

Public Consultation Process

Public consultation has been integral to completing this planning study. The feedback received to date has guided the development of the concept plans by informing the project team about issues, concerns, and opportunities for the study area.

Opportunities for stakeholders to provide input include:

- One-on-one stakeholder interviews (telephone and in-person)
- Online questionnaire (over 150 responses received)
- Two Stakeholder Input Group workshops
- Public open house

The public engagement has provided a thorough picture of the vision that stakeholders have for the area including areas for improvement along the 142 Street corridor.

The open house held on May 7, 2014 provided valuable feedback from the public related to the two concept plans under consideration. A summary of the feedback from the open house is provided below.

What We Heard: Preliminary Feedback from May 7, 2014 Open House

The following summary outlines the results of the survey conducted following the open house on May 7, 2014 where Concept 1 and Concept 2 were presented to the public. The results are preliminary and outline feedback as of May 13, 2014 prior to the end date of the survey on May 21, 2014.

The following summary represents feedback from a total of 62 participants. Note that not all respondents completed each question.

Summary:

Overall, there are mixed views on which concept (1 or 2) would provide the best solution for 142 Street between 118 Avenue and Yellowhead Trail.

Concept 1: The feedback related to Concept 1 received very polarized views from respondents where almost equal number of respondents indicated support as indicated non-support.

- 41% support
- 47% non-support
- 12% remaining neutral

Concept 2: Feedback on Concept 2 was less polarized.

- 46% support
- 29% non-support
- 25% neutral

Demographic:

The majority of survey respondents to date are area residents (62.7%), with 32.2 percent indicating they are area property owners and 57.6 percent noting they use the corridor

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as a commuter. A small number of respondents either own or operate a business (3.4%) or are an employee of a business (6.8%) in the study area. (Respondents were asked to check all the responses that apply to them). Eighty percent of respondents are first time participants of this public engagement process.

West Sidewalk

Over 82% of respondents noted they were supportive of improving pedestrian connections along 142 Street, particularly to transit stops.

Respondents were, however, split on whether the sidewalk on the west side needed to be continuous from Yellowhead Trail to 118 Avenue. When asked to identify level of support for a full sidewalk on the west side at the expense of one southbound lane (from 120 to 124 Avenue), responses were quite polarized, with 45.3 percent Not Supportive and 41.5 percent Supportive. An additional 13.2 percent identified they are neutral on this issue.

When asked if they support the inclusion of transit connector walks (sidewalk connections from intersections to bus stops; not a full sidewalk on the west side) which would leave two southbound lanes nearly half of respondents (46.1%) are Supportive with 30.8 percent Not Supportive. These statistics are also representative of the respondents' support for Concept 1 (full sidewalk) or Concept 2 (sidewalk connectors).

Shared-use Path

Two options were presented for the shared-use path on the east side of 142 Street. One option proposes the shared-use path between 142 Street and the Woodcroft Substation at the NE corner of 118 Avenue / 142 Street which would require the removal of a lane through the 118 Avenue intersection; this is the most direct path for the shared-use path. The other option is to place the shared-use path on the alley to the east of the Woodcroft Substation which would leave the 118 Avenue intersection as-is but is more circuitous for users of the shared-use path.

By a slight majority (45.3%), respondents prefer the shared-use path to run on the west side of the EPCOR site (at the expense of one lane through the 118 Avenue intersection), rather than through the alley and along the east of the site (32%) which would leave the 118 Avenue intersection as-is. Nearly 50 percent are Not Supportive of the route through the alley with 37.8 percent not supportive of the direct route. The majority who commented on this element indicated the path should run between the EPCOR site and 142 Street as commuters will travel the most direct route regardless of whether the path is constructed there or not.

There is also support to extend the shared-use path south to 111 Avenue, as well as through to Coronation Park.

Concept 1

Concept 1 (three lane, full sidewalk) received mixed views, with those who are Not Supportive having a slight majority (47.1%) over those who are Supportive (41.2%). Eleven percent are neutral about this option.

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Those who are Not Supportive indicate the focus should remain on vehicular traffic along this corridor, that there is too much traffic to warrant a lane removal at this location and movement of vehicular traffic is the priority over pedestrians and cyclists. Those who are Supportive note Concept 1 ties into the future vision for 149 Street/Yellowhead Trail, a full sidewalk on the west is needed to support pedestrians, the shared-use path provides appropriate accommodation for cyclists, space is provided for snow removal, and that the option is a good use of space overall. Many respondents applauded the City for considering the needs and safety of those modes of travel beyond motor vehicles and encouraged it to be bold enough to make changes that support the community as a whole rather than one user group.

Concept 2

Respondents were less polarized on Concept 2, with 45.8 percent Supportive and only 29.2 percent Not Supportive. However, an additional 25 percent were neutral on this option. Those who are Supportive highlight the four traffic lanes as the determining factor, noting that traffic will move better and that roadway capacity will be maintained. Those who are Not Supportive, note they prefer increased accessibility for pedestrians and that bus stop connector sidewalks simply assume where people want to walk. Some comments from those who are not supportive indicate that this option doesn't go far enough to satisfy the needs of all users, while those in support consider removing a lane of traffic a "dumb idea."