

Killarney
Neighbourhood
Renewal

URBAN DESIGN ANALYSIS

Table of Contents

1	PUBLIC ENGAGEMENT SUMMARY	5	5	WALKING FOCUS AREAS	61
1.1	Building a Project Vision Together and Exploring Opportunities	6	5.1	132 Avenue new sidewalks	62
1.2	Exploring Options and Tradeoffs	7	5.2	127 Avenue new sidewalks	65
2	URBAN DESIGN FOCUS AREAS	9	6	DRIVING AND TRAFFIC CALMING FOCUS AREAS	69
2.1	Community Vision and Guiding Principles	10	6.1	Traffic calming	70
2.2	Urban design focus areas	12	6.2	128B Avenue (90 Street to 97 Street)	74
3	PARKS FOCUS AREAS	15	6.3	130 Avenue (82 Avenue to 90 Street)	76
3.1	129B Avenue roadway green space and road closure	16	6.4	91 Street (Killarney School drop-off)	78
3.2	Killarney Park 1	19	6.5	93 Street and 128A Avenue (Mee-Yah-Noh School drop-off)	80
3.3	Killarney Park	22	6.6	St. Matthew School and Killarney Park	82
3.4	130 Avenue roadway green space	25	7	NEXT STEPS	85
4	BIKE FOCUS AREAS	29	7.1	Next steps	86
4.1	Bike route options	30			
4.2	128 Avenue bike route	34			
4.3	90 Street bike route	48			

List of Maps

Map 1. Urban Design Framework	13
Map 2. Intersections identified for measures to slow traffic	61

List of Figures

Figure 1. Killarney kick-off party, September 2019	6	Figure 24. 132 Avenue service road looking east	62
Figure 2. Project Team neighbourhood walk, May 2019	7	Figure 25. 132 Avenue service road looking east	62
Figure 3. Community walk and workshop, October 2019	11	Figure 26. 127 Avenue at 93 Street	65
Figure 4. City of Edmonton's Project Management Decision-Making Process	12	Figure 27. 127 Avenue at 95A Street	65
Figure 5. 129B Avenue roadway green space existing conditions	16	Figure 28. Road closure	70
Figure 6. 129B Avenue roadway green space existing bus stop	16	Figure 29. One-way road	70
Figure 7. Killarney Park 1 existing conditions	19	Figure 30. Raised median	70
Figure 8. Killarney Park 1 existing bench	19	Figure 31. Raised median through an intersection	71
Figure 9. Killarney Park existing conditions	22	Figure 34. Mini roundabout	71
Figure 10. Killarney Park existing pathway and bench	22	Figure 32. Diagonal diverter	71
Figure 11. 130 Avenue roadway green space existing bench	25	Figure 36. Curb extensions	71
Figure 12. 130 Avenue roadway green space existing conditions	25	Figure 33. Right-in/right-out island	71
Figure 13. 129B Avenue looking east	30	Figure 35. Chicanes	71
Figure 14. 128 Avenue looking west	30	Figure 37. Raised intersection	72
Figure 15. 132 Avenue looking east	30	Figure 38. Speed hump	72
Figure 16. 127 Avenue looking east	30	Figure 39. Raised crosswalk	72
Figure 17. 94A Street looking north	32		
Figure 18. 90 Street looking north	32		
Figure 19. 88 Street looking south	32		
Figure 20. 128 Avenue looking west at 92 Street	34		
Figure 21. 128 Avenue looking west at 88 Street	34		
Figure 22. 90 Street looking north at 129B Avenue	48		
Figure 23. 90 Street looking north at 129B Avenue	48		

Executive Summary

The City of Edmonton's Building Great Neighbourhoods is planning Neighbourhood Renewal construction for Killarney starting in 2022 with anticipated completion in 2023. Before construction begins, an Urban Design Analysis (UDA) is completed, which informs the final design. The UDA is a tool for decision making, it captures the essential policy, technical and public input required for decision making about design.

The public engagement process included walking tours, workshop sessions, online surveys, pop-up events and interactive online events. The community identified issues and opportunities and their feedback helped refine design options for Killarney Neighbourhood Renewal. Public knowledge and feedback obtained throughout the project influenced the draft design and final design. All focus area designs aim to maximize the financial investments of Neighbourhood Renewal and enhance the overall quality of life in the neighbourhood.

Residents and community stakeholders helped develop and refine a Vision statement and six Guiding Principles to inform the Neighbourhood Renewal design process. Themes highlighted within the Vision and Guiding Principles include the importance of

creating safe and welcoming park spaces; options to walk, bike and drive; creating safe connections; and design for all seasons. The recommended design's outcomes are consistent with the community's Vision and Guiding Principles.

The recommended draft designs are classified by the overarching themes of Parks and City-owned Green Spaces, Biking, Walking, and Driving/Traffic Calming. The draft designs address gaps and create opportunities in the neighbourhood for each of these themes.

Community-identified issues and opportunities were grouped by their themes. Focus areas were established at physical locations where issues and opportunities were concentrated. These focus areas included neighbourhood assets such as public parks and prominent streets and avenues.

Public feedback, City policies and technical considerations were used to develop a series of draft designs. An urban design framework was established to show the relationships between the draft designs and the core values of the community Vision.

The UDA conveys the story of how the neighbourhood design plan was developed. It is used to inform decision making by the Project Team. Ultimately, implementation of the design is dependent on funding availability. Identified community enhancements unable to be included within Neighbourhood Renewal efforts may be championed by other City programs and departments or by the community itself.

Note: References to people walking within this document include the following:

- + People running
- + People standing
- + People using manual/motorized wheelchairs or scooters
- + People using canes or walkers
- + People pushing strollers or carts
- + People pushing bicycles
- + And users of various other low-speed forms of human locomotion



1 Public Engagement Summary

A number of public engagement events were hosted to inform the creation of the design. The Concept Phase in the Building Great Neighbourhoods (BGN) Public Engagement Plan is a time to understand the lived experience of the community. Residents and business owners identified issues and opportunities, creating solutions and helped refine draft design for Neighbourhood Renewal.

The following provides a high-level overview of public engagement events within the following public engagement phases:

Building a Project Vision Together

- + Exploring Opportunities
- + Exploring Options and Tradeoffs
- + Community Feedback on Draft Design

1.1 Building a Project Vision Together and Exploring Opportunities

Public engagement process

The Killarney Neighbourhood Renewal Project Team organized the following opportunities for the public to **CREATE** a draft Vision and Guiding Principles for the project. These public engagement activities helped create the Project Team's understanding of what residents and businesses want Killarney to look like in the future.

Online survey

An online survey was available for the public to complete from September 22 to October 11, 2019. The survey asked participants to share the ways they experience living, working, playing and moving around the Killarney neighbourhood.

Community walk and workshop

The community walk and workshop took place on October 3, 2019, at the Killarney Community League Hall. Participants walked along one of three routes stopping at key locations to share their input about issues and opportunities for Neighbourhood Renewal. Attendees also participated in a series of small group brainstorming exercises to further explore issues and opportunities for walking, biking, rolling, driving and using parks and City-owned open spaces.

Community pop-ups

The Killarney kick-off party was held on September 22, 2019, at the Killarney Community League and Park. The event introduced the project to the community and gathered initial feedback from residents.

Two pop-up events were offered to students at Queen Elizabeth High School and Killarney Junior High School to share how they experience living, moving and playing in Killarney. In addition to the school pop-up events, the Killarney Neighbourhood Renewal Project Team joined the Killarney Community Garage Sale to gather feedback and thoughts on how residents experience their neighbourhood.

Participation

Over 150 participants were involved in various engagement activities in this stage.

What we heard

Residents shared feedback on areas of City-owned land and opportunities to enhance the neighbourhood in coordination with the Neighbourhood Renewal project. The input from these events was used by the community and City to collaboratively create a Vision and Guiding Principles.



Figure 1. Killarney kick-off party, September 2019

1.2 Exploring Options and Tradeoffs

Public engagement process

In June and July 2020, Killarney residents, business owners and visitors were invited to join a conversation to explore design options for Killarney that considered issues and opportunities identified by the community. Project Team members walked participants through options and asked for input on the following topics:

- + Biking: including bike routes and types
- + Parks and open spaces: including types of amenities
- + Walking: including areas where sidewalks are missing or do not connect with other existing sidewalks
- + Driving: including options to slow the speed of traffic

During the **Exploring Options and Tradeoffs** stage, the Project Team distributed an online survey, conducted meetings with community members and key stakeholders and hosted online public engagement events to gather input to assist us in **REFINING** the design options for the Killarney neighbourhood. The Project Team also provided information regarding cost-sharing opportunities for Local Improvements, including decorative streetlights and sidewalk reconstruction.

Surveys

An online survey was available for the public to complete in June and July 2020. The survey presented specific design options and features to help understand community preferences before incorporating them into the draft design.

Online sessions

12 online public workshops were held between June and July 2020. The Project Team presented the design options for specific areas around the neighbourhood, as well as the benefits and tradeoffs of each design.

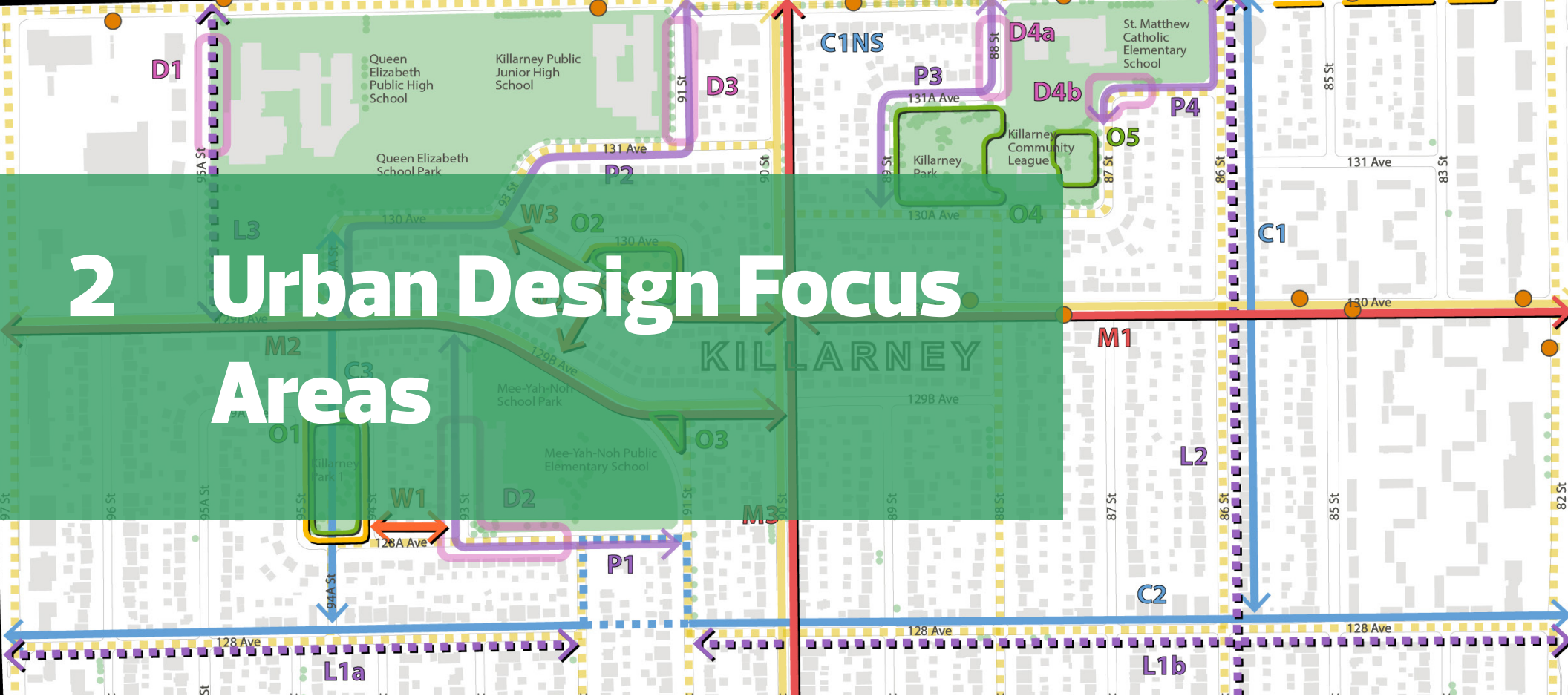
Attendees provided comments and feedback to identify their level of comfort for each option and elements that the Project Team should consider as it moves toward the draft design.



Figure 2. Project Team neighbourhood walk, May 2019



2 Urban Design Focus Areas



2.1 Community Vision and Guiding Principles

The following community Vision and Guiding Principles were developed through the public engagement process. The Vision provides a short description that sets the direction for the community's future livability. Guiding Principles provide ideas that inform how the Vision is applied to the neighbourhood design and how decisions are made.

Public input on existing issues and future opportunities for Killarney was received at the **Building a Project Vision Together** stage. This feedback informed the development of the draft community Vision and Guiding Principles. Through the next phase, the draft community Vision and Guiding Principles were shared with the public.

Community Vision

Killarney is a welcoming and friendly neighbourhood defined by diverse opportunities for people to live, work, play and learn. Killarney is defined by its pleasant atmosphere, neighbourliness and access to a broad range of amenities. The neighbourhood is family-friendly and residents are well connected to parks, schools and commercial services. ””

Guiding Principles



Create opportunities for residents to gather with friends, family and each other to build a sense of community and maintain the friendliness of the neighbourhood



Ensure parks and open spaces are welcoming, safe and provide a range of opportunities for all ages



Improve the safety of roadways for all users including people who walk, bike and drive.



Generate options for residents to walk, bike and drive.



Enhance the safety of connections to destinations and amenities within and outside of the neighbourhood.



Ensure infrastructure considers year-round use



Figure 3. Community walk and workshop, October 2019

2.2 Urban design focus areas

Building on the community Vision and Guiding Principles, the Urban Design Focus Areas, illustrated on Map 1, shows the interrelationship between all recommended draft designs. The draft designs address gaps and create opportunities that were identified in the Urban Design Analysis Background Report and through public engagement input. Draft designs were developed during the UDA and associated public engagement process.

Draft urban designs

The following is a list of recommended draft designs, organized under the relevant analysis theme. Recommended draft designs for each focus area are explained in detail in the following sections.

Parks focus areas

1. 129B Avenue roadway green space and road closure
2. Killarney Park 1
3. Killarney Park
4. 130 Avenue roadway green space

Bike focus areas

5. 128 Avenue bike route
6. 90 Street bike route

Walking focus areas

7. 132 Avenue new sidewalks
8. 127 Avenue new sidewalks

Driving and traffic calming focus areas

9. 129B Avenue (90 to 97 Street)
10. 130 Avenue (82 to 90 Street)
11. 91 Street (Killarney School drop-off)
12. 93 Street and 128A Avenue (Mee-Yah-Noh School drop-off)
13. St. Matthew School and Killarney Park

Each draft design contains a summary of identified issues/challenges/opportunities, options created, what we heard, a list of key features and conceptual graphics that help explain design details. Draft designs proposed are the result of the City of Edmonton's Project Management Decision Making process as shown below in Figure 1.

Ultimately, each recommended draft design strives to achieve public aspirations, city policies and programs and various Design considerations and technical requirements.

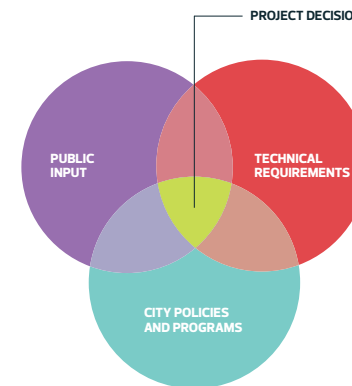
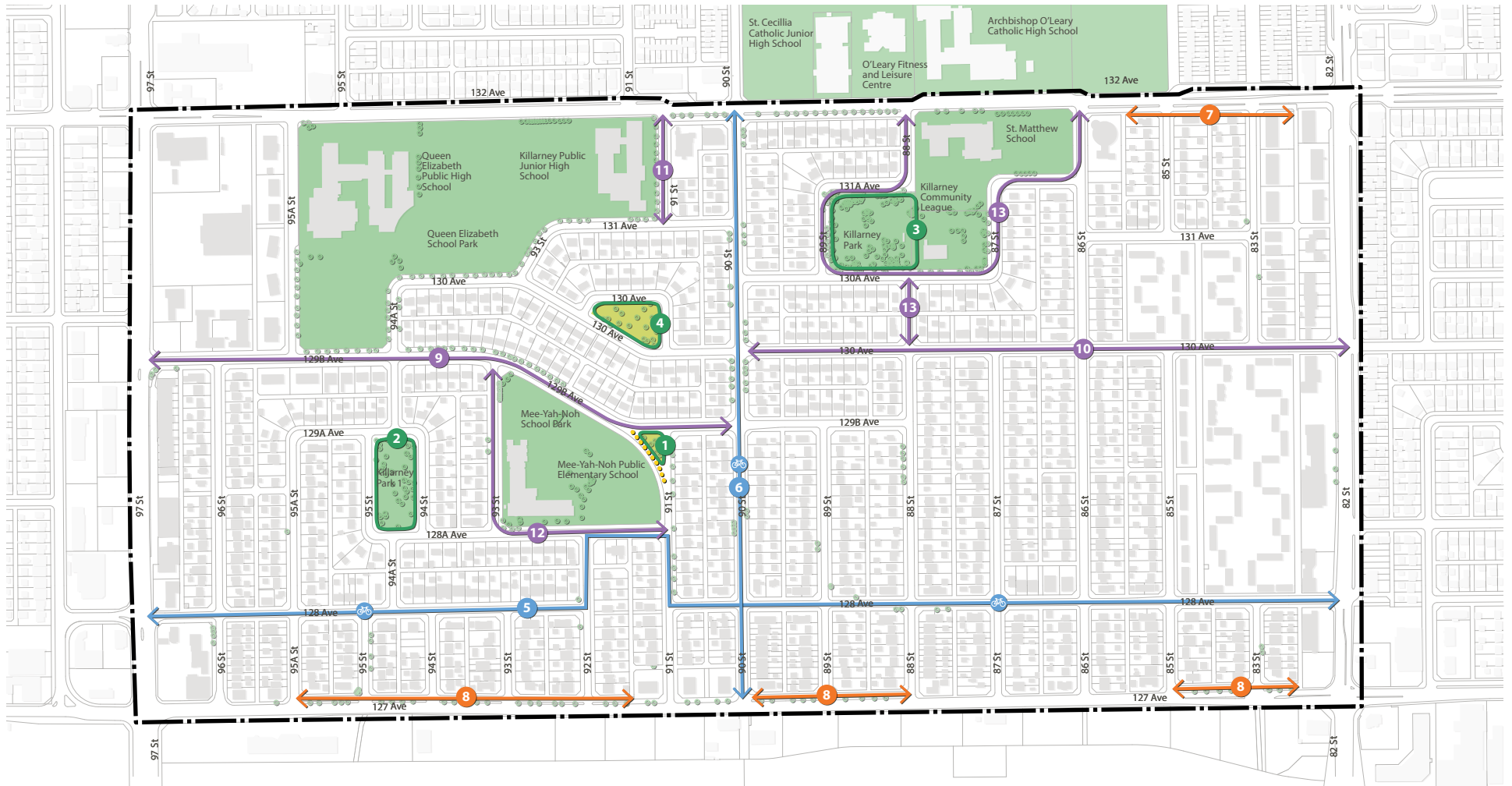


Figure 4. City of Edmonton's Project Management Decision-Making Process

Map 1. Urban Design Focus Areas



- Killarney Neighbourhood Boundary
- Parks Focus Areas
- Bike Focus Areas
- Walking Focus Areas
- Driving and Traffic Calming Focus Areas
- Road Closure







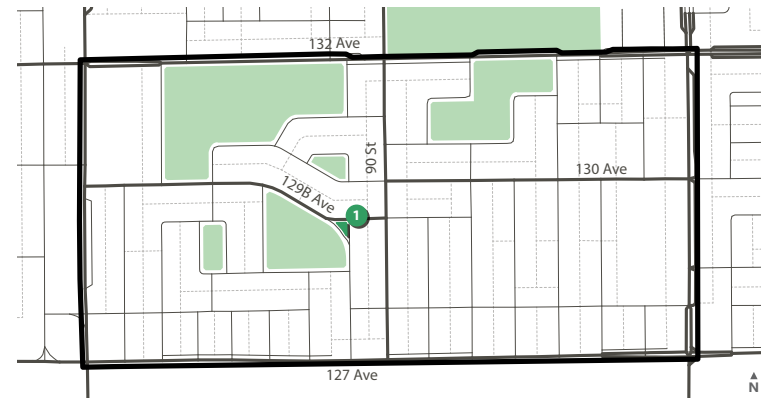
3 Parks Focus Areas

3.1 129B Avenue roadway green space and road closure

Identified issues/challenges/opportunities

The following observations about the existing conditions of the 129B Avenue Roadway Green Space were identified through a combination of public engagement and analysis by the Project Team:

- + Lack of lighting for people who walk and roll within the park
- + Opportunity to expand the area of the park
- + Safety concerns related to limited sight lines and fast-moving vehicles on 129B Avenue and 91 Street
- + Missing sidewalk connections along the south and east side of the park
- + Amenities including waste bins and seating could make this space more attractive to community members of all ages



Key Map



Figure 5. 129B Avenue roadway green space existing conditions



Figure 6. 129B Avenue roadway green space existing bus stop

Exploring Options and Tradeoffs – 128 Avenue roadway green space and road closure

During the **Exploring Options and Tradeoffs** phase, the Project Team asked the public to share their feedback on the preferred improvements for the 129B Avenue roadway green space. Options for amenities included:

- + Lighting
- + Benches
- + Pathways
- + Waste bins
- + Picnic tables
- + Or to leave the park as it is

What we heard

- + Participants indicated this park is not well used due to a lack of pathways and amenities
- + Shortcutting and fast-moving vehicles are a concern on this roadway
- + Participants identified fast-moving vehicles create concerns regarding safety on 91 Street, between the existing park and Mee-Yah-Noh School Park

What we considered

Vision and Guiding Principles

Aligns with the following principles:

- + Create opportunities for residents to gather with friends, family and each other to build a sense of community and maintain the friendliness of the neighbourhood
- + Ensure parks and open spaces are welcoming, safe and provide a range of opportunities for all ages
- + Ensure infrastructure considers year-round use

Design considerations and technical requirements

- + Work around existing underground and above ground utilities
- + Work around existing trees and landscaping
- + Align with landscaping design standards, consider sightlines and maintain visibility
- + Design is being proposed to change the intersection geometry to improve sightlines and have people who drive come to a full stop
- + Apply for road closure and rezoning/subdivision, as required

City Policies and Programs

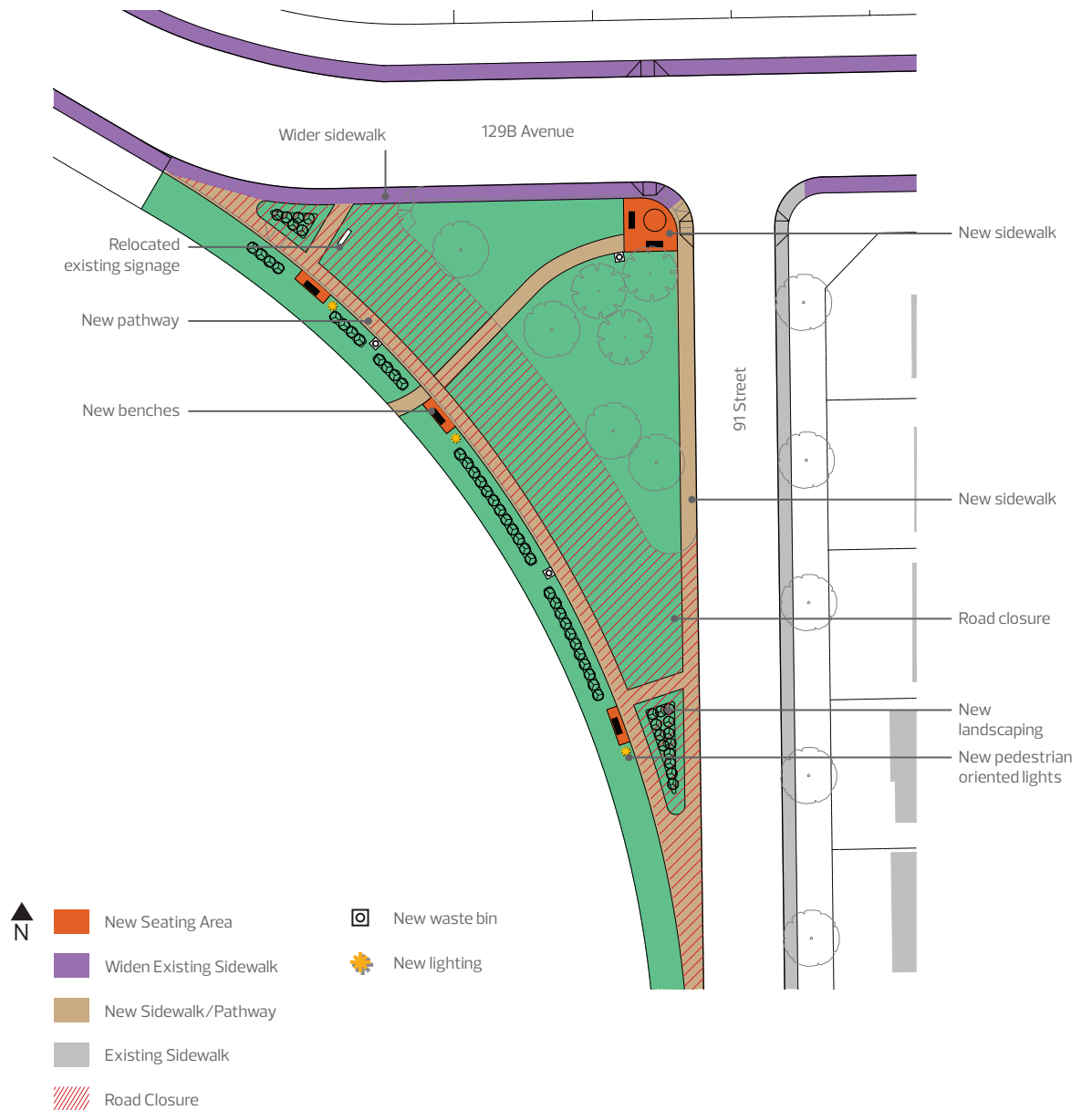
The design is informed by the following:

- + Safe Mobility Strategy – support initiatives to manage driver speeds and to stop drivers from using shortcuts to increase the safety of all road users
- + Access Design Guide – support access and use for people of all ages and abilities
- + BREATHE – Green Network Strategy – promote an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
- + Corporate Tree Policy – reduce impacts to trees
- + Winter Design Guide – support year round use through lighting

Community Feedback on Draft Design – 128 Avenue roadway green space and road closure

What we propose

- + To close the road along 91 Street between the existing 129B Avenue roadway green space and Mee-Yah-Noh School Park to increase the useable space of the park
- + To add new pathways through the park to make it easier for people who walk and roll to move around the park
- + To install waste bins, benches and lighting to improve user comfort
- + To add new landscaping to enhance the attractiveness and beauty of the park for users
- + To add a corner plaza as a place where neighbours can meet and get to know one another

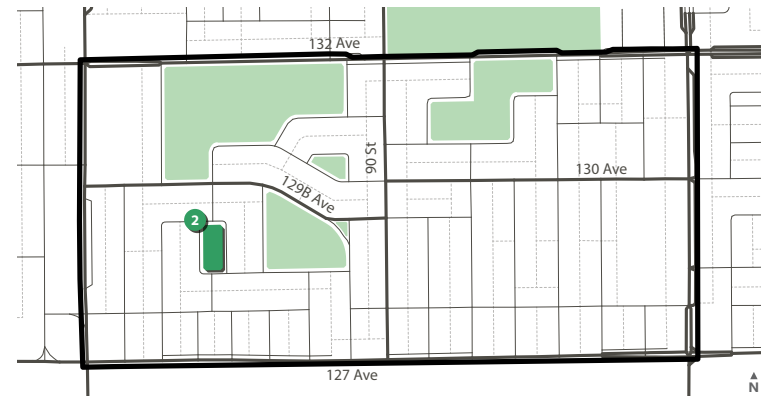


3.2 Killarney Park 1

Identified issues/challenges/opportunities

The following observations about the existing conditions of Killarney Park 1 were identified through a combination of public engagement and analysis by the Project Team:

- + Missing pathway connections through the park
- + Opportunities for new landscaping such as trees and shrubs
- + Opportunity for new park benches and accessible seating
- + Amenities including waste bins, benches, picnic tables, shelters, BBQ pits and lighting could make this space more attractive to community members of all ages



Key Map



Figure 7. Killarney Park 1 existing conditions



Figure 8. Killarney Park 1 existing bench

Exploring Options and Tradeoffs – Killarney Park 1

During the **Exploring Options and Tradeoffs** stage for the project, the Project Team asked the public to share their feedback on the preferred improvements for Killarney Park 1. Options for amenities included:

- | | | |
|--------------|-----------------|---------------------------------|
| + Lighting | + Picnic tables | + Play structures |
| + Beaches | + BBQ/fire pits | + Landscaping |
| + Pathways | + Shelters | + Or to leave the park as it is |
| + Waste bins | + Dog parks | |

What we heard

- + Community members and students use this park frequently
- + Some participants like the park the way it is
- + Some participants would like to see new amenities added to the park such as lighting, pathways, picnic tables and benches
- + Community members want to feel safe and comfortable in this park
- + Participants noted concerns with irregular park maintenance

What we considered

Vision and Guiding Principles

Aligns with the following principles:

- + Create opportunities for residents to gather with friends, family and each other to build a sense of community and maintain the friendliness of the neighbourhood
- + Ensure parks and open spaces are welcoming, safe and provide a range of opportunities for all ages
- + Ensure infrastructure considers year-round use

Design considerations and technical requirements

- + Work around existing underground and above ground utilities
- + Work around existing trees and landscaping
- + Align with landscaping design standards, consider sightlines and maintain visibility

City Policies and Programs

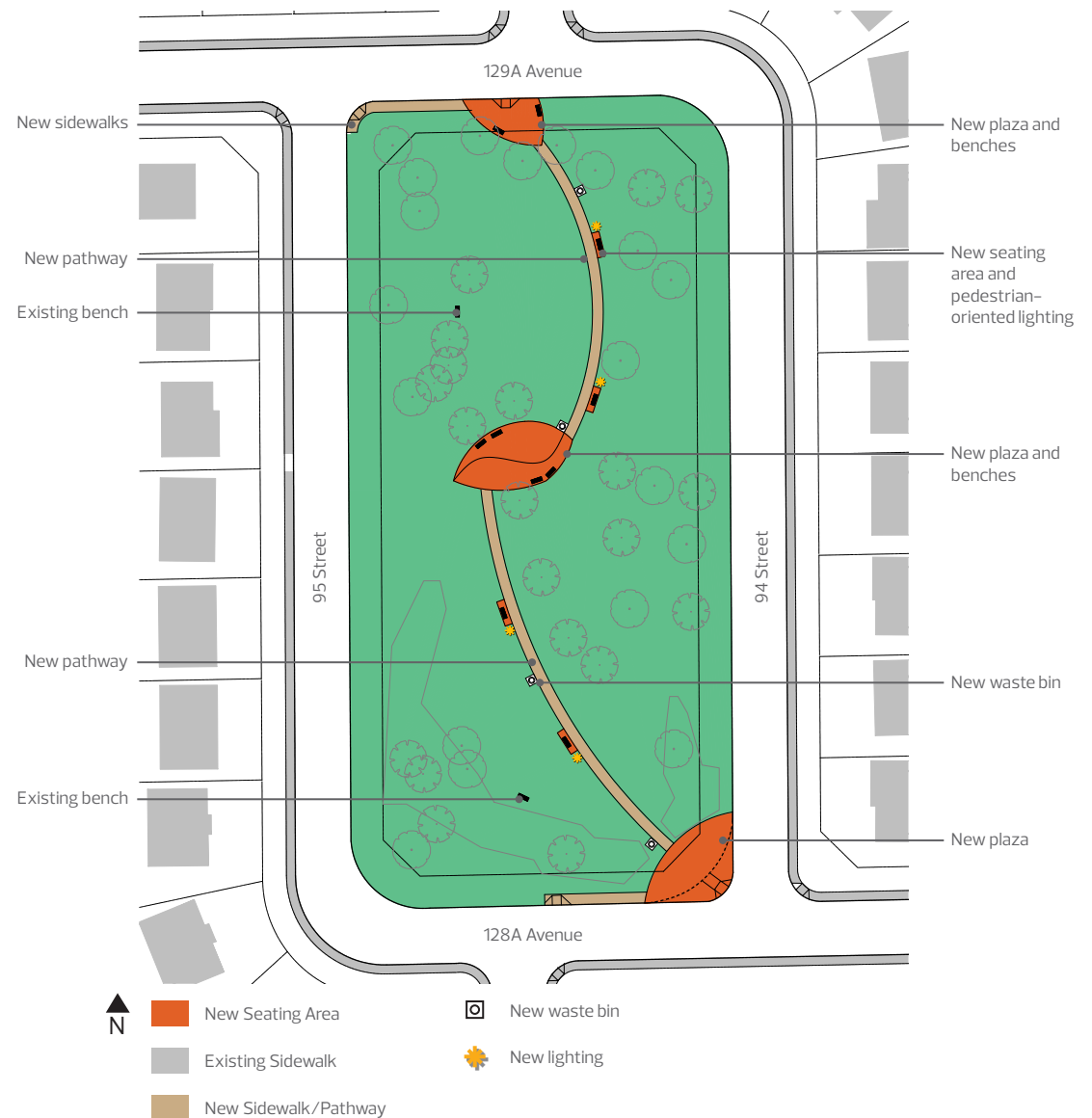
The design is informed by the following:

- + Access Design Guide – support access and use for people of all ages and abilities
- + BREATHE – Green Network Strategy – promote an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
- + Corporate Tree Policy – reduce impacts to trees
- + Winter Design Guide – support year round use through lighting

Community Feedback on Draft Design – Killarney Park 1

What we propose

- + To add new north-south pathways to make it easier for people who walk and roll to move around the park
- + To add new sidewalks on the north and south side of the park to make it easier for people who walk and roll to access the park
- + To add three new plazas to encourage neighbours to gather and meet one another and to provide a place for children to play
- + To install bins, benches and lighting along the pathways to enhance user comfort

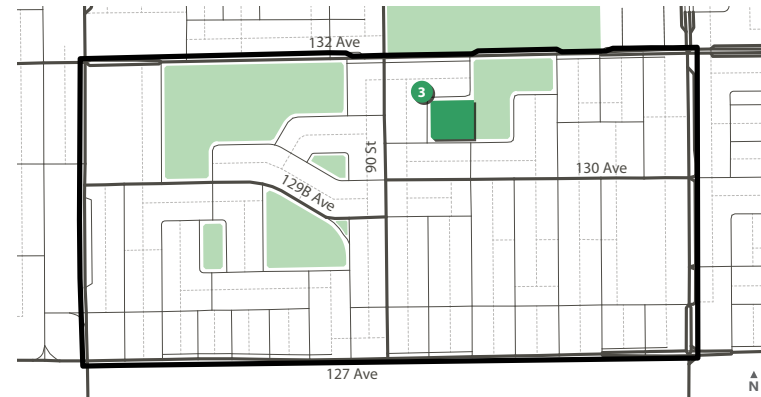


3.3 Killarney Park

Identified issues/challenges/opportunities

The following observations about the existing conditions of Killarney Park were identified through a combination of public engagement and analysis by the Project Team:

- + Lack of lighting for people who walk and roll within the park
- + Pathways are too narrow for waling side by side or for people walking and rolling to pass each other
- + Missing east-west pathway connections through the park
- + Design of the park does not support activities during all seasons
- + Amenities including waste bins, picnic tables, play structures, a dog park, BBQ pits and fire pits and shelters could make this space more attractive to community members of all ages



Key Map



Figure 9. Killarney Park existing conditions



Figure 10. Killarney Park existing pathway and bench

Exploring Options and Tradeoffs – Killarney Park

During the **Exploring Options and Tradeoffs** stage for the project, the Project Team asked the public to share their feedback on the preferred improvements for Killarney Park. Options for amenities included:

- + Lighting
- + Benches
- + Pathways
- + Waste bins
- + Picnic tables
- + BBQ/firepits
- + Shelters
- + Dog parks
- + Play structures
- + Landscaping
- + Or to leave the park as it is

What we heard

- + Participants noted concerns with irregular park maintenance
- + Community members and students use this park frequently
- + Some participants would like to see new amenities added to the park
- + Community members want to feel safe and comfortable in this park

What we considered

Vision and Guiding Principles

Aligns with the following principles:

- + Create opportunities for residents to gather with friends, family and each other to build a sense of community and maintain the friendliness of the neighbourhood
- + Ensure parks and open spaces are welcoming, safe and provide a range of opportunities for all ages
- + Ensure infrastructure considers year-round use

Design considerations and technical requirements

- + Work around existing underground and above ground utilities
- + Work around existing trees and landscaping
- + Align with landscaping design standards, consider sightlines and maintain visibility

City Policies and Programs

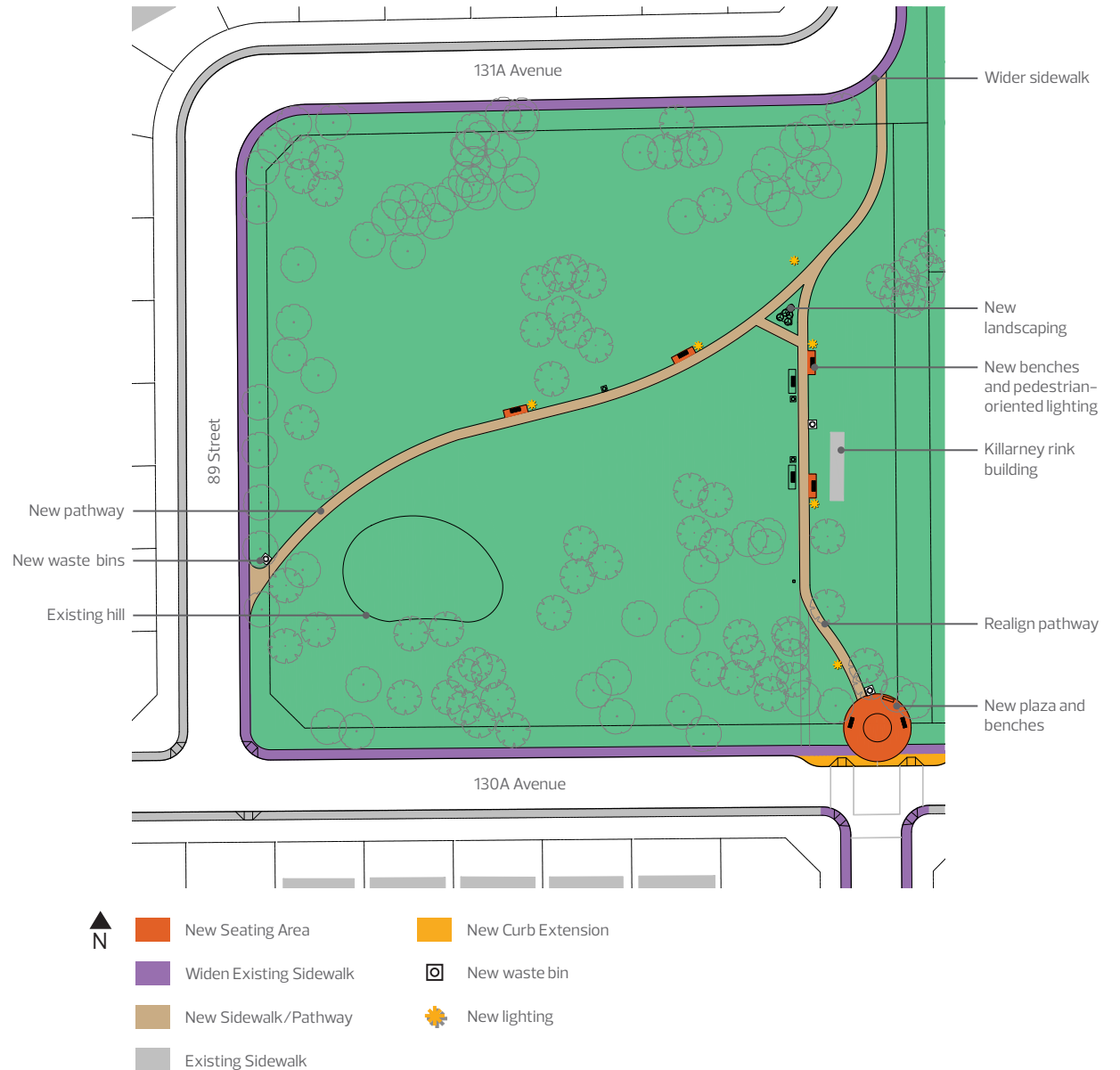
The design is informed by the following:

- + Access design guide – include access and use for people of all ages and abilities
- + BREATHE – Green Network Strategy – promote an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
- + Corporate Tree Policy – reduce impacts to trees
- + Winter Design Guide – enliven the winterscape through the use of colour

Community Feedback on Draft Design - Killarney Park

What we propose

- + To add a new east-west diagonal pathway making it easier for people who walk and roll to move around the park
- + To widen the existing north-south pathway
- + To install new waste bins, benches and lighting along the pathways to enhance user comfort
- + To widen the existing sidewalk around the perimeter of the park to enhance safety and comfort for people who walk and roll
- + To add a central focal point and gathering space for neighbours to meet and get to know one another
- + To relocate the existing Killarney Park sign to align with the proposed central focal point and gathering space

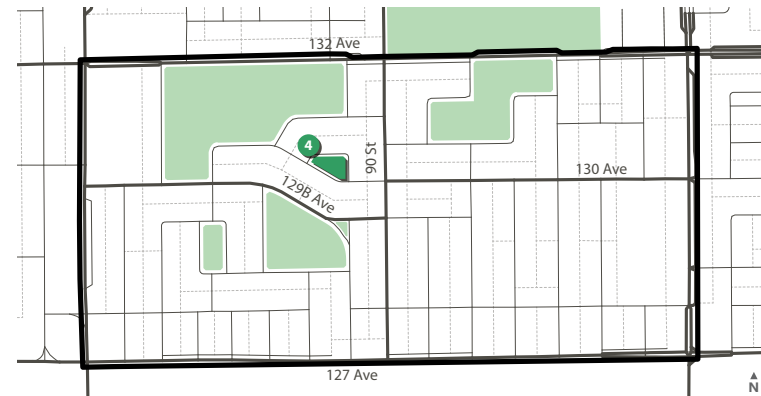


3.4 130 Avenue roadway green space

Identified issues/challenges/opportunities

The following observations about the existing conditions of the 130 Avenue roadway green space were identified through a combination of public engagement and analysis by the Project Team:

- + Missing pathway connections through the park
- + Sidewalks along the south side of the park that are cracked
- + Opportunity to replace exiting benches
- + Opportunities for new landscaping such as trees and shrubs
- + Amenities including waste bins, benches and lighting could make this space more attractive to community members of all ages



Key Map



Figure 11. 130 Avenue roadway green space existing bench



Figure 12. 130 Avenue roadway green space existing conditions

Exploring Options and Tradeoffs – 130 Avenue roadway green space

During the **Exploring Options and Tradeoffs** stage for the project, the Project Team asked the public to share their feedback on the preferred improvements for the 130 Avenue roadway green space. Options for amenities included:

- + Lighting
- + Benches
- + Pathways
- + Waste bins
- + Picnic tables
- + BBQ/fire pits
- + Shelters
- + Dog parks
- + Play structures
- + Landscaping
- + Or to leave the park as it is

What we heard

- + Community members noted that this park is not frequently used due to lack of amenities
- + Community members support the addition of amenities to this park, such as:
 - + Benches
 - + Trees and landscaping
 - + Shelters

What we considered

Vision and Guiding Principles

Aligns with the following principles:

- + Create opportunities for residents to gather with friends, family and each other to build a sense of community and maintain the friendliness of the neighbourhood
- + Ensure parks and open spaces are welcoming, safe and provide a range of opportunities for all ages
- + Ensure infrastructure considers year-round use

Design considerations and technical requirements

- + Work around existing underground and above ground utilities
- + Work around existing trees and landscaping
- + Align with landscaping design standards, consider sightlines and maintain visibility

City Policies and Programs

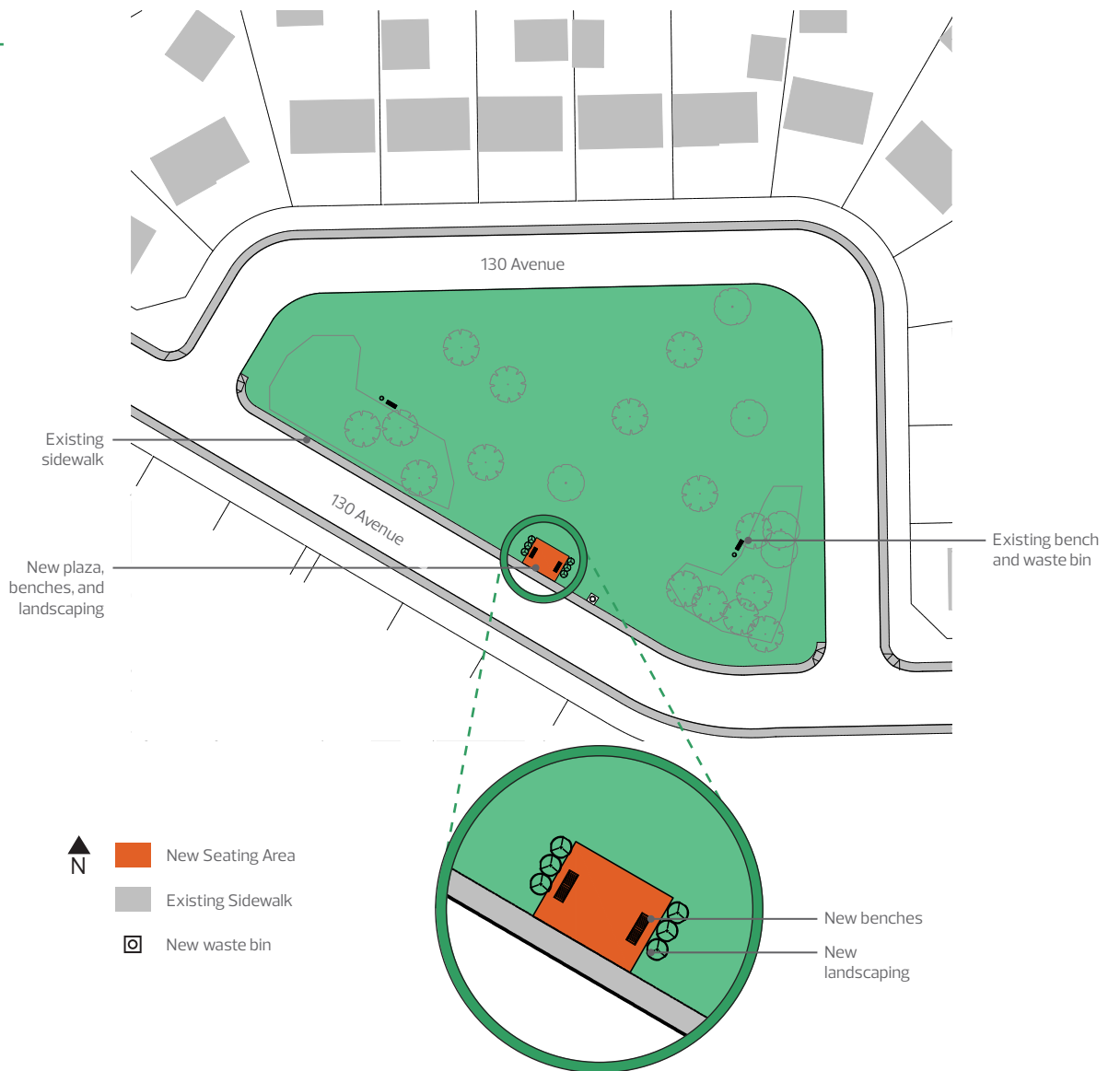
The design is informed by the following:

- + Access design guide – include access and use for people of all ages and abilities
- + BREATHE – Green Network Strategy – promote an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
- + Corporate Tree Policy – reduce impacts to trees
- + Winter Design Guide – enliven the winterscape through the use of colour

Community Feedback on Draft Design - 130 Avenue roadway green space

What we propose

- + To renew the existing sidewalk on the south side of the park to make it easier for people who walk and roll to access the park
- + To add a new plaza to encourage neighbours to gather and meet one another
- + To install waste bins and benches to enhance user comfort
- + To add planting that uses colour to enliven the winterscape





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4 Bike Focus Areas

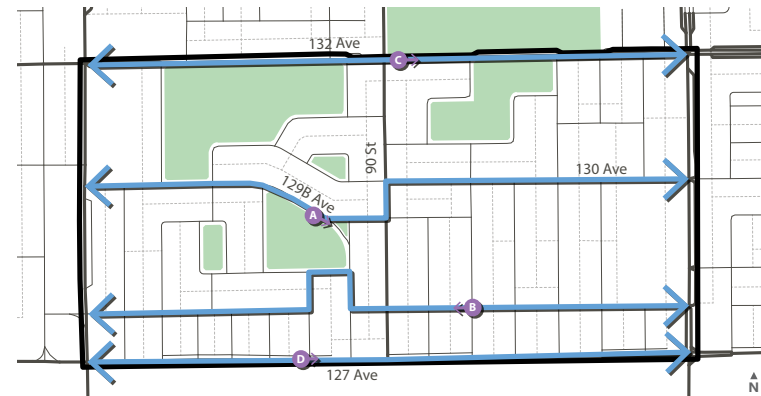


4.1 Bike route options

During the **Exploring Options and Tradeoffs** phase of the project, we asked the public to provide their feedback on a number of north-south and east-west bike route options. The following options were shared with the public at the July 2020 **Exploring Options and Tradeoffs** event.

East-west bike route options

- + 129B Avenue (90 Street to 97 Street) and 130 Avenue (82 Street to 97 Street)
- + 128 Avenue (82 Street to 97 Street)
- + 132 Avenue (as a part of future collector renewal)
- + 127 Avenue (as a part of 127 Avenue rehabilitation)
- + Prefer no bike routes



Key Map



Figure 13. 129B Avenue looking east



Figure 14. 128 Avenue looking west



Figure 15. 132 Avenue looking east



Figure 16. 127 Avenue looking east

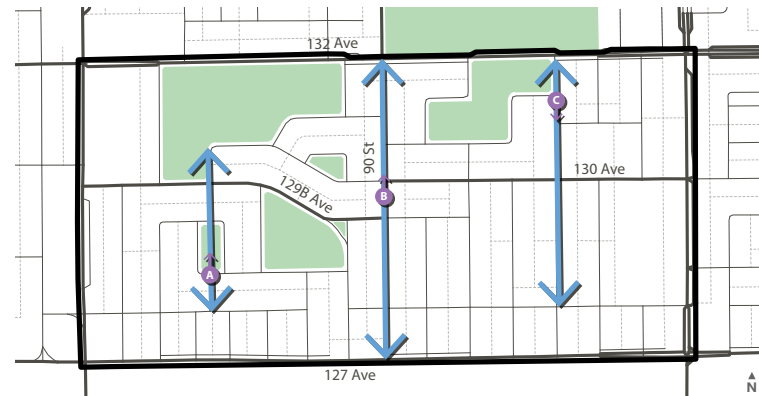
Exploring Options and Tradeoffs – East-west bike route options

The following table summarizes key themes we heard regarding an east-west bike route.

What we heard	What we considered	
<ul style="list-style-type: none"> + Community members are interested in bike facilities that can provide benefits to all roadway users, including those who can walk, bike, and drive + Many residents value on-street parking + The community identified their preference for bike facilities that have minimal impacts on traffic flow + Participants indicated a high level of support for 128 Avenue as a bike route + Community members are concerned with higher traffic volumes on 128 Avenue 	<p>Vision and Guiding Principles</p> <p>Aligns with the following principles:</p> <ul style="list-style-type: none"> + Establish safe connections to destinations and amenities within the neighbourhood + Improve the safety of roadways for all users including people who walk, bike and drive + Generate viable options for residents to walk, bike, and drive + Ensure infrastructure considers year-round use <p>Design considerations and technical requirements</p> <ul style="list-style-type: none"> + Work around existing underground and above ground utilities + Minimize impact to on-street parking will not result in a shared pathway + Minimize impact to private landscaping within the City right-of-way 	<ul style="list-style-type: none"> + Connect to existing bike infrastructure in surrounding neighbourhoods and existing bike facilities + 127 Avenue is constrained as a route due to the privately owned sidewalks on the south side of the roadway <p>City Policies and Programs</p> <p>The design is informed by the following:</p> <ul style="list-style-type: none"> + Safe Mobility Strategy and Community Traffic Management Policy – support bike routes and facilities that reduce the instances of traffic fatalities and injury + Access design guide – include access and use for people of all ages and abilities + Edmonton Bike Plan – enhance the vision of a connected city by providing options to help people feel safe and comfortable riding their bikes + Active Transportation Policy – utilize strategic improvements to support active transportation
What we proposed	<ul style="list-style-type: none"> + To design a bike route along 128 Avenue to enhance the feeling of safety and comfort for people who bike + This route connects to existing bike routes in adjacent neighbourhoods to the east and west + This route is located along a local residential roadway and is a direct connection through the neighbourhood that connects to a school and local amenities along 82 Street and 97 Street 	

North-south bike route options

- + 94A Street (128 Avenue to 130 Avenue)
- + 90 Street (127 Avenue to 132 Avenue)
- + 86 Street (128 Avenue to 132 Avenue)
- + Prefer no bike routes



Key Map



Figure 17. 94A Street looking north

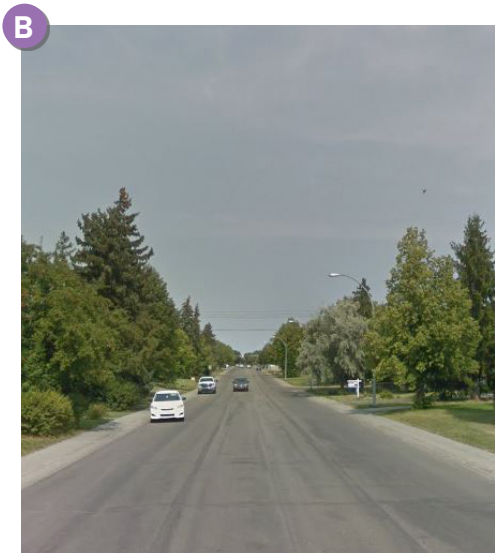


Figure 18. 90 Street looking north

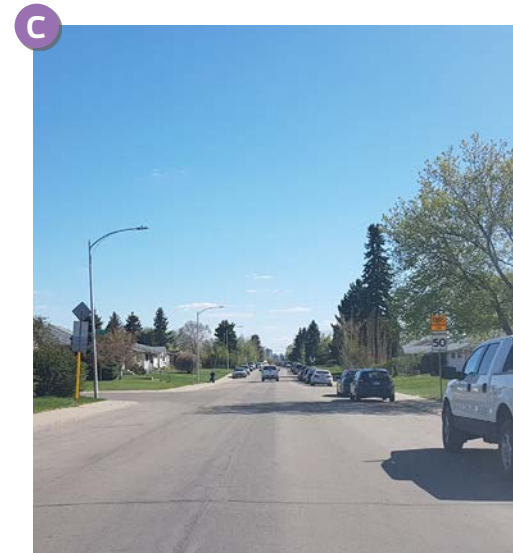


Figure 19. 88 Street looking south

Exploring Options and Tradeoffs – North-south bike route options

The following table summarizes key themes we heard regarding a north-south bike route.

What we heard	What we considered
<ul style="list-style-type: none"> + Participants indicated a high level of support for 90 Street as a bike route + Community members are interested in bike facilities that can provide benefits to all roadway users, including those who walk, bike, and drive + Many residents value on-street parking + The community identified their preference for bike facilities that have minimal impacts on traffic flow 	<p data-bbox="777 438 1302 479">Vision and Guiding Principles</p> <ul style="list-style-type: none"> + Establish safe connections to destinations and amenities within the neighbourhood + Improve the safety of roadways for all users including people who walk, bike and drive + Generate viable options for residents to walk, bike and drive + Ensure infrastructure considers year-round use <p data-bbox="777 779 1302 852">Design considerations and technical requirements</p> <ul style="list-style-type: none"> + Work around existing underground and above ground utilities + Minimize impact to on-street parking to add a shared pathway + Minimize impact to private landscaping within the City right-of-way <p data-bbox="1302 438 1810 665"> <ul style="list-style-type: none"> + Connections to other destinations in nearby neighbourhoods such as Glengarry and Glengarry District Park + A route that is direct and provides connections to park spaces and schools in the neighbourhood </p> <p data-bbox="1302 665 1810 706">City Policies and Programs</p> <p data-bbox="1302 706 1810 747">The design is informed by the following:</p> <ul style="list-style-type: none"> + Safe Mobility Strategy and Community Traffic Management Policy – support bike routes and facilities that reduce the instances of traffic fatalities and injury + Access design guide – include access and use for people of all ages and abilities + Edmonton Bike Plan – enhance the vision of a connected city by providing options to help people feel safe and comfortable riding their bikes + Active Transportation Policy – utilize strategic improvements to support active transportation
What we proposed	<ul style="list-style-type: none"> + To design a bike route along 90 Street to enhance the feeling of safety and comfort for people who bike + This route provides a central community connection within one block of multiple schools and green spaces + This route also provides a connection along 90 Street to the Glengarry community to the north

4.2 128 Avenue bike route

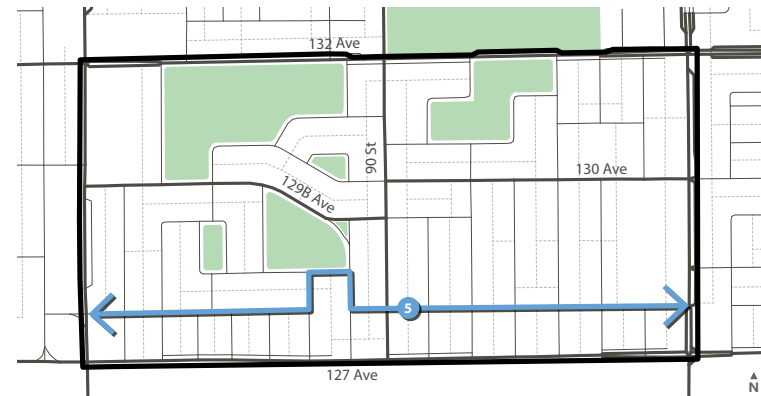
Identified issues/challenges/opportunities

The following observations about the existing conditions of the 128 Avenue bike route were identified through a combination of public engagement and analysis by the Project Team:

- + Bike facilities should be designed for all ages and abilities
- + On-street parking is valued by residents
- + Important to connect to destinations within and outside of the neighbourhood
- + Opportunity to connect to existing bike infrastructure in surrounding neighbourhoods
- + Shortcutting and fast-moving vehicles are a concern
- + Safety concerns related to limited sight lines
- + Bike facilities that have minimal impact to traffic flow are preferred



Figure 20. 128 Avenue looking west at 92 Street



Key Map



Figure 21. 128 Avenue looking west at 88 Street

Exploring Options and Tradeoffs – 128 Avenue bike route

During the Exploring Options and Tradeoffs event, the Project Team asked the public to provide their input on three different bike route types for 128 Avenue. Benefits and tradeoffs of the following bike route types were shared with the public at the July 2020 **Exploring Options and Tradeoffs** events for feedback.

Protected bike routes

Protected bike routes are on-street bike facilities separated from moving and parked vehicles by a physical barrier.



Shared pathway

Shared pathways are for many activities and can be used by people who bike, run, walk and more. Some sidewalks may be designated as shared pathways.



Benefits

- + People who bike have their own space, separating them from people who drive and walk
- + Bike routes are prioritized for snow clearing

Tradeoffs

- + May result in loss of parking on one side or both sides of the street depending on width of street
- + May result in loss of two-way traffic direction
- + May result in reduction of travel lanes

What we heard

- + Community members are concerned with the loss of parking
- + Participants indicated that bikes should be separate from the sidewalk
- + Community members are concerned with the impacts on traffic movement
- + Participants noted some support for this bike route option

Benefits

- + People who bike can use the path in both directions
- + Shared pathways are prioritized for snow clearing
- + Typically does not result in major changes to the operation of the road

Tradeoffs

- + People who walk and people who bike share the same space which can be a concern in high conflict areas
- + May result in potential reduction of lane widths or number of travel lanes

What we heard

- + Participants indicated they are most comfortable with a shared pathway
- + Community members support the option as it provides more space for people who walk and bike
- + Respondents noted concerns on the impacts to the width of the road
- + Participants support this bike route because it reduces conflicts between people who bike and people who drive
- + Respondents are concerned with snow clearing

Shared road bike route with measures used to slow traffic

Shared road bike routes use painted markings called “sharrows” or other signage to remind people who bike and people who drive to share the same travel lane. Shared road bike routes can be complemented with measures to slow traffic speeds.



Benefits

- + On-street parking on both sides of the road is maintained
- + Two-way traffic is maintained
- + People who walk and people who bike are separated
- + Landscaping within the City right-of-way is not impacted

Tradeoffs

- + People who bike and people who drive share the road by travelling in single file
- + Not prioritized for snow clearing; will be bladed to a level snowpack along with residential roadways as necessary
- + Traffic calming measures will likely impact design at intersections to slow motor vehicle speeds
- + Painted markings may be difficult to distinguish when covered by snow in the winter

What we heard

- + Respondents indicated they prefer not to mix people who walk and people who bike
- + Community members believe this option is more suitable for roads with low traffic volumes
- + Participants are concerned with the safety of users and noted this option is not family-friendly
- + Respondents are concerned with snow clearing

Community Feedback on Draft Design – 128 Avenue bike route

The following table summarizes key themes we heard regarding an east–west bike route and what we considered while preparing two different options for 128 Avenue.

What we heard	What we considered	
<ul style="list-style-type: none"> + Community members are interested in bike facilities that can provide benefits to all roadway users, including those who can walk, bike and drive + Residents value on–street parking + The community identified their preference for bike facilities that have minimal impacts on traffic flow + Participants indicated a high level of support for 128 Avenue as a bike route + Community members are concerned with higher traffic volumes on this roadway 	<p>Vision and Guiding Principles</p> <p>Aligns with the following principles:</p> <ul style="list-style-type: none"> + Establish safe connections to destinations and amenities within the neighbourhood + Improve the safety of roadways for all users including people who walk, bike and drive + Generate viable options for residents to walk, bike and drive + Ensure infrastructure considers year–round use <p>Design considerations and technical requirements</p> <ul style="list-style-type: none"> + Work around existing underground and above ground utilities + Minimize impact to on–street parking + Minimize impact to landscaping within the City right–of–way 	<p>City Policies and Programs</p> <p>The design is informed by the following:</p> <ul style="list-style-type: none"> + Safe Mobility Strategy and Community Traffic Management Policy – support bike routes and facilities that reduce the instances of traffic fatalities and injury + Access design guide – include access and use for people of all ages and abilities + Edmonton Bike Plan – enhance the vision of a connected city by providing options to help people feel safe and comfortable riding their bikes + Active Transportation Policy – utilize strategic improvements to support active transportation

128 Avenue shared pathway option

The following table summarizes key themes we heard regarding the 128 Avenue shared pathway and the benefits and tradeoffs of the option.



What we heard

- + Participants indicated they are most comfortable with a shared pathway
- + Community members support the option as it provides more space for people who walk and bike
- + Respondents noted concerns on the impacts to the width of the road
- + Participants support this bike route because it reduces conflicts between people who bike and people who drive
- + Respondents are concerned with snow clearing

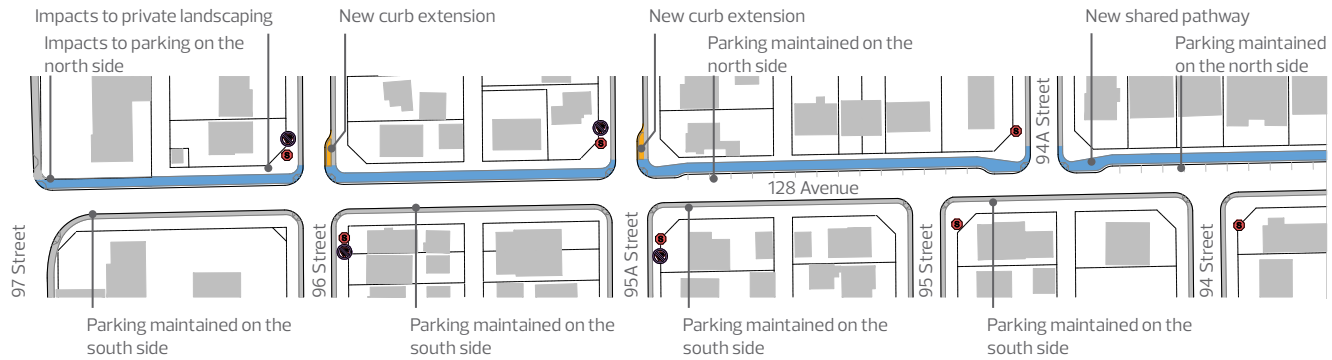
Benefits

- + People who bike can use the path in both directions
- + Priority given to snow clearing for shared pathways
- + Parking is maintained on one side of the roadway between the following streets:
 - + 95A Street to 97 Street
 - + 85 Street to 90 Street
 - + 128 Avenue to 128A Avenue
- + Parking is maintained on both sides of the roadway between the following streets:
 - + 92 Street to 95A Street
 - + 90 Street to 91 Street
 - + 82 Street to 85 Street
- + Two-way traffic will be maintained
- + Provides a space for people of all ages and abilities to ride their bike

Tradeoffs

- + There may be impacts to landscaping within the City right-of-way and on private property
- + People who walk and people who bike share the same space
- + The roadway will be narrower in some locations, requiring drivers to yield to oncoming vehicles
- + Traffic calming measures will likely impact design at intersections to slow motor vehicle speeds
- + Parking may be impacted along the north side of the roadway between the following streets:
 - + 95A Street to 97 Street
 - + 85 Street to 90 Street
- + Parking may be impacted on east side of 91 Street between 128 Avenue and 128A Avenue
- + Parking may be impacted on west side of 92 Street between 128 Avenue and 128A Avenue

128 Avenue (97 Street – 94 Street)

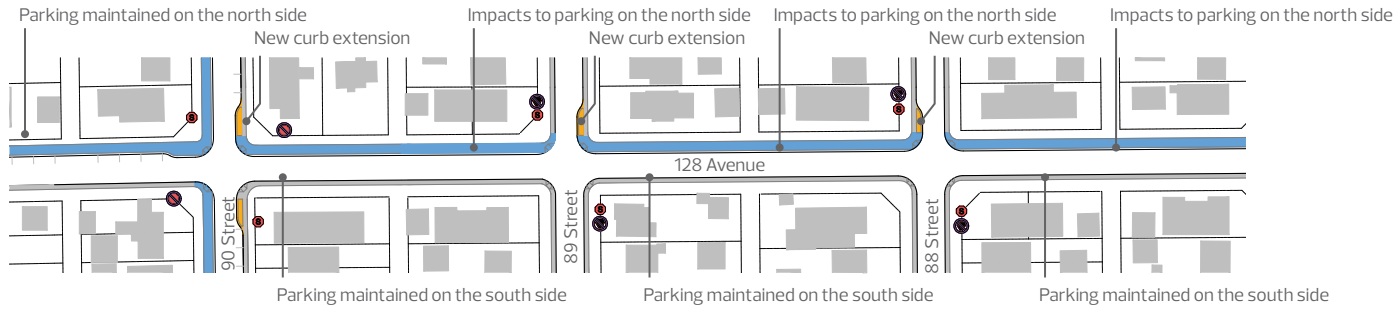


128 Avenue (93 Street – 91 Street)

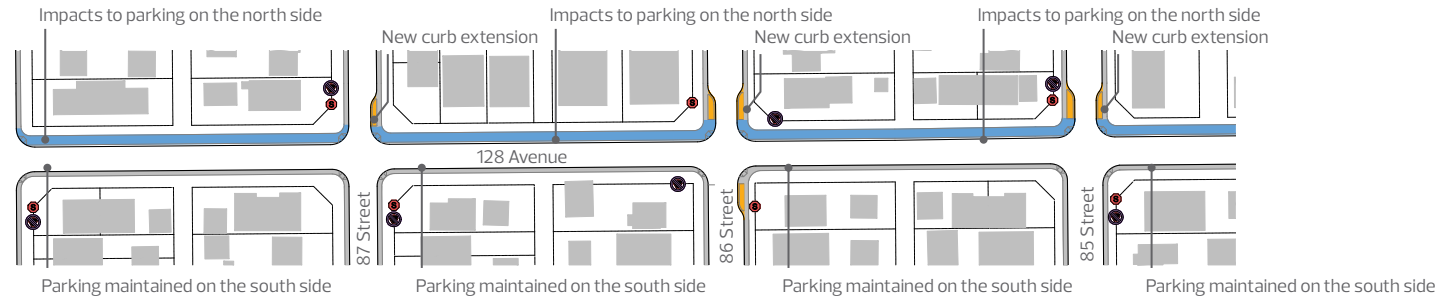


- Widen Existing Sidewalk, School Area
- New Shared Pathway
- New Curb Extension
- Existing Sidewalk
- S New Stop Sign
- ⊘ Removal of Stop Sign
- Existing Stop Sign
- ▼ Existing Yield Sign
- ⊘ Removal of Yield Sign

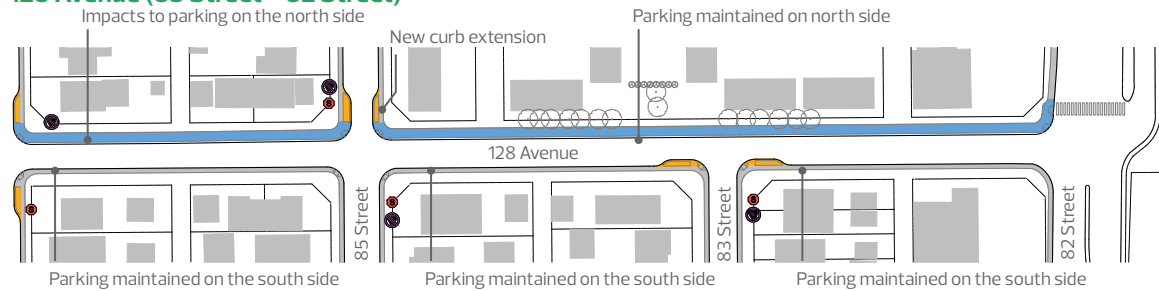
128 Avenue (90 Street – 88 Street)



128 Avenue (87 Street – 85 Street)



128 Avenue (85 Street – 82 Street)



- N
- Widen Existing Sidewalk, School Area
- New Shared Pathway
- New Curb Extension
- Existing Sidewalk
- New Stop Sign
- Removal of Stop Sign
- Existing Stop Sign
- Existing Yield Sign
- Removal of Yield Sign

128 Avenue shared road option with measures used to slow traffic

The following table summarizes key themes we heard regarding the 128 Avenue shared road with measures used to slow traffic and the benefits and tradeoffs of the option.



What we heard

- + Respondents indicated they prefer not to mix people who walk and people who bike
- + Community members believe this option is more suitable for roads with low traffic volumes
- + Participants are concerned with the safety of users and noted this option not a family-friendly
- + Respondents are concerned with snow clearing

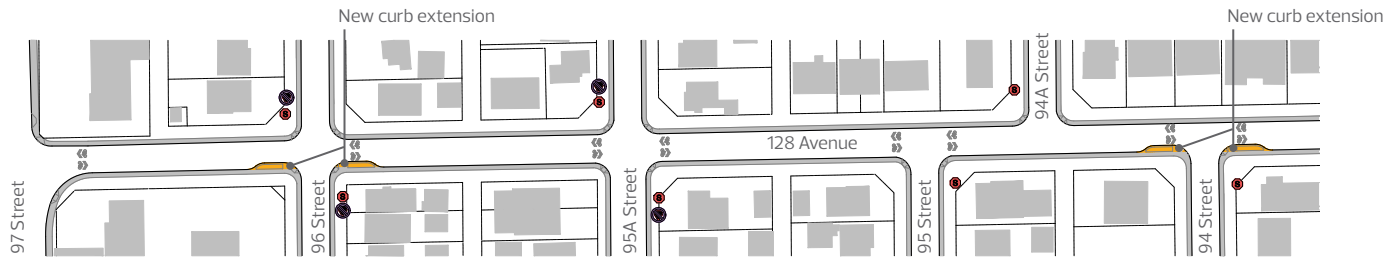
Benefits

- + On-street parking on both sides of the road is maintained
- + Two-way traffic is maintained
- + People who walk and people who bike are separated
- + Landscaping within the City right-of-way is not impacted
- + Existing yield signs will be changed to stop signs on side streets to minimize conflicts between all road users

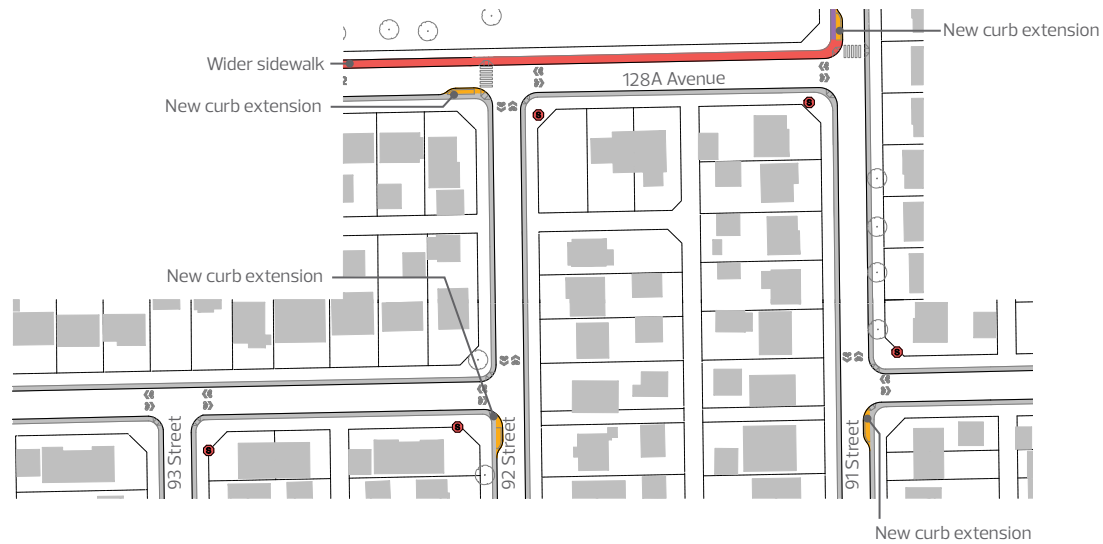
Tradeoffs

- + People who bike and people who drive share the road by travelling in single file
- + Shared road bike routes do not receive priority for snow clearing. Snow clearing only occurs on a standard residential road schedule
- + Traffic calming measures will likely impact design at intersections to slow motor vehicle speeds
- + Painted markings may be difficult to distinguish when covered by snow in the winter
- + Some people who bike will still choose to ride on the sidewalk rather than share the road with vehicle traffic

128 Avenue (97 Street – 94 Street)

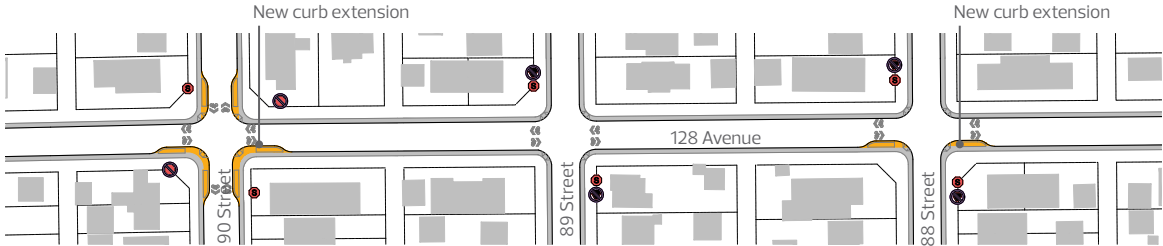


128 Avenue (93 Street – 91 Street)

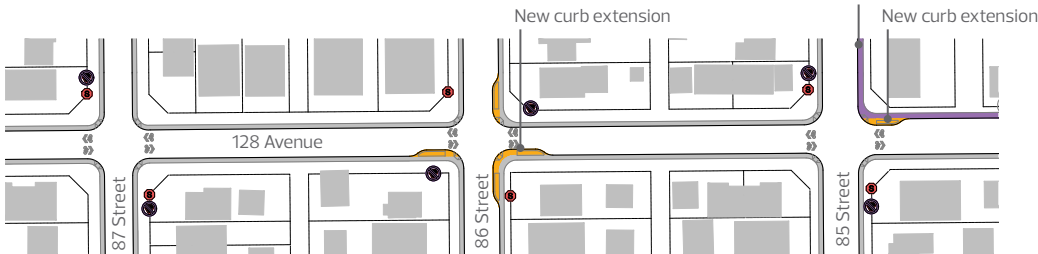


- | | | |
|-----|--------------------------------------|-------------------------|
| ▲ N | Widen Existing Sidewalk, School Area | Ⓢ New Stop Sign |
| ■ | New Shared Pathway | Ⓢ Removal of Stop Sign |
| ■ | New Curb Extension | Ⓢ Existing Stop Sign |
| ■ | Existing Sidewalk | ▼ Existing Yield Sign |
| | | Ⓢ Removal of Yield Sign |

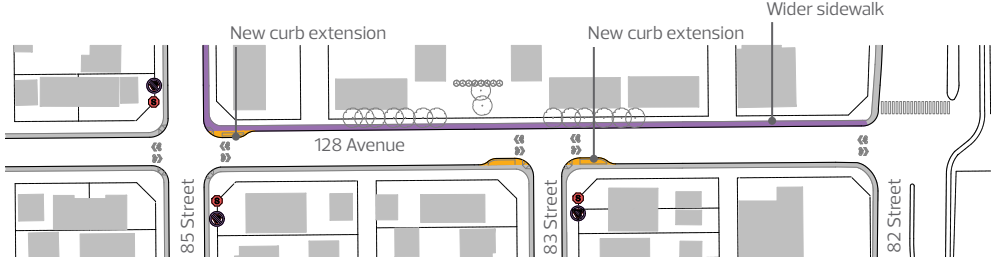
128 Avenue (90 Street - 88 Street)



128 Avenue (87 Street - 85 Street)



128 Avenue (85 Street - 82 Street)



- | | | |
|-----|---|---|
| ▲ N | ■ Widen Existing Sidewalk, School Area | S New Stop Sign |
| | ■ New Shared Pathway | ○ Removal of Stop Sign |
| | ■ New Curb Extension | ● Existing Stop Sign |
| | ■ Existing Sidewalk | ▼ Existing Yield Sign |
| | ■ Widen Existing Sidewalk | ▼ Removal of Yield Sign |

Final Design – 128 Avenue bike route

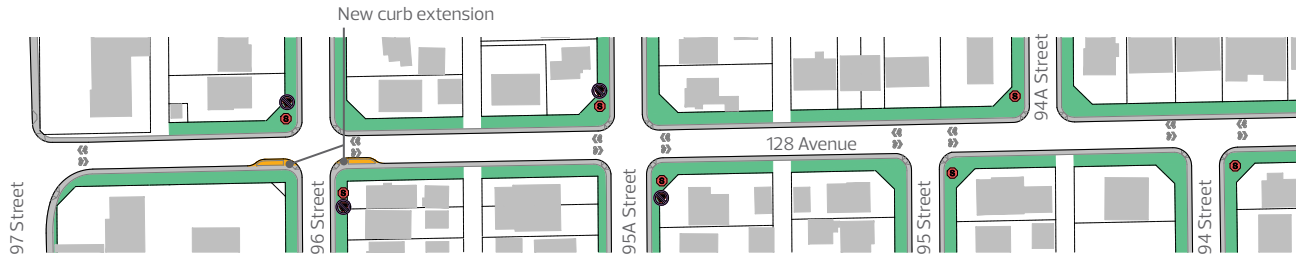
The following table summarizes key themes we heard regarding an east–west bike route and what we considered while preparing the final design for 128 Avenue. After considering all feedback, the Project Team decided to construct a shared road bike route along 128 Avenue and a shared pathway near Mee–Yah–Noh School.

What we heard	What we considered
<ul style="list-style-type: none"> + Respondents value on–street parking + Those that participated identified their preference for bike facilities that have minimal impacts on traffic flow and parking + Respondents want to ensure the design of a bike route is safe, accessible and supports all ages and abilities + A preference for a shared pathway next to schools 	<p data-bbox="777 511 1302 544">Vision and Guiding Principles</p> <p data-bbox="777 552 1302 584">Aligns with the following principles:</p> <ul style="list-style-type: none"> + Establish safe connections to destinations and amenities within the neighbourhood + Improve the safety of roadways for all users including people who walk, bike, roll and drive + Generate viable options for residents to walk, bike roll and drive + Ensure infrastructure considers year–round use <p data-bbox="777 925 1302 998">Design considerations and technical requirements</p> <ul style="list-style-type: none"> + Design the roadway to reduce fast moving vehicles and increase sightlines for all users, particularly around schools + Construct curb extensions reduce crossing distances, slow fast moving vehicles and increase sightlines for all roadway users + Design a route that can support future enhancements identified in the Bike Plan
	<ul style="list-style-type: none"> + Design a shared pathway along 91 Street, 128A Avenue, and 92 Street to reduce potential conflicts between roadway users around the school + Realign the roadway at 85 Street to ensure the driving lanes are aligned through the intersection <p data-bbox="1302 771 1806 803">City Policies and Programs</p> <p data-bbox="1302 812 1806 844">The design is informed by the following:</p> <ul style="list-style-type: none"> + Safe Mobility Strategy and Community Traffic Management Policy – support bike routes and facilities that prevent injuries and encourage more people to bike + Access design guide – include access and use for people of all ages and abilities + Edmonton Bike Plan – enhance the vision of a connected city by providing options to help people feel safe and comfortable riding their bikes + Active Transportation Policy – utilize strategic improvements to support active transportation + Complete Streets Design and Construction Standards

What we decided

- + To construct a shared road bike route along 128 Avenue from 82 Street to 91 Street and from 92 Street to 97 Avenue
- + To construct curb extensions along 128 Avenue at the following intersections:
 - + 96 Street
 - + 90 Street
 - + 86 Street
 - + 83 Street
- + To construct curb extensions along 128A Avenue at the following locations:
 - + 92 Street
 - + 91 Street
- + To construct a shared pathway at the following locations
 - + North-south along 91 Street from 128 Avenue to 128A Avenue on the west side of the road
- + East-west along 128A Avenue from 91 Street to 92 Street on the south side of the road
- + North-south along 92 Street from 128 Avenue to 128A Avenue on the east side of the roadway
- + To change yield signs to stop signs at the following locations along 128 Avenue:
 - + 96 Street
 - + 95A Street
 - + 89 Street
 - + 88 Street
 - + 87 Street
 - + 85 Street
 - + 83 Street
- + To add new stop signs at the following locations along 128 Avenue:
 - + 95 Street
 - + 94A Street
 - + 94 Street
 - + 93 Street
 - + 92 Street
 - + 91 Street
 - + 86 Street
- + To add new stop signs along 92 Street at 128A Avenue

128 Avenue (97 Street - 94 Street)

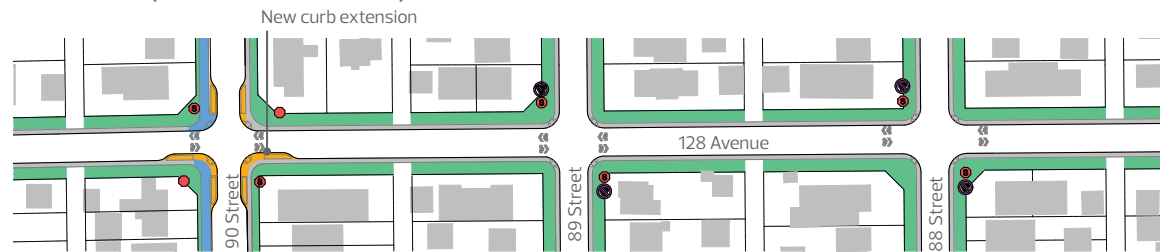


128 Avenue (93 Street - 91 Street)

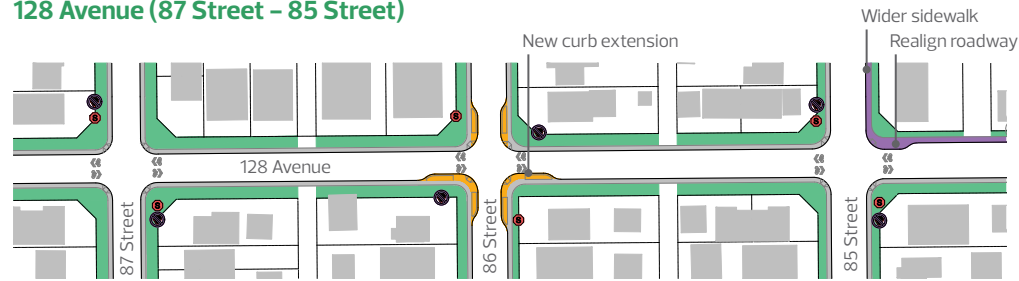


- ▲ N
- Widen Existing Sidewalk, School Area
- New Curb Extension
- Existing Sidewalk
- S New Stop Sign
- / Removal of Stop Sign
- Y Existing Stop Sign
- Y Existing Yield Sign
- /Y Removal of Yield Sign

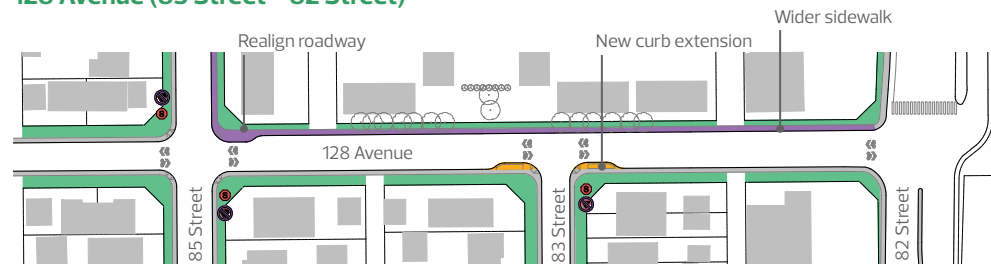
128 Avenue (90 Street - 88 Street)



128 Avenue (87 Street - 85 Street)



128 Avenue (85 Street - 82 Street)



- | | |
|---|---|
| ■ Widen Existing Sidewalk, School Area | S New Stop Sign |
| ■ New Shared Pathway | ⊘ Removal of Stop Sign |
| ■ New Curb Extension | ● Existing Stop Sign |
| ■ Existing Sidewalk | ▼ Existing Yield Sign |
| ■ Widen Existing Sidewalk | ⊘ Removal of Yield Sign |

4.3 90 Street bike route

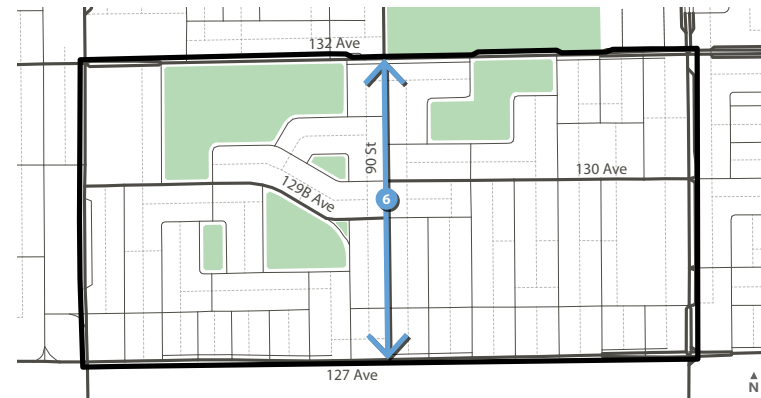
Identified issues/challenges/opportunities

The following observations about the existing conditions of the 90 Street bike route were identified through a combination of public engagement and analysis by the Project Team:

- + Bike facilities should be designed for all ages and abilities
- + On-street parking is valued by residents
- + Important to connect to destinations within and outside of the neighbourhood
- + Opportunity to connect to potential future bike infrastructure
- + Shortcutting and fast-moving vehicles are a concern
- + Safety concerns related to limited sight lines
- + Bike facilities that have minimal impact to traffic flow are preferred



Figure 22. 90 Street looking north at 129B Avenue



Key Map



Figure 23. 90 Street looking north at 129B Avenue

Exploring Options and Tradeoffs – 90 Street bike route

Benefits and tradeoffs of the following bike route types were shared with the public at the July 2020 **Exploring Options and Tradeoffs** events for feedback.

Protected bike routes

Protected bike routes are on-street bike facilities separated from moving and parked vehicles by a physical barrier.



Shared pathway

Shared pathways are for many activities and can be used by people who bike, run, walk and more. Some sidewalks may be designated as shared pathways.



Benefits

- + People who bike have their own space, separating them from people who drive and walk
- + Bike routes are prioritized for snow clearing

What we heard

- + Participants indicated:
 - + Concerns with the loss of parking
 - + Bikes should be separate from the sidewalk
 - + Concerns with the impacts on traffic movements
 - + Support for this bike route option

Tradeoffs

- + May result in loss of parking on one side or both sides of the street depending on width of street
- + May result in loss of two-way traffic direction
- + May result in reduction of travel lanes

Benefits

- + People who bike can use the path in both directions
- + People who bike are separated from vehicle traffic
- + Shared pathways are prioritized for snow clearing
- + Typically does not result in major changes to the operation of the road

What we heard

- + Participants indicated they are most comfortable with a shared pathway
- + Community members support the option as it provides more space for people who walk and bike
- + Respondents noted concerns on the impacts to the width of the road
- + Participants support this bike route because it reduces conflicts between people who bike and people who drive
- + Respondents are concerned with snow clearing

Tradeoffs

- + People who walk and people who bike share the same space which can be a concern in high conflict areas
- + May result in reduction of lane widths or number of travel lanes
- + People who bike would have a yield/stop at every intersection

Shared road bike route with measures used to slow traffic

Shared road bike routes use painted markings called “sharrows” or other signage to remind people who bike and people who drive to share the same travel lane. Shared road bike routes can be complemented with measures to slow traffic speeds.



Benefits

- + On-street parking on both sides of the road is maintained
- + Two-way traffic is maintained
- + People who walk and people who bike are separated
- + Landscaping within the City right-of-way is not impacted

Tradeoffs

- + People who bike and people who drive share the road by travelling in single file
- + Not prioritized for snow clearing; will be bladed to a level snowpack along with residential roadways as necessary
- + Traffic calming measures will likely impact design at intersections to slow motor vehicle speeds
- + Painted markings may be difficult to distinguish when covered by snow in the winter

What we heard

- + Respondents indicated they prefer not to mix people who walk and people who bike
- + Community members believe this option is more suitable for roads with low traffic volumes
- + Participants are concerned with the safety of users and noted this option is not family-friendly
- + Respondents are concerned with snow clearing

Community Feedback on Draft Design – 90 Street bike route

The following table summarizes key themes we heard regarding a north-south bike route and what we considered while preparing two different options for 90 Street.

What we heard	What we considered
<ul style="list-style-type: none"> + Community members are interested in bike facilities that can provide benefits to all roadway users, including those who walk, bike and drive + Residents value on-street parking + The community identified their preference for bike facilities that have minimal impacts on traffic flow + Participants indicated a high level of support for 90 Street as a bike route 	<p data-bbox="777 511 1302 544">Vision and Guiding Principles</p> <p data-bbox="777 552 1302 584">Aligns with the following principles:</p> <ul style="list-style-type: none"> + Establish safe connections to destinations and amenities within the neighbourhood + Improve the safety of roadways for all users including people who walk, bike and drive + Generate viable options for residents to walk, bike and drive + Ensure infrastructure considers year-round use <p data-bbox="777 893 1302 966">Design considerations and technical requirements</p> <ul style="list-style-type: none"> + Work around existing underground and above ground utilities + Minimize impact to on-street parking + Minimize impact to landscaping within the City right-of-way <p data-bbox="1302 511 1810 544">City Policies and Programs</p> <p data-bbox="1302 552 1810 584">The design is informed by the following:</p> <ul style="list-style-type: none"> + Safe Mobility Strategy and Community Traffic Management Policy – support bike routes and facilities that reduce the instances of traffic fatalities and injury + Access design guide – include access and use for people of all ages and abilities + Edmonton Bike Plan – enhance the vision of a connected city by providing options to help people feel safe and comfortable riding their bikes + Active Transportation Policy – utilize strategic improvements to support active transportation + Winter Design Guide – design and provide infrastructure that supports desired winter life and improves comfort and access in cold weather

90 Street shared pathway option (parking maintained, landscaping impacts)

The following table summarizes key themes we heard regarding the 90 Street shared pathway (parking maintained, landscaping impacts) and the benefits and tradeoffs of the option.



What we heard

- + Participants indicated they are most comfortable with a shared pathway
- + Community members support the option as it provides more space for people who walk and bike
- + Respondents noted concerns on the impacts to the width of the road
- + Participants support this bike route because it reduces conflicts between people who bike and people who drive
- + Respondents are concerned with snow clearing

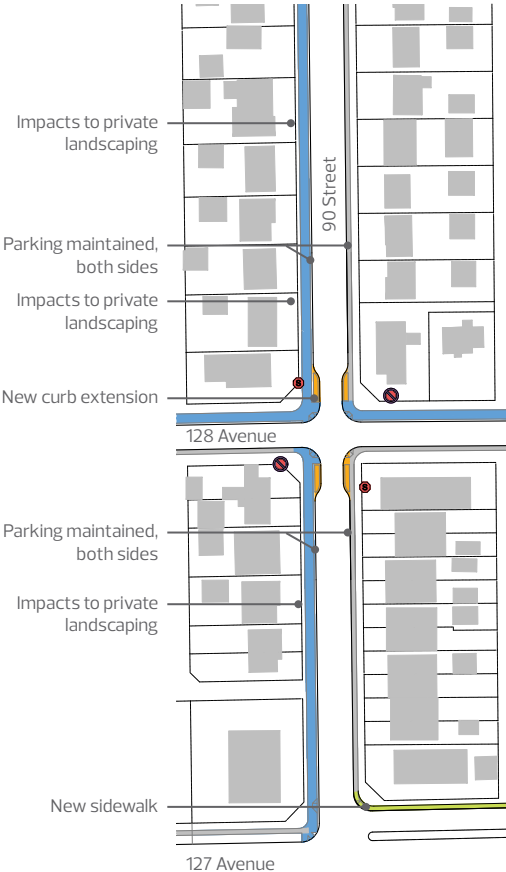
Benefits

- + People who bike can use the path in both directions
- + Shared pathways are given priority for snow clearing
- + On-street parking on both sides of the road is maintained
- + Two-way traffic is maintained
- + Provides a space for people of all ages and abilities to ride their bike

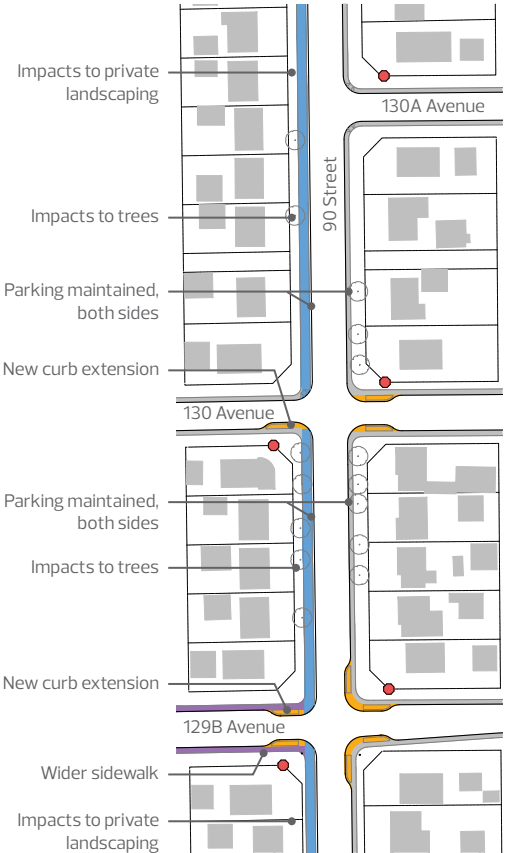
Tradeoffs

- + Landscaping within the City right-of-way will be impacted
- + People who walk and people who bike share the same space
- + Traffic calming measures will likely impact design at intersections to slow motor vehicle speeds

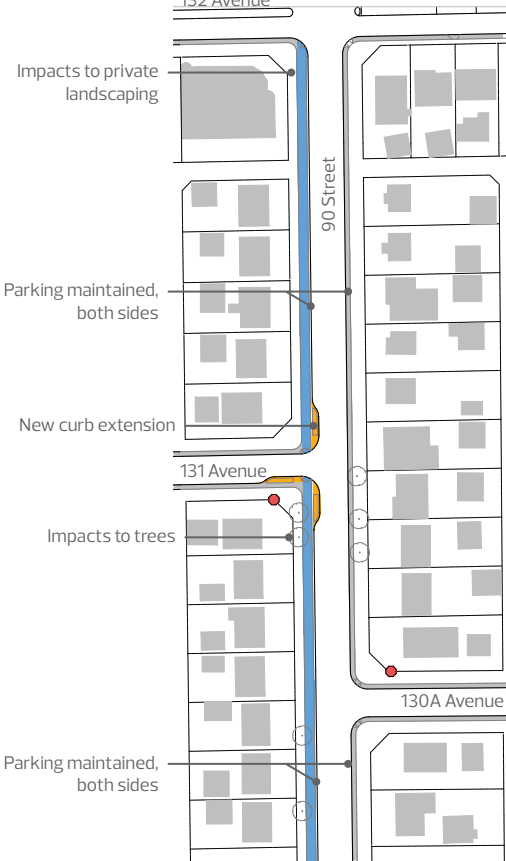
90 Street (127 Avenue to 128 Avenue)



90 Street (129B Avenue to 130A Avenue)



90 Street (130A Avenue to 132 Avenue)



- | | | |
|--|-------------------------|-----------------------|
| | New Sidewalk | New Stop Sign |
| | New Shared Pathway | Removal of Stop Sign |
| | New Curb Extension | Existing Stop Sign |
| | Existing Sidewalk | Existing Yield Sign |
| | Widen Existing Sidewalk | Removal of Yield Sign |

90 Street shared pathway option (parking removed on the west side of the street)

The following table summarizes key themes we heard regarding the 90 Street shared pathway (parking removed on the west side of the street) and the benefits and tradeoffs of the option.



What we heard

- + Participants indicated they are most comfortable with a shared pathway
- + Community members support the option as it provides more space for people who walk and bike
- + Respondents noted concerns on the impacts to the width of the road
- + Participants support this bike route because it reduces conflicts between people who bike and people who drive
- + Respondents are concerned with snow clearing

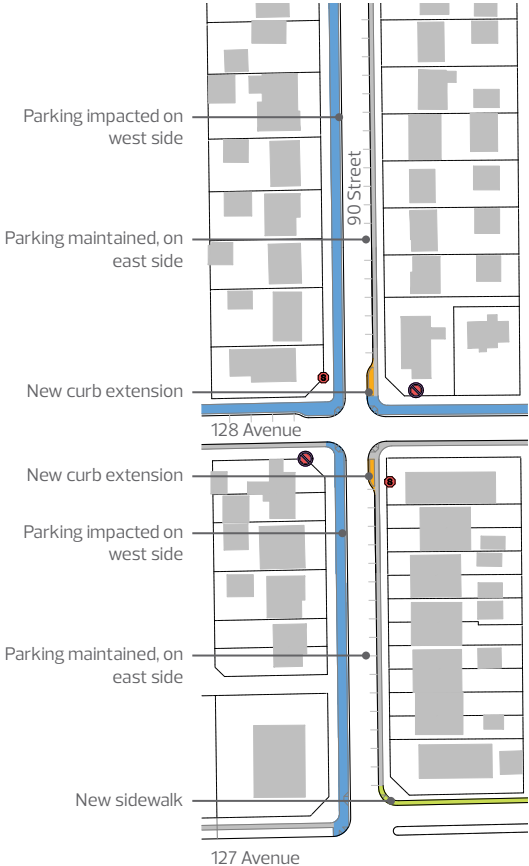
Benefits

- + People who bike can use the path in both directions
- + Shared pathways are given priority for snow clearing
- + Parking is maintained on one side (east side) of the roadway
- + Two-way traffic is maintained
- + Provides a space for people of all ages and abilities to ride their bike

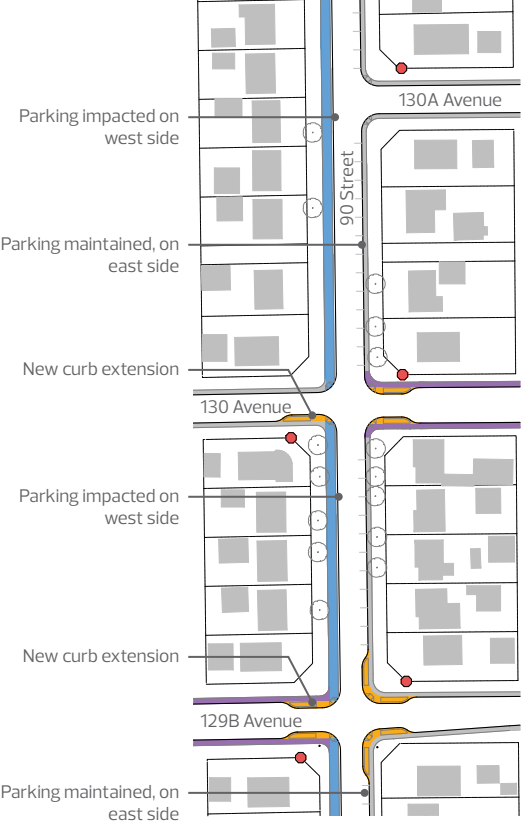
Tradeoffs

- + Parking is removed on the west side of the roadway to reduce the impact to landscaping within the City right-of-way
- + People who walk and people who bike share the same space
- + Traffic calming measures will likely impact design at intersections to slow motor vehicle speeds

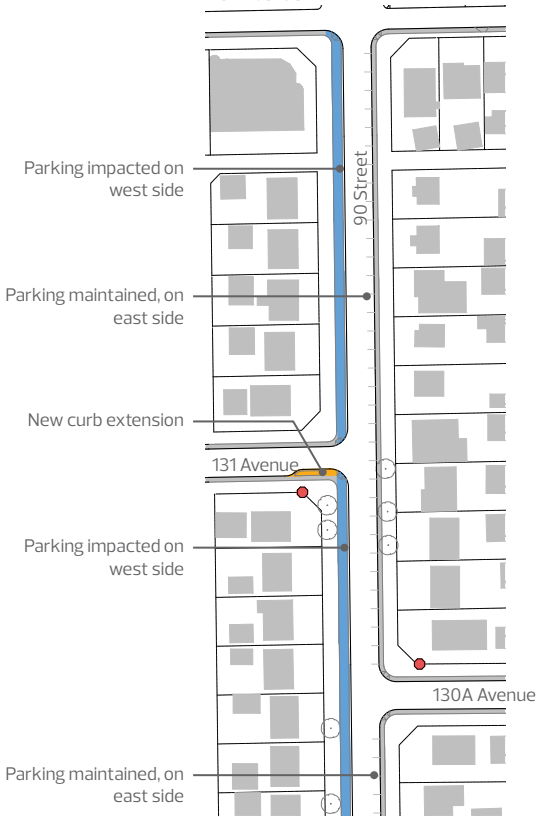
90 Street (127 Avenue to 128 Avenue)



90 Street (129B Avenue to 130A Avenue)



90 Street (130A Avenue to 132 Avenue)



- | | | |
|--|-------------------------|-----------------------|
| | New Sidewalk | New Stop Sign |
| | New Shared Pathway | Removal of Stop Sign |
| | New Curb Extension | Existing Stop Sign |
| | Existing Sidewalk | Existing Yield Sign |
| | Widen Existing Sidewalk | Removal of Yield Sign |

90 Street shared road option with measures used to slow traffic

The following table summarizes key themes we heard regarding the 90 Street Shared Road with measures used to slow traffic and the benefits and tradeoffs of the option.



What we heard

- + Respondents indicated they prefer not to mix people who walk and people who bike
- + Community members believe this option is more suitable for roads with low traffic volumes
- + Participants are concerned with the safety of users and noted this option not a family-friendly
- + Respondents are concerned with snow clearing

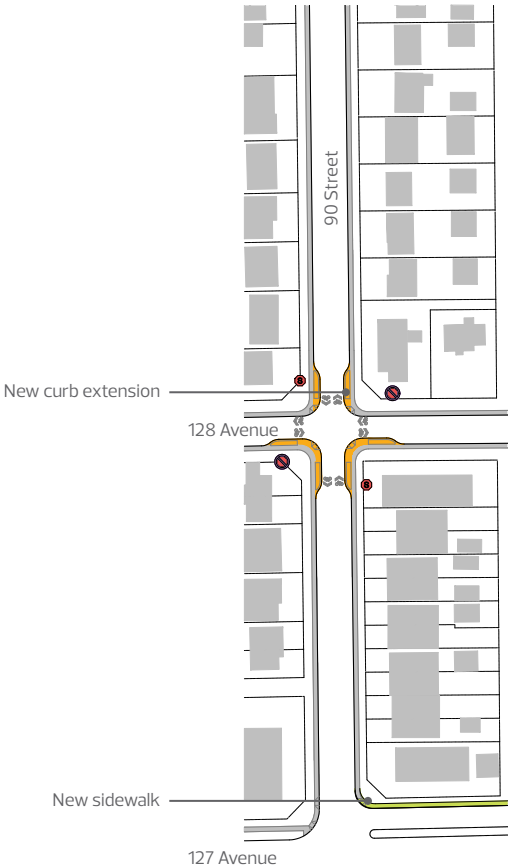
Benefits

- + On-street parking on both sides of the road is maintained
- + Two-way traffic is maintained
- + People who walk and people who bike are separated
- + Landscaping within the City right-of-way is not impacted

Tradeoffs

- + People who bike and people who drive share the road by travelling in single file
- + Shared road bike routes do not receive priority for snow clearing. Snow clearing only occurs on a standard residential road schedule
- + Traffic calming measures will likely impact design at intersections to slow motor vehicle speeds
- + Painted markings may be difficult to distinguish when covered by snow in the winter
- + Some people who bike will still choose to ride on the sidewalk rather than share the road with vehicle traffic

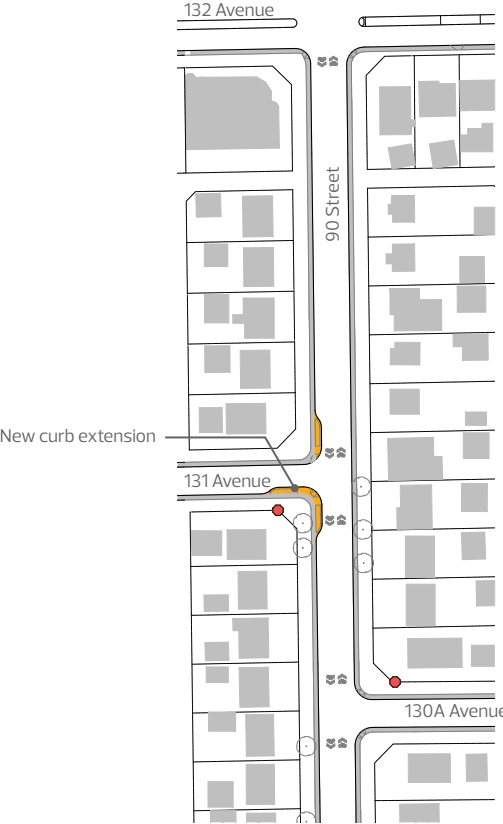
90 Street (127 Avenue to 128 Avenue)



90 Street (129B Avenue to 130A Avenue)



90 Street (130A Avenue to 132 Avenue)



- N
- New Sidewalk
- New Curb Extension
- Existing Sidewalk
- Widen Existing Sidewalk
- New Stop Sign
- Removal of Stop Sign
- Existing Stop Sign
- Existing Yield Sign
- Removal of Yield Sign

Final Design – 90 Street bike route

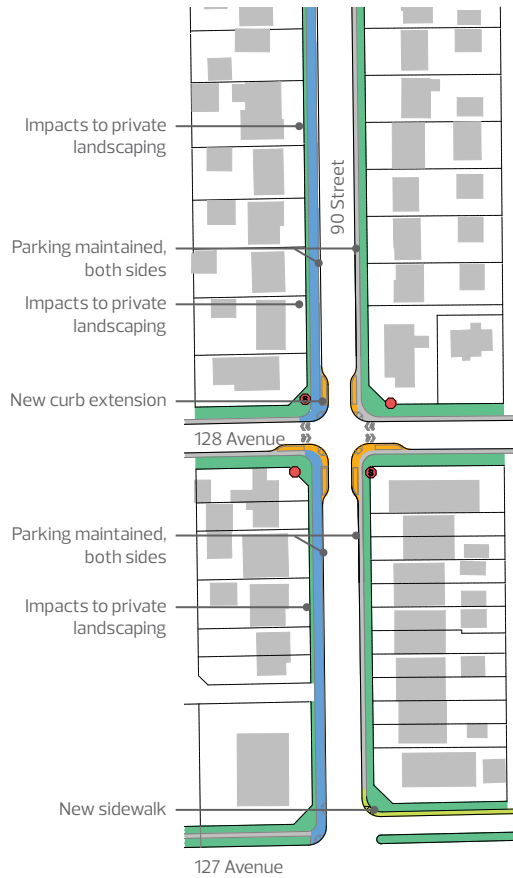
The following table summarizes key themes we heard regarding a north–south bike route and what we considered while preparing the final design for 90 Street. After considering all feedback, the Project Team decided to construct a shared pathway along 90 Street, maintaining parking on both sides of the street. This option will result in impacts to private landscaping within the City right-of-way on the west side of the street.

What we heard	What we considered	
<ul style="list-style-type: none"> + Respondents indicated a high level of support for 90 Street as a bike route + Respondents are interested in bike facilities that can provide benefits to all roadway users, including those who walk, bike, roll and drive + Respondents value on-street parking + Respondents identified their preference for bike facilities that have minimal impacts on traffic flow and parking + Respondents noted that bike facilities should provide better connections in and around the neighbourhood 	<p>Vision and Guiding Principles</p> <p>Aligns with the following principles:</p> <ul style="list-style-type: none"> + Establish safe connections to destinations and amenities within the neighbourhood + Improve the safety of roadways for all users including people who walk, bike, roll and drive + Generate viable options for residents to walk, bike, roll and drive + Ensure infrastructure considers year-round use <p>Design considerations and technical requirements</p> <ul style="list-style-type: none"> + Design curb extensions to reduce crossing distances for people who walk or bike and to slow fast moving vehicles travelling along the roadway + Reduce impacts to landscaping and mature trees, where possible + Work around existing underground and above ground utilities + Convert the intersection at 128 Avenue and 90 Street to a 4-way stop to make it safer for people who walk, bike, and roll and to slow/stop traffic travelling through the intersection and to improve the crossings for people who walk, bike and roll 	<ul style="list-style-type: none"> + Construct shared pathway to separate people who drive from people who walk, bike, and roll along a roadway with higher traffic volume + Construct a new shared pathway on the west side of the roadway to avoid significant regrading challenges and requirements for retaining walls on the east side of the roadway <p>City Policies and Programs</p> <p>The design is informed by the following:</p> <ul style="list-style-type: none"> + Safe Mobility Strategy and Community Traffic Management Policy – support bike routes and facilities that prevent injuries and encourage more people to bike + Access design guide – include access and use for people of all ages and abilities + Edmonton Bike Plan – enhance the vision of a connected city by providing options to help people feel safe and comfortable riding their bikes + Active Transportation Policy – utilize strategic improvements to support active transportation + Complete Streets Design and Construction Standards

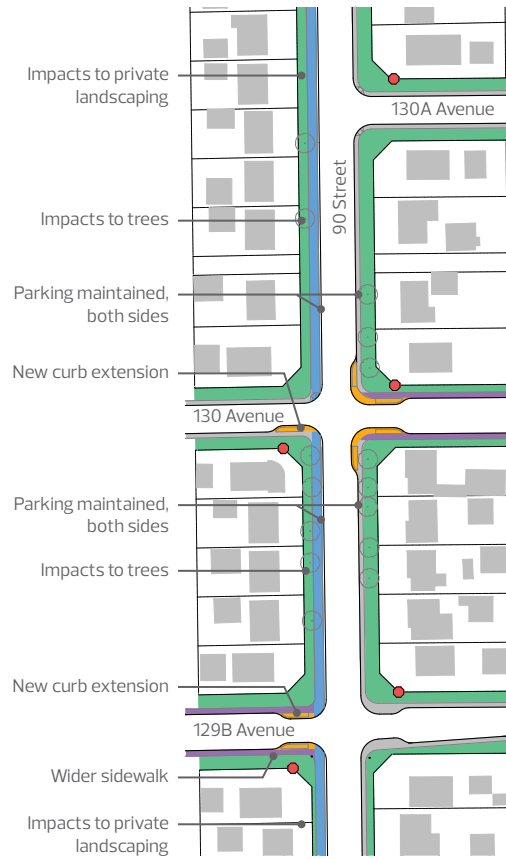
What we decided

- + To construct a shared pathway, north-south from 127 Avenue to 132 Avenue along 90 Street on the west side of the roadway to keep parking on both sides, which means there will be landscaping to most properties on the west side of 90 Street
- + To construct marked pedestrian crossings at the intersection of 90 Street and 129B Avenue
- + To construct curb extensions along 90 Street at the following intersections:
 - + 128 Avenue
 - + 130 Avenue
- + To construct a four-way stop at 128 Avenue and 90 Street
- + To realign the curbline on the west side of 90 Street from 132 Avenue to the alley south of 132 Avenue as a new bus stop
- + To realign the curbline on 129B Avenue east of 90 Street

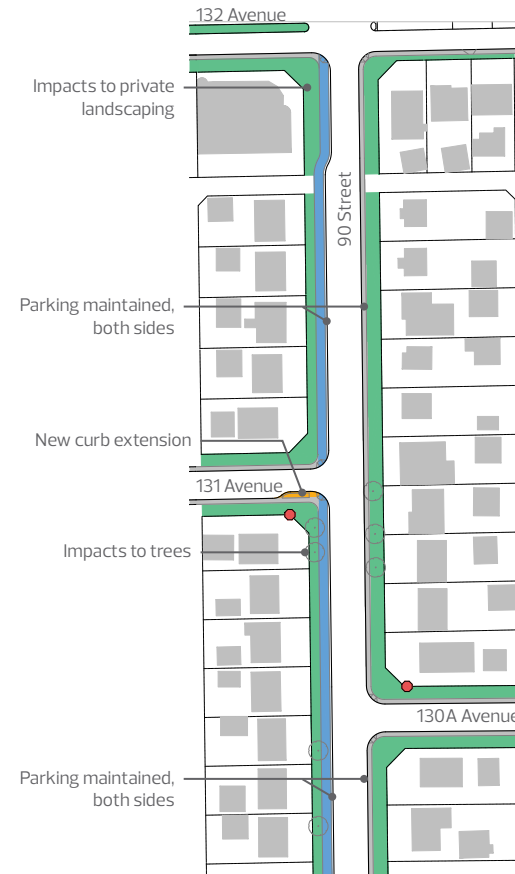
90 Street (127 Avenue to 128 Avenue)



90 Street (129B Avenue to 130A Avenue)



90 Street (130A Avenue to 132 Avenue)



- ▲ N
- New Sidewalk
- New Shared Pathway
- New Curb Extension
- Existing Sidewalk
- Widen Existing Sidewalk
- S New Stop Sign
- Removal of Stop Sign
- Existing Stop Sign
- Existing Yield Sign
- Removal of Yield Sign

5 Walking Focus Areas

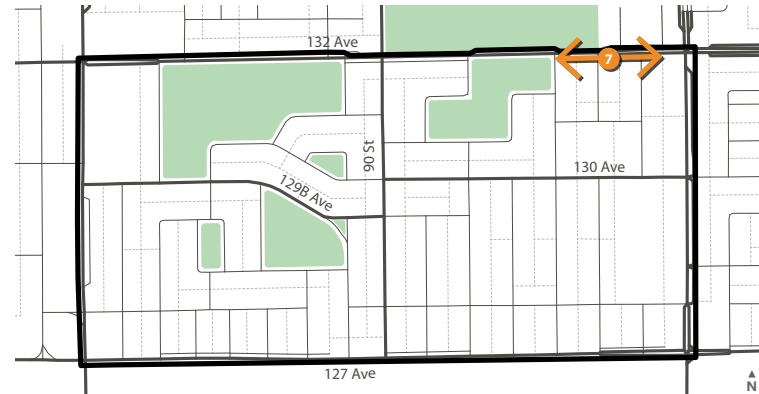
A photograph of a residential street intersection. The scene shows a paved road on the left and a dirt/gravel driveway on the right. A green semi-transparent rectangular overlay covers the upper portion of the image, containing the text '5 Walking Focus Areas' in white. In the background, there are utility poles, trees, a stop sign, and a house.

5.1 132 Avenue new sidewalks

Identified issues/challenges/opportunities

The following missing sidewalk connections along 132 Avenue between 82 Street and 86 Street were identified through a combination of public engagement and analysis by the Project Team:

- + The south side of the service road between the alley west of 85 Street to the alley east of 83 Street



Key Map



Figure 24. 132 Avenue service road looking east



Figure 25. 132 Avenue service road looking east

Exploring Options and Tradeoffs – 132 Avenue new sidewalks

Benefits and tradeoffs of new sidewalks along 132 Avenue were shared with the public at the July 2020 **Exploring Options and Tradeoffs** events for feedback.

Benefits

- + New sidewalks enhance accessibility for people of all ages and abilities
- + Connects to different places and spaces in and around Killarney
- + Sidewalks provide a space separate from traffic which improves safety for people who walk

Tradeoffs

- + New sidewalks may result in the narrowing of roads and may impact parking (parking restrictions will be reviewed). Traffic lanes may become one-way.
- + Nearby property owners will be responsible for clearing new sidewalks of snow and ice
- + Residents' landscaping in the city right-of-way may be impacted

Community Feedback on Draft Design – 132 Avenue new sidewalks

The following table summarizes key themes we heard regarding the potential new sidewalks along 132 Avenue.

What we heard

- + Participants identified that new sidewalks are beneficial for accessibility

What we considered

Vision and Guiding Principles

Aligns with the following principles:

- + Establish safe connections to destinations and amenities within the neighbourhood
- + Improve the safety of roadways for all users including people who walk, bike and drive
- + Generate viable options for residents to walk, bike and drive
- + Ensure infrastructure considers year-round use

Design considerations and technical requirements

- + Work around existing trees/landscaping along properties and underground and above ground utilities
- + Construct new sidewalks to align with Complete Streets Design and Construction Standards), where feasible

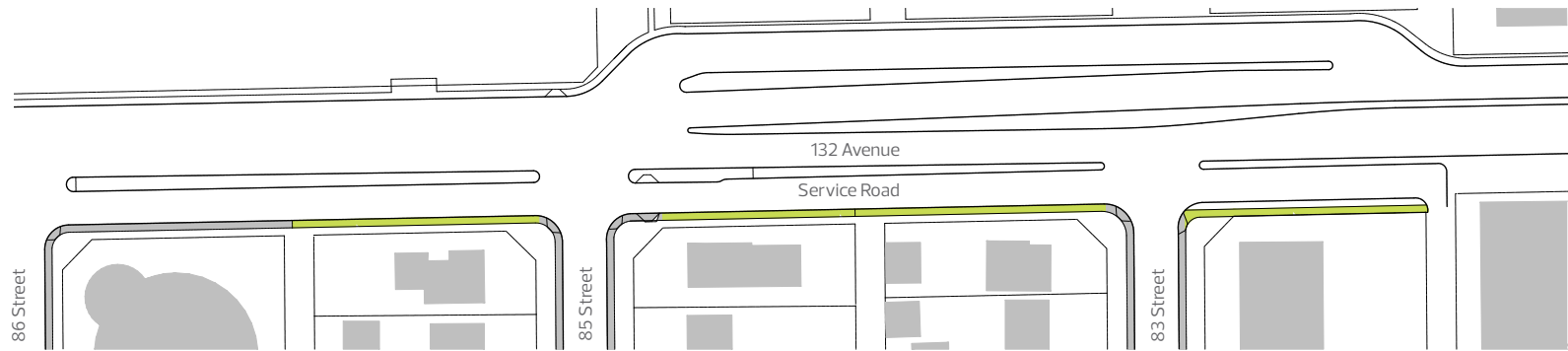
City Policies and Programs

The design is informed by the following:

- + Active Transportation Policy – improve and support active transportation
- + Access design guide – include access and use for people of all ages and abilities
- + Complete Streets Design and Construction Standard
- + The Neighbourhood Renewal Program funds the construction of new sidewalks. This portion is not cost-shared with property owners

What we propose

- + To add new curbside sidewalks along the south side of the service road on 132 Avenue between the alley west of 85 Street to 83 Street
- + To add a new boulevard sidewalk along the south side of the service road on 132 Avenue between 83 Street and the alley east of 83 Street
- + Construction will be coordinated with the 132 Avenue Collector Renewal project

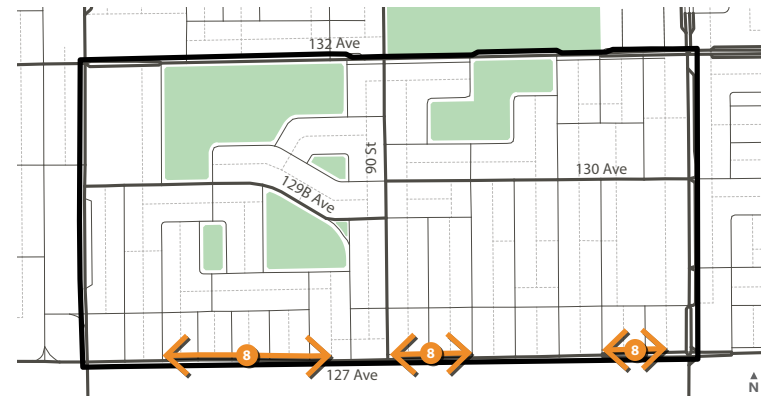


5.2 127 Avenue new sidewalks

Identified issues/challenges/opportunities

The following missing sidewalk connections along 127 Avenue between 82 Street and 97 Street were identified through a combination of public engagement and analysis by the Project Team:

- + The north side of the service road between
 - + 95A Street to the alley east of 92 Street
 - + 90 Street to 88 Street
 - + 85 Street to the alley east of 83 Street



Key Map



Figure 26. 127 Avenue at 93 Street



Figure 27. 127 Avenue at 95A Street

Exploring Options and Tradeoffs – 127 Avenue new sidewalks

Benefits and tradeoffs of new sidewalks along 127 Avenue were shared with the public at the July 2020 **Exploring Options and Tradeoffs** events for feedback.

Benefits

- + New sidewalks enhance accessibility for people of all ages and abilities
- + Connects to different places and spaces in and around Killarney
- + Sidewalks provide a space separate from traffic which improves safety for people who walk

Tradeoffs

- + New sidewalks may result in the narrowing of roads and may impact parking (parking restrictions will be reviewed). Traffic lanes may become one-way.
- + Nearby property owners will be responsible for clearing new sidewalks of snow and ice
- + Residents' landscaping in the city right-of-way may be impacted

Community Feedback on Draft Design – 127 Avenue new sidewalks

The following table summarizes key themes we heard regarding the potential new sidewalks along 127 Avenue.

What we heard

- + Participants identified that new sidewalks are beneficial for accessibility
- + Some respondents identified that there are sidewalks along the south side of 127 Avenue and sidewalks on the north side may not be necessary

What we considered

Vision and Guiding Principles

Aligns with the following principles:

- + Establish safe connections to destinations and amenities within the neighbourhood
- + Improve the safety of roadways for all users including people who walk, bike and drive
- + Generate viable options for residents to walk, bike and drive
- + Ensure infrastructure considers year-round use

Design considerations and technical requirements

- + Work around existing trees/landscaping along properties and underground and above ground utilities
- + Construct new sidewalks to align with Complete Streets Design and Construction Standards), where feasible

City Policies and Programs

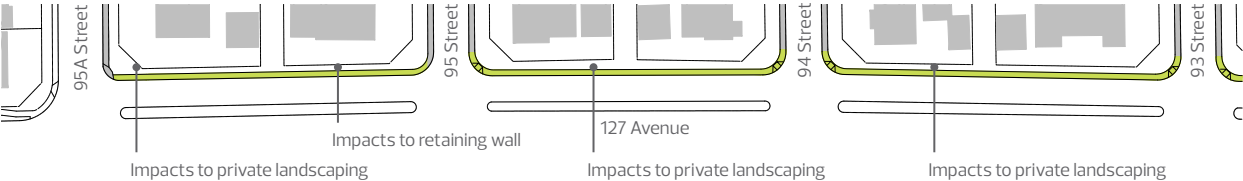
The design is informed by the following:

- + Active Transportation Policy – improve and support active transportation
- + Access design guide – include access and use for people of all ages and abilities
- + Complete Streets Design and Construction Standard
- + The Neighbourhood Renewal Program funds the construction of new sidewalks. This portion is not cost-shared with property owners

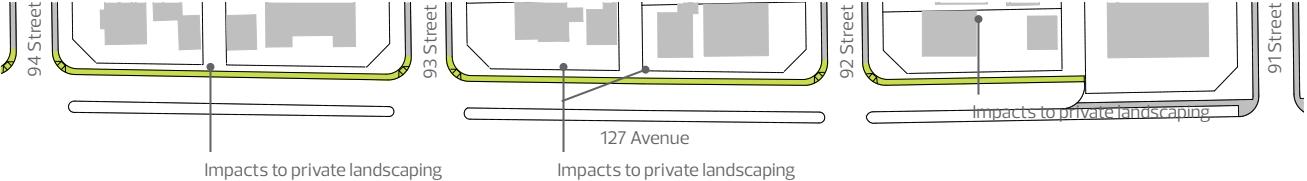
What we propose

- + To add new sidewalks along the north side of the service road on 127 Avenue at the following locations:
 - + 95A Street to the alley east of 92 Street
 - + 90 Street to 88 Street
 - + 85 Street to the alley east of 83 Street

127 Avenue (95A Street - 93 Street)

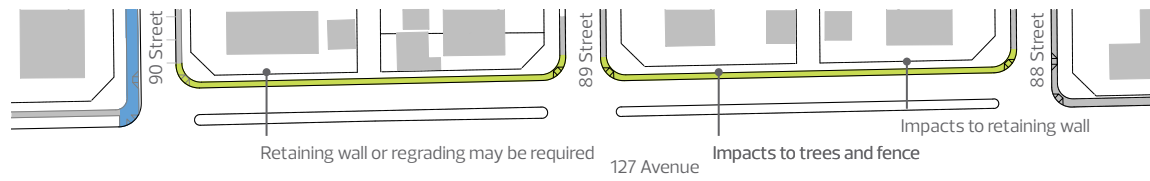


127 Avenue (94 Street - 91 Street)

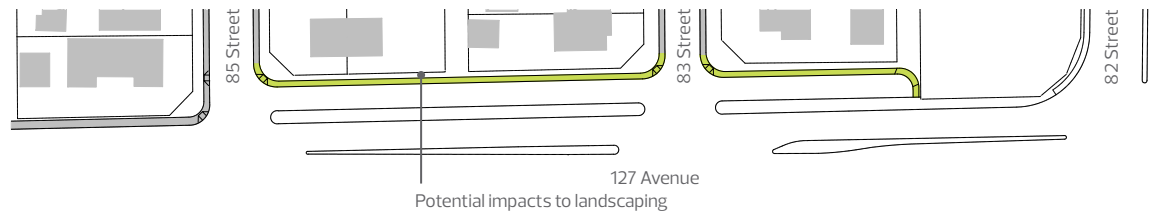


- New Shared Pathway
- New Sidewalk
- Existing Sidewalk

127 Avenue (90 Street – 88 Street)



127 Avenue (85 Street – 82 Street)



-  New Shared Pathway
-  New Sidewalk
-  Existing Sidewalk

6 Driving and Traffic Calming Focus Areas



6.1 Traffic calming

Identified issues/challenges/opportunities

The following observations about traffic were identified through a combination of public engagement and analysis by the Project Team:

- + There is a perception that shortcutting and speeding is occurring on some roads in the neighbourhood
- + People who walk, bike and roll feel unsafe at some intersections due to poor sight lines
- + Safety for people who walk, bike and roll should be a priority around schools
- + Traffic congestion is an issue at peak times at some locations, particularly around schools

Exploring Options and Tradeoffs – Traffic calming

The following general traffic calming measures to reduce shortcutting and speeding were shared with the public at July 2020 **Exploring Options and Tradeoffs** event for feedback.

Measures that reduce speeding and shortcutting

Road closure

A road closure is a barrier placed across a street that completely closes the street to vehicle traffic. A road closure usually provides open space while maintaining access for people who walk, roll and bike.

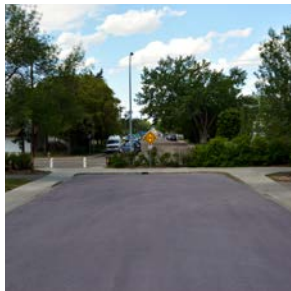


Figure 28. Road closure

One-way road

Half closures are barriers that block travel in one direction (creates a one-way street) for a short distance on otherwise two-way streets.



Figure 29. One-way road

Raised median

A raised median is a raised island located along the centerline of a street that prevents traffic from turning left.



Figure 30. Raised median

Raised median through an intersection

A raised median through an intersection blocks the left-turn movement from all intersection approaches and the through movement from the cross street.



Figure 31. Raised median through an intersection

Diagonal diverter

A diagonal diverter is a permanent barrier placed diagonally across a four-legged intersection that blocks through traffic.



Figure 32. Diagonal diverter

Right-in/right-out island

A right-in/right-out island is a raised island that forces the right-turn movement in and out of a street.



Figure 33. Right-in/right-out island

Mini roundabout

A mini roundabout is a raised island placed in the centre of an intersection requiring vehicle traffic to travel counterclockwise to navigate the intersection.



Figure 34. Mini roundabout

Curb extensions

A curb extension narrows the roadway crossing distance for people who walk, while improving visibility for drivers and pedestrians; curb extensions may be designed to slow traffic.



Figure 36. Curb extensions

Chicanes

A chicane is a series of curb extensions on alternating sides of the roadway, narrowing the roadway and requiring people who drive to steer from one side of the roadway to the other to travel through.



Figure 35. Chicanes

Raised intersection

A raised intersection is a flat raised area covering an entire intersection with ramps on all approaches and may include brick or other textured materials on the flat section and ramps.



Figure 37. Raised intersection

Speed hump

A speed hump is a rounded raised area of pavement used to reduce travel speeds.



Figure 38. Speed hump

Raised crosswalk

A raised crosswalk is similar to a speed hump, with a flattened top that serves as a marked crosswalk.



Figure 39. Raised crosswalk

What we heard

- + People driving too quickly within the community
- + Traffic congestion, parking issues and conflicts between people who walk and people who drive, particularly around schools and places of worship
- + Poor sightlines and lighting
- + Lack of crosswalks, yield signs, stop signs and adherence to roadway signage
- + Overall, the community was more supportive of curb extensions compared to other traffic calming measures

Map 2. Intersections identified for measures to slow traffic



- Killarney Neighbourhood Boundary
- 129B Avenue Curb Extensions
- 91 Street Curb Extension
- 130 Avenue Curb Extension

- Killarney Park and St. Matthew Elementary School Curb Extensions
- 128 Avenue and 92/93 Street Curb Extensions
- Wider Sidewalk, Walking Routes
- Wider Sidewalk, School Drop-off

- Bike Route with Traffic Calming
Traffic Calming Varies based on Design Options
- Road Geometry Improvement
- Road Closure



6.2 128B Avenue (90 Street to 97 Street)

Community Feedback on Draft Design – 129B Avenue

The following table summarizes key themes we heard regarding the measures to slow traffic along 129B Avenue.

What we heard

- + Community members believe traffic calming measures are appropriate for this roadway
- + Shortcutting and fast-moving vehicles are a concern on this roadway
- + Community members preferred curb extensions as a method of calming traffic

What we considered

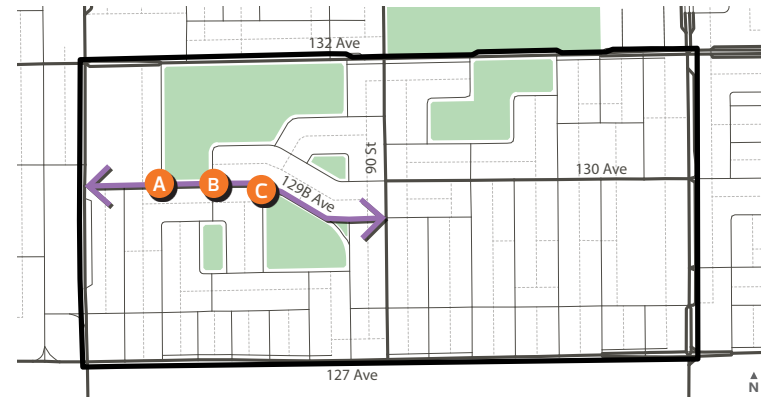
Vision and Guiding Principles

Aligns with the following principles:

- + Improve the safety of roadways for all users including people who walk, bike, and drive
- + Establish safe connections to destinations and amenities within the neighbourhood

Design considerations and technical requirements

- + Design curb extensions to minimize impacts on parking and turning movements, address shorter crossing distances for people who walk and roll, improve sightlines, slow traffic through the narrowed roadway and accommodate emergency services and drainage
- + Work around existing underground and above ground utilities
- + Align intersections and crossings to be intuitive for all users and enhancing sightlines for people walking, rolling and driving



Key Map

- + Design intersections to accommodate emergency services and drainage

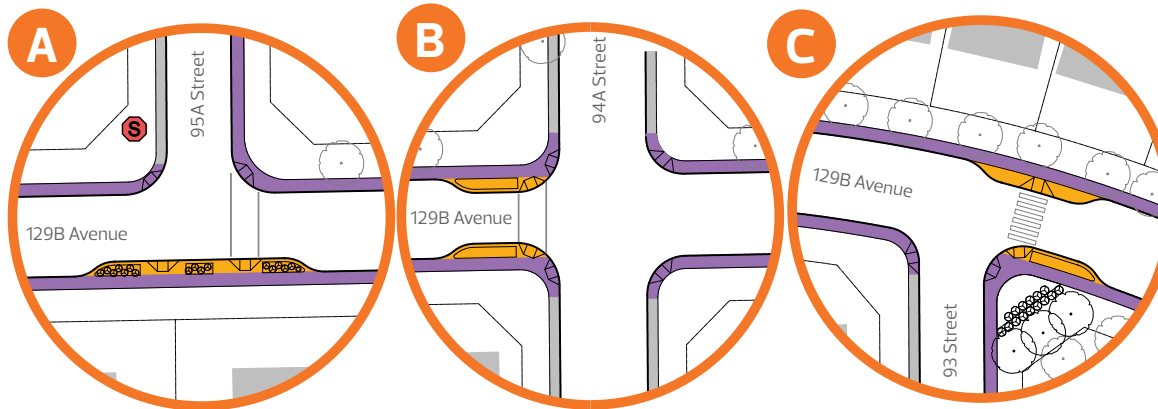
City Policies and Programs

The design is informed by the following:

- + Safe Mobility Strategy – support initiatives to manage driver speeds and shortcutting to increase the safety of all road users
- + Access design guide – include access and use for people of all ages and abilities
- + Community Traffic Management Policy – support curb extensions to narrow crossing distances and improve visibility for people walking and to reduce driver speeds and shortcutting
- + Complete Streets Design and Construction Standards

What we propose

- + To add curb extensions to provide shorter crossing distances, improve sightlines, enhance the feeling of safety for people who walk and roll and slow traffic at the following locations:
 - + 95A Street (A)
 - + 94A Street (B)
 - + 93 Street (C)
- + To add marked crosswalks to provide safer crossings for people who walk and roll at:
 - + 95A Street (A)
 - + 94A Street (B)
 - + 93 Street (C)



6.3 130 Avenue (82 Avenue to 90 Street)

Community Feedback on Draft Design – 130 Avenue

The following table summarizes key themes we heard regarding the measures to slow traffic along 130 Avenue.

What we heard

- + Shortcutting and fast-moving vehicles are a concern on this roadway
- + Community members believe traffic calming measures are appropriate for this roadway
- + Community members preferred curb extensions as a method of calming traffic

What we considered

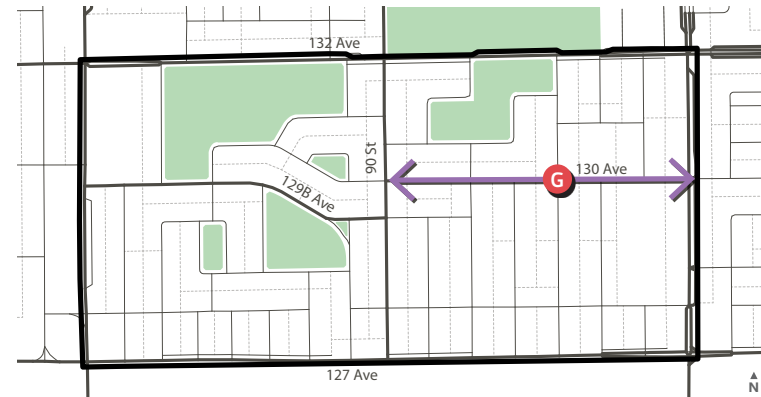
Vision and Guiding Principles

Aligns with the following principles:

- + Improve the safety of roadways for all users including people who walk, bike, and drive
- + Establish safe connections to destinations and amenities within the neighbourhood

Design considerations and technical requirements

- + Curb extensions will be designed to minimize impacts on parking and turning movements, address shorter crossing distances for people who walk and roll, improve sightlines, slow traffic through the narrowed roadway and accommodate emergency services and drainage
- + Work around existing underground and above ground utilities
- + Aligning intersections and crossings to be intuitive for all users and enhancing sightlines for people walking, rolling and driving



Key Map

- + Changes to the intersections must accommodate emergency services and drainage

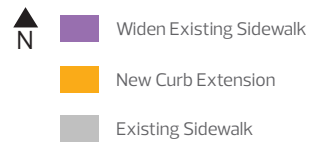
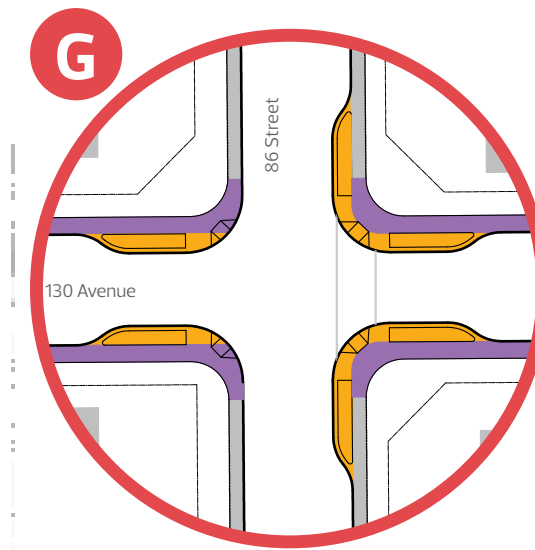
City Policies and Programs

The design is informed by the following:

- + Safe Mobility Strategy – support initiatives to manage driver speeds and shortcutting to increase the safety of all road users
- + Access design guide – include access and use for people of all ages and abilities
- + Community Traffic Management Policy – supports curb extensions to narrow crossing distances and improve visibility for people walking and to reduce driver speeds and shortcutting
- + Complete Streets Design and Construction Standards

What we propose

- + To add curb extensions to address shorter crossing distances, improve sightlines, enhance the feeling of safety for people who walk and slow traffic at 86 Street
- + To add a marked crosswalk at 86 Street to provide safer crossings for people who walk and roll



6.4 91 Street (Killarney School drop-off)

Community Feedback on Draft Design – 91 Street

The following table summarizes key themes we heard regarding the measures to slow traffic along 91 Street.

What we heard

- + Participants noted concerns with the impacts of traffic calming for people who drive such as loss of parking space
- + Community members noted concerns with the safety of students around the schools
- + Community members preferred curb extensions as a method of calming traffic

What we considered

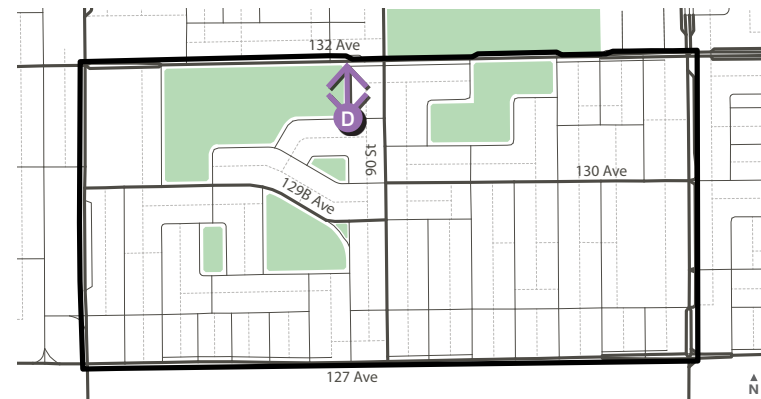
Vision and Guiding Principles

Aligns with the following principles:

- + Improve the safety of roadways for all users including people who walk, bike, and drive
- + Establish safe connections to destinations and amenities within the neighbourhood

Design considerations and technical requirements

- + Design curb extensions to minimize impacts on parking and turning movements, address shorter crossing distances for people who walk and roll, improve sightlines, slow traffic through the narrowed roadway and accommodate emergency services and drainage
- + Work around existing underground and above ground utilities
- + Align intersections and crossings to be intuitive for all users and enhancing sightlines for people walking, rolling and driving



Key Map

- + Design intersections to accommodate emergency services and drainage

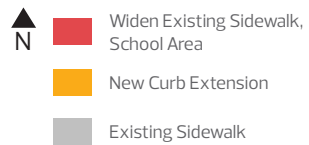
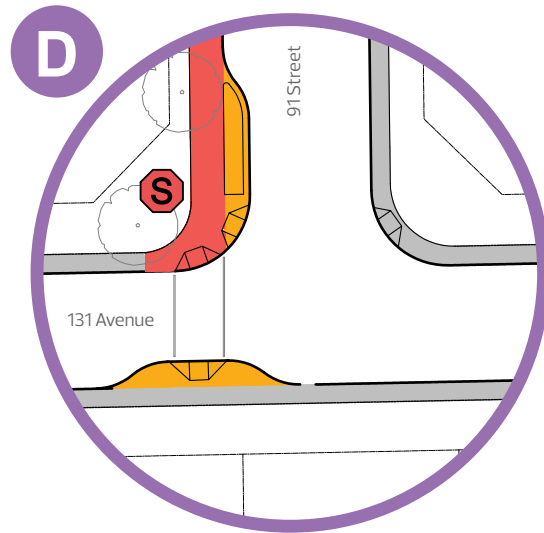
City Policies and Programs

The design is informed by the following:

- + Safe Mobility Strategy – support initiatives to manage driver speeds and shortcutting to increase the safety of all road users
- + Access design guide – include access and use for people of all ages and abilities
- + Community Traffic Management Policy – supports curb extensions to narrow crossing distances and improve visibility for people walking and to reduce driver speeds and shortcutting
- + Complete Streets Design and Construction Standards

What we propose

- + To add curb extensions to address shorter crossing distances, improve sightlines, enhance the feeling of safety for people who walk and roll and slow traffic at 91 Street and 131 Avenue
- + To add a marked crosswalk at the intersection of 91 Street and 131 Avenue



6.5 93 Street and 128A Avenue (Mee-Yah-Noh School drop-off)

Community Feedback on Draft Design – 93 Street and 128A Avenue

The following table summarizes key themes we heard regarding the measures to slow traffic along 93 Street and 128A Avenue

What we heard

- + Community members believe traffic calming measures are appropriate for this roadway
- + Community members noted concerns with the safety of students around the schools
- + Community members preferred curb extensions as a method of calming traffic

What we considered

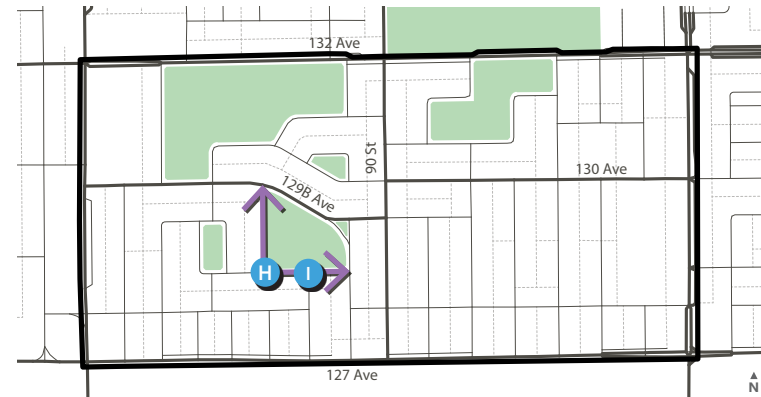
Vision and Guiding Principles

Aligns with the following principles:

- + Improve the safety of roadways for all users including people who walk, bike, and drive
- + Establish safe connections to destinations and amenities within the neighbourhood

Design considerations and technical requirements

- + Design curb extensions to minimize impacts on parking and turning movements, address shorter crossing distances for people who walk and roll, improve sightlines, slow traffic through the narrowed roadway and accommodate emergency services and drainage
- + Work around existing underground and above ground utilities
- + Align intersections and crossings to be intuitive for all users and enhancing sightlines for people walking, rolling and driving



Key Map

- + Design intersections to accommodate emergency services and drainage

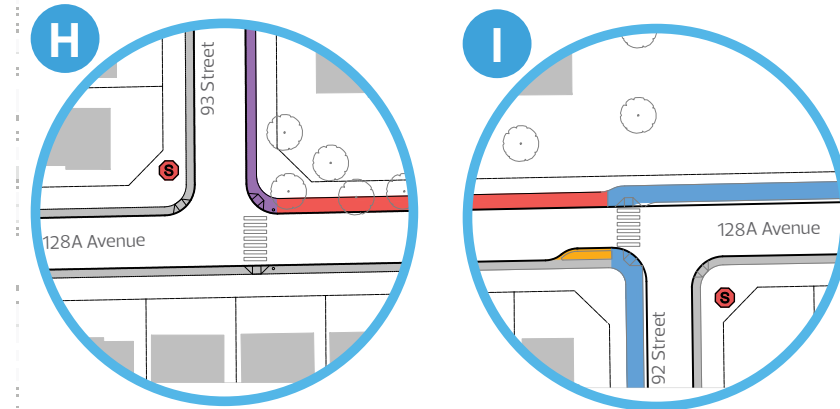
City Policies and Programs

The design is informed by the following:

- + Safe Mobility Strategy – support initiatives to manage driver speeds and shortcutting to increase the safety of all road users
- + Access design guide – include access and use for people of all ages and abilities
- + Community Traffic Management Policy – support curb extensions to narrow crossing distances and improve visibility for people walking and to reduce driver speeds and shortcutting
- + Complete Streets Design and Construction Standards

What we propose

- + To add curb extensions to address shorter crossing distances, improve sightlines, enhance the feeling of safety for people who walk and roll and slow traffic at the following locations:
 - + 92 Street and 128A Avenue
- + To add marked crosswalks to provide safer crossings for people who walk and roll at the following locations:
 - + 93 Street and 128A Avenue (H)
 - + 92 Street and 128A Avenue (I)
- + To maintain the existing rapid flashing beacons at 93 Street and 128A Avenue to provide safer crossings for people who walk and roll



6.6 St. Matthew School and Killarney Park

Community Feedback on Draft Design – St. Matthew School and Killarney Park

The following table summarizes key themes we heard regarding the measures to slow traffic along St. Matthew School and Killarney Park.

What we heard

- + Shortcutting and fast-moving vehicles are a concern on this roadway
- + Community members believe traffic calming measures are appropriate to slow traffic around schools
- + Residents are concerned about the impacts of traffic calming measures on the availability of parking
- + Community members are concerned about the safety of students around the schools
- + Community members preferred curb extensions as a method of calming traffic

What we considered

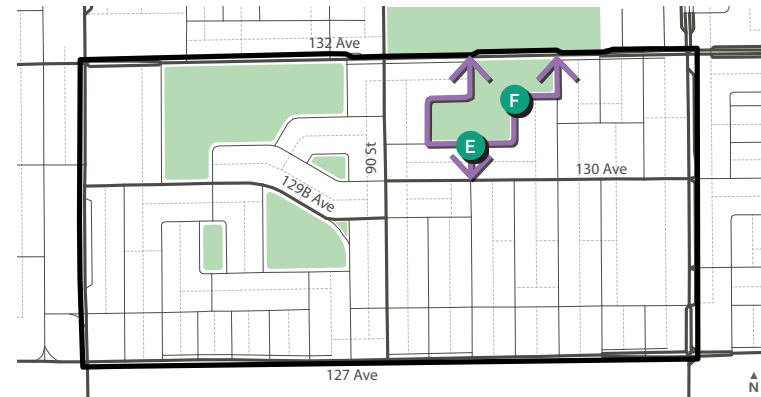
Vision and Guiding Principles

Aligns with the following principles:

- + Improve the safety of roadways for all users including people who walk, bike, and drive
- + Establish safe connections to destinations and amenities within the neighbourhood

Design considerations and technical requirements

- + Design curb extensions to minimize impacts on parking and turning movements, address shorter crossing distances for people who walk and roll, improve sightlines, slow traffic through the narrowed roadway and accommodate emergency services and drainage
- + Work around existing underground and above ground utilities



- + Align intersections and crossings to be intuitive for all users and enhance sightlines for people walking, rolling and driving
- + Design intersections to accommodate emergency services and drainage

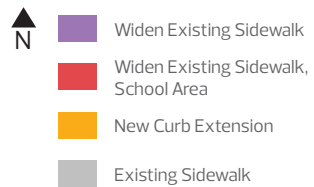
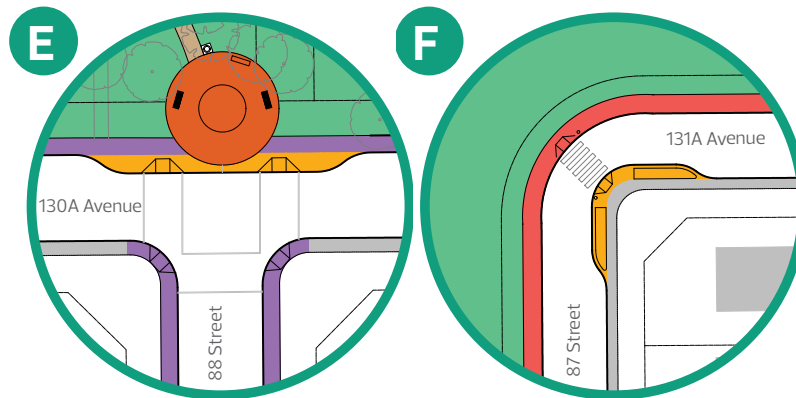
City Policies and Programs

The design is informed by the following:

- + Safe Mobility Strategy – support initiatives to manage driver speeds and shortcutting to increase the safety of all road users
- + Access design guide – include access and use for people of all ages and abilities
- + Community Traffic Management Policy – support curb extensions to narrow crossing distances and improve visibility for people walking and to reduce driver speeds and shortcutting
- + Complete Streets Design and Construction Standards

What we propose

- + To add curb extensions to address shorter crossing distances, improve sightlines, enhance the feeling of safety for people who walk and roll and slow traffic at the following locations:
 - + 88 Street and 130A Avenue (E)
 - + 87 Street and 131A Avenue (F)
- + To add marked crosswalks at the intersection of 88 Street and 130A Avenue to enhance the feeling of safety for people who walk and roll
- + To maintain the existing marked crosswalk and rapid flashing beacons at 87 Street and 131A Avenue to provide safer crossings for people who walk and roll
- + To reduce the curb radius at 87 Street and 131A Avenue to slow drivers around the corner and enhance the feeling of safety for people who walk and roll
- + Review stop and yield controls







7 Next Steps

7.1 Next steps

Community Feedback on Final Design

The next steps for renewal in Killarney will be to prepare and present the Final Design for community feedback. All final project decisions will consider technical considerations, City policies and programs, public input and available funding. In June 2021, the Project Team will inform residents about the final design plans.

Killarney Neighbourhood Renewal Pre-Construction Information

Construction is scheduled in Killarney over three years starting in spring 2022. You may see a few activities in your neighbourhood prior to construction, including:

- + Utility companies completing their work before construction begins. This minimizes cutting into the road after it is reconstructed
- + Trees being pruned if they are in the way of the construction equipment. If a tree on private property requires pruning, the City will notify the property owner
- + Existing street lights being removed and installation of new pole bases and streetlights typically occur prior to construction. The underground cabling system is also replaced at this time

Local Improvements

The Neighbourhood Renewal Program has been paid for through City-wide property taxes by creating a reserve fund dedicated to the program. In conjunction with the program, the City offers cost-sharing opportunities between the City and property owners of Killarney for two Local Improvement options—decorative street light upgrades and sidewalk reconstruction. Local Improvements and the cost-sharing opportunities offered by the City are part of the Neighbourhood Renewal discussion with you and your neighbours.

Property owners in Killarney had the opportunity to upgrade to their community's choice of decorative street lights through a community-initiated Local Improvement process. To demonstrate community support for the decorative option, an expression of interest with the choice of decorative light, needed to be submitted to the City by May 1, 2021. The project team did not receive an Expression of Interest from the Killarney community. Standard streetlights will be upgraded/replaced as part of the project with no additional local improvement charge to property owners.

Sidewalk reconstruction is a City-initiated Local Improvement. It is less disruptive to property owners and more cost effective to replace aging infrastructure, such as sidewalks, when it is already intended to do infrastructure work in Killarney.

In January/February 2022, the City will send out a Local Improvement Tax Notice to all registered property owners in Killarney which contains information needed to decide whether they want to proceed with sidewalk reconstruction or not, including the approximate cost. Property owners will have a 30-day period to petition against the Local Improvement, by completing and returning the provided petition form. The results of the petition will be used to determine where sidewalk reconstruction will proceed with Neighbourhood Renewal. If the Sidewalk Local Improvement is successfully petitioned against, the City will complete maintenance on the existing sidewalks. Maintenance includes mud jacking, asphalt patching or grinding.

Final assessments and addition to your tax assessment for Local Improvements will be done in the year following construction completion.

For more information visit edmonton.ca/localimprovements

Decorative Streetlight Upgrades



Galvanized streetlight



Example of a decorative street light

Sidewalk Reconstruction Local Improvement



New boulevard sidewalk



New monowalk sidewalk



Asphalt patching



Grinding



Mud jacking

