

Tell Us About Roads & Intersections

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Roads and Intersections in Inglewood

As part of earlier public engagement, we heard interest in improving pedestrian safety and addressing speeding and shortcutting.

To do this, the City uses traffic calming measures, such as raised crosswalks, and curb extensions, to improve safety for people who drive, walk, and bike.

It aims to:

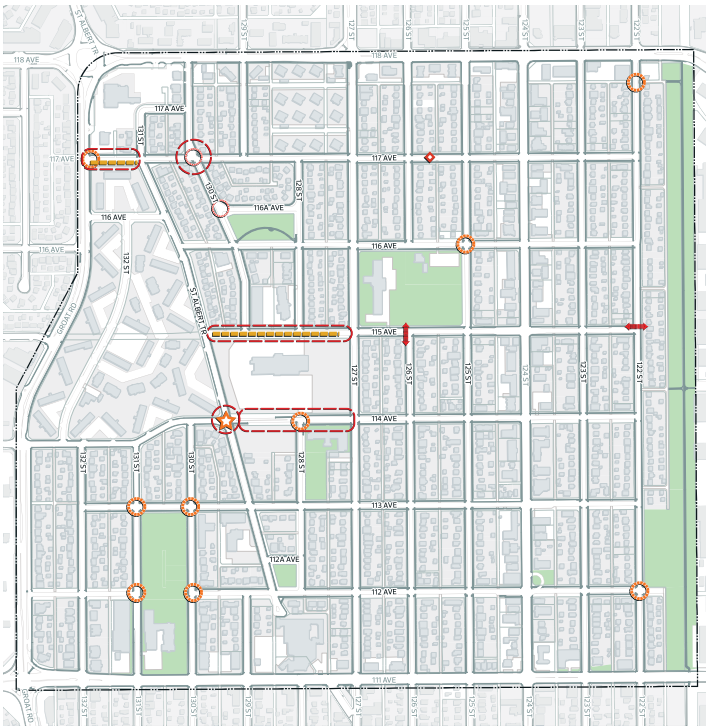
- Make road crossings easier and safer for people walking in the neighbourhood
- Encourage safer, more responsible drivers and people who bike
- Help reduce vehicles shortcutting through Inglewood

Roads and Intersections in Inglewood

Each proposed change has been identified to help address a safety concern, including pedestrian mobility, pedestrian visibility, reducing speeding and shortcutting and/or reducing traffic flow. However, it is the combination of all the measures and changes that helps to get the best results.

What We Heard	What Else We Considered	What We are Working to Achieve
<ul style="list-style-type: none"> • There is speeding and shortcutting happening in areas of the neighbourhood and traffic calming is desired • People are interested in and comfortable with most measures to reduce speeding and improve pedestrian safety • People are most comfortable with raised crosswalks and curb extensions 	<ul style="list-style-type: none"> • Where there are instances of speeding, shortcutting, or both • Which measures will work best to address speeding, shortcutting, or both • Accommodating people's level of comfort, where it is feasible to still effectively address the challenge • Impacts to emergency vehicle operation 	<ul style="list-style-type: none"> • Ensure that Inglewood is a walkable community, where people who walk, bike, and drive are safe and able to look out for one another • Reduce the crossing distance for pedestrians, where feasible • Reduce shortcutting through the neighbourhood • Improve driver behaviour to reduce speeding • Ensure that the pedestrian and traffic measures integrate well in the neighbourhood, including considering the transit system, bike routes, schools, seniors' residences, and many other organizations who serve vulnerable populations in the neighbourhood

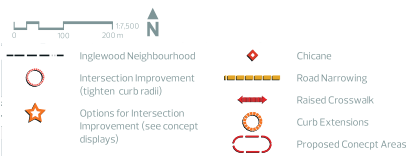
Roads and Intersections



The map on the left provides a comprehensive picture of all Inglewood's existing and proposed traffic calming measures to achieve pedestrian safety and reduce speeding and shortcutting in Inglewood.

We are looking for your input on:

1. The proposed measures as well as road and intersection changes for locations in Inglewood.
2. How well all of the existing and proposed measures and specialized treatments of roads and intersections will work to improve pedestrian safety and driver behaviour.



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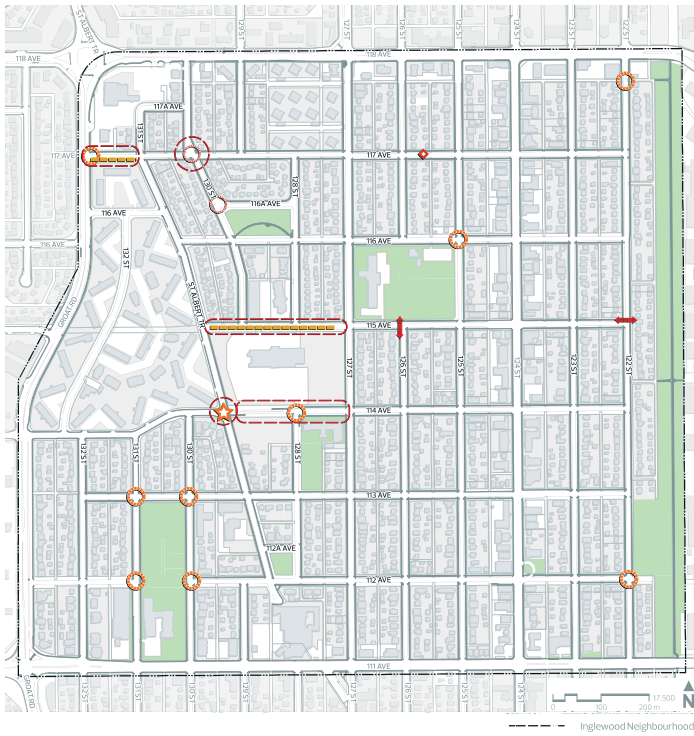
Adding Curb Extensions



How the City identified the proposed locations for curb extensions:

What We Heard	What Else We Considered	What We are Working to Achieve
<ul style="list-style-type: none"> • A high level of comfort with curb extensions • Recognition of the fact that Inglewood is a neighbourhood that serves people of all ages and abilities, including a number of more vulnerable road users • A desire for a highly walkable community that considers both safety and accessibility 	<ul style="list-style-type: none"> • High priority pedestrian routes and destinations • Shortening pedestrian crossing points • On-street parking too close to the intersection • Speeding and shortcutting in the neighbourhood 	<ul style="list-style-type: none"> • Shorter, more visible, and more accessible pedestrian crossings for people • A safer and more walkable neighbourhood • Integration of pedestrian crossing measures that also help to reduce speeding and people are comfortable experiencing in their neighbourhood

Adding Curb Extensions



Feedback instructions:

Consider the proposed locations for curb extensions, and use a sticky note to tell us anything else that the City should consider before installing them. **Be sure** to identify any specific locations related to your comments.

Is there anything else the City should consider before installing curb extensions at these locations?

- ◆ Chicane
- Road Narrowing
- ↑ Raised Crosswalk
- Curb Extensions
- ☆ Intersection Improvement (tighten curb radii)
- ☆ Options for Intersection Improvement (see concept displays)
- Proposed Concept Areas

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Adding A Raised Crosswalk



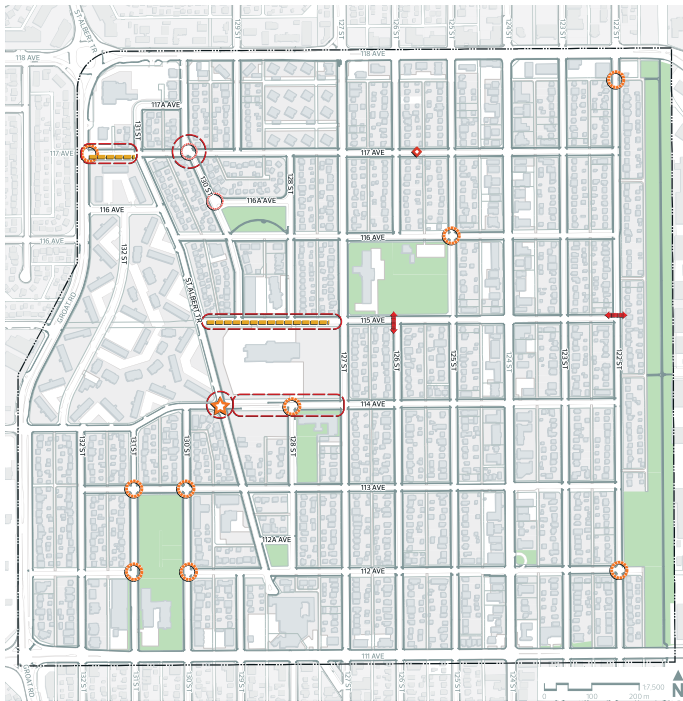
How the City identified the proposed locations for raised crosswalks:

What We Heard	What Else We Considered	What We are Working to Achieve
<ul style="list-style-type: none"> • A high level of comfort with raised crosswalks • A desire for more effective pedestrian crossing measures near schools • Recognition of the fact that Inglewood is a neighbourhood that serves people of all ages and abilities, including a number of more vulnerable road users • A desire for a highly walkable community that considers both safety and accessibility 	<ul style="list-style-type: none"> • Vehicle speeds in the neighbourhood • Accommodating pedestrians • Providing a safe crossing point for people to cross the road 	<ul style="list-style-type: none"> • More visible and pronounced pedestrian crossings that also help to alert and slow down drivers • A safer and more walkable neighbourhood • Integration of pedestrian crossing measures that also help to reduce speeding and people are comfortable experiencing in their neighbourhood

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Adding A Raised Crosswalk



Feedback instructions:

Consider the proposed locations for raised crosswalks, and use a sticky note to tell us anything else that the City should consider before installing them.

Raised Crosswalk Location	Is there anything else the City should consider before installing a raised crosswalk at this location?
115 Avenue and 126 Street (West Side)	
115 Avenue and 122 Street (North Side)	

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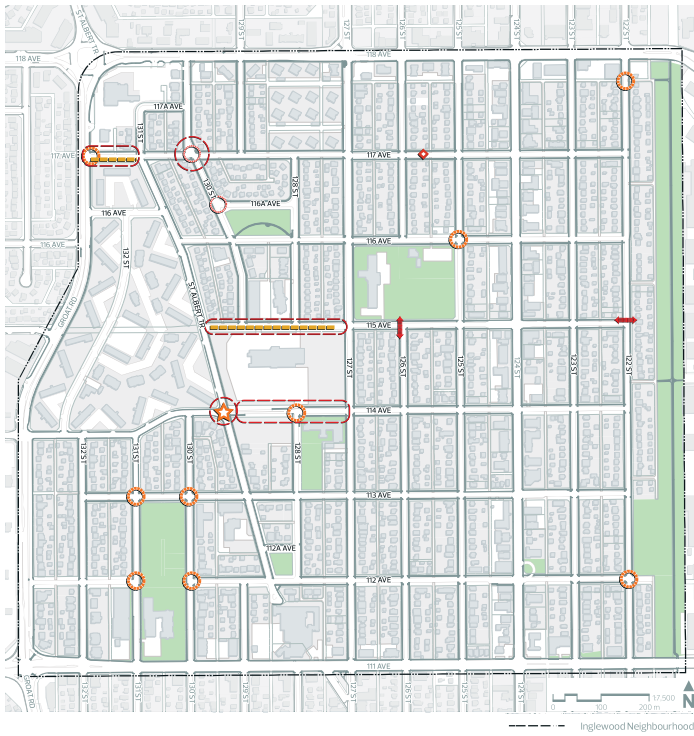
Adding A Chicane



How the City identified the proposed location for a chicane:

What We Heard	What Else We Considered	What We are Working to Achieve
<ul style="list-style-type: none"> • Along 117 Avenue, we heard there are issues with speeding and shortcutting along 117 Avenue, as well as a need to preserve and manage parking • Shortcutting is significant as people use the Inglewood neighbourhood to avoid the traffic circle on Groat Road • People are either highly comfortable or uncomfortable experiencing chicanes, with very little middle ground 	<ul style="list-style-type: none"> • Vehicle speeds in the neighbourhood • Vehicles shortcutting through the neighbourhood 	<ul style="list-style-type: none"> • Reduce speeding and shortcutting down the length of 117 Avenue • Choosing a traffic calming measure that is known to be effective at reducing both speeding and shortcutting • Achieving a safe and walkable neighbourhood, which is influenced by driver behaviours • Keeping impacts to parking at a minimum through location selection

Adding A Chicane



Feedback instructions:

Consider the proposed location for a chicane, and use a sticky note to tell us anything else that the City should consider before installing it.

Chicane Location	Is there anything else the City should consider before installing a chicane at this location?
117 Avenue between 125 and 126 Street	

-  Chicane
-  Road Narrowing
-  Raised Crosswalk
-  Curb Extensions
-  Intersection Improvement (tighten curb radii)
-  Options for Intersection Improvement (see concept displays)
-  Proposed Concept Areas

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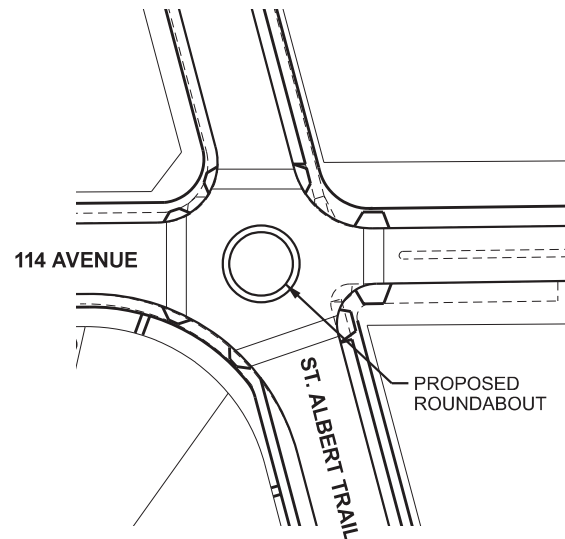


114 Avenue and St. Albert Trail - Option #1 Mini Roundabout

How the City arrived at the concept for a mini roundabout at 114 Avenue and St. Albert Trail:

What We Heard	What Else We Considered	What We are Working to Achieve
<ul style="list-style-type: none"> Concerns with shortcutting from the 114 Avenue bus route as well as on St. Albert Trail to avoid the traffic circle at Groat Road and 118 Avenue Concerns with speeding on St. Albert Trail Support beautification through landscaping People's experience with mini roundabouts is either highly comfortable or uncomfortable, with very little middle ground. Overall they are more comfortable than uncomfortable with the installation of a mini roundabout in Inglewood 	<ul style="list-style-type: none"> Resident's comfort with traffic calming options and which measures work best at this intersection Passenger comfort as buses navigate the roundabout <p>How to:</p> <ul style="list-style-type: none"> Increase pedestrian safety Reduce speeding on St. Albert Trail 	<ul style="list-style-type: none"> Choosing a traffic calming measure that is known to be effective at reducing both speeding and shortcutting Landscaped roundabout is proposed for traffic calming, placemaking, and green space improvements Clearer pathways of travel

What is proposed:



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114 Avenue and St. Albert Trail - Option #1 Mini Roundabout

Feedback instructions:

1. Consider the proposed changes to the intersection at 114 Avenue and St. Albert Trail - Option #1 Mini Roundabout.
2. Use a **YELLOW** sticky note to tell us about any **POSITIVE EFFECTS** that you can see arising from the changes.
3. Use a **BLUE** sticky note to record any **CHALLENGES** that you can see arising from these changes.

POSITIVE EFFECTS

CHALLENGES

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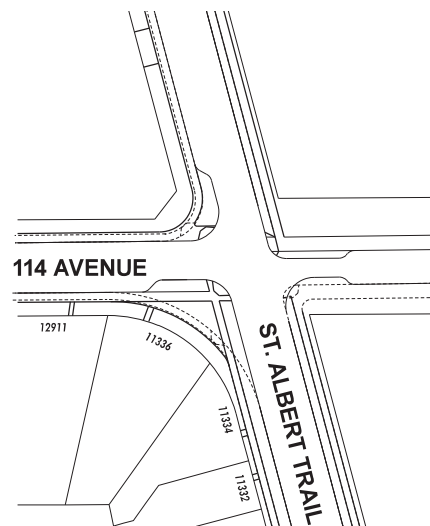
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114 Avenue and St. Albert Trail - Option #2 Curb Extensions

How the City arrived at the concept for curb extensions at 114 Avenue and St. Albert Trail:

What We Heard	What Else We Considered	What We are Working to Achieve
<ul style="list-style-type: none"> A high level of comfort with curb extensions Recognition of the fact that Inglewood is a neighbourhood that serves people of all ages and abilities, including a number of more vulnerable road users A desire for a highly walkable community that considers both safety and accessibility 	<ul style="list-style-type: none"> High priority pedestrian routes and destinations Shortening pedestrian crossing points On-street parking too close to the intersection Speeding and shortcutting in the neighbourhood 	<ul style="list-style-type: none"> Shorter, more visible, and more accessible pedestrian crossings for people A safer and more walkable neighbourhood Integration of pedestrian crossing measures that also help to reduce speeding and people are comfortable experiencing in their neighbourhood

What is proposed:



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114 Avenue and St. Albert Trail - Option #2 Curb Extensions

Feedback instructions:

1. Consider the proposed changes to the intersection at 114 Avenue and St. Albert Trail - Option #2 Curb Extensions.
2. Use a **YELLOW** sticky note to tell us about any **POSITIVE EFFECTS** that you can see arising from the changes.
3. Use a **BLUE** sticky note to record any **CHALLENGES** that you can see arising from these changes.

POSITIVE EFFECTS

CHALLENGES

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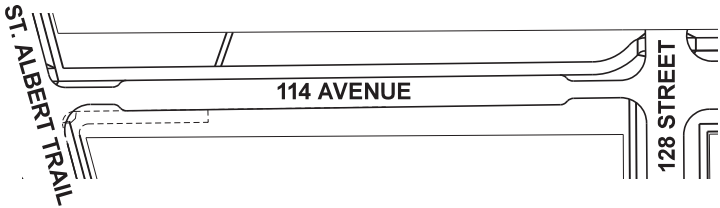
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114 Avenue (Bus Only Road)

How the City arrived at the concept for 114 Avenue (Bus Only Route):

What We Heard	What Else We Considered	What We are Working to Achieve
<ul style="list-style-type: none"> Shortcutting through this area is a problem 	<ul style="list-style-type: none"> Making this a two-way street Shortcutting through neighbourhood on 114 Avenue likely to increase if opened to traffic Improving the overall width of the bus only route Narrowing the bus only route by removing the median Adding curb extensions on both ends to reduce shortcutting 	<ul style="list-style-type: none"> Maintaining this as a bus only route Uninviting for non-transit vehicles Beautifying the area with additional landscaping

What is proposed:



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114 Avenue (Bus Only Road)

Feedback instructions:

1. Consider the proposed changes to the 114 Avenue (Bus Only Route).
2. Use a **YELLOW** sticky note to tell us about any **POSITIVE EFFECTS** that you can see arising from the changes.
3. Use a **BLUE** sticky note to record any **CHALLENGES** that you can see arising from these changes.

POSITIVE EFFECTS

CHALLENGES

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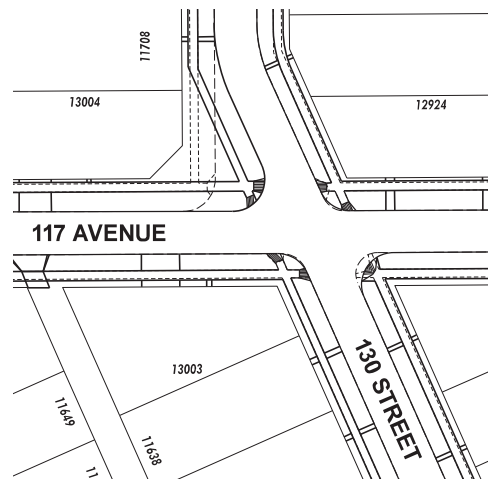
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117 Avenue and 130 Street Intersection Realignment

How the City arrived at the concept for the intersection realignment at 117 Avenue and 130 Street:

What We Heard	What Else We Considered	What We are Working to Achieve
<ul style="list-style-type: none"> The intersection is wide and confusing for traffic to navigate Speeding along 117 Avenue, and use of this intersection to shortcut around Groat Road and 118 Avenue 	<ul style="list-style-type: none"> Installing a roundabout at this location Improving the alignment of the intersection 	<ul style="list-style-type: none"> Safer more walkable neighbourhood Reduce speeding and shortcutting Improve the crossing distance for pedestrians

What is proposed:



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117 Avenue and 130 Street Intersection Realignment

Feedback instructions:

1. Consider the proposed realignment of the intersection at 117 Avenue 130 Street.
2. Use a **YELLOW** sticky note to tell us about any **POSITIVE EFFECTS** that you can see arising from the changes.
3. Use a **BLUE** sticky note to record any **CHALLENGES** that you can see arising from these changes.

POSITIVE EFFECTS

CHALLENGES

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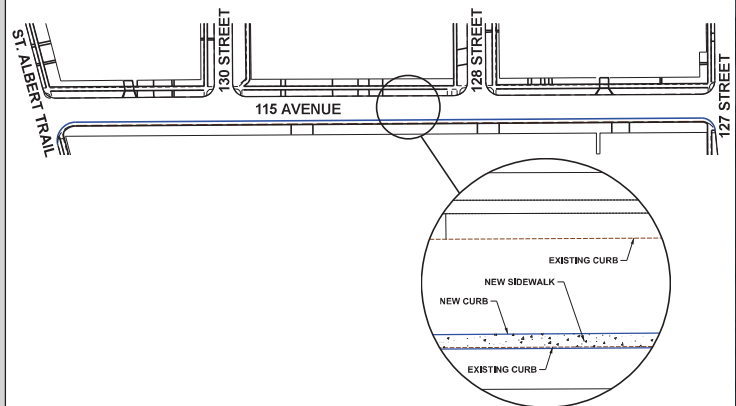
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115 Avenue Road Narrowing

How the City arrived at the concept for the road narrowing on 115 Avenue:

What We Heard	What Else We Considered	What We are Working to Achieve
<ul style="list-style-type: none"> • Adjacent development will add additional vehicles onto the roads • Speeding is a concern on wide roads • Missing sidewalks 	<ul style="list-style-type: none"> • Road too narrow to accommodate angle parking on south side of road between 127 Street and St. Albert Trail • Sidewalk on south side of 115 Avenue is important pedestrian connection now and for nearby future development • Maintaining existing mature trees 	<ul style="list-style-type: none"> • Providing a safe and accessible road that accommodates vehicles and pedestrians • Reducing speeding and shortcutting

What is proposed:



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115 Avenue Road Narrowing

Feedback instructions:

1. Consider the proposed road narrowing along 115 Avenue.
2. Use a **YELLOW** sticky note to tell us about any **POSITIVE EFFECTS** that you can see arising from the changes.
3. Use a **BLUE** sticky note to record any **CHALLENGES** that you can see arising from these changes.

POSITIVE EFFECTS

CHALLENGES

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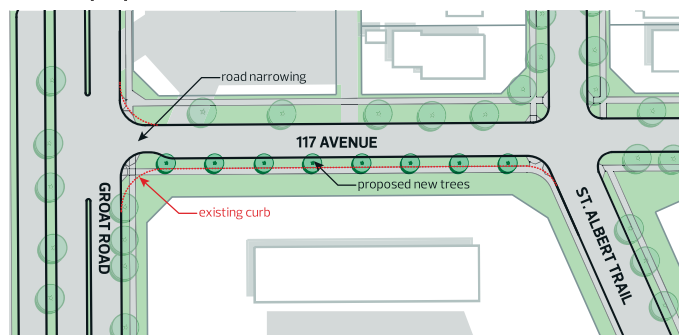
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117 Avenue - East of Groat Road

How the City arrived at the concept for 117 Avenue east of Groat Road:

What We Heard	What Else We Considered	What We are Working to Achieve
<ul style="list-style-type: none"> • 117 Avenue is a wide road, which can encourage vehicles to speed along it • Speeding occurs all along 117 Avenue, and deterrents for this are desired • Speeding and shortcutting go hand in hand; people are using 117 Avenue as east west alternative to 118 Avenue 	<ul style="list-style-type: none"> • Narrowing the road • Installing a chicane • Adding boulevard trees • Maintaining parking • Maintaining accessibility to adjacent businesses • Matching 117 Avenue road east of St. Albert Trail 	<ul style="list-style-type: none"> • Slowing down vehicles through this area • Discouraging shortcutting • Shortening crossings to make the area more walkable • Beautification of the entrance to the neighbourhood

What is proposed:



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117 Avenue - East of Groat Road

Feedback instructions:

1. Consider the proposed changes to 117 Avenue - East of Groat Road.
2. Use a **YELLOW** sticky note to tell us about any **POSITIVE EFFECTS** that you can see arising from the changes.
3. Use a **BLUE** sticky note to record any **CHALLENGES** that you can see arising from these changes.

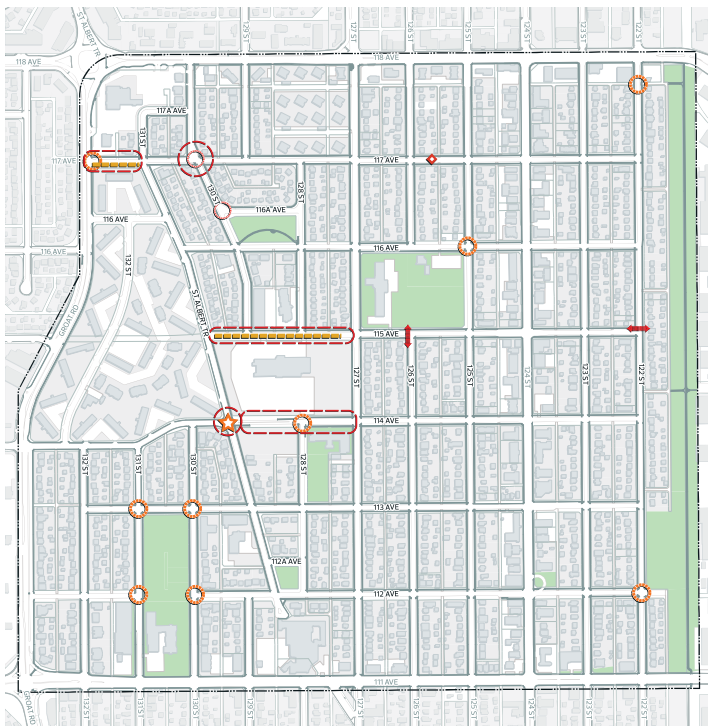
POSITIVE EFFECTS

CHALLENGES

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Roads and Intersections in Inglewood



The proposed concepts for roads and intersections in Inglewood are intended to work together to:

- Make road crossings easier and safer for people walking in the neighbourhood
- Encourage safer, more responsible drivers and people who bike
- Help reduce vehicles shortcutting through Inglewood

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Roads and Intersections in Inglewood

Feedback instructions:

1. Please consider the system of proposed changes in Inglewood.
2. Use a **YELLOW** sticky note to tell us what you see on the map that will **WORK WELL** to improve traffic safety, pedestrian safety, and driver behaviour in Inglewood.
3. Use a **BLUE** sticky note to tell us what we need to **IMPROVE** to improve traffic safety, pedestrian safety, and driver behaviour in Inglewood.

What will work well?	What needs to be improved?

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