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Dunluce Neighbourhood and Alley Renewal

Neighbourhood and Alley Renewal in Dunluce has begun! Planning and design is currently underway, with construction scheduled to start in spring 2025. Through the City's Building Great Neighbourhoods Branch, the Neighbourhood and Alley Renewal program will reconstruct roads and curbs, replace street lights and sidewalks and, where possible, complete active transportation (walk, roll, bike) links. Alley Renewal is included as part of this project and involves alley reconstruction and repaving, improvements to surface drainage, where possible, and upgrading existing lighting to LED fixtures. Opportunities to improve City-owned parks and public spaces will also be explored.

This new infrastructure will provide enhancements to the neighbourhood for the next 30 to 50 years.

There may be one or more changes to roads, sidewalks, bike lanes or open spaces near your residence or property that may affect how you experience walking, biking, rolling, driving and gathering in Dunluce.

Please take this opportunity to explore the design options and tradeoffs presented in this booklet and provide your feedback in the online survey.

Tell us what you think as we move towards a draft design in fall 2023 and construction in spring 2025!

Share your thoughts!



Please review the design ideas and options in this booklet and provide your feedback through the online survey at edmonton.ca/BuildingDunluce from April 25 to May 28.

Exploring Options and Tradeoffs

March – May 2023

The project is now in the **Exploring Options and Tradeoffs** stage.

Guided by City policy, technical findings and public engagement, the Project Team has drafted design ideas and options to improve the streets and parks in your neighbourhood. In some locations, several possible design options are presented with the benefits and tradeoffs of each for your consideration.

We will use the feedback to better understand preferences and concerns and to identify what the neighbourhood, as a whole, deems important to maintain and what is flexible when making changes within the Neighbourhood Renewal design.

What are tradeoffs?

A tradeoff is a compromise that needs to be made when adding something new to an existing space. It may be necessary to make a decision between one factor or another in an effort to make a new element fit.

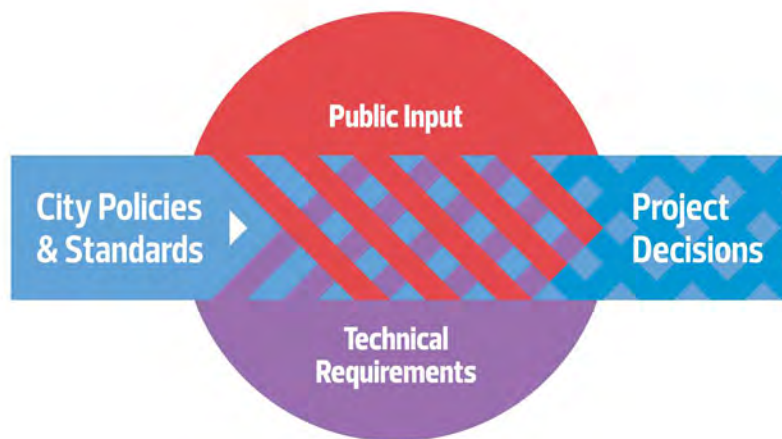
Example: When adding missing sections of sidewalk into the design, we need your input to help decide how these connections can be accommodated. Tradeoffs to fit in the missing sidewalk might be:

- + Narrow the width of some roads
- + Remove on-street parking
- + Remove existing trees
- + Move walk closer to property line

Design considerations and decision making process

City Policies and Standards set the foundation for the Project Team when considering what designs to develop for the neighbourhood while technical studies and public input are used to make adjustments for specific neighbourhood needs.

This process helps to ensure that the decisions we make are fiscally responsible, align with best practices, consider the existing public and private infrastructure, land uses and activities in the neighbourhood and result in the best outcomes for our city.



City policies and standards

City policies and programs such as the Complete Streets Design and Construction Standards, Safe Mobility Strategy and Winter City Strategy provide the overall direction for Neighbourhood Renewal designs.

For example, policies and standards direct the Project Team to:

- + Maintain and expand existing boulevards and trees where possible
- + Ensure continuity for bike facilities
- + Widen walking surfaces
- + Add bike facilities that are separated from traffic on higher volume roadways
- + Change lane widths to meet current City Standards
- + Design for a 40 km/h default speed

Additional Policies and Standards documents:

- + Active Transportation Policy – improve and support active transportation
- + Access Design Guide – include access and use for people of all ages and abilities
- + Climate Resilient Edmonton – reduce the impacts of urban heat island effect
- + The City Plan – prioritize and enable green infrastructure including low-impact development solutions
- + Snow and Ice Control Policy – shared pathways will be prioritized for snow clearing by the City
- + Vision Zero Initiative/Safe Mobility Strategy – support safe and livable streets in Edmonton to help eliminate fatalities and major injuries from motor vehicle collisions
- + Edmonton Bike Plan – enhance the vision of a connected city by providing options to help people feel safe and comfortable riding their bikes
- + Corporate Tree Management Policy – new tree plantings

Technical studies

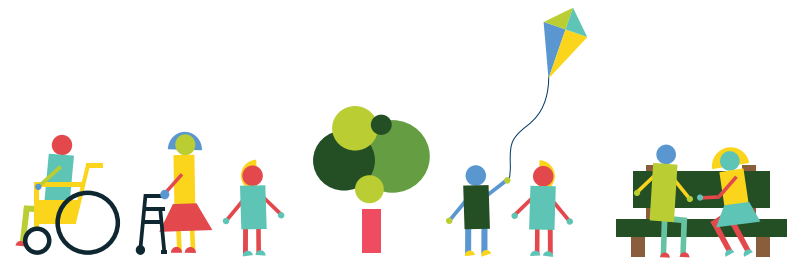
As each neighbourhood is unique, the Project Team conducts location-specific studies to understand technical aspects such as existing roadway widths and constraints with utilities and trees to determine what can fit in the neighbourhood. Other studies provided information on traffic flow, parking usage and intersection concerns.

Public input

To understand resident concerns and gather local knowledge, the Project Team reaches out to area residents and stakeholders who live, work and play in the neighbourhood throughout the renewal process.

There are over 6,000 residents living in Dunluce, each with specific needs and opinions on how they envision the neighbourhood's future. All input shared by residents throughout this project is considered and provides the Project Team with a high level of understanding of what is important to you and your neighbours. Public input was used to develop the design ideas and options in this booklet as well as the draft project Vision and Guiding Principles that, along with ongoing public engagement, will continue to guide the Project Team when prioritizing design and budget decisions.

Click [here](#) to view the draft Vision and Guiding Principles and [here](#) to view the most recent What We Heard Public Engagement Report: Starting the Conversation, Creating a Project Vision Together, Exploring Opportunities (June – November 2022).



Dunluce Community Vision and Guiding Principles

During previous engagement stages, we met with residents and stakeholders to gather local knowledge and begin exploring opportunities that would benefit from infrastructure improvements.

The Project Team has used this input to **CREATE** a draft Vision and Guiding Principles for Dunluce Neighbourhood and Alley Renewal. This vision will be used to guide decision making for Neighbourhood and Alley Renewal. The Guiding Principles are ideas that inform how the vision should be applied to the neighbourhood design and used to inform the choices for community-led initiatives.

Please review the draft Vision and Guiding Principles below and provide feedback online at edmonton.ca/BuildingDunluce from April 25 to May 28.

Dunluce Community Vision (Draft)

Dunluce is a friendly, mature neighbourhood with generationally and culturally diverse residents.

There are opportunities to engage in social, recreational and sporting activities in the many vibrant green spaces and parks throughout the neighbourhood.

Residents and visitors enjoy opportunities for all-season walking, rolling and biking in Dunluce. Sidewalks and pathways are smooth, accessible and comfortable, allowing leisurely movement through the streets and parks and providing connections to key destinations and amenities within Dunluce and to nearby neighbourhoods.

The roadways and alleys are smooth, user-friendly, easy to navigate and safe in all seasons.

Guiding Principles (Draft)



1. All ages and abilities experience comfort when walking, rolling and biking

- + Provide smooth sidewalks, paths and roads
- + Improve accessibility (e.g. connections, curb ramps, wider sidewalks, no dead ends)
- + Improve crossing safety (e.g. centre medians, curb extensions)
- + Improve visibility (e.g. pedestrian lighting, clear sight lines, curb extensions)



2. Parks and green spaces are welcoming, accessible and feel safe

- + Improve visibility (e.g. park lighting, clear sight lines)
- + Beautify spaces (e.g. tree plantings, garbage cans)
- + Create gathering spaces (e.g. benches, picnic tables, barbeques, amenities)



3. Drivers experience comfortable, safe roads and alleys

- + Provide smooth driving surfaces
- + Enhance safety/visibility at intersections
- + Design for 40 km/h speed limit
- + Encourage slower speeds (traffic calming)
- + Consider parking in high use areas
- + Consider snow removal/windrows

Design ideas and options for Dunluce

The design ideas and options for Dunluce have been strategically prepared with considerations for walking, rolling, biking, driving and gathering. The designs focus on making the streets and public spaces safe, accessible and enjoyable in all seasons for all genders and mobility levels. To achieve this, the designs presented in this booklet include a network of active transportation (walking, rolling and biking) connections, traffic calming measures and improved green spaces.

There may be one or more changes to roads, sidewalks, bike lanes or open spaces near your residence or property that may affect how you experience walking, rolling, biking, driving and gathering in Dunluce. Please take this opportunity to review the design ideas and options and provide your feedback in the online survey.

Dunluce Neighbourhood and Alley Renewal will include:

- + Sidewalk replacement (pending Local Improvement decision)
- + New sidewalk connections
- + Wider walking surfaces (where possible)
- + New pathways and shared pathways
- + Pedestrian crossing enhancements such as curb extensions
- + Curb ramps added/replaced on all residential streets
- + New and enhanced bike connections
- + Improvements to parks and open spaces
- + New tree plantings
- + Full road pavement replacement on all residential streets
- + Rolled curbs for easier driveway access
- + Intersection improvements
- + Oversized road widths narrowed:
 - + To meet current City standards
 - + Support the posted speed limit
 - + Encourage slower vehicle speeds
 - + Provide space for other amenities (e.g. *shared pathways, boulevards, bike lanes*)
- + Changes to parking
- + Changes to traffic controls (e.g. *four-way stops, stops and yield signs*)
- + Alley reconstruction and new paving
- + Upgrades to street lighting (with LED luminaires)
- + Drainage improvements



Designs and options overview

This booklet includes design ideas and options for the following:

Walking, rolling, biking

Walking/rolling connections

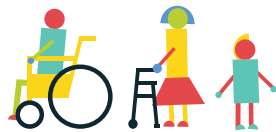
1. Shared street
2. Pathways
3. Missing links

Biking connections

4. East-west connections
5. North-south connections

Street crossings and intersections

6. Crossing improvements
7. Arterial road crossing improvements
8. Intersection improvements



Roads

9. 121 Street – 153 Avenue to 162 Avenue
10. 162 Avenue – Schools: 115 Street to the AltaLink utility corridor
11. 161 Avenue
12. 157 Avenue
13. 115 Street
14. Dunluce Road
15. Warwick Road
16. Intersection improvement at 161 Avenue and 121 Street/162 Avenue
17. Intersection improvement at 162 Avenue and 115 Street

Parks

18. Dunluce Natural Area
19. Dunluce Park and Dunluce School Park
20. Herb Link Park
21. Orval Allen Park

Walking, rolling, biking

City policy provides direction to increase opportunities to walk, roll and bike in Edmonton, regardless of age, ability, or socio-economic status and to address traffic issues and design liveable, safe streets for residents and all road users. Technical studies and public input guide the design, helping to determine the locations and types of connections, enhanced crosswalks and traffic calming measures that would work best in Dunluce.



This section:

Walking/rolling connections

1. Shared street
2. Pathways

Biking connections

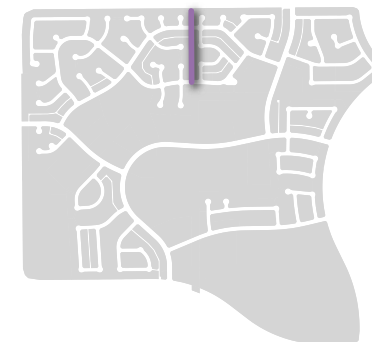
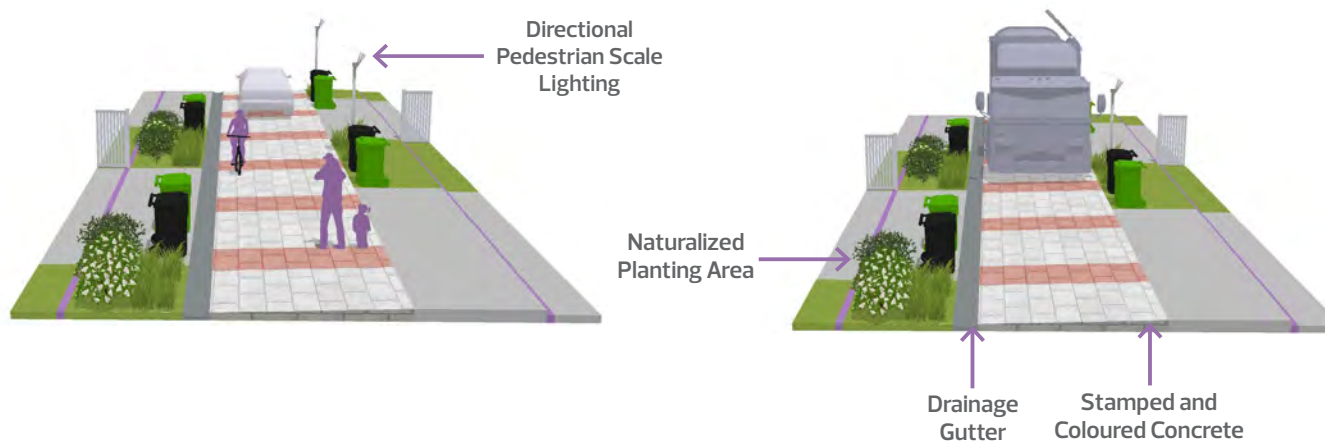
3. East-west connections
4. North-south connections

Street crossings and intersection improvements

5. Mid-block crossings
6. Intersection crossings
7. Arterial road crossings
8. Intersection improvements

Walking/rolling connections

1 Shared street*: connection between AltaLink utility corridor and 167 Avenue



View a video of the shared street design

A shared street will be added to provide a comfortable connection for people walking, rolling, biking and driving between the AltaLink utility corridor and 167 Avenue. The design will encourage slower vehicle speeds by increasing awareness of shared users in the area. It will include additional lighting to improve visibility for all users.

*A shared street (*pedestrian-oriented alley*): an alley that is designed as a shared street to prioritize people walking/rolling, while still permitting people who drive and bike to use the space at low volumes and speeds. It may include visual cues such as signage or physical cues such as special paving to alert drivers they are entering a shared space.

2 Pathways



The design includes:

Breezeways

- + Wider pathways (at existing locations)
- + An additional pathway connecting 156 Avenue to 153 Avenue
- + Enhanced lighting (on existing light poles)
- + Additional enhanced lighting
- + Waste bins

AltaLink utility corridor – north-south

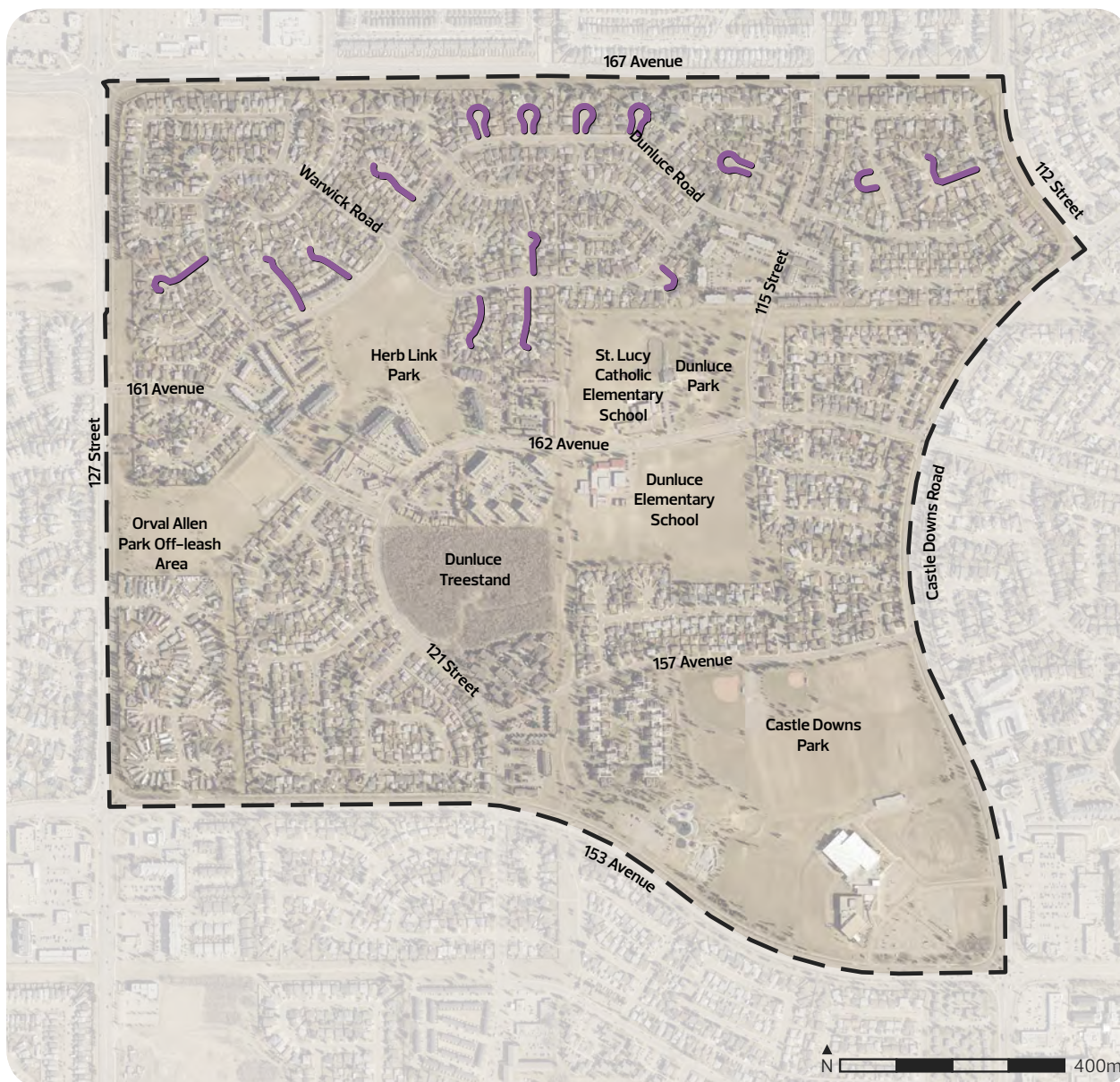
- + Wider pathway (at existing location)
- + Planting beds
- + Enhanced lighting (on existing light poles)

AltaLink utility corridor – east-west



- + A wide pathway
- + Planting beds
- + Enhanced lighting

- Dunluce neighbourhood boundary
- Existing shared pathway
- Widen existing breezeway pathway
- New breezeway pathway
- Widen the existing north-south AltaLink corridor pathway
- New east-west pathway along the AltaLink corridor
- New shared street

3 Missing links



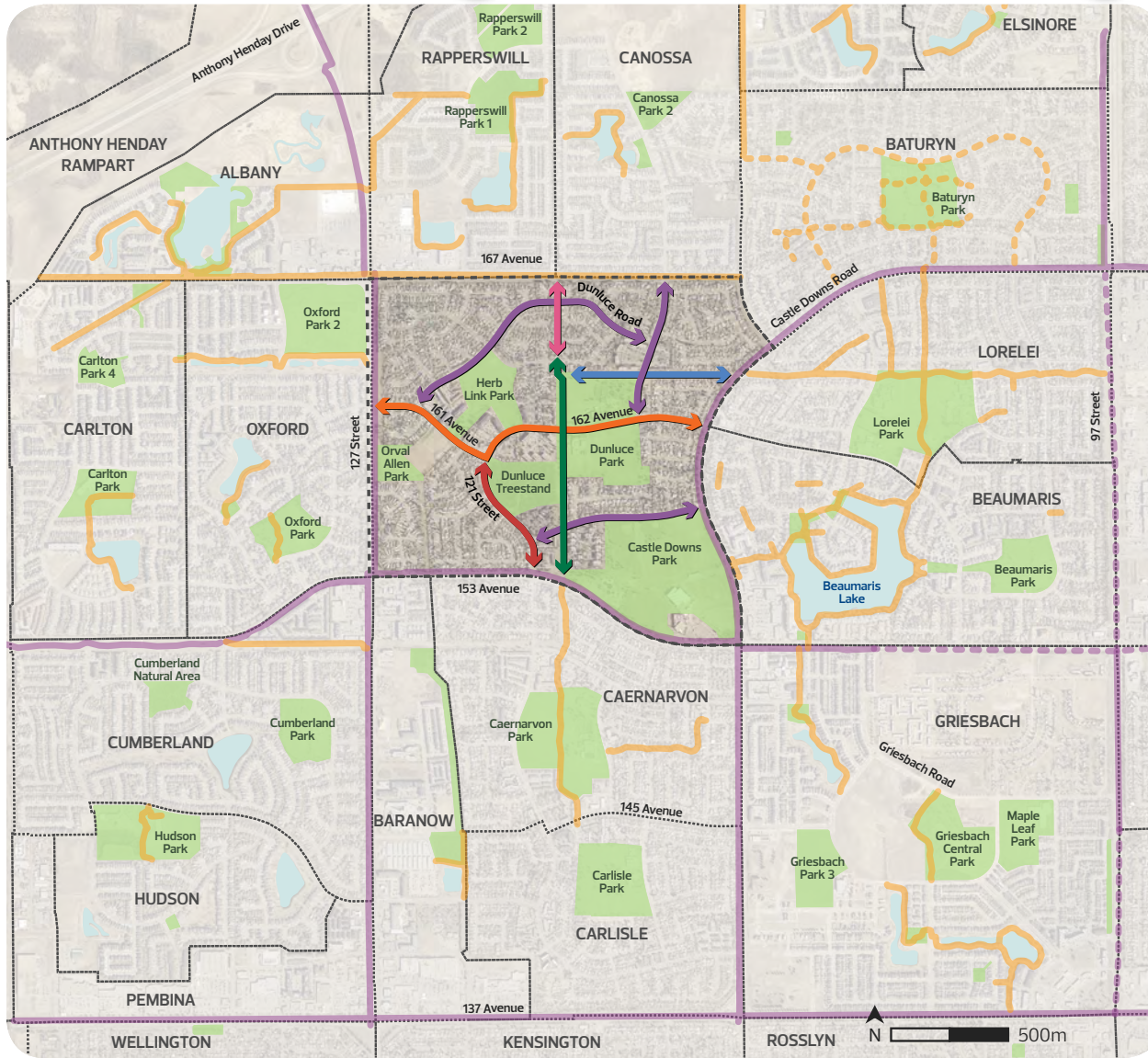
Sidewalks will be added on both sides of roadways, where possible, to meet current standards. The cost of new sidewalks will be paid for by the City (new refers to sidewalks that do not exist today).

-  Dunluce neighbourhood boundary
-  New sidewalk

Biking connections

4 East-west connections

5 North-south connection

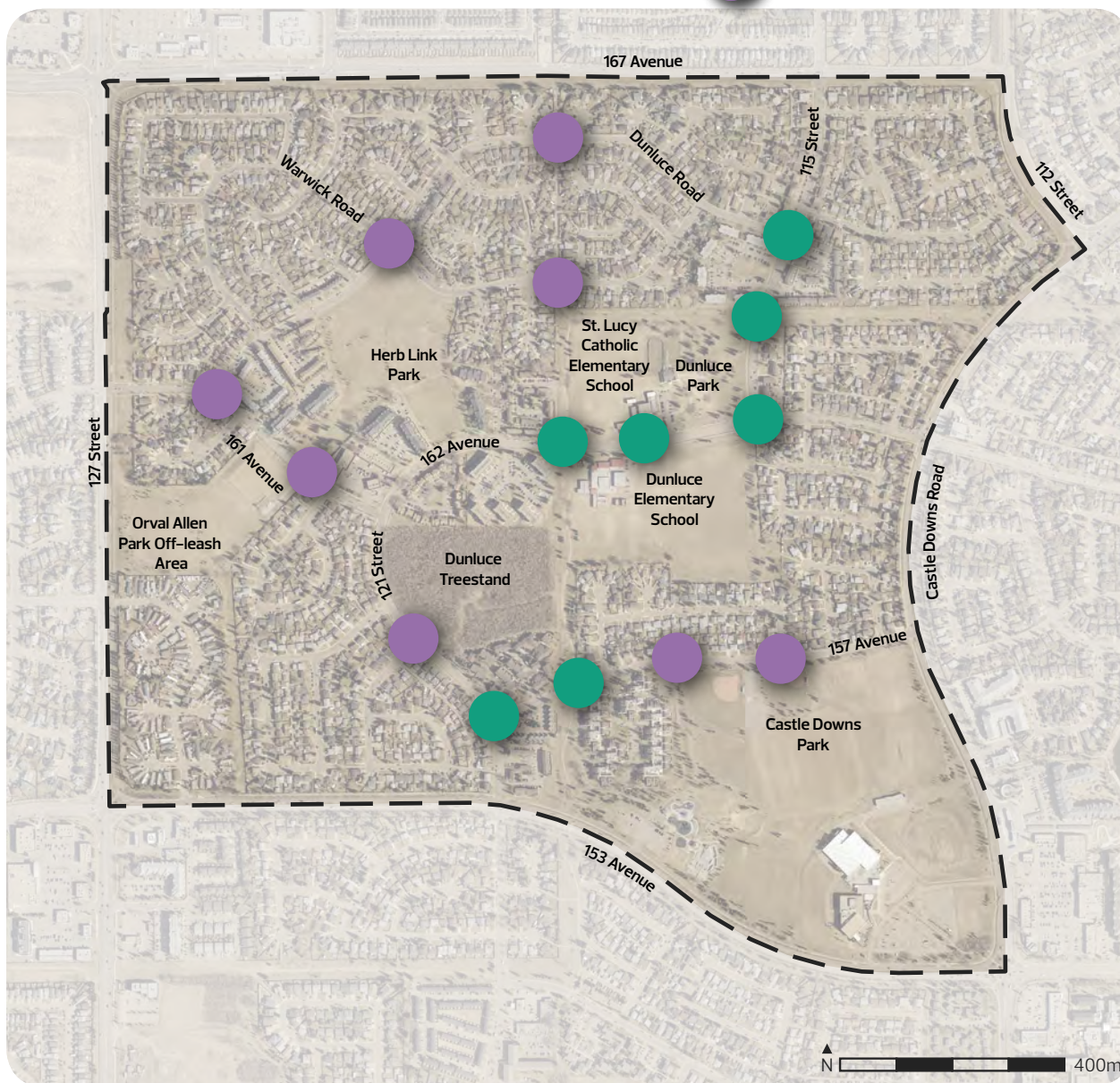


- The design includes:**
- East-west connections along:**
- + 161 Avenue between 127 Street and 121 Street
 - + 162 Avenue between 121 Street and Castle Downs Road
 - + 121 Street between 153 Avenue and 161 Avenue
 - + The AltaLink utility corridor (*shared pathway*) between the existing north-south AltaLink pathway and Castle Downs Roads
 - + 157 Avenue between 121 Street and Castle Downs Road
 - + Dunluce Road between 161 Avenue and 115 Street
- North-south connections include:**
- + A wider shared pathway on the AltaLink utility corridor
 - + A shared street connecting the AltaLink utility corridor and 167 Avenue
 - + A shared pathway on 115 Street between 162 Avenue and 167 Avenue

- Potential Dunluce Neighbourhood Bike Routes**
- ← Shared pathway, on-street protected bike lanes or raised protected bike lanes
 - ← Shared pathway or on-street protected bike lanes
 - ← Shared pathway or shared road bike route - New
 - ← Shared pathway - New
 - ← Shared pathway - Widen existing
 - ← Shared street

- Dunluce neighbourhood boundary
- Parks and school playground
- Surrounding neighbourhood
- District Connector Route - existing
- - - District Connector Route - future
- Neighbourhood Route - existing
- - - Neighbourhood Route - future

Street crossings and intersections 6 Crossing improvements

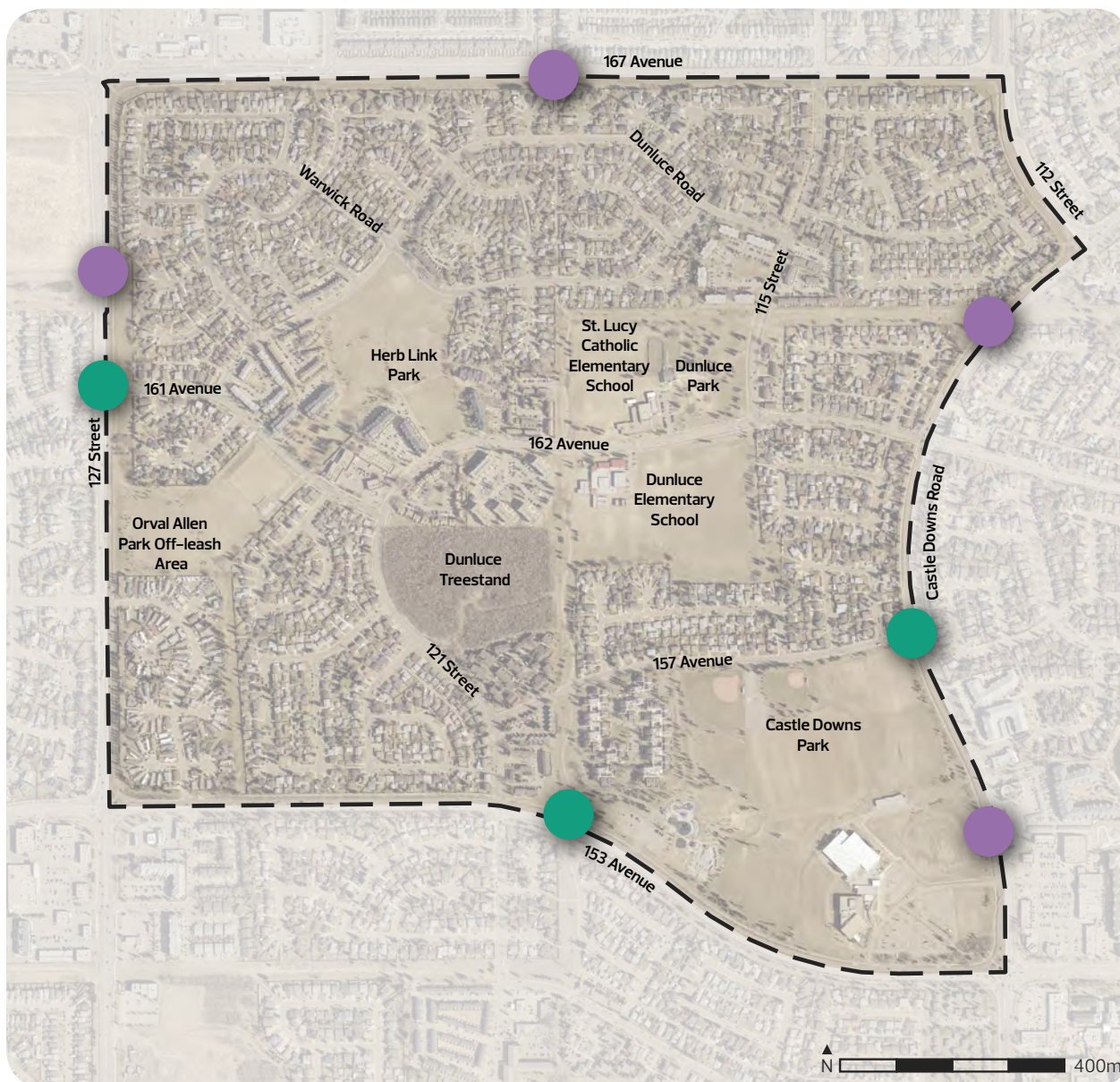


The design includes:

- + Enhance existing crossing
- + New crossing
- + Crossing types may include curb extensions, two-stage crossings or enhanced crossings




- Dunluce neighbourhood boundary
- Enhance existing crossing
- New crossing

7 Arterial road crossing improvements

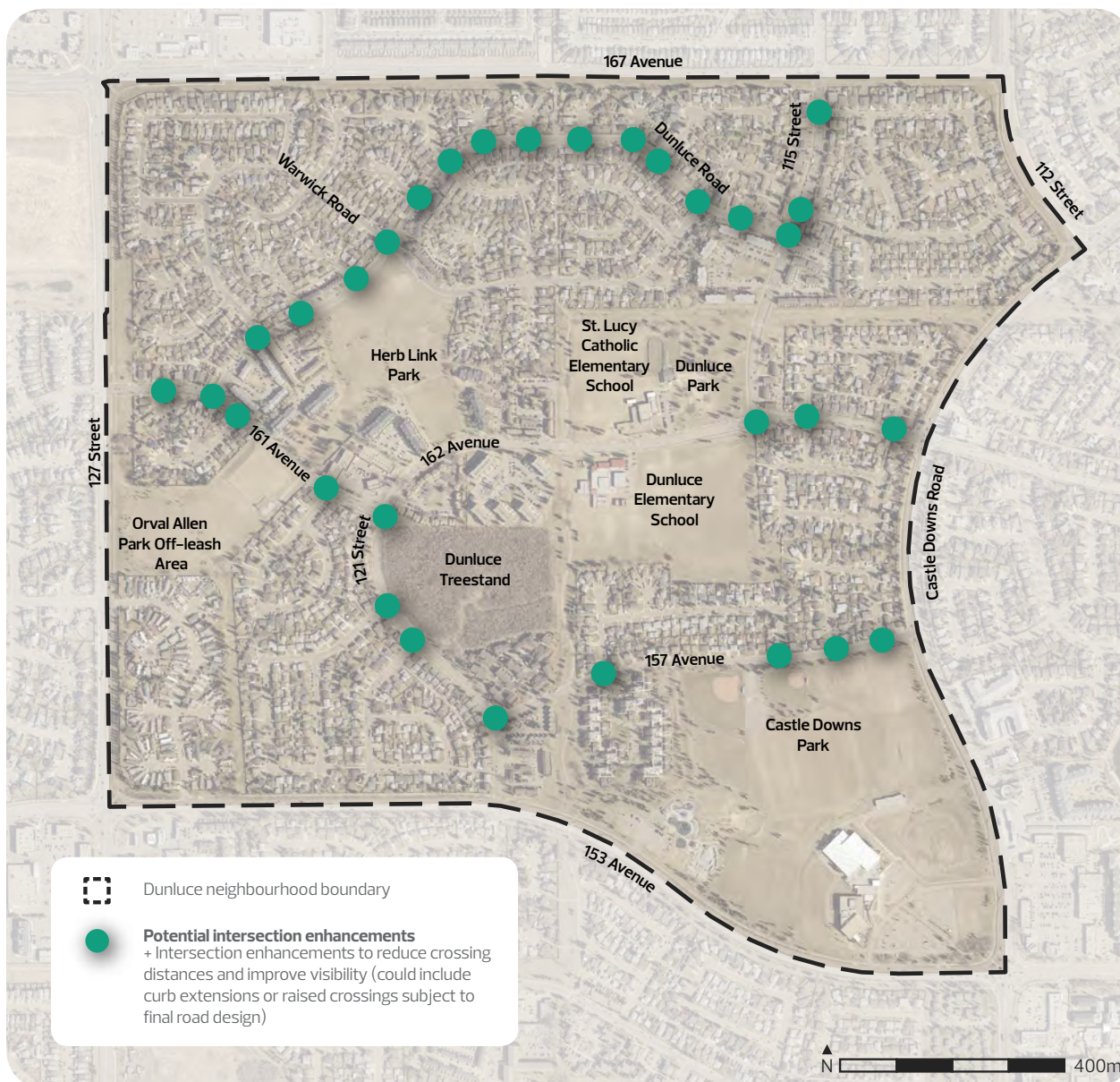


The design includes:

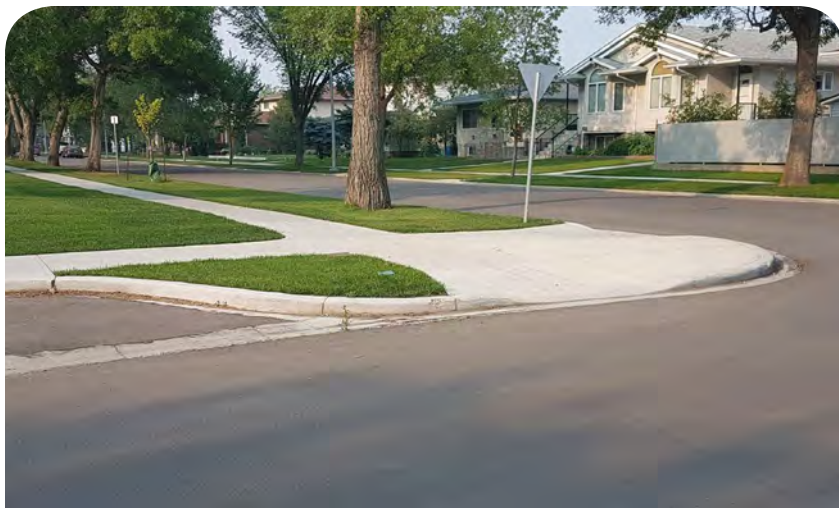
- + Enhanced crosswalks (*existing locations*)
- + New crosswalks

-  Dunluce neighbourhood boundary
-  Enhance existing crosswalk
-  New crosswalk

8 Intersection improvements



Intersection enhancements will be made to reduce crossing distances and improve visibility of people crossing; could include curb extensions or raised crossings, (subject to final road design).



Curb extensions

Benefits

- + Encourages slower traffic
- + Improves visibility of people crossing the street
- + Improves the awareness of crossings for people who drive
- + Shortens the crossing distance for people who walk or roll
- + Prevents parking too close to the intersection or crosswalk Creates an opportunity for beautification and landscaping

Tradeoffs

- + People who bike must join the driving lane
- + Additional landscaping maintenance may be required



Raised crosswalks

Benefits

- + Encourages slower traffic
- + Improves visibility of people crossing the street
- + Provides a level surface for crossing, which improves accessibility for those with mobility restrictions
- + Improves the awareness of crossings for people who drive

Tradeoffs

- + May cause discomfort for people on buses and those who bike when crossing
- + May cause braking and accelerating traffic noise



Raised intersection

Benefits

- + Encourages slower traffic
- + Improves visibility of people crossing the street
- + Provides a level surface for crossing, which improves accessibility for those with mobility restrictions
- + Improves the awareness of crossings for people who drive

Tradeoffs

- + May cause discomfort for people on buses and those who bike when crossing
- + May cause braking and accelerating traffic noise



A raised/center median

Benefits

- + Encourages slower traffic
- + Improves visibility of people crossing the street
- + Provides an area to wait, allowing people who walk, roll or bike to cross in two stages, if needed

Tradeoffs

- + May reduce on-street parking

Roads



City policies and standards provided direction to the Project Team to address traffic issues and design liveable, safe streets for residents and all road users.

Technical studies and public input guided the design ideas and options including the locations for enhanced crosswalks, traffic calming measures and intersection improvements that would work best in Dunluce.

In this section:

- 9** 121 Street – 153 Avenue to 162 Avenue
- 10** 162 Avenue – Schools: 115 Street to the AltaLink utility corridor
- 11** 161 Avenue
- 12** 157 Avenue
- 13** 115 Street
- 14** Dunluce Road
- 15** Warwick Road
- 16** Intersection Improvement at 161 Avenue and 121 Street/162 Avenue
- 17** Intersection improvement at 162 Avenue and 115 Street

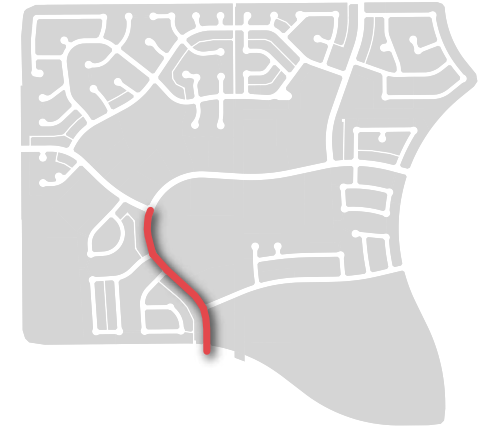
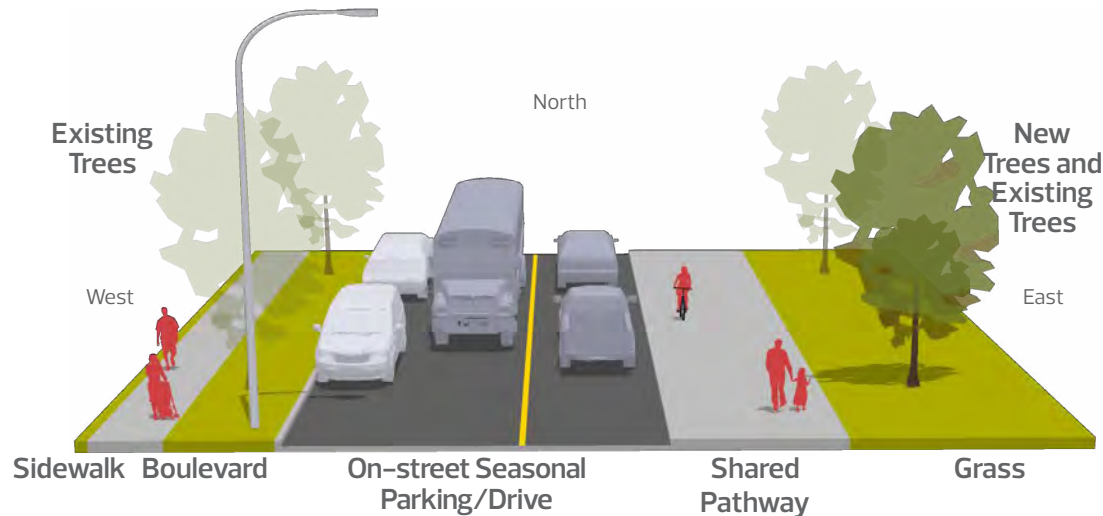


SHARE YOUR VOICE
 SHAPE OUR CITY

Edmonton

9 121 Street – 153 Avenue to 162 Avenue

Option A: Curbside shared pathway*



View a video of the
121 Street options

A curbside shared pathway will be added to the east side of the street.

Benefits

- + The shared pathway:
 - Provides more space for people walking, rolling and biking
 - Separates people biking from people driving
 - Is snow cleared by the City
- + Maintains existing trees and creates opportunity for additional trees
- + Narrows the road to encourage slower vehicle speeds while aligning existing driving lane widths to current standards

Tradeoffs

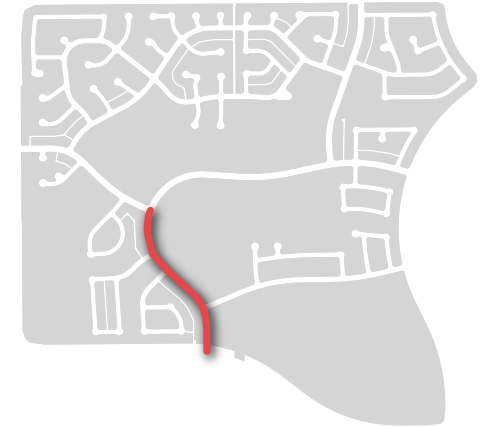
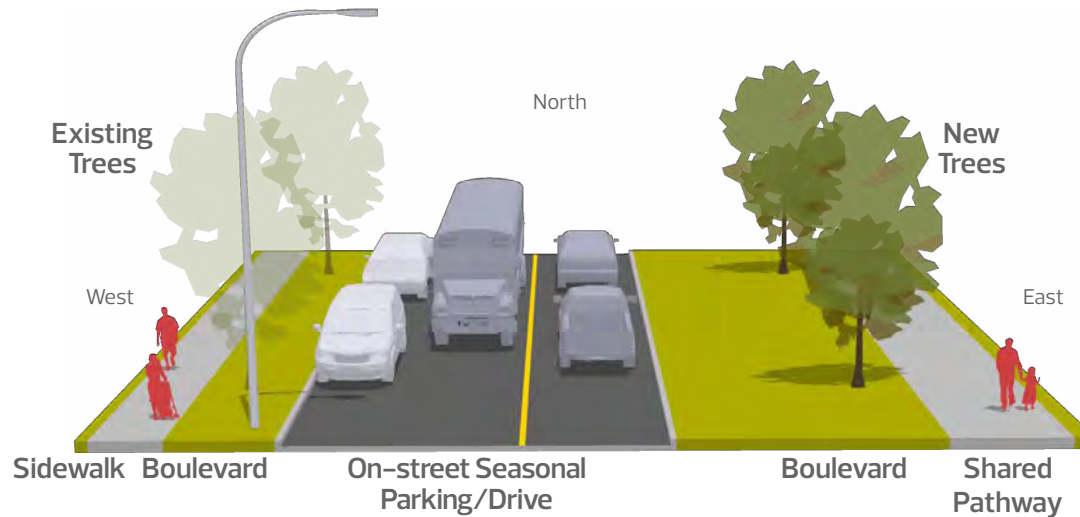
- + Reduces some on-street parking
- + Requires people walking and rolling to share the same space with people biking (*shared pathway*)
- + Requires people walking/rolling/biking to travel directly next to the roadway (*curbside shared pathway*)
- + Reduces snow storage (*east side*)

*A shared pathway has people biking sharing the path with people walking and rolling and is separate from people driving.

NOTE: The 121 Street Option A is tied to the 162 Avenue Option C and Option D and must exist together if chosen.

9 121 Street – 153 Avenue to 162 Avenue

Option B: Shared pathway* with boulevard



A shared pathway separated from the roadway by a wide treed boulevard will be added to the east side.

Benefits

- + The shared pathway:
 - Provides more space for people walking, rolling and biking
 - Separates people biking from people driving
 - Is snow cleared by the City
- + The treed grass boulevard:
 - Separates the shared pathway/sidewalk from the road
 - Adds greenery and shade
 - Provides space for snow storage
- + Narrows the road to encourage slower vehicle speeds while aligning existing driving lane widths to current standards

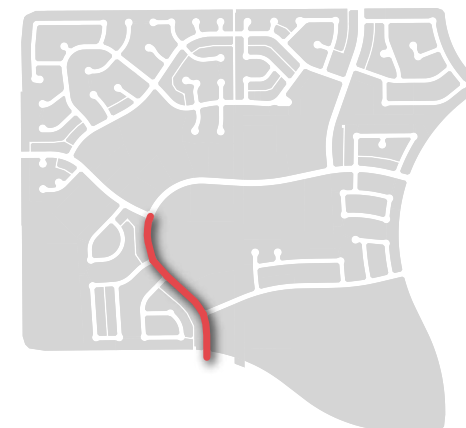
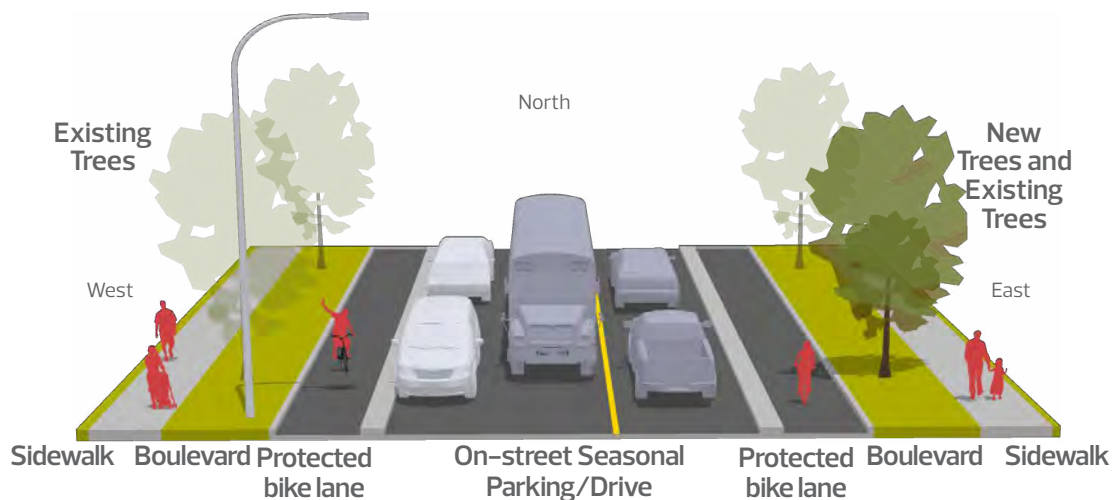
Tradeoffs

- + Reduces some on-street parking
- + Requires people walking and rolling to share the same space with people biking (*shared pathway*)
- + Removes existing trees on the east side (*replacement trees will be planted in the new boulevard*)

*A shared pathway has people biking sharing the path with people walking and rolling and is separate from people driving.

NOTE: The 121 Street Option B is tied to the 162 Avenue Option C and Option D and must exist together if chosen.

9 **121 Street – 153 Avenue to 162 Avenue**
Option C: On-street protected bike lanes*



An on-street protected bike lane will be added to both sides of the roadway (*northbound on east side, southbound on west side*).

Benefits

- + Reduces conflicts by providing separate spaces for people walking, rolling, biking and driving
- + The on-street protected bike lanes:
 - Provide safe, 'all ages and abilities' north-south bike connections
 - Are snow cleared by the City
- + Narrows the road to encourage slower vehicle speeds while aligning existing driving lane widths to current standards
- + Provides opportunity for new tree plantings

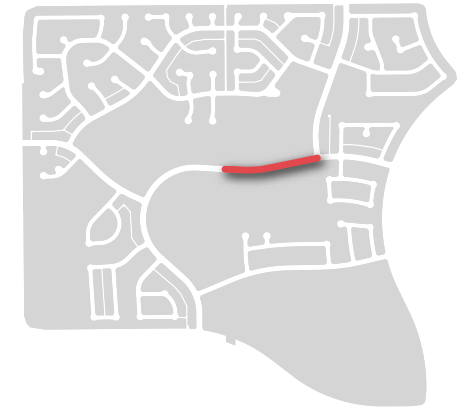
Tradeoffs

- + Reduces some on-street parking

*The bike lane is on the road but there is something that physically separates people biking from people driving such as a barrier.

NOTE: The 121 Street Option C is tied to the 162 Avenue Option A and Option B and must exist together if chosen.

10 162 Avenue – Schools: 115 Street to the AltaLink utility corridor
Option A: Centre median and off-street bike lanes*



View a video of the 162 Avenue options

Off-street bike lanes on each side of the roadway and a centre median in the middle of the roadway in front of the schools will be added.

Benefits

- + Reduces conflicts by providing separate spaces for people walking, rolling, biking and driving
- + The off-street bike lanes:
 - Provide safe east-west bike connections
 - Are snow cleared by the City
- + The centre median:
 - Prevents U-turns
 - Reduces illegal crossings
 - Provides a refuge in the middle of the road for people crossing
- + Narrows the road to encourage slower vehicle speeds while aligning existing driving lane widths to current standards
- + Maintains on-street parking
- + Maintains existing trees

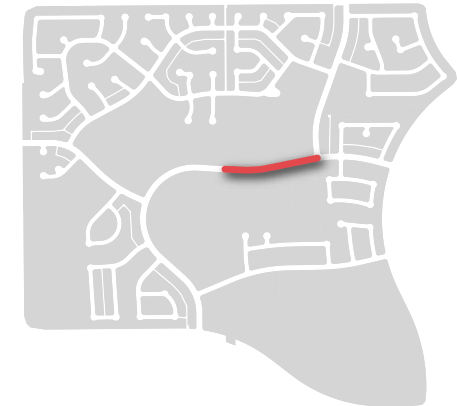
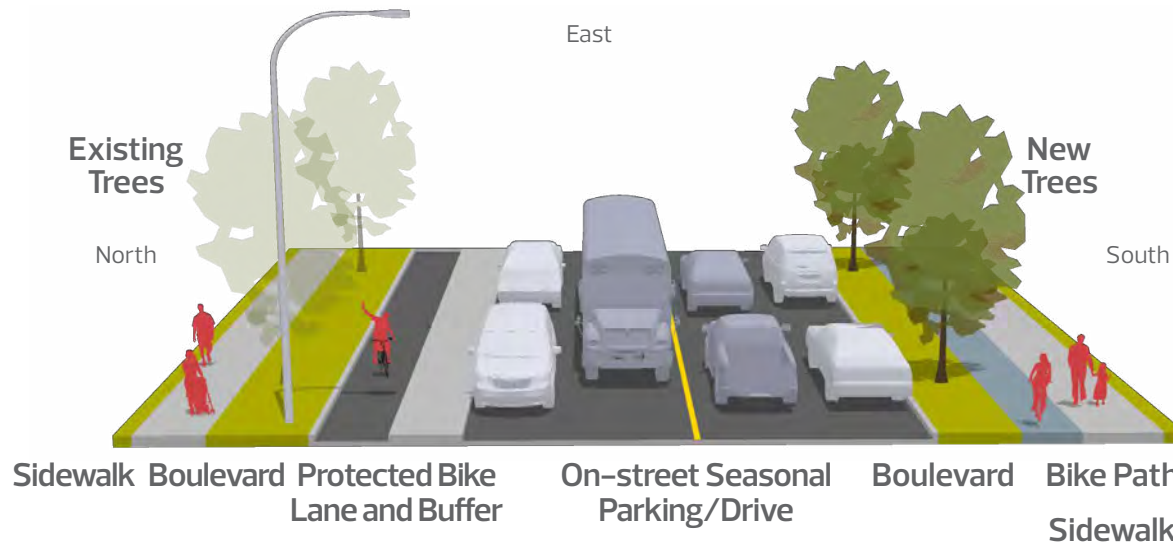
Tradeoffs

- + Off-street bike lanes located next to sidewalks:
 - Have narrower than standard bike lane widths
 - No vertical separation between people biking and people walking

**The bike lane is off the road separating people biking from people driving. The bike lane is located next to a sidewalk and it separates people walking from people biking with visual and physical cues.*

NOTE: The 162 Avenue Option A is tied to the 121 Street Option B and must exist together if chosen.

10 **162 Avenue – Schools: 115 Street to the AltaLink utility corridor**
Option B: On-street protected* (north side) and off-street ** (south side) bike lanes



An on-street protected bike lane (north side) and an off-street protected bike lane (south side) will be added.

Benefits

- + Reduces conflicts by providing separate spaces for people walking, rolling, biking and driving
- + The on-street protected bike lane:
 - Provides a safe 'all ages and abilities' westbound bike connection
 - Is snow cleared by the City
 - Has a protective barrier on the north side that can be used for school drop-off/pick-ups
- + The off-street bike lane:
 - Provides a safe eastbound bike connection
 - Is snow cleared by the City
- + Narrows the road to encourage slower vehicle speeds while aligning existing driving lane widths to current standards
- + Maintains on-street parking

Tradeoffs

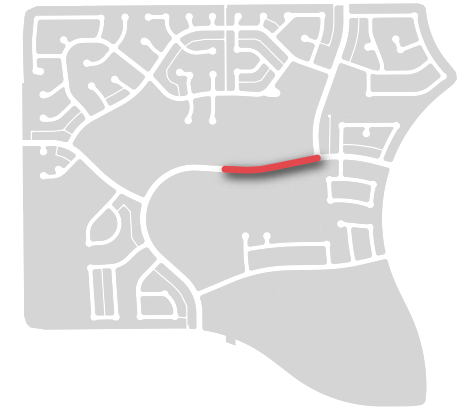
- + Removes existing trees on the south side (replacement trees will be planted in the new boulevard)
- + The off-street bike lanes:
 - Have narrower than standard bike lane widths
 - No vertical separation between people biking and people walking

*The on-street protected bike lane is on the road but there is something that physically separates people biking from people driving such as a barrier.

**The off-street bike lane separates people biking from people driving. The bike lane is next to a sidewalk and it separates people walking from people biking with visual and physical cues.

NOTE: The 162 Avenue Option B is tied to the 121 Street Option B and must exist together if chosen.

10 162 Avenue – Schools: 115 Street to the AltaLink utility corridor Option C: Centre median and shared pathway* (south side)



A shared pathway on the south side and a centre median on the roadway in front of the schools will be added.

Benefits

- + The shared pathway:
 - Provides more space for people walking, rolling and biking
 - Separates people biking from people driving
 - Is snow cleared by the City
- + The centre median:
 - Prevents U-turns
 - Reduces illegal crossings
 - Provides a refuge in the middle of the road for people crossing
- + Narrows the road to encourage slower vehicle speeds while aligning existing driving lane widths to current standards
- + Maintains on-street parking
- + Maintains existing trees

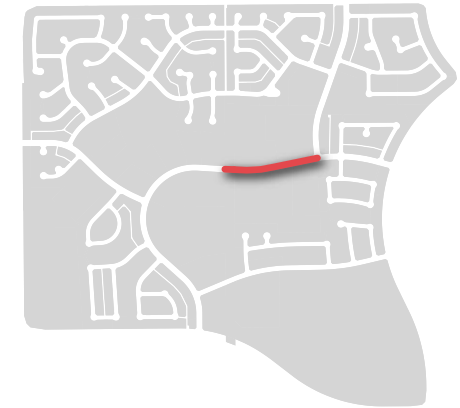
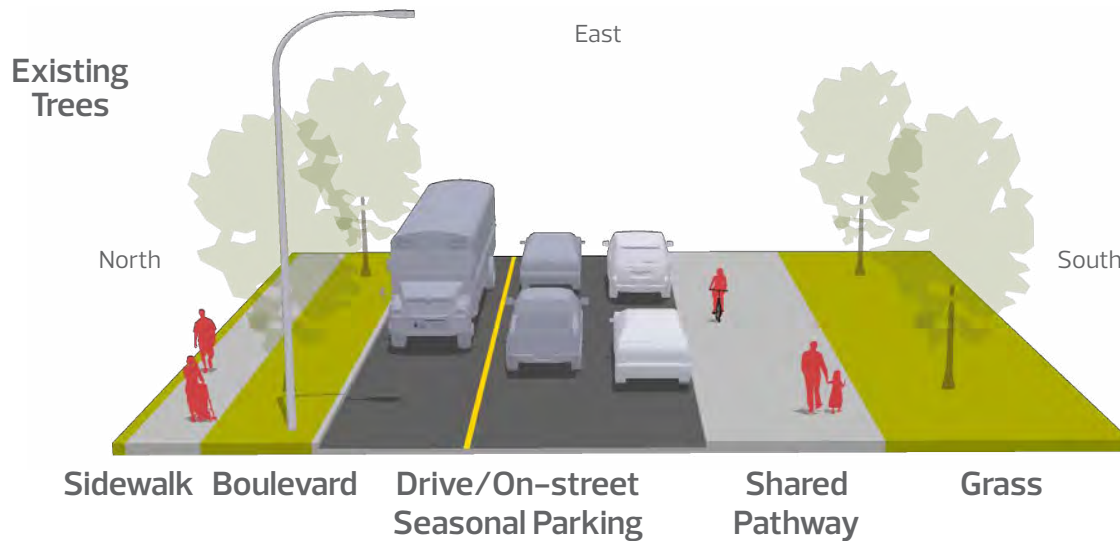
Tradeoffs

- + Requires people walking and rolling to share the same space with people biking (*shared pathway*)

*A shared pathway has people biking sharing the path with people walking and rolling and is separate from people driving.

NOTE: The 162 Avenue Option C is tied to the 121 Street Option A and must exist together if chosen.

10 **162 Avenue – Schools: 115 Street to the AltaLink utility corridor**
Option D: Curbside shared pathway* (south side)



A curbside shared pathway will be added to the south side of the roadway.

Benefits

- + The shared pathway:
 - Provides more space for people walking, rolling and biking
 - Separates people biking from people driving
 - Is snow cleared by the City
 - Provides a pick-up/drop-off area in front of Dunluce School
- + Narrows the road to encourage slower vehicle speeds while aligning existing driving lane widths to current standards
- + Maintains existing trees

Tradeoffs

- + Reduces some on-street parking
- + Requires people walking/rolling/biking to travel directly next to the roadway (curbside shared pathway)
- + Removes some space for snow storage

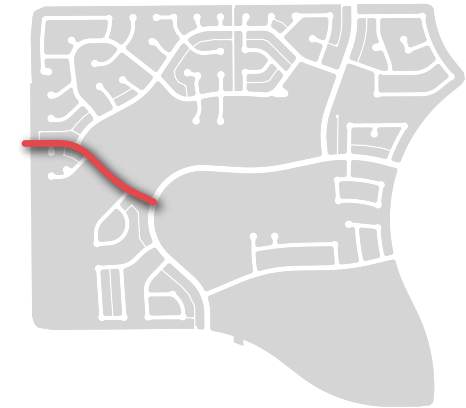
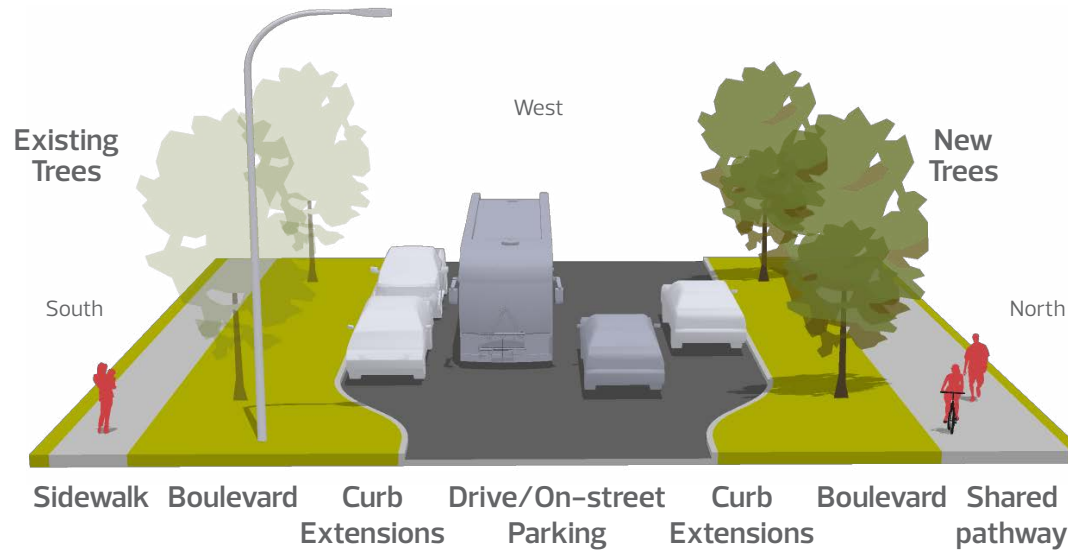
**A shared pathway has people biking sharing the path with people walking and rolling and is separate from people driving.*

NOTE: The 162 Avenue Option D is tied to the 121 Street Option A and must exist together if chosen.

11

161 Avenue – 121 Street to 127 Street

Option A: Shared pathway* (north side) and curb extensions**



View a video of the 161 Avenue options

A shared pathway on the north side and curb extensions at all intersections will be added at all key pedestrian crossings and intersections.

Benefits

- + The shared pathway:
 - Provides more space for people walking, rolling and biking
 - Separates people biking from people driving
 - Is snow cleared by the City
- + The curb extensions:
 - Encourage slower traffic
 - Improve visibility of people crossing the street
 - Improve the awareness of crossings for people driving
 - Shorten the crossing distance for people walking/rolling
 - Prevent parking too close to the intersection or crosswalk
 - Create an opportunity for beautification and landscaping
- + Maintains most on-street parking

Tradeoffs

- + Requires people walking and rolling to share the same space with people biking (*shared pathway*)
- + Removes existing trees on the north side (*replacement trees will be planted in the new boulevard*)
- + Curb extensions may:
 - Reduce on-street parking
 - Require additional landscaping maintenance

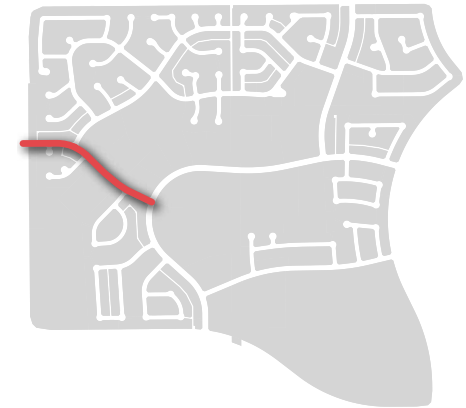
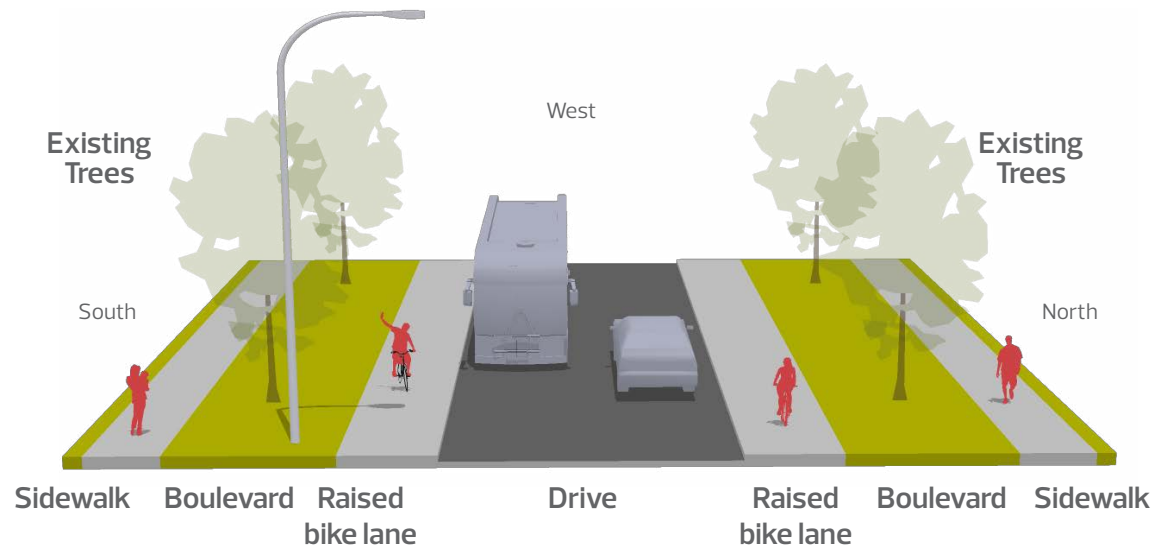
**A shared pathway has people biking sharing the path with people walking and rolling and is separate from people driving.*

***A curb extension extends the curb to define the parking lane and provide additional space for people who cross at key locations either at the corners of a street or at a mid-block crossing.*

11

161 Avenue – 121 Street to 127 Street

Option B: Raised protected bike lanes*



Raised protected bike lanes will be added to both sides of the roadway. (Westbound on north side, eastbound on south side).

Benefits

- + Reduces conflicts by providing separate spaces for people walking, rolling, biking and driving
- + The raised protected bike lanes:
 - Provide safe 'all ages and abilities' east/west bike connections
 - Are snow cleared by the City
- + Maintains existing trees

Tradeoffs

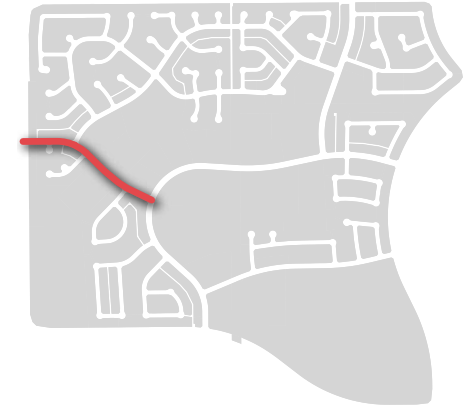
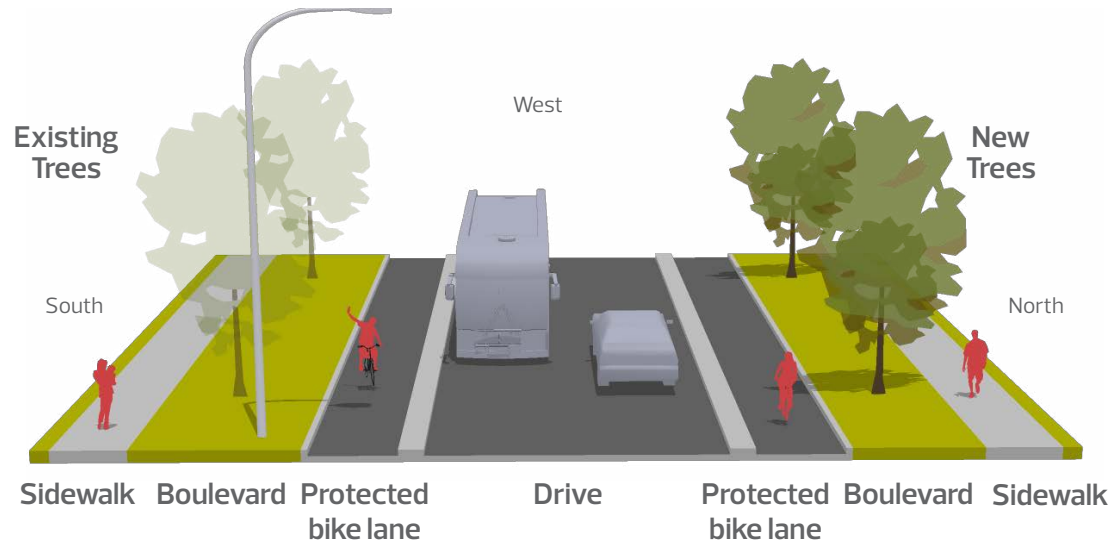
- + Removes all on-street parking

*The raised protected bike lane is at the same height as the sidewalk. It provides a travel space separate from people walking/rolling and people driving.

11

161 Avenue – 121 Street to 127 Street

Option C: On-street protected bike lanes*



On-street protected bike lanes will be added to both sides of the roadway. (*Westbound on north side, eastbound on south side*).

Benefits

- + Reduces conflicts by providing separate spaces for people walking, rolling, biking and driving
- + The on-street protected bike lanes:
 - Provide safe, 'all ages and abilities', east-west bike connections
 - Are snow cleared by the City

Tradeoffs

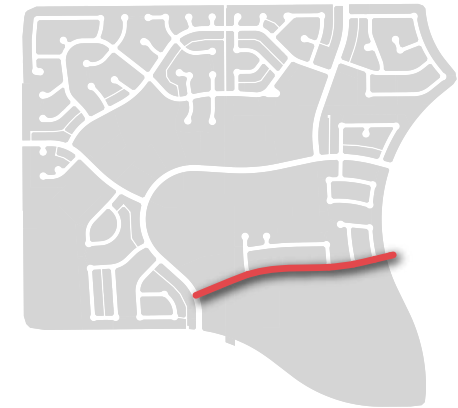
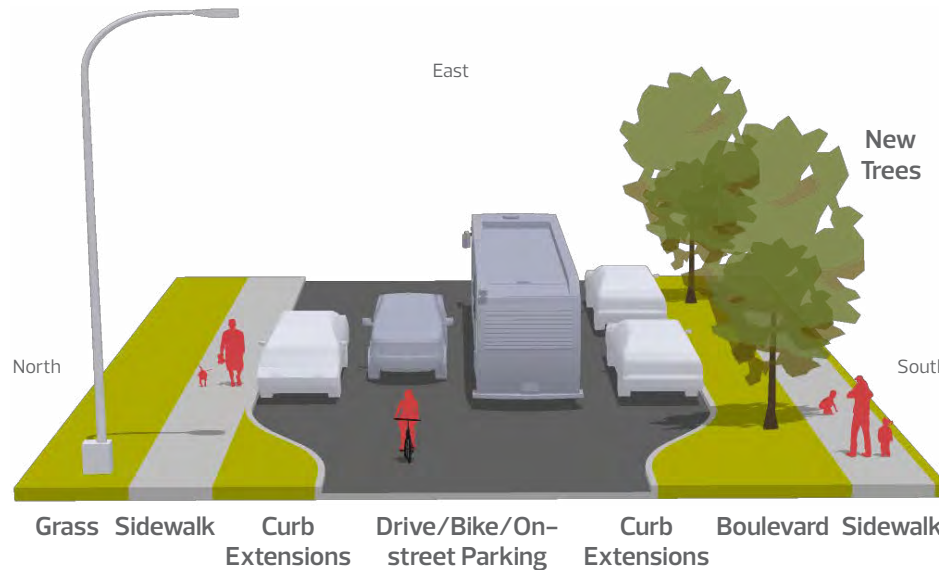
- + Removes on-street parking
- + Removes existing trees on the north side (*replacement trees will be planted where feasible*)

**The on-street protected bike lane is on the road but there is something that physically separates people biking from people driving such as a barrier.*

12

157 Avenue – Castle Downs Road to 121 Street

Option A: On-street bike lane*, curb extensions and boulevard (south side)**



View a video of the 157 Avenue options

An on-street bike lane, curb extensions at key pedestrian crossings and intersections and a south side grass boulevard with trees will be added.

Benefits

- + The on-street bike lane:
 - Maintains existing parking and traffic patterns
 - Increases awareness of people biking and driving through signage and pavement markings
 - Provides connections to other area bike routes
- + The curb extensions:
 - Encourage slower traffic
 - Improve visibility of people crossing the street
 - Improve the awareness of crossings for people driving
 - Shorten the crossing distance for people walking/rolling
 - Prevent parking too close to the intersection or crosswalk
 - Create an opportunity for beautification and landscaping

- + The grass boulevard with trees:
 - Separates the shared pathway/sidewalk from the road
 - Adds greenery and shade
 - Provides space for snow storage
- + Maintains most on-street parking

Tradeoffs

- + The on-street bike lane:
 - Has no physical barrier between people biking and people driving
 - Does not have snow clearing priority
- + Curb extensions may:
 - Reduce on-street parking
 - Require additional landscaping maintenance

*An on-street bike lane (shared roadway) is a bikeway located on the road:

- People biking and people driving share the road
- Suitable for low volume, low-speed vehicle traffic
- This design includes traffic calming measures to ensure the space is suitable for all ages and abilities

**A curb extension extends the curb to define the parking lane and provide additional space for people who cross at key locations either at the corners of a street or at a mid-block crossing.

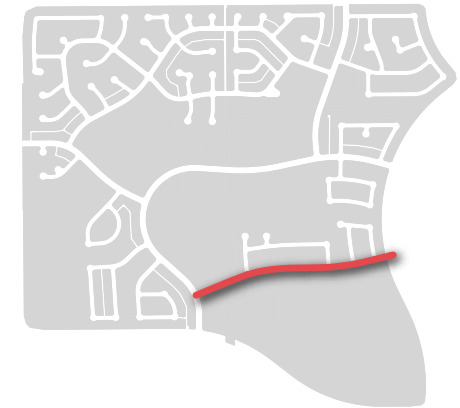
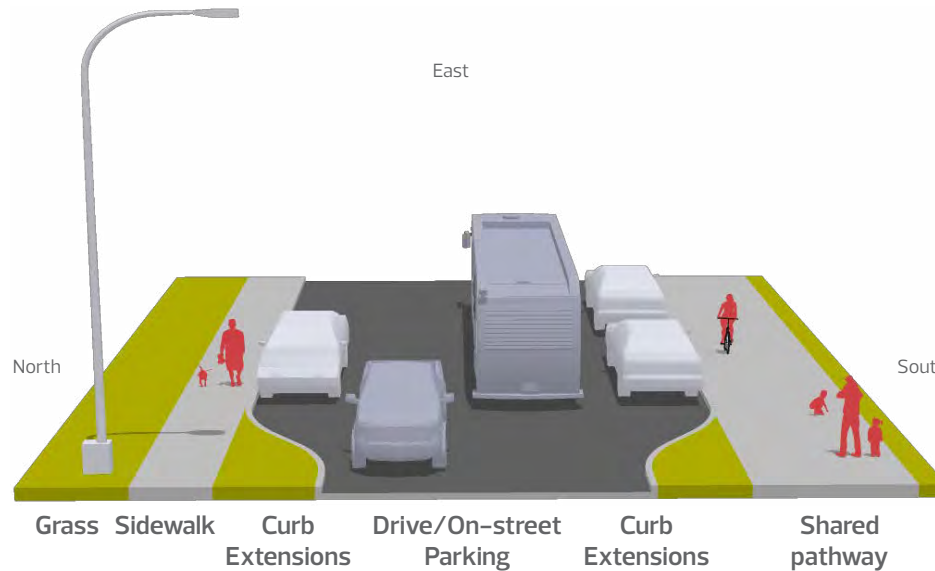
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12

157 Avenue – Castle Downs Road to 121 Street

Option B: Shared pathway* (south side) and curb extensions**



A shared pathway on the south side of the road, curb extensions at key pedestrian crossings and intersections will be added.

Benefits

- + The shared pathway:
 - Provides more space for people walking, rolling and biking
 - Separates people biking from people driving
 - Is snow cleared by the City
- + The curb extensions:
 - Encourage slower traffic
 - Improve visibility of people crossing the street
 - Improve the awareness of crossings for people driving
 - Shorten the crossing distance for people walking/rolling
 - Prevent parking too close to the intersection or crosswalk
 - Create an opportunity for beautification and landscaping
- + Maintains most on-street parking

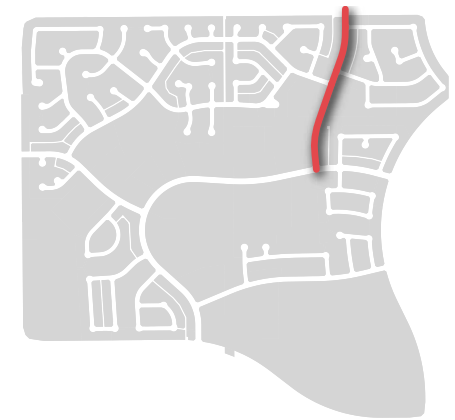
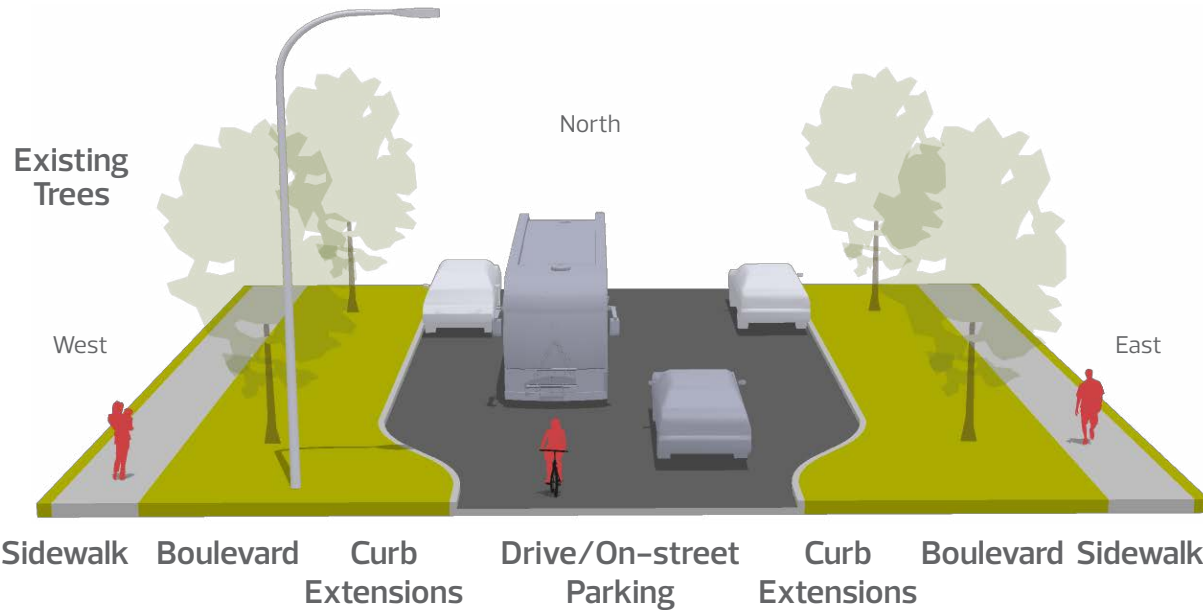
Tradeoffs

- + Requires people walking and rolling to share the same space with people biking (*shared pathway*)
- + Curb extensions may:
 - Reduce on-street parking
 - Require additional landscaping maintenance

**A shared pathway has people biking sharing the path with people walking and rolling and is separate from people driving.*

***A curb extension extends the curb to define the parking lane and provide additional space for people who cross at key locations either at the corners of a street or at a mid-block crossing.*

13 **115 Street – 167 Avenue to 162 Avenue**
Option A: On-street bike lane* and curb extensions**



View a video of the 115 Street options

An on-street bike lane and curb extensions at key pedestrian crossings and intersections will be added.

Benefits

- + The on-street bike lane:
 - Maintains existing parking and traffic patterns
 - Increases awareness of people biking and driving through signage and pavement markings
 - Provides connections to other area bike routes
- + The curb extensions:
 - Encourage slower traffic
 - Improve visibility of people crossing the street
 - Improve the awareness of crossings for people driving
 - Shorten the crossing distance for people walking/rolling
 - Prevent parking too close to the intersection or crosswalk
 - Create an opportunity for beautification and landscaping
- + Maintains most on-street parking
- + Maintains existing trees

Tradeoffs

- + The on-street bike lane:
 - Has no physical barrier between people biking and people driving
 - Does not have snow clearing priority
- + Curb extensions may:
 - Reduce on-street parking
 - Require additional landscaping maintenance

*An on-street bike lane (shared roadway) is a bikeway located on the road:

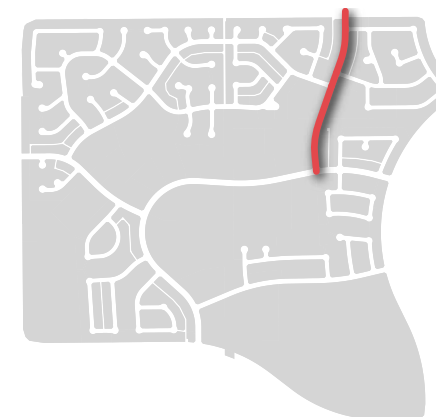
- People biking and people driving share the road
- Suitable for low volume, low-speed vehicle traffic
- This design includes traffic calming measures to ensure the space is suitable for all ages and abilities

**A curb extension extends the curb to define the parking lane and provide additional space for people who cross at key locations either at the corners of a street or at a mid-block crossing.

13 115 Street – 167 Avenue to 162 Avenue
Option B: Shared pathway* (west side) and curb extensions**



Shared Pathway Boulevard Curb Extensions Drive/On-street Parking Curb Extensions Boulevard Sidewalk



A shared pathway and curb extension at all key pedestrian crossings and intersections will be added.

Benefits

- + The shared pathway:
 - Provides more space for people walking, rolling and biking
 - Separates people biking from people driving
 - Is snow cleared by the City
- + The curb extensions:
 - Encourage slower traffic
 - Improve visibility of people crossing the street
 - Improve the awareness of crossings for people driving
 - Shorten the crossing distance for people walking/rolling
 - Prevent parking too close to the intersection or crosswalk
 - Create an opportunity for beautification and landscaping
- + Maintains on-street parking

Tradeoffs

- + Requires people walking and rolling to share the same space with people biking (*shared pathway*)
- + Removes existing trees on the west side (*replacement trees will be planted where feasible*)
- + Curb extensions may:
 - Reduce on-street parking
 - Require additional landscaping maintenance

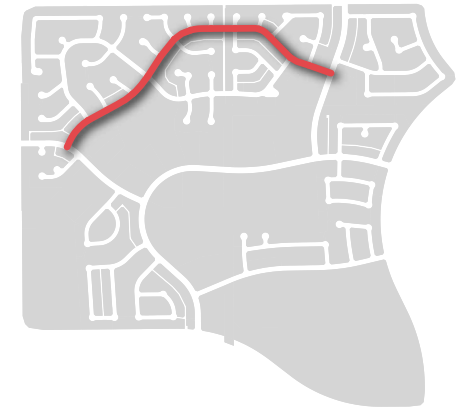
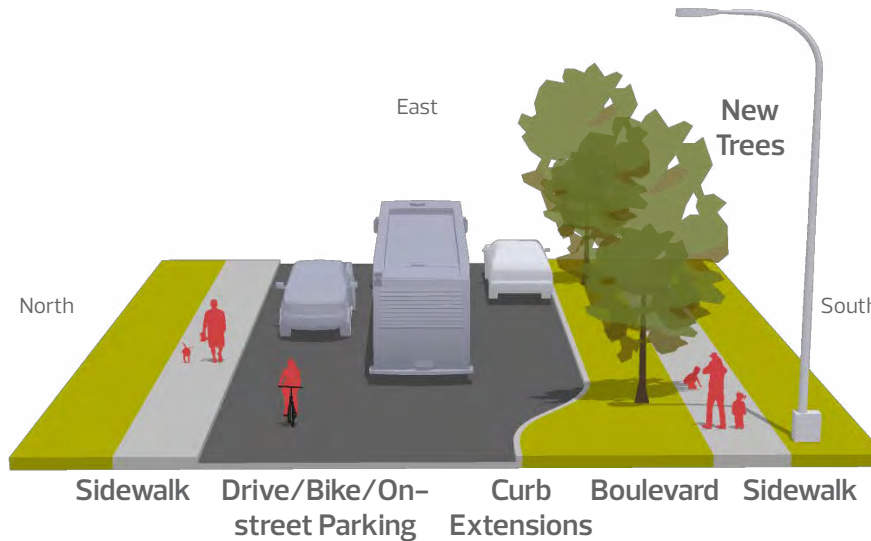
*A shared pathway has people biking sharing the path with people walking and rolling and is separate from people driving.

**A curb extension extends the curb to define the parking lane and provide additional space for people who cross at key locations either at the corners of a street or at a mid-block crossing.

14

Dunluce Road

Option A: On-street bike lane*, curb extensions and boulevard (south side)**



View a video of the Dunluce Road options

An on-street bike lane, curb extensions at key pedestrian crossings and intersections and a south side grass boulevard with trees will be added.

Benefits

- + The on-street bike lane:
 - Maintains existing traffic patterns
 - Increases awareness of people biking and driving through signage and pavement markings
 - Provides connections to other area bike routes
- + The curb extensions:
 - Encourage slower traffic
 - Improve visibility of people crossing the street
 - Improve the awareness of crossings for people driving
 - Shorten the crossing distance for people walking/rolling
 - Prevent parking too close to the intersection or crosswalk
 - Create an opportunity for beautification and landscaping

- + The grass boulevard with trees:
 - Separates the sidewalk from the road
 - Adds greenery and shade
 - Provides space for snow storage
- + Narrows the road to encourage slower vehicle speeds while aligning existing driving lane widths to current standards

Tradeoffs

- + The on-street bike lane:
 - Has no physical barrier between people biking and people driving
 - Does not have snow clearing priority
- + Removes on-street parking on the north side
- + Curb extensions may:
 - Reduce on-street parking
 - Require additional landscaping maintenance

*An on-street bike lane (shared roadway) is a bikeway located on the road:

- People biking and people driving share the road
- Suitable for low volume, low-speed vehicle traffic
- This design includes traffic calming measures to ensure the space is suitable for all ages and abilities

**A curb extension extends the curb to define the parking lane and provide additional space for people who cross at key locations either at the corners of a street or at a mid-block crossing.

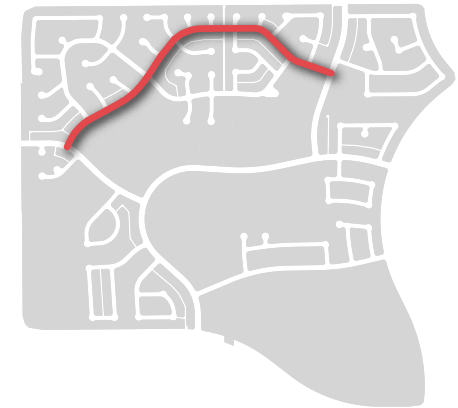
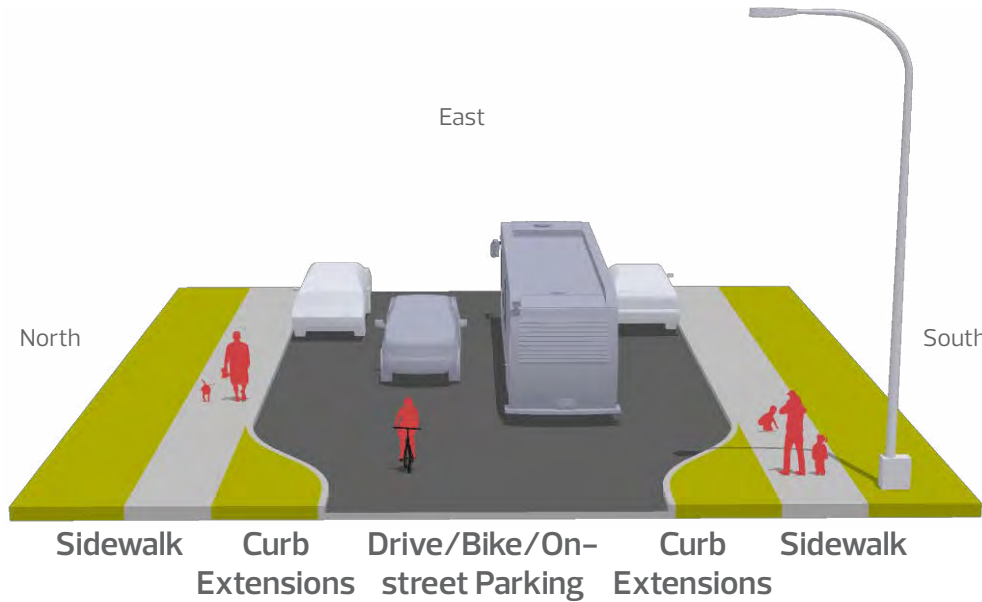
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14

Dunluce Road

Option B: On-street bike lane* and curb extensions**



An on-street bike lane and curb extensions at key pedestrian crossings and intersections will be added.

Benefits

- + The on-street bike lane:
 - Maintains existing parking and traffic patterns
 - Increases awareness of people biking and driving through signage and pavement markings
 - Provides connections to other area bike routes
- + The curb extensions:
 - Encourage slower traffic
 - Improve visibility of people crossing the street
 - Improve the awareness of crossings for people driving
 - Shorten the crossing distance for people walking/rolling
 - Prevent parking too close to the intersection or crosswalk
 - Create an opportunity for beautification and landscaping
- + Maintains most on-street parking

Tradeoffs

- + The on-street bike lane:
 - Has no physical barrier between people biking and people driving
 - Does not have snow clearing priority
- + Curb extensions may:
 - Reduce on-street parking
 - Require additional landscaping maintenance
- + Provides no opportunity for added green space or trees (no boulevard)

**An on-street bike lane (shared roadway) is a bikeway located on the road:*

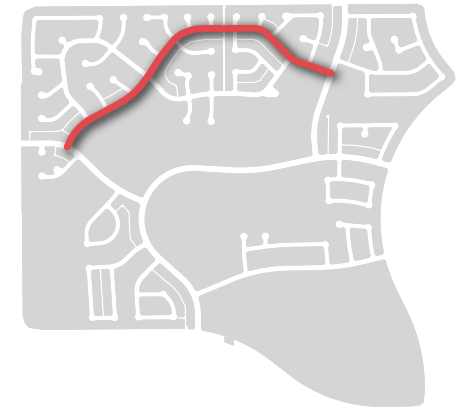
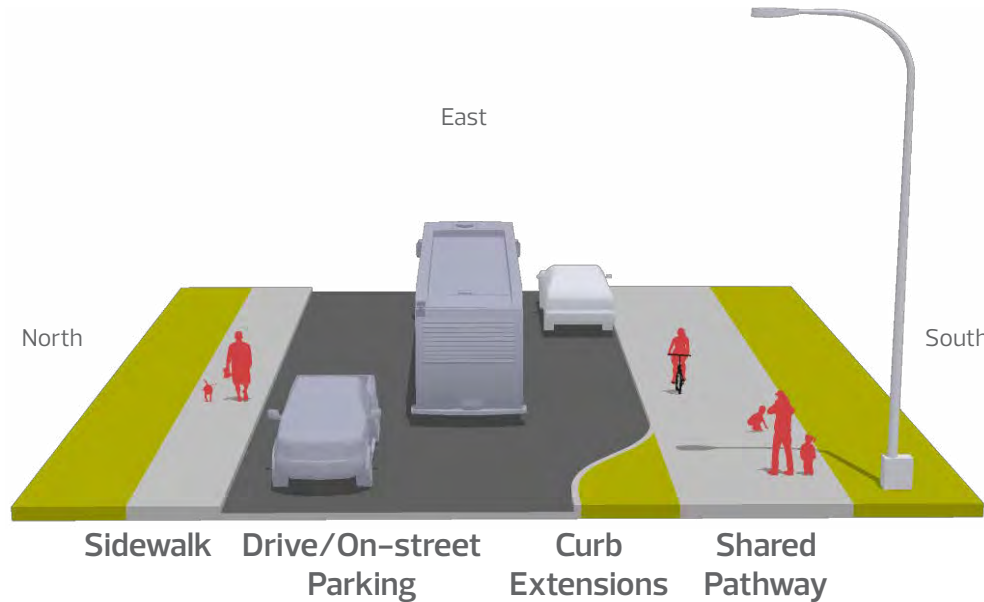
- People biking and people driving share the road
- Suitable for low volume, low-speed vehicle traffic
- This design includes traffic calming measures to ensure the space is suitable for all ages and abilities

***A curb extension extends the curb to define the parking lane and provide additional space for people who cross at key locations either at the corners of a street or at a mid-block crossing.*

14

Dunluce Road

Option C: Shared pathway* (south side) and curb extensions**



A shared pathway on the south side and curb extensions at key pedestrian crossings and intersections will be added.

Benefits

- + The shared pathway:
 - Provides more space for people walking, rolling and biking
 - Separates people biking from people driving
 - Is snow cleared by the City
- + The curb extensions:
 - Encourage slower traffic
 - Improve visibility of people crossing the street
 - Improve the awareness of crossings for people driving
 - Shorten the crossing distance for people walking/rolling
 - Prevent parking too close to the intersection or crosswalk
 - Create an opportunity for beautification and landscaping
- + Narrows the road to encourage slower vehicle speeds while aligning existing driving lane widths to current standards

Tradeoffs

- + Removes on-street parking on the north side
- + Requires people walking and rolling to share the same space with people biking (*shared pathway*)
- + Provides no opportunity for added green space or trees (*no boulevard*)
- + Curb extensions may:
 - Reduce on-street parking
 - Require additional landscaping maintenance

*A shared pathway has people biking sharing the path with people walking and rolling and is separate from people driving.

**A curb extension extends the curb to define the parking lane and provide additional space for people who cross at key locations either at the corners of a street or at a mid-block crossing.

15

Warwick Road

Boulevard with trees (south side)

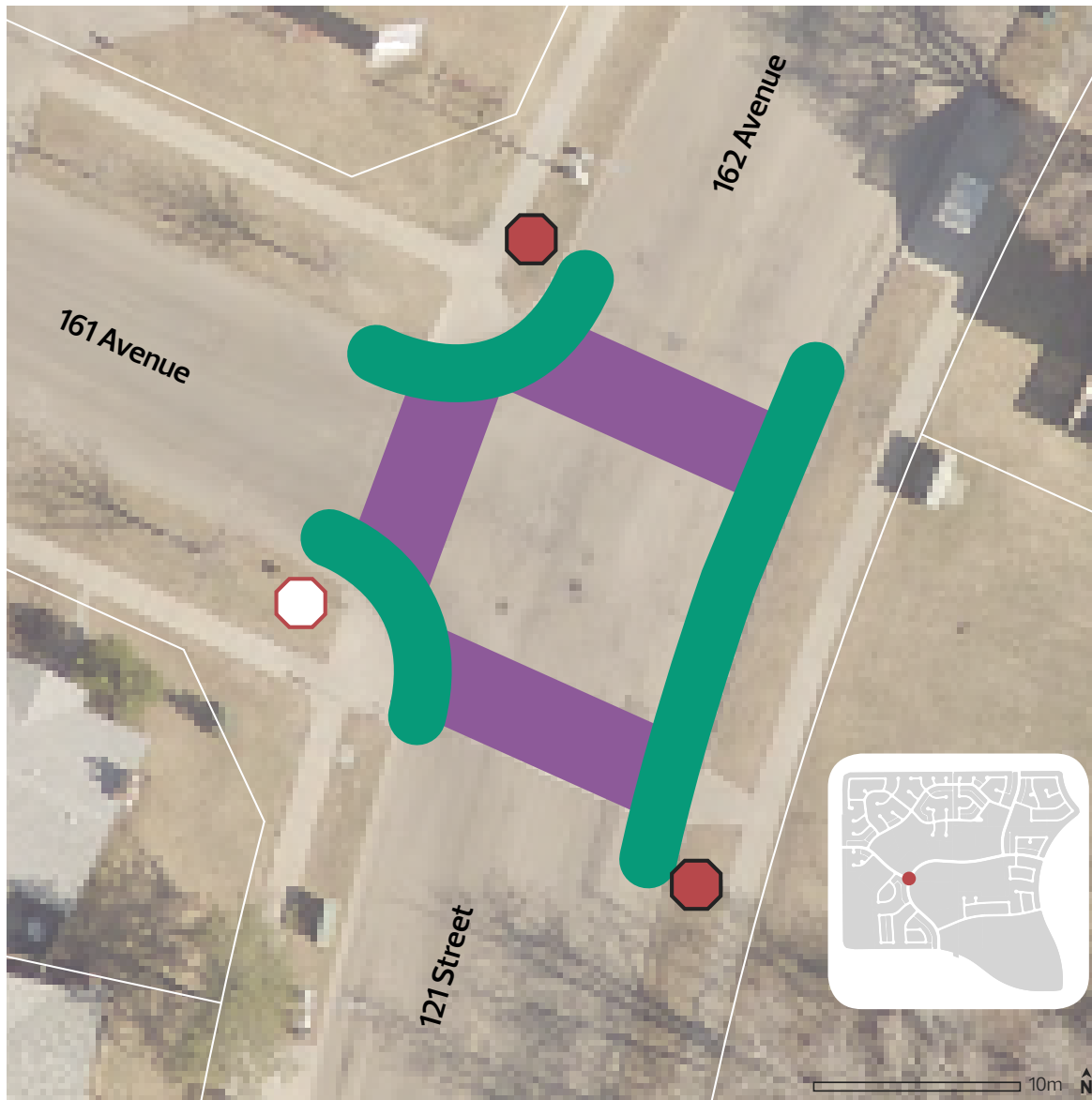


[View a video of the Warwick Road design](#)

A grass boulevard with trees on the south side will be added. People who drive will need to yield by pulling into open parking spaces to allow on-coming vehicles to pass.

16 Intersection improvement at 161 Avenue and 121 Street/162 Avenue

Option A: Three-way stop, curb extensions* and enhanced crossings**



A three-way stop, curb extensions and enhanced pedestrian crossings will be added.

Benefits

- + A three-way stop will give equal priority to all directions of travel and slow vehicles traveling along 121 Street/162 Avenue through the intersection
- + The curb extensions:
 - Encourage slower traffic
 - Improve visibility of people crossing the street
 - Improve the awareness of crossings for people driving
 - Shorten the crossing distance for people walking/rolling
 - Prevent parking too close to the intersection or crosswalk
 - Create an opportunity for beautification and landscaping
- + Enhanced crossings help to visually identify crossing locations for people who drive

Tradeoffs

- + May reduce on-street parking near curb extensions and raised crossings

*A curb extension extends the curb to define the parking lane and provide additional space for people who cross at key locations either at the corners of a street or at a mid-block crossing.

**An enhanced pedestrian crossing uses a combination of signage, colour, and surfacing options to bring awareness to the crossing location and encourage yielding to people walking or rolling over the crossing.

- Stop sign - existing
- Stop sign - new
- ▬ Curb extension - new
- ▬ Enhanced surface crossing - new



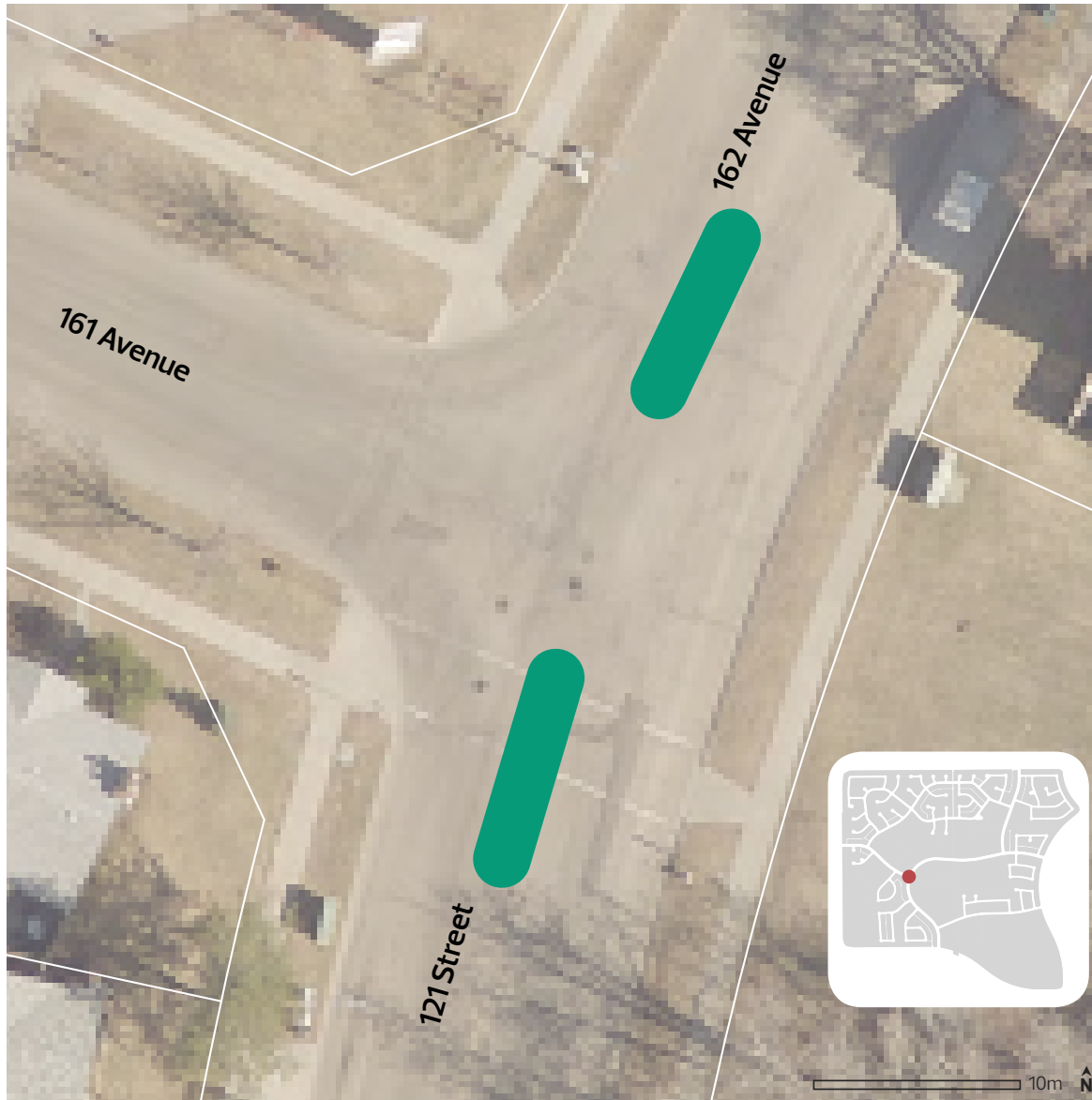
View a video of the Intersection improvement options at 161 Avenue and 121 Street/162 Avenue

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16 Intersection improvement at 161 Avenue and 121 Street/162 Avenue

Option B: Centre median



— Raised median - new

A raised median in the centre of the roadway at 121 Street/162 Avenue on either side of the intersection will be added.

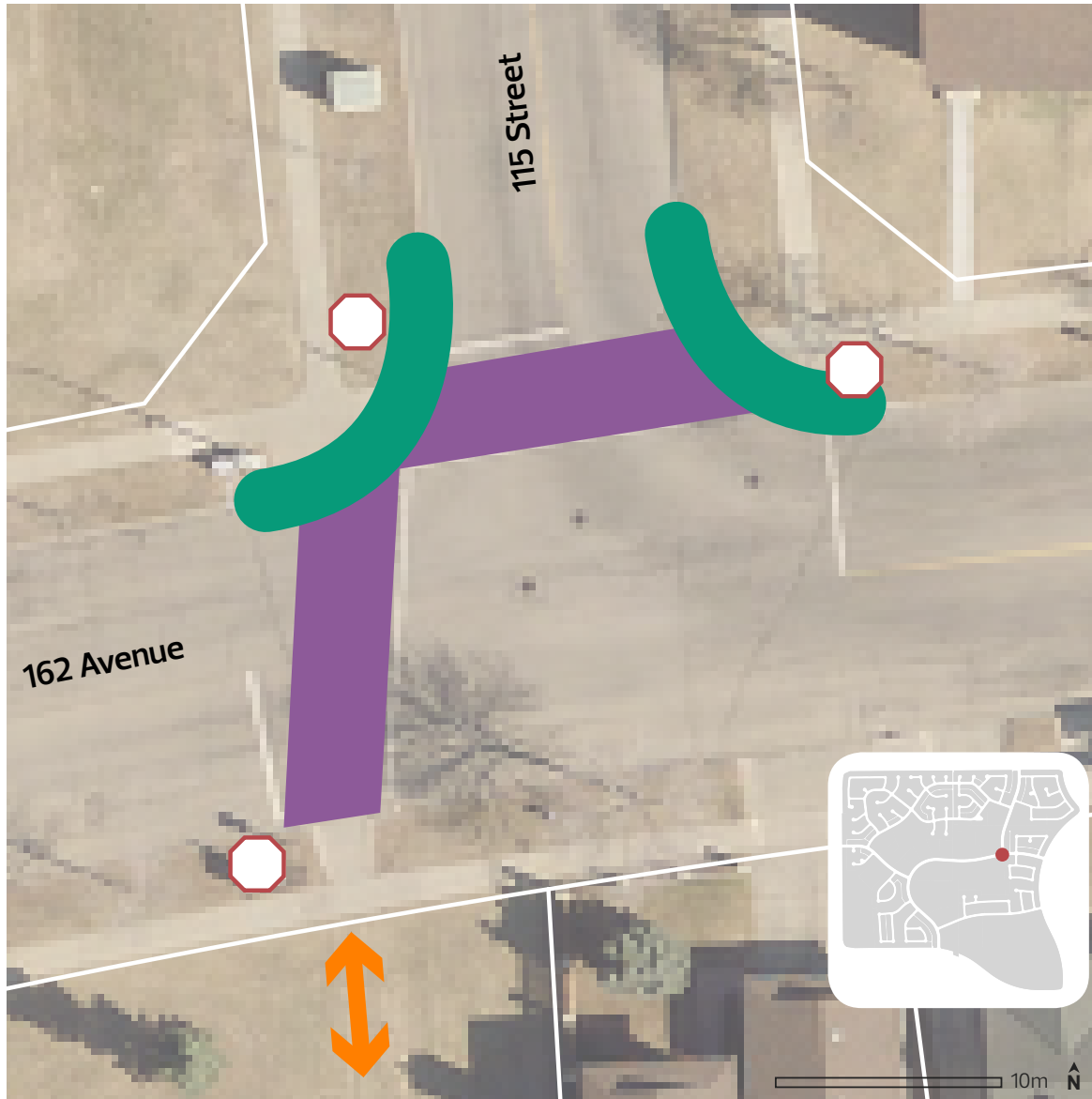
Benefits

- + The centre median:
 - Prevents U-turns
 - Reduces illegal crossings
 - Provides a refuge in the middle of the road for people crossing
 - Encourages slower traffic

Tradeoffs

- + May reduce on-street parking near medians

17 Intersection improvement at 162 Avenue and 115 Street Curb extensions* and enhanced crossings**



Curb extensions and enhanced pedestrian crossings will be added.

Benefits

- + The curb extensions:
 - Encourage slower traffic
 - Improve visibility of people crossing the street
 - Improve the awareness of crossings for people driving
 - Shorten the crossing distance for people walking/rolling
 - Prevent parking too close to the intersection or crosswalk
 - Create an opportunity for beautification and landscaping
- + Enhanced crossings help to visually identify crossing locations for people who drive

Tradeoffs

- + May reduce on-street parking near curb extensions and raised crossings

*A curb extension extends the curb to define the parking lane and provide additional space for people who cross at key locations either at the corners of a street or at a mid-block crossing.

**An enhanced pedestrian crossing uses a combination of signage, colour, and surfacing options to bring awareness to the crossing location and encourage yielding to people walking or rolling over the crossing.

- Stop sign – existing
- Enhanced surface crossing – new
- ◡ Curb extension – new
- ↔ Shared pathway – new

Parks



City policies and standards provided direction to the Project Team to design a network of high-quality, accessible and connected open spaces in Edmonton that also consider climate resilience.

Technical studies and public input guide the designs that include active transportation connections to and through parks that would work best in Dunluce.

The following include design ideas and options to improve the following areas:

- 18** Dunluce Natural Area
- 19** Dunluce Park and Dunluce School Park
- 20** Herb Link Park
- 21** Orval Allen Park

18

Dunluce Natural Area
Option A: Pathways



View a video of the Dunluce Natural Area options



- Park boundary
- Widen shared pathway – existing
- ↔ Hard-surface pathway – new
- ↔ Pathway – new
- ↔ Designated foot trails (gravel) – new
- Seating area small – new
- Outdoor nature classroom – new

Elements

- + A hard-surface pathway (*change from existing gravel*)
- + A new hard-surface pathway along the north edge
- + Designated foot trails (*enhanced with gravel*)
- + An outdoor nature classroom with circular group seating
- + Enhanced and additional (*LED*) directional lighting along pathways
- + Waste bins along the pathway
- + Seating areas

Benefits

- + The hard-surface pathway improves accessibility for people who walk and roll
- + The new north edge hard-surface pathway enhances accessibility and connectivity
- + Designated foot trails provide additional but less formal, more naturalized connections through the area
- + The outdoor nature classroom provides a programmable space for the nearby schools
- + Additional lighting improves visibility for people walking and biking along the pathways
- + Waste bins encourage cleanliness
- + Seating areas provide a place for people of all ages to gather and rest

Tradeoffs

- + Removes some trees (*for new north pathway and gravel foot trails*)



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18 **Dunluce Natural Area**
Option B: Naturalization



- Park boundary
- Widen shared pathway – existing
- ↔ Hard-surface pathway – new
- Removal of foot trails (replaced with plantings)
- Seating area small – new



- Elements**
- + A hard-surface pathway (*change from existing gravel*)
 - + New plantings to replace the existing foot trails (*removal of foot trails*)
 - + Enhanced and additional (*LED*) directional lighting along the pathway
 - + Waste bins along the pathway
 - + Seating areas near 121 Street and the AltaLink utility corridor

- Benefits**
- + The hard-surface pathway improves accessibility for people who walk and roll
 - + Removal of foot trails and replanting increases naturalization
 - + Additional lighting improves visibility for people walking and biking
 - + Waste bins encourage cleanliness
 - + Seating areas provide a place for people of all ages to gather and rest

- Tradeoffs**
- + Removal of foot trails reduces connectivity through the area

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19 Dunluce Park and Dunluce School Park Concept Plan



- Park boundary
- Trees - existing
- Dunluce Community League Agreement area
- Sports field - existing
- Sports field - removal
- Playground - existing
- Basketball court - existing
- Widen pathway - existing
- Widen shared pathway - existing
- ↔ Pathway - new
- ↔ Shared pathway - new
- Seating area small - new
- ★ Seating area large - new
- Additional naturalization (wild flowers, grasses and shrubs) - new

- ### Elements
- + Wider pathways (*existing*)
 - + A pathway connecting the playground to 162 Avenue and the AltaLink utility corridor
 - + Enhanced and additional (*LED*) directional lighting
 - + Waste bins along the pathway
 - + Seating areas
 - + Additional naturalization (*wild flowers, grasses and shrubs*)

- ### Benefits
- + Wider and new pathways improve accessibility and connectivity within the neighbourhood
 - + Additional lighting improves visibility for people walking and rolling
 - + Waste bins encourage cleanliness
 - + Seating areas provide places for people of all ages to gather and rest
 - + Adding naturalized areas:
 - Provides more greenery in the neighbourhood
 - Requires less maintenance

- ### Tradeoffs
- + Adding pathways and amenities reduces amount of open green space for informal gathering and play



View a video of the Dunluce Park and Dunluce School Park Concept Plan

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20 Herb Link Park Options



- | | | |
|--|---------------------------------|--------------------------|
| Park boundary | Pathway – new | Seating area small – new |
| Trees – existing | Pathway Option A: Central – new | Seating area large – new |
| Surplus school site – future housing development | Pathway Option B: Edges – new | Sports field – existing |

Elements

- + An east-west pathway (south edge of the stormwater pond)
- + Enhanced and additional (LED) directional lighting
- + Waste bins along the pathway
- + Seating areas

Additional Pathway options:

- + Option A: Central
 - A central pathway connecting 162 Avenue and Dunluce Road
- + Option B: Edges
 - Pathways along the east and west edges

Benefits

- + Adding pathways improves accessibility and connectivity through the park and within the neighbourhood
- + The Option A (central pathway) impacts less trees
- + The Option B (edges) provides a connection to the NE corner of the park and Warwick Road
- + Additional lighting improves visibility for people walking and rolling
- + Waste bins encourage cleanliness
- + Seating areas provide places for people of all ages to gather and rest

Tradeoffs

- + All pathways may require some tree removals
- + Option A (central pathway) breaks up the amount of open green space for informal gatherings and play
- + The Option B (edges) pathways along the east and west sides requires more tree removals than Option A

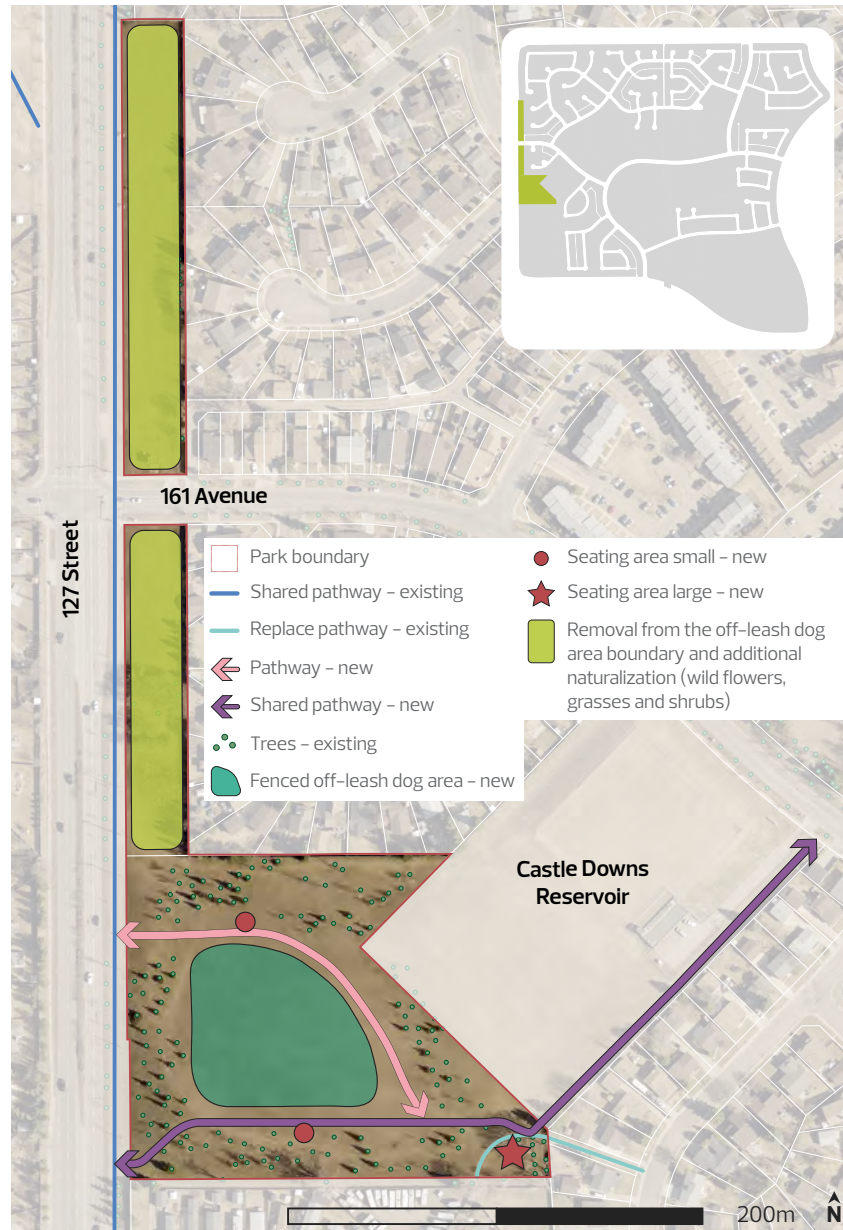


[View a video of the Herb Link Park options](#)

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Edmonton

21 Orval Allen Park Option A: Main area – Fenced off-leash dog area | North areas along 127 Street – Naturalization areas



Elements

Option A design includes:

Main area


- + A fenced off-leash dog area
- + Pathways:
 - A shared pathway along the south edge of the park (between 127 Street and 161 Avenue)
 - A diagonal pathway through the park
- + Enhanced and additional (LED) directional lighting
- + Waste bins along the pathway
- + Seating areas

North green space (along 127 Street)

- + Removal of the two rectangular areas along 127 Avenue from the off-leash dog area boundary
- + Additional naturalization (wild flowers, grasses and shrubs)

- Benefits**
- Main area**
- + A fenced off-leash dog park separates dogs from other park users
 - + The pathways improve accessibility and connectivity within the park and neighbourhood
 - + Additional lighting would improve visibility for people walking, rolling and biking
 - + Waste bins encourage cleanliness
 - + Seating areas provide places for people of all ages to gather and rest
- North green space (along 127 Street)**
- + Adding naturalized areas:
 - Provides more greenery in the neighbourhood
 - Requires less maintenance

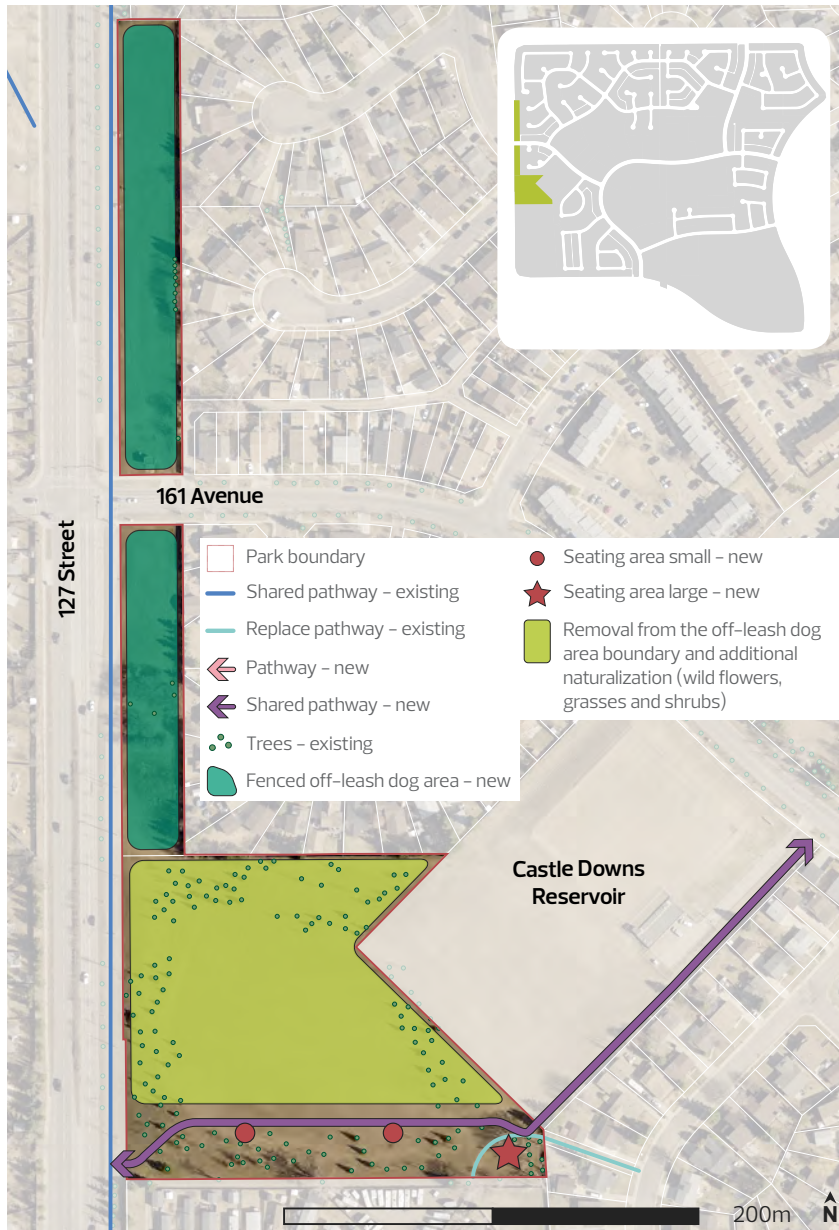
- Tradeoffs**
- Main area**
- + Reduces amount of open green space for informal gathering and play
 - + Reduces amount of off-leash dog space
- North areas along 127 Street**
- + Reduces amount of off-leash dog space

 [View a video of the Orval Allen Park options](#)

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21 Orval Allen Park Option B: Main area – naturalization | North areas along 127 Street – Fenced off-leash dog area



- Elements**
- Option B design includes:
- Main area**
- + Additional naturalization (*wild flowers, grasses and shrubs*)
 - + A shared pathway along south edge of the park (*between 127 Street and 161 Avenue*)
 - + Enhanced and additional (*LED*) directional lighting
 - + Waste bins along the pathway
 - + Seating areas
- North green space (along 127 Street)**
- + A fenced off-leash dog area

- Benefits**
- Main area**
- + Adding naturalized areas:
 - Provides more greenery in the neighbourhood
 - Requires less maintenance
 - + The shared pathway improves accessibility and connectivity within the park and neighbourhood
 - + Additional lighting improves visibility for people walking, rolling and biking
 - + Waste bins encourage cleanliness
 - + Seating areas provide places for people of all ages to gather and rest
- North green space (along 127 Street)**
- + A fenced off-leash dog park separates dogs from other park users
- Tradeoffs**
- Main area**
- + Reduces amount of open green space for informal gatherings and play
 - + Does not provide connectivity through the middle of the park
- North areas along 127 Street**
- + Reduces amount of off-leash dog space