

What We Heard

142 Street Pedestrian / Cyclist Bridge Public Engagement #3

July 2021

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SHAPE OUR CITY

Edmonton

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142 Street Pedestrian/ Cyclist Bridge

Public Engagement #3

Project Background

The Terwillegar Drive Expansion Program identifies a new pedestrian/cyclist bridge over Whitemud Drive, between the Whitemud Drive/Terwillegar Drive interchange and Whitemud Creek. The bridge crossing is funded by the City and in partnership with the Government of Alberta. In addition to the pedestrian/cyclist bridge, the project also includes active transportation connections and open space upgrades.

The City has initiated the planning and design of the bridge, including a comprehensive engagement program which will be used for the development of the concept and preliminary design. Construction will be in coordination with the Terwillegar Drive Expansion Program and is anticipated to start in 2025.

Community Committee

To assist in creating an effective engagement process, the City of Edmonton recruited volunteer members to a Community Committee for this project. Members include residents of the local neighbourhoods and representatives of community organizations. The committee is responsible for helping adapt and adjust the public engagement process in order to reach a broad and diverse range of people who are interested in the project.

The Community Committee does not provide input on the design of the bridge or surrounding amenities outside of the opportunities available to the wider public. The Committee provided input that led to refinements in the public engagement approach, such as extending the engagement timeline by one week, and including the small group discussion sessions for this round of engagement.

What We Did

The third round of public engagement was held between May 10 and 30, 2021. During this phase, the public was asked to provide feedback on concept options for the bridge design, active transportation connections and open space enhancements. This feedback will be used along with technical, financial and policy factors to develop preferred concepts for the project.

Communication

To promote the project and the engagement opportunities, the following communication methods were used:

Postcards

- + 2,554 sent to all addresses in Bulyea Heights and Brookside
- + Over 100 additional postcards hand delivered to addresses closest to the project area

Road Signs

- + Nine temporary signs were installed throughout the greater Terwillegar-Riverbend area

A-Frames

- + Nine temporary signs were installed in Bulyea Heights and Brookside

Online and Print Advertisements

- + Social media posts
- + Riverbend Ragg Times advertisement
- + Community League posts and signs
- + Project Email List Updates

Public and Stakeholder Engagement Activities

Recognizing that COVID-19 represents an unpredictable and unique scenario, the City has made the decision to cancel all in-person public engagement events until further notice. The City of Edmonton is committed to offering online engagement opportunities for the public to share their voice, while following public health guidelines for physical distancing. The following outlines the online and remote public and stakeholder engagement activities used:

Online Presentation & Live Q&A Session

- + 138 registrations
- + 104 attendees
- + 143 questions and comments

Small Group Discussions

- + Three sessions with five to 15 people each

Engaged Edmonton Online Page

- + 1,100 total visits
- + 337 different visitors interacted with at least one tool

Paper Surveys

- + Over 20 paper surveys received

Special Interest Group Meetings

- + Meetings with Brookview Homeowner's Association/Community League, Paths for People, Terwillegar Riverbend Advisory Council and Brookside Community League

Direct Contact to Project Email

- + 20 emails

What We Heard

This section is a summary of what we heard in the public and stakeholder engagement activities. The summary has been developed to reflect the relevancy, frequency and diversity of responses we received based on the questions and prompts.

Online Presentation and Live Q&A Session

On May 10, 2021 the 142 Street Pedestrian/Cyclist Bridge project team hosted and facilitated an online presentation and live Q&A session open to the public. 138 people registered and the event had an attendance of 104 members of the public. The presentation provided an overview of the project background, purpose and benefits and shared a summary of what we heard from the second series of public engagement activities including how we are using the feedback shared by participants. The selected bridge location, concept options for the bridge design, open space enhancements and active transportation connections were then presented. The presentation concluded with instructions on how to provide feedback through the upcoming public engagement activities. After the online presentation, participants could ask questions to the project team. A summary of the questions and comments is included on the following page.

Online Presentation and Live Q&A Session

On May 12, 2021 the 142 Street Pedestrian/Cyclist Bridge project team hosted and facilitated three half-hour small group sessions. Participants, who registered in advance, were given the opportunity to ask questions to the project team and discuss the project with other attendees. The sessions had attendances that ranged from five to 15 participants each.

 *I like the look of this bridge! I really like that it spans the whole way across without a supporting pier.*



– Forum response to the single-span bridge concept option

Frequently Asked Questions

The following are questions that were frequently asked during the third round of public engagement activities.

Q: Are there different expected costs (construction and maintenance) between the bridge concept options?

A: All bridge options are feasible under the current project budget at this time without any significant difference in cost. As the designs become more refined, any differentiation in cost between the options will become more apparent and will help to inform the selection of a preferred design option.

Q: What is the budget for pedestrian/cyclist bridge?

A: The budget for the bridge is a part of the Terwillegar Drive Expansion, with a contribution from the City through the 2019 – 2022 Capital Budget and the Province. The budget for planning and design is \$1 million. The estimated cost for detailed design and construction of the bridge is \$6 million.

Q: What requirements are there to enclose the pedestrian bridge?

A: There are no policies or technical requirements for a pedestrian/cyclist bridge to be enclosed (e.g. with a cage). The design of the bridge will utilize railing heights and designs that discourage undesirable interactions between bridge users and Whitemud Drive. In response to the feedback shared by the public expressing the desire to include a cage, the option of fully enclosing the bridge will be further explored.

Q: How will the preferred concept for the bridge design, open space enhancements, and active transportation connection(s) be selected?

A: The project team will use a range of criteria that considers cost, technical feasibility, City plans and policies including environmental and tree impacts, and public input to select a preferred design concept for the bridge, open space enhancements and active transportation connection(s).

Q: Are there any plans to improve active transportation connections outside of the project area?

A: This project will design and build a new pedestrian/cyclist bridge across Whitemud Drive, near 142 Street, as well as open spaces on either side of the bridge and active transportation connections. While the project has a specific boundary, the active transportation connections built with this project will take into consideration the existing and planned connections and destinations. Further input for connections outside of the project boundary will be collected for future potential projects.

Q: What anticipated impacts will new shared-use path options have on neighbouring properties?

A: Any new shared-use paths and access points will be designed to minimize noise and light impacts on adjacent properties. This will be accomplished through the selection of the preferred alignment, open space enhancements such as additional tree plantings, and by following all City of Edmonton lighting policies which prioritize safety while minimizing light pollution through the application of suitable design standards. On this project, light impacts will be minimized through the use of modern lighting fixtures that are proven to nearly eliminate any light trespass onto nearby properties. A design informed by CPTED (Crime Prevention Through Environmental Design), including the use of lighting, and the maximization of sightlines and 'eyes on the street' will encourage a safe and positive environment for everyone.

Q: Is there an option to route the shared-use path in Brookside south and west of the toboggan hill and on the west side of the berm?

A: An option on the lower west side of the berm was not one of the active transportation connection options presented in phase three due to user experience, technical and financial considerations. However, during the third round of engagement, there was public feedback indicating a desire for this option to be considered. The City is currently determining if additional consideration can be given to the possibility of a shared-use path along the west side of the berm in light of this input and further information will be provided at the next public event in late fall 2021.

Q: How will this project impact community safety?

A: The design of the bridge and associated amenities and pathways will take into consideration public input as well as design best practices for safety. The scope of planning and design includes a Crime Prevention Through Environmental Design (CPTED) review. A CPTED review is a method to improve infrastructure safety by reviewing the design to ensure it considers principles such as natural surveillance ("eyes on the street") and encouraging positive activity.

Q: Are upgrades planned for the existing east-west shared-use path along the north side of Whitemud Drive?

A: Upgrades to the shared-use path to enhance user safety, comfort and accessibility for all ages and abilities are being considered as part of the Stage 2 upgrades for the Terwillegar Drive Expansion Program.

Q: What is the projected ridership on the bridge once it is completed?

A: The need for new active transportation links are assessed based on the added quality and connectivity they provide in the context of the City's overall active transportation network. The City's future bike network, including barriers such as Whitemud Drive, were identified taking into account these considerations.

Projections of pedestrian and bicycle rider volumes are not typically used to evaluate the need for new active transportation links. However to better understand current and potential future use in the area, ridership counts were completed at the south end of 142 Street and at the nearby Terwillegar Drive pedestrian/cyclist bridge. Approximately 560 users were observed over the Terwillegar Drive pedestrian/cyclist bridge (75 percent pedestrians and 25 percent bicycle riders), and an estimated 150 users were counted along 142 Street, the existing east/west shared-use path and the green space at the south end of 142 Street (50 percent pedestrians and 50 percent bicycle riders). The current use of the Terwillegar Drive pedestrian/cyclist bridge is viewed to be comparable in scale to the anticipated use of the 142 Street pedestrian/cyclist bridge.

Q: Can 142 Street accommodate increased volumes of pedestrians and bicycle riders safely and accessibly?

A: With under 1000 vehicles per day and with the upcoming City-wide speed limit reduction to 40 km/h for most residential roads, 142 Street is anticipated to provide suitable conditions to safely and accessibly accommodate bicycle riders. The City is completing additional studies to confirm this as well as to inform the need for additional traffic calming elements.

Q: What will be the impact to existing trees?

A: The preservation of the environment, including minimizing impacts to existing trees will be a key consideration as planning advances. The two shared-use path options were selected to minimize impacts to existing trees, including along the top and lower east side of the berm, as well as newly planted trees in the existing open space located in the southwest corner of Brookside.

Q: Are any additional open space upgrades being considered in the open space along the west and south/west sides of Brookside?

A: The open space is currently allocated as road right-of-way. While the City has received feedback indicating a desire to consider additional upgrades such as an off-leash dog park, playground space, exercise equipment, sitting space and washrooms, the scope of the open space enhancement is limited to upgrades supporting the use of the bridge as a connection, as shown during the third round of engagement activities.

Q: What will happen to the existing fence in the existing open space on the west/southwest side of Brookside, and is additional fencing being considered to direct users away from 142 Street?

A: The City is reviewing the fence as part this project. The fence may potentially need to be adjusted to accommodate a shared-use path, depending on the selected preferred option. The City is currently reviewing feedback shared from the third round of engagement, including input indicating a desire to include physical barriers at the north landing area.

Q: Can pedestrian and bicycle riders safely cross 53 Avenue, should a shared-use path along the Whitemud Drive berm be the preferred option?

A: The existing 53 Avenue / Whitemud Drive intersection includes a full traffic signal with pedestrian crossing lights, similar to other intersections in Edmonton. It is anticipated that this intersection can accommodate users of all ages and abilities, safely and efficiently.

Q: Is the existing toboggan hill impacted by this project?

A: The options maintain the existing toboggan hill as it is today.

Q: Is enhanced winter maintenance planned for 142 Street if it becomes the recommended active transportation connection?

A: It is anticipated that the snow clearing service level on 142 Street would remain unchanged. This means that 142 Street would be cleared to bare pavement within 48 hours of a snowfall.

Q: Is more information available on the bridge design and construction plans (e.g., materials and elements, elevation, construction impacts, etc.), active transportation options and open space concepts?

A: The planning and design of the project is advancing in parallel with the engagement process. New information about the options is presented as part of the engagement process as it becomes available and as it is needed by the public to meaningfully participate in the engagement. The next round of engagement will include opportunities to provide feedback on bridge design elements where possible, as well as on considerations for construction.

Q: What are the City's plans to coordinate construction of the planned Terwillegar Drive Expansion Stage 1 shared-use path, which is planned to be constructed in 2021/22, with the pedestrian/cyclist bridge which is planned to be constructed in 2025?

A: Planning and design of the pedestrian/cyclist bridge is closely coordinating with the ongoing Stage 1 construction. More information will be shared as it becomes available in the coming months.

Engaged Edmonton – Bridge Concept Design Options

The public was asked to provide feedback on four bridge concept design options. The public provided feedback by writing on the Engaged Edmonton "Ideas" tool. Feedback could be provided by posting below each option, or responding to someone else's post. The public could also agree or disagree with what others had written. For each option, participants were asked to answer the following questions:

- What do you like about this Bridge Concept Option?
- What could be improved about the Bridge Concept Option?

Bridge Concept Design Option #1: Truss



Structure

- Two separate trusses with a pier
- Structure extends above the deck

Aesthetics

- Structure height tapers down towards neighbourhood
- Variable height when viewed from Whitemud Drive

User Experience

- Feeling of separation from traffic
- Clear view from bridge deck

Comments responding to what they liked about Concept Design Option #1 mentioned the:

- + Overall eye-catching and attractive aesthetic that maintains a modern appearance
- + Truss design allowing for clear sightlines between bridge users and drivers on Whitemud Drive
- + Truss design improving user experience, creating an interesting visual environment to cross
- + Design providing a sufficient feeling of separation from Whitemud Drive, discouraging any undesirable interaction between the bridge users and drivers on Whitemud Drive
- + Probable ease of maintenance due to the largely exposed structure

Comments responding to what is missing or could be improved mentioned the:

- + Design appearing too visually obtrusive, not fitting into the surrounding neighbourhood character
- + Design appearing too industrial-like
- + Possibility of the design appearing dated in the future
- + Concern that the bridge is too visually distracting for drivers on Whitemud Drive
- + Concern with bridge users climbing on the truss structure

Bridge Concept Design Options #2: Two-Span Girder



Structure

- Two girder spans with a pier
- Deck within girder depth

Aesthetics

- Low structure height when viewed from neighbourhood and Whitemud Drive

User Experience

- Separation from traffic while still being open to views
- Potential to curve bridge alignment

Comments responding to what they liked about Concept Design Option #2 mentioned the:

- + Simple and 'classic' aesthetic of the structure
- + Low height reduces visual impact on adjacent neighbourhoods
- + Appeal of a curved option
- + Functionality of the design
- + Girder walls potentially providing shelter from the wind

Comments responding to what is missing or could be improved mentioned:

- + The aesthetic of the structure appearing too simple
- + Concerns with the potential impacts the central pier would have on the safety and traffic on Whitemud Drive
- + The aesthetic looking too industrial
- + Concern that the girder walls attracting vandalism
- + Concerns with perceived sightline issues between bridge users and drivers on Whitemud Drive due to the girder walls

Bridge Concept Design Options #3: Single-Span Girder



Structure

- Two deep girders spans below the deck
- No supporting pier

Aesthetics

- Low structure height when viewed from neighbourhood and Whitemud Drive

User Experience

- Railings above the supporting structure
- Clear views from bridge deck

Comments responding to what they liked about Concept Design Option #3 mentioned the:

- + Simple and modern design with clean lines
- + Low height reducing the visual impact on adjacent neighbourhoods
- + Aesthetic being appropriate for the context of the surrounding neighbourhoods
- + Low-profile preserving views and sightlines of users both on and off the bridge
- + No centre pier resulting in a lower impact on Whitemud Drive

Comments responding to what is missing or could be improved mentioned the:

- + Design being too simple, and something more eye-catching would be preferred
- + Lack of a centre pier might make the bridge appear unstable

Bridge Concept Design Options #4: Tied Arch



Structure

- Thin deck hung from steel arch with one pier

Aesthetics

- Sculptural form with a “gateway” feel
- Structure height is prominent from neighbourhood and Whitemud Drive
- Different height arches

User Experience

- Users travel through the arches
- Clear views from the deck

Comments responding to what they liked about Concept Design Option #4 mentioned:

- + The eye-catching, creative flair of the option
- + The option's similarity to Edmonton's landscape (bends in the valley and river)
- + The option's similarity to the Walterdale Bridge

Comments responding to what is missing or could be improved mentioned:

- + The option's scale being too grand for its location
- + The arches seeming to be too large for the length of the bridge
- + The aesthetic having too much flair for its function and context
- + The higher visual impact the bridge would have on nearby neighbourhoods

General Bridge Comments

Some of the feedback provided for the bridge concept design options are best understood as general comments that apply to the design of the bridge overall, rather than a specific option.

General comments on the bridge included:

- + Concern with the current construction schedule that has the planned Terwillegar Drive Stage 1 shared-use path being complete before bridge construction begins
- + Desire for the bridge construction schedule to move to an earlier date
- + Desire for the option with the lowest construction and maintenance costs to be selected while still maintaining safety
- + Desire for any cost savings from selecting a lower cost bridge to be put towards local improvement projects
- + Suggestion that the selected bridge design should consider the design of the future Terwillegar/Whitemud Drive Interchange so that the design complement one another
- + Desire to see more detail, particularly on how the north and south bridge landings will be designed, costs, bridge design elements (materials colours, etc.) and construction considerations
- + Desire to see a fully enclosed bridge (i.e. with a cage) option due in response to concerns of undesirable interactions between bridge users and Whitemud Drive
- + Concern with increased active mode through-traffic in neighbourhoods close to the bridge
- + Desire for bridge to be located further west

Engaged Edmonton – Open Space Enhancements

Participants were shown concept illustrations of the open space enhancements located at the north and south bridge landings. Input could be provided through the 'guestbook' tool which allows participants to post their thoughts on the dedicated subject. Participants were asked to answer the following questions:

- What do you like about the features?
- What could be improved?
- Is anything missing?

North Landing



South Landing



General responses to the Open Space Enhancements included:

- + Desire for the design to further discourage bicycle riding on sidewalks
- + General approval of benches, plantings, lighting and waste bins
- + Desire for wayfinding signage and signage to remind users the rules when walking their dogs
- + Desire for dog-bag dispensers to be included
- + Concern with too many people gathering at landings, and a preference to encourage people to keep moving
- + Desire for lighting that minimizes impact on nearby properties
- + Concern with increased active mode through-movements in neighbourhoods close to the bridge
- + Desire to keep the upgrades focused on the use of the bridge as a connection
- + Desire for landscaping to be used to screen the view of the bridge and these areas from nearby homes

Engaged Edmonton – Open Space Enhancements (continued)

North Landing



South Landing



Responses referring specifically to the South Landing included:

- + Preference to guide pedestrians and cyclists to use the new shared-use path being built through Terwillegar Drive Stage One as the primary connection, instead of the HOA walkway
- + Some questioning on the need for benches due to the south landing's smaller footprint compared to the north

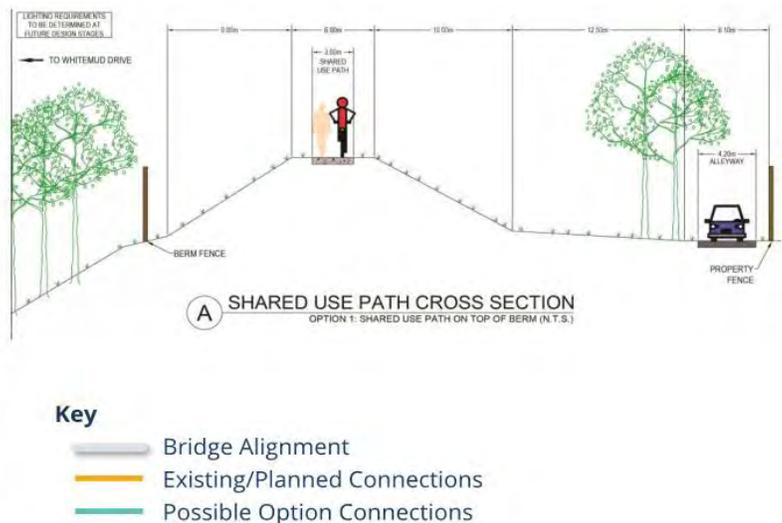
Responses referring specifically to the north landing included:

- + An idea for bike racks in case users want to use toboggan hill/open space in Brookside
- + Desire to maintain distance between seating areas and homes on 142 Street
- + Ideas to add recreational opportunities to open space in SW Brookside, including:
 - + Washrooms
 - + Enhanced toboggan hill using leftover fill from construction
 - + Outdoor exercise equipment
 - + Off-leash dog park
 - + Playground
- + Concern over the improvement's impact on the toboggan hill
- + Desire for the pathway to go west of the toboggan hill to limit impact on the neighbourhood
- + Safety concerns with cyclist traffic utilizing 142 Street
- + Desire to include physical barriers to direct bicycle riders around the neighbourhood

Engaged Edmonton – Active Transportation Connections

Participants were shown three different concepts for north active transportation connections from the 142 Street pedestrian/cyclist bridge. Input could be provided through the 'Forum' tool. Feedback could be provided by posting a comment on the forum below the option. The public could also agree or disagree with what others had written.

Shared-Use Path Concept Option #1: High On Berm



Shared-Use Path Concept Option #1 places a shared-use pathway high on the berm that separates Brookside from Whitemud Drive, connecting bridge users to 53 Avenue. Participants were asked to respond to the following questions about Shared-Use Path Concept Option #1:

- What do you like about the Shared-Use Path Option 1?
- What could be improved about the Shared-Use Path Option 1?

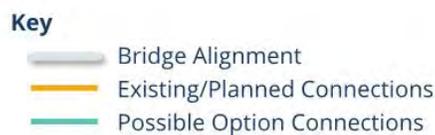
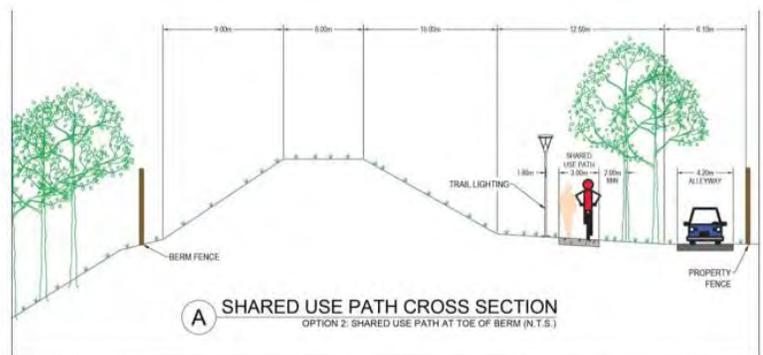
Feedback responding to what they liked about Shared-Use Path Option 1 included:

- + The increased distance between the pathway and nearby homes and trees compared to the low on berm option, which was viewed to provide increased privacy and less noise
- + Its enhanced viewpoints and proximity to trees will provide a better user experience
- + The available space on the high berm can provide an accessible all-abilities pathway with reduced impacts to trees and other plantings
- + It improves an existing informal path along the top of the berm that is already being used
- + Does not require any transitions from the lower east side of the berm to the top of the berm north of 50 Avenue

Feedback responding to what could be improved about Shared-Use Path Option 1 included:

- + Concern that a noise barrier on the top of the berm may be required as a result of the Terwillegar Drive Expansion Program, impacting the plans for the high on berm option
- + Concern over pathway users having sightlines into nearby backyards and the perceived decrease in privacy and security

Shared-Use Path Concept Option #2: Low On Berm



Shared-Use Path Concept Option #2 places a shared-use pathway low on the berm that separates Brookside from Whitemud Drive, connecting bridge users to 53 Avenue. Participants were asked to respond to the following questions about Shared-Use Path Concept Option #2:

- What do you like about the Shared-Use Path Option 2?
- What could be improved about the Shared-Use Path Option 2?

Feedback responding to what they liked about Shared-Use Path Option 2 included:

- + Easier access for people with reduced mobility
- + Located beside nearby property fences, reducing visibility to residential backyards
- + Greater separation from Whitemud Drive, reducing noise and wind exposure

Feedback responding to what could be improved about Shared-Use Path Option 2 included:

- + Concern with the option's proximity to homes, and a perceived decrease in privacy and security
- + Concern with a perceived increased noise and light pollution impacts to neighbouring properties
- + Concern that the pathway would disrupt the informal recreation already occurring in the area

General Berm Option Comments

Some of the feedback provided for the berm pathway options are best understood as general comments that apply to the idea of providing a pathway on the berm on the west side of Brookside. Based on the input received, we are now evaluating an option to run the shared-use path on the lower west side of the berm.

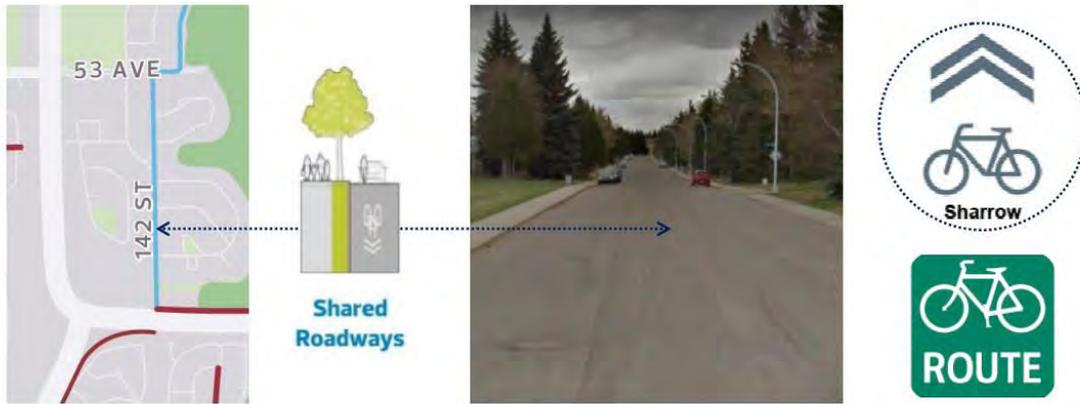
General comments on the berm options included:

- + A desire to explore a third alignment that runs south of the Brookside Toboggan hill, and on the lower west side of the berm, along the existing fence line
- + Concern with environmental impacts the pathway may have on the trees, wildlife and naturalized spaces along the berm
- + Concern with the shared-use path's impact on the ability to utilize the toboggan hill and existing recreational uses associated with the open space located in southwest Brookside and berm area in west Brookside
- + Concern with the shared-use path lighting shining into nearby properties
- + Concern with more active mode users at the 53 Avenue / Whitemud Drive intersection
- + Preference for the informal pathway along the berm to be maintained, with no paved pathway being constructed
- + Concern with adding bicycle riders to the berm due to a perceived increase in conflicts with pedestrians
- + Perspective that a berm option is required due to its ability to provide a better all-ages, all-abilities north-south connection to destinations than 142 Street
- + Preference for berm options as they will redirect some of the active mode users off of 142 Street
- + Desire to enhance the access to the pathway from 50 Avenue and other alleyways
- + Concern with safety along pathway due to the perception that the shared-use path is secluded
- + Desire for additional tree plantings to act as a buffer to neighbouring residential backyards
- + Perspective that 142 Street already provides a safe and direct connection that will be preferred by many users
- + Perspective that the shared-use path would increase neighbourhood security with more 'eyes on the street'

142 Street Experiences

142 Street Considerations

- Existing shared roadway bike route
- Potential addition of painted “sharrows” and signage, and other potential elements



The 142 Street option considers the addition of features such as sharrows, signage, speed humps and curb extensions to improve the safety and experience of those walking, rolling, and cycling along 142 Street. It should be noted there was some misinterpretation between the concepts of a “shared roadway” and a “shared-use path”. This option recommends maintaining 142 Street as a “shared roadway” where cyclists and vehicles travel on the same lane, and not creating a separate lane for cyclists. Participants were asked the following about the 142 Street Option:

- Considering elements such as safety and user-comfort, what could improve your experience as a pedestrian or cyclist on 142 Street?

Those responding to what they liked about the 142 Street included:

- + 142 Street is already a shared roadway and this option would utilize its existing infrastructure and is a perceived better use of project funds
- + 142 Street is a direct and logical connection from the bridge
- + 142 Street is already very wide for the low amount of traffic it receives, allowing for additional bicycle riders
- + This option would let the berm area remain unchanged
- + Commuting bicycle riders already utilize 142 Street and will continue to use it even if a shared-use path is built
- + Preference for traffic-calming measures to improve the pedestrian and cyclist experience along 142 Street

Those responding to what they would like to see changed in this option included:

- + Wayfinding signage should be included to direct users to north-bound active mode routes
- + Desire for the option to include a separate bike lane or shared-use path to accommodate all ages and abilities
- + Concerns over additional bicycle riders along 142 Street due to the perceived large number of front-facing driveways, and impacts on parking and roadway width
- + Concerns over dangerous bicycle rider behaviour and increased bicycle riders on 142 Street
- + Perspectives that 142 Street should not change at all
- + Perspective that the winter maintenance of 142 Street is important to provide an all-seasons connection

Some comments referred to active transportation connections outside of this project's scope, they included:

- + A desire to improve the existing active mode connection along Rainbow Valley Bridge, with these improvements tied into the 142 Street pedestrian/cyclist bridge project area
- + A desire to explore an alternate active mode connection north of Brookside, as the existing shared-use path is very steep and inaccessible

Special Interest Group Meetings

The project team reached out to relevant community and special interest groups to inform them of the project and seek input from the group's perspective. Three virtual meetings were held between May 25 – 27, 2021 with the Brookview Community League and Homeowner's Association, Paths for People and the Terwillegar Riverbend Advisory Council. The meetings began with a brief project presentation from the project team before opening the discussion based on topics the group was interested in. The project team also attended a Riverbend Community League meeting on June 7 to provide information on the project and answer questions.

Brookview Community League and Homeowner's Association

The following summarizes the highlights of the discussion between the project team and the Brookview Community League and Homeowner's Association:

- + There were several comments and questions regarding enclosing the bridge with a cage. The project team noted that there are no standards or requirements for a cage, and the design will actively seek to discourage any undesirable interaction between bridge users and Whitemud Drive, however the project team can explore enclosing the bridge.
- + It was confirmed that no bridge option will impact traffic on Whitemud Drive once complete.
- + It was confirmed that the design will seek to establish clear sightlines between bridge users, and bridge users and Whitemud Drive motorists, as part of our CPTED (Crime Prevention Through Environmental Design) approach.
- + It was confirmed that more refined images of the bridge concepts will be made available to the public as the design progresses.
- + Concerns were raised over the current construction schedule which has the south shared-use path construction complete before the bridge, which may confuse some users. The project team noted there is close coordination with ongoing Terwillegar Drive Expansion Stage 1 construction and more information will be shared in the coming months.
- + The perspective that the south landing open space should focus less on gathering, and assign a ranking to connections - the shared-use path along Terwillegar Drive being first, the shared-use path connection to Butterworth Way being second and the HOA pathway being third, through its design.

Paths for People

The following summarizes the highlights of the discussion between the project team and Paths for People:

- + It was confirmed that the possibility 'hybrid option' between 142 Street and the berm would consider input received during this phase of engagement.
- + It was confirmed that Brookside and Bulyea Heights are not currently scheduled for renewal in the near future, and therefore this project is not coordinating with any renewal effort.
- + It was confirmed that although the northern boundary of this project's study area is 53 Avenue, any suggestions for active mode connection enhancements beyond this will be recorded to inform future potential projects.
- + It was shared that the 142 Street route will still be used by commuting bicycle riders whether it is selected or not, but the berm options present an opportunity for an all-ages and abilities pathway.
- + It was shared that painted sharrows are not effective at making cyclists feel safer, and that more physical interventions would need to be seen on 142 Street if it were to become friendly for all ages and abilities.

Terwillegar Riverbend Advisory Council

The following summarizes the highlights of the discussion between the project team and the Terwillegar Riverbend Advisory Council:

- + It was confirmed that the preferred bridge concept will be selected using a range of criteria that balances cost, technical feasibility and public engagement results.
- + It was confirmed that the bridge will be wide enough to accommodate cyclists and pedestrians comfortably.
- + It was shared that the tied-arch option was desirable, as it is similar to the Walterdale Bridge – which is increasingly becoming a recognizable symbol for Edmonton.
- + It was shared that the community appears to favour the high on berm or low on the west side option to keep the low berm area unchanged and the pathway farther away from nearby properties.
- + It was shared that the community appears to anticipate using the bridge to get to 53 Avenue which connects them to a variety of community destinations.
- + It was shared that if a berm pathway was selected, that maintaining existing plantings and trees should be a priority as they provide visual screening.
- + It was shared that traffic on 142 Street is very low.
- + It was confirmed that the project team was conducting traffic volume and speed analysis on 142 Street during the time of this engagement.
- + There was a concern over more active mode users at the 53 Avenue / Whitemud Drive intersection.

Riverbend Community League

The following summarizes the highlights of the discussion between the project team and the Riverbend Community League.

- + The Community League did not have specific feedback or comments on the bridge concepts, active modes, or open space upgrades.
- + The Community League committed to sharing upcoming project information with their members.

Project E-Mail Address

Members of the public also reached out to the project email address, 142streetbridge@edmonton.ca, to ask questions and provide comments. These questions and comments were considered along with the other input received, and are included in the summary sections of this report.

Lessons Learned

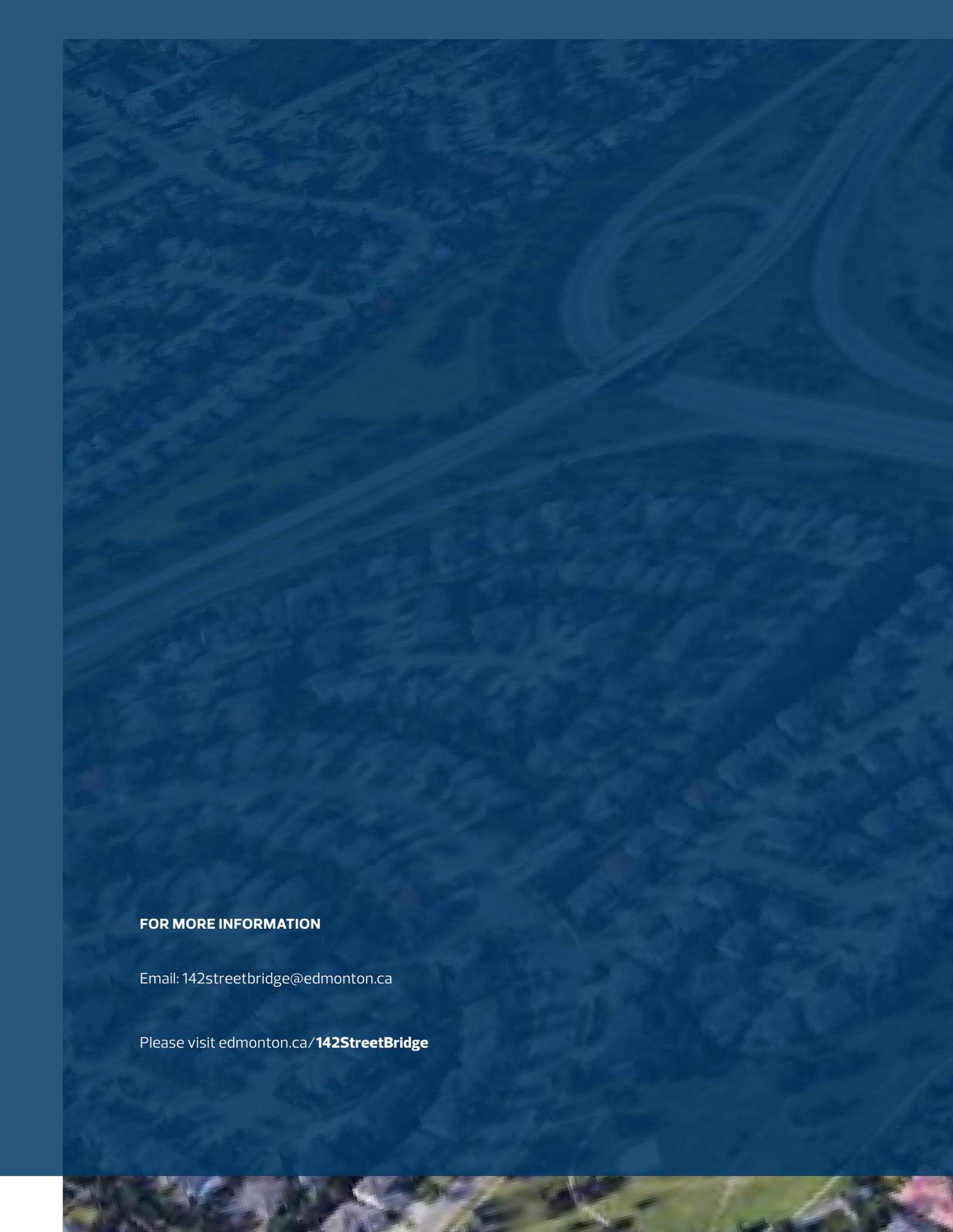
The small-group sessions were well received by participants. To make this style of event more successful in the future, we will expand the length of these sessions and offer them on more than one evening if it is used again.

Next Steps

Feedback received through this phase of engagement will be used to create preferred concept designs for the project. The next round of engagement will seek further feedback on these to bring them forward to preliminary and detailed design. The next phase of public engagement is planned for fall 2021.



View of Brookside looking northeast



FOR MORE INFORMATION

Email: 142streetbridge@edmonton.ca

Please visit edmonton.ca/142StreetBridge