateway feature or marker

112 Avenue (including the abandoned turn-around space)

- Participants shared two ideas for the former street car turn-around area
 - One suggestion was to convert this space into a local park with area for weekly farmers market;
 - Another alternative suggestion was to redevelop the site with a four-to-six storey apartment building with active commercial use at grade, in order to create a more inviting and lively street;
- A new flashing signal crosswalk is needed at this intersection

113 Avenue

- A new flashing signal crosswalk is needed for intersection to allow safer access to the bus stop south of 113 Avenue and to the church on Sunday

114 Avenue

- Support for the newly proposed east-west bike route on 114 Avenue
- Ensure that the 124 Street crosswalk is connected to sidewalks east and west of 124 Street:
 - Move the crosswalk to the north side since there is no east-west sidewalk on the south side of 114 Avenue east of 124 Street.
 - Alternatively, build a sidewalk on the south side of 114 Avenue to connect to the 124 Street crosswalk.

115 Avenue

- People expressed satisfaction with the new traffic light at this intersection.
- One comment suggested changing the pedestrian light to a flashing signal crosswalk.

How People Use 124 Street

A question was posted on the aerial maps at the public event asking stakeholders how they use the street. A total of 119 check marks were received as indicated in the table below.

Walk	Cycle	Take Transit	Drive	Other
35 (29%)	23 (19%)	13 (11%)	44 (37%)	4 (3%)

NEXT STEPS

The next step in 124 Street Renewal (111-118 Avenue) project is to present the common themes from this document to stakeholders for validation at our next public engagement event. Design options will also be presented to illustrate how stakeholders' concerns could be addressed.

Citizens can continue to be involved with the strategy phase of 124 Street Renewal project by attending the next public engagement event and by reviewing the information on the web page www.edmonton.ca/124StreetRenewal, where you can also subscribe to receive project updates, including notification of future engagement opportunities.