

# PUBLIC ENGAGEMENT

SHARE YOUR VOICE SHAPE OUR CITY



## Reporting Back

### SHARE YOUR VOICE SHAPE OUR CITY

*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 Background	
<b>Name</b> <b>Date</b> <b>Location</b>	Saskatchewan Drive Roadway Rehabilitation and SUP Widening – Drop-In Event July 28, 2018 Dr. Wilbert McIntyre Park
<b>Contact information</b>	Linda Billey Project Manager 780-496-3530 linda.billey@edmonton.ca
<b>Level of public engagement</b>	
<b>Description</b>	The public engagement event was held to ADVISE the project team on what is important to the public about Saskatchewan Drive and the SUP as it is today and how the project area can be enhanced to better serve the public.

## **Project Background**

The City of Edmonton will be undertaking roadway rehabilitation and shared-use path widening along Saskatchewan Drive from 99 Street to 109 Street. Pending approval of funding, construction of these upgrades will be coordinated with the replacement of the adjacent Duggan Bridge over Fort Hill Road. The existing Saskatchewan Drive roadway requires upgrading to better accommodate and support pedestrians, cyclists and motorists while enhancing usability and safety.

This project examines opportunities to improve the corridor by providing an upgraded level of service for people walking and cycling while continuing to accommodate motorists.

In April 2018, the Saskatchewan Drive project team initiated public engagement activities. Through initial outreach to business owners, individual stakeholder meetings, a survey and a public event – held in collaboration with the Strathcona Neighbourhood Renewal project – considerable positive feedback was received regarding Saskatchewan Drive and the SUP as they are today, both generally, and for specific areas. Concerns were also raised, however, for consideration during concept design. The City released a What We Heard report in May 2018, summarizing key themes drawn from input given at an April 2018 public event.

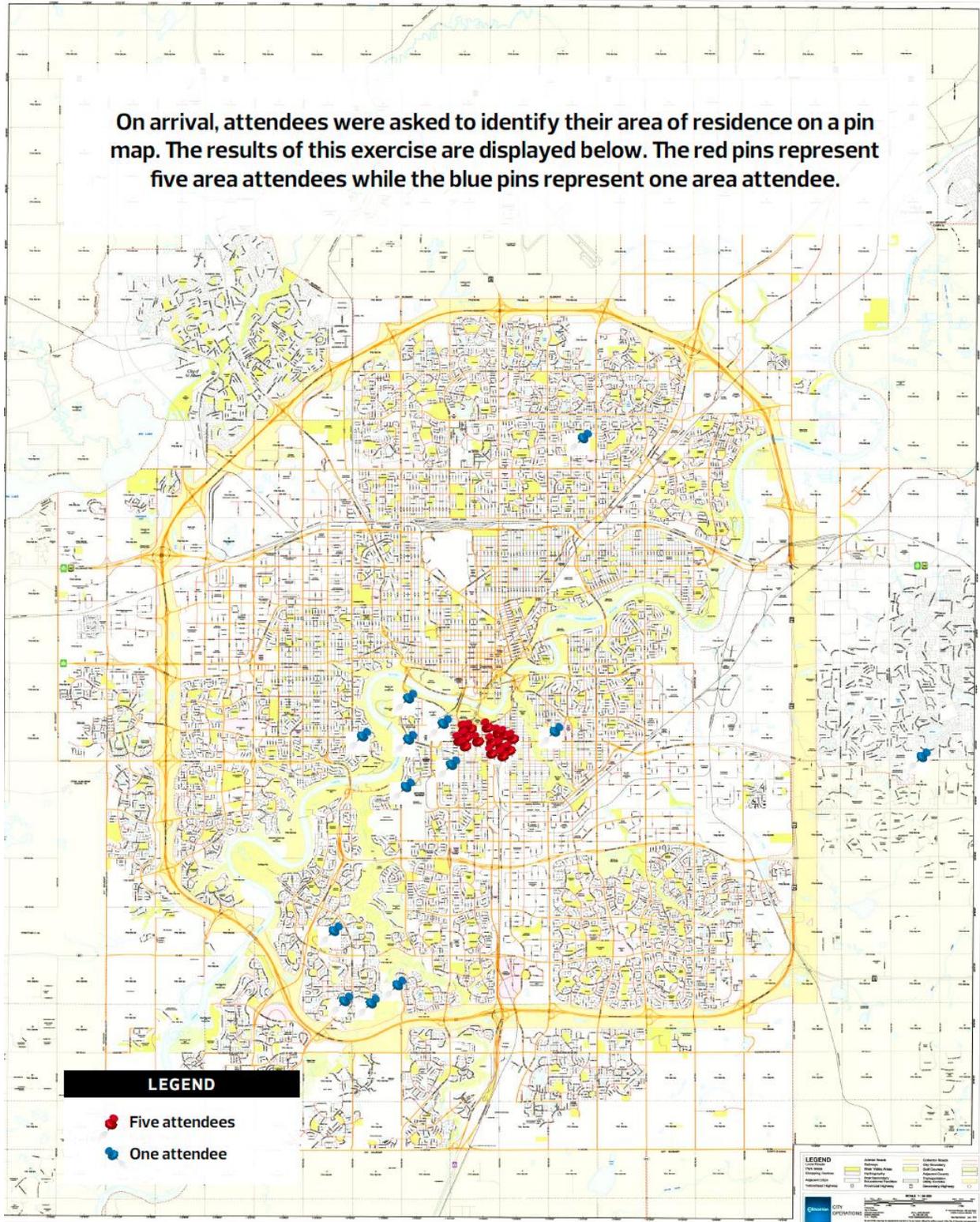
Participants highlighted issues with many of the intersections on Saskatchewan Drive, and the safety and ease-of-use challenges that they pose to users of all transportation modes. A need to widen the Shared-Use Path was also a very popular sentiment from all categories of respondents, in order to accommodate 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, including enforcement of traffic laws.

This engagement process continued on July 28, 2018, with a pop-up event that collected feedback from a variety of community attendees.

## **Summary**

Following the initial phase of public engagement, the project team hosted a pop-up event on Saturday, July 28, 2018, at which additional feedback was collected. This event, held in a drop-in format on a sunny, 27-degree day between 10:00 AM and 1:00 PM at Dr. Wilbert McIntyre Park, was attended by 140 Edmontonians from a wide range of communities. The following map reflects the communities represented on July 28, 2018.

**Image 1: Attendee Area of Residence Map**



In addition to a series of displays that provided information on the project scope and timeline, a large roll plot with an aerial-view map of Saskatchewan Drive and the Shared-Use Path in its current state was displayed. This map included summaries of comments from previous engagement events, as well as street and avenue identifiers. Attendees were invited to share feedback by posting sticky notes with hand-written comments on the map. Specifically, attendees were asked to share their perspective on what is important to maintain on Saskatchewan Drive and/or the Shared-Use Path, and what opportunities for enhancement exist. This feedback, summarized below, will be followed by targeted stakeholder interviews with property owners along Saskatchewan Drive.

All feedback will be considered in the development of a concept design that will be shared online and during a public event on September 26.

## **Engagement Results and Findings**

### **Pop-up event feedback (99 comments)**

Key themes from the July 28 pop-up event are listed below in order of prevalence.

- Infrastructure (12 comments)
  - More trees, parking and benches
  - Improve lighting along lookout paths
  - Protect mature trees on the south side of 99 - 103 Street
  - Rounded curbs to facilitate cycling
  - Use consistent materials for pathways (not brick)
  - Same standard of snow clearing for bike lanes and roads
- Navigation and signage (11 comments)
  - Install crossing sign at 109 Street southeast corner blind spot
  - Install larger stop and yield signs in bike lanes
  - Streamline signage
  - Signage for shared path at Saskatchewan Drive + 91 Avenue
- Street crossing (10 comments)
  - Crosswalks aren't visible at 107 Street
  - Dangerous to cross (90 Avenue, 101 Street, Scona Road)
  - Bike crossing at 106 Street
  - Make the beg button at Gateway Boulevard southwest corner part of the light cycle
- Roadway sharing (9 comments)
  - Public education on proper procedure
  - Separation isn't necessary if there is mutual respect
  - Reduce vehicle speed for safety
- Other ideas (9 comments)
  - Cyclist education is important

- Considerations for other pathways and roadways
- Visibility (8 comments)
  - 109 Street southeast corner
  - 107 Street crosswalk
  - View is blocked by trees
  - Add motion detector for bikes/pedestrians at 91 Ave
- In favour of cycling (8 comments)
  - Current infrastructure is insufficient
  - Drivers are prioritized over cyclists
  - Bike lanes support winter cycling
- Improve traffic control (8 comments)
  - Speed limit enforcement (e.g. with cameras)
  - 104 Street traffic signal considerations
- Bike lanes (8 comments)
  - In favour of two-way bike lane (7 comments)
  - In favour of one-way bike lane (1 comment)
- SUP cyclist/pedestrian separation (7 comments)
  - In favour of painted line separation (6 comments)
  - In favour of physical separation (1 comment)
- Widen SUP (6 comments)
  - Boardwalk is too narrow to share
- 99 Street considerations (4 comments)
  - Check traffic signal at Scona Road
  - Difficult to cross Scona Road to access pathway
  - No space for busses to pull over
  - Congestion concerns
- Road width (4 comments)
  - Design roads for smaller cars
  - Bike lanes don't fit
  - Narrower would lower speeds
- Road lanes (4 comments)
  - In favour of two-way road (3 comments)
  - In favour of one-way road (1 comment)
- Positive feedback (3 comments)
  - In favour of status quo
- Physically separate SUP from roadway (2 comments)
  - Separate bike lane for safety
- Opposed to cycling (1 comment)

## Straight from the community



## What we heard...

The theme that was most frequently commented on by participants was a desire for additional improvements, including trees, parking, benches, pathway lighting, rounded curbs, the use of consistent and non-brick materials for pathways, and efficient and standardized snow clearing for bike lanes and roads.

Navigation and signage, and street crossing were also very prevalent themes. Respondents highlighted a number of blind spots, and instances of low-visibility or poorly streamlined signage (including stop, yield, and SUP signs). Attendees expressed concerns regarding difficult dangerous crossings at a number of intersections (including 107 Street, 90 Avenue, 101 Street, and Scona Road), as well as desires for additional bike crossings or alterations to 'beg buttons'.

Other common themes of input included:

- The importance of education on proper procedure for roadway sharing and cyclist behavior
- Visibility issues (e.g. of crosswalks, pedestrians, vehicles and views) at several intersections
- General support for or opposition to cycling as a mode of transport
- Concerns regarding traffic control, such as speed enforcement and traffic signals

Several comments related to the type of division between the pedestrian and cyclist sides of the SUP. A significant majority of these comments proposed the use of painted line separation, with a single comment suggesting the installation of a physical barrier between cyclists and pedestrians on the SUP.

Two comments discussed the importance of having a protected bike lane on the roadway, emphasizing safety as a key motivator.

Of the comments received on bike lane configuration, some attendees expressed a desire for two-way lanes. One individual recommended implementing an eastbound, one-way bike lane between 104 Street and 109 Street on the south side. Similarly, three comments suggested a two-way roadway – either throughout Saskatchewan Drive or in particular locations – while a single comment indicated that a one-way road would be preferable.

## **What's next**

In the coming weeks, the project team will conduct targeted stakeholder meetings with Saskatchewan Drive property owners to discuss potential impacts to on-street parking and loading zones between 106 Street and 109 Street.

All input received to date will be considered in the development of a concept design, which will be shared with the public online and at a drop-in public event on September 26<sup>th</sup> from 4pm to 8pm at the St. Basil's Cultural Centre (10819 71 Ave NW).

Please visit the project webpage for further details on this event:

[https://www.edmonton.ca/projects\\_plans/roads/saskatchewan-drive-rehabilitation-and-sup-widening.aspx](https://www.edmonton.ca/projects_plans/roads/saskatchewan-drive-rehabilitation-and-sup-widening.aspx)