Welcome to Building Great Neighbourhoods Inglewood

August 16, 2018 Cassie Kupsch Project Manager, Planning & Design Building Great Neighbourhoods Integrated Infrastructure Services

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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, 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:

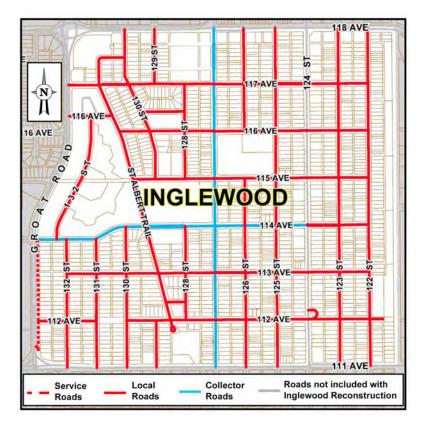
- Local and Collector Roads
- Sidewalks and Sidewalk Connections
- Curbs and Gutters
- Standard Streetlights

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**

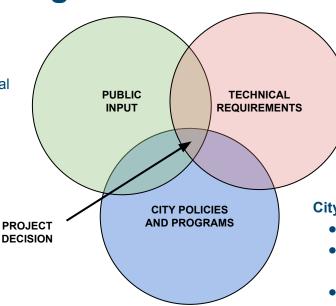


- Construction anticipated from 2019 to 2021
- Excludes arterial roads:
  - **111 Ave and 118 Ave**
  - 124 Street
  - Groat Road
- Excludes alleys
- Includes delivery of approved 127 St collector plan

## 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



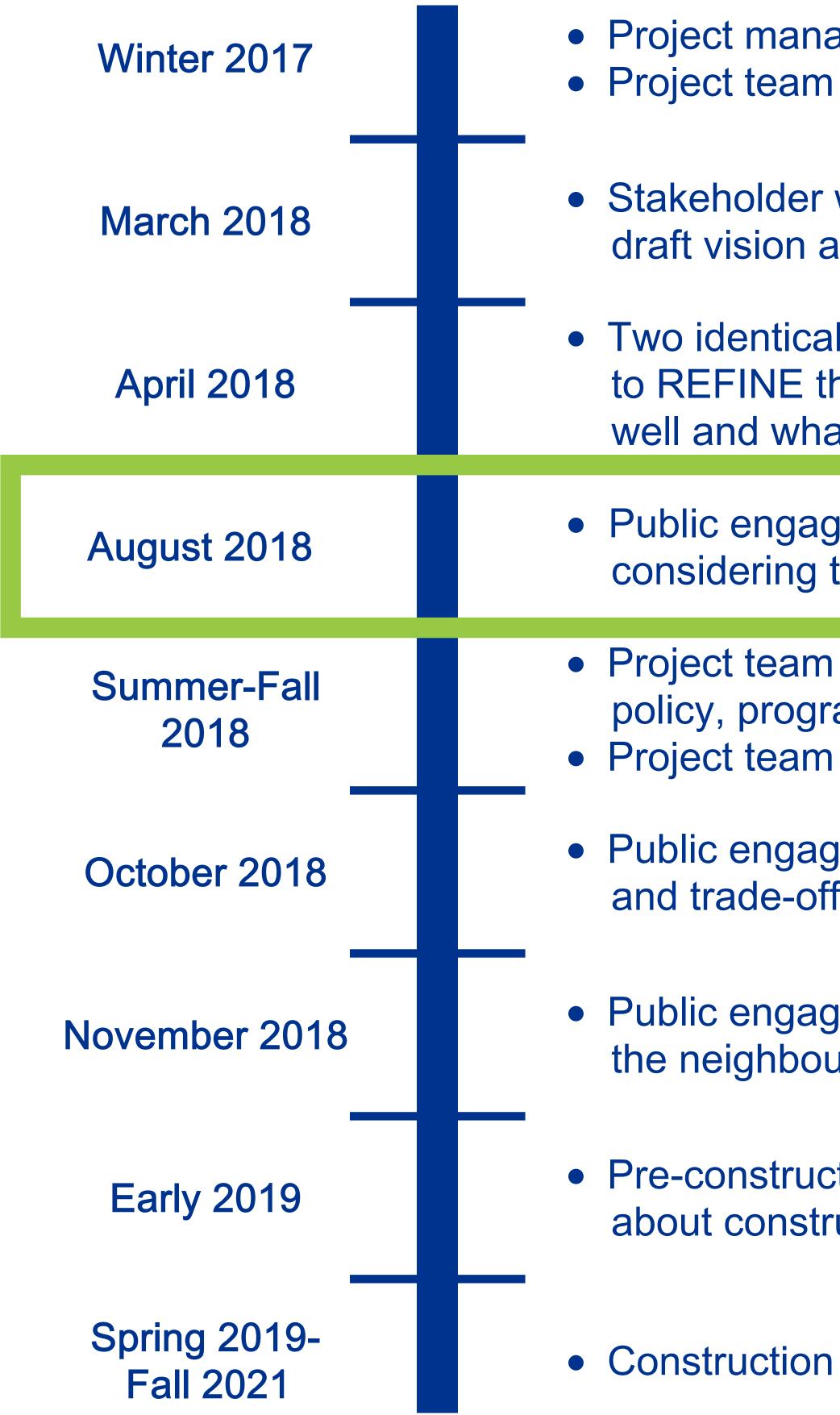
#### **Technical Requirements:**

- 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 manager meets with Inglewood-based organizations and groups • Project team conducts document review

• Stakeholder workshop to develop an outreach network and invite input into a draft vision and set of important elements for Inglewood neighbourhood renewal

• Two identical public workshops, online and hard copy surveys, and community conversations to REFINE the vision and important elements and invite people to ADVISE on what's working well and what needs attention as part of neighbourhood renewal

• Public engagement to ADVISE on bicycle facility and traffic calming options by considering the related benefits and trade-offs

• Project team conducts a visual review of the neighbourhood as well as policy, program, and technical analysis • Project team creates draft concept designs as part of the Inglewood Urban Design Analysis

Public engagement to REFINE the proposed concept designs by considering the benefits and trade-offs of each and prioritizing the concepts

• Public engagement to REFINE preliminary designs of what will be constructed as part of the neighbourhood renewal project

 Pre-construction meeting to share the designs and information about construction



WE ARE HERE



# **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**

The green belt along 122 Street 111 Avenue to 118 Avenue

The shared-use path that runs the green belt along 122 Street 111 Avenue to 118 Avenue

Winnifred Stewart Park

Speed Limits

Parking on both sides of the str

	Stre
et from	<ul> <li>Multiple uses, including off-leash dog and playground</li> <li>Creates a connection between neigh</li> </ul>
through from	<ul> <li>Supports safe biking, walking, and over </li> </ul>
	<ul> <li>Has a natural look and feel with the u</li> <li>Good paths and sidewalks to suppor</li> <li>Good lighting that supports a feeling</li> </ul>
	<ul> <li>Neighbourhood speed limits, includin near schools</li> </ul>
reets	<ul> <li>Adds additional parking for residents</li> <li>Helps to slow down drivers</li> </ul>

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



ngths		
park, bike path,		
ourhoods		
/erall commuting		
ise of trees and rocks t access and connectivity of safety		
g 30km/hr		

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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:

> Adding more functions and amenities to existing outdoor public areas

Adding an east-west bike corridor to connect to the 127 Street corridor and the 122 Street corridor and shared use path

Ensuring good lines of sight through outdoor public areas

Taking measures to ensure there is adequate on-street parking in areas with infill and high-density developments

## 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

Beautifying the green space along 122 Street from 111 - 118 Avenue

Improving grading and reducing the amount of water that pools along streets, sidewalks, and at intersections

Creating more connections within the neighbourhood by adding missing sidewalk links

Addressing a lack of lighting between 114 - 117 Avenue

Improving pathways and signage that help people to access the shared use path that runs through the green space along 122 Street from 111 - 118 Avenue

Protecting mature trees

Addressing speeding along 114 Avenue and shortcutting using 122 and 123 Street as well as 129 Street and 117 Avenue

Ensuring that the construction vehicles working on infill and the former Charles Camsell site are accountable for any damage to the new infrastructure

Sharing the past and present story of the former Charles Camsell site, and honouring the history

Replacing heaving, cracked, and uneven sidewalks

Fixing the road surfaces to eliminate potholes

> Adding decorative and naming features as well as public art that reflects the history and historical locations within Inglewood

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







## **Protected bike lane - Median Separated**

### Benefits

- Separate bikes from
- pedestrians and cars
- Supports year-round biking
- Maintained by the City
- Traffic calming if road
- narrowing is required

## Protected bike lane - Raised Bike Lane

#### Benefits

- Separate bikes from
- pedestrians and cars
- Supports year-round biking
- Maintained by the City
- Traffic calming if road narrowing is required

## Shared Roadway

#### Benefits

- 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

#### Trade-Offs

#### - Road space or right of way required which may result in:

- 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

## BENEFITS

## BENEFITS

### Trade-Offs

- Road space or right of way may be required which may result in: - 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

## Trade-Offs

- 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:
- 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

# BENEFITS



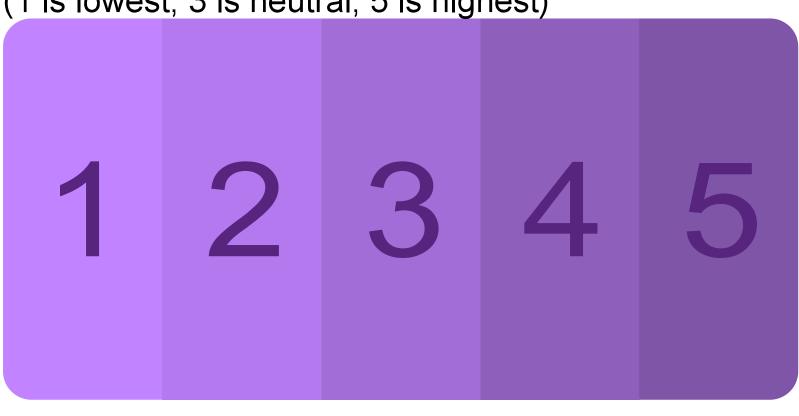
What are the most important benefits or trade-offs? TRADE-OFFS

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



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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



**ROADWAYS NOT INCLUDED WITH** INGLEWOOD RECONSTRUCTION

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 imporant 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



### **One-Way Road**

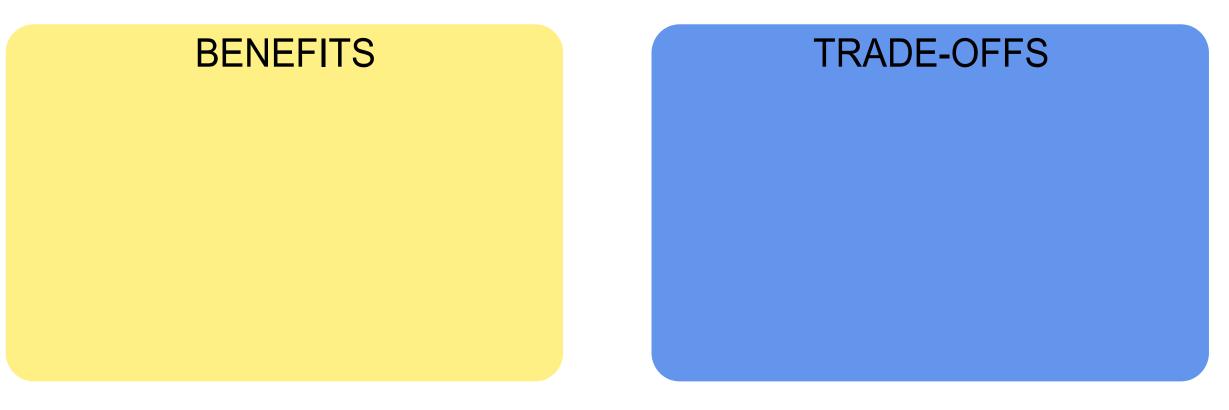


## an Intersection



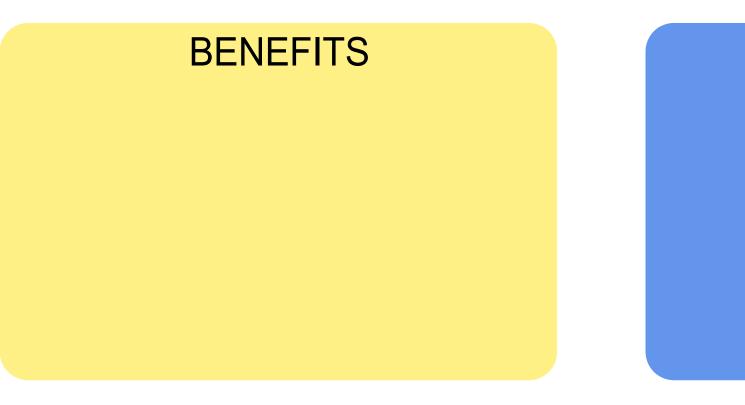


What are the most important benefits or trade-offs?



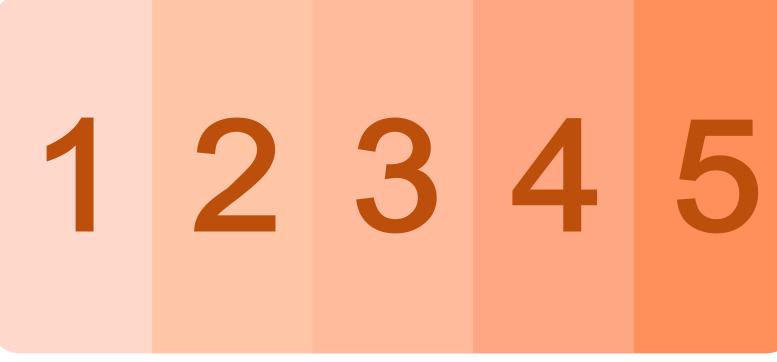
**Raised Median Through** 

What are the most important benefits or trade-offs?





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





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









# **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

## 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**



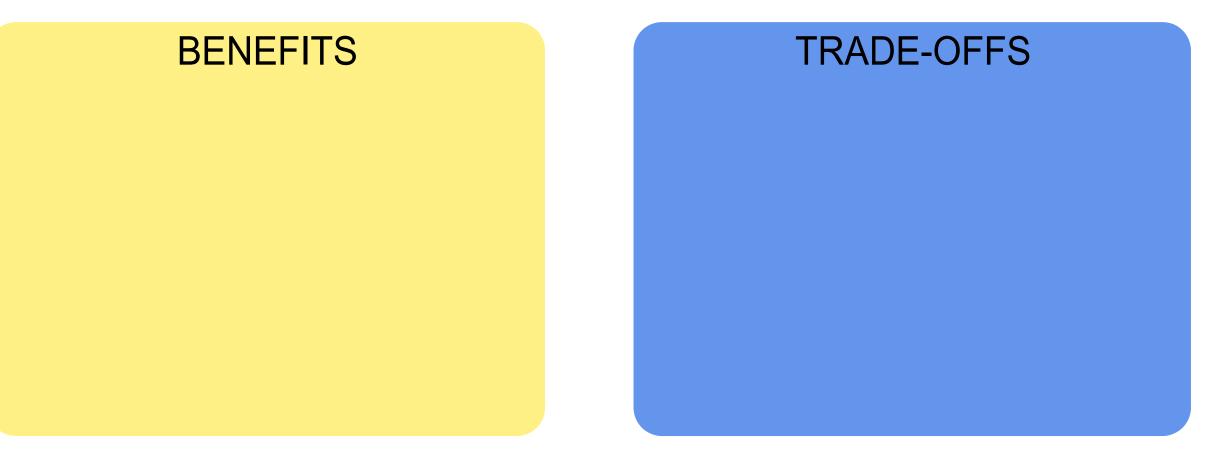
#### **Diagonal Diverter**



### What are the most important benefits or trade-offs?



#### What are the most important benefits or trade-offs?





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# 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

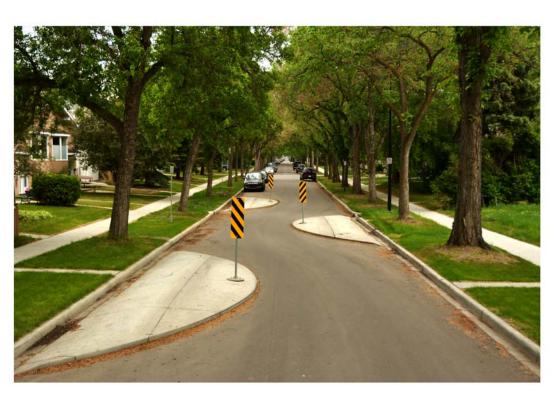
## Trade-Offs

- 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



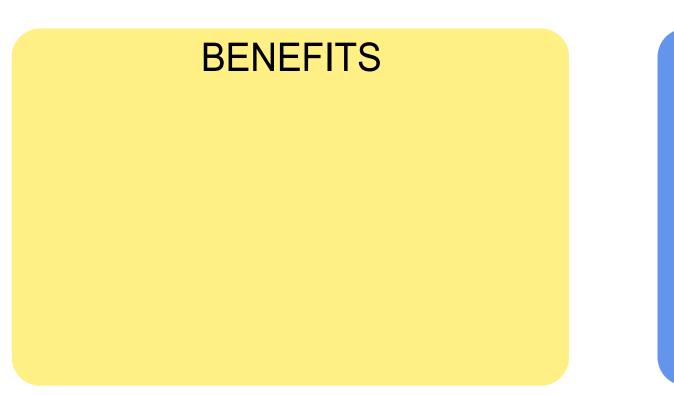
### Chicanes



### Curb Extensions



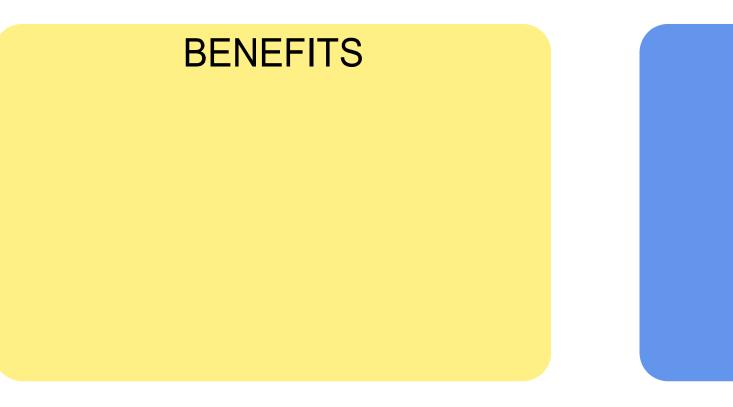
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### What are the most important benefits or trade-offs?

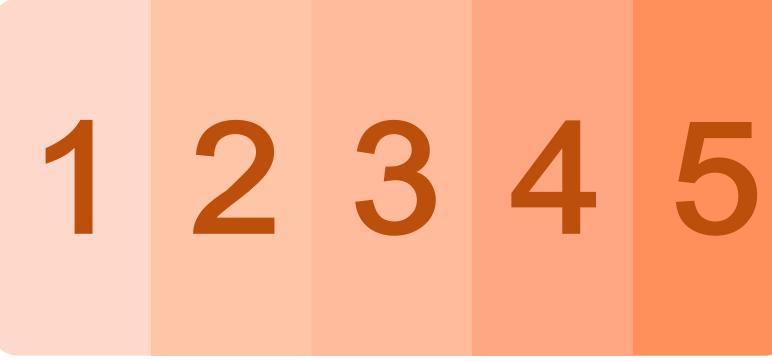


What are the most important benefits or trade-offs?





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









# 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

## 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)
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- May result in loss of some on-street parking
- Potential diversion of traffic to other roads





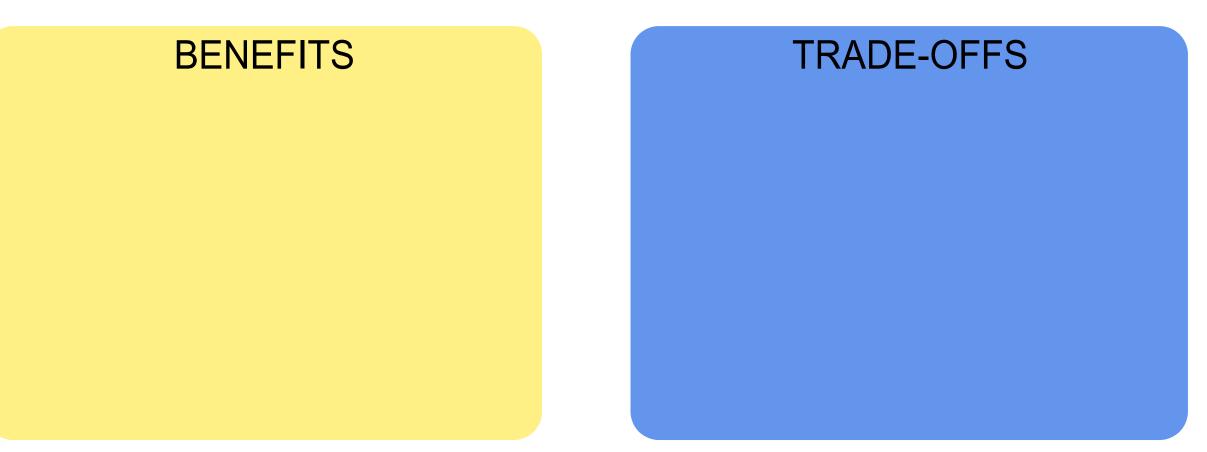
#### Raised Median/Median Island

### What are the most important benefits or trade-offs?



**Raised Crosswalk** 

#### What are the most important benefits or trade-offs?



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

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# 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

## 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 Intersection**



#### Speed Hump

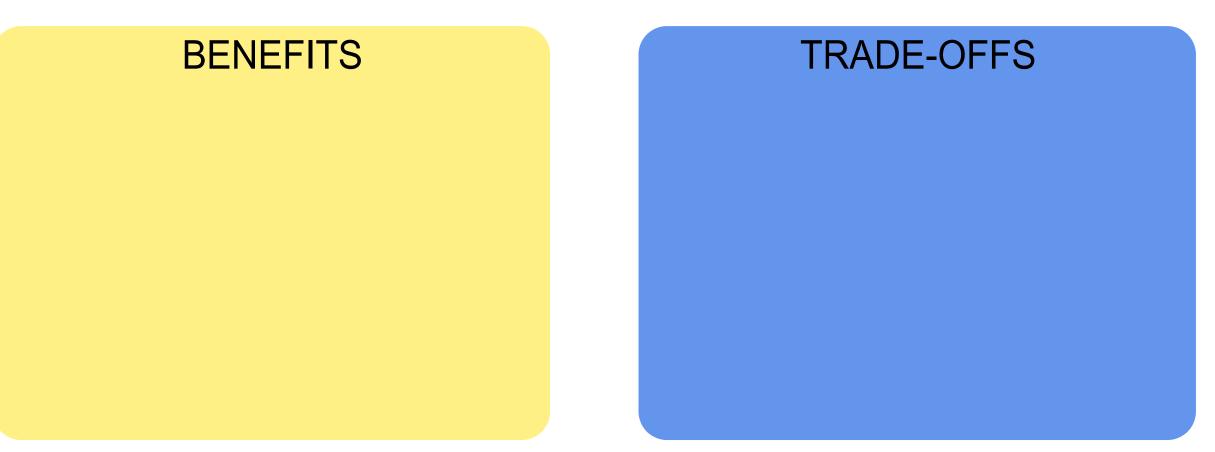




## What are the most important benefits or trade-offs?



#### What are the most important benefits or trade-offs?



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

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# 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.

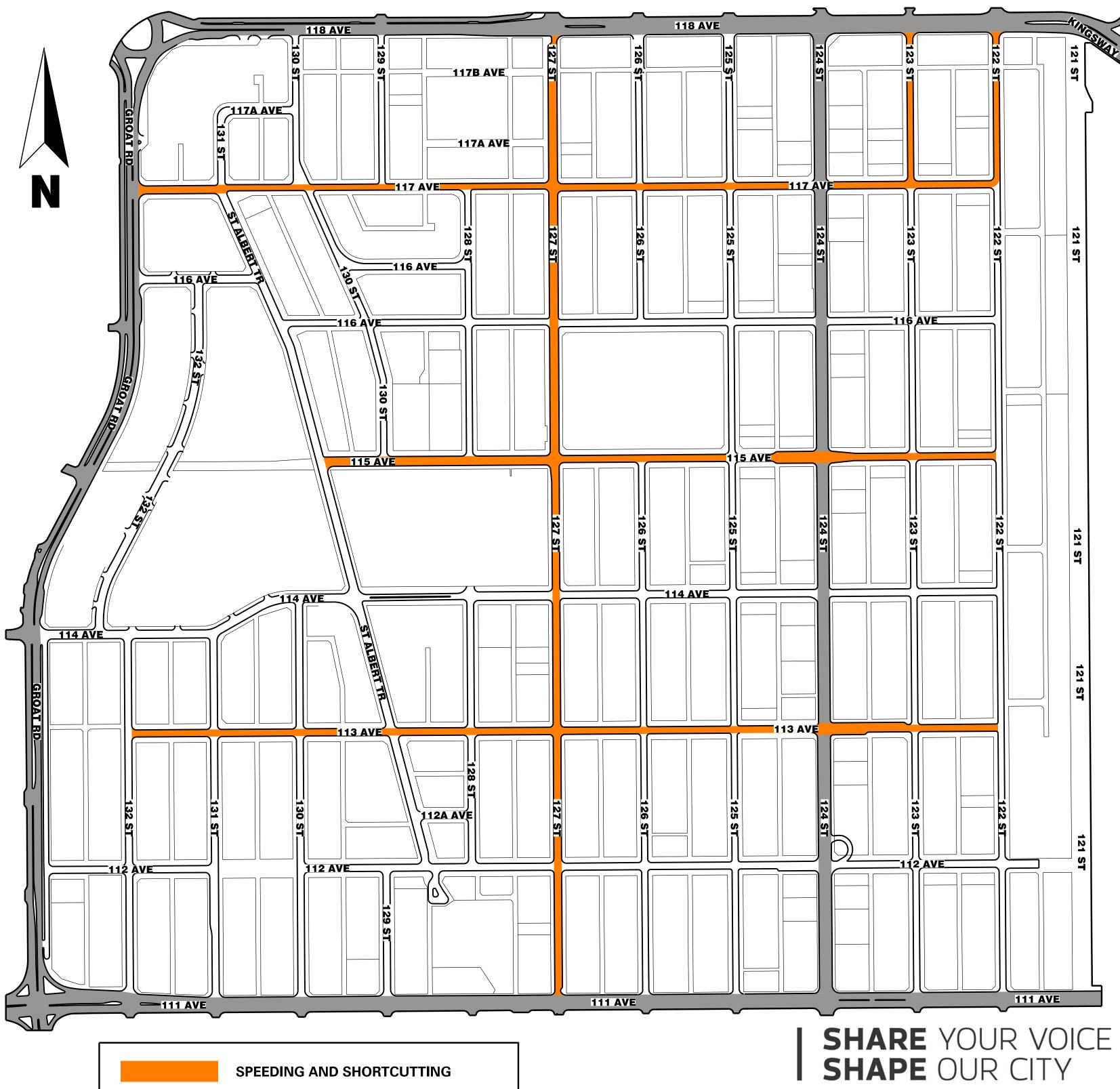
Slowing vehicle traffic	
Reducing traffic volumes on community roads	
Travel time as a driver	
Access by car	
Maintaining parking	
Pedestrian comfort	
Cyclist comfort	





## **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.

**ROADWAYS NOT INCLUDED WITH INGLEWOOD RECONSTRUCTION** 



