

PUBLIC ENGAGEMENT

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Edmonton

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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.

Project/Initiative(s)

May 25, 2018

| Project/Initiative Background | |
|---|---|
| Name Date Location | Saskatchewan Drive Roadway Rehabilitation and Shared Use Path (SUP) Widening April 19, 2018 Strathcona Community League |
| Contact information | Linda Billey Project Manager 780-496-3530 linda.billey@edmonton.ca |
| Level of public engagement |  |
| Description | The public engagement was held to ADVISE on the project team functionality of intersections, connections to the community, SUP and safety. |

Project Background

- The City of Edmonton will be undertaking roadway rehabilitation and shared-use path widening along Saskatchewan Drive from 99 to 109 Street.
- Pending approval of funding, construction of upgrades will be coordinated with the replacement of the

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adjacent Duggan Bridge over Fort Hill Road.

- The existing Saskatchewan Drive roadway requires upgrading to better accommodate and support motorists, pedestrians and cyclists while enhancing usability and safety.
- Using a complete streets approach, the project will examine opportunities to improve the corridor by providing an upgraded level of service for people walking and cycling while accommodating motorists.
- The City held a drop-in session on April 19, 2018 where attendees could engage with the project team to learn more about Strathcona area projects including Saskatchewan Drive Roadway Rehabilitation.
- Feedback was gathered through a survey and post-it notes that attendees wrote comments on and placed on a map of the project area.

SUMMARY

In April 2018, the Saskatchewan Drive project team initiated public engagement activities. Through initial outreach to business owners, individual stakeholder meetings and a public event, in collaboration with the Strathcona Neighbourhood renewal, considerable positive feedback was received regarding Saskatchewan Drive and the SUP both generally, and for specific areas. Significant considerations and concerns were also raised.

Respondents highlighted issues with many of the intersections on Saskatchewan Drive, and the safety and ease-of-use challenges that they pose to users of all transportation modes. A need to widen the Shared-Use Path was also a very popular sentiment from all categories of respondents, in order to accommodate the large number of pedestrians and cyclists that use the corridor for a variety of activities and to improve safety outcomes for all users. Many motorists, as well as some users of other transportation modes, emphasized the importance of better traffic control measures through infrastructure design and enforcement.

During the summer months, the project team will be out in the community seeking information from business owners and creating further awareness about the project with stakeholders and the public.

The information shared by stakeholders and the public during this initial phase of engagement will be a consideration in the concept design. In September 2018, the project team will host a public event to ask for feedback on the concept design.

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ENGAGEMENT RESULTS AND FINDINGS

What was said...

Online and print survey (220 respondents)

Participant survey results:

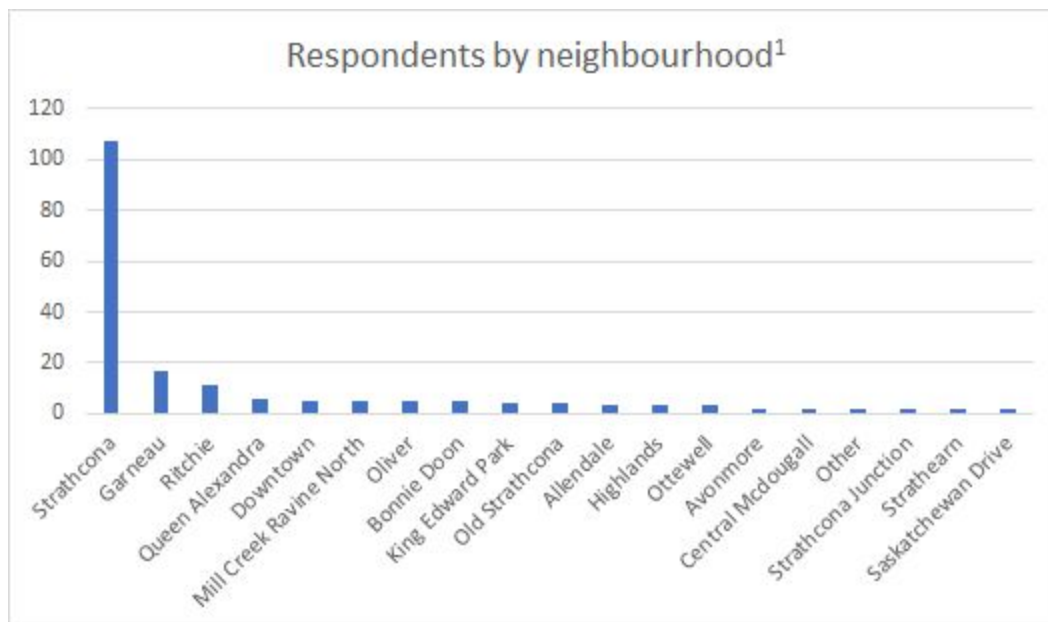
Participants were invited to share feedback on improvements to the Saskatchewan Drive roadway and Shared-Use Path (SUP) from 99 to 109 street via an online or printed survey. The two versions of the survey had identical content, and asked respondents to provide input on the following topics:

- Their neighbourhood of residence
- Which transportation modes they have used Saskatchewan Drive or the SUP in the past 12 months (as a pedestrian, transit user, bicyclist, or motorist, or none of the above)
- Based on which transportation modes they identified as using, their experience having used the roadway or SUP for the following purposes:
 - Travel to downtown
 - Access to the river valley
 - Access to local businesses
 - Recreation
 - Access to my neighbourhood/home
 - None
 - Other (please specify)
- What improvements they would like to see made to Saskatchewan Drive or the SUP.
- Feedback on a number of intersections along Saskatchewan Drive (related to the perspectives of the above modes of transport)
- Whether or not they currently park on the street along Saskatchewan Drive (and if so, the primary reason that they do so and for how long)

Respondents from all categories discussed many overlapping themes, though distinct topics did emerge as priorities for each transportation mode.

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Neighbourhood of residence



1: Neighbourhoods identified by two or more respondents as their neighbourhood of residence.

Nearly half of all survey respondents (107 out of 220) identified Strathcona as their neighbourhood of residence. Garneau and Ritchie were also strongly represented.

Mode of Transportation

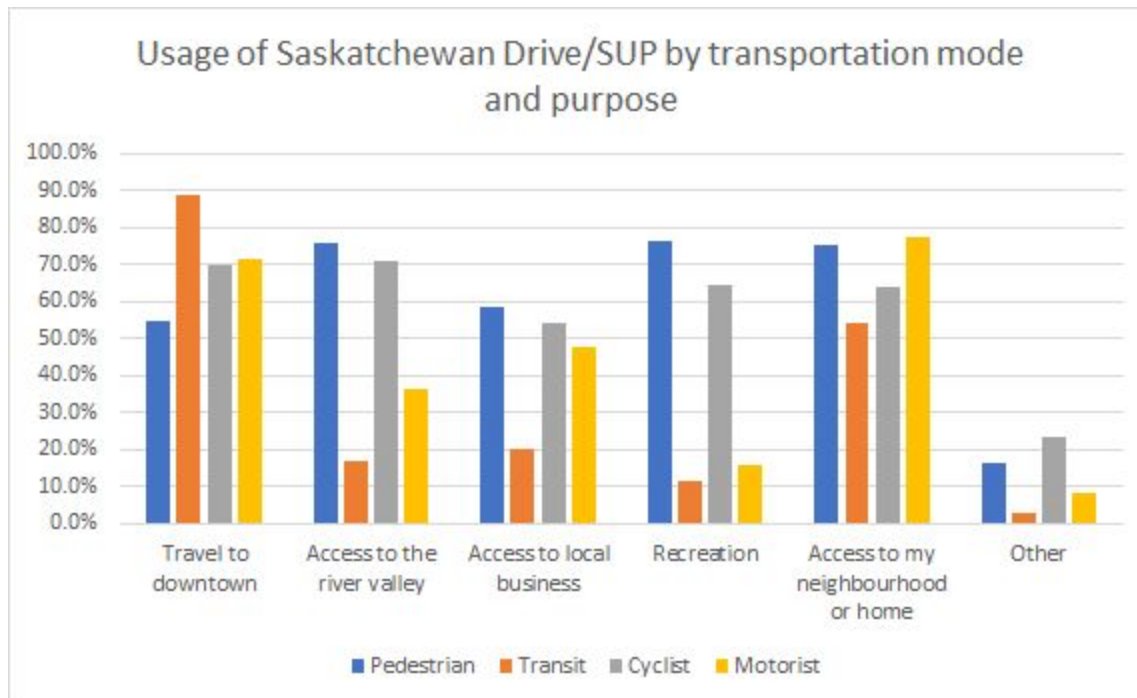
Transportation mode usage of Saskatchewan Drive and/or the SUP in the past 12 months:

- 176 (80%) of respondents as pedestrian users
- 35 (15.9%) as transit users
- 168 (76.4%) as bicyclists
- 180 (81.8%) as motorists

Respondents were permitted to identify as using more than one mode of transportation.

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Usage purpose by transportation mode



Usage purposes for Saskatchewan Drive/the SUP varied considerably by transportation mode.

- Pedestrian usage was quite evenly split between the options, with a slim plurality using the roadway for recreation purposes. Aside from 'other' usage, travel to downtown was the least popular use.
- Transit users use the roadway for travel to downtown considerably more than any other purpose. Access to one's neighbourhood or home was the second most popular use, by a wide margin over the remaining options.
- Bicyclist usage of the roadway was also very evenly split, with a slim plurality indicating that they use the roadway for access to the river valley.
- Motorist usage the roadway was primarily weighted toward travel to downtown and access to one's neighbourhood or home.

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Synopsis of general participant comments:

Roadway Usage Experience

Respondents were asked what they have used the roadway for, and were invited to share their experiences using it for each purpose. Responses are listed below in order of frequency. The number in brackets refers to the number of times that this consideration was mentioned in survey responses.

Pedestrian

- Generally positive experience; no significant changes are required (93)
 - 109 Street and 101 Street were mentioned specifically
- Widen the Shared-Use Path (79)
 - The path is too narrow, particularly in the northern sections
 - The path is too crowded with both cyclists and pedestrians present, posing safety risks
 - Maintenance should be performed on bumpy parts of the path
 - The sections near 105 Street, 109 Street, and 99 Street were mentioned as important locations
- Dangerous crossing the street (77)
 - It's dangerous and/or scary to cross the street at intersections
 - Turning signals crossing markings for pedestrians are poor
 - 99 Street, 100 Street, 101 Street, 103 Street, 104 Street, 105 Street, 99 Avenue and particularly 109 Street were mentioned as important areas for this issue
- Better traffic control (33)
 - Traffic doesn't obey signs
 - Traffic is not conscious of pedestrians and/or cyclists
 - 109 Street, 105 Street, 90 Ave, 91 Ave and 104 Street were discussed as areas of importance.
- Reduce vehicle speed limit (21)
 - Traffic often travels too fast/speeds
 - 90 Ave, 103 to 99 Street, 91 Ave and 109 Street were mentioned as important locations
- Better signage for SUP and trails (12)
 - Better indicate pedestrian and cyclist shared path
 - Improve signage for access to paths and trails
 - 100 Street and 99 Street were mentioned as areas of importance.
- Clear path from snow (12)
 - Difficult to walk or bike on during winter
- Maintenance and garbage issues (12)
 - The path should be kept clear of garbage and well-maintained (including the surrounding landscape)
 - Locations of importance include 99-104 Street, 100 Street, and 90 Ave
- Improved lighting (9)
 - The area is poorly lit for walking at night, which poses safety issues
 - Lighting can have beautifying effects on the area
 - 106 Street was mentioned as an example for this
- Access to river valley is dangerous (7)
 - It is difficult to access, with poorly marked or dangerous paths

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- Traffic noise (6)
 - Traffic from motorists is very loud
- Generally negative experience (5)
 - Uncomfortable or poor overall experience
- Bike lane should be put on the road (4)
- More places to sit (1)
- Barrier should be placed between SUP and road (1)
- Too much traffic (1)

Transit User

- Positive overall experience (14)
 - Good, reliable bus service (including Number 52)
- Additional bus stops and service routes (4)
 - At 109 Street west of 107 Street
 - Access to the Queen Elizabeth Art Park
 - More bus routes in the area
- Better bus service (3)
 - Unreliable, infrequent bus service (including Number 52)
- Wider Sidewalks (2)
 - Bikes on sidewalks are hazardous to pedestrians
 - Between 101 and 102 Street and 109 Street were mentioned as specific locations.
- Cars not obeying traffic rules (2)
 - Not stopping at stop signs or for pedestrians
- Greater focus on transit, pedestrians and cyclists (1)

Bicyclist

- Wider path needed (101)
 - High Level Bridge is too narrow and poses safety risks
 - SUP is too narrow
 - Dangerous for both pedestrians and cyclists
 - 106 Street, 109 Street and 104 Street were mentioned as specific locations
- Difficult to cross road (64)
 - Very dangerous or scary to cross Saskatchewan Drive
 - No proper crossings with infrastructure for pedestrians
 - 109 Street was overwhelmingly the most popular location mentioned as an example; 89 to 99 Street, 106 Street, 101 Street, 105 Street and 102 Street were also mentioned
- Overall positive experience (64)
 - No significant issues to address
- Dangerous driving habits (24)
 - Lots of cars don't obey street signs or speed limits
 - Dangerous for cyclists
 - 106 Street was mentioned as a specific location

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- Better connection between bike paths (16)
 - Better connect existing bike networks
 - Difficult to access all the bike paths from one another
 - 106 Street, 109 Street and 83 Ave were mentioned as examples of this
- Boardwalk is not good to cycle on (15)
 - General dislike for the boardwalk section
 - Poor material for cycling (and poorly maintained)
- A larger, better-separated bike lane is required (14)
 - Bike lane should be better protected from traffic and/or needs a better barrier
 - 109 Street was listed as an example of this
- Better bike infrastructure (13)
 - More bike parking by businesses
 - More bike racks
 - 83 Ave was mentioned as a specific location
- Better indicators for traffic (11)
 - Proper traffic control infrastructure such as pedestrian crossing lights, posted speed limits and speed bumps
- Overall maintenance on path (10)
 - Maintaining potholes and path wear; clearing garbage
 - 106 Street, 83 Ave and 91 Ave were mentioned as areas for consideration.
- Difficult to access River Valley (5)
 - Poor signage for proper access
- Snow in winter (4)
 - Snow and ice make it dangerous to use in winter
 - Not always cleared off properly or in time
 - 105 Street, 106 Street and 107 Street were listed as specific examples
- Improve signage (4)
- Prefer to bike on road (2)
- Bike ramps for stairs (2)
- Traffic noise (1)
- Improve lighting (1)
- More seating (1)

Motorist

- Overall positive experience (79)
 - Easy to use; traffic flows well
- Better traffic control (55)
 - Need more traffic lights as stop signs are congestion points
 - Clearly post speed limits to reduce speeding
 - Create dedicated turning lanes
 - 99 Street was the most frequently mentioned area for consideration, followed by 90 Ave and 104 Street. 106 Street, 109 Street, 101 Street, 102 Ave and 91 Ave were also discussed
- Slow or congested (40)
 - Very busy during rush hour

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- 97 Street, 99 Street, 100 Street, 101 Street, 103 Street and 104 Street, as well as 82 Ave, 85 Ave, and 91 Ave were mentioned as areas of concern
- Dangerous driving (14)
 - People do not obey traffic signs and/or speed
 - 99 Street was mentioned as a specific example
- More focus on transit, pedestrians and cyclists (14)
 - More protection for pedestrians and cyclists
 - Better dedicated crossings for pedestrians and cyclists
- Lack of parking (9)
 - Hard to find parking
 - Dislike for use of parking metres in winter
- Do not like 180 degree turn to access Queen Elizabeth (8)
 - Very difficult turn to make -- poor visibility
- Improve bike lane (5)
 - More protected from traffic
- One-way section is difficult (5)
 - Difficult to access some neighbourhoods
 - Annoying if you miss your turn
 - Difficult to navigate
- Accelerate and improve construction footprints (3)
 - Construction takes too long, and takes up too much space
- Generally negative experience (3)
- Better timed lights (2)
 - To improve traffic flow
- Remove bike lanes on road (1)
- Have designated viewpoints (1)

Improvements to Saskatchewan Drive

Pedestrian

- Improve safety of pedestrian crossings (57)
 - Clearer signage
 - Intersection design improvements (including crossing lights rather than marked crossings)
 - Elevated crosswalks
 - Scrambled crossings
 - Better-coordinated crossing lights.
 - 109 Street was mentioned numerous times as an area of importance. Gateway Boulevard, 104 Street, Calgary Trail, 99 Street, 107 Street, 106 Street, 101 Street, Queen Elizabeth Park, Whyte Avenue and 105 Street were also mentioned
- Reduce speed of traffic (34)
 - For safety and noise reduction
 - Narrowing lanes as potential implementation method
 - 109 Street and 104 Street were discussed specifically

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- Improve infrastructure design and maintenance for SD/SUP (14)
 - Remove puddle-causing sags and/or develop better drainage systems
 - Additional seating
 - Additional garbage cans
 - Plant additional greenery and remove dead trees
 - Gateway Boulevard, Calgary Trail, and 105 to 106 Street were listed as important areas
- Positive feedback/no improvements (14)
- Create a dedicated bike path (12)
 - Separate from the SUP
 - Reduce road to one lane of vehicle traffic or remove on-street parking.
 - Specific locations discussed were between 104 and 109 Street, 106 Street, and the east-bound direction.
- Traffic calming measures (11)
 - Speed bumps, bulb outs and/or curb extensions.
 - 105 Street and 106 Street were mentioned as areas of importance.
- Increased enforcement of traffic violations (8)
 - Including at pedestrian crossings, cars parked too close to corners, red light cameras, no parking area violations, and additional photo radar usage.
- Traffic control light improvements (8)
 - Replace pedestrian controlled lights with standard ones
 - Use lights instead of yield signs.
 - 104 Street was mentioned as an important area for this improvement. 91 Avenue and Calgary Trail were also discussed
- Widen SUP (8)
 - Safety and ease of use
- Widen road (6)
 - 104 to 109 Street and Duggan Bridge were listed as important locations for this.
- Reduce noise on Saskatchewan Drive (4)
 - From maintenance (e.g. leaf blower usage) and traffic.
- Improve SUP/road lighting (4)
 - Safety and visibility
 - Lighting should point downward to mitigate light pollution
- Separated bike lane on SUP (3)
 - To reduce conflict between cyclists and pedestrians.
- Better views/aesthetics (3)
 - Incorporating better views of downtown and/or the river valley in any redevelopment work
- Remove on-street parking (3)
 - To address visibility concerns and/or enable the development of a bike lane
- Barriers between SUP and road (3)
- Redesign vehicle thoroughfare (1)
 - Create an underpass for northbound access to Queen Elizabeth from Gateway Boulevard.
- Improve access for non-motor traffic at Walterdale turn (1)
 - Concerns regarding the tight turn at Walterdale, in that it is difficult to use as a non-motorist
- Less photo radar (1)

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- Improved pedestrian connections (1)
 - Missing sidewalk connections along south side of street to be corrected

Transit User

- Positive feedback/no improvements (8)
- Improved transit service (2)
 - Range, access and frequency
- Widen road (2)
- Additional bus stops (1)
- Better access for buses (1)
- Maintenance/infrastructure improvements (1)
 - Overflowing garbage bins at 52 stop
- Improved crossings (1)
 - Implement light-controlled crossings at Gateway Boulevard and 101 Street.
- Enforce cyclist use of SUP (1)
- Transit stop improvements (1)
 - Add bump outs
- Improved traffic light operation (1)
- Noise reduction (1)
 - By slowing traffic

Bicyclist

- Separated and/or protected bike lane required (49)
 - Specific locations mentioned include both sides of Saskatchewan Drive, between 104 and 109 Street, between 107 and 109 Street, and between 106 and 109 Street.
- Lower or more strictly enforce the speed limit (23)
 - Particularly at 109 Street intersection
- Improve crossings (20)
 - 109 Street was mentioned several times, along with 101 Street, 106 Street and Queen Elizabeth Park Road
- Easier and safer to use intersections (16)
 - Particularly 109 street, along with 104 Street, 99 Street and Queen Elizabeth Road
- Add additional lane for vehicles/widen road (4)
- Remove parking (4)
 - Emphasis on the south side near 109 Street
- Improve blind spots on corners (3)
 - 109 Street was listed as an example for this
- Overall positive (3)
- No bike lanes on Sask Drive just SUP (3)
- Widen SUP; separate paths for cyclists and pedestrians (3)
- Too unsafe to ride on Sask Drive (3)
- Driver education on biking (2)
- Bike signals for crossing (2)
- Make Saskatchewan Drive a two-way road (1)

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- Fix road condition (1)
 - Particularly potholes
- More signage (1)
 - When road becomes one-way

Motorist

- Easier and/or safer to use intersections (27)
 - 109 and 104 Street were mentioned as locations of particular importance for this. 103 Street, 91 Ave, 90 Ave and Queen Elizabeth Road were also discussed
- Lower or strictly enforce speed limit (26)
 - 109 Street, Queen Elizabeth Road and Scona Road were highlighted as important areas
- Improve turning (10)
 - 90 Ave, 99 Street, 100 Street, 101 Street and Queen Elizabeth Road were discussed as areas of importance
- Improve traffic flow (9)
 - 104 Street was discussed as a key area for consideration, along with Queen Elizabeth Road
- Positive feedback/no improvements (9)
- Narrower lanes (8)
- Protected bike lane needed (7)
- Widen road (5)
- Make Saskatchewan Drive a two-way road (5)
- Improve blind spots on corners (5)
 - 90 Ave was mentioned as a specific location for consideration
- Remove parking (5)
- Improve signage (4)
 - 109 Street was discussed as an important location
- Remove bike lane on road (3)
- Fix road condition (2)
- Straighter road (1)
- Coordinated traffic signals (1)
- Better landscaping and garbage pickup (1)
 - 109 Street
- Remove photo radar (1)
- Parking restriction enforcement (1)

Improvements to Shared-Use Path

Pedestrian

- Widen path (98)
 - To reduce competition for space between pedestrians and cyclists
- Separate paths for cyclists and pedestrians (44)
 - Safety and ease of use
 - Major east-west connection

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- Improved signage (9)
- Fixing condition of path (7)
- Improve lookouts/viewpoints (6)
- Overall positive (6)
- Improve intersections (5)
- Keep clear of snow and ice (4)
- Better drainage (4)
- More places to sit (4)
- Remove wooden boardwalks (3)
- Clean up garbage (2)
- Add in street art (1)

Transit

- Widen path (3)
- Positive feedback/continue service (2)
- Improve intersections (2)
 - Particularly 109 Street
- Enforce no cycling on sidewalk (1)
- More places to sit (1)
- Safer transitions on and off of pathway (1)

Cyclist

- Widen path (92)
 - To reduce competition for space between pedestrians and cyclists
- Separate paths for cyclists and pedestrians (33)
- Improve intersections (17)
 - Particularly 109 Street, as well as 106 Street.
- Remove wooden boardwalks (11)
- Fix condition of path (8)
- Keep clear of snow and ice (7)
- Keep path straight (6)
- Add access ramps (5)
- Overall positive (4)
- Improve drainage (4)
 - 105 Street, particularly
- Add lighting (1)
- Maintain landscaping (1)

Motorist

- Improve intersections (20)
 - Add additional and/or more effective crosswalks
 - 90 and 91 Avenue, as well as 104 and 106 Street, were mentioned.
- Widen path (17)

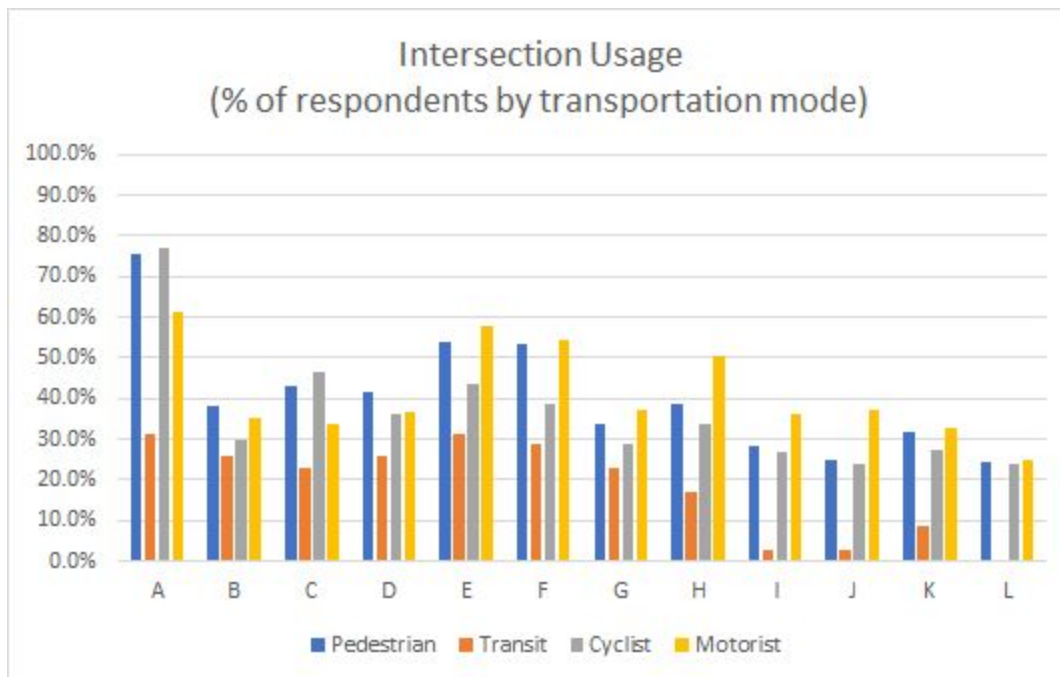
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- Overall positive (7)
- Separate paths for cyclists and pedestrians (7)
- Add lighting (4)
- Safe entry and exit points (3)
- More separation from roadway (3)
- Improve signage (2)
- Fix condition of path (1)
- Improve lookouts (1)

Intersection Experience Feedback

Respondents were asked to identify which intersections they use via each mode of transport (as applicable) and, optionally, to share the experiences they've had using these intersections.

The graph below ('Intersection Usage') details the percentage of respondents in each transportation mode category who indicated that they use each respective intersection.



The letters in this graph correspond with the following intersections, which were displayed on the survey on a map.

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A: 109 Street
B: 107 Street
C: 106 Street
D: 105 Street
E: 104 Street
F: Gateway Boulevard

G: Tommy Banks Way
H: Queen Elizabeth Park Drive
I: 101 Street
J: 90 Avenue
K: 100 Street
L: 91 Avenue

Where possible, comments have been attributed to specific intersections (if indicated by the respondent). Otherwise, they were categorized broadly by theme.

Pedestrian

- Cars do not obey traffic rules
 - Cars not obeying traffic rules was highlighted as a particularly notable concern for intersections F and A, though it was also discussed for intersections B, C, D, E, F, H, K, and L.
- Poor traffic control
 - Poor traffic control was listed as a major issue for intersection A, and was also listed by respondents as a concern for every other intersection except for J.
- Poor visibility
 - Poor visibility was a major concern for respondents, listed as an issue for every intersection except L. It is particularly significant at intersection A, which received nine comments.
- Generally positive experience
 - A small number of respondents indicated positive experiences with some intersections. Several individuals listed A, and B, C, E, and D were also mentioned.
- Generally unsafe
 - Intersections A, B, C, E, F, H, I and J were discussed by respondents as providing generally unsafe experiences, overall.
- Conflict between users (different transportation modes)
 - Conflict between users was discussed as a significant problem at intersection A, as well as intersection F. One respondent listed intersection G as an area of concern, too.
- Traffic speed concerns
 - Traffic speed was a concern for a considerable number of intersections, with D, E, I, J and K all receiving multiple comments and A, B and F also being mentioned.
- Poor crossing experience
 - Intersections A, C, E, F, H, I, J and K were listed by respondents as having poor pedestrian crossing experiences.
- Puddles, snow and ice build-up concerns
 - Puddles, snow and ice were mentioned as concerns for intersections E and F by one respondent.
- Long crossing times
 - One respondent highlighted intersection A as requiring longer crossing times due to its popularity.
- No continuous sidewalk
 - A single respondent listed intersections E, J, and K as lacking continuous sidewalks.

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Transit User

- Overall positive experience
 - Several respondents indicated generally positive experiences with the listed Saskatchewan Drive intersections as transit users.
- Relocate bus benches
 - Two respondents suggested that the bus stop bench at intersection A takes up too much space and impedes pedestrian traffic flow, and should be moved further back onto the grass.
- Additional bus stops and service routes
 - One respondent indicated that they would be more likely to use transit on Saskatchewan Drive if stops and service routes were improved.
- Maintenance of bus stops (garbage)
 - One respondent mentioned that the garbage bin at intersection G's bus stop is often overflowing.
- Dedicated transit lane
 - A single respondent suggested developing a dedicated transit lane.
- Dangerous crosswalks to access bus stops
 - A respondent commented that the crosswalks they use to access bus stops at intersections E and F are too dangerous.

Cyclist

- Poor crossings
 - Poor crossing experiences were discussed by respondents as occurring frequently at intersections A and C, particularly. Intersections D, E, F, G, H, and I were also mentioned as providing poor experiences.
- Generally unsafe
 - Intersection A was listed by numerous respondents as providing a generally unsafe experience for cyclists, through intersection E also received several comments regarding general safety concerns. Intersections B, C, D, F, G, J, K and L were also mentioned in this category.
- Overall positive experience
 - A significant number of respondents indicated that they've had generally positive experiences as cyclists, highlighting intersections A, C and D in particular but also mentioning intersections B, E, G, H, I, K, and L.
- Poor visibility
 - Intersections A, C, F, H and L were all listed as having particularly poor visibility. Intersections D, G, J, and K were also discussed.
- Poor markings or traffic control
 - Intersections A, F, G, and H all had multiple respondents highlighting them as lacking clear markings and/or effective traffic control. Respondents also mentioned intersections C, E, I and L.
- Cars not obeying traffic rules
 - Intersections H and A were listed as having significant issues with cars not obeying traffic rules, though intersections C, D, E, I, J, K, and L were also discussed.
- Conflict between transportation modes
 - Respondents discussed considerable conflict between users of different transportation modes occurring at intersection A. One respondent also discussed this as an issue at intersection E.

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- Long light cycles
 - Several respondents highlighted long light cycles resulting in long intersection wait times at intersection A. Intersections F and H were also discussed as having this problem.
- Traffic speed
 - Intersections I and K were discussed by multiple respondents as having issues with traffic speed posing challenges and safety risks. Intersections E and H were also mentioned.
- Poor bike path access or connectivity
 - Poor bike path access or connectivity was listed as a concern for intersections C, D, and I.
- Needs bike lane
 - Intersection A was discussed by a single respondent as requiring a dedicated bike lane.

Motorist

- Overall positive
 - A large number of respondents conveyed that they have had generally positive experiences with intersections on Saskatchewan Drive, emphasizing intersection E in particular and also mentioning intersections A, F, and H.
- Poor turning conditions
 - Most of the intersections on Saskatchewan Drive, except for B and K, were specifically listed as having poor conditions for vehicles to turn.
- Congestion at peak times
 - Numerous respondents discussed congestion occurring at several intersections at peak times. Intersections E and H were the two most frequently mentioned intersections, followed by intersections F, K, A, G, J, and L.
- Poor visibility
 - Intersections A, B, C, D, E, F, J, and L were all discussed as having poor visibility for motorists.
- Poor intersection or crossings
 - Concerns regarding poor intersection and crossing design were raised by respondents for every intersection except for C and I.
- Cars not obeying traffic rules
 - Several respondents discussed the issue of cars not obeying traffic rules at intersections A, E, F, and H.
- Poor signage
 - Poor signage design or visibility -- including crosswalk labelling, turning signage and stop signs -- was listed as an issue for intersections A, E, H, and J.
- Better traffic control
 - The need for better traffic control (e.g. traffic lights over stop signs) was discussed for intersections A, E, F, G, and H.
- Reduce speed limit
 - Several respondents suggested that the high speed of traffic is a significant issue, and that speed limits should be reduced or more strictly enforced on Saskatchewan Drive.
- Conflict between different transportation modes
 - A small number of respondents discussed concerns regarding conflict between users of different transportation modes (e.g. cyclists and motorists) at intersection A.
- Generally unsafe

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- Two respondents indicated that their experiences, in one case with intersection A, led to a general feeling of a lack of safety.
- Road width considerations
 - Two respondents commented on the narrowness of Saskatchewan Drive, particularly at intersection B, and suggested that widening it could be worthwhile.
- Poor road conditions
 - One respondent discussed generally poor road conditions.
- Lack of parking
 - A single respondent discussed insufficient parking availability near intersection D.
- More focus on pedestrians and cyclists
 - One respondent suggested placing additional focus on supporting pedestrians and cyclists.
- Turning lane
 - One individual commented that a turning lane should be considered for intersection B.

Parking on Saskatchewan Drive

- 13 respondents indicated that they park on Saskatchewan Drive.
 - Less than one hour: 4 respondents
 - One to two hours: 4 respondents
 - Over two hours: 1 respondent
 - Daily: 2 respondents
 - Overnight: 1 respondent

What we heard...

The main themes of input heard include:

- The importance of improving safety at intersections with better, lit and controlled crossings -- particularly at 109 Street. 109 Street was indicated as the most frequently used intersection by all categories of respondents, and was raised as one of the most significant areas of concern. Raised crosswalks were also proposed as a solution to both this and speeding motor vehicles.
- Stricter and/or more strongly enforced traffic rules (speed limits, cars ignoring crosswalks or running red lights, excessive noise).
- Improved traffic control: addressing congestion points and poorly designed (and/or dangerous) intersections, including poor or non-existent road markings.
 - Poor turning conditions at many intersections were a focal point for many respondents, particularly motorists and cyclists.
- Widen the Shared-Use Path. This is important in order to accommodate the large number of non-motorist users, and to encourage cyclists to not travel on the roadway.
- Separated bike lanes, either as part of the SUP or part of the roadway. Opinions were split on the location, but a dedicated bicycle lane was supported by respondents from all transportation mode categories.
- Many respondents indicated that they had largely positive experiences with Saskatchewan Drive and the SUP in its current state -- either broadly, or with specific areas -- and had no significant changes to recommend.

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April 19 Public Event (approximately 200 participants)

Participant survey results:

Participants attended an event held by the project team at Strathcona Community League on April 19 from 4-8 PM. In addition to being provided with optional surveys, on which they could share comprehensive feedback, attendees of this drop-in event were invited to write on sticky notes to post on roll-plot maps of Saskatchewan Drive in its current form. The printed survey responses have been incorporated with the online survey responses in the preceding section. The feedback received on sticky notes -- which was a mix of general and location-specific -- is summarized below. This event was co-hosted with Strathcona Neighbourhood Renewal.

Synopsis of general participant comments:

- Crossing considerations (35)
 - Many intersections are dangerous to cross
 - Additional safety measures (e.g. controlled crossings or raised intersections)
 - Provide additional crossings
 - 99 Street, 100 Street, 101 Street, 104 Street, 105 Street, 106 Street, 109 Street, 91 Ave, Tommy Banks Way, Walterdale Bridge, and Gateway Boulevard were listed as important locations
- Better traffic control (24)
 - No right turn on red light (particularly at 104 Street)
 - One respondent expressed opposition to this proposal
 - Bow junctions
 - Red light cameras
 - Improved signage (including for right-of-way)
 - Revised traffic light lengths
 - Curb cut outs
 - Underpass from Gateway Boulevard to Queen Elizabeth Park Road
 - 99 Street, 101 Street, 104 Street and 109 Street were given as examples
- Widen SUP (16)
 - To accommodate all users of various modes
 - Geotechnical considerations (retaining wall)
 - Consider not shifting road and using green space
 - Keep trees if doing so
 - 100 Street was mentioned specifically
- Separate SUP into biking and walking paths (13)
 - Narrow road to accommodate
 - North path doesn't feel shared use
 - 109 Street was listed as an example of where this should happen
- Infrastructure and aesthetic considerations (8)
 - Additional viewpoints
 - Incorporate Heritage Trail Circuit theme design (study findings)
 - More trees
 - 106 Street, 107 Street and 109 Street were listed specifically

Reporting Back

- Reduce vehicle speed limit (8)
 - Narrow road to slow down traffic
 - Reduce posted speed limits (possibly to 40km/hr)
 - Additional pedestrian controlled lights
 - Speed bumps
 - 101 Street, 104 Street and Gateway Boulevard were given as important locations
- Bike lane on road (7)
 - Protected from motor vehicle traffic
 - Some respondents indicated opposition to this proposal
- Improve lighting (4)
 - Lighting system for pedestrians, cyclists and motorists
 - Poor lighting on stairwell (101 Street)
- Clear path from water/snow/ice (3)
 - Improve drainage and regularly clear path to mitigate flood, ice and snow hazards
- Traffic noise (3)
 - Mitigate by lowering speed limit
- Remove on-street parking (3)
 - To create space for other infrastructure
 - Enforce parking restrictions
- Maintain on-street parking (3)
 - Between 99 and 100 Street was specifically mentioned
- Better signage for SUP (2)
 - Access is not clearly marked
- Improve connections (2)
 - From neighbourhoods to/from Saskatchewan Drive
 - Access to SUP from Tommy Banks Way and/or 100 Street

What we heard...

The main themes of input heard include:

- Many intersections on Saskatchewan Drive are dangerous for pedestrians, cyclists, motorists and transit users in different ways. Additional safety measures, including more controlled crosswalks and raised crosswalks, were suggested.
- Traffic control for Saskatchewan Drive should be improved through a combination of additional infrastructure (e.g. road markings, traffic lights) and enforcement of traffic rules (e.g. speed limits, red light cameras).
- The SUP should be widened -- and possibly separated -- to better accommodate its popularity and the diversity of the transportation modes that it supports (pedestrians, cyclists and transit users).
- Infrastructure (including aesthetic infrastructure) such as viewpoints and greenery should be further developed.

Reporting Back

Stakeholder meetings

In addition to the online survey and public event feedback activities, the project team held two stakeholder meetings: one on April 20 with Alberta Health Services and Emergency Medical Services, and one on May 8 with Paths for People & Edmonton Bicycle Commuters Society. The purpose of these meetings was to provide information on the project to these key stakeholder organizations, and offer an opportunity to them to share feedback and express any considerations or concerns directly to the project team.

WHAT'S NEXT

The planning phase of the Saskatchewan Drive Roadway Rehabilitation and SUP Widening project includes a comprehensive community and public engagement program.

Throughout the summer months of 2018, the project team will be meeting with business owners, stakeholders, and the public to build awareness about the project and the role they can play in informing the concept design. Input will be sought on the functionality of intersections, connections to the community, SUP and safety.

In September 2018 a larger public event will be held to share the concept design and ask for further input from stakeholders and the public. The input collected will be considered in refining the concept plans.

Engagement on preliminary engineering is anticipated to begin in spring 2019.

Thank you for participating in sharing your voice and shaping our city.

For more information on City of Edmonton public engagement, please visit
www.edmonton.ca/publicengagement