



THE WAY AHEAD

Building Great Neighbourhoods

TRANSFORMING | **EDMONTON**

BRINGING OUR CITY VISION TO LIFE



We are here today to:

- Explain what Building Great Neighbourhoods is and the processes and timing for your neighbourhood.
- Ask about any neighbourhood projects/initiatives already underway that may align with, or impact, opportunities for City capital investment.
- Listen to your suggestions for capital investments to improve access by all users including pedestrians, bicyclists, traffic, and capital investments to improve overall livability.
- Listen to suggestions for areas or key activity areas where the transportation infrastructure could reinforce community character.
- Ask your help in advertising future Building Great Neighbourhoods public meetings.

Presentation Overview

- Building Great Neighbourhoods
- Complete Streets
- Selecting Neighbourhoods
- Drainage Neighbourhood Renewal Program
- Neighbourhood Renewal Program
 - Reconstruction Design Standards
- Local Improvements
 - Sidewalks
 - Street lights
- Great Neighbourhoods Capital Program
- Discussion

Building Great Neighbourhoods is an initiative that coordinates three City infrastructure investment programs to renew and improve Edmonton neighbourhoods.

Building Great Neighbourhoods

Drainage
Neighbourhood Renewal
Program
(Financial Services &
Utilities)

Neighbourhood Renewal
Program
(Transportation
Services)

Office of Great
Neighbourhoods Capital
Program
(Community Services)


Complete Streets Pilot Project

- Complete Streets is a Transportation Planning initiative as part of implementing its Transportation Master Plan, *The Way We Move*
- Westmount has been selected as a Complete Streets pilot project within the Building Great Neighbourhoods framework.
- Complete Streets is a new philosophy in roadway design.
- “Complete design” reflects:
 - The needs of all users, including pedestrians, cyclists, traffic.
 - The surrounding area’s context and land use.

Complete Streets Policy

*Approved by Council in
May 2013*

- Complete Streets is a new policy in Edmonton and will eventually be applied to all roadways being designed and constructed in the City.

Attachment 3 2013SPE115	
 CITY POLICY	
POLICY NUMBER: C573	
REFERENCE: The Way We Ahead The Way We Move The Way We Grow The Way We Green The Way We Live The Way We Prosper	ADOPTED BY: City Council
SUPERSEDES: New	
PREPARED BY: Transportation Services	DATE: 22 May 2013
TITLE: Complete Streets	
Policy Statement: Streets that reflect the surrounding area, are safe and welcoming to all users are important for the quality of life, competitiveness and growth of our city. The City of Edmonton will utilize the principles of Complete Streets in all new and rehabilitation projects that take place on public road right-of-way. Complete Streets are intended to: <ul style="list-style-type: none">• Provide travel options for all users and trip purposes in a safe, accessible, context sensitive manner in all seasons;• Form a network of streets that together accommodate all users and allow for efficient and high quality travel experiences;• Be adaptable by accommodating the needs of the present and future through effective space allocation for the many functions of the street;• Contribute to the environmental sustainability and resiliency of the city;• Consider both direct and indirect costs, as well as the value of the roadway and the adjacent real estate; and• Be vibrant and attractive people places in all seasons that contribute to an improved quality of life.	
The City of Edmonton will implement the Complete Streets principles by: <ol style="list-style-type: none">1. Enacting bylaws, procedures, directives, processes, programs, guidelines and standards.2. Promoting, collaborating, cooperating and partnering with developers, communities and surrounding jurisdictions.	
<small>This policy is subject to any specific provisions of the Municipal Government Act or other relevant legislation or Union Agreement.</small>	



Complete Streets Principles

- Travel options for all users
- Network of streets
- Adaptable for the present and future
- Environmental sustainability
- Cost effective
- Vibrant and attractive people-places

Complete Streets Guidelines

Are intended to:

- Shift from a rigid design standard to a flexible approach.
- Provide innovative street builders with political and community support for doing things differently.
- Be usable for the community and its land owners. The guidelines provide an understanding of design possibilities and the ability to discuss them.
- Provide design options to reinforce community character and local context.



Great neighbourhoods are the building blocks of a great city. The City invests approximately \$25 million on average to reconstruct a neighbourhood.

- Renew and replace sanitary and storm sewers.
- Renew and replace roads, curbs, sidewalks and streetlights on City road right-of-way.
- Improve pedestrian/cycling accessibility.
- Identify enhancements to the neighbourhood's livability.
- Get feedback on preliminary designs that include proposed improvements to pedestrian/cycling accessibility and overall neighbourhood livability.

In Addition:

Property owners have the opportunity to choose:

- To pay for the additional cost of installing decorative street lighting in the neighbourhood.
- To petition against sidewalk reconstruction. Sidewalk maintenance work is then done: mud-jacking, grinding and asphalt patching.

Before & After



Before & After



Selecting Neighbourhoods

Annually over a four-year cycle, City crews examine the condition of pavement and concrete in Edmonton's 300+ neighbourhoods.

Selection and timing depends on various factors:

- Street-level and underground infrastructure conditions
- Available budget
- Coordination with underground utilities



Drainage Neighbourhood Renewal

Involves a combination of relining and open cut work:

- The majority of the work is done by relining. This involves minor disruption to your neighbourhood.
- Sometimes an open cut is required which involves cutting the road open.

Relining



You may already be seeing drainage renewal work in your area.

Neighbourhood Renewal

The program focuses on the renewal of residential and industrial local and collector roads, sidewalks, and streetlights.

Renewal work includes:

- Microsurfacing - roads are resealed with a thin asphalt ride surface.
- Overlay - roads are repaved and sidewalk panels treated to eliminate trip hazards.
- Reconstruction - roads are repaved, sidewalk, curb and gutter, and street lights are replaced.

Westmount will undergo reconstruction in 2015-17 .



All property tax bills include a 1% levy for Neighbourhood Renewal.

Design Standards for Reconstruction

The City reviews current design standards before reconstruction begins. These include:

- Application of Complete Streets Guidelines
- Road design
- Curb design
- Traffic signage
- Active transportation
- Streetlights

Complete Streets Guidelines

- Property owners and residents are encouraged to use these guidelines to help inform design.
- The guidelines are intended to enhance citizens' ability to understand and have informed discussion regarding roadway design.
- Chapter 4 breaks down street design components into a series of elements.

Complete Streets Traffic Elements

Guidelines for:

- Lane width changes
- Lane reconfigurations
- On-street parking
- Speed and volume management techniques

Complete Streets Traffic Elements

Example - Speed Management Techniques

Speed Table or Raised Crosswalk



Pinchpoints or Chokers



Neighbourhood Traffic Circle



Raised Centre Island



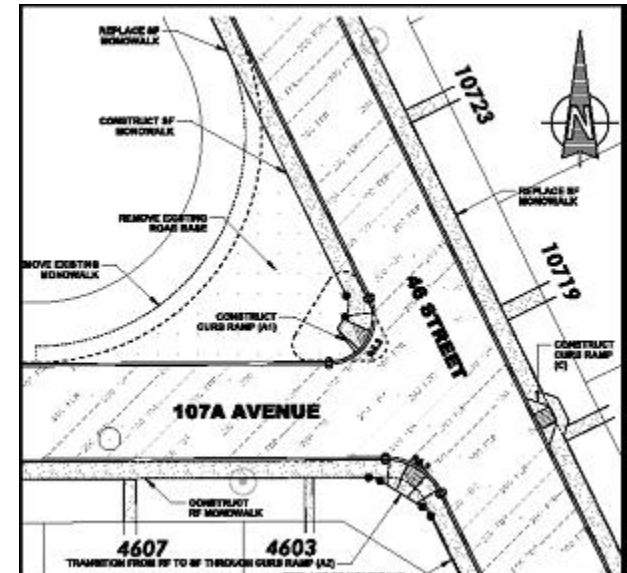
Road Design Standards

Intersections

- Adding curb ramps, eliminating 'overdesign' and improving curb radius.

Road Width

- Where possible, roads are sized to encourage safe operation and appropriate speeds.
 - Collector = 11.5 m
 - Local = 9 m
- Shift curblane walks to boulevards.



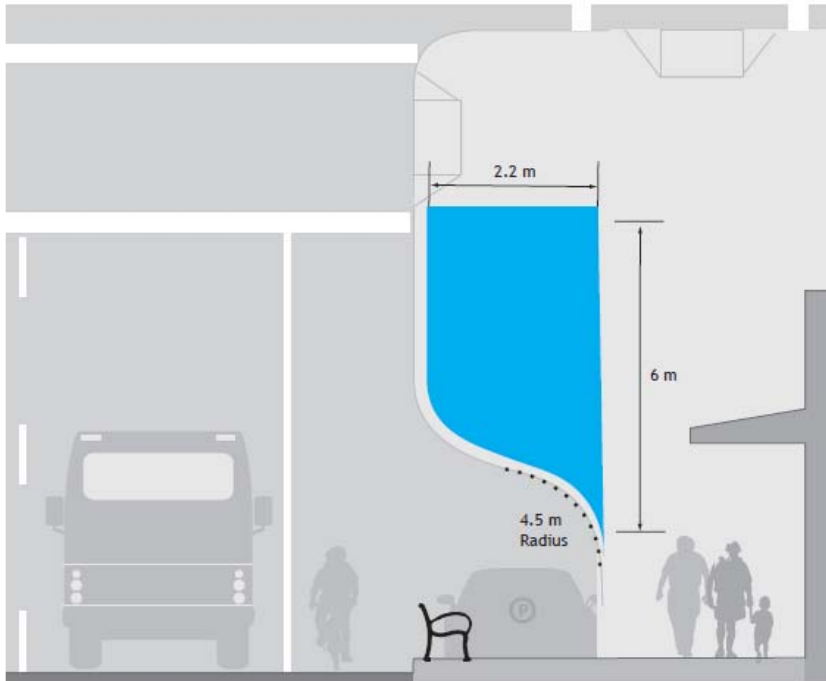
Complete Streets Pedestrian Elements

Guidelines for:

- sidewalks
- curb extensions
- pedestrian considerations at intersections
(pedestrian crossings, smaller corner radii,
pedestrian signal timing)

Complete Streets Pedestrian Elements

Example - Curb Extensions



- Description
- Application context
- Where they are best located
- Design details

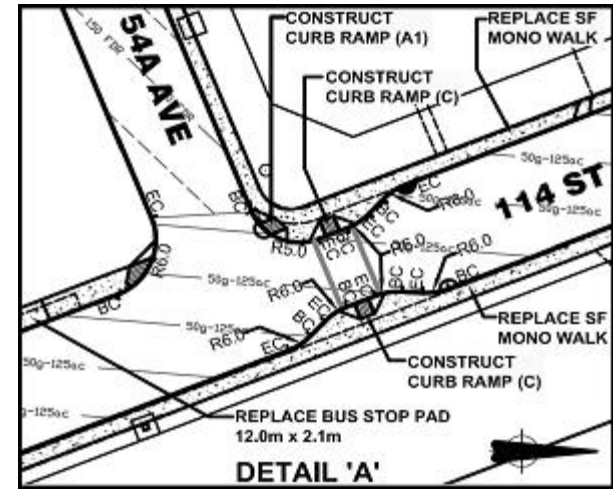
Curb Design Standards

Curb extensions

- Considered at key pedestrian crossings near schools, community halls, playgrounds.

Curb types

- Generally install mountable curbs except on collector roads, bus routes, and around schools, parks and commercial areas.



Traffic Signage Design Standards

Review circulation/traffic control signage and determine if changes required.



Complete Streets Bicycle and Transit Elements

Guidelines for:

- **Bicycle Elements:**
 - Shared-use lanes, bicycle boulevards, bike lanes, buffered bike lanes, cycle tracks, shared-use paths
- **Transit Elements:**
 - transit stop accessibility
 - bus stop amenities

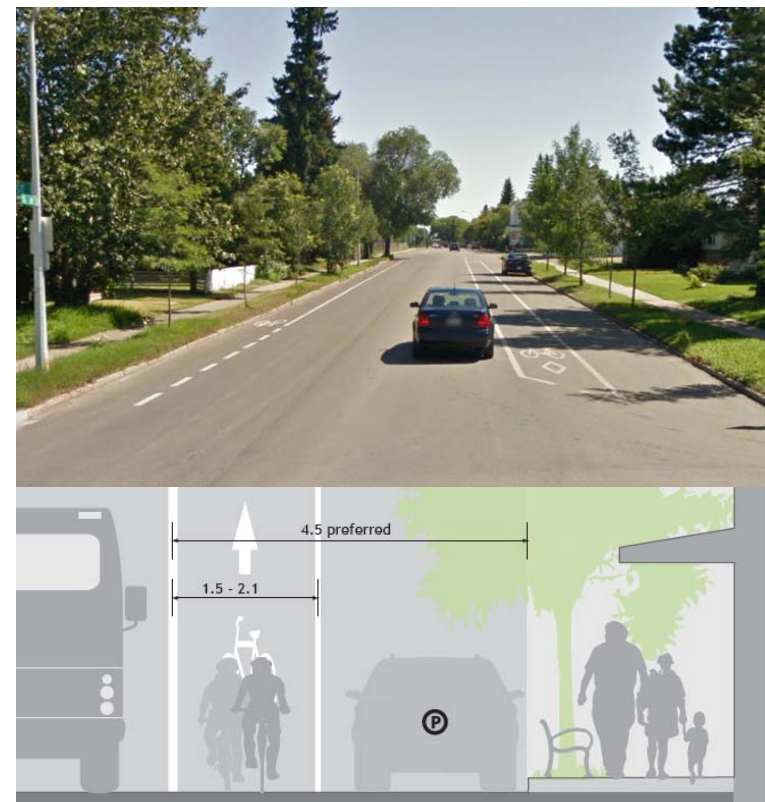
Complete Streets Elements

Example - Bicycle Network Elements

Shared-use Lanes



Bike Lanes



Active Transportation Design Standards

Improve infrastructure

- **Sidewalks:** In residential neighbourhoods ensure accessibility to all bus stops, provide a sidewalk on at least one side of the street.
- **Bicycle routes:** Use the Bicycle Transportation Plan to implement bike lanes, shared-use lanes and shared-use pathways.



Streetlight Design Standards

Neighbourhood streetlight system

- Upgraded to energy efficient LED lighting, the new City standard for street lights.



Local Improvements

What are they?

- Construction projects undertaken near or adjacent to your property.
- Projects City Council considers of greater benefit to an area of the municipality rather than to the whole municipality.
- Paid for in whole or part by property owners through a local improvement tax on annual municipal property tax bill.

Local Improvements

Two types involved with neighbourhood reconstruction:

City initiated

- City proposes improvement and advises property owners of improvement and projected costs.

Example: Sidewalk reconstruction

Property owner initiated

- Property owners propose improvement through an Expression of Interest (EOI) and gather support for it.

Example: Decorative streetlighting

Sidewalk Reconstruction

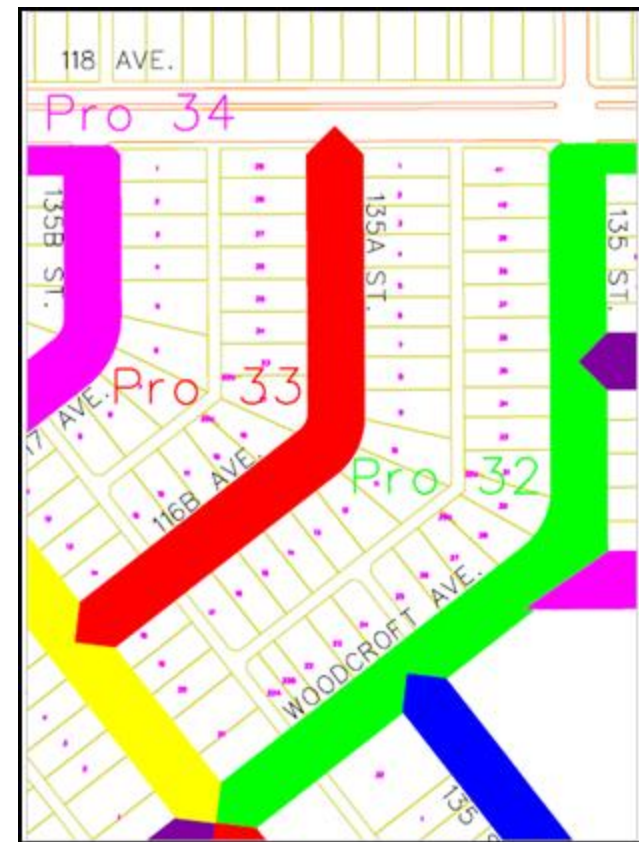


Sidewalk Reconstruction

- City and property owner share costs (50/50) of sidewalk reconstruction adjacent to the owner's property.
- 51% of property owners in a project area needed to *petition against the improvement* to defeat sidewalk reconstruction.
- Deadline for petition is 30 days after Local Improvement notice received by property owners.

Sidewalk Reconstruction

- If one reconstruction sidewalk project is defeated, other projects proceed if supported by majority of property owners.
- Map of your project area is provided with your Local Improvement notice.



Sidewalk Reconstruction Outcomes

Sidewalk Reconstruction



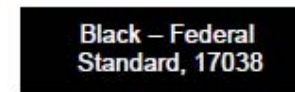
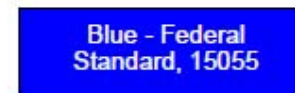
Sidewalk Maintenance



Decorative Street Lighting

Property owners have the option of upgrading their neighbourhood streetlights.

The decorative streetlight option would include the entire Westmount neighbourhood.



Residential Decorative Street Light Options.

Decorative Street Lighting

Property owner-initiated local improvement:

Community to submit pole style request for the City to prepare an Expression of Interest (EOI)	July 1, 2014
City provides EOI package for community to get signature support - 51% required	September 1, 2014
Signed petition submitted to City. End of EOI period. With required support and verification by the City, the Local Improvement (LI) process begins.	November 1, 2014

Must have 51% of all neighbourhood property owners agree to pay the additional costs for decorative lighting (beyond standard street lighting.)

Great Neighbourhoods Capital Program

The Great Neighbourhoods Capital Program makes improvements in neighbourhoods on City property:

- Investments are coordinated with work planned in the neighbourhood to maximize the investments made and increases the livability of a neighbourhood.
- Investments are unique to each neighbourhood.

Great Neighbourhoods Capital Program



Neighbourhood Park in
Fulton Place BEFORE



Neighbourhood Park in
Fulton Place AFTER

Great Neighbourhoods Capital Program



Sherbrooke Neighbourhood
BEFORE



Sherbrooke Neighbourhood
AFTER

Reconstruction Project Stages - Concept



Your feedback today will help inform preliminary design.

Reconstruction preliminary designs will be presented at a neighbourhood public meeting in early 2014.

Residents will see detailed maps that show the proposed changes to the neighbourhood and around their property. Resident input and feedback will inform the final design prior to construction in 2015.

Timing for Reconstruction



Community League meeting

June 2013



Preliminary Design Public Meeting

Winter 2014



Design Public Meeting

October 1-15 2014

(Opportunity for Decorative Street Lighting Committee to get signatures)



Preconstruction Public Meeting

Nov 2014 - Feb 2015

Follows Local Improvement notices mailed to property owners

Construction starts

Spring 2014

Feedback

- Property owners/residents provide feedback on preliminary and final designs by speaking with city staff at neighbourhood meetings, filling out comment forms or providing their feedback online
- City administration will use evidence based approach and evaluate the overall network, the total cost and safety impacts in the decision making
- The City will provide information to citizens about:
 - Feedback we heard
 - What will be included in design
 - What will not be included in the design and why

Outcomes of the Complete Streets Pilot

- The Complete Streets Guidelines will be updated and refined based on input and what is learned.
- Input from the public will help determine if the guidelines enhanced public understanding, and discussion between public and City administration.
- The public consultation process may be revised accordingly.

Discussion

Are there any projects/initiatives you have underway that may align with or impact opportunities for Building Great Neighbourhoods?

Any suggestions around pedestrian and cycling access, traffic access or opportunities to improve the livability of your neighbourhood?

Are there any key activity areas within the neighbourhood and what are the types of activities that take place there?

How could transportation components in these locations be improved to reflect community character?

Thanks!

We ask your help with the next two Building Great Neighbourhoods public meetings:

- Does your community have a contact for newsletter content and advertising suggestions?

For more information about work in your neighbourhood:

www.edmonton.ca/BuildingGreatNeighbourhoods
BuildingGreatNeighbourhoods@edmonton.ca