

GARNEAU NEIGHBOURHOOD RENEWAL

Frequently Asked Questions

Edmonton

Overall Neighbourhood Renewal Questions

What is Building Great Neighbourhoods?

Building Great Neighbourhoods is a branch of the City of Edmonton committed to making the most out of your neighbourhood by investing taxpayer and utility rate dollars in reconstructing neighbourhoods to enhance their livability and longevity.

Building Great Neighbourhoods Commitment:

Working together to make the most out of your neighbourhood. This is your city and your neighbourhood. We want to understand how you experience your neighbourhood and ask for your input on what we might do to make it better. We will engage and work with you to enhance how people live and interact in your neighbourhood. We commit to being open and transparent about how your input is used.

What is Neighbourhood Renewal?

The Neighbourhood Renewal program is part of the Building Great Neighbourhoods initiative. It outlines a cost effective and long-term strategic approach to renew and rebuild roads, sidewalks and street lights in mature neighbourhoods. The new infrastructure will be in place for 30 to 50 years.

In Garneau, the scope of work includes: new neighbourhood road surfaces, new sidewalks to replace existing (subject to approval of the 50/50 cost shared local improvement tax), new sidewalks where they are missing, where possible and standard galvanized street lights.

What could also be included, pending funding from other City programs: enhancements to pedestrian crossings, park spaces, paths, pedestrian connections, bike infrastructure and measures to reduce speeding and shortcutting.

What is not included: Alleys and arterial roads (Whyte Avenue, 109 Street, 87 Avenue and 112 Street) are funded through separate programs. Maintenance issues are referred to Operations and Maintenance.

Engagement Questions

How will my input be reflected in the plan?

When the project team refines the designs we review and discuss the comments and feedback from all stakeholders. Designs are shared with the public as well as internal stakeholders for comment. As decisions are made we will report back on what we heard and how that feedback was considered. A decision may reflect what we heard from some of the stakeholders but not what we heard from others as there are competing interests. This does not mean that feedback was not considered. All feedback will be considered as designs are finalized. The final design is to be reflective of Garneau's vision and guiding principles as well as balance the needs of current and future users of the area. There are many guiding documents and

policies that are also considered during the planning for the renewal of a neighbourhood. The overall neighbourhood design works as a system, a decision made in one area may impact another portion of the design. Decisions are made with the understanding of how all elements work together and changes are reviewed to ensure there are no unintended impacts to the whole.

What are the next steps of Garneau's Neighbourhood Renewal?

Public input on the Draft Design will be considered, and where possible, incorporated into the refined neighbourhood design to be shared for public review in the fall of 2020. The feedback collected at that time will be used to advise design elements and fully develop the technical plan. Construction is scheduled to start in the spring of 2021 and finish in the fall of 2022. Detailed timelines that identify which sections of the neighbourhood will be constructed when will also be shared in early 2021.

How were people with disabilities consulted / engaged?

Members of the project team have met with people with disabilities, including residents at the seniors and adapted living facilities in Garneau. Face-to-face meetings took place in June and digitally in September 2020. At the meetings, we asked how the proposed designs impacted them, and also had the opportunity to go out into the community to see areas of concern first-hand such as DATS loading and curb ramps.

Has there been an accessibility assessment of the project?

The designs shown throughout Garneau's Neighbourhood Renewal follow the City of Edmonton's Complete Street Design and Construction Standards, which includes the philosophy of designing with a Universal Design lens. The Universal Design process creates an environment that is usable to as many people as possible regardless of age, ability, or situation including physical access, blind or low vision access, deaf or hard of hearing access, and cognitive limitations access. In addition to following Complete Streets, this plan and all neighbourhood renewal plans are shared with the office of accessibility for review prior to the designs being finalized.

What is the City's GBA+ process ?

The City applies the gender based analysis (GBA+) process to examine and address how policies, programs and services impact diverse individuals and groups. It is applied to better understand diverse perspectives, experiences and needs and create services that do our best to serve everyone. The project team participated in the City orientation to GBA+ and Garneau Neighbourhood Renewal is a pilot project for incorporating the process into a capital project.

Decision Making / Finalizing the Plans

How are decisions made for Garneau's Neighbourhood Renewal?

Project decisions are made by the City, considering technical requirements and policies/programs, together with public input. Technical requirements include existing conditions such as roadway widths and constraints such as mature trees. City policies include current road design standards such as the Complete Streets Design and Construction Standards and others which support the City as a whole. Input from the public includes local knowledge, concerns and desires gathered since January 2018. It is important to understand that the level of influence that the public has on a decision can vary depending, for example, on the level of technical complexity it may have or how it may impact other elements of the project.

The Garneau Neighbourhood Renewal project team, made up of project managers, engineers and landscape architects, are charged with developing the neighbourhood designs recommendations for City decision making that include rationale as to how they considered feasibility, useability, budget, city policy, technical restrictions, public input, community impacts and much more. The City reviews the design justifications for each recommendation and considers project funding to make their final decisions.

What City policies and standards influence the renewal design?

City policies listed here can be found at edmonton.ca and then searching by using the policy title. This list is not exhaustive.

- Edmonton City Plan
- Complete Streets Design and Construction Standards
- Edmonton Bike Plan
- Mature Neighbourhood Overlay
- Active Transportation Policy
- Winter Design Guidelines
- Vision Zero
- Safe Mobility Strategy
- Crime Prevention Through Environmental Design
- Checklist for Accessibility and Universal Design

How will the Vision and Guiding Principles be used?

The Vision and Guiding Principles were co-developed from input from the community to guide the overall direction of the neighbourhood design.

Design recommendations for the neighbourhood are evaluated against how well they align with Vision and Guiding Principles. The Vision will be further used to assist with setting priorities when budgeting and making final design decisions.

How is the decision to proceed with decorative street lights made?

Property owners will decide on decorative street lights. The City uses an Expression of Interest (EOI) process to determine if there is support within a neighbourhood for the decorative street lighting local improvements. The requirement to proceed with upgraded decorative street lights is for the majority (50+1%) of a representative sample of respondents responding in favour. If a neighbourhood does not have sufficient support for this upgrade option, standard street lights will be installed with no extra charge to property owners.

Funding Questions

How is Neighbourhood Renewal funded?

Funding for the Neighbourhood Renewal program has come through a combination of City-wide property taxes and provincial funding over the past decade. To be approved for construction, the cost for the design must fall within the renewal budget for the neighbourhood. Some elements proposed may not receive funding, however efforts will be made to partner with other City programs and initiatives to leverage additional funding opportunities.

Two specific improvements—**decorative street lights and sidewalk reconstruction**— are cost-shared by the City and the owners of property in the neighbourhood. Decisions for these improvements are voted on by property owners (see details at edmonton.ca/localimprovements). For decorative street lights, property owners will receive a notice in Fall 2020 to outline the process and potential costs. Sidewalk reconstruction notices will be sent in the winter of 2021, prior to the first year of the neighbourhood's construction. New sidewalks added to the neighbourhood are no additional cost to property owners.

With the current fiscal realities for the City should Neighbourhood Renewal Designs include all the extras?

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Garneau has waited for its renewal and the roads and sidewalks in this neighbourhood deserve the same support as other neighbourhoods renewed in previous years. The upgrades planned for Garneau are to support the community now and for the next 30-35 years in the future. The Neighbourhood Renewal Program has been recognized as being the most cost effective way to add missing infrastructure into an area as significant construction work is already underway.

Biking Questions

How were decisions made about the proposed bike routes in Garneau?

The Edmonton Southside Bike Network, determines the locations of future bike routes as part of a city-wide Bike Transportation Plan. A north-south connection on 110 Street has been identified for the Garneau neighbourhood as well as east-west connections from 109 Street to 110 Street. Public input received during the engagement process, along with project technical information, informed the location of the 83 Avenue to 112 Street connector, as well as other connectors between 109 Street and the new 110 Street bike lane. The type of biking facility for the north-south route and the east-west connectors were determined using public input, city policy and technical considerations.

Where will delivery trucks and contractors park to access my home when the bike lanes go in and parking is reduced?

In both Garneau and McKernan (110 Street only), where on-street public parking will be reduced to create space for bike lanes, there are opportunities to install parking bays and loading zones. We will look to residents living near these areas to suggest where they think parking bays or loading zones would be most beneficial.

There is little to no traffic on the street, why can't people who bike just ride on the road like they do today?

As Edmonton continues to grow, congestion on the streets does too. As part of the City's Transportation Master Plan, the City is committed to supporting a transportation network that supports all modes of travel. Part of this is the implementation of dedicated bike lanes, which are designed to be all ages and abilities, as

well as all seasons. A dedicated bike lane will be cleared in the winter (unlike a shared roadway) to encourage all season use.

Bike lanes and infrastructure is generally built for the “Interested but Concerned” and “Enthusied and Confident” groups, with the aim of shifting their attitudes into higher comfort groups with biking. Building safe infrastructure provides options for those who may start to think about biking, or are currently not riding their bike because they do not feel comfortable to do so.

In order to improve the commutes for Edmontonians, our goal is to provide people with a variety of transportation options – including choices for walking, biking, driving and taking transit. The safety of citizens is our priority, no matter what mode of transportation they choose - in any season.

What happens to residents who normally park their vehicles where the proposed bike lanes will be? Where are they supposed to park now?

In Garneau and McKernan (on 110 Street), where parking is being removed to create space for bike lanes, there are opportunities to install parking bays and loading zones. We will look to residents living near these areas to suggest where they think parking bays or loading zones should be constructed and would be most beneficial. People may have a variety of reasons why they use on-street public parking, instead of parking on private property.

The on-street bike lane has a raised protective meridian that will be difficult for my mobility challenged relative to cross when I come pick them up for appointment. How can this be improved?

We will look to residents living near these areas to suggest where mid-block crossings with curb ramps should be constructed. These crossings would shorten the distances for crossing to access homes further from the intersections. The mid-block crossing also serves to allow for access through the bike lane in more locations than just at intersections.

Why is the new bike lane not like the existing bike lane (one-way on 110 Street and one-way on 111 Street)?

The Project Team investigated this option during their technical review. This option did not proceed because:

- The bike lane on 111 Street would be discontinuous to Saskatchewan Drive. The City does not have jurisdiction over 111 Street north of 87 Avenue (it is owned by the University of Alberta) so the bike lane would end at 87 Avenue and not connect to Saskatchewan Drive. At University Avenue, 111 Street takes a jog. A bike lane on 111 Street would mean that people who bike also have to bike east-west on University Avenue which would then impact traffic and parking on that street and would also affect the shortcutting deterrent medians that are installed on University Avenue.
- To build a protected one-way bike lane still removes all parking on the street and limits traffic to one-way directions. Understanding that on-street public parking is important to residents, there is less parking removed overall in the neighbourhood by just having the bike lane on 110 Street.

Why isn't the bike lane on 109 Street? It seems to be a more direct route for people who bike?

A Council-directed feasibility study of 109 Street bike lanes showed that while protected bike lanes are feasible on 109 Street between Saskatchewan Drive and 76 Avenue, they are not in alignment with the 2009

Bike Transportation Plan and 2016 Main Streets Guideline. The policies support a network for “all ages and abilities” and the busy 109 Street road was found not best suited as it is a high volume traffic arterial with many conflict points. Council accepted the report and the City was tasked with implementing a bike lane along 110 Street.

What trees will be lost in Garneau as a result of the new bike lanes?

Wherever possible bike lanes have been designed to have the least impact on trees within the neighbourhood.

Some trees will be removed where new parking / loading bays are constructed along 110 Street, 111 Street and 88 Avenue. Your input will help identify where those parking / loading bays should be placed. Some trees on the west side of 110 Street just south of 90 Avenue are removed to make space for the new road cross-section.

If trees are removed, they will be assessed and new trees will be planted in the neighbourhood to diversify the urban canopy.

Parking for residents and their visitors is already a huge issue in Garneau and more on-street public parking is being removed for the bike lanes. Aren't there any design options that would allow parking to be retained?

There is only so much space in the roadway that can be allocated to driving, bikes, parking and sidewalks, and we also heard that trees were really important to residents. Wherever parking has been removed it is because it was not possible to fit all of the elements into the road area without also removing trees.

Turning 110 Street into a one-way for car traffic will impact traffic flow in an already congested neighbourhood. What is being done to improve travel for those who drive cars?

We heard that speeding and shortcutting through your neighbourhood was also a concern. Although having 110 Street as one-way may make it a little longer for you to get to your home, the one-way, with the bike lanes and the other intersection and traffic signage changes should reduce the shortcutting and therefore some of the congestion, making it easier for you to travel through your neighbourhood.

Why doesn't the bike lane continue along 83 Avenue directly to 112 Street?

Using public input from the last event, the pros / cons of each option and the technical constraints, 84 Avenue was determined to be the better route. Reasons why 83 Avenue was **not** chosen include:

- 83 Avenue terminates at a car parkade at 112 Street, which is generally not a destination for people who bike
- The bike lane on 83 Avenue would only be separated from 111 Street to the University Terrace parkade entrance (about halfway between 111 and 112 Streets) and then people who bike would share the same space with people who walk from the parkade entrance to 112 Street
- There was the potential for more conflict points between people who drive, bike and walk at the University Terrace parkade entrance
- The trees west of the University Terrace parkade would have to be removed to accommodate the shared-use path

It looks like there could be car/bike conflicts at 111 Street at 84 Avenue. What will be done to make this safe for all users?

Once the design is finalized an internal analysis of the required pavement markings and signage will occur. At the next engagement event the updated signage plans that support the design will be shared.

Will the bike lane on 110 Street come with the same signage as that on 76 Avenue?

The City uses guidelines indicated in the Manual of Uniform Traffic Control Devices, provided by the Transportation Association of Canada, to determine signage requirements on roadways and bike lanes. The City is also undertaking a review of signage requirements on bike lanes in residential neighbourhoods to try to reduce the number of signs while still providing clear and safe informational signage for all users. The signage for 110 Street is expected to be similar to the signage on the 83 Avenue bike lane rather than 76 Avenue, as it is a two-way bike lane, and not a one-way bike lane.

Why is the bike lane on 110 Street on-street and not raised?

The Project Team reviewed both options and found that since there are alleys and some driveways on the west side of 110 Street from 76 Avenue to Saskatchewan Drive, a raised bike facility would have a drop at each of these locations as well as at the intersections. People who bike have told us that when the raised facilities have drops in them consistently, it can be difficult to maneuver, especially when riding with bike trailers or smaller children. Therefore, the Project Team pursued an on-street bike facility for 110 Street similar to 83 Avenue's bike lane.

Walking Questions

Why are sidewalks required on both sides of the street? In other neighbourhoods there are sidewalks only on a single side.

The City is committed to providing a safe and integrated mobility network that is not just for people who drive. Sidewalks provide linkages to key destinations (schools, businesses, shopping, transit, etc.) both within a neighbourhood and between neighbourhoods. By providing routes for people to use that are not just a road, there are other potential benefits which include reduced road maintenance (potholes and snow clearing), reduced greenhouse gas emissions, ability to age in place, better public health, safer and more vibrant streets. The sidewalks also support the City's "The Way We Move" goal of making active transportation a preferred choice for more people making it possible for the transportation system to move more people more efficiently in fewer vehicles.

In addition the design adheres to the Complete Streets Guidelines which promote a network that provides travel options for users of all ages and abilities that are safe, universally designed, context sensitive, and operable in all seasons (including winter). These options accommodate the needs of the present and future and contribute to the environmental sustainability and resiliency of the city.

Other neighbourhoods may only have sidewalks on one side of the road due to different and unique technical challenges of the time, and older City Design and Construction Standards. Garneau will be built with the most recent standards, to ensure the infrastructure remains current and relevant for the next 40 years.

The sidewalk on my block looks just fine but your design says it's changing. Why? Seems like a waste of money to remove a perfectly fine sidewalk.

As part of the neighbourhood renewal, the curb and gutter for each road is removed and replaced and the pavement surface is rehabilitated. As part of this renewal we will need to accommodate for tree roots and other constraints that will cause the road to shift elevation, typically higher than what it is today. Water draining from private lots needs to have a continuous path to the road to drain away, and if the sidewalk is not reconstructed, the sidewalk can become a channelized low point, with the lots and the road both higher than the sidewalk.

Additionally, sidewalk condition ratings are based on an average of the condition of the entire neighbourhood. The sidewalk directly in front of your home may be in better condition than the sidewalk across the street. Neighbourhood renewal is the opportunity to replace all of the sidewalks at the same time, which results in lower costs for construction and will create predictable maintenance and replacement timelines in the future.

Will shared streets be considered in the overall draft design for the community?

Shared streets have been temporarily implemented in a few locations in Garneau. The creation of temporary shared streets has been in response to COVID-19 physical distancing requirements to allow more opportunities in high density areas for people to safely get outside to walk and bike. Because of the limited ability to engage at this time, the locations were chosen to align with corridors that have higher pedestrian and bike traffic, which have been identified in Garneau through BGN's prior engagement with the community.

Shared streets are a great way of creating safe slow streets for people to play, walk and bike in their communities, but don't meet the all-weather requirements of the South Side Bike Network.

There is a permanent shared street west of 88 Avenue (Student Boulevard) , why is a shared street not considered east of 110 Street on 88 Avenue?

Shared streets are a great way of creating safe slow streets for people to play, walk and bike in their communities, but don't meet the all-weather requirements of the South Side Bike Network.

Can you please provide more information about the enhanced crosswalks. In what way would the crosswalks be enhanced?

An enhanced crosswalk means that we will formalize the areas that currently lack crossing infrastructure. Options may include adding crosswalks and curb ramps. This will bring greater visibility to pedestrians crossing mid-block. The crosswalks could be different colored pavement, paving stones or raised. These decisions will be made for each location and depend on the presence of utilities under the road and other location-specific situations.

E-scooters

E-scooters within the City of Edmonton are currently permitted to travel along bike lanes, shared pathways, shared streets, and roads with a posted speed limit of 50km/hr or less. E-scooters cannot be used on sidewalks, park trails not maintained by the City of Edmonton or vehicle lanes designated for patio use on Jasper Avenue, Old Strathcona, or 124 Street.

Driving and Traffic Questions

Is there an opportunity to install trial measures to test out traffic calming?

At this time there are no plans to install trial measures. There are inherent challenges with installing trial measures:

- Temporary paint on the road wears off easily and is often ignored by people driving or parking.
- Concrete barriers can pose a hazard to cars, become an obstacle to pedestrians and they do not function like the actual traffic calming measure does.
- The road network operates as a system. All of the sign changes, traffic calming measures and bike lanes need to be installed together to be an accurate representation of how the system will work.

Can you just install stop signs rather than construct curb extensions?

Stop signs are installed based on traffic volumes and are not considered traffic calming devices. If a stop sign is installed where there is little or no cross traffic (a reason for people to stop), then compliance becomes an issue and there can be problems with safety (people running the stop sign).

How does this plan stop speeding and reduce shortcutting through Garneau?

All of the design elements below work together to reduce speeding and discourage shortcutting.

- One-way streets
- Bike lanes
- Enhanced crosswalks
- Curb extensions
- Narrowing of intersections (111 Street and 81 Avenue)
- Chicanes (84 Avenue)

These features bring attention to the other road users (people who walk and bike) and make it less convenient for people who drive to shortcut through the neighbourhood.

One of the more aggressive ways to prevent short cutting is road closures, however those also have an impact on area residents. Road closures were not included as it may redirect the traffic to other avenues rather than work to prevent shortcutting.

Why was it not possible to change some of the avenues from one way to cul-de-sacs to lower traffic cutting through the neighborhood?

If the avenues are changed to cul-de-sacs or dead ends, a bulb must be provided so that people, delivery trucks and other vehicles can turn around safely when they get to the end of the road. There is not enough room within the existing road right-of-way to construct these turn-arounds. The draft design focused on slowing speeds for all those who travel through the neighbourhood

What are the plans for 112 Street between University and Whyte avenues?

The design has not proposed to change the current traffic direction or bike lane on 112 Street between University Avenue and Whyte Avenue. Travel direction for cars will remain one way southbound between 80 Avenue and University Avenue and one way northbound between 80 Avenue and Whyte Avenue. The current painted bike lane will remain. We did hear from local residents that sometimes drivers are confused and go the wrong way down the street, especially when coming out from an alley onto 112 Street, so additional wayfinding signage at the alley intersections is being considered. Medians separating the bike lane from the vehicle travel lane have also been added at each intersection to more clearly define that the

road is one way for vehicles and to provide separation of people who bike from turning cars.

How is Emergency Access maintained?

The proposed roadway changes are designed so that emergency vehicles still have access.

Parking questions

Will there be increased frequency in terms of parking enforcement?

Parking Enforcement responds to parking complaints submitted to 311 and also has a regulated enforcement program designated for the residential parking program areas of the City. After new parking changes are implemented, the area will be monitored and there may be an increase in parking enforcement if there is an increase in complaints through 311.

Who is the additional on-street public parking for?

The residential parking program manages the availability of parking by restricting parking to residents or visitors with a pass to certain hours. Although this can prioritize resident parking and deliveries, the program does not eliminate non-resident or public parking and it does not guarantee residents an on-street parking space.

When this review is complete, if required, specific areas in Garneau will be evaluated and discussed with the community as to where resident parking, visitor parking, or dedicated loading zones may be best suited. More information is anticipated to be shared in the fall with the public.

Is there information about how to apply for an accessible parking area?

If residents wish to apply for an accessible parking area they can apply on the City's website at: https://www.edmonton.ca/transportation/driving_carpooling/accessible-parking.aspx.

Access to every property has been maintained and the Project Team can add in a mid-block crossing complete with connector sidewalks that intersect the sidewalk and lead to the road where curb ramps can be installed.

Playing Questions

How are the improvements to the park spaces being funded?

The Neighbourhood Renewal Program has limitations and cannot accommodate all of the proposed park improvements. The Project Team will explore other City programs and funding sources to support these improvements.

Trees

The project team has been out in the community on design walks, looking for locations to plant new trees in all areas of the neighbourhood, including gaps in the boulevard. We look for opportunities to plant new boulevard trees and also to diversify the tree canopy with a variety of species.