

Welcome to Building Great Neighbourhoods Inglewood

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SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton



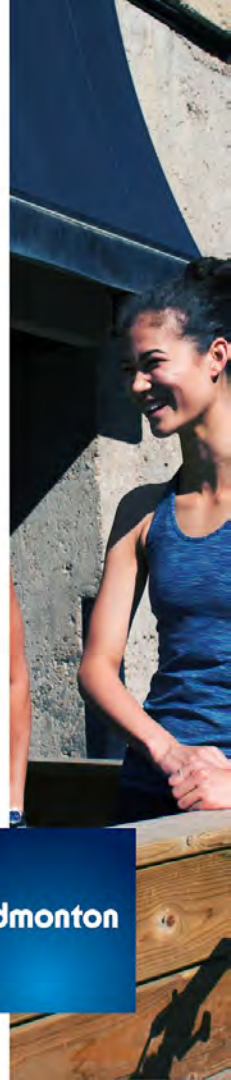
Building Great Neighbourhoods

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, streetlights, 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.

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What is Included?

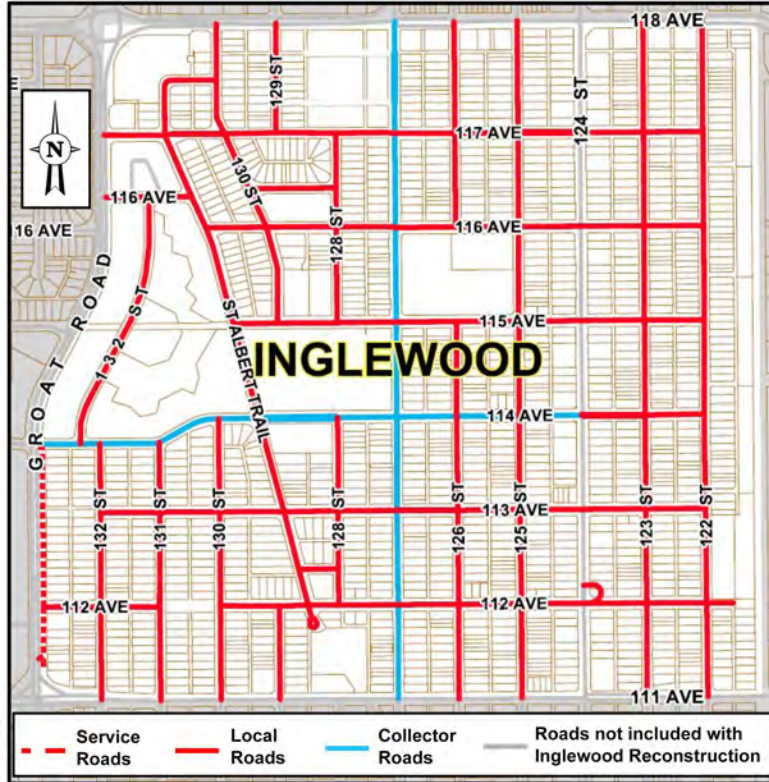
Upgrades to neighbourhood infrastructure include:

- Local and Collector Roads
- Sidewalks and Sidewalk Connections
- Curbs and Gutters
- Standard Streetlights

Other upgrades could include:

- Connections that help you walk, bike and move around your neighbourhood
- Improvements to green spaces and parks - i.e. trees
- A look at neighbourhood traffic issues
- Coordination with other projects happening in the neighbourhood
- Decorative street lights if the neighbourhood supports a local improvement

Inglewood Project



- Construction anticipated from 2019 to 2021
- Excludes arterial roads:
 - 111 Ave and 118 Ave
 - 124 Street
 - Groat Road
- Excludes alleys
- Includes delivery of approved 127 St collector plan

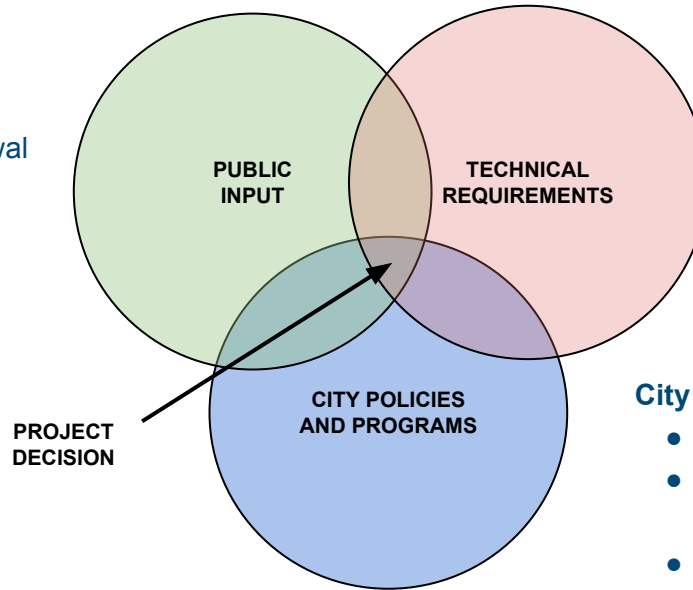
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The City considers the following in its decision making:

Public Engagement Input:

- **Refine** Neighbourhood Renewal vision and important elements
- **Advise** on neighbourhood assets, opportunities and priorities
- **Refine** preliminary design
- **Decide** on sidewalk and/or decorative light local improvement



PROJECT
DECISION

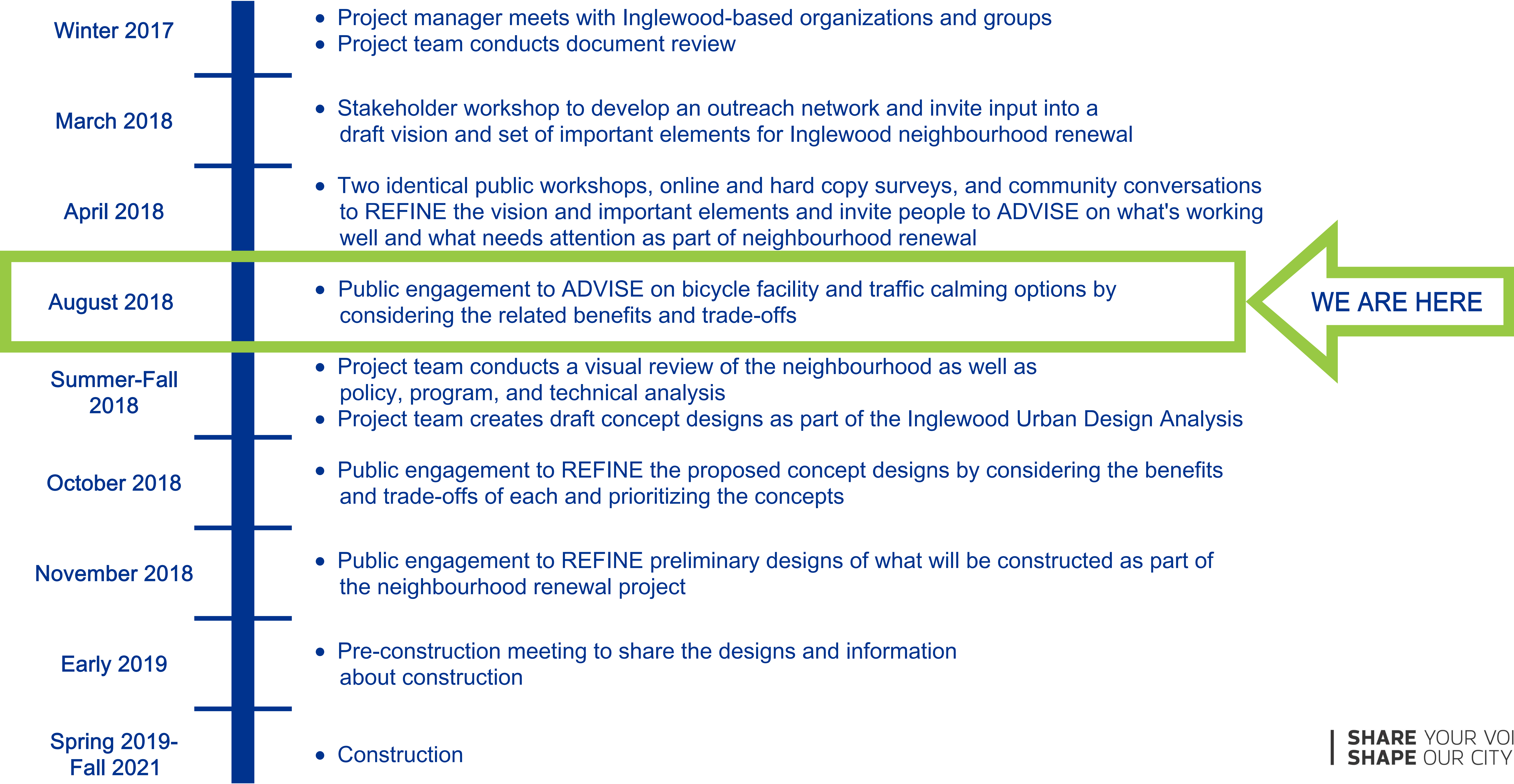
Technical Requirements:

- Infrastructure Assessments
- Complete Streets Design and Construction Standards
- Universal Design
- Crime Prevention Through Environmental Design
- Urban Design Framework

City Policies and Programs:

- City's Strategic Plans - The "Ways"
- Active Transportation Policy (Sidewalk Strategy)
- Local Improvement Policy
- Public Engagement Policy
- Breathe - Green Network Strategy
- Winter City Guidelines
- Vision Zero

INGLEWOOD NEIGHBOURHOOD RENEWAL PROJECT TIMELINE



PROJECT VISION AND IMPORTANT ELEMENTS

Earlier this year, public engagement participants helped refine a project vision and set of important elements to guide the City's work in the neighbourhood. The final vision and important elements are:

VISION:

Inglewood is a safe and walkable neighbourhood. It is welcoming to everyone, and brings people together through fun, community-building activities. It reflects its diversity and connections to Indigenous heritage.

IMPORTANT ELEMENTS:

- A safe neighbourhood, supported by lighting and visibility.
- A walkable neighbourhood, supported by accessibility, traffic management, and safe crossings and pathways.
- Common spaces that are functional and have amenities to support fun and community-building activities for people of all ages and backgrounds.
- Visual representation of the neighbourhood's diversity, including Indigenous heritage.

WHAT WE HEARD IS WORKING WELL

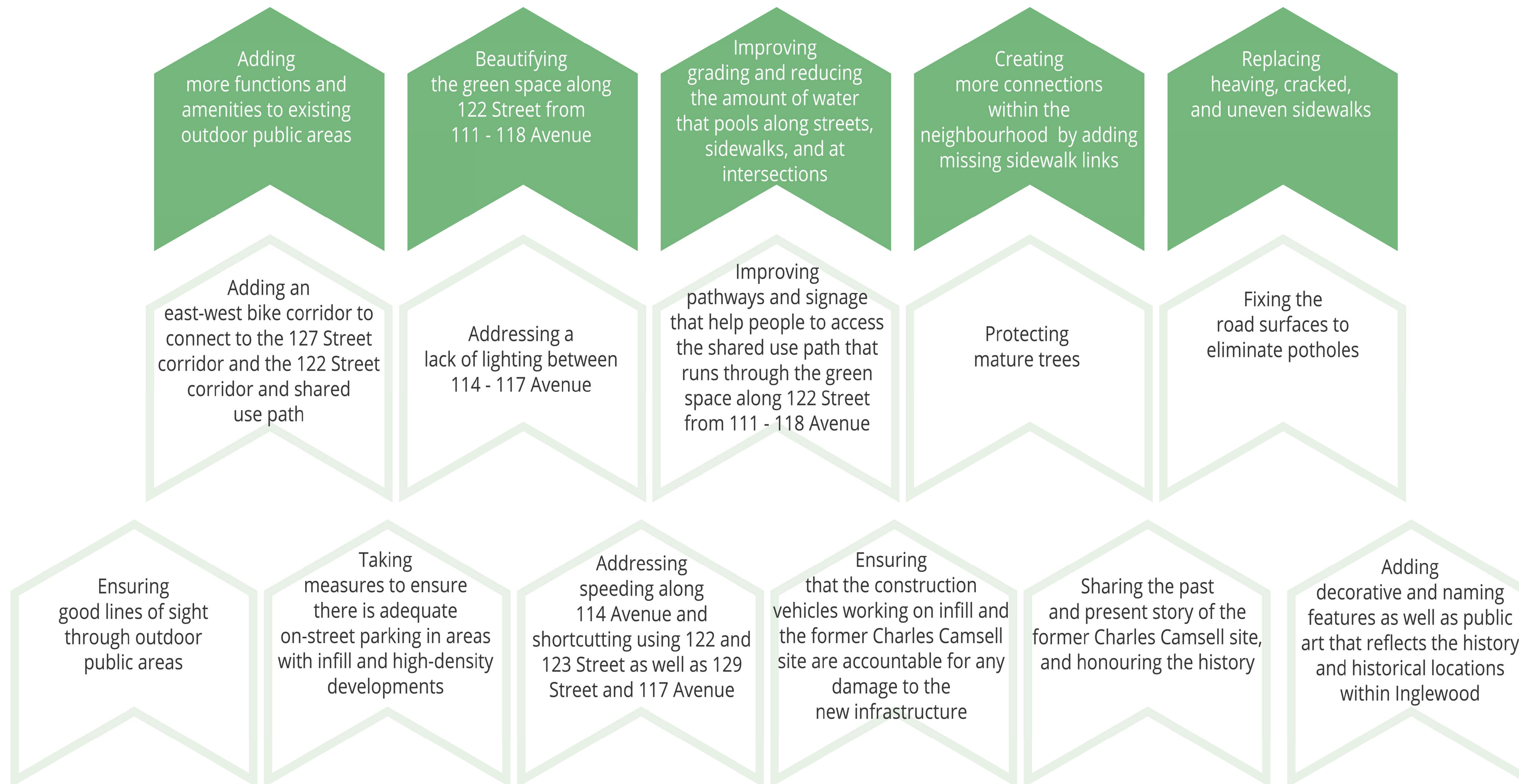
In April 2018, public engagement participants advised the City on what is working well to support walking, biking, and driving in Inglewood, and in open spaces. The input pointed to five themes:

Potential Elements	Strengths
The green belt along 122 Street from 111 Avenue to 118 Avenue	<ul style="list-style-type: none">• Multiple uses, including off-leash dog park, bike path, and playground• Creates a connection between neighbourhoods
The shared-use path that runs through the green belt along 122 Street from 111 Avenue to 118 Avenue	<ul style="list-style-type: none">• Supports safe biking, walking, and overall commuting
Winnifred Stewart Park	<ul style="list-style-type: none">• Has a natural look and feel with the use of trees and rocks• Good paths and sidewalks to support access and connectivity• Good lighting that supports a feeling of safety
Speed Limits	<ul style="list-style-type: none">• Neighbourhood speed limits, including 30km/hr near schools
Parking on both sides of the streets	<ul style="list-style-type: none">• Adds additional parking for residents• Helps to slow down drivers

A "What We Heard Report", summarizing the insights received during previous engagement in April 2018, is available at Edmonton.ca/BuildingInglewood

WHAT WE HEARD NEEDS ATTENTION

In April 2018, public engagement participants advised the City on what needs attention to support walking, biking, and driving in Inglewood, and in open spaces. The input pointed to five standout themes and 11 additional themes:



A "What We Heard Report", summarizing the insights received during previous engagement in April 2018, is available at Edmonton.ca/BuildingInglewood

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BIKE FACILITIES

As part of earlier public engagement, we heard interest in adding an east-west cycling connection through Inglewood. Part of creating this connection is making a decision about feasible bike facilities. Please consider the three possibilities and for each:

- 1. Use a YELLOW Post-It note to identify the most important BENEFITS for the City to consider
- 2. Use a BLUE Post-It note to identify the most important TRADE-OFFS for the City to consider
- 3. Use a sticker to identify your level of comfort encountering this type of facility



Protected bike lane - Median Separated

Benefits	Trade-Offs
<ul style="list-style-type: none">- Separate bikes from pedestrians and cars- Supports year-round biking- Maintained by the City- Traffic calming if road narrowing is required	<ul style="list-style-type: none">- Road space or right of way required which may result in:<ul style="list-style-type: none">- the road becoming one-way- removal of on-street parking on one or both sides of the road (location-specific)- road narrowing- removal of trees, if required

What are the most important benefits or trade-offs?

BENEFITS

TRADE-OFFS

What is your overall level of comfort?
(1 is lowest, 3 is neutral, 5 is highest)

1 2 3 4 5



Protected bike lane - Raised Bike Lane

Benefits	Trade-Offs
<ul style="list-style-type: none">- Separate bikes from pedestrians and cars- Supports year-round biking- Maintained by the City- Traffic calming if road narrowing is required	<ul style="list-style-type: none">- Road space or right of way may be required which may result in:<ul style="list-style-type: none">- the road becoming one-way- removal of on-street parking on one or both sides of the road (location-specific)- road narrowing- removal of trees, if required

What are the most important benefits or trade-offs?

BENEFITS

TRADE-OFFS

What is your overall level of comfort?
(1 is lowest, 3 is neutral, 5 is highest)

1 2 3 4 5



Shared Roadway

Benefits	Trade-Offs
<ul style="list-style-type: none">- Additional road space not required since bikes and cars share space- Supports year-round biking- Maintained by the City- Traffic calming if road narrowing is required	<ul style="list-style-type: none">- No physical separation between bikes and cars- Traffic calming measures often required to ensure cars operate at safe/comfortable speeds for shared space- Road space or right of way may be required which may result in:<ul style="list-style-type: none">- the road becoming one-way- removal of on-street parking on one or both sides of the road (location-specific)- road narrowing- removal of trees, if required

What are the most important benefits or trade-offs?

BENEFITS

TRADE-OFFS

What is your overall level of comfort?
(1 is lowest, 3 is neutral, 5 is highest)

1 2 3 4 5

BIKE FACILITIES

As part of earlier public engagement, we heard interest in adding an east-west cycling connection through Inglewood. Creating a bike facility that runs east to west may require some changes to the existing infrastructure.

Existing Bike Routes Through Inglewood



Please review the possible changes that might be required to accommodate a bike facility and, using the stickers provided to you, indicate which THREE you would be most comfortable experiencing in Inglewood.

The road becoming a one-way	
Removal of on-street parking on one or both sides of the road (location-specific)	
Road narrowing	
Removal of trees, if required	
No physical separation between bikes and cars	
Traffic calming measures to ensure cars operate at a safe speed for shared roadway	

TRAFFIC CALMING

What is traffic calming?

Traffic calming is a combination of mainly physical traffic measures that help to address speeding and/or shortcutting traffic on local and collector roads.

Why is traffic calming important in Inglewood?

As part of earlier public engagement, we heard that there are instances of speeding and shortcutting taking place in Inglewood.

What input is the City seeking?

We have a variety of measures to help reduce speeding and shortcutting. The measures come with a variety of benefits and trade-offs. We want your input to know which benefits and trade-offs are most important for us to consider, and how comfortable you are with different types of traffic calming measures.

How do I learn more about traffic calming measures?

If you want to view and experience examples of traffic calming measures, join one of our guided walks to visit five temporary examples set up in Inglewood.

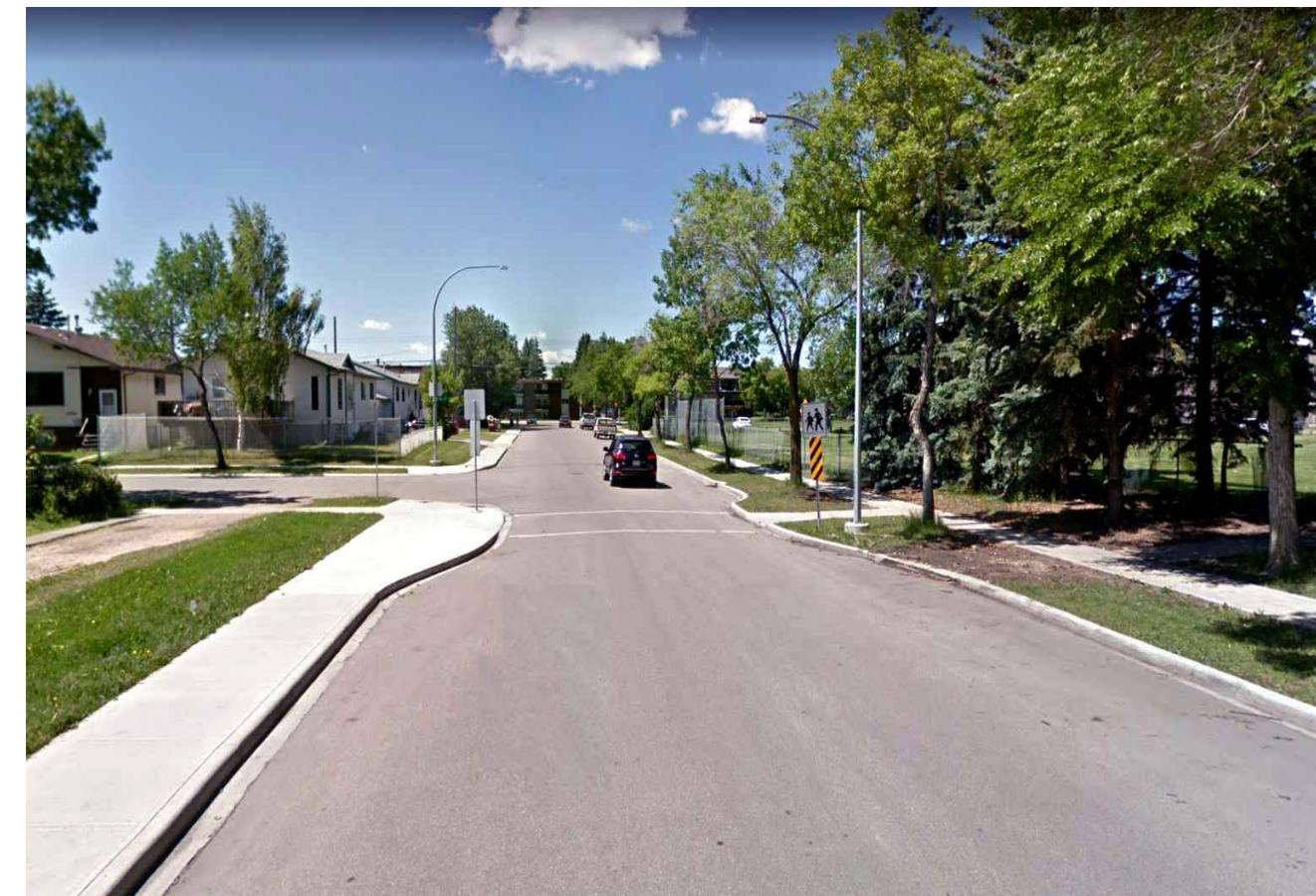
How do I share my feedback on the traffic calming measures?

Please review each measure on the traffic calming display boards and consider:

- What a pedestrian, driver and/or cyclist would experience traveling through the measure(s)
- How each measure will or could influence driver behaviour
- Whether a measure will have a positive or negative impact in the neighbourhood

At each display board, review the traffic calming measures and then:

1. Use a YELLOW Post-It note to identify the most important BENEFITS for the City to consider
2. Use a BLUE Post-It note to identify the most important TRADE-OFFS for the City to consider
3. Use a sticker to identify your level of comfort encountering each measure



MEASURES FOR SHORTCUTTING (1 OF 2 DISPLAY BOARDS)

Benefits

- Traffic volume/shortcutting reduction
- Fewer conflicting traffic movements potentially result in fewer/less severe collisions
- Creates a pedestrian refuge to make crossing the road safer (raised median and right-in/right-out island)
- May have potential for landscaping

Trade-Offs

- Loss of some on-street parking
- Less convenient access for residents and visitors
- Potential diversion of traffic to other roads

Full Road Closure



What are the most important benefits or trade-offs?

BENEFITS

TRADE-OFFS

What is your overall level of comfort?
(1 is lowest, 3 is neutral, 5 is highest)

1 2 3 4 5

One-Way Road



What are the most important benefits or trade-offs?

BENEFITS

TRADE-OFFS

What is your overall level of comfort?
(1 is lowest, 3 is neutral, 5 is highest)

1 2 3 4 5

Raised Median Through
an Intersection



What are the most important benefits or trade-offs?

BENEFITS

TRADE-OFFS

What is your overall level of comfort?
(1 is lowest, 3 is neutral, 5 is highest)

1 2 3 4 5

MEASURES FOR SHORTCUTTING

(2 OF 2 DISPLAY BOARDS)

Benefits

- Traffic volume/shortcutting reduction
- Fewer conflicting traffic movements potentially result in fewer/less severe collisions
- Creates a pedestrian refuge to make crossing the road safer (raised median and right-in/right-out island)
- May have potential for landscaping

Diagonal Diverter



What are the most important benefits or trade-offs?

BENEFITS

TRADE-OFFS

What is your overall level of comfort?
(1 is lowest, 3 is neutral, 5 is highest)

1 2 3 4 5

Trade-Offs

- Loss of some on-street parking
- Less convenient access for residents and visitors
- Potential diversion of traffic to other roads

Right-in/Right-out Island



What are the most important benefits or trade-offs?

BENEFITS

TRADE-OFFS

What is your overall level of comfort?
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1 2 3 4 5

MEASURES FOR SPEEDING

(1 OF 3 DISPLAY BOARDS)

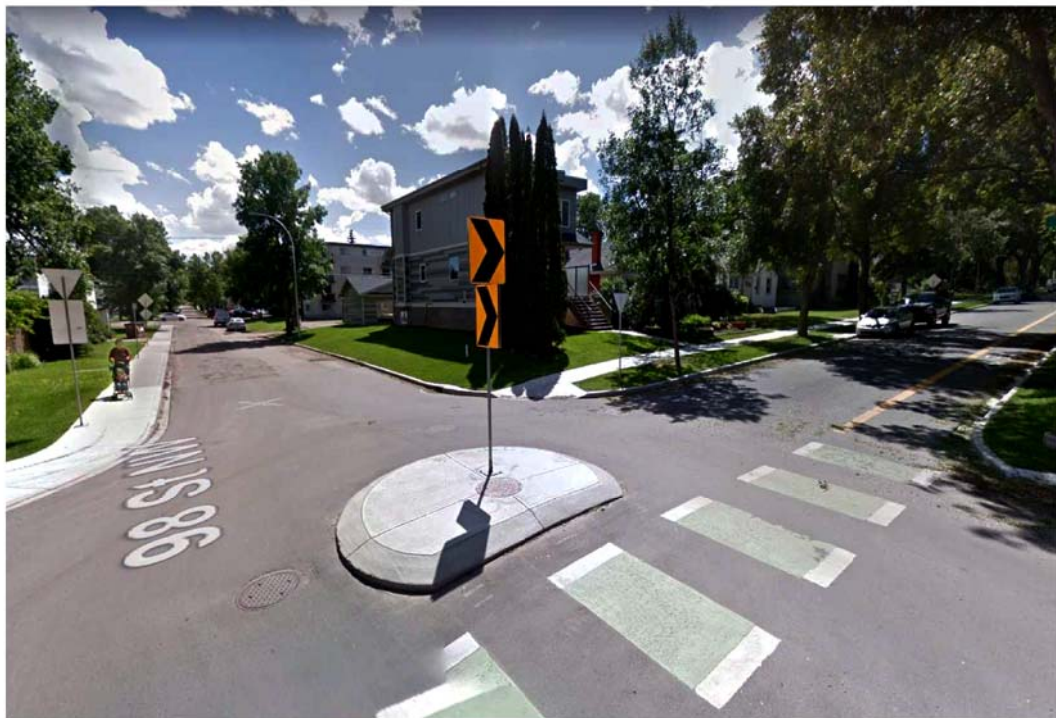
Benefits

- Slows traffic in the area of the measure
- May also discourage shortcutting if used in combination along roadway
- Improved driver awareness of the pedestrian crossing with raised crosswalks/intersections
- Pedestrians using mobility aids may be able to cross raised crosswalks/intersections more easily

Trade-Offs

- Cyclists may need to 'take the lane' to travel around roundabouts, chicanes, and curb extensions
- May be challenging for larger vehicles (for example, trucks or buses)
- Discomfort for transit passengers (raised crosswalk/intersection and speed humps)
- May increase traffic noise due to braking and accelerating
- May result in loss of some on-street parking
- Potential diversion of traffic to other roads

Mini Roundabout



What are the most important benefits or trade-offs?

BENEFITS

TRADE-OFFS

What is your overall level of comfort?
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1 2 3 4 5

Chicanes



What are the most important benefits or trade-offs?

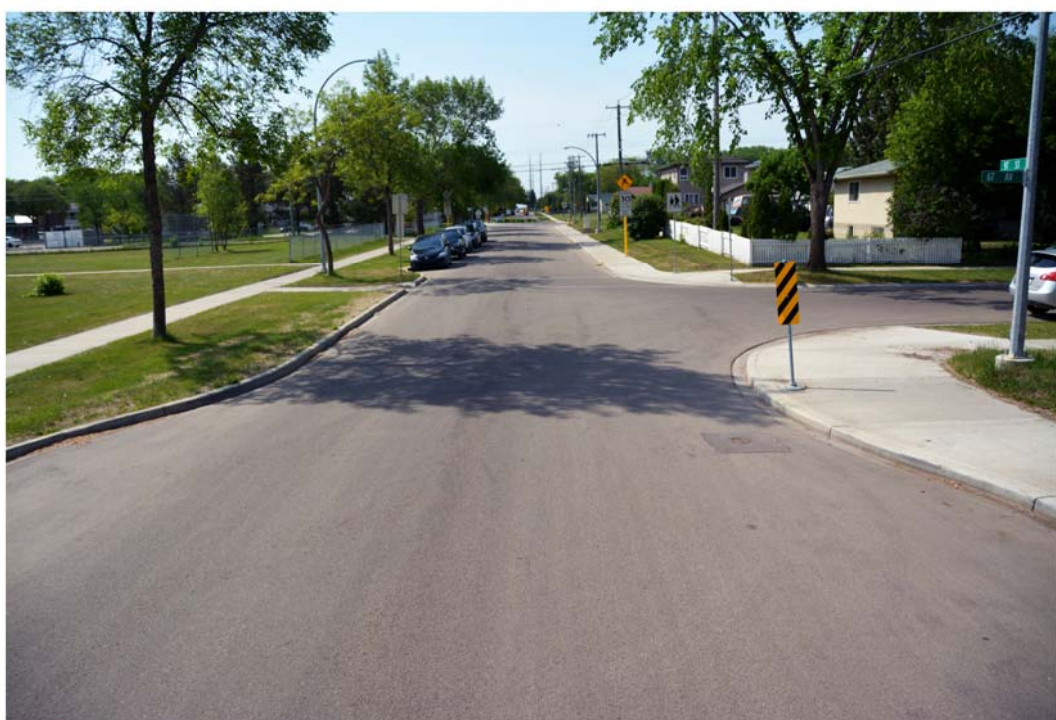
BENEFITS

TRADE-OFFS

What is your overall level of comfort?
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1 2 3 4 5

Curb Extensions



What are the most important benefits or trade-offs?

BENEFITS

TRADE-OFFS

What is your overall level of comfort?
(1 is lowest, 3 is neutral, 5 is highest)

1 2 3 4 5

MEASURES FOR SPEEDING

(2 OF 3 DISPLAY BOARDS)

Benefits

- Slows traffic in the area of the measure
- May also discourage shortcutting if used in combination along roadway
- Improved driver awareness of the pedestrian crossing with raised crosswalks/intersections
- Pedestrians using mobility aids may be able to cross raised crosswalks/intersections more easily

Raised Median/Median Island



What are the most important benefits or trade-offs?

BENEFITS

TRADE-OFFS

What is your overall level of comfort?
(1 is lowest, 3 is neutral, 5 is highest)

1 2 3 4 5

Trade-Offs

- Cyclists may need to 'take the lane' to travel around roundabouts, chicanes, and curb extensions
- May be challenging for larger vehicles (for example, trucks or buses)
- Discomfort for transit passengers (raised crosswalk/intersection and speed humps)
- May increase traffic noise due to braking and accelerating
- May result in loss of some on-street parking
- Potential diversion of traffic to other roads

Raised Crosswalk



What are the most important benefits or trade-offs?

BENEFITS

TRADE-OFFS

What is your overall level of comfort?
(1 is lowest, 3 is neutral, 5 is highest)

1 2 3 4 5

MEASURES FOR SPEEDING

(3 OF 3 DISPLAY BOARDS)

Benefits

- Slows traffic in the area of the measure
- May also discourage shortcutting if used in combination along roadway
- Improved driver awareness of the pedestrian crossing with raised crosswalks/intersections
- Pedestrians using mobility aids may be able to cross raised crosswalks/intersections more easily

Raised Intersection



What are the most important benefits or trade-offs?

BENEFITS

TRADE-OFFS

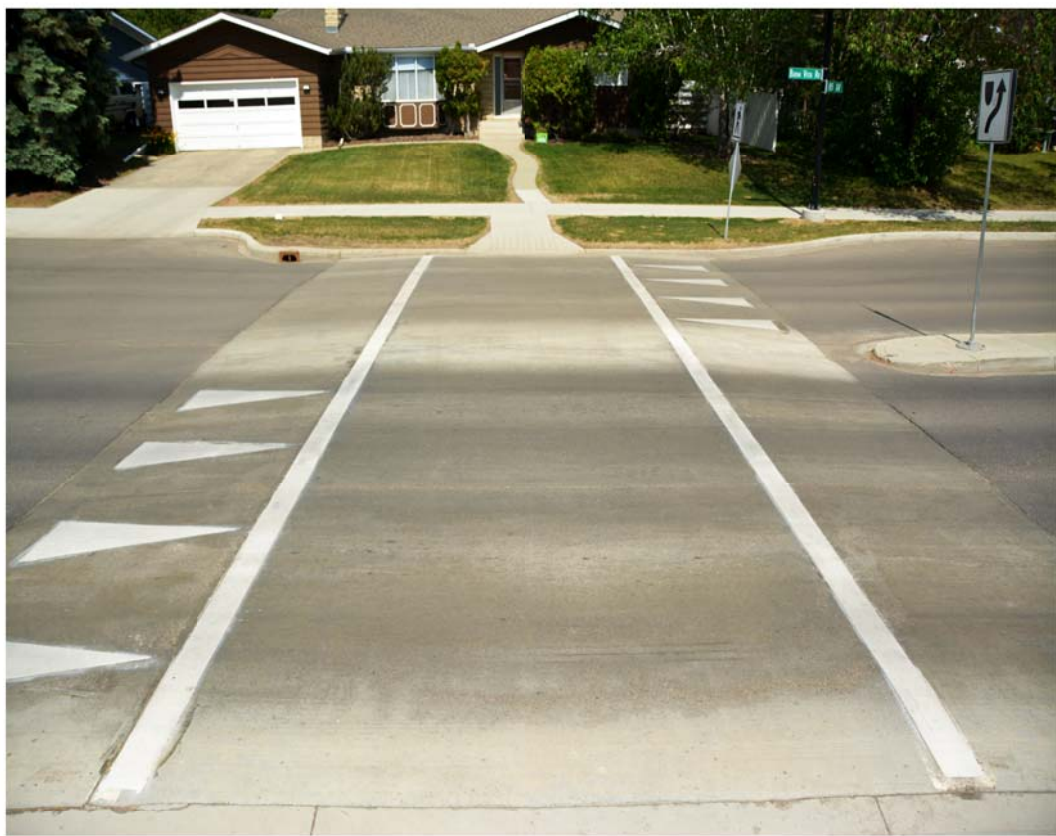
What is your overall level of comfort?
(1 is lowest, 3 is neutral, 5 is highest)

1 2 3 4 5

Trade-Offs

- Cyclists may need to 'take the lane' to travel around roundabouts, chicanes, and curb extensions
- May be challenging for larger vehicles (for example, trucks or buses)
- Discomfort for transit passengers (raised crosswalk/intersection and speed humps)
- May increase traffic noise due to braking and accelerating
- May result in loss of some on-street parking
- Potential diversion of traffic to other roads

Speed Hump



What are the most important benefits or trade-offs?

BENEFITS

TRADE-OFFS

What is your overall level of comfort?
(1 is lowest, 3 is neutral, 5 is highest)

1 2 3 4 5

TRAFFIC CALMING

TRADE-OFF PRIORITIES

There are a number of trade-offs that the City of Edmonton must consider when evaluating opportunities to reduce traffic speeding and shortcutting in neighbourhoods. We want to know which is most important to you.

Please review the list below and, using the three stickers provided to you, indicate which THREE are most important for the City to consider when evaluating possible solutions to reduce shortcutting and speeding in Inglewood.

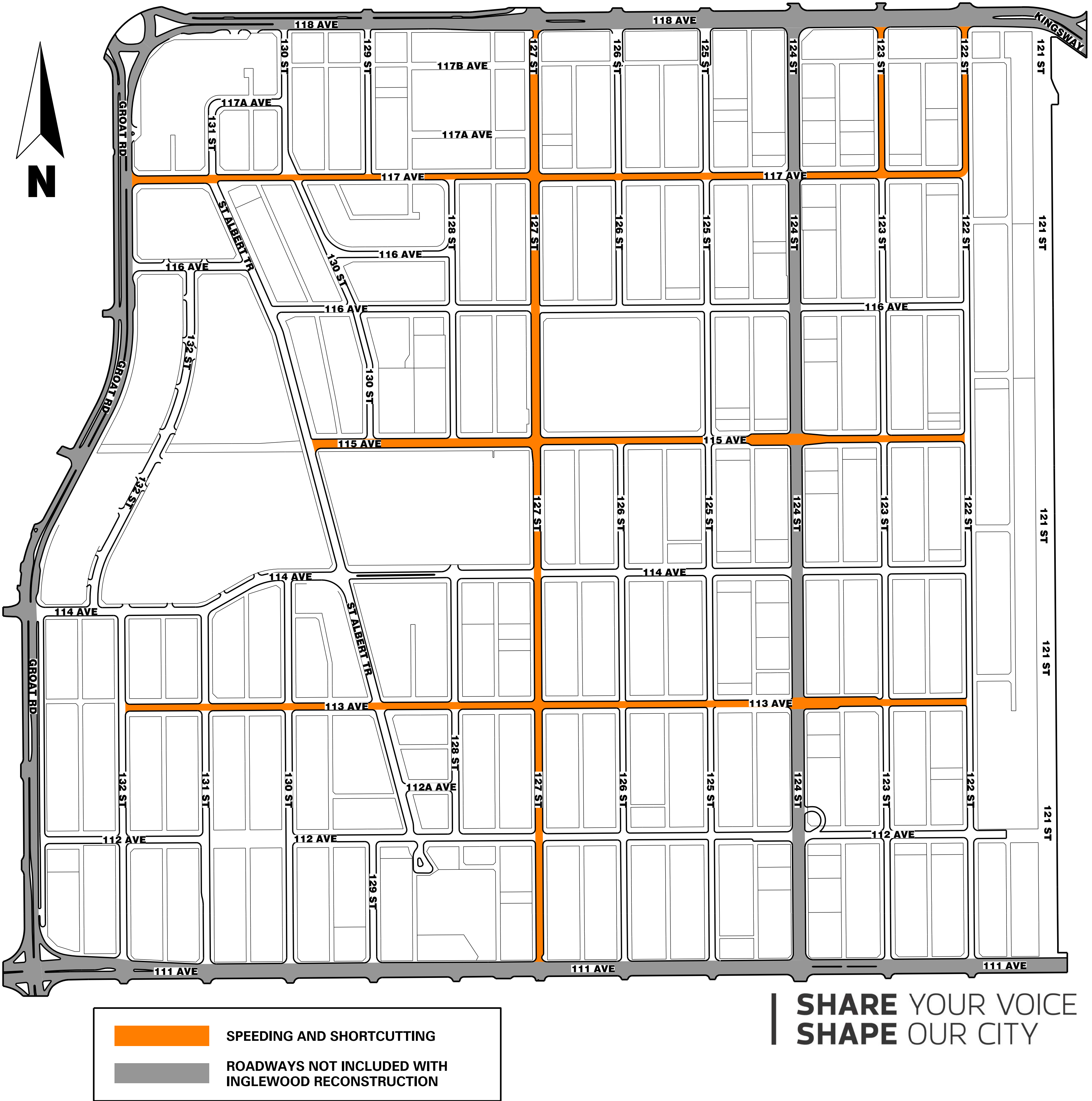
Slowing vehicle traffic	
Reducing traffic volumes on community roads	
Travel time as a driver	
Access by car	
Maintaining parking	
Pedestrian comfort	
Cyclist comfort	

SPEEDING AND SHORTCUTTING LOCATIONS

The map illustrates locations where people identified traffic speeding and shortcutting occurs in Inglewood as part of earlier public engagement.

Please use a RED dot to identify locations where significant speeding occurs.

Please use a BLUE dot to identify locations where significant shortcutting occurs.



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