

Glenwood (163 Street West) Neighbourhood and Alley Renewal

Exploring Options and Tradeoffs

AUGUST 2023

Learn more about this project: edmonton.ca/BuildingGlenwoodWest

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton

REFINE

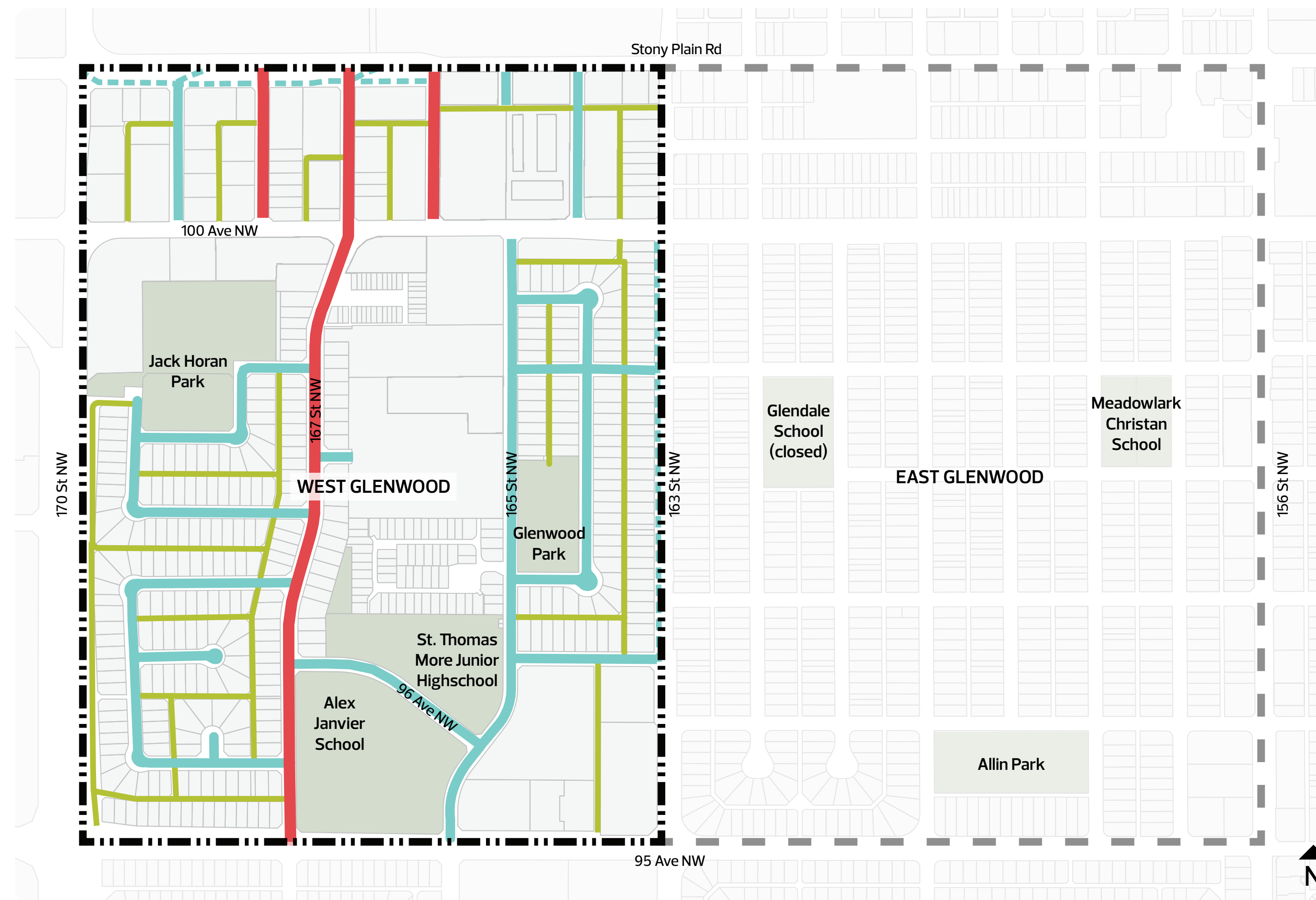
Glenwood (163 Street West)

Neighbourhood and Alley Renewal

What is Neighbourhood and Alley Renewal?

- + The Neighbourhood and Alley Renewal program outlines cost-effective and long-term strategic approaches to renew and rebuild infrastructure within mature neighbourhoods
- + The Neighbourhood Renewal programs implement City guiding policies, standards and strategies to renew and rebuild roads, sidewalks, street lights and alleys in mature neighbourhoods
- + Work is delivered in coordination with other City departments and projects in the area
- + We can also improve other elements including intersection safety, connections for people walking, rolling and biking, and parks and green spaces

Learn more about this project: edmonton.ca/BuildingGlenwoodWest



West Glenwood Neighbourhood Boundary

ROAD CLASSIFICATION

- Collector
- Local Residential
- Alley
- Service Road

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton

REFINE



What's included?

Infrastructure upgrades

- + Reconstruction of local and collector roads and alleys
- + Reconstructing* and/or widening sidewalks
- + Upgrading street and alley lighting to LED
- + Constructing missing links in the walking and biking network
- + Improving surface drainage, where possible
- + Reviewing signal timing and crossings at key intersections and improving crossings
- + Adding amenities such as seating areas
- + Making improvements to green spaces and parks (trees, furniture, beautification)
- + Implementing traffic calming measures
- + Creating spaces for future community placemaking elements (gateways, public art, murals, etc.)

* Subject to local improvement outcomes

Learn more about this project: edmonton.ca/BuildingGlenwoodWest

Public engagement

Increasing influence of the public



We are here



Learn more about this project: edmonton.ca/BuildingGlenwoodWest

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton

Building a Project Vision together

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

The Project Team has used this input to **CREATE** a draft **Vision** and **Guiding Principles** for Glenwood (163 Street West) Neighbourhood and Alley Renewal.

Please review the draft **Vision** and **Guiding Principles** and provide feedback to help us finalize these.

A **Vision** statement describes the future that residents hope to see for their community.

Guiding Principles are ideas which inform how the Vision is applied to the neighbourhood design.

Vision

“Glenwood (163 Street West) is proud to be a safe, quiet, multi-generational and close-knit neighbourhood. Full of accessible connections to our City’s services, amenities and attractions, Glenwood (163 Street West) will continue to provide opportunities for families to plant roots and enjoy all stages of their lives.”

Glenwood (163 Street West) is a growing neighbourhood, expanding to include new and diverse neighbours with many open spaces to play, gather and enhance its distinct sense of community.”

Learn more about this project: edmonton.ca/BuildingGlenwoodWest

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton

REFINE



Building a Project Vision together

Guiding Principles

Glenwood (163 Street West) is:



Safe

Residents feel comfortable walking and rolling throughout the neighbourhood at any time of day.



Community Driven

Residents look out for one another, have fun together and build meaningful relationships while enjoying Glenwood's many amenities.



Accessible

Residents and visitors of all ages and abilities can walk, run and roll here with ease along well-maintained streets and pathways.



Welcoming

Glenwood has many greenspaces to play, gather and enhance the distinct sense of community through all seasons.



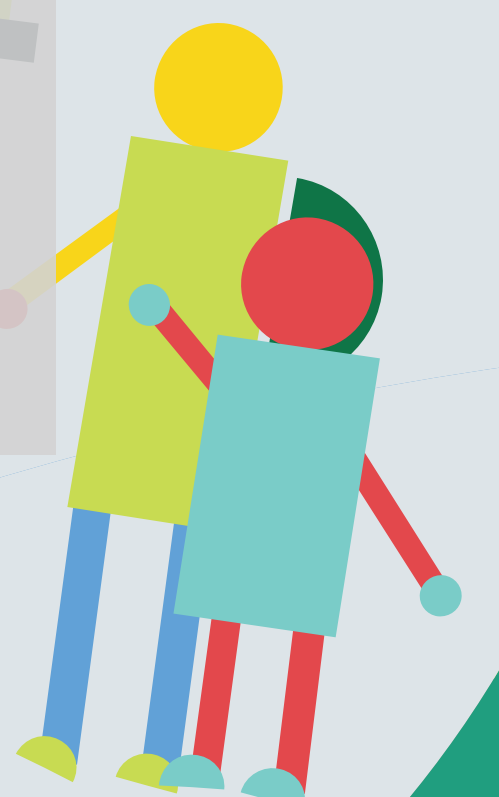
Proud

The community honours the past while evolving to meet the future needs and interests of a diverse community.

Learn more about this project: edmonton.ca/BuildingGlenwoodWest

SHARE YOUR VOICE
SHAPE OUR CITY

REFINE



What are options and tradeoffs?

Options are proposed ideas for you to consider.

A **benefit** is how a suggested change can improve or address concerns to an existing space.

A **tradeoff** refers to a situation where certain features or resources must be given up in exchange for gaining or prioritizing others. How you feel about the tradeoff is important for the Project Team to understand.

For example, when we add missing sidewalk links into the design, we need your input to help **REFINE** our approach on how these connections can be accommodated.

In this example some of the options to consider could include:

- + The width of some roads may require narrowing
- + Consideration of a change to one-way road traffic
- + On-street parking may require removal
- + Existing trees may require removal

Before making a decision, we ask what the neighbourhood's priority is for these types of situations so that we can consider your feedback along with technical and policy guidance.

Learn more about this project: edmonton.ca/BuildingGlenwoodWest

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton



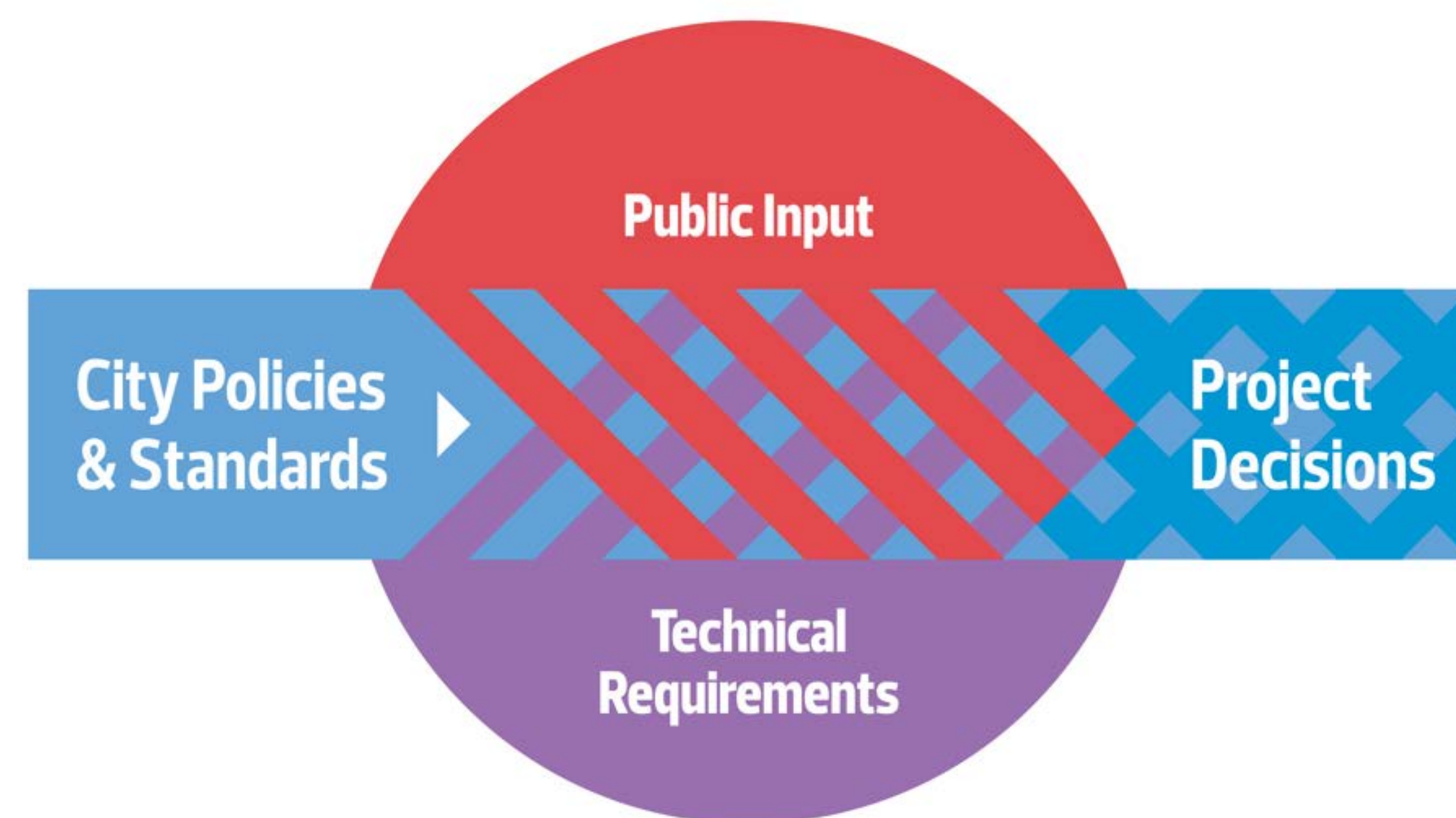
How decisions are made

For Neighbourhood and Alley Renewal projects, the City of Edmonton makes decisions using a combination of policy and program information, public input, technical requirements and available funding.

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 your neighbourhood and our city. City policies and programs such as the **City Plan, Complete Streets Design and Construction Standards, Safe Mobility Strategy and Winter City Strategy** provide the overall direction for Neighbourhood and Alley Renewal designs.

As each neighbourhood is unique, the Project Team asks for input from community members who live, work and play in the neighbourhood and considers technical aspects such as roadway widths and conflicts with utilities and trees to determine what will fit in the neighbourhood.

Decision Making Process



Learn more about this project: edmonton.ca/BuildingGlenwoodWest

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton

GBA+ considerations

Gender based analysis (GBA+) is a tool used by the Project Team to think about how women, men, non-binary and all gender diverse people experience policies, programs and initiatives. The tool also considers characteristics that intersect with gender such as race, income, age, disability, etc. We design for the people who will live, move, work and play in Glenwood **today** and in the **future**. While providing your feedback, please consider who the options may benefit and who may be left out.

What is being considered in the options and tradeoffs:

Accessibility



- + Enhanced or improved crossings
- + Places to sit and rest
- + Connected pathways
- + Universal wayfinding signage and symbols

Mobility



- + Completing missing sidewalk links
- + Wayfinding signage

Age



- + Multi-generational gathering spaces
- + Safety elements
- + Improved connections for those with mobility issues

Gender/Sex



- + Safety elements (lighting, open spaces)
- + All ages and abilities bike facilities
- + Wider sidewalks and pathways

Ethnicity



- + Cultural representation and celebration
- + Community gathering places

Employment



- + Walking, biking and transit access to employment opportunities
- + Enhance access to Stony Plain Road commercial BIA for people who work there

Income



- + Enhance public spaces for free or low cost recreation
- + Community gathering places
- + Crossing and pathway improvements
- + Community wellness

Housing



- + Consideration for unhoused populations
- + Elements that help protect from the weather
- + A future with more people living and moving into the neighbourhood

REFINE

Edmonton

Community-led projects

Community-led projects are funded and created by community members. City of Edmonton staff can help you understand the different grants available for these kinds of projects. The City's Neighbourhood Resource Coordinators can help you work on proposals for murals and artwork, community gardens and more.

Initial engagement with the community identified the following opportunities for community-led projects:

Community garden



Winter cross-country skiing or skating loop in Jack Horan Park



Community basketball court



Gazebo at Jack Horan Park



Community members interested in leading a project can contact their Neighbourhood Resource Coordinator at 311, or by sending your name and email address to the Project Manager.



Glenwood (163 Street West) draft options overview

The following boards provide a series of options that can be provided in Glenwood along with their associated benefits and tradeoffs.

Thank you for sharing your ideas for infrastructure upgrades in Glenwood (163 Street West). Your input has inspired design options in the following focus areas:

Walking and Rolling

- + Missing sidewalk connections
- + Improvements to existing connections
- + Street crossing improvements

Biking

- + Bike routes (ie. locations for biking)
- + Bike facilities (ie. types of biking infrastructure)

Driving

- + Measures to slow down traffic

Alleys

- + 170 Street alley connection for walking, rolling and/or biking

Parks and Open Spaces

- + Jack Horan Park options
 - + Passive use enhancements
 - + Active use enhancements
 - + Dogs off-leash park option
- + Glenwood Park options

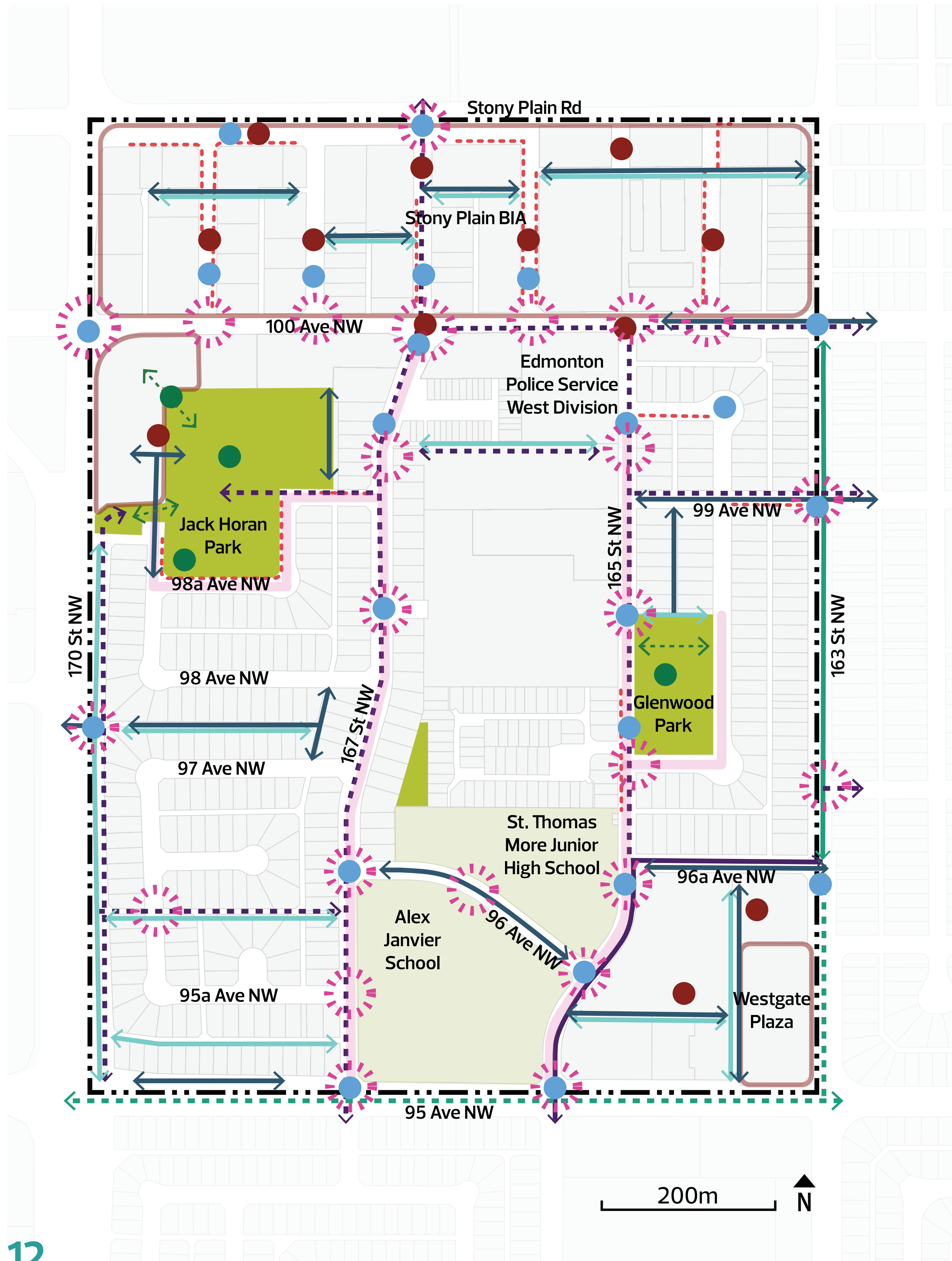
Commercial Areas

- + Improve walking and biking connections to the area
- + Placemaking
- + Wayfinding

REFINE

Edmonton

Glenwood draft options overview



Glenwood (163 Street West) Neighbourhood Boundary

STREETS AND CONNECTIONS

- Connection improvement opportunities for people walking and rolling
- New sidewalk opportunities
- Sidewalk widening opportunities

STREET CROSSINGS

- Crossing enhancement locations

BIKING CONNECTIONS

- Existing neighbourhood route
- Proposed neighbourhood route
- Existing district connector route
- Proposed district connector route

TRAFFIC CALMING

- Traffic calming opportunities

COMMERCIAL

- Commercial opportunity areas (walking and rolling connections, public realm enhancements, etc.)
- Commercial boundary

ALLEY OPPORTUNITIES

- Potential walking and biking enhancements through alleys

OPEN SPACE IMPROVEMENTS

- Open space opportunity areas
- Open space connection opportunities
- Existing city-owned open spaces
- Existing school board-owned open spaces



Walking and rolling overview

Active transportation is a healthy and affordable way for everyone in Glenwood (163 Street West) to move around. Accessible routes are designed to help people reach parks, businesses, schools and public transportation by walking or rolling. These routes can be designed with features that make movement easier for all, including those using strollers, scooters, wheelchairs or those with impaired vision.

City policy provides direction to increase opportunities to walk and roll in Edmonton, regardless of age, ability or socio-economic status and to address traffic issues and design livable, 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 Glenwood.

Policy Reference

Refer to the **Complete Streets Design and Construction Standards (CSDCS)** and the **Access Design Guide**.

The goal is to create a network of streets that are safe, welcoming, attractive, comfortable and functional for all users in all seasons.

Relevant Guiding Principles



Safe



Accessible



Community Driven



Welcoming

What We Heard

The community told us about the following opportunities to enhance walking and rolling in Glenwood:

- + Repair sidewalks
- + Connect missing sidewalk links
- + Add lights to sidewalks and breezeway behind police building
- + Widen existing sidewalks and shared pathways
- + Add new shared pathway connections
- + Add crosswalk lights
- + Add more crosswalks around school sites
- + Add a mid-block crossing at 96 Avenue NW
- + Add raised crossings to improve ease of use for people with wheelchairs and walkers
- + Install ramps on curbs around the community
- + Add more places to sit and rest when walking and rolling
- + Some participants expressed safety concerns with sidewalk and pathway flooding during rain events

REFINE

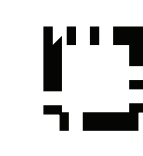
Edmonton

Walking and rolling in Glenwood


The public and Project Team have identified the following areas as missing sidewalks and walking and rolling connections to key destinations in and around Glenwood (163 Street West).








Please show us:

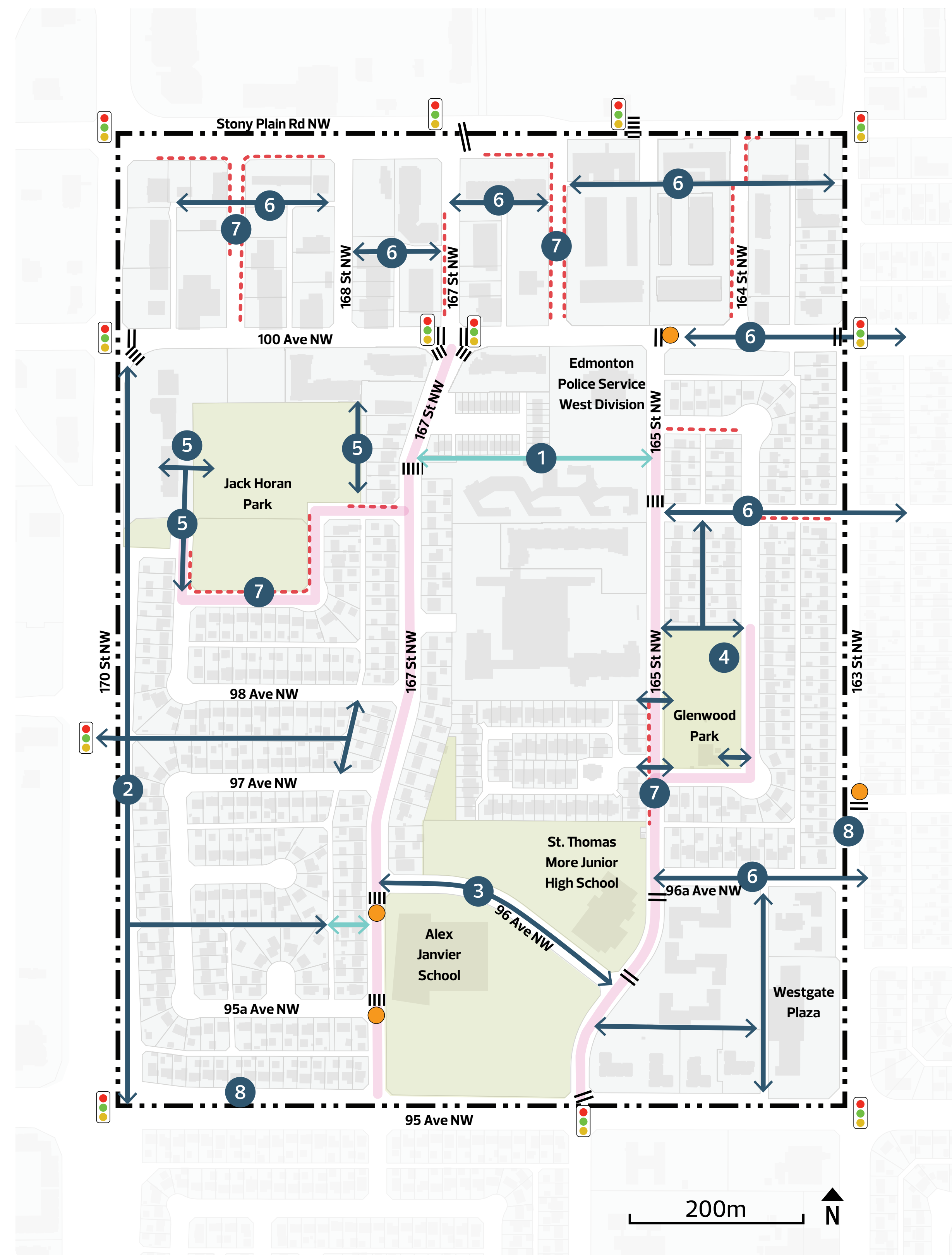
- + Any other places where sidewalks are missing
- + Any other walking and rolling connections that are missing or needed
- + Any other connections that would benefit from improvements

 Glenwood (163 Street West) Neighbourhood Boundary

STREETS AND CONNECTIONS

- 1 Breezeway improvements
- 2 Alley upgrades (improvements for walking and rolling, plantings)
- 3 96 Ave NW safety and accessibility enhancements
- 4 Glenwood Park pathway network enhancements
- 5 Jack Horan Park pathway network enhancements
- 6 East-West connection improvements
- 7 Connect missing sidewalk links
- 8 Boulevard island enhancements
-  Connection improvement opportunities

-  Sidewalk widening opportunities
-  Breezeways
-  New sidewalk opportunities
-  Existing zebra crossing
-  Existing marked crosswalk
-  Existing signal controlled crosswalk
-  Existing amber or rapid flashing beacon



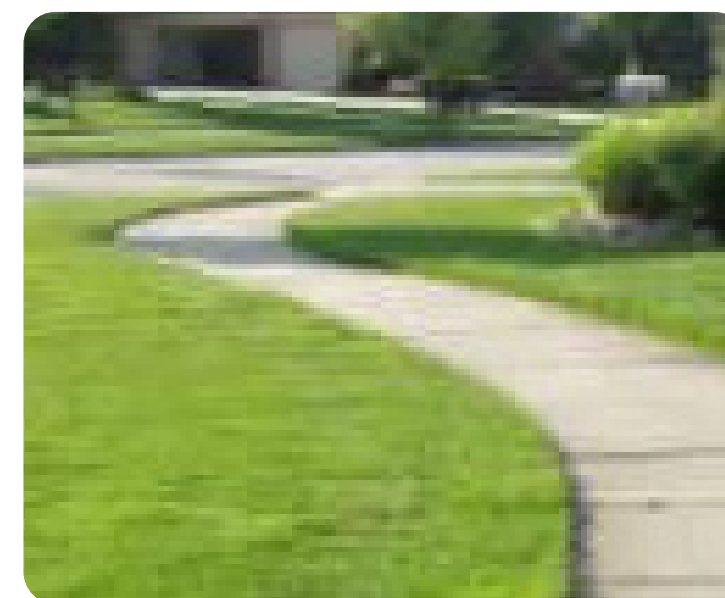
REFINE

Edmonton

Walking and rolling connections – benefits

Potential options to improve walking and rolling connections in Glenwood (163 Street West) could include:

Sidewalks, breezeway and pathway upgrades



Additional or enhanced lighting



Additional boulevards with trees



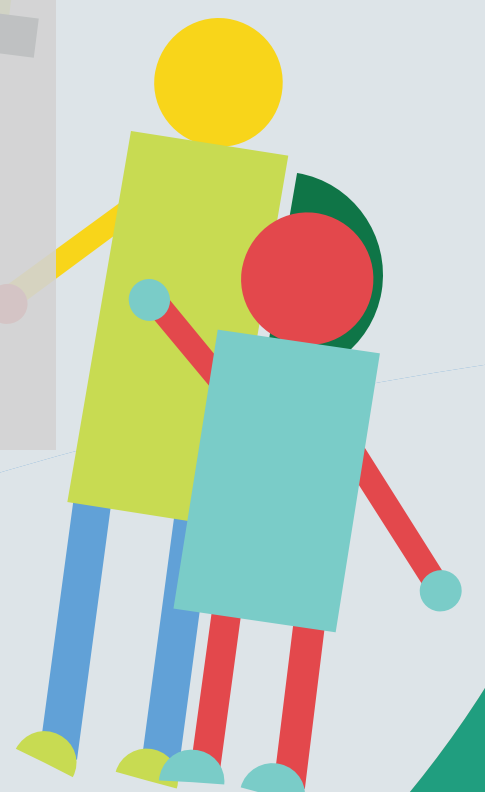
Benefits

- + New and improved walking and rolling connections will improve all-season access to transit stops, schools and businesses in and around Glenwood (163 Street West)
- + Additional lighting can improve the experience for people moving around the neighbourhood at night
- + Wider sidewalks will provide the space to walk and roll side by side with friends, family and neighbours
- + Continuous sidewalks and pathways provide better connections throughout the neighbourhood (e.g. parks and amenities)
- + Provides an area for people who walk and roll that is separated from roadways
- + Snow is cleared by the City on new shared pathways*



* As per current snow and ice policy procedures

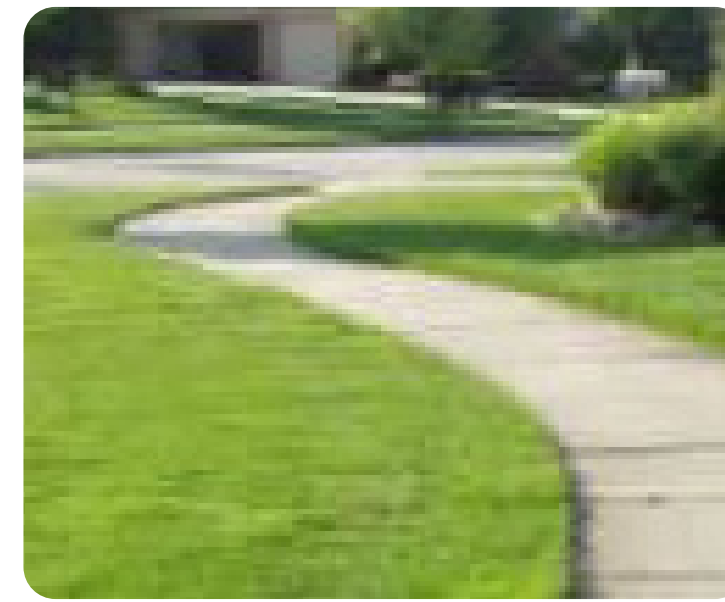
REFINE



Walking and rolling connections – tradeoffs

Potential tradeoffs to the options to improve walking and rolling connections in Glenwood (163 Street West) could include:

Sidewalks, breezeway and pathway upgrades



Additional or enhanced lighting



Additional boulevards with trees



Tradeoffs			
+ Widening sidewalks may result in narrowed streets or removal of parking in some areas	●		●
+ Property owners become responsible for clearing new sidewalks of snow and ice	●		
+ New or wider sidewalks and shared pathways may require removal of some private landscaping on City road right-of-way	●		●
+ Sidewalks or shared pathways replace grass in open park space	●		
+ Tree removal may be required to add pathways (new trees will be planted elsewhere in the neighbourhood)	●		

Note: Exact impacts will vary depending on location. All options will require further technical review.



Walking and rolling connections

Which benefits are most important to you? Please submit the top two benefits which are most important to you on the feedback form.

Benefits

- + New and improved walking and rolling connections will improve all-season access to transit stops, schools and businesses in and around Glenwood
- + Additional lighting can improve the experience for people moving around the neighbourhood at night
- + Wider sidewalks will provide the space to walk and roll side by side with friends, family and neighbours
- + Continuous sidewalks and pathways provide better connections throughout the neighbourhood (e.g. parks and amenities)
- + Provides an area for people who walk and roll that is separated from roadways
- + Snow is cleared by the City on new shared pathways

What tradeoffs are you most concerned about? Please submit the top two tradeoffs that you are most concerned about on the feedback form.

Tradeoffs

- + Widening sidewalks may result in narrowed streets or removal of parking in some areas
- + Property owners become responsible for clearing new sidewalks of snow and ice
- + New or wider sidewalks and shared pathways may require removal of some private landscaping on City road right-of-way
- + Sidewalks or shared pathways replace grass in open park space
- + Tree removal may be required to add pathways (new trees will be planted elsewhere in the neighbourhood)



Walking and rolling connections

Adding a new sidewalk or widening an existing sidewalk may result in changes to City property and streets.

With the possible benefits and tradeoffs of new and widened sidewalks in mind, do you agree or disagree with the following statements?

+ I would support removing or moving some private landscaping located on the City's right-of-way if needed to add or widen a sidewalk

Strongly disagree

Somewhat disagree

Neither agree nor disagree

Somewhat agree

Strongly agree

+ I would support removing some on-street parking (for example, on one side of the road or select locations only), to add or widen a sidewalk

Strongly disagree

Somewhat disagree

Neither agree nor disagree

Somewhat agree

Strongly agree

+ I would support narrowing the roadway (with no change to traffic/parking) to add or widen a sidewalk

Strongly disagree

Somewhat disagree

Neither agree nor disagree

Somewhat agree

Strongly agree



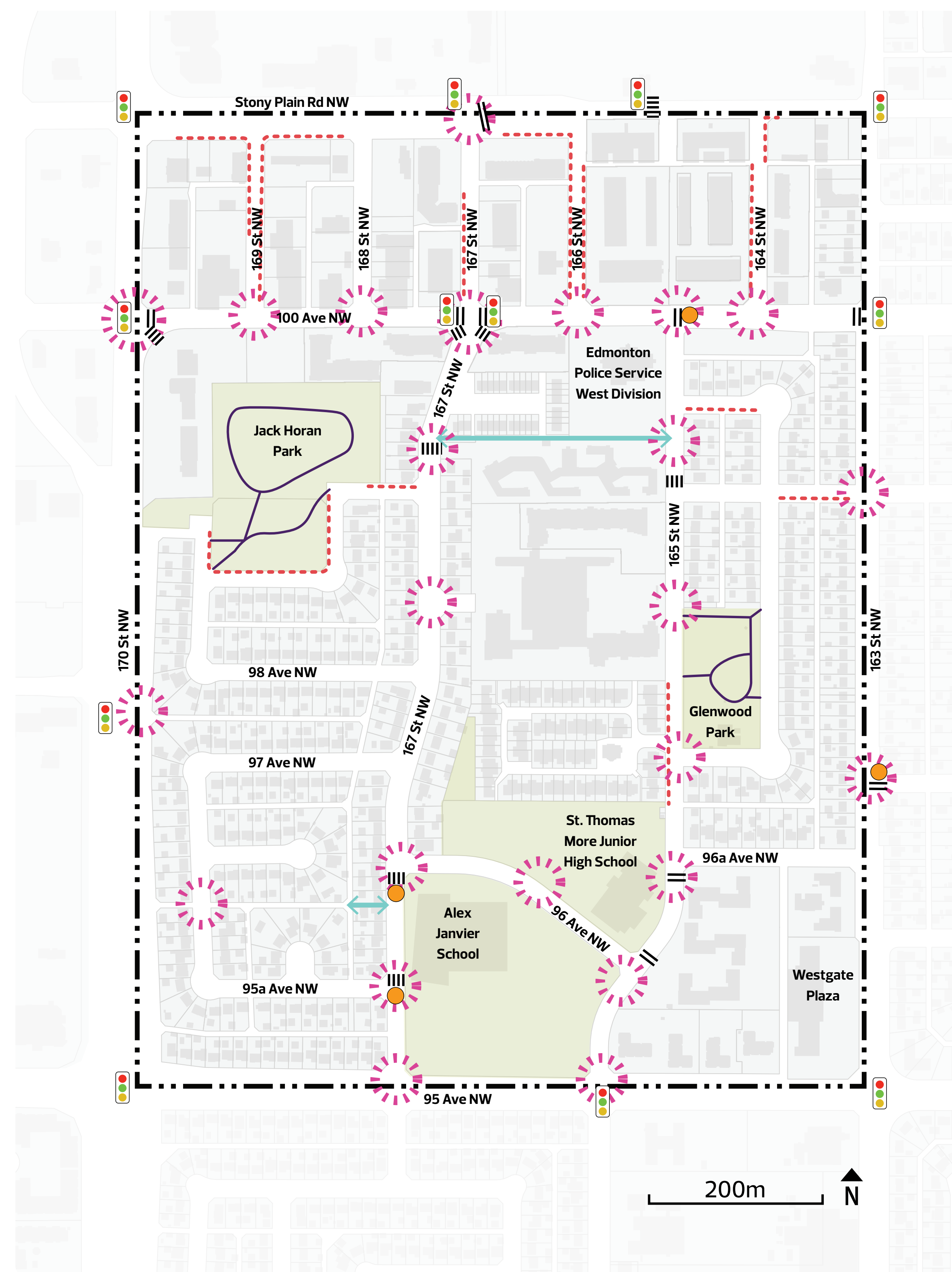
Street crossings

The following street crossings have been identified as opportunity areas to improve the crossing experience for people who walk and roll.

Are there any other places where enhanced street crossings are needed?

Please show us where.

-  Glenwood (163 Street West) Neighbourhood Boundary
- STREET CROSSINGS**
-  Crossing enhancement locations
-  Breezeways
-  Existing shared pathway
-  New sidewalk opportunities
-  Existing zebra crossing
-  Existing marked crosswalk
-  Existing signal controlled crosswalk
-  Existing amber or rapid flashing beacon



REFINE

Edmonton

Street crossing options – defined

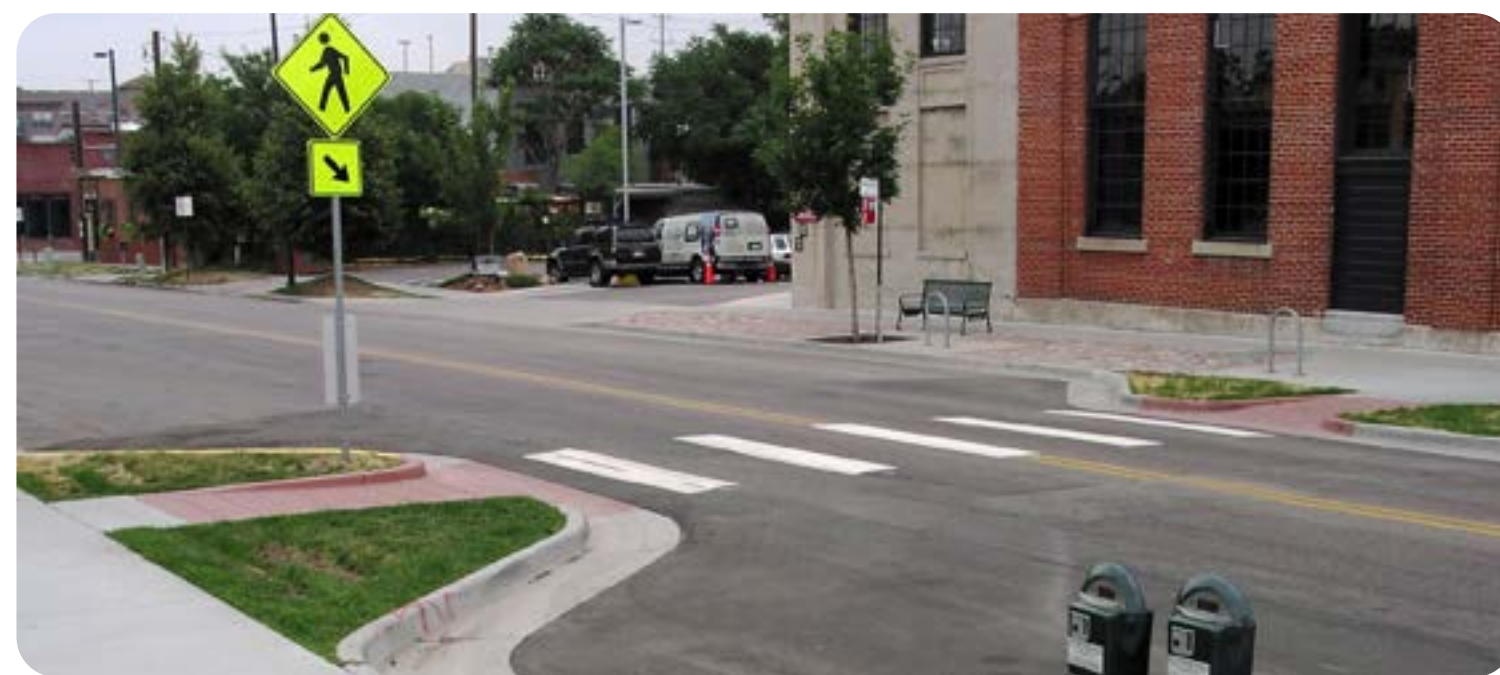
Raised crosswalks/continuous crossings

A crosswalk which is constructed higher than the roadway surface.



Curb extensions

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.



Street crossing options – benefits

Potential options to improve crossings in Glenwood (163 Street West) could include:

Raised crosswalks/continuous crossings



Curb extensions



Benefits

+ Encourages slower traffic	●	●	●
+ Improves visibility of people crossing the street	●	●	●
+ Provides a level surface for crossing so people walking and rolling don't need to go up and down inclines to cross	●	●	
+ Improves awareness of crossings for people who drive	●	●	●
+ Shortens the crossing distance for people who walk or roll			●
+ Provides a physical buffer to prevent parking too close to the intersection or crosswalk			●
+ Creates an opportunity for beautification and landscaping			●

REFINE

Street crossing options – tradeoffs

Potential tradeoffs to improving crossings in Glenwood (163 Street West) may include:

Raised crosswalks/continuous crossings



Curb extensions



Tradeoffs

- + May cause discomfort for people in vehicles and those who bike when crossing
- + May cause some traffic noise from braking and accelerating
- + People who bike must share the roadway if separated bike infrastructure is not provided
- + Additional landscaping maintenance may be required



REFINE

Street crossings

Which benefits are most important to you? Please submit the top two benefits which are most important to you on the feedback form.

Benefits

- + Encourages slower traffic
- + Improves visibility of people crossing the street
- + Provides a level surface for crossing so people walking and rolling don't need to go up and down inclines to cross
- + Improves awareness of crossings for people who drive
- + Shortens the crossing distance for people who walk or roll
- + Provides a physical buffer to prevent parking too close to the intersection or crosswalk
- + Creates an opportunity for beautification and landscaping

What tradeoffs are you most concerned about? Please submit the top two tradeoffs that you are most concerned about on the feedback form.

Tradeoffs

- + May cause discomfort for people in vehicles and those who bike when crossing
- + May cause some traffic noise from braking and accelerating
- + People who bike must share the roadway if separated bike infrastructure is not provided
- + Additional landscaping maintenance may be required



Biking overview

The **Edmonton Bike Plan** was approved by City Council in 2020. The Bike Plan wants to make Edmonton a place where biking is practical and inviting for people of all ages and abilities in all seasons.

Policy Reference

Refer to the **Edmonton Bike Plan Active Transportation Policy No. C544** and the **Edmonton Bike Plan**.

Enhance accessibility, safety, security, and convenience through strategic improvement, expansion, and maintenance of the infrastructure and facilities that support Active Transportation.

Relevant Guiding Principles



Safe



Accessible



Community Driven



Welcoming

What We Heard

The community told us about the following opportunities to enhance biking in Glenwood:

- + Allow for side-by-side use by people who walk, bike and roll
- + Residents of all ages and abilities enjoy riding a bike in the neighbourhood
- + Add more connections and designated networks for people who bike
- + Add more secure lock up stations for bikes

REFINE

Biking routes

The public and Project Team identified the following considerations about bike routes:

- + The 95 Avenue and 163 Street routes in the Edmonton Bike Plan present opportunities to link people who bike in Glenwood to the City's broader biking network
- + The bike route on 100 Avenue along the eastern half of Glenwood presents an opportunity to extend biking connections into Glenwood West
- + There is currently no biking connection along 170 Street from 95 Avenue to 100 Avenue within Glenwood


With the following considerations in mind the project team proposes the following potential neighbourhood based bike routes:

East – West Routes:







- + 99 Avenue NW
- + 100 Avenue NW

North – South Routes:

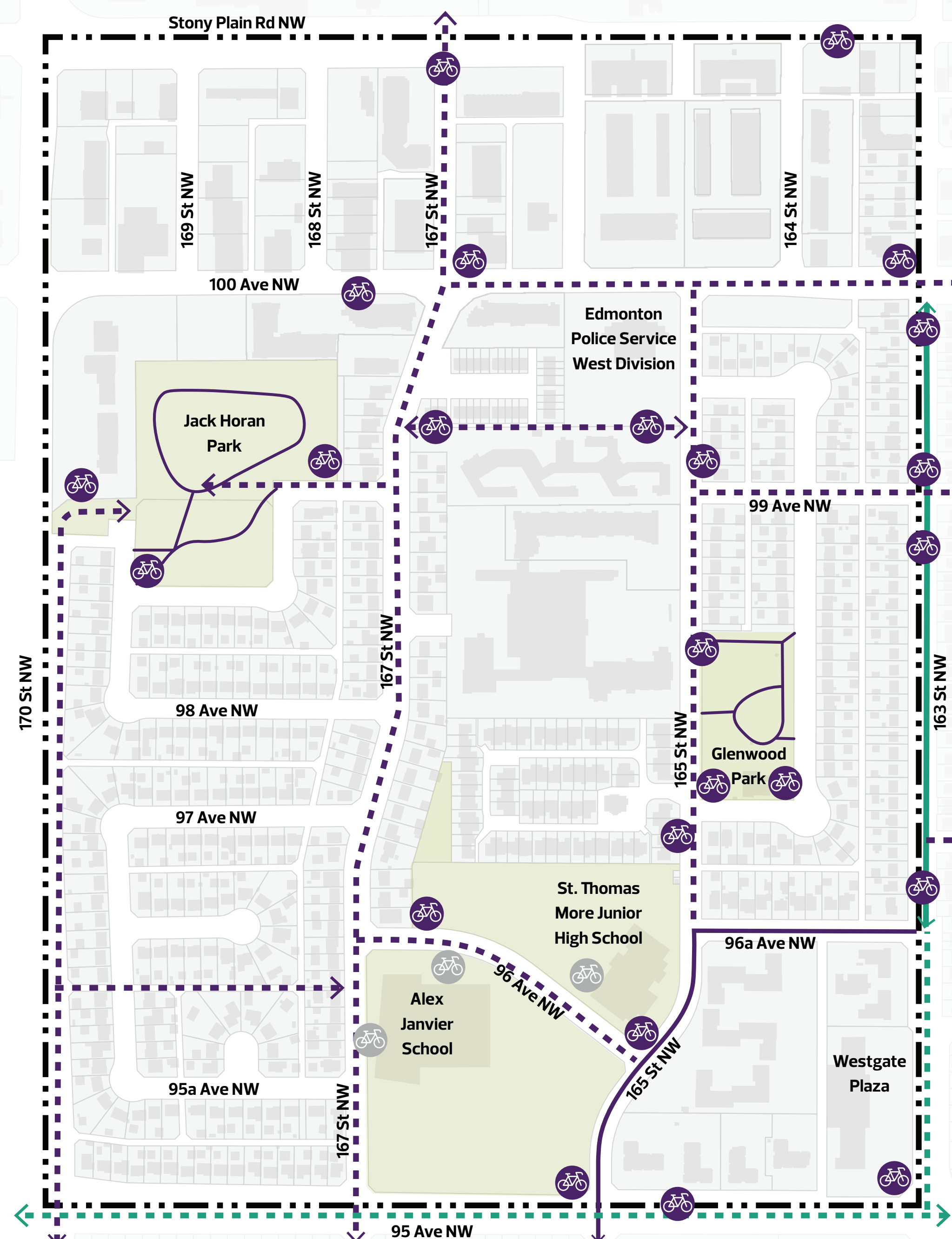
- + 165 Street NW
- + 167 Street NW
- + Alley east of 170 Street

 Glenwood (163 Street West) Neighbourhood Boundary

BIKING CONNECTIONS

-  Existing neighbourhood route
-  Proposed neighbourhood route
-  Existing district connector route
-  Proposed district connector route
-  Potential bike parking locations
-  Existing bike parking

Please share any other locations where you think bike routes or amenities may be missing.

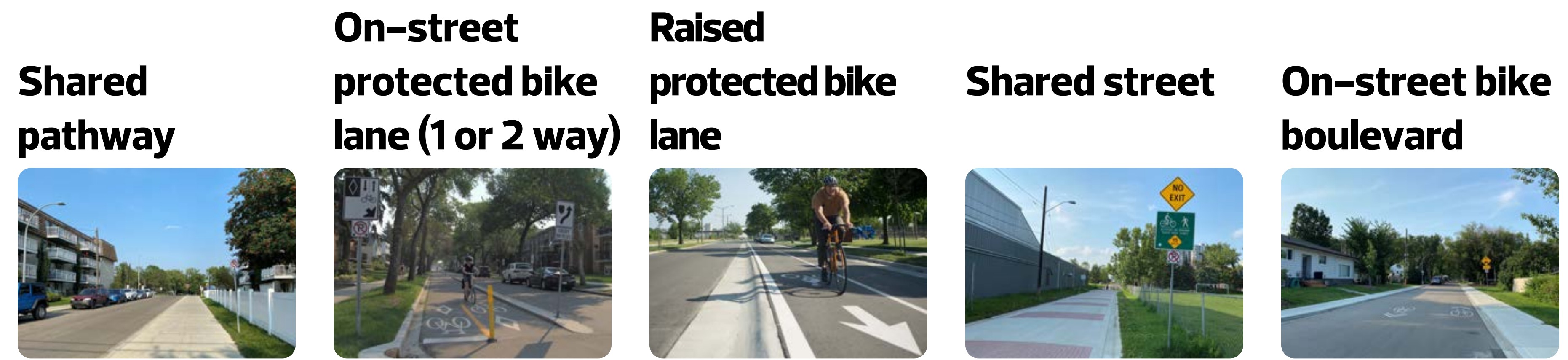


REFINE

Edmonton

Biking facility options – benefits

Potential options for biking facilities may include:

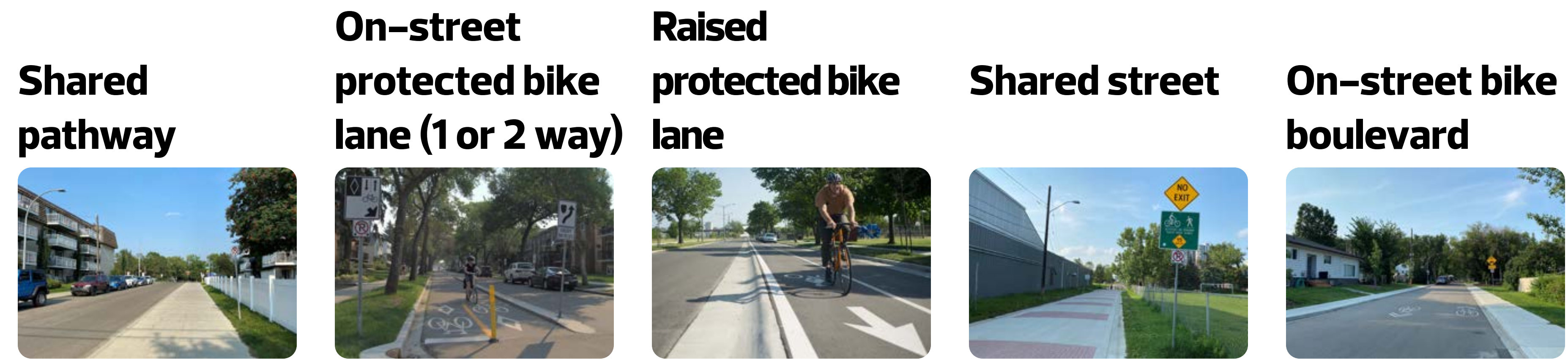


Benefits	Shared pathway	On-street protected bike lane (1 or 2 way)	Raised protected bike lane	Shared street	On-street bike boulevard
+ Provides more space for people biking	●	●	●		
+ Separates people biking from people driving	●	●	●		
+ Snow is cleared by the City under current policy	●	●	●	●	
+ May narrow the road which can reduce traffic speeds	●	●	●		●
+ Reduces conflicts by providing separate spaces for people walking and biking		●	●		
+ Provides 'all ages and abilities' bike connections	●	●	●	●	
+ Encourages slower traffic by increasing awareness of shared road users in the area		●	●	●	●
+ May include additional lighting to improve visibility for all users	●	●	●	●	●



Biking facility options – tradeoffs

Potential tradeoffs to biking facility options may include:



Tradeoffs	Shared pathway	On-street protected bike lane (1 or 2 way)	Raised protected bike lane	Shared street	On-street bike boulevard
+ May reduce some on-street parking	●	●	●	●	●
+ May require removal of existing trees (new trees will be planted elsewhere in the neighbourhood)	●	●	●		
+ People who walk or roll may be required to step over a median		●	●		
+ Additional signage required	●	●	●	●	●
+ No vertical separation between people biking and people walking	●	●		●	
+ No physical barrier between people biking and people driving				●	●
+ Requires people driving, walking, rolling and biking to share the space	●			●	



Biking facilities

Which benefits are most important to you? Please submit the top two benefits which are most important to you on the feedback form.

Benefits

- + Provides more space for people biking
- + Separates people biking from people driving
- + Snow is cleared by the City under current policy
- + May narrow the road which can reduce traffic speeds
- + Reduces conflicts by providing separate spaces for people walking and biking
- + Provides 'all ages and abilities' bike connections
- + Encourages slower traffic by increasing awareness of shared users in the area
- + May include additional lighting to improve visibility for all users

What tradeoffs are you most concerned about? Please submit the top two tradeoffs that you are most concerned about on the feedback form.

Tradeoffs

- + May reduce some on-street parking
- + May require removal of existing trees (new trees will be planted elsewhere in the neighbourhood)
- + People who walk or roll may be required to step over a median
- + Additional signage required
- + No vertical separation between people biking and people walking
- + No physical barrier between people biking and people driving
- + Requires people driving, walking, rolling and biking to share the space



Biking facilities

Adding biking features may mean changes to the street, parking or private landscaping placed on the City's right-of-way. These changes could be necessary to create a biking route or improve the comfort, confidence and safety of biking for kids, families, residents and visitors.

With that in mind, do you agree or disagree with the following statements?

+ I would support removing or moving some private landscaping located on the City's right-of-way, if needed

Strongly disagree

Somewhat disagree

Neither agree nor disagree

Somewhat agree

Strongly agree

+ I would support removing some on-street parking (for example, on one side of the road or select locations only), if needed

Strongly disagree

Somewhat disagree

Neither agree nor disagree

Somewhat agree

Strongly agree

+ I would support narrowing the roadway (with no change to traffic/parking)

Strongly disagree

Somewhat disagree

Neither agree nor disagree

Somewhat agree

Strongly agree

+ I would support adding ways to slow down and reduce traffic (especially if the route does not separate people biking from people driving)

Strongly disagree

Somewhat disagree

Neither agree nor disagree

Somewhat agree

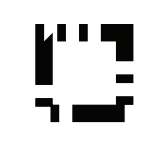
Strongly agree



Traffic calming and traffic improvements overview







What is traffic calming?

- + Traffic calming is the use of physical traffic measures to reduce speeding or shortcutting traffic on residential roads
- + These measures can also improve the experience for people walking, biking and rolling
- + Measures are usually used in combination to address issues along a corridor or over a larger area
- + There are opportunities to consider traffic calming to reduce speeding and shortcutting in Glenwood

 Glenwood (163 Street West) Neighbourhood Boundary

TRAFFIC CALMING

- 100 Ave NW at 167 St NW intersection enhancements and traffic island re-alignment
- 95 Ave NW at 167 St NW traffic calming
- 95 Ave NW at 165 St NW traffic calming
- 165 St NW traffic calming around Glenwood Park
- Breezeway and road interface improvements
- Breezeway and road interface improvements
- School zone traffic calming
- School zone traffic calming
- Planting zone islands in cul-de-sacs
- Redesign streets to slow traffic

-  Traffic calming focus areas
-  Potential street classification adjustments
-  Zebra Crossing
-  Marked Crosswalk
-  Signal Controlled Crosswalk
-  Existing amber or rapid flashing beacon



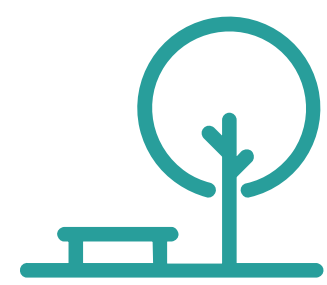
Traffic calming and traffic improvements overview

Policy Reference

Refer to the **Safe Mobility Strategy**.

The purpose of the Safe Mobility Strategy is to achieve Vision Zero through safe and livable streets in Edmonton. Vision Zero means that no loss of life or serious injury resulting from mobility is acceptable.

Relevant Guiding Principles



Safe



Accessible



Community Driven



Welcoming

What We Heard

The public and Project Team identified the following opportunities to enhance traffic safety in Glenwood:

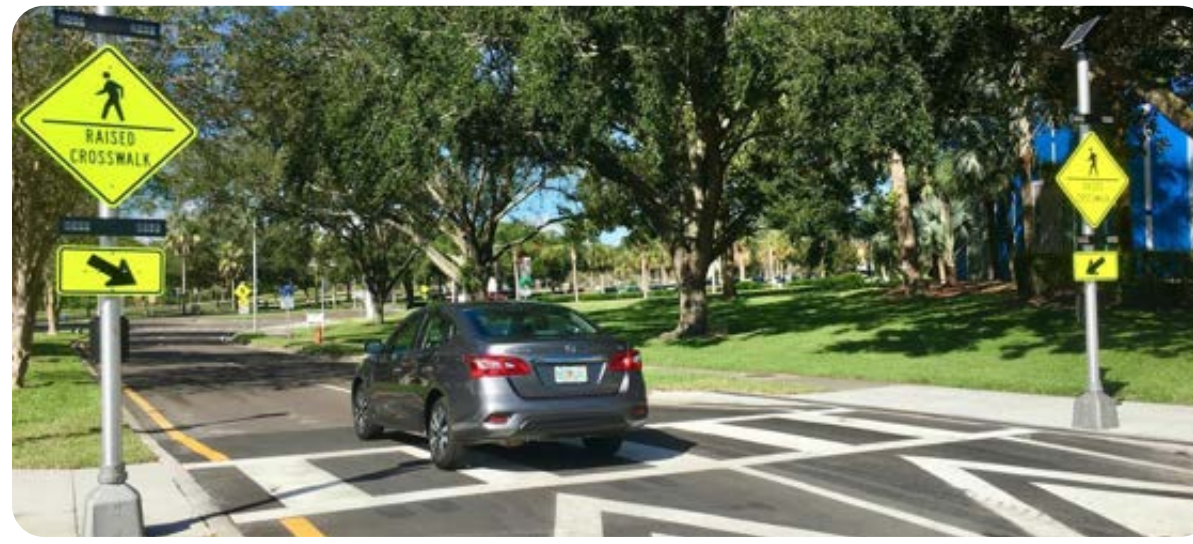
- + Road and alley improvements would support safer movement for people driving vehicles
- + Add lighting to support visibility for people driving, walking, rolling and biking through the neighbourhood
- + Discourage speeding and shortcutting in Glenwood
- + Minimize hazard of on-street flooding or water pooling during rain events
- + Add more parking for residents and visitors
- + Improve flow of traffic in school drop off area

REFINE

Edmonton

Options to slow traffic – defined

Raised crosswalks



A crosswalk which is constructed higher than the roadway surface.

Speed humps



Speed humps are a raised section of the road. They are similar to raised crosswalks but are shorter in length and not placed at crossings.

Curb extensions



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.

Raised medians



A raised median is an island located along the centerline of a street.

Chicanes



Chicanes are a series of offset curb extensions in the road that are added to reduce speed.



Options to slow traffic – benefits

Potential options to calm traffic could include:

Raised crosswalks



Curb extensions



Chicanes



Speed humps



Raised medians



Benefits

+ Encourages drivers to slow down	●	●	●	●	●
+ Improves visibility of people crossing the street	●	●	●		●
+ Provides a level surface for crossing, which improves accessibility and the walking and rolling experience for all	●				
+ Improves the awareness of crossings for people who drive	●	●	●		●
+ Shortens the crossing distance for people who walk or roll		●	●		●
+ Provides physical buffer to prevent parking too close to the intersection or crosswalk		●	●		
+ Provides an area to wait, allowing people who walk, roll or bike to cross in two stages, if needed					●
+ Creates an opportunity for beautification and landscaping		●	●		



Options to slow traffic – tradeoffs

Potential tradeoffs to calming traffic options could include:

Raised crosswalks



Curb extensions



Chicanes



Speed humps

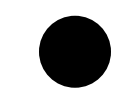
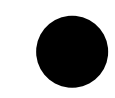


Raised median



Tradeoffs

- + May cause discomfort for people on buses and those who bike when crossing
- + May cause traffic noise from braking and accelerating
- + May require removal of some on-street parking
- + People who bike must move into a vehicle lane to navigate around a physical barrier
- + Additional landscaping maintenance may be required



REFINE

Traffic calming

Which benefits are most important to you? Please submit the top two benefits which are most important to you on the feedback form.

Benefits

- + Encourages drivers to slow down
- + Improves visibility of people crossing the street
- + Provides a level surface for crossing, which improves accessibility and the walking and rolling experience for all
- + Improves the awareness of crossings for people who drive
- + Shortens the crossing distance for people who walk or roll
- + Provides physical buffer to prevent parking too close to the intersection or crosswalk
- + Provides an area to wait, allowing people who walk, roll or bike to cross in two stages, if needed
- + Creates an opportunity for beautification and landscaping

What tradeoffs are you most concerned about? Please submit the top two tradeoffs that you are most concerned about on the feedback form.

Tradeoffs

- + May cause discomfort for people on buses and those who bike when crossing
- + May cause traffic noise from braking and accelerating
- + May require removal of some on-street parking
- + People who bike must move into a vehicle lane to navigate around a physical barrier
- + Additional landscaping maintenance may be required



Commercial areas overview

The Stony Plain Road Business Improvement Area (BIA) is working in partnership with the City to explore upgrades to the commercial area on the north side of Glenwood (163 Street West). In addition, there are opportunities to enhance connections to the commercial areas near Jack Horan Park and Westgate Plaza.

Policy Reference

Refer to the **Business Improvement Areas Toolkit: Working with the City and the City Plan**.

The City works closely with Business Improvement Areas to support vibrant commercial areas, with a focus on good governance and infrastructure coordination.

Relevant Guiding Principles



Safe



Accessible



Community Driven



Proud

What We Heard

The public identified the following opportunities to increase the volume of Glenwood residents of all ages and abilities to access businesses in the Stony Plain Road commercial BIA.

- + Repair potholes and address litter in the alleys
- + Add more trees and shrubs
- + Add signage to prevent people from driving the wrong way on 100 Avenue
- + Add shared pathway on 100 Avenue to extend past 163 Avenue
- + Improve safe crossing experience along 100 Avenue
- + Add biking, walking and rolling routes through the commercial areas
- + Provide gathering spaces for customers and residents

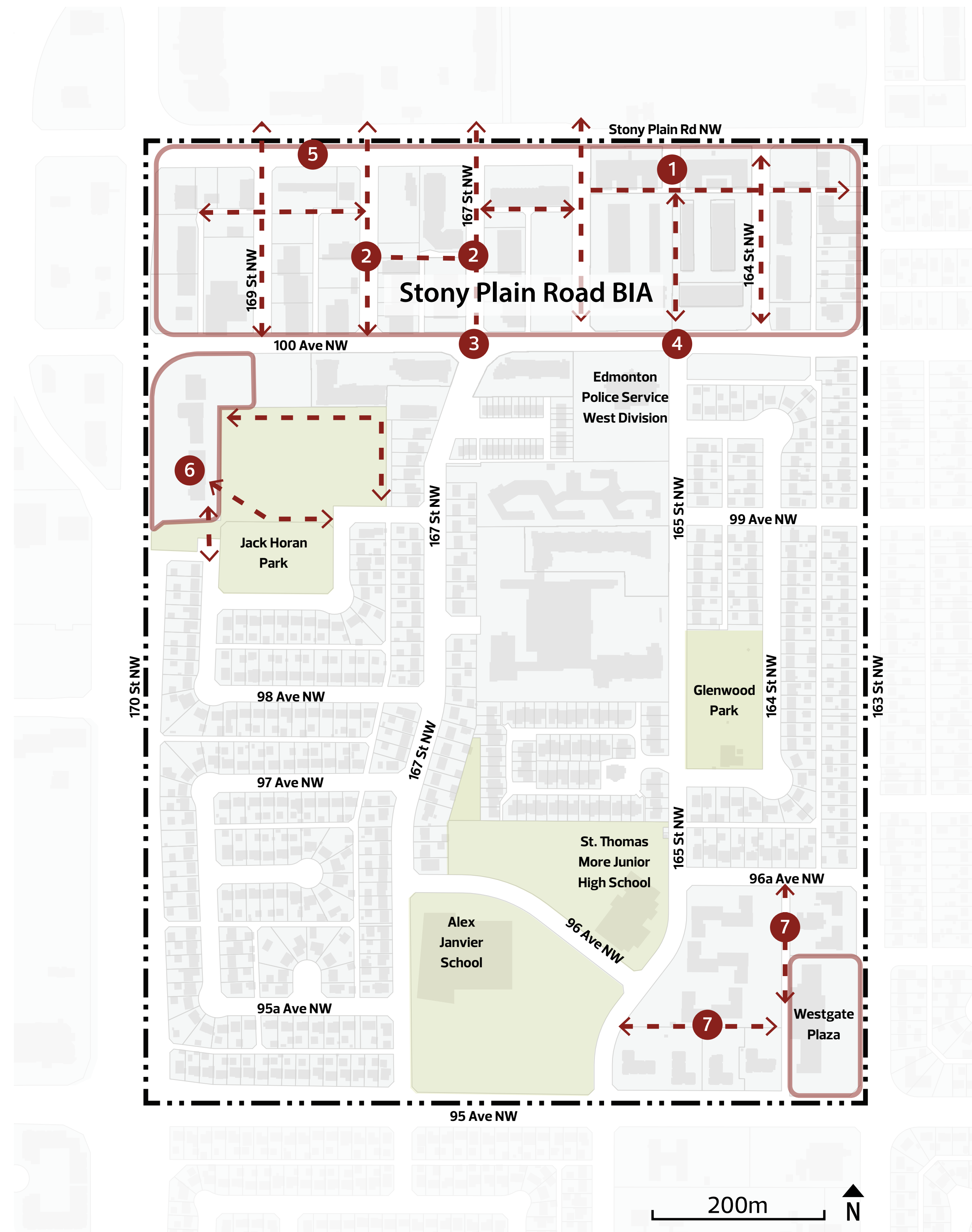
REFINE

Commercial areas overview

Are there any other locations where we should explore options?

Please show us where.

-  Glenwood (163 Street West) Neighbourhood Boundary
- COMMERCIAL**
-  Pedestrian focused plaza zone
-  Pedestrian realm upgrades
-  100 Ave NW at 167 St NW improved crossing to commercial area
-  100 Ave NW at 165 St NW improved crossing to commercial area
-  Greening of boulevard islands
-  Enhance commercial connection to Jack Horan Park
-  Enhanced connections for people walking, rolling and biking
-  Potential walking and biking connections to and/or through commercial areas
-  Commercial boundary

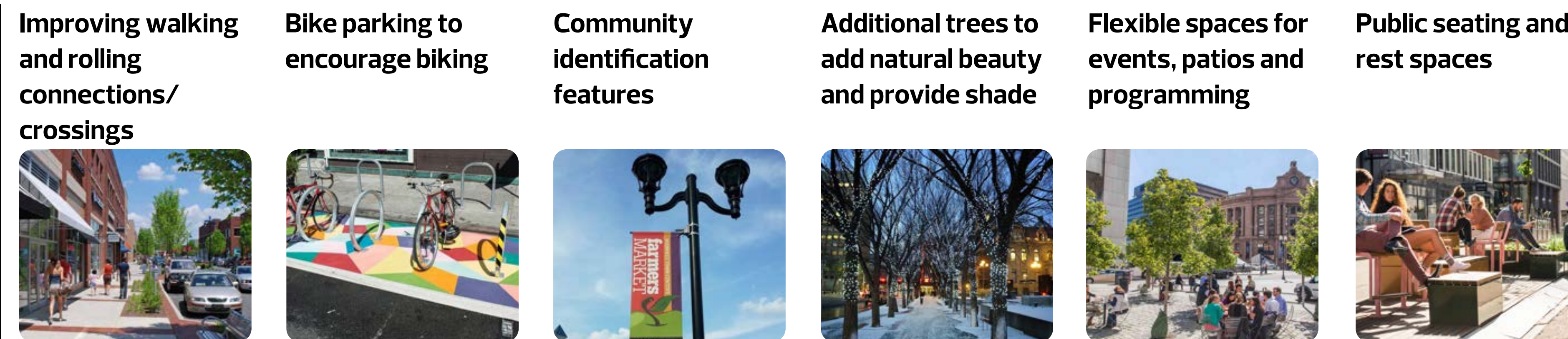


REFINE

Edmonton

Stony Plain Road commercial BIA options – benefits and tradeoffs

Potential upgrades to the Stony Plain Road commercial BIA could include:



	Improving walking and rolling connections/crossings	Bike parking to encourage biking	Community identification features	Additional trees to add natural beauty and provide shade	Flexible spaces for events, patios and programming	Public seating and rest spaces
Benefits						
+ Improves experience of walking, rolling and biking in the area for people of all ages and abilities	●	●	●	●	●	●
+ Improves connection to amenities	●	●			●	
+ May attract new customers to access local businesses	●	●	●	●	●	●
+ Provides areas to rest and gather				●	●	●
Tradeoffs						
+ May result in reduction in parking	●	●		●	●	
+ May cause sections of road closures					●	
+ May require change in number of driving lanes or travel direction	●	●		●	●	



Stony Plain Road commercial BIA

Which benefits are most important to you? Please submit the top two benefits which are most important to you on the feedback form.

Benefits

- + Improves experience of walking, rolling and biking in the area for people of all ages and abilities
- + Improves connection to amenities
- + May attract new customers to access local businesses
- + Provides areas to rest and gather

What tradeoffs are you most concerned about? Please submit the top two tradeoffs that you are most concerned about on the feedback form.

Tradeoffs

- + May result in reduction in parking
- + May cause sections of road closures
- + May require change in number of driving lanes or travel direction



Alley enhancements overview

Alleys throughout Glenwood (163 Street West) will also be renewed as part of this project. Alley Renewal is a City-funded capital program that renews alley infrastructure.

- + Neighbourhoods are chosen based on alley condition and alignment with planned utility work
- + 1,200 kilometres of alleys will be renewed in Edmonton over the next 25 years

Alley Renewal includes:

- + Reconstructing your alley with a hard surface
- + Improving surface drainage where possible
- + Upgrading any existing alley lighting with LED bulbs
- + Pruning trees/shrubs as necessary ahead of construction
- + Exploring minor enhancements to improve walking, rolling and biking connections

New alley lighting is not included with Alley Renewal, but property owners can request the City initiate a Local Improvement. Property owners would be responsible for 100 percent of the costs.

For more information, please visit: edmonton.ca/AlleyLighting



Before alley renewal



After alley renewal




Alley enhancements

When creating designs for what Alley Renewal in Glenwood might look like, what should we know about how your alley currently functions? Are there specific property issues or activities that the City should pay attention to (e.g., drainage concerns, obstruction or sight issues, travel speeds, biking, walking, etc.)?







Please submit your answer on the feedback form.




The public and Project Team identified the 170 Street alley and the alley connecting 170 Street to 167 Street as important multi-modal connections in Glenwood.

Other alleys identified on the map will be reviewed technically for potential improvement opportunities as part of Alley Renewal.

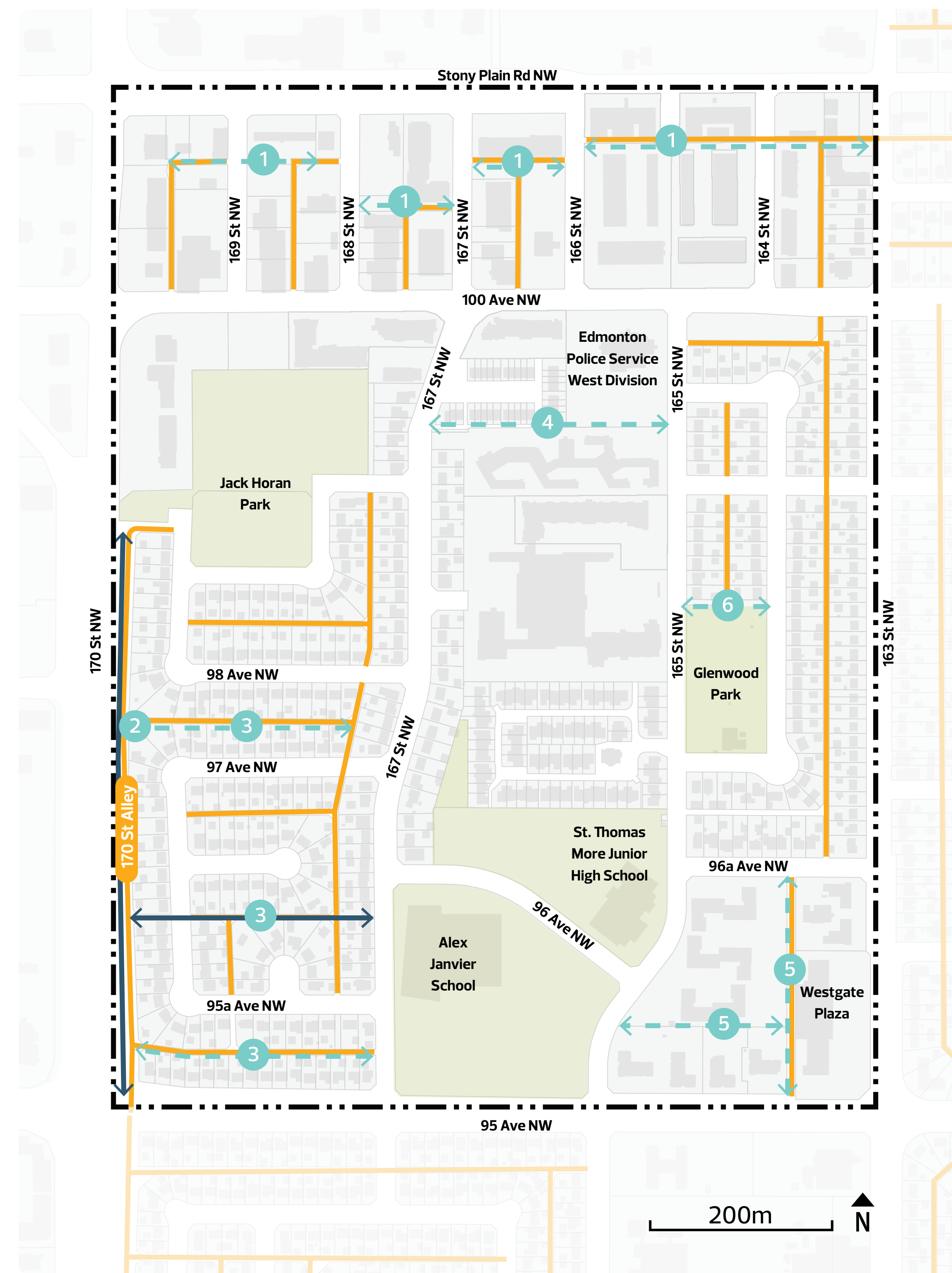
 Glenwood (163 Street West) Neighbourhood Boundary

ALLEY OPPORTUNITIES

-  Existing alley
-  Potential walking and biking enhancements through alleys
-  Potential shared street or shared pathway in alley
-  Commercial BIA pedestrian realm upgrades*
-  West alley connection upgrades (planting, lighting, shared pathway)
-  East west connection upgrades

-  Breezeway enhancements
-  Commercial connection upgrades
-  Glenwood Park alley connection opportunity

* See Stony Plain Road commercial BIA



REFINE

Edmonton

170 Street alley enhancement options – benefits and tradeoffs

Potential options for the 170 Street alley and the alley connecting 170 Street to 167 Street could include:

Addition of walking and rolling connections (e.g. sidewalk)



Addition of shared pathway in alley



Converting alley to shared street



Naturalization along 170 Street alley



Benefits	Addition of walking and rolling connections (e.g. sidewalk)	Addition of shared pathway in alley	Converting alley to shared street	Naturalization along 170 Street alley
+ Improves experience of walking and biking along the 170 Street alley	●	●	●	
+ Improves connections to surrounding areas	●	●	●	
+ Adds beauty and ecological value				●
+ Slows down traffic in alley to accommodate more people walking, rolling and biking			●	
+ Elevated level of maintenance*	●	●	●	
+ Lighting additions may be provided	●	●	●	
Tradeoffs				
+ Shared space for users		●	●	

* Per current City Policy



170 Street alley enhancement options

Which benefits are most important to you? Please submit the top two benefits which are most important to you on the feedback form.

Benefits

- + Improves experience of walking and biking along the 170 Street alley
- + Improves connections to surrounding areas
- + Adds beauty and ecological value
- + Slows down traffic in alley to accommodate more people walking, rolling and biking
- + Elevated level of maintenance
- + Lighting additions may be provided

Please indicate your level of comfort with the tradeoff identified:

Tradeoffs

- + Shared space for users

Very comfortable

Comfortable

Unsure

Uncomfortable

Very uncomfortable




Open spaces overview

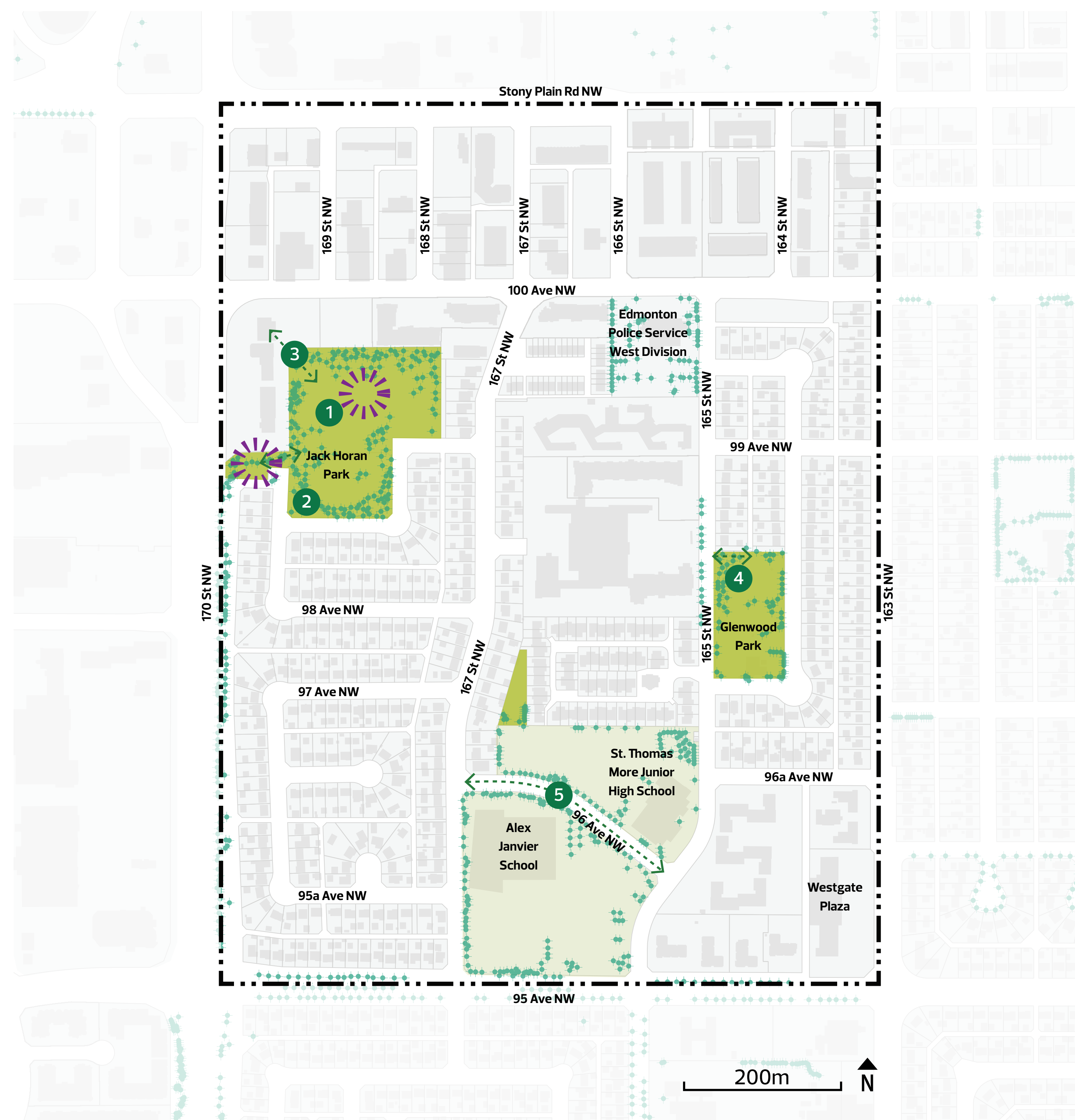
Through Neighbourhood Renewal the Project Team can explore opportunities in City-owned open spaces.

There are two City-owned open spaces in Glenwood:

- + Jack Horan Park
- + Glenwood Park

Open spaces at St. Thomas More and Alex Janvier schools are owned by the Edmonton Catholic School Board and Edmonton Public School Board. Our focus for Neighbourhood Renewal is to enhance connections to these open spaces for people who walk, roll, bike and drive.

-  Glenwood (163 Street West) Neighbourhood Boundary
- OPEN SPACE IMPROVEMENTS**
-  Dry pond upgrades
-  Jack Horan Park upgrades
-  Jack Horan Park commercial linkages
-  Glenwood Park upgrades
-  96 Ave public realm enhancements
-  Existing city-owned trees
-  Open space connection opportunities
-  Existing city-owned open spaces
-  Existing school board-owned open spaces
-  Potential off-leash dog areas



Open spaces overview

Policy Reference

Refer to Breathe: Edmonton's Green Network Strategy and Dogs in Open Spaces Strategy

Ecology: Protect open space to support natural ecological processes

Wellness: Support health and well-being through open space

Celebration: Connect people and build a sense of place

What We Heard

The community told us about the following opportunities to enhance open spaces in Glenwood:

- + More places to gather
- + More spaces for play and recreation
- + More picnic tables and benches
- + A community garden
- + An off-leash dog park
- + Improved connections to and through the park

Relevant Guiding Principles



Safe



Accessible



Community Driven



Welcoming

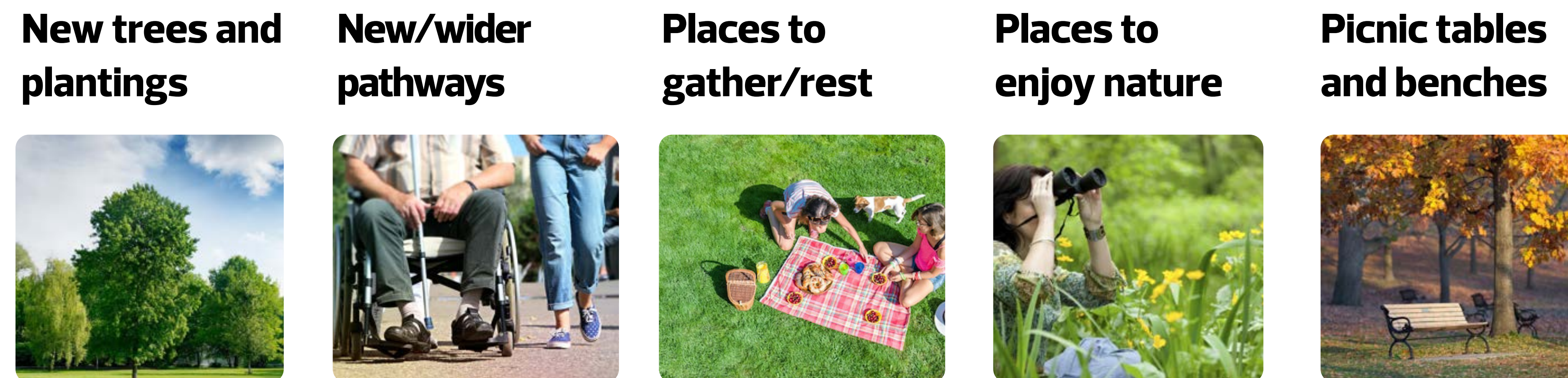


REFINE

Edmonton

Passive upgrades for Jack Horan Park – benefits and tradeoffs

A passive upgrade enhances opportunities for quiet and reflective use of an open space and usually focuses on new and existing natural elements such as:



Benefits					
+ Adds shade and natural beauty	●		●	●	
+ Supports all season enjoyment and movement	●	●	●	●	●
+ Helps people walk or roll side by side		●			
+ Helps all ages and abilities access the park		●			
Tradeoffs					
+ Less open green space for gathering and play when landscaping is added or new pathways are created	●	●			



Passive upgrades for Jack Horan Park

Which benefits are most important to you? Please submit the top two benefits which are most important to you on the feedback form.

Benefits

- + Adds shade and natural beauty
- + Supports all season enjoyment and movement
- + Help people walk or roll side by side
- + Helps all ages and abilities access the park

Please indicate your level of comfort with the tradeoff identified:

Tradeoffs

- + Less open green space for gathering and play when landscaping is added or new pathways are created

Very comfortable

Comfortable

Unsure

Uncomfortable

Very uncomfortable



Active upgrades for Jack Horan Park – benefits and tradeoffs

An active upgrade enhances opportunities for recreation and play in an open space such as:

A plaza for community gathering



Interactive spaces



Community event space



Pop-up activity space



Benefits	A plaza for community gathering	Interactive spaces	Community event space	Pop-up activity space
+ Support all season enjoyment and movement	●	●	●	●
+ Space for people to gather with neighbours	●	●	●	●
+ Low cost/free space for people to gather and play	●	●	●	●
+ Encourages community to get outside and be active	●	●	●	●
Tradeoffs				
+ Less passive space for informal gathering		●		●
+ May change open space dynamics with more activity	●	●	●	●
+ May attract more drivers to the area resulting in more traffic during events and short-term parked vehicles	●	●	●	



Active upgrades for Jack Horan Park

Which benefits are most important to you? Please submit the top two benefits which are most important to you on the feedback form.

Benefits

- + Support all season enjoyment and movement
- + Space for people to gather with neighbours
- + Low cost/free space for people to gather and play
- + Encourages community to get outside and be active

What tradeoffs are you most concerned about? Please submit the top two tradeoffs that you are most concerned about on the feedback form.

Tradeoffs

- + Less passive space for informal gathering
- + May change open space dynamics with more activity
- + May attract more drivers to the area resulting in more traffic during events and short-term parked vehicles



Dogs off-leash area

The following areas have been identified as potential locations for an off-leash dog park.

Please identify your preferred location for the potential dog park.

Are there other locations you would consider for a dog park?



-  Glenwood (163 Street West) Neighbourhood Boundary
-  Existing city-owned trees
-  Existing city-owned open spaces
-  Existing school board-owned open spaces
-  Potential off-leash dog areas



Dogs off-leash area – benefits and tradeoffs

A need has been identified for a neighbourhood based dogs off-leash area. A dogs off-leash area in Glenwood (163 Street West) would be intended for resident dog owners and could be enclosed with fencing or a landscape barrier.

Which benefit is most important to you? Please submit the top benefit which is most important to you on the feedback form.

Benefits

- + Provides a safe, dedicated space for dogs to go off-leash
- + Creates ways to meet other dog owners in the community
- + More space to be active and enjoy recreation with your dog
- + Within walking distance for many residents

What tradeoffs are you most concerned about? Please submit the top two tradeoffs that you are most concerned about on the feedback form.

Tradeoffs

- + May disrupt connections through the park
- + May reduce the amount of green space currently available for informal gatherings and play
- + Off-leash dogs may cause discomfort for some park users
- + May result in more short-term parked vehicles

Glenwood Park upgrades options

Upgrades to Glenwood Park are envisioned to improve the aging infrastructure within the open space and improve access for people walking and rolling to and within the park.

Picnic and barbeque areas



Add trees/shrubs to provide habitat for urban wildlife



Garden with seating and sensory experiences

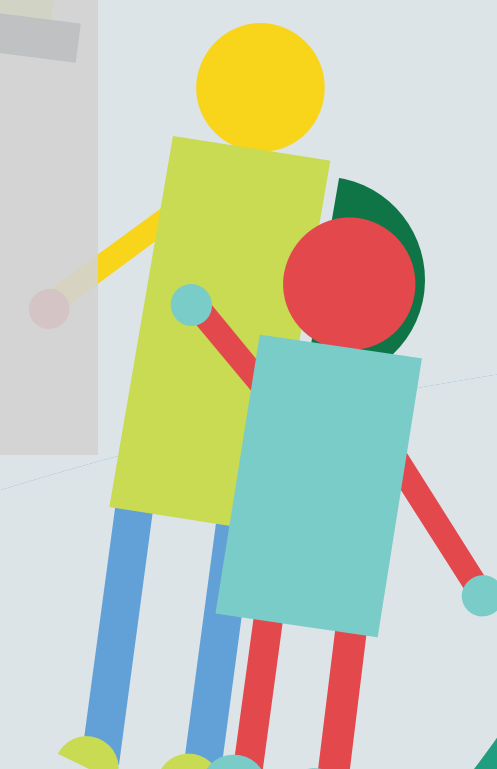


Open area for activities



Benefits	Picnic and barbeque areas	Add trees/shrubs to provide habitat for urban wildlife	Garden with seating and sensory experiences	Open area for activities
+ Creates educational opportunities		●	●	
+ Supports all season enjoyment and movement	●	●	●	●
+ Adds quiet areas for people to gather and connect	●		●	●
Tradeoffs	Picnic and barbeque areas	Add trees/shrubs to provide habitat for urban wildlife	Garden with seating and sensory experiences	Open area for activities
+ May change open space dynamics with more activity	●			●
+ May result in more short-term parked vehicles	●			●
+ Quiet areas may be interrupted by surrounding active spaces		●	●	

REFINE



Glenwood Park upgrades

Which benefits are most important to you? Please submit the top two benefits which are most important to you on the feedback form.

Benefits

- + Creates educational opportunities
- + Supports all season enjoyment and movement
- + Adds quiet areas for people to gather and connect

What tradeoffs are you most concerned about? Please submit the top tradeoff that you are most concerned about on the feedback form.

Tradeoffs

- + May change open space dynamics with more activity
- + May result in more short-term parked vehicles
- + Quiet areas may be interrupted by surrounding active spaces

Glenwood (163 Street West) Neighbourhood and Alley Renewal

Thank you for providing your input!

Have questions?

Contact the project team by calling 311 or emailing:
BuildingGreatNeighbourhoods@edmonton.ca

Watch for updates at: **edmonton.ca/BuildingGlenwoodWest**

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton

REFINE