Urban Design Framework

Focus Area 1
Pocket Park Network Improvement (121 Avenue)

Focus Area 2
Neighbourhood Commercial Urban Node - Community Space Improvements

Focus Area 3
One World One Centre Public Park Improvement

Focus Area 4
Intersection Improvement/Pocket Park (120 Avenue and 92 Street)

Focus Area 5
119 Avenue Pedestrian/Bike Corridor

Focus Area 6
Alberta Avenue Park Improvements

Focus Area 7
St. Faith Park Improvements

Focus Area 8
92 Street Pedestrian/Bike Corridor Improvement

Focus Area 9
96 Street Pedestrian/Bike Corridor

Focus Area 10
Alberta Avenue Park 2 Improvements

Focus Area 11
115 Avenue Public Realm Improvements

Focus Area 12
Norwood Child and Family Resource Centre Area Improvements

Focus Area 13
114 Avenue Pedestrian/Bike Corridor Improvements

Focus Area 14
Lorne Park Improvements

Focus Area 15
112 Avenue Redesign (Between 91 St and 92 St)
Urban Design Themes

The following Urban Design Themes were developed based on the feedback from the Community Walk and Ideas Workshop. The themes represent the various aspects of urban design that could be incorporated into the renewal process.

**Open Space**
Opportunities were identified to better use various park spaces and pocket parks throughout the neighborhood.

**Connectivity & Corridors**
Issues related to pedestrian accessibility, missing sidewalk segments, and sidewalk edge cuts were identified.

**Placemaking**
Opportunities were identified to express the artistic talent of the community through various placemaking interventions.

**Traffic Calming**
Opportunities to explore traffic calming designs along roadways in the neighborhood were raised by community members.

**Safety**
Community members identified issues relating to safety concerns and perceptions within the neighborhood. Safety concerns were explored with different design elements for the focus areas.

**Lighting**
A prominent lighting issue identified was the lack of sidewalk lighting in residential areas due to mature tree canopies. Lighting concerns were explored with different design elements for the focus areas.

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**Do the Urban Design Themes align with the Vision and Values of Alberta Avenue?**
Use the post-it notes to leave your comments here.
Open Space

Please place a sticker where you feel attention to Open Space is most needed in the community.

What are types of Open Spaces?
Open spaces within a community serve multiple purposes and for all age groups. The physical design of open spaces can enable active and passive activities. Some open spaces may function as playground and organized sports fields while other open spaces may function as social relaxation and gathering areas.

Why are Open Spaces important to Alberta Avenue?
Alberta Avenue benefits from various open spaces scattered throughout the neighbourhood. Types of open spaces within Alberta Avenue range from large community and school parks/playgrounds to smaller pocket parks. These parks provide venues for recreational and community activities. It is important that open spaces meet the needs of a community.

Focus Areas – What We Heard

1. Pocket Park Network Improvement (121 Avenue)
   What We Heard: The pocket park network lacks open space connections, ample lighting, and public amenities that would attract more community members.

2. Intersection Improvement/Pocket Park (120 Avenue and 92 Street)
   What We Heard: There is a confusing "Y" intersection which isolates the green space within the roadway.

3. St. Paul Park Improvements
   What We Heard: The park is underused and could be converted into an off-leash dog park.

4. Alberta Avenue Park Improvements
   What We Heard: The northern edge of Alberta Avenue Park is not well-integrated into the surrounding area.

5. Lorne Street Park Improvements
   What We Heard: The park is limited to offering activities to elementary aged children. Explore developing a basketball court within the adjacent Norwood Wesleyan Church property.

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### Open Space

Please use stickers to indicate your level of comfort with each idea. Use a post-it note to write down which element you like/don't like and why.

#### Potential Elements

<table>
<thead>
<tr>
<th>Benefits</th>
<th>Trade-offs</th>
</tr>
</thead>
</table>
| - Enhanced pedestrian experience | - Light pollution
| - Increased safety | - Increased pedestrian traffic in the area at all times of day

#### Potential Elements

<table>
<thead>
<tr>
<th>Benefits</th>
<th>Trade-offs</th>
</tr>
</thead>
</table>
| - Resting areas for pedestrians | - Possible vandalism
| - Creation of social meeting and gathering areas | - Additional maintenance considerations
| - Opportunity to showcase artistic talent in the community | |

#### Potential Elements

<table>
<thead>
<tr>
<th>Benefits</th>
<th>Trade-offs</th>
</tr>
</thead>
</table>
| - Showcase local artisan talent | - May result in less green space
| - Expression of community identity | - Increased pedestrian traffic in the area at all times of day
| - Creates unique public places | |

#### Potential Elements

<table>
<thead>
<tr>
<th>Benefits</th>
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</tr>
</thead>
</table>
| - Resting areas for pedestrians | - Possible vandalism
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| - Opportunity to showcase artistic talent in the community | |

#### Potential Elements

<table>
<thead>
<tr>
<th>Benefits</th>
<th>Trade-offs</th>
</tr>
</thead>
</table>
| - Showcase local artisan talent | - May require more maintenance
| - Expression of community identity | |
| - Create unique public place | |

#### Potential Elements

<table>
<thead>
<tr>
<th>Benefits</th>
<th>Trade-offs</th>
</tr>
</thead>
</table>
| - Increased public amenities to support social gatherings | - May require surveillance
| - Family-friendly | - Additional maintenance considerations |

#### Potential Elements

<table>
<thead>
<tr>
<th>Benefits</th>
<th>Trade-offs</th>
</tr>
</thead>
</table>
| - Increased public amenities to support social gatherings | - May require maintenance
| - Family-friendly | - Additional maintenance considerations |

#### Potential Elements

<table>
<thead>
<tr>
<th>Benefits</th>
<th>Trade-offs</th>
</tr>
</thead>
</table>
| - Encourage people to walk and cycle to the space | - May require regular maintenance
| - Better utilization of existing green space in the community | - Maintenance considerations |
| - Improved Pathway/Bike Connection | - Additional maintenance considerations |

#### Potential Elements

<table>
<thead>
<tr>
<th>Benefits</th>
<th>Trade-offs</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Attracts neighbours to the space and increases community building</td>
<td>- Requires regular monitoring and maintenance</td>
</tr>
<tr>
<td>- Allows for a public drinking fountain valid in a Alberta Ave Avenue to be by during warm summer days</td>
<td>- Increased pedestrian traffic within the immediate area</td>
</tr>
</tbody>
</table>

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Open Space

Please use stickers to indicate your level of comfort with each idea. Use a post-it note to write down which element you like/don’t like and why.

### St. Faith Park Improvements

<table>
<thead>
<tr>
<th>Potential Elements</th>
<th>Benefits</th>
<th>Trade-offs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dog park</td>
<td>Access to a dedicated dog park</td>
<td>Loss of regular park space</td>
</tr>
<tr>
<td></td>
<td>Enhance existing park space</td>
<td>Potential loss of existing playground structure</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Increased pedestrian traffic in the area at all times of day</td>
</tr>
<tr>
<td>Potential relocation of existing playground structures</td>
<td>Relocation of existing playground structure to another park public park</td>
<td>Loss of playground structure in this space</td>
</tr>
<tr>
<td>East-west pathway connection</td>
<td>Pathway connecting 52nd Street and 93rd Street</td>
<td>Loss of park space for a pathway</td>
</tr>
<tr>
<td></td>
<td>Enhanced pedestrian and cyclist connectivity</td>
<td>Additional maintenance considerations</td>
</tr>
</tbody>
</table>

### Alberta Avenue Park 2 Improvements

<table>
<thead>
<tr>
<th>Potential Elements</th>
<th>Benefits</th>
<th>Trade-offs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Removal of berm</td>
<td>Improved visibility through park</td>
<td>Removal of landscape feature</td>
</tr>
<tr>
<td>East-west pathway connection</td>
<td>Enables pedestrian movement throughout the park</td>
<td>Increased pedestrian activity through the park</td>
</tr>
<tr>
<td>Park furniture</td>
<td>Resting areas for pedestrians</td>
<td>Possible vandalism of park furniture</td>
</tr>
<tr>
<td></td>
<td>Creation of social meeting and gathering areas</td>
<td>Additional maintenance considerations</td>
</tr>
<tr>
<td>Mural Church Wall</td>
<td>Showcase local artistic talent</td>
<td>Possible vandalism</td>
</tr>
<tr>
<td></td>
<td>Contribution to creating a unique sense of place</td>
<td>Additional maintenance needs</td>
</tr>
<tr>
<td></td>
<td>Expression of community identity</td>
<td></td>
</tr>
</tbody>
</table>

### Lorne Street Park Improvements

<table>
<thead>
<tr>
<th>Potential Elements</th>
<th>Benefits</th>
<th>Trade-offs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Partnership with Norwood Wesleyan Church to develop basketball court</td>
<td>Increased opportunities for recreational activities</td>
<td>Potential loss of alley space</td>
</tr>
<tr>
<td>General Improvements (Lighting, tree pruning etc.)</td>
<td>Enhanced safety and visibility within and surrounding the park</td>
<td>Potential loss of alley space</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Reference on a continual partnership between the City and the landowner of the Norwood Wesleyan Church</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Potential light pollution</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Increased pedestrian traffic in the area at all times of day</td>
</tr>
</tbody>
</table>

What is your overall level of comfort?

1 2 3 4 5

(1 is the lowest level of comfort, 5 is the highest)

What do you like/don't like about the potential elements?

Add your comments here
Connectivity & Corridors

Please place a sticker where you feel attention to Connectivity & Corridors is most needed.

What is Connectivity & Corridors?
Corridors are primary travel routes between key destinations for pedestrian, cyclist, and vehicular traffic. Connectivity is how well key community and city level destinations are accessible via corridors.

Why is Connectivity & Corridors important to Alberta Avenue?
Alberta Avenue benefits from a grid style street system that enables a high level of connectivity throughout the neighbourhood. Various corridors within Alberta Avenue can be enhanced to create more efficient and desirable neighbourhood streets while strengthening overall neighbourhood connectivity.

Focus Areas – What We Heard

3 One World One Centre Public Park Improvement
What We Heard: Fencing around St. Patrick School Park along 95a St and 96 St prevents access into the park.

5 119 Avenue Pedestrian/Bike Corridor
What We Heard: Median at 95 St and 90 St along 119 Ave function poorly. Opportunity for bike route along 119 Ave.

9 92 Street Pedestrian/Bike Corridor Improvement
What We Heard: Shortcutting route for traffic. Opportunity for bike lane.

11 115 Avenue Public Realm Improvements
What We Heard: Traffic calming needed to prevent short-cutting and speeding. Unenyovable pedestrian experience.

12 Norwood Resource Centre Area Improvements
What We Heard: Poor bike access and lighting. Add a ramp for proper bike access.

13 114 Ave Pedestrian/Bike Corridor Improvements
What We Heard: Few pedestrian crossings. Lack of access and connectivity to 114 Ave. Explore bike route options.

15 112 Avenue Redesign
What We Heard: Awkward intersection with poor pedestrian safety and bike access. Improve pedestrian/bike safety.

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## Connectivity & Corridors

Please use stickers to indicate your level of comfort with each idea. Use a post-it note to write down which element you like/don’t like and why.

### Potential Elements

#### 3 One World One Centre Public Park Improvement

<table>
<thead>
<tr>
<th>Potential Elements</th>
<th>Benefits</th>
<th>Trade-offs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pathway between 95A Street and rear alley between 95A Street</td>
<td>Enhanced pedestrian accessibility and connectivity through the park</td>
<td>Loss of park space for pathway</td>
</tr>
</tbody>
</table>

#### 11 115 Avenue Public Realm Improvements

<table>
<thead>
<tr>
<th>Potential Elements</th>
<th>Benefits</th>
<th>Trade-offs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boulevard trees</td>
<td>Enhanced streetscape</td>
<td>Will require potential narrowing of the carriageway if the boulevard is widened</td>
</tr>
<tr>
<td>Traffic calming</td>
<td>Slower traffic</td>
<td>Aircraft access and safety</td>
</tr>
</tbody>
</table>

#### 12 Norwood Child and Family Resource Centre Area Improvements

<table>
<thead>
<tr>
<th>Potential Elements</th>
<th>Benefits</th>
<th>Trade-offs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian-oriented lighting</td>
<td>Increased safety and better pedestrian comfort</td>
<td>Potential light pollution</td>
</tr>
</tbody>
</table>

### Questions

What is your overall level of comfort?

What do you like/don’t like about the potential elements?

(1 is the lowest level of comfort, 5 is the highest)

Add your comments here.

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**Site-specific considerations:** Determine potential access points and path configuration options.

**Site-specific considerations:** Existing light poles on the south side could be removed in some improvements. There may be enough room to provide boulevard (and trees) on one side only.

**Site-specific considerations:** Identify the design intent of the current pathway configuration. This will be important for preserving vehicular access into Norwood Square Park.
# Connectivity & Corridors

Please use stickers to indicate your level of comfort with each idea. Use a post-it note to write down which element you like/don’t like and why.

## 15 112 Avenue Redesign (Between 91 St and 92 St)

<table>
<thead>
<tr>
<th>Potential Elements</th>
<th>Benefits</th>
<th>Trade-offs</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Pocket Park</td>
<td>Additional pocket park for residents to enjoy</td>
<td>A portion of the existing roadway would be removed which may impact current traffic flow or parking</td>
</tr>
<tr>
<td>New Sidewalk and boulevard within public right-of-way (Between 92 Street and 91 Street)</td>
<td>Enhanced pedestrian and cyclist connectivity</td>
<td>A portion of the existing roadway would be removed. Additional maintenance considerations</td>
</tr>
</tbody>
</table>

### Site-specific considerations:
- Identify presence of existing roadway design. Identify underground utilities.

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## 5, 8, 9 & 13 Bike Routes

### Potential Elements

<table>
<thead>
<tr>
<th>Potential Elements</th>
<th>Benefits</th>
<th>Trade-offs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Protected Bike Lane</td>
<td>Separation of cyclists from pedestrians and motorists. Supports year-round cycling. Encourages people to choose cycling as a safe, healthy and efficient alternative to driving.</td>
<td>Road space required which may result in the road becoming one-way, removal of on-street parking, removal of boulevard trees.</td>
</tr>
<tr>
<td>Bike Boulevard/Painted Bike Lane</td>
<td>Additional road space not required since cyclists and motorists share. Encourages people to choose cycling as a safe, healthy and efficient alternative to driving.</td>
<td>No physical separation between cyclists and motor vehicles. Traffic calming measures often required to ensure vehicles operate at safe, comfortable speeds for shared space.</td>
</tr>
<tr>
<td>Raised Bike Lane</td>
<td>Separation of cyclists from pedestrians and motorists. Supports year-round cycling. Encourages people to choose cycling as a safe, healthy and efficient alternative to driving.</td>
<td>Road space required which may result in the road becoming one-way, removal of on-street parking, removal of boulevard trees.</td>
</tr>
<tr>
<td>Shared use Path</td>
<td>Usually on parkland or road right-of-way. No impact to road width. Use the path to travel in both directions. Supports year-round cycling. Encourages people to choose cycling as a safe, healthy and efficient alternative to driving.</td>
<td>Cycling and pedestrians share the space. Space required may result in removal of existing boulevard trees.</td>
</tr>
</tbody>
</table>

### The following locations were identified at the past public engagement event. Please identify the most appropriate design for each locations considering the benefits and trade-offs.

<table>
<thead>
<tr>
<th>Route Design</th>
<th>92 Street</th>
<th>96 Street</th>
<th>119 Avenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Protected Bike Lane</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bike Boulevard/Painted Bike Lane</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Raised Bike Lane</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shared use Path</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>None</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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Add your comments here

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Placemaking

Please place a sticker where you feel Placemaking is most needed in the community.

What is Placemaking?

Placemaking refers to projects that can be used to reflect the character of the community as identified by the residents. These projects can help create a ‘place’ for enjoyment of all age groups to which people are attracted, where they feel safe and comfortable. Successful placemaking can be achieved in a variety of ways to address site-specific issues and challenges.

Why is it important to Alberta Avenue?

Within Alberta Avenue there are various opportunities for creative placemaking projects. Potential projects may include murals, public art, plaques, or even events. These projects can happen in open spaces and gathering areas, along streets/avenues, or near businesses.

Focus Areas – What We Heard

2. Neighbourhood Commercial Urban Node – Community Space Improvements (90 St and 121 Ave)

What We Heard: No crosswalk from 121st Avenue across 90th Street. Increased crosswalk needed.
Placemaking

Please use stickers to indicate your level of comfort with each idea. Use a post-it note to write down which element you like/don't like and why.

### Neighborhood Commercial Urban Node - Community Space Improvements (50 St and 121 Ave)

<table>
<thead>
<tr>
<th>Potential Elements</th>
<th>Benefits</th>
<th>Trade-offs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intersection improvement (50 Street and 121 Avenue) and reconfiguration of boulevard next to commercial node</td>
<td>Enhanced pedestrian connectivity</td>
<td>Reduction in roadway space which may impact on-street parking</td>
</tr>
<tr>
<td>Widened sidewalk next to commercial building</td>
<td>Additional public space for commercial activity; to spill onto for displays and outdoor seating</td>
<td>Reduction in roadway space; Additional maintenance considerations</td>
</tr>
<tr>
<td>Parking realignment</td>
<td>Additional pedestrian space</td>
<td>Loss of parking</td>
</tr>
</tbody>
</table>

**Site-specific considerations:** Determine types of appropriate crosswalks; Engagement with adjacent property owners; Explore parking demands and appropriate parking solutions.

### Commercial/Residential Area Interface/Transition (Adjacent to 118 Ave)

<table>
<thead>
<tr>
<th>Potential Elements</th>
<th>Benefits</th>
<th>Trade-offs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear alley improvement (pavement, lighting, pedestrian corridor, garbage reduction)</td>
<td>Enhanced connections for pedestrians and cyclists</td>
<td>Additional maintenance considerations; Increased use of alleys for all modal use; Aesthetic improvements</td>
</tr>
</tbody>
</table>

**Site-specific considerations:** Potential partnering between the City and Arts on the Avenue. Alleys are considered out of scope for the purpose of this particular project.

### Other Placemaking Elements

<table>
<thead>
<tr>
<th>Potential Elements</th>
<th>Benefits</th>
<th>Trade-offs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Murals</td>
<td>Creation of visually interesting spaces; Expression of arts culture within the neighborhood</td>
<td>Possible vandalism; Additional maintenance considerations</td>
</tr>
<tr>
<td>Public Art</td>
<td>Increased aesthetic value to the neighborhood; Expression of arts culture within the neighborhood</td>
<td>Possible vandalism; Additional maintenance considerations</td>
</tr>
<tr>
<td>Plaques</td>
<td>Opportunity to share local history and information</td>
<td>Possible vandalism; Additional maintenance considerations</td>
</tr>
</tbody>
</table>

**Site-specific considerations:** Potential partnering between the City and Arts on the Avenue.

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What is your overall level of comfort?

1 2 3 4 5

What do you like/don't like about the potential elements?

1 2 3 4 5

Add your comments here

(1 is the lowest level of comfort, 5 is the highest)

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Traffic Calming

The map below shows locations with shortcutting and speeding concerns that were identified by community members:

Please place a sticker at locations you believe experience significant shortcutting and/or speeding.

What is Traffic Calming?

Speeding and shortcutting within the Alberta Avenue neighbourhood emerged as one of the key concerns from the public feedback so far in the Urban Design Analysis engagement events. There is an opportunity to consider traffic calming as part of neighbourhood renewal. Traffic calming is a combination of mainly physical traffic measures that address speeding or shortcutting traffic on local and collector roads within communities.

Your feedback will help us identify what is most important to you for traffic calming so we can make a decision on appropriate measures and locations.

There are different types of traffic measures that may be considered to help address shortcutting and speeding concerns in Alberta Avenue. Measures are typically used in combination in order to address issues along a corridor or larger area.

Please consider the following descriptions when choosing your level of comfort:

<table>
<thead>
<tr>
<th>Very Uncomfortable</th>
<th>Uncomfortable</th>
<th>Neutral</th>
<th>Comfortable</th>
<th>Very Comfortable</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
</tbody>
</table>

I do not want to see any traffic calming measures in my neighbourhood
I am not comfortable encountering this measure in my neighbourhood
I do not have an opinion on this measure
I am comfortable encountering this measure in a few strategic locations in my neighbourhood
I am comfortable encountering this measure in my neighbourhood

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Traffic Calming

Considering the benefits/trade-offs and how you travel around your neighbourhood, what is your level of comfort with encountering these measures on a daily basis? Please indicate with a sticker. Please tell us if there are elements you like/don't like and why.

**Measures that Reduce Shortcutting**

**Benefits and Trade-offs**
- Traffic volume/shortcutting reduction
- Fewer conflicting traffic movements potentially result in fewer/less severe collisions
- Creates a pedestrian refuge to make crossing the road safer (raised median and right-in/right-out island)
- May have potential for landscaping
- Loss of some on-street parking
- Less convenient access for residents and visitors
- Potential diversion of traffic to other roads

**Full Road Closure**  
*What do you like/don't like?*

![Add your comments here](image)

**One-Way Road**  
*Add your comments here*

**What is your overall level of comfort?**

1 2 3 4 5  
*(1 is very uncomfortable, 5 is very comfortable)*

**Raised Median Through an Intersection**  
*Add your comments here*

**Diagonal Diverter**  
*Add your comments here*

**Right-in/Right-out Island**  
*Add your comments here*
Traffic Calming

Considering the benefits/trade-offs and how you travel around your neighbourhood, what is your level of comfort with encountering these measures on a daily basis? Please indicate with a sticker. Please tell us if there are elements you like/don't like and why.

Measures that Reduce Speeding

Benefits and Trade-offs
- Slows traffic in the area of the measure
- May also discourage shortcutting if used in combination along a roadway
- Improved driver awareness of the pedestrian crossing with raised crosswalks/intersections
- Pedestrians using mobility aids may be able to cross raised crosswalks/intersections more easily
- Cyclists may need to ‘take the lane’ to travel around curb extensions, roundabouts and chicanes
- May be challenging for larger vehicles (for example, truck or buses)
- Discomfort for transit passengers (raised crosswalk/intersection and speed humps)
- May increase traffic noise due to braking and accelerating
- May result in loss of some on-street parking
- Potential diversion of traffic to other roads
**Traffic Calming**

Considering the benefits/trade-offs and how you travel around your neighbourhood, what is your level of comfort with encountering these measures on a daily basis? Please indicate with a sticker. Please tell us if there are elements you like/don’t like and why.

### Measures that Reduce Speeding

**Raised Crosswalk**

**What do you like/don’t like?**

[Add your comments here]

What is your overall level of comfort?

1 2 3 4 5

(1 is very uncomfortable, 5 is very comfortable)

**Raised Intersection**

[Add your comments here]

**Speed Hump**

[Add your comments here]

Which of the following do you feel are the most important for Building Great Neighbourhoods to consider when evaluating possible solutions to reduce shortcutting and speeding in Alberta Avenue? Please place one dot next to each of your top three choices from the table to the right.

<table>
<thead>
<tr>
<th>Slowing vehicle traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reducing traffic volumes on community roads</td>
</tr>
<tr>
<td>Travel time as a driver</td>
</tr>
<tr>
<td>Access by car</td>
</tr>
<tr>
<td>Maintaining parking</td>
</tr>
<tr>
<td>Pedestrian comfort</td>
</tr>
<tr>
<td>Cyclist comfort</td>
</tr>
</tbody>
</table>

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