

Killarney Neighbourhood Vision & Guiding Principles

Project 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.”

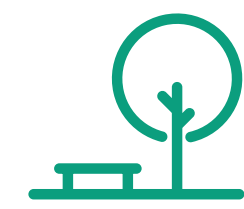
Project guiding principles



+ 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.



+ Generate options for residents to walk, bike and drive.



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



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



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



+ Ensure infrastructure considers year-round use.

NOTE: References to people walking within this document is to include the following:

- + people running
- + people standing
- + people using manual / motorized wheelchairs or scooters
- + To add a corner plaza as a place where neighbours can meet and get to know one another
- + people using canes or walkers
- + people pushing strollers or carts
- + people pushing bicycles
- + and users of various other low-speed forms of human locomotion (e.g., skateboards)

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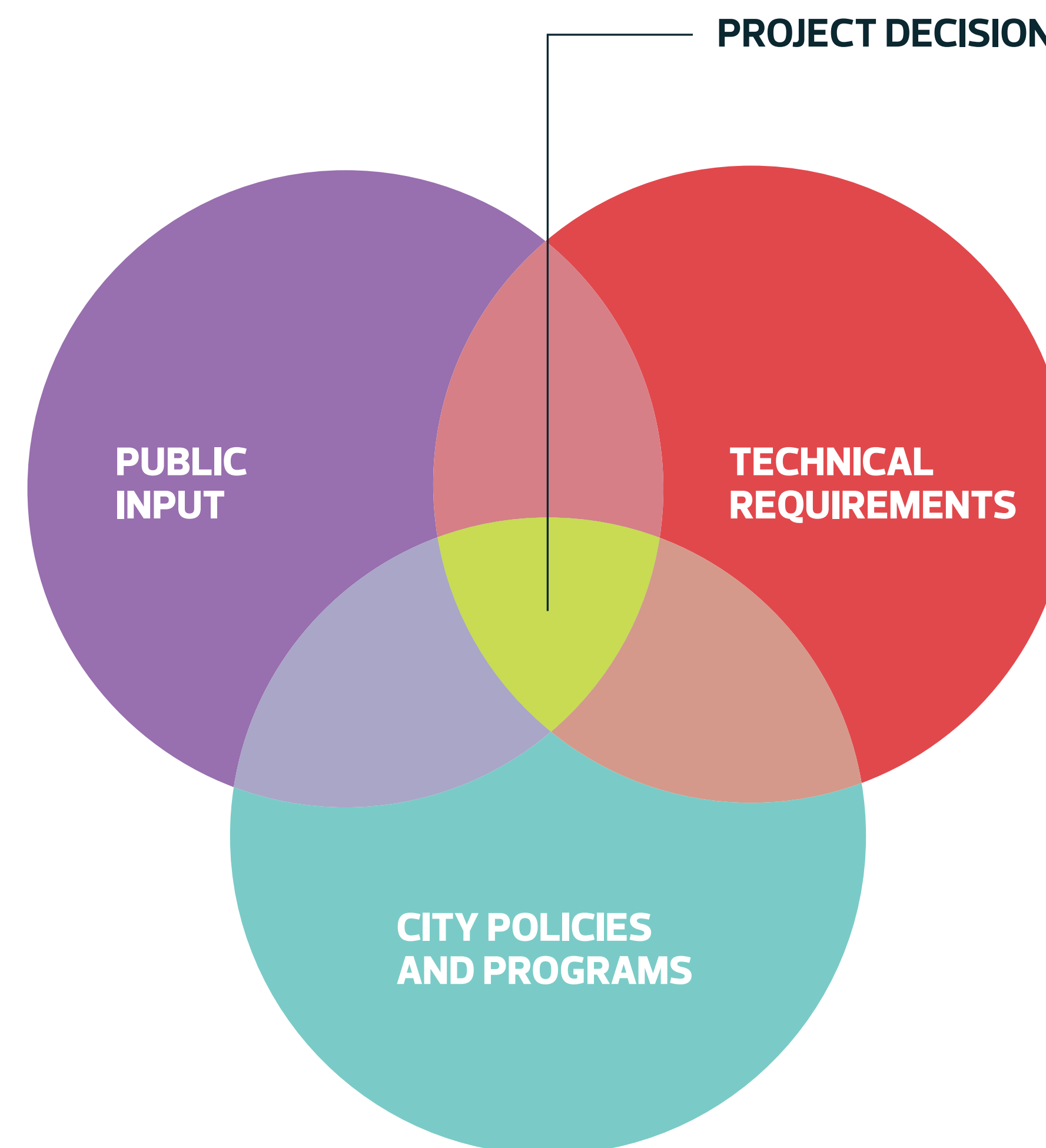
How decisions are made

Public Engagement Input:

- + **Create** Neighbourhood Renewal vision and guiding principles
- + **Refine** on neighbourhood assets, opportunities, and priorities
- + **Refine** neighbourhood renewal options
- + **Refine** draft design
- + **Advise** on final design
- + **Decide** on decorative street lights and sidewalk reconstruction improvements

City Policies and Programs:

- + The City Plan
- + Active Transportation Policy (Sidewalk Strategy, Bike Plan)
- + Local Improvement Policy
- + Breathe – Green Network Strategy
- + Winter City Guidelines
- + Safe Mobility Strategy
- + Community Traffic Management Policy
- + and more



Technical Requirements:

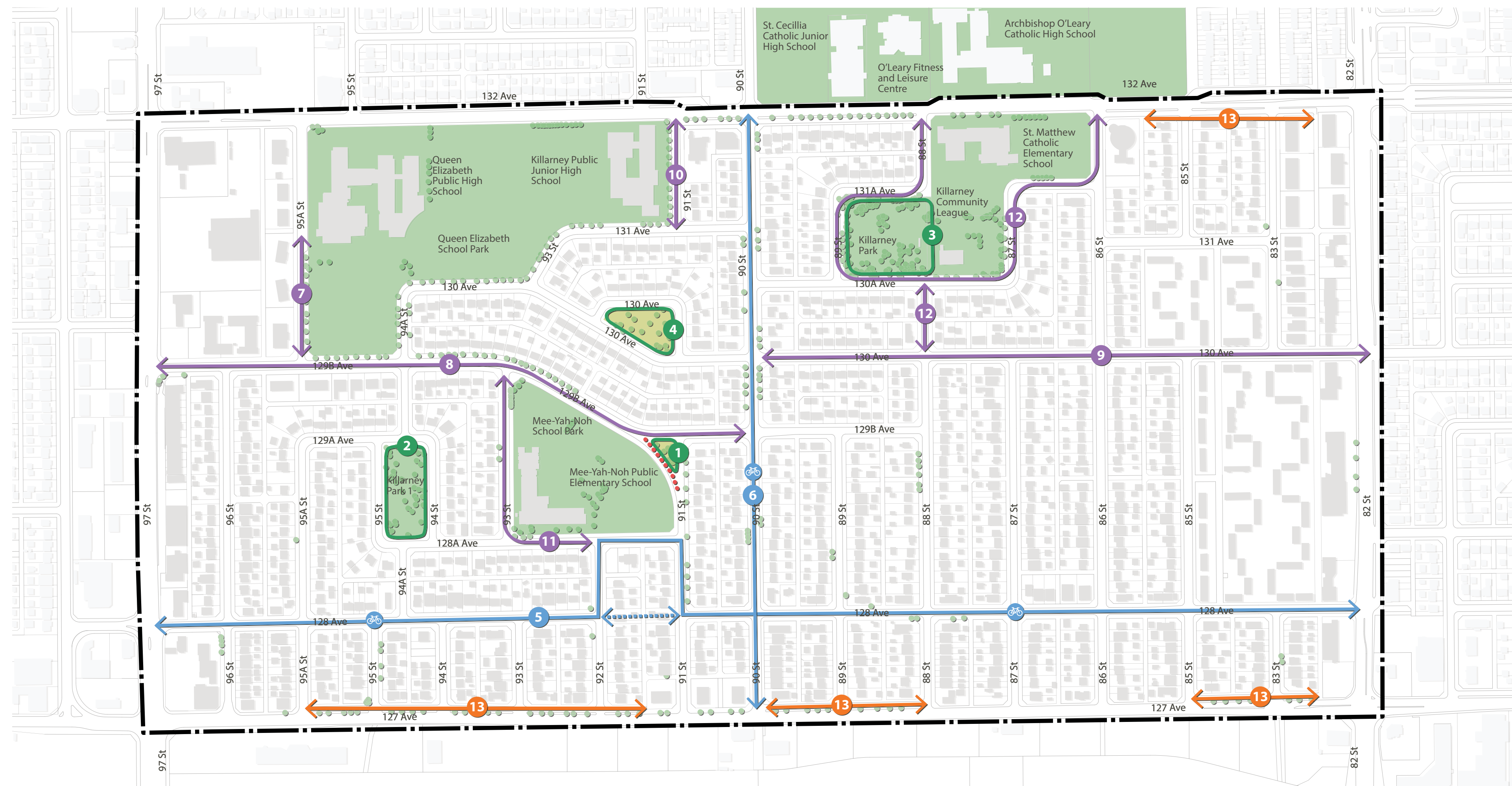
- + Infrastructure Assessments
- + Complete Streets Design and Construction Standards
- + Universal Design
- + Crime Prevention through Environmental Design
- + Urban Design Framework
- + and more

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Focus area overview



..... Road Closure

Parks Focus Areas

1. 129B Avenue Roadway Green and Road Closure
2. Killarney Park 1
3. Killarney Park
4. 120 Avenue Roadway Green Space

Bike Focus Areas

5. 128 Avenue
 - 5a. Shared Road Bike Route
 - 5b. Shared Use Path
6. 90 Street
 - 6a. Shared Road Bike Route
 - 6b. Shared Use Path (Parking Maintained)
 - 6c. Shared Use Path (Parking Removed on West Side)

Driving and Traffic Calming Focus Areas

7. 95A Street
8. 129B Avenue (90 to 97 Street)
9. 130 Avenue (82 to 90 Street)
10. 91 Street (Killarney School Drop Off)
11. 93 Street (Mee Yah Noh School Drop Off)
12. St. Matthew Elementary School and Killarney Park

Walking Focus Areas

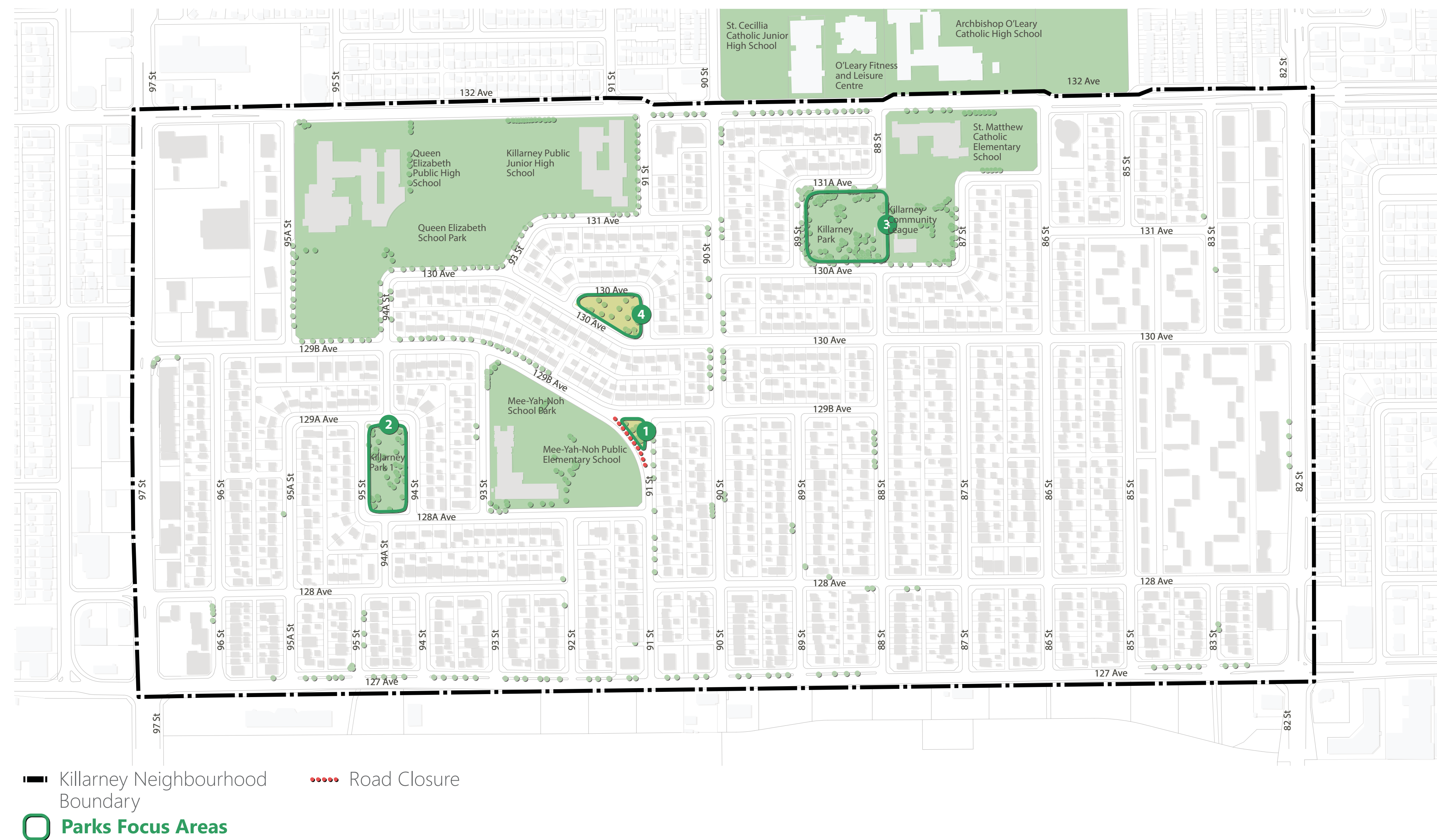
13. New Sidewalks



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Parks focus areas



Parks Focus Areas

1. 129B Avenue Roadway Green and Road Closure
2. Killarney Park 1
3. Killarney Park
4. 120 Avenue Roadway Green Space

What we heard

- + Amenities: The community feels that the park spaces are currently underutilized and the addition of amenities, such as benches, pathways, waste bins and picnic tables will encourage use.
- + Maintenance: It is important to the community that parks are maintained to enhance the beauty, safety and user enjoyment.
- + Safety: It is important to the public that park spaces feel safe and the design of park spaces should enhance this where possible.

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1 129B Avenue Roadway Green and Road Closure



- Road Closure
- Existing Sidewalk
- Widen Existing Sidewalk
- New Sidewalk/Pathway
- New Seating Area/Plaza
- New Waste Receptacle
- New Pedestrian-Oriented Light

What we propose

- + To close a road along 91 Street between the existing 129B Avenue Roadway Green 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 to move around the park
- + To install waste bins, benches and lighting to improve user comfort and safety
- + 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

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.

Technical requirements

- + Working around existing underground and above ground utilities
- + Working around existing trees and landscaping
- + The design is informed by and will support landscaping design standards
- + Design is being proposed to change geometry of intersection to improve safety and have people come to a full stop

- + New landscaping will consider sight lines and maintain visibility
- + The design of the park increases the amount of park space

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 – to support access and use for people of all ages and abilities
 - + BREATHE – Green Network Strategy – to promote an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
 - + Corporate Tree Policy – reducing impacts to trees
 - + Design and Construction Standards Volume 5 – Landscaping

What we heard

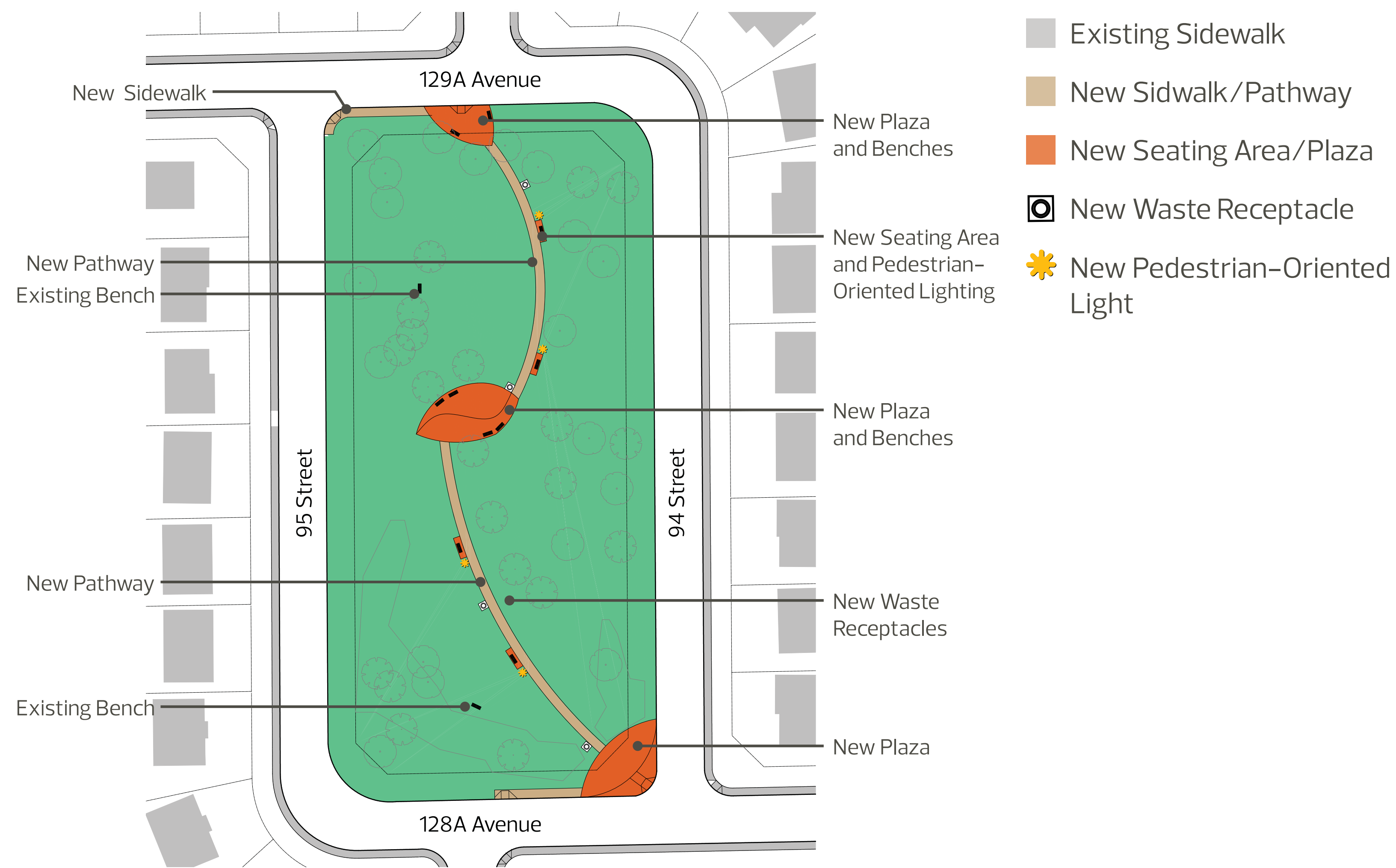
- + Participants indicated this park is not well used due to missing pathways and amenities
- + Shortcutting and fast-moving vehicles are a concern on this roadway
- + Participants identified safety as a concern on 91 Street, between the existing park and Mee-Yah-Noh School Park

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2 Killarney Park 1



What we propose

- + To add new north to south pathways to make it easier for people who walk 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 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

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.

Technical requirements

- + Working around existing underground and above ground utilities
- + Working around existing trees and landscaping
- + The design is informed by and will support landscaping design standards
- + New landscaping will consider sight lines and maintaining visibility

City Policies and Programs

- + The design is informed by the following:
 - + Access Design Guide – to support access and use for people of all ages and abilities
 - + BREATHE – Green Network Strategy promotes an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
 - + Corporate Tree Policy – reducing impacts to trees
 - + Design and Construction Standards Volume 5 – Landscaping

What we heard

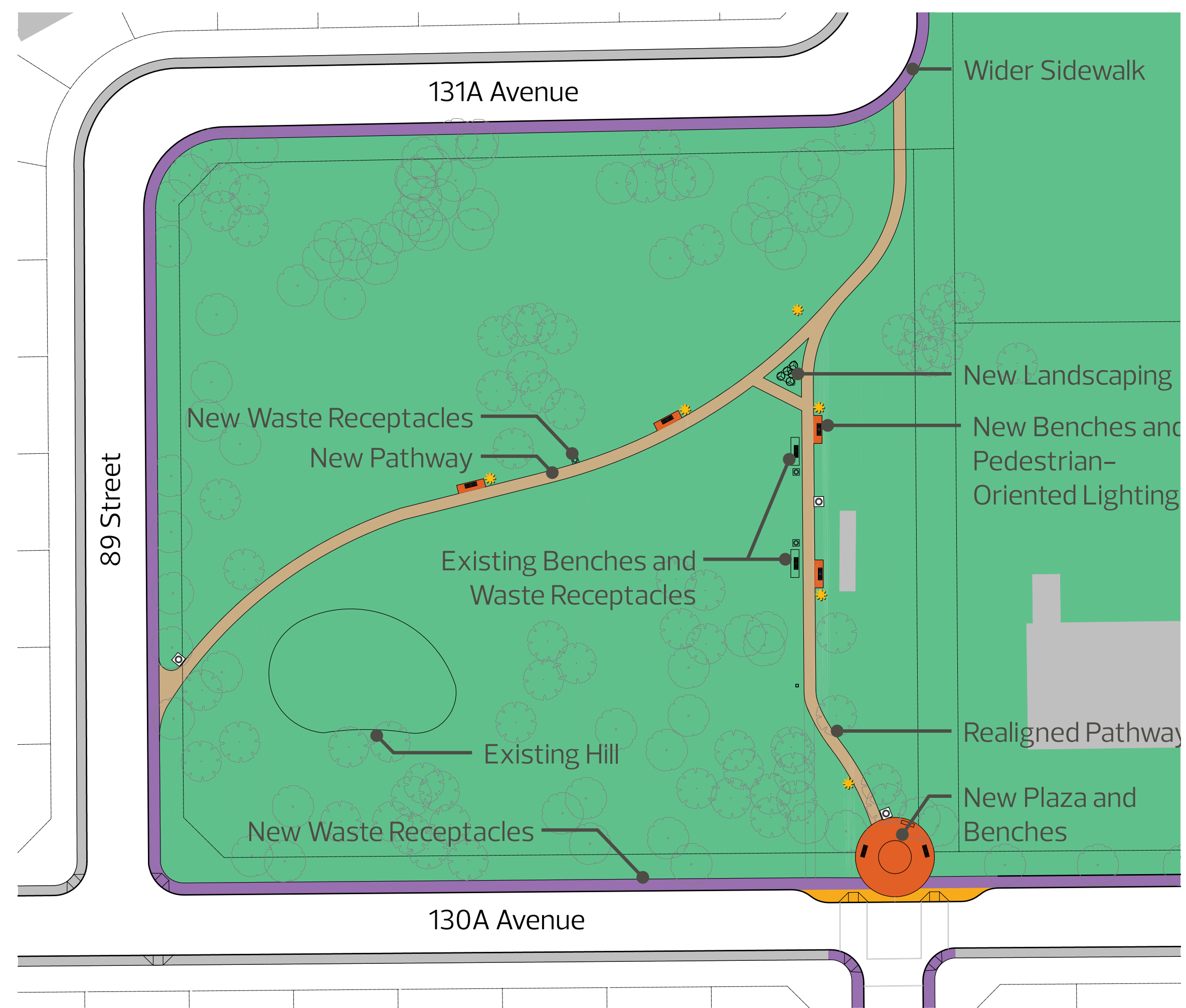
- + Community members and students use this park frequently
- + Some participants like the park the way it is
- + Some participants would like to see new amenities added to the park
- + Community members want to feel safe and comfortable in this park
- + Participants noted concerns with regular park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

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3 Killarney Park



- Existing Sidewalk
- Widen Existing Sidewalk
- New Sidwalk/Pathway
- New Seating Area/Plaza
- New Waste Receptacle
- New Pedestrian-Oriented Light

What we propose

- + To add a new east to west diagonal pathway making it easier for people who walk to move around the park
- + To widen the existing north to south pathway
- + To install new waste bins, benches and lighting along the pathways to enhance user comfort and safety
- + To widen the existing sidewalk around the perimeter of the park to enhance connections and comfort for people who walk
- + 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

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.

Technical requirements

- + Working around existing underground and above ground utilities
- + Working around existing trees and landscaping
- + The design is informed by and will support landscaping design standards
- + New landscaping will consider sight lines and maintaining 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
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 - + Corporate Tree Policy – reducing impacts to trees
 - + Design and Construction Standards Volume 5 – Landscaping

What we heard

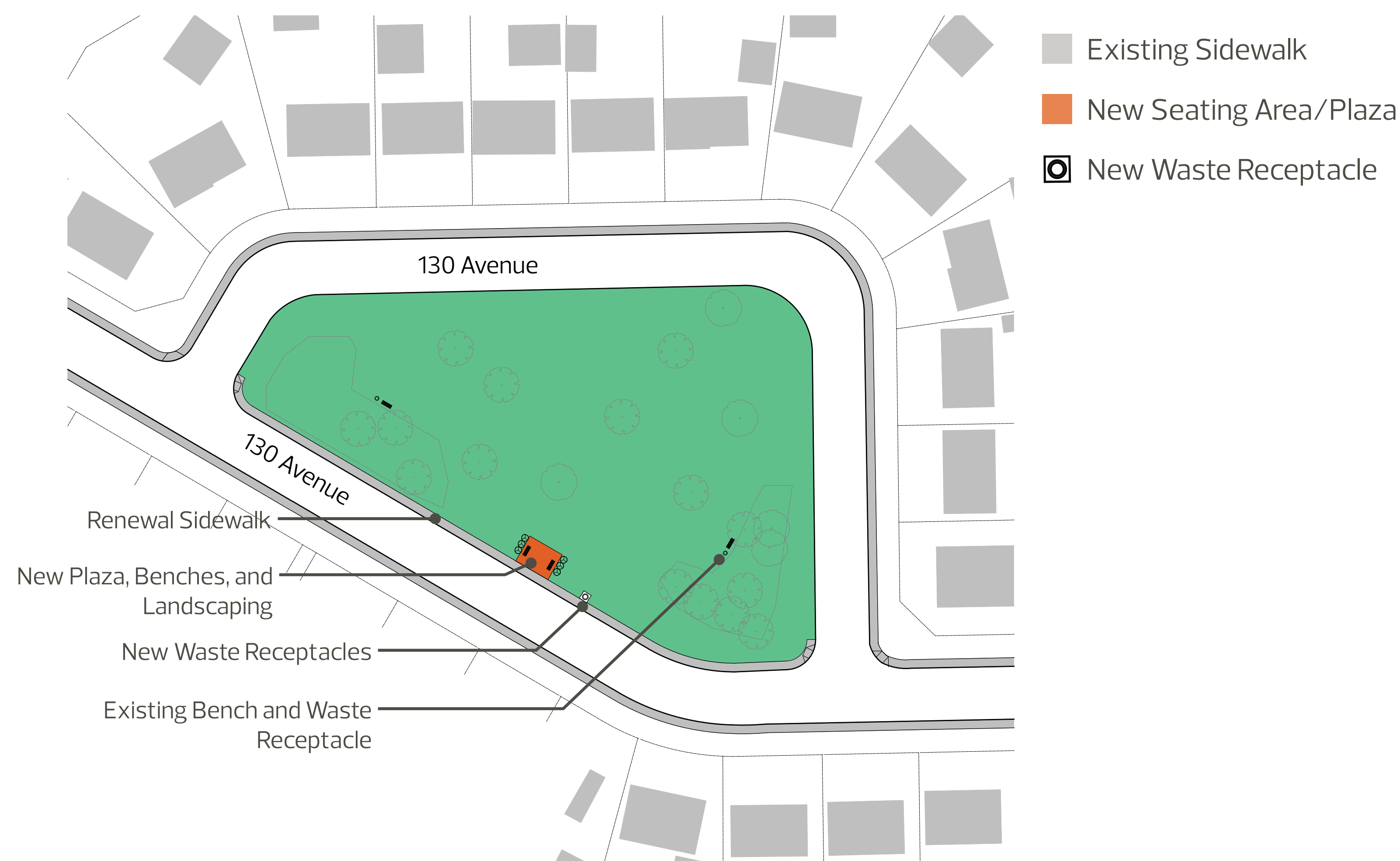
- + Participants noted concerns with regular park maintenance
- + Community members and students use this park frequently
- + Some participants would like to see new amenities added to the park
- + Community members want to feel safe and comfortable in this park

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4 130 Avenue Roadway Green



What we propose

- + To renew the existing sidewalk on the south side of the park to make it easier for people who walk 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

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.

Technical requirements

- + Working around existing underground and above ground utilities
- + Working around existing trees and landscaping
- + The design is informed by and will support landscaping design standards
- + New landscaping will consider sight lines and maintaining 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
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What we heard

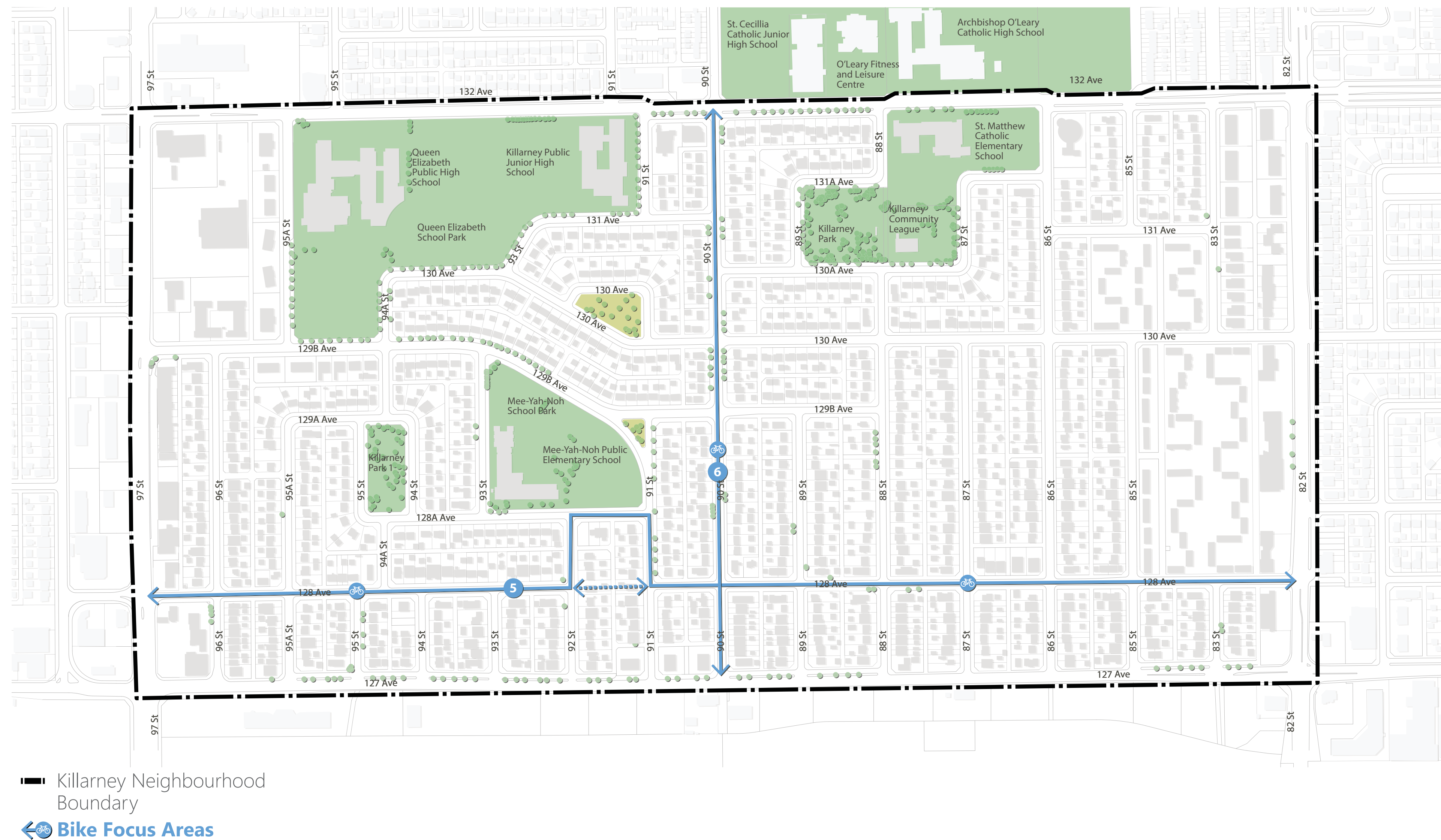
- + Community members noted that this park is not frequently used due to missing amenities
- + Community members support the addition of amenities to this park

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Bike focus areas



Bike Focus Areas

- 5. 128 Avenue
 - 5a. Shared Road Bike Route
 - 5b. Shared Use Path
- 6. 90 Street
 - 6a. Shared Road Bike Route
 - 6b. Shared Use Path (Parking Maintained)
 - 6c. Shared Use Path (Parking Removed on West Side)

Existing bike infrastructure

There are no dedicated bike routes within the Killarney neighbourhood. Existing bike routes around Killarney include an on-street peak hour bus-bike-taxi running north-south along 97 Street and an on-street bike lane running north-south along 82 Street. These routes provide access to surrounding bike routes in the Lauderdale, Rosslyn, Glengarry, Delwood and Balwin neighbourhoods. Shared pathways provide access across Yellowhead Trail to the south of Killarney.

132 Avenue Collector Renewal

- + The residential collector road, 132 Avenue (127 Street to Fort Road), has been identified for collector renewal
- + Planning and design is anticipated between 2020 - 2023 and construction is anticipated between 2023 - 2025
- + An east-west bike route could be considered along the collector road stretching from 127 Street to Fort Road

Edmonton Bike Plan

- + The Edmonton Bike Plan guides how biking fits into our city in the future and will support the vision of a connected and accessible city
- + The Edmonton Bike Plan identifies an all-season east-west corridor on 132 Avenue

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Bike routes overview

East–west bike routes

What we heard

- + 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

What we considered

Vision and Guiding Principles

- + Aligns with the following principles:
 - + To improve the safety of roadways for all users
 - + 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

Technical considerations

- + Working around existing underground and above ground utilities
- + Working with space constraints of existing infrastructure to provide bike facilities
- + Minimize impact to on–street parking
- + Minimize impact to landscaping within the City right–of–way

City policy

- + The design is informed by the following:
 - + 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 – support access and use for people of all ages and abilities
 - + Edmonton Bike Plan – support the vision of a connected city by providing options to help people feel safe and comfortable riding their bikes
 - + Active Transportation Policy – strategic improvements to support active transportation

What we propose

- + To design a bike route along 128 Avenue to enhance the feeling of safety and comfort for people who bike

North–south bike routes

What we heard

- + 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

What we considered

Vision and Guiding Principles

- + Aligns with the following principles:
 - + To improve the safety of roadways for all users
 - + 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

Technical considerations

- + Working around existing underground and above ground utilities
- + Working with space constraints of existing infrastructure to provide bike facilities
- + Minimize impact to on–street parking
- + Minimize impact to landscaping within the City right–of–way

City policy

- + The design is informed by the following:
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 - + Access Design Guide – support access and use for people of all ages and abilities
 - + Edmonton Bike Plan – support the vision of a connected city by providing options to help people feel safe and comfortable riding their bikes
 - + Active Transportation Policy – strategic improvements to support active transportation

What we propose

- + To design a bike route along 90 Street to enhance the feeling of safety and comfort for people who bike

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Bike facility types

90 Street

Bike facility option	What we heard
<p>Shared Pathway</p> <p>Shared pathways are for many activities and can be used by people who bike, run, walk and more.</p>	<ul style="list-style-type: none"> + 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 facility because it reduces conflicts between people who bike and people who drive + Respondents are concerned with snow clearance
<p>Shared Road with Traffic Calming</p> <p>Shared roads use painted markings called "sharrows" or other signage to remind people who bike and people who drive to share the same travel lane. Shared roads can be complemented with traffic calming measures to slow traffic speeds.</p>	<ul style="list-style-type: none"> + 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 clearance
<p>Protected Bike Lanes</p> <p>Protected bike lanes are on-street bike facilities separated from moving and parked cars by a physical barrier.</p>	<ul style="list-style-type: none"> + 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 facility option

128 Avenue

Bike facility option	What we heard
<p>Shared Pathway</p> <p>Shared pathways are for many activities and can be used by people who bike, run, walk and more.</p>	<ul style="list-style-type: none"> + 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 facility because it reduces conflicts between people who bike and people who drive + Respondents are concerned with snow clearance
<p>Shared Road with Traffic Calming</p> <p>Shared roads use painted markings called "sharrows" or other signage to remind people who bike and people who drive to share the same travel lane. Shared roads can be complemented with traffic calming measures to slow traffic speeds.</p>	<ul style="list-style-type: none"> + 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 clearance

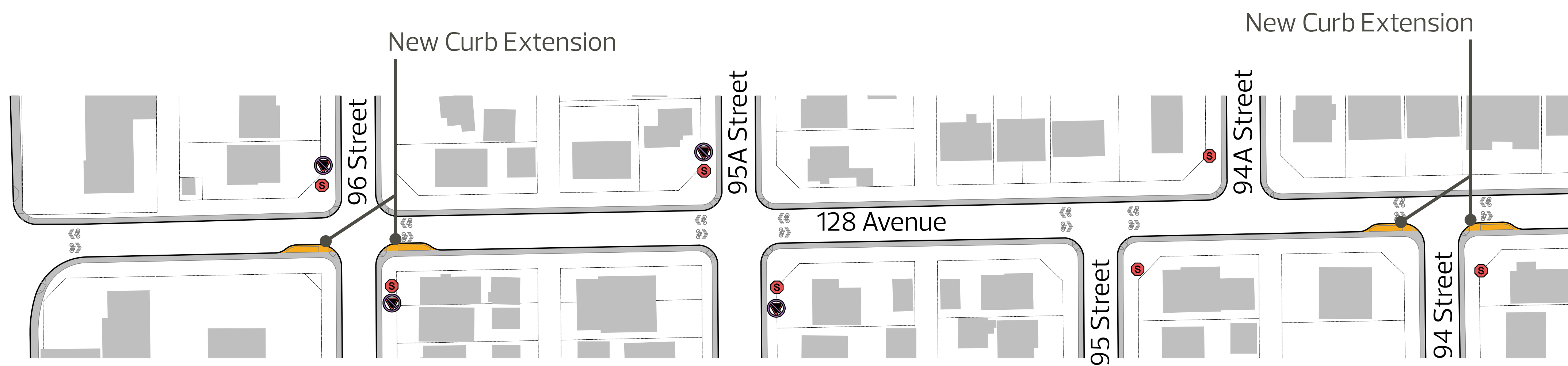
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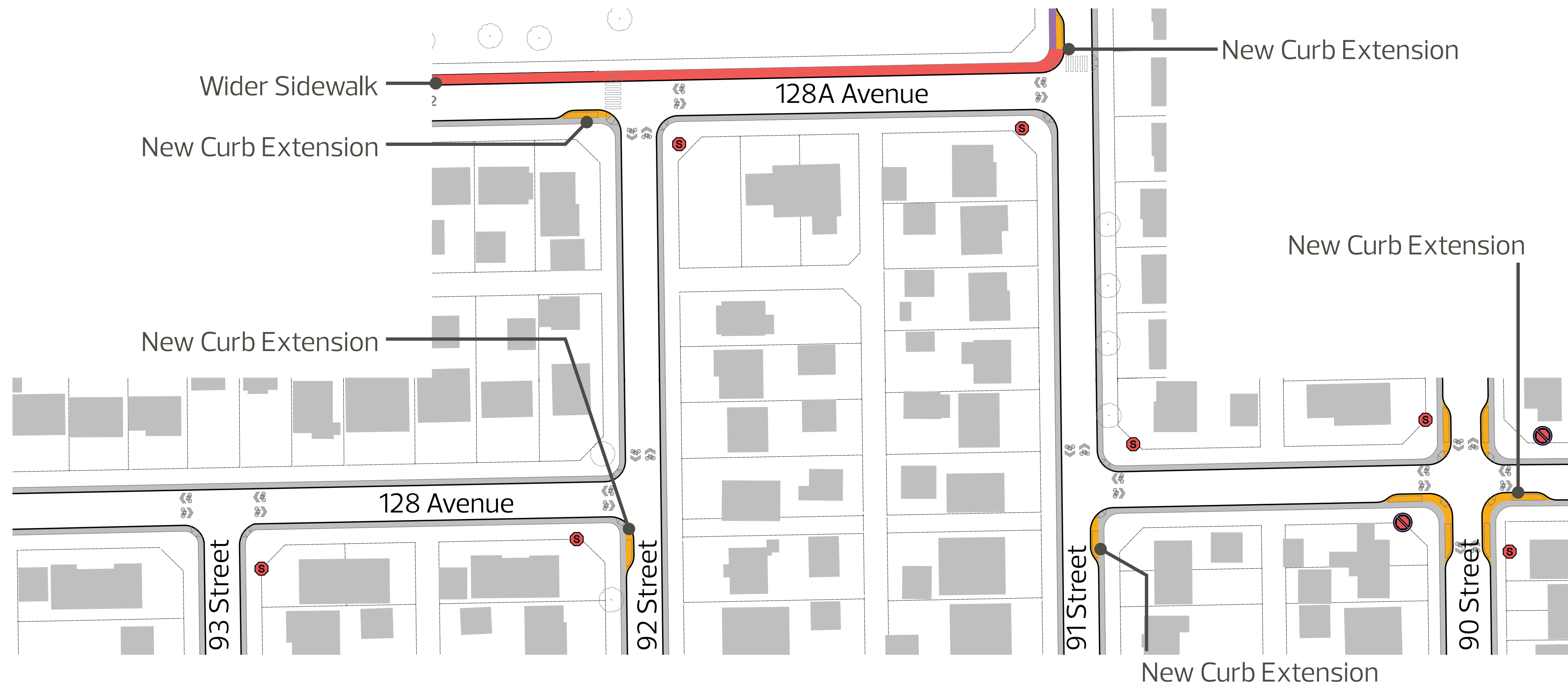
5A 128 Avenue shared road option with traffic calming

128 Avenue (97 Street – 94 Street)



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

128 Avenue (93 Street – 90 Street)



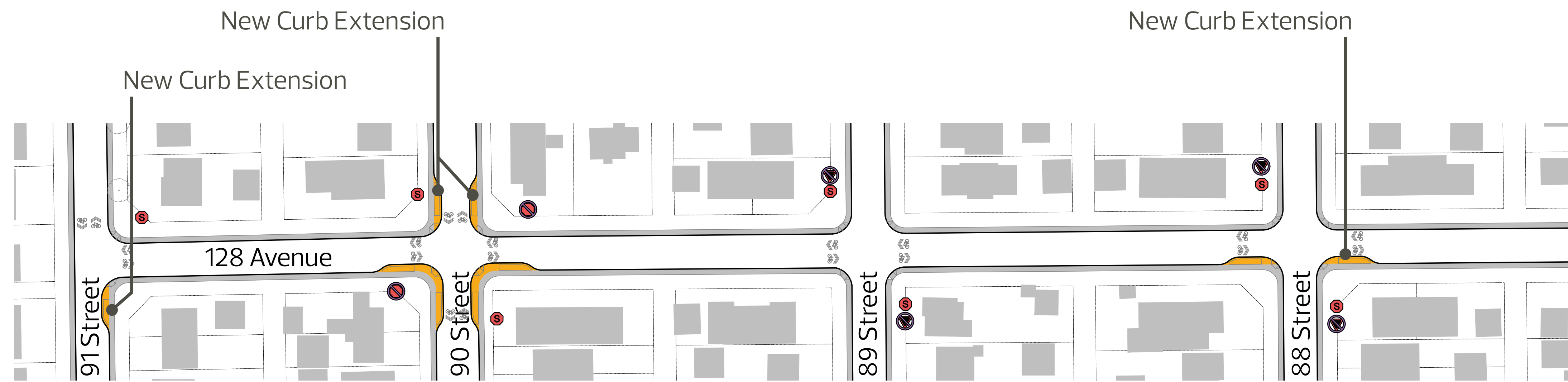
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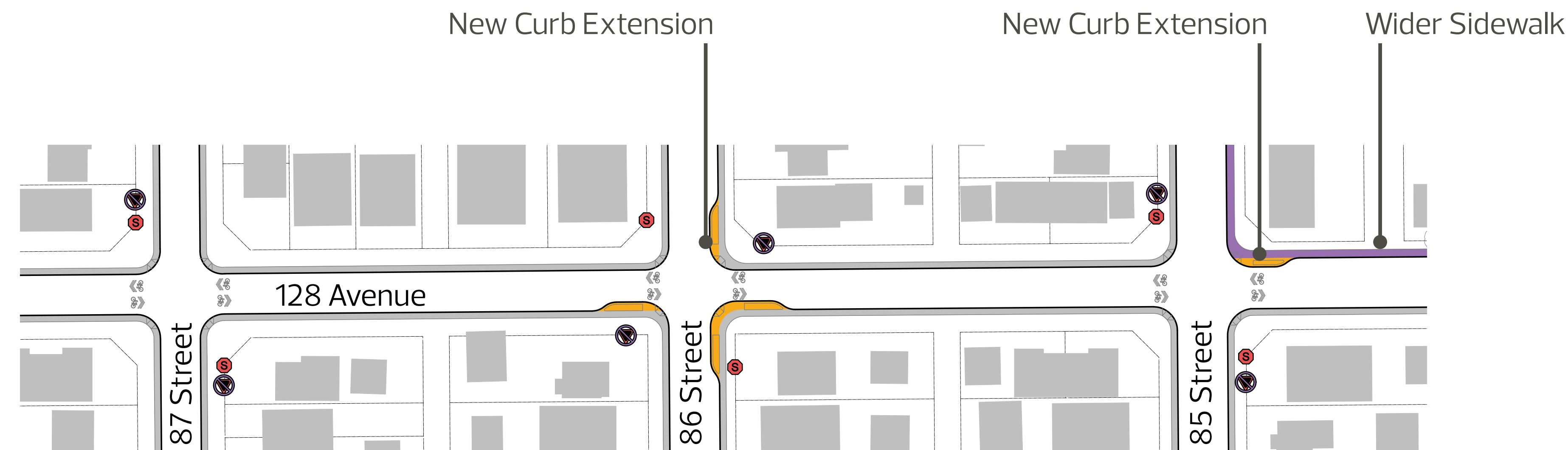
5A 128 Avenue shared road option with traffic calming

128 Avenue (91 Street – 88 Street)



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

128 Avenue (87 Street – 85 Street)



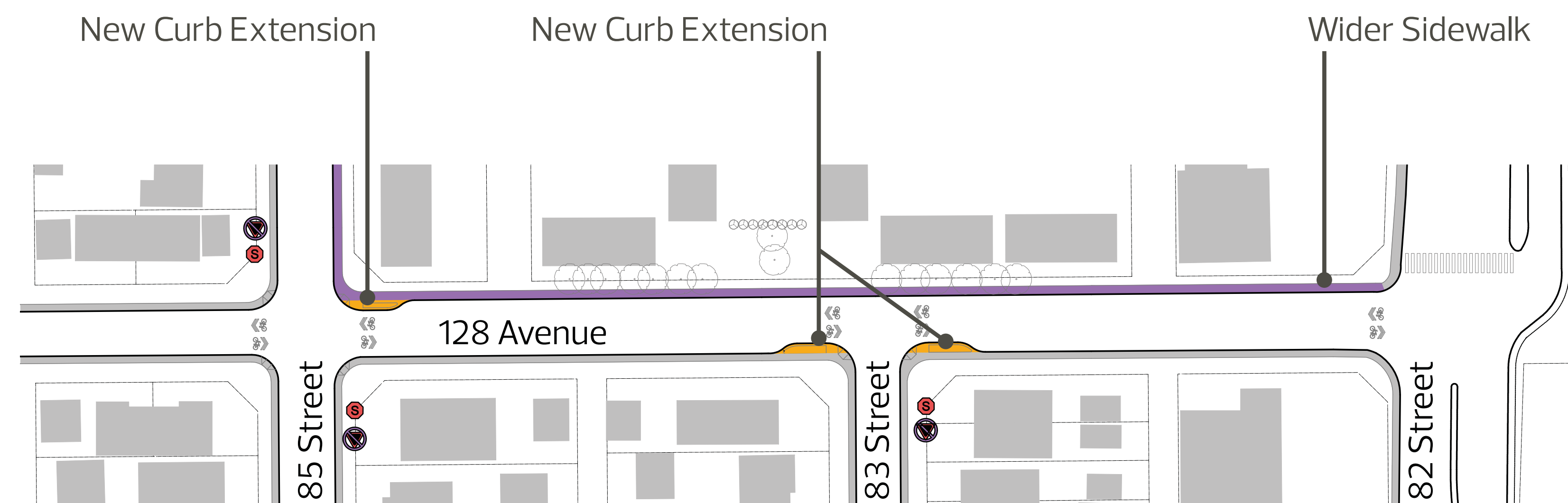
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5A 128 Avenue shared road option with traffic calming

128 Avenue (85 Street – 82 Street)



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

Shared road with traffic calming

Shared roads use painted markings called “sharrows” or other signage to remind people who bike and people who drive to share the same travel lane. Shared roads can be complemented with traffic calming measures to slow traffic speeds. This option will see traffic calming (curb extensions) along the proposed shared road at regular intervals. On-street parking would not be affected. We are exploring options and tradeoffs for the following bike route option.



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

Trade-offs

- + People who bike and people who drive share the road by travelling in single file
- + Existing yield signs will be changed to stop signs to minimize conflicts between all road users
- + 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
- + Roadway markings may be difficult to distinguish when covered by snow in the winter

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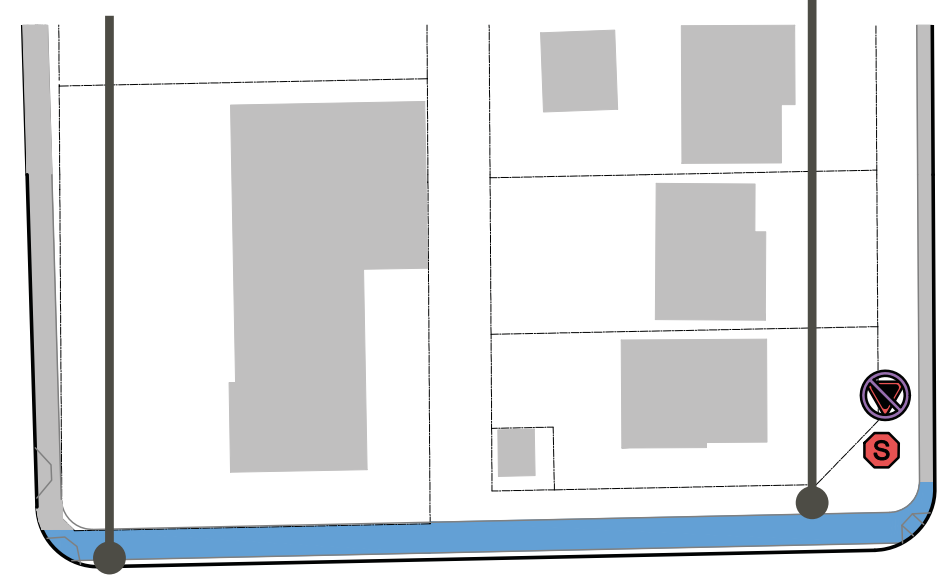
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5B 128 Avenue shared pathway option

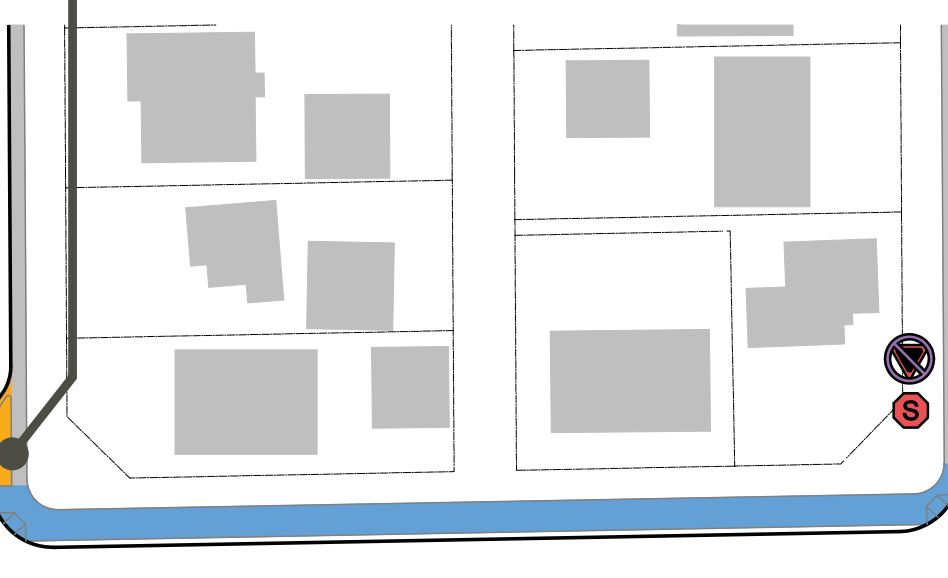
128 Avenue (97 Street – 94 Street)

Impacts to Private Landscaping

Impacts to Parking on North Side

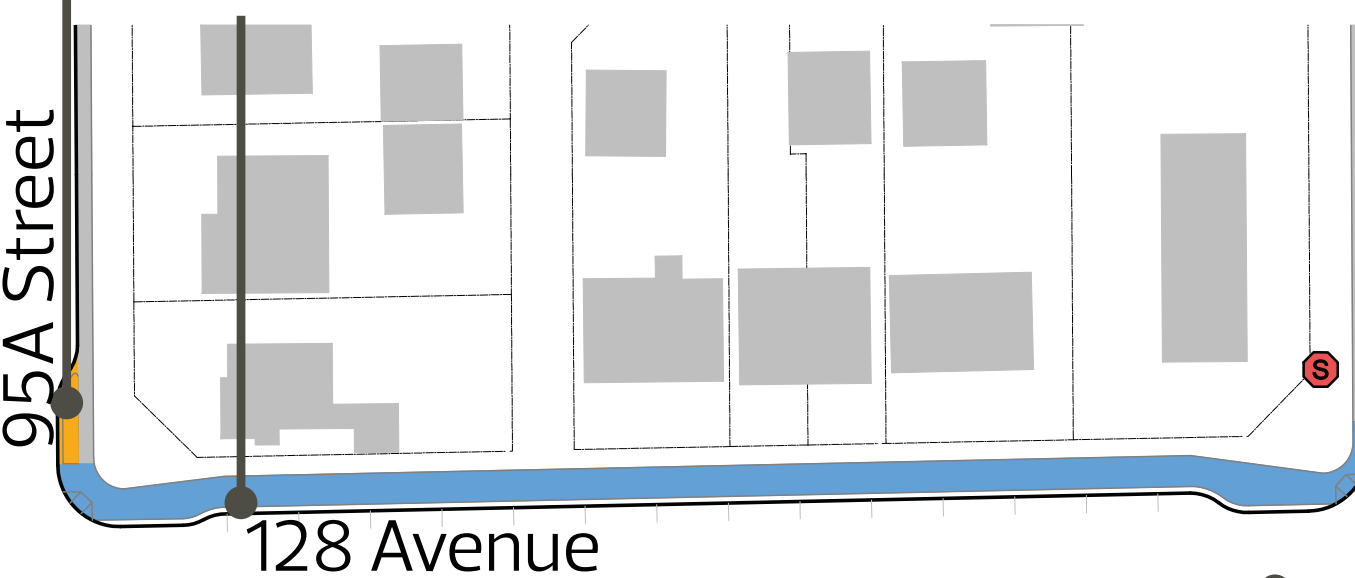


New Curb Extension



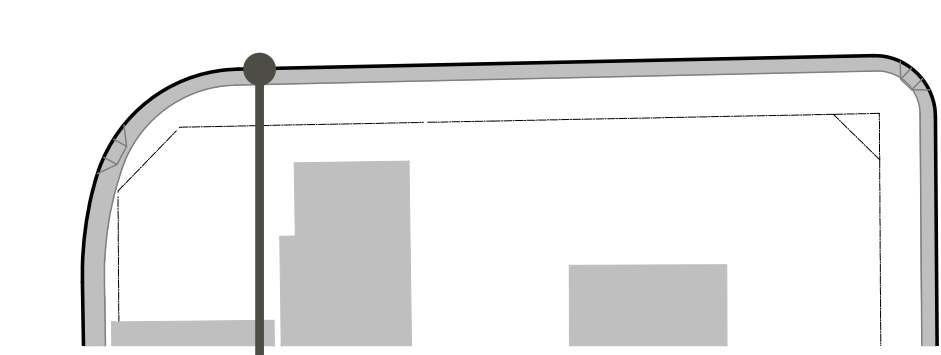
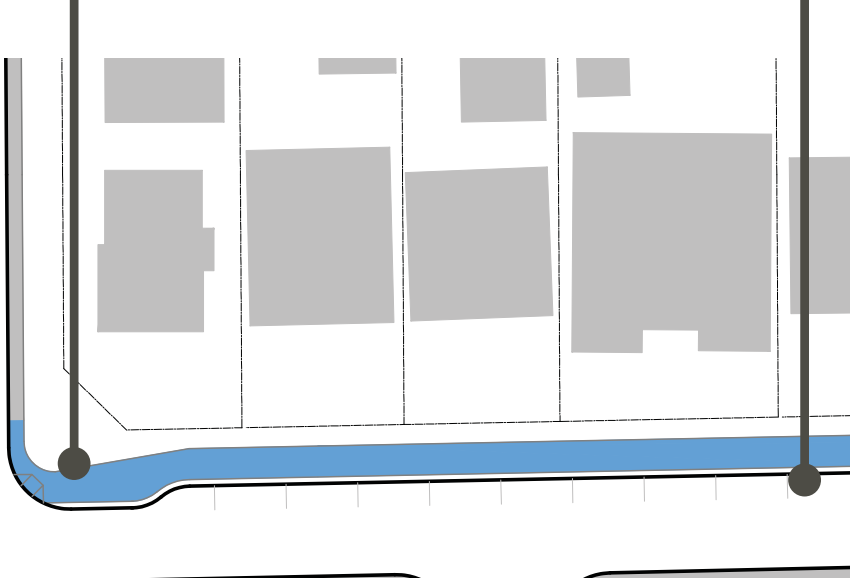
New Curb Extension

Parking Maintained on North Side

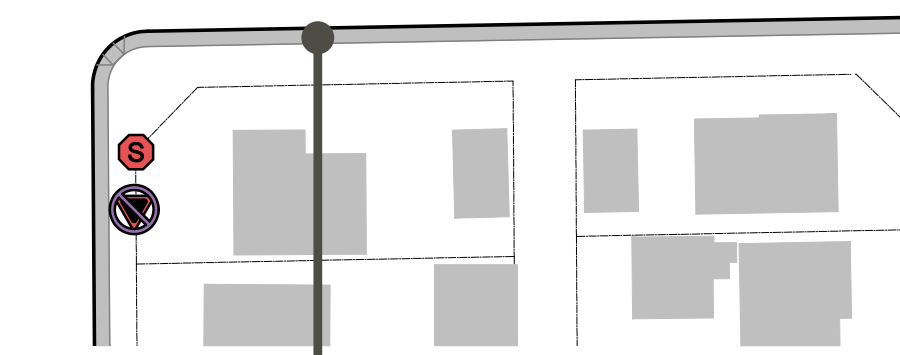
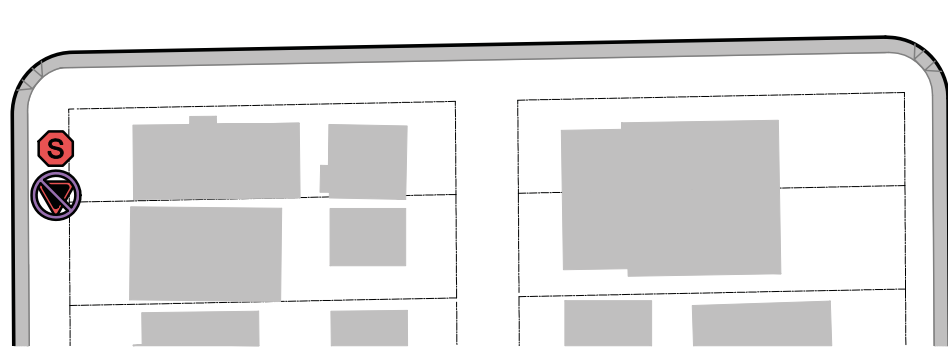


Parking Maintained on North Side

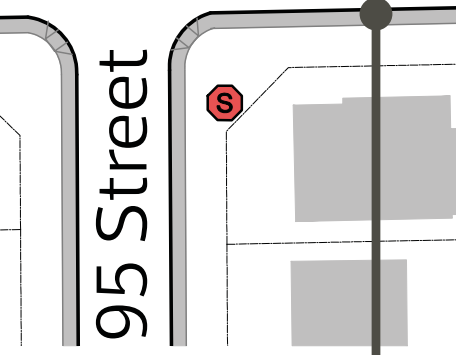
New Shared Pathway



Parking Maintained on South Side



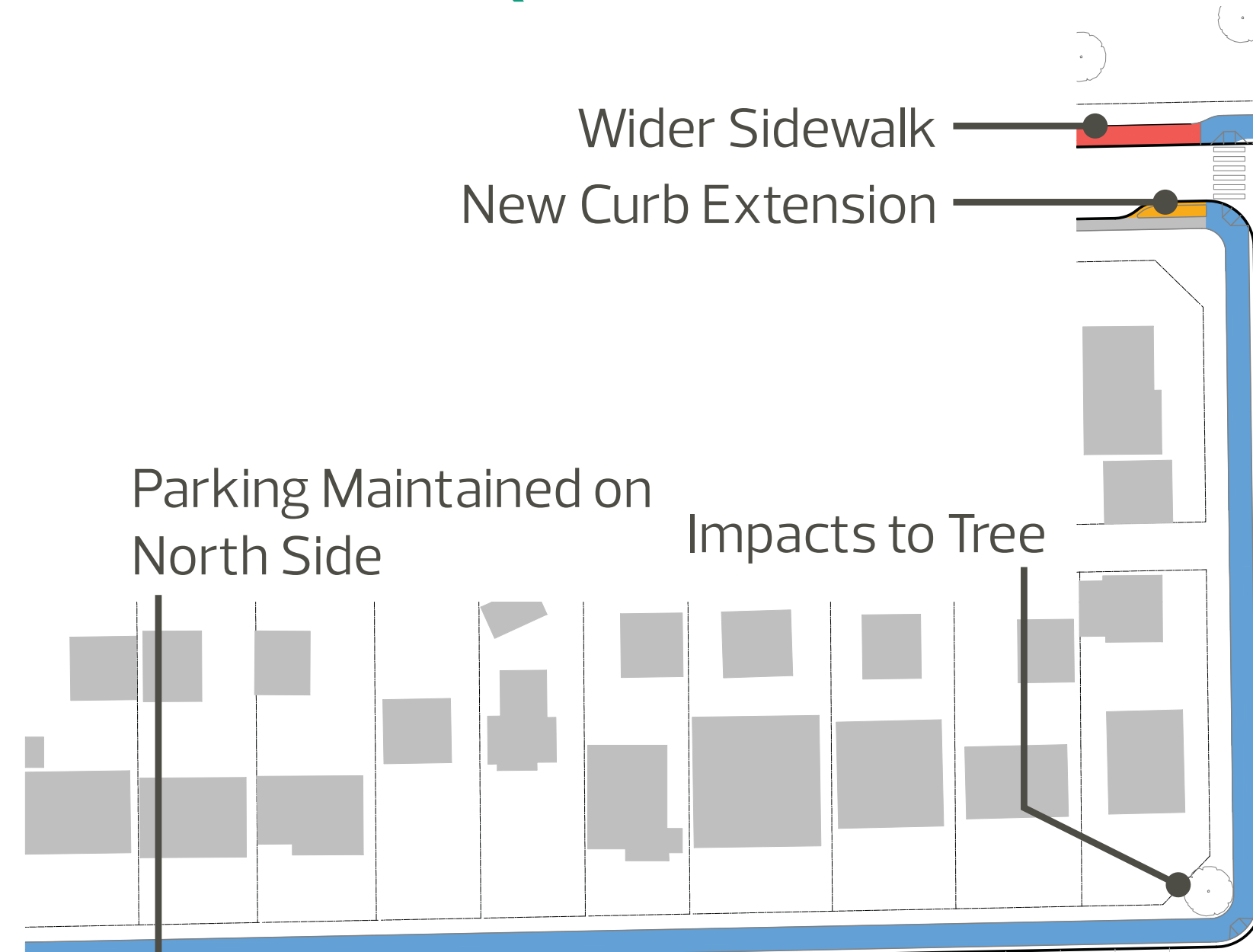
Parking Maintained on South Side



Parking Maintained on South Side

128 Avenue (93 Street – 91 Street)

Wider Sidewalk
New Curb Extension



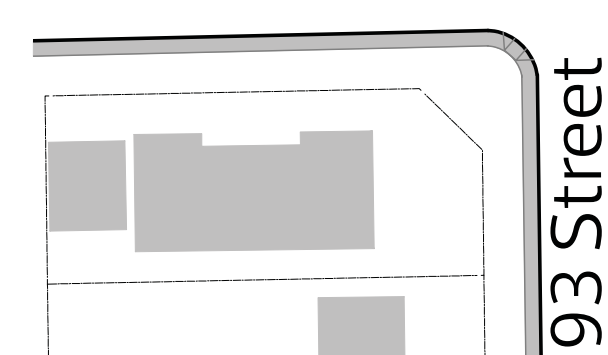
Parking Maintained on North Side

Impacts to Tree

128 Avenue

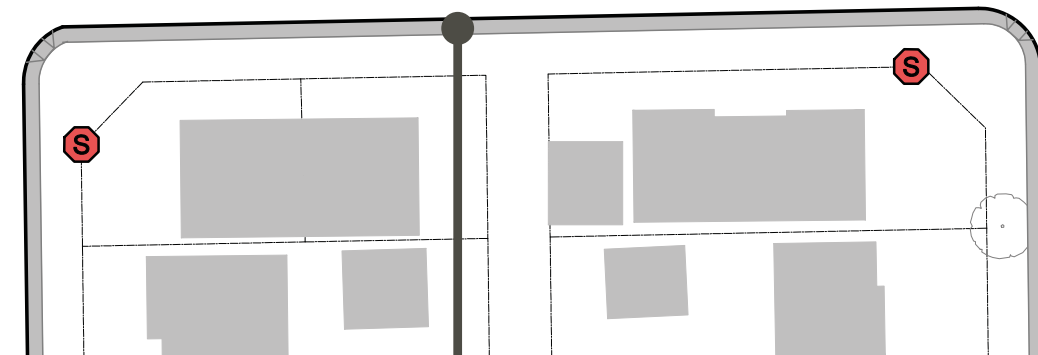
128A Avenue

Parking Maintained on North Side

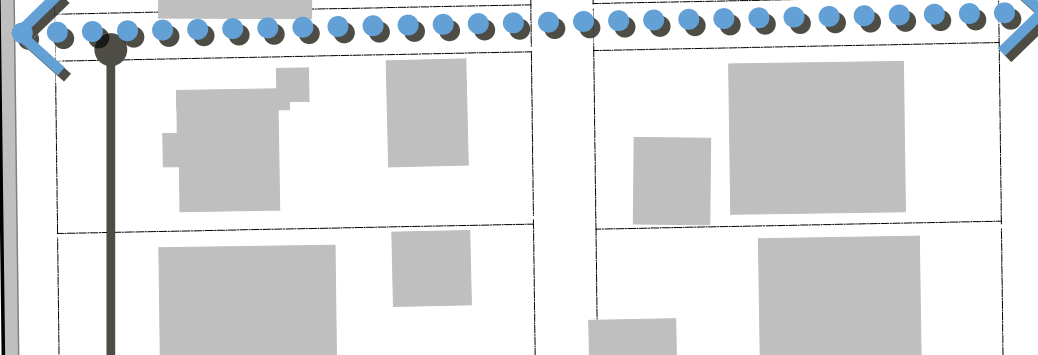


Parking Maintained on South Side

93 Street

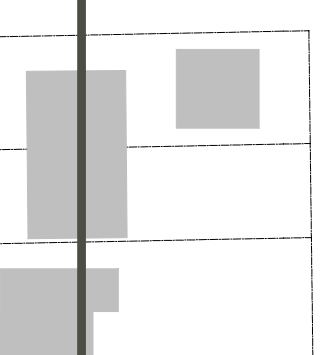


92 Street



The Project Team is also Exploring a Potential Connection Here

91 Street



Parking Maintained on South Side

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

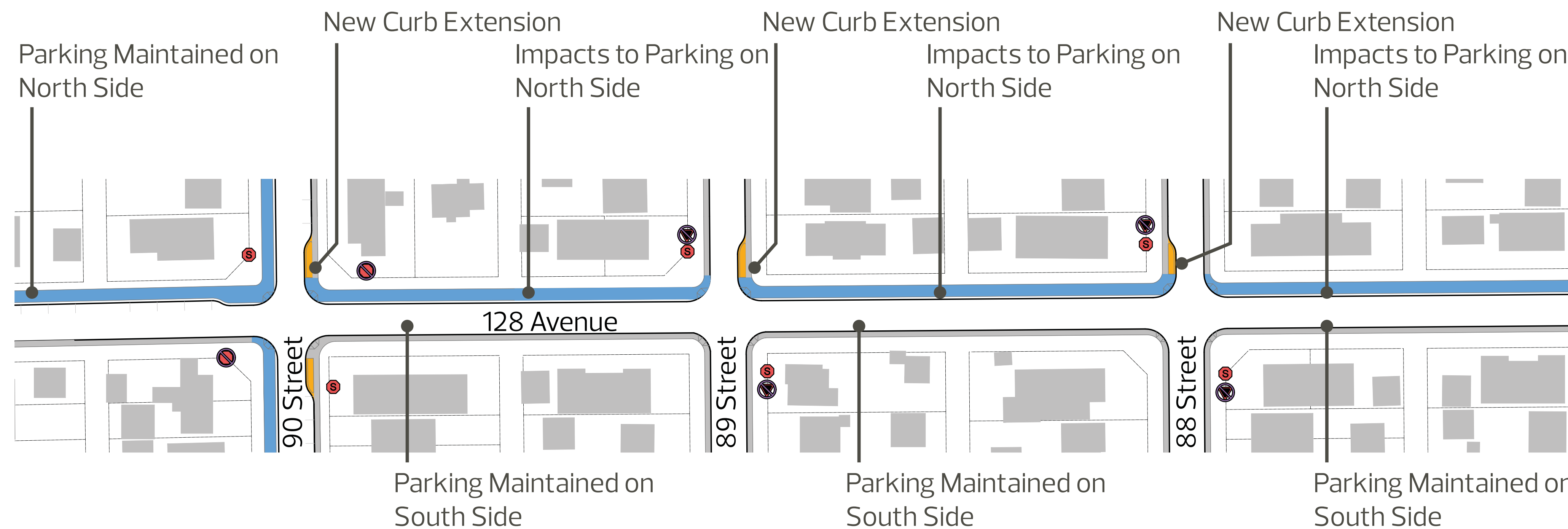
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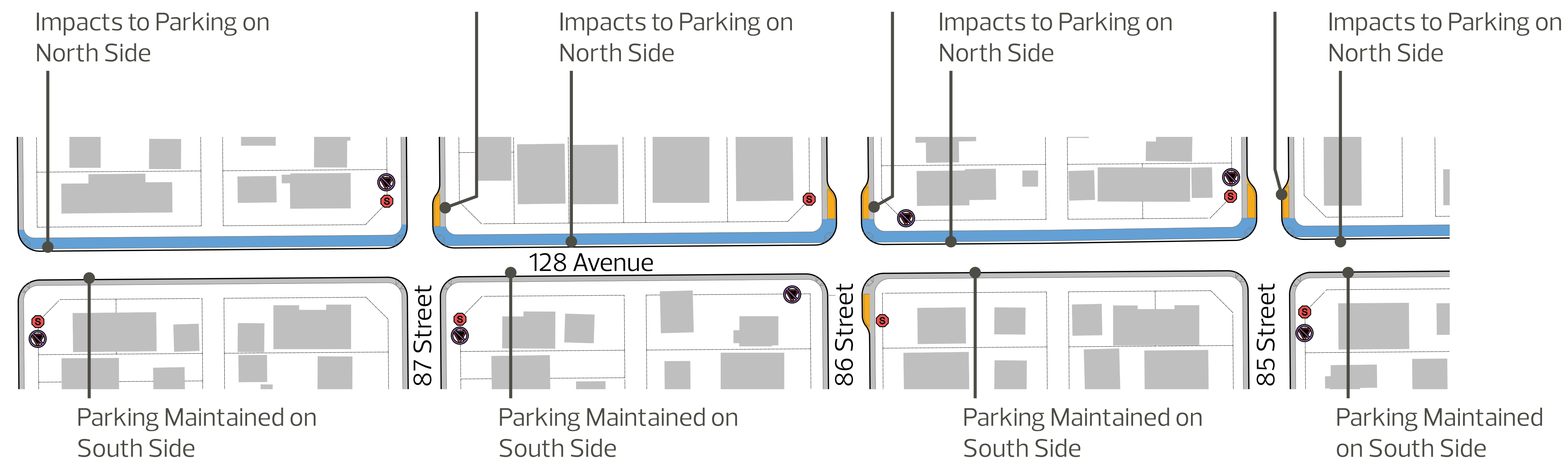
5B 128 Avenue shared pathway option

128 Avenue (90 Street – 88 Street)



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

128 Avenue (87 Street – 85 Street)



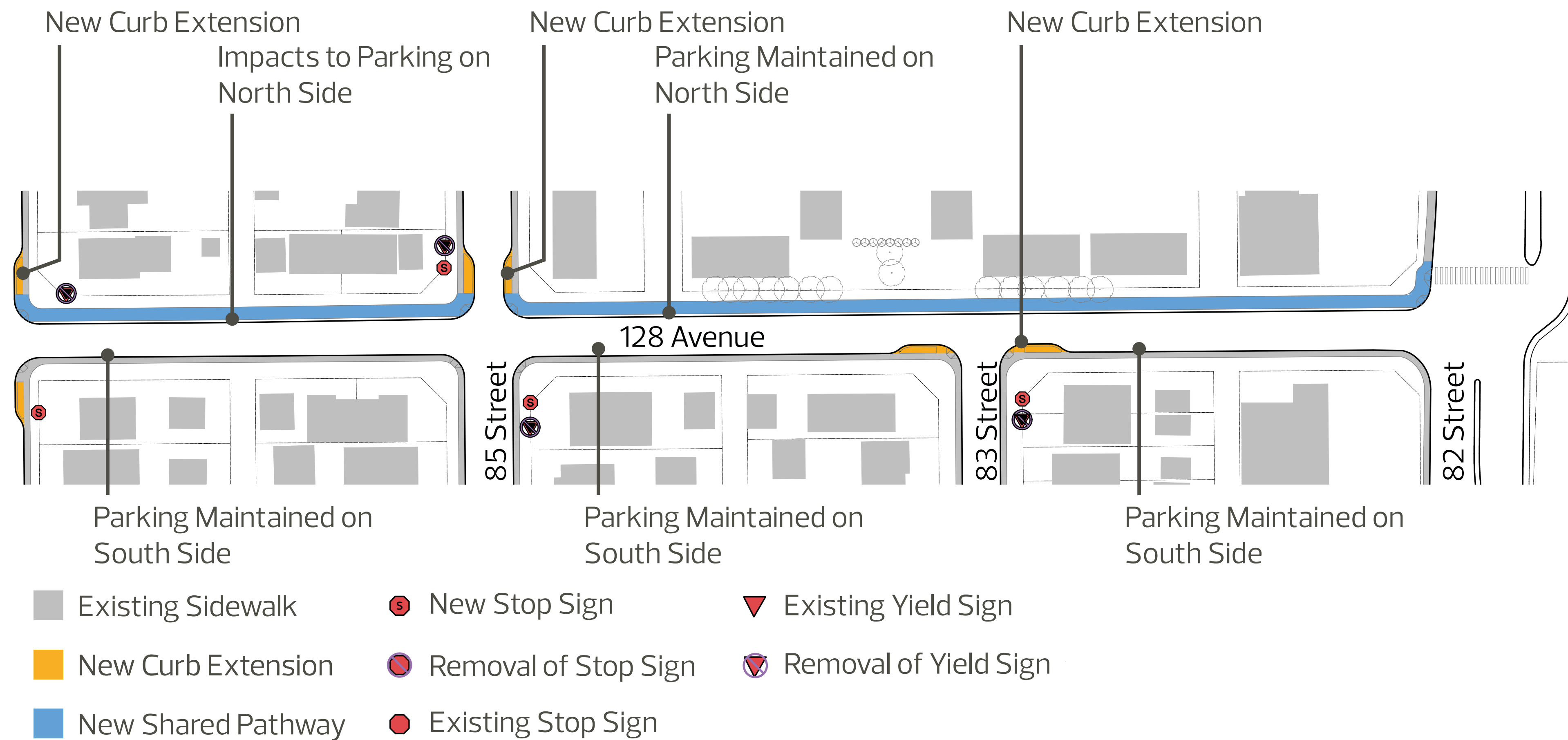
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5B 128 Avenue shared pathway option

128 Avenue (85 Street – 82 Street)



Shared pathway

Shared pathways are for many activities and can be used by people who bike, run, walk and more. This option will see a shared pathway along the north side of 128 Avenue. It would also include curb extensions to provide better sightlines, reduce crossing distances for people who bike and walk, and slow traffic. On-street parking will be impacted in some locations. We are exploring options and tradeoffs for the following bike route option.



Benefits

- + People who bike can use the path in both directions
- + Snow cleared to bare pavement within 48 hours of the end of a snowfall event
- + 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

Trade-offs

- + 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 one side of the roadway between the following avenues:
 - + 128 Avenue to 128A Avenue

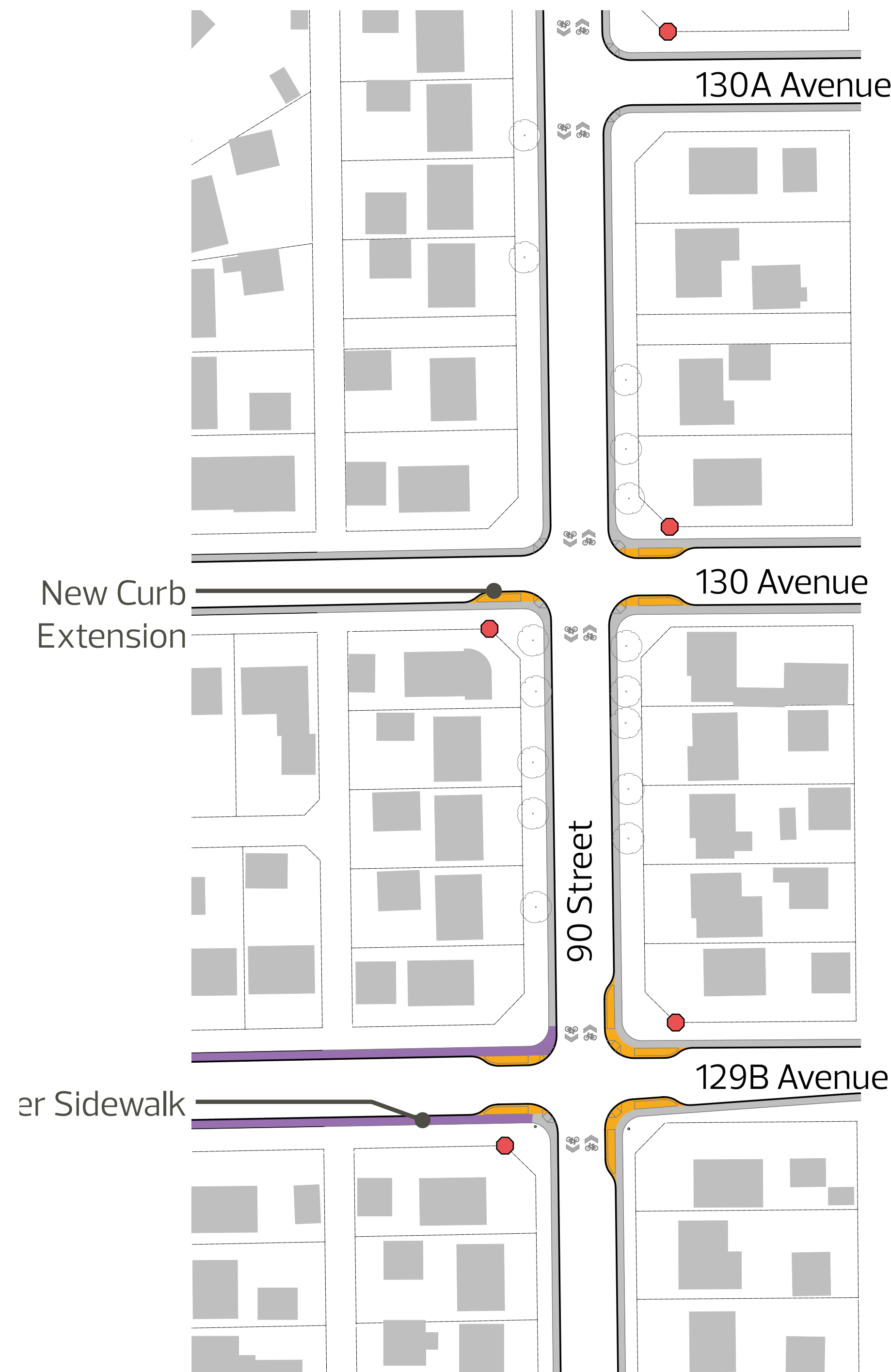
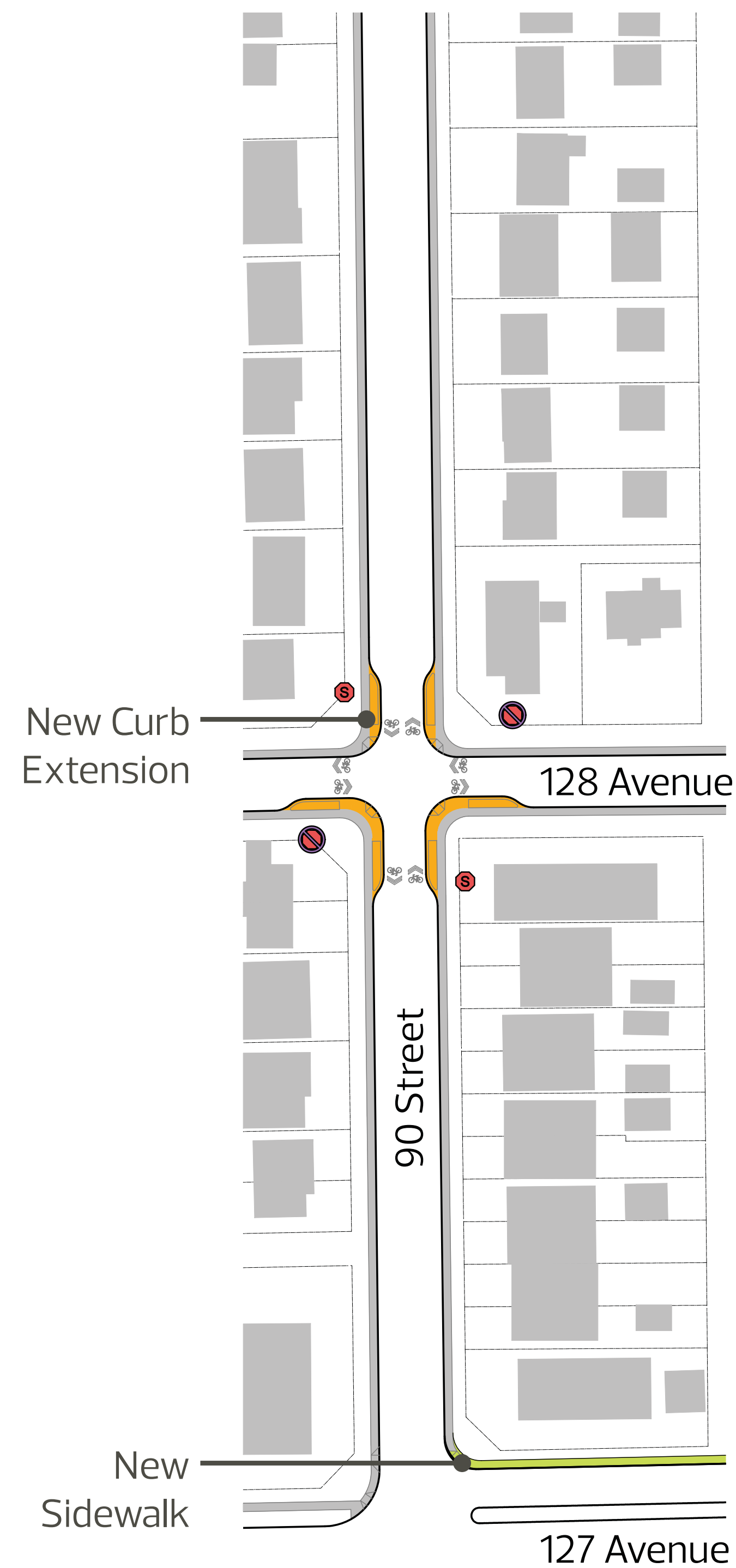
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6A 90 Street shared road option with traffic calming

90 Street (127 Avenue – 128 Avenue)

90 Street (129B Avenue – 130A Avenue)



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

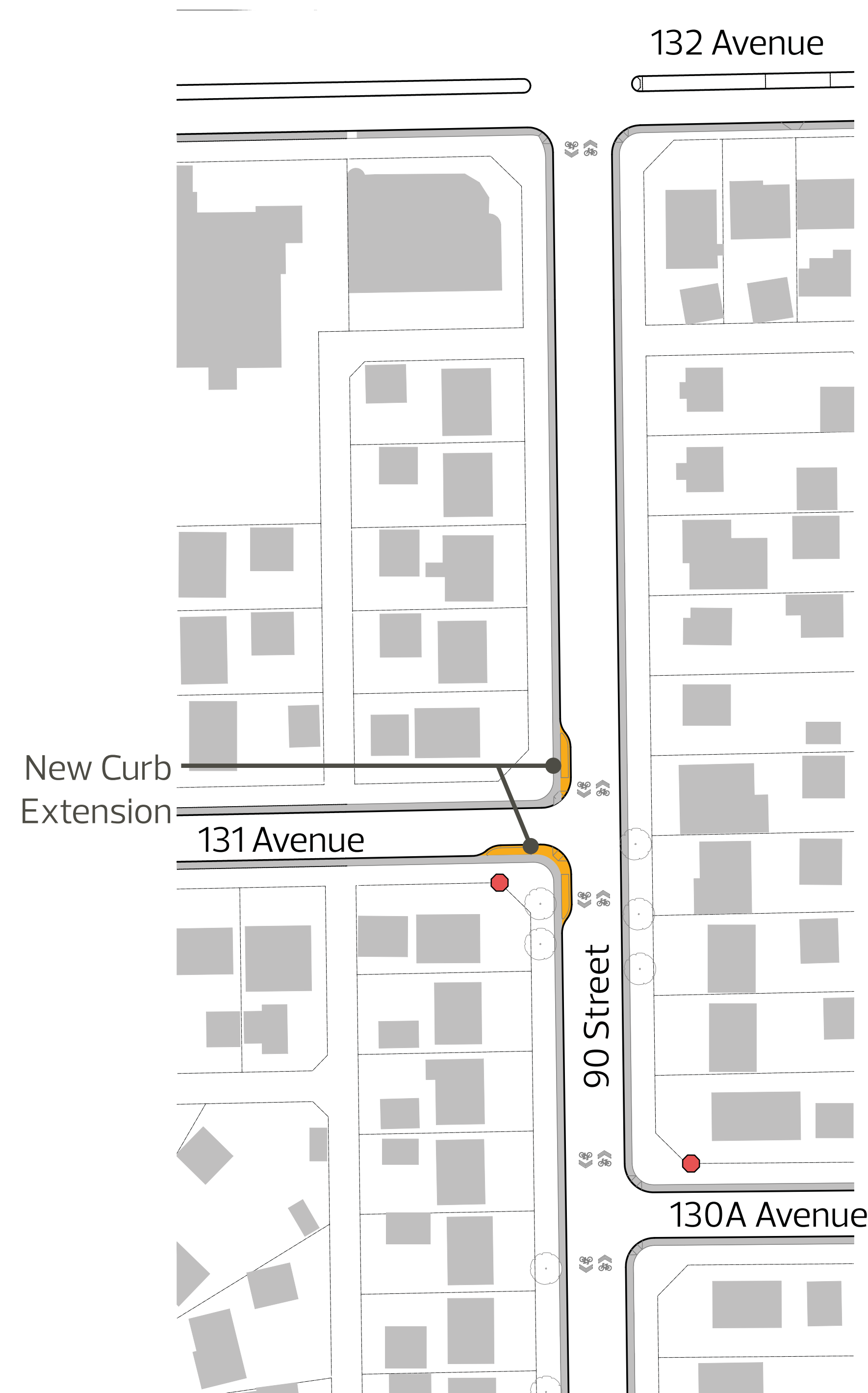
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6A 90 Street shared road option with traffic calming

90 Street (130A Avenue – 132 Avenue)



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

Shared road with traffic calming

Shared roads use painted markings called "sharrows" or other signage to remind people who bike and people who drive to share the same travel lane. Shared roads can be complemented with traffic calming measures to slow traffic speeds. This option will see traffic calming (curb extensions) along the proposed shared road at regular intervals. On-street parking will not be affected. We are exploring options and tradeoffs for the following bike route option.



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

Trade-offs

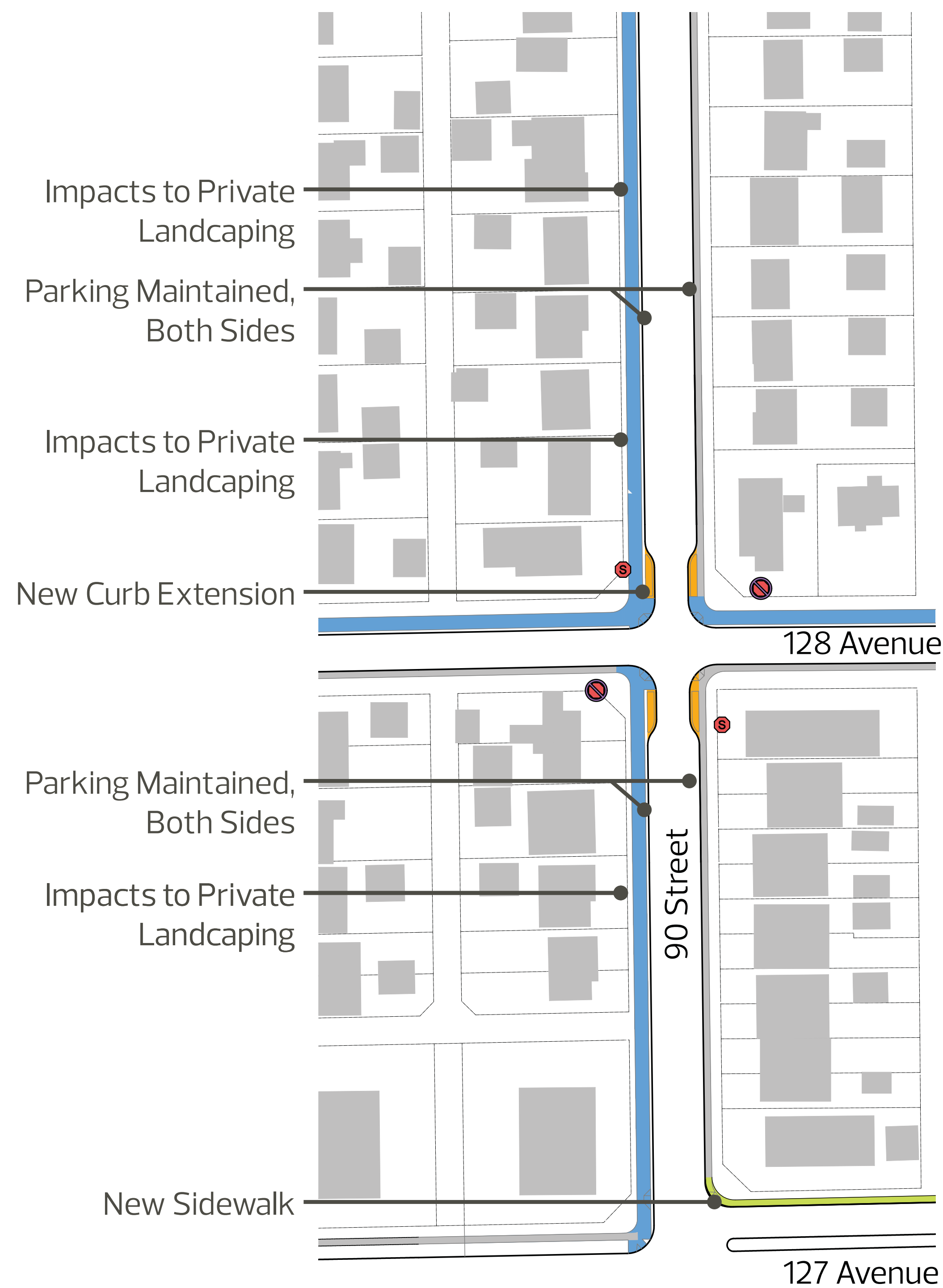
- + People who bike and people who drive share the road by travelling in single file
- + Shared road bike routes do not receive priority for snow clearing. Snow clearing only occurs on a standard residential road schedule
- + Traffic calming measures will likely impact design at intersections to slow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

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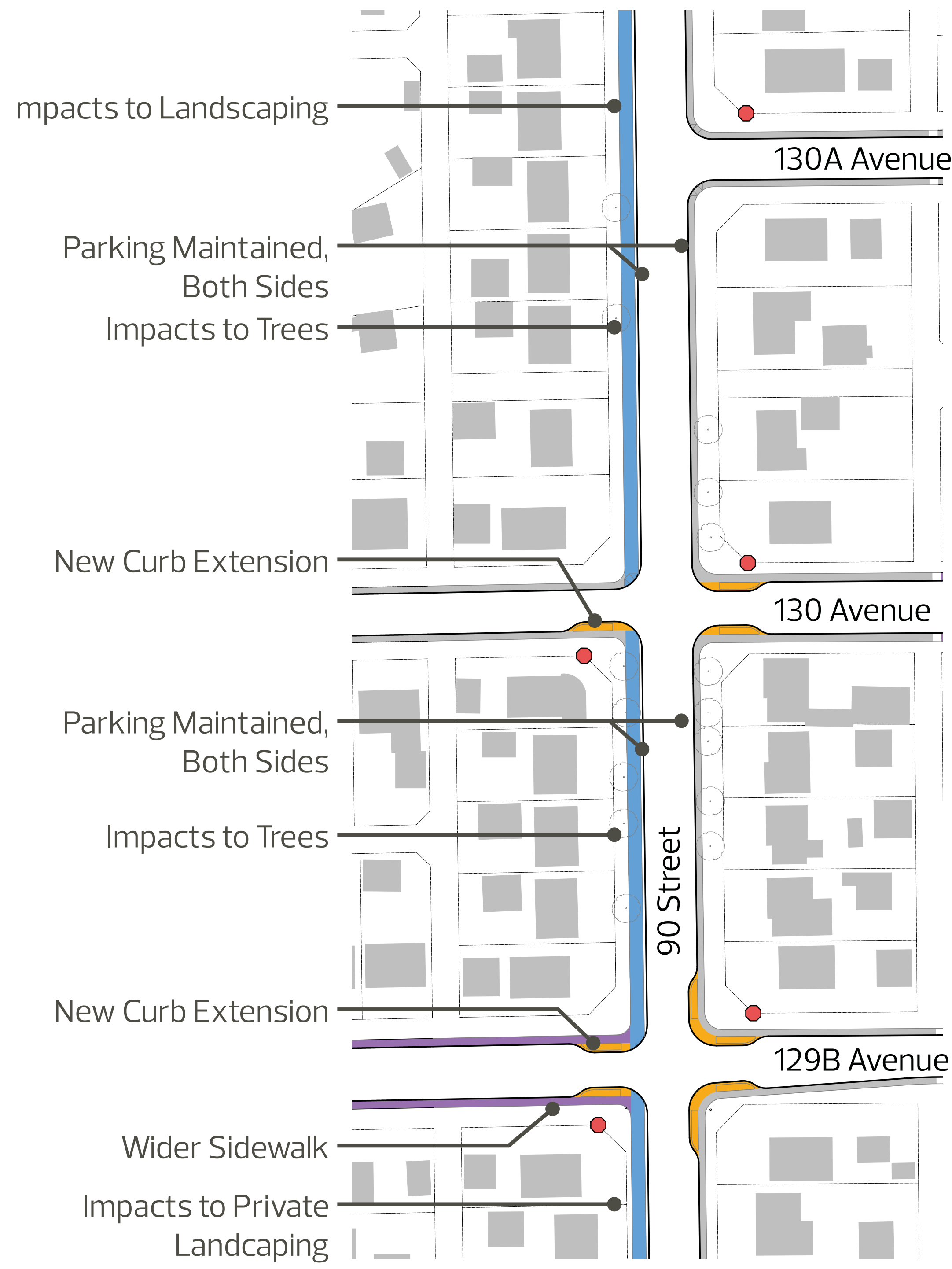
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6B 90 Street shared pathway option (parking maintained, landscaping impacts)

90 Street (127 Avenue – 128 Avenue)



90 Street (129B Avenue – 130A Avenue)



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

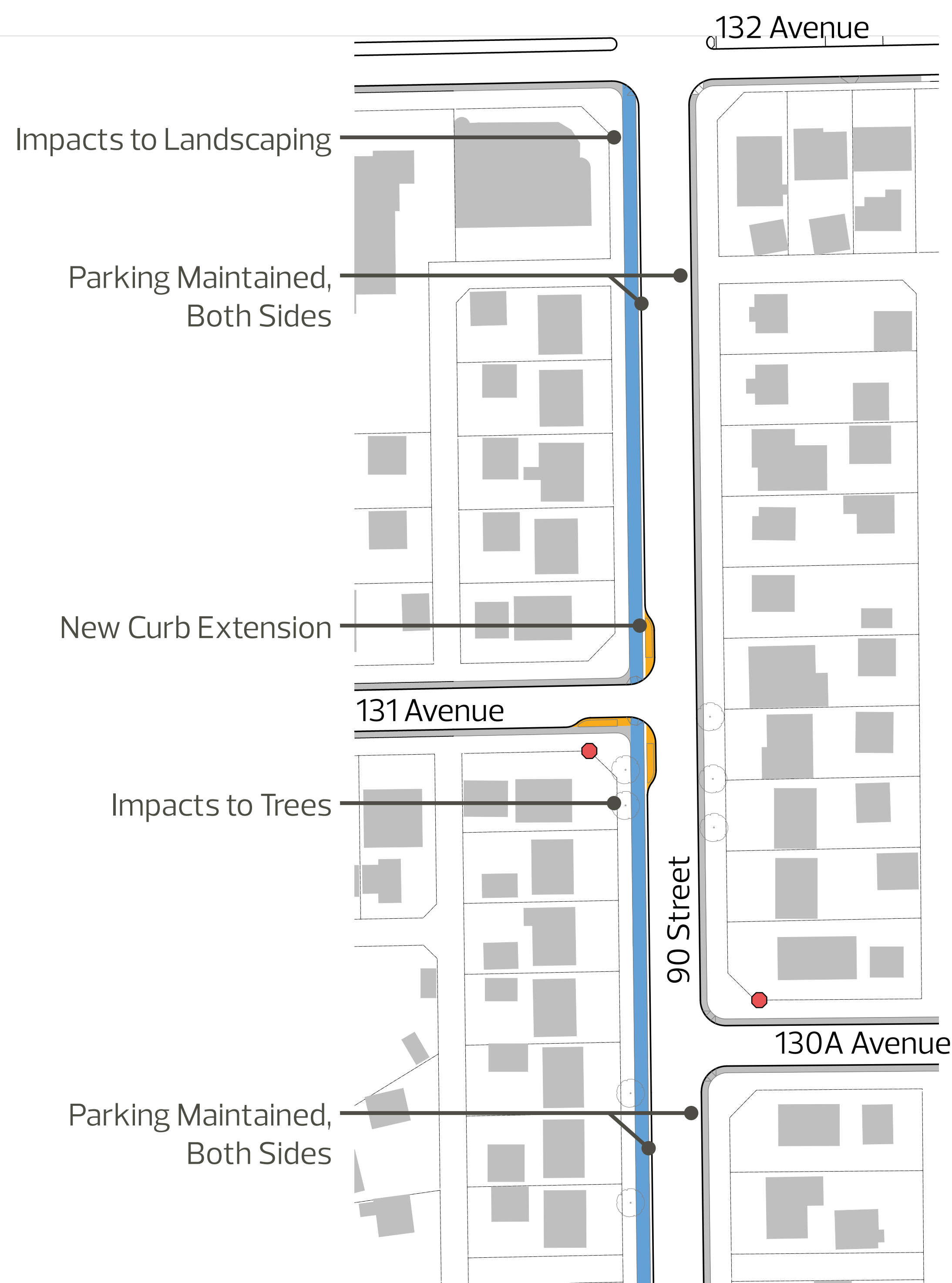
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6B 90 Street shared pathway option (parking maintained, landscaping impacts)

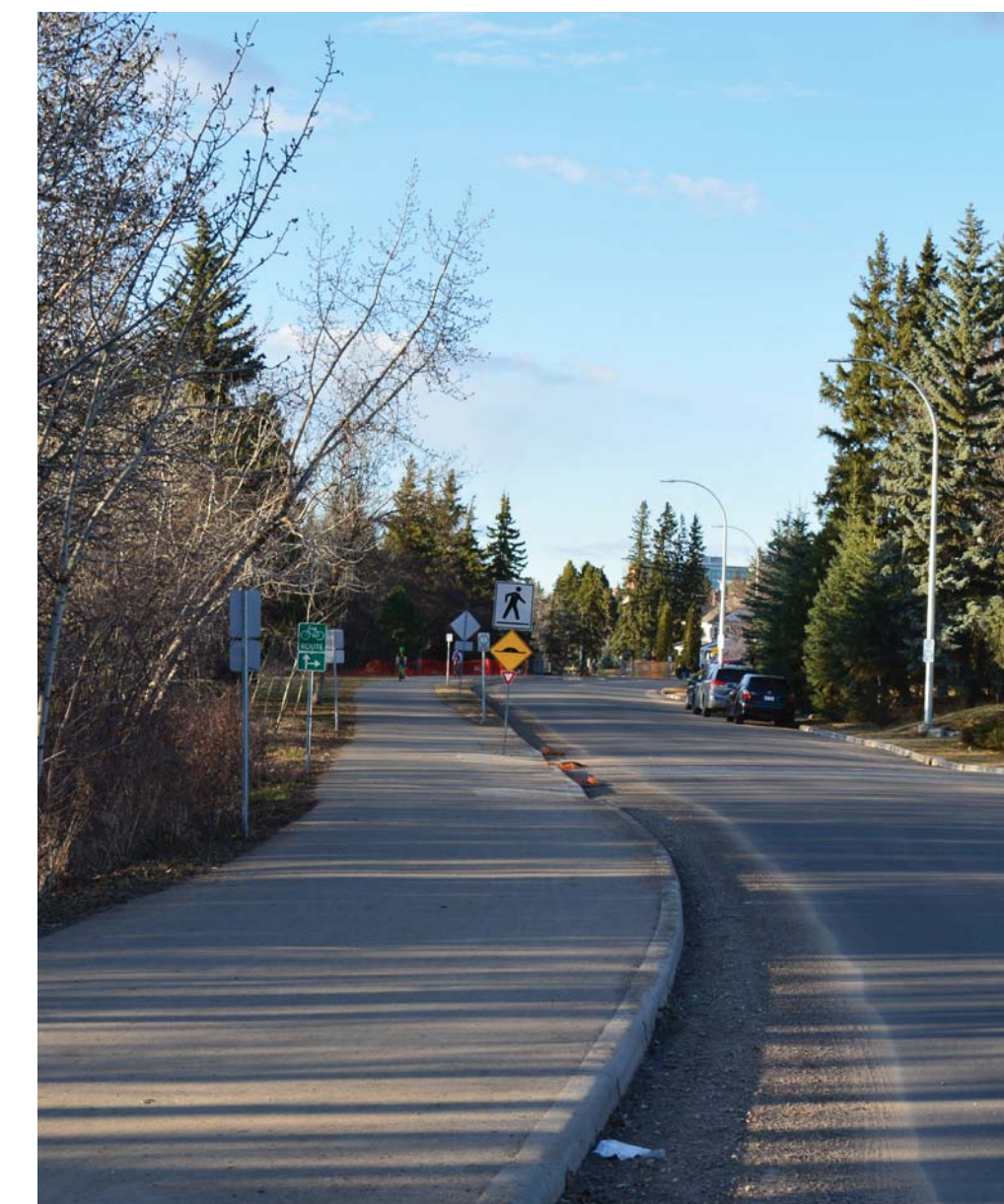
90 Street (130A Avenue – 132 Avenue)



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

Shared pathway

Shared roads use painted markings called "sharrows" or other signage to remind people who bike and people who drive to share the same travel lane. Shared roads can be complemented with traffic calming measures to slow traffic speeds. This option will see traffic calming (curb extensions) along the proposed shared road at regular intervals. On-street parking will not be affected. We are exploring options and tradeoffs for the following bike route option.



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

Trade-offs

- + 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

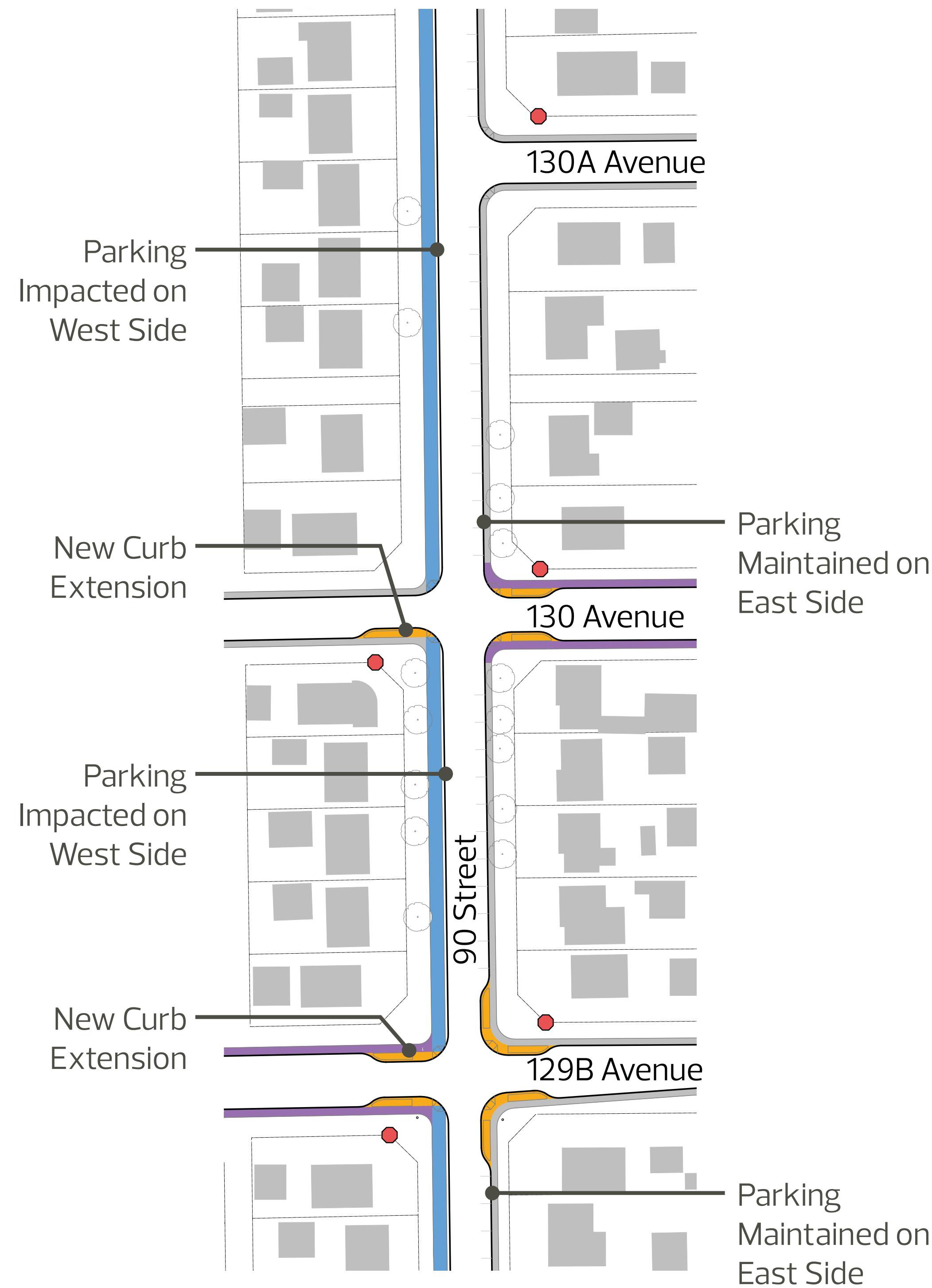
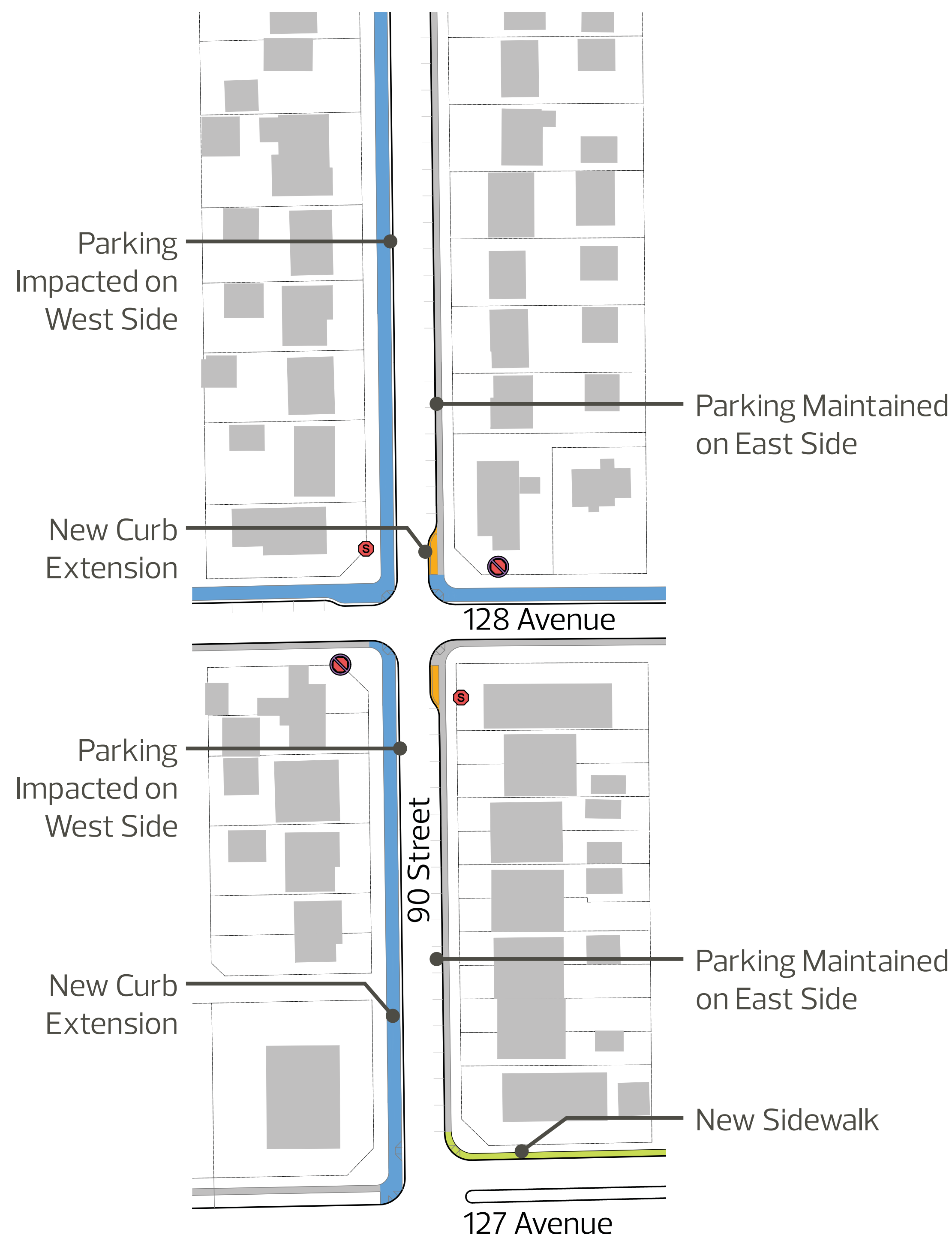
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6C 90 Street shared pathway option (parking removed on west side)

90 Street (127 Avenue – 128 Avenue)

90 Street (129B Avenue – 130A Avenue)



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

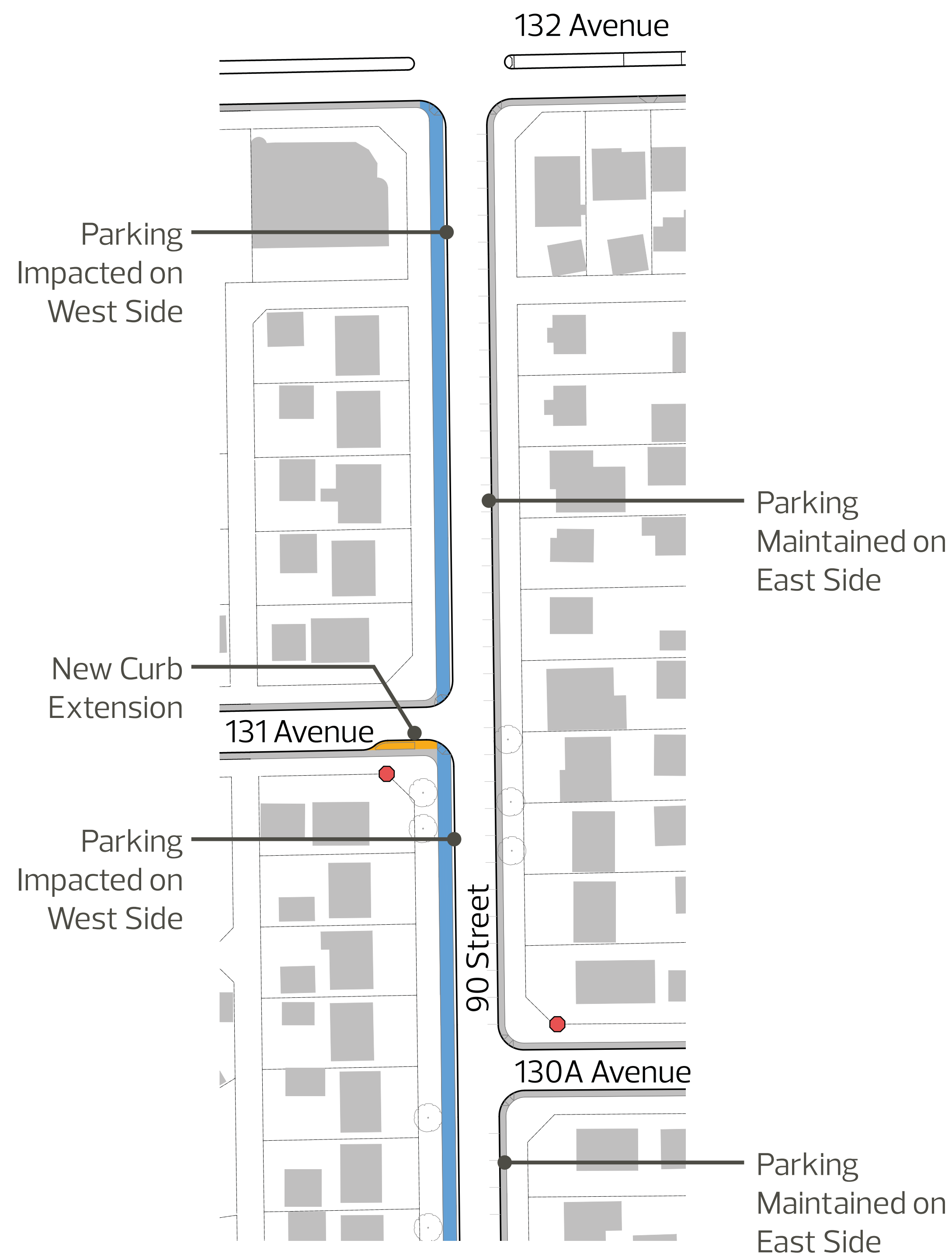
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6C 90 Street shared pathway option (parking removed on west side)

90 Street (130A Avenue – 132 Avenue)



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

Shared pathway

Shared pathways are for many activities and can be used by people who bike, run, walk and more. This option will see a shared pathway along the west side of 90 Street. Parking would be removed on the west side of 90 Street. It would also include curb extensions to provide better sightlines, reduce crossing distances for people who bike and walk, and slow traffic. We are exploring options and trade-offs for the following bike route option.



Benefits

- + People who bike can use the path in both directions
- + Snow cleared to bare pavement within 48 hours of the end of a snowfall event
- + Parking is maintained on one side (east side) of the roadway
- + Two way traffic will be maintained
- + Provides a space for people of all ages and abilities to ride their bike

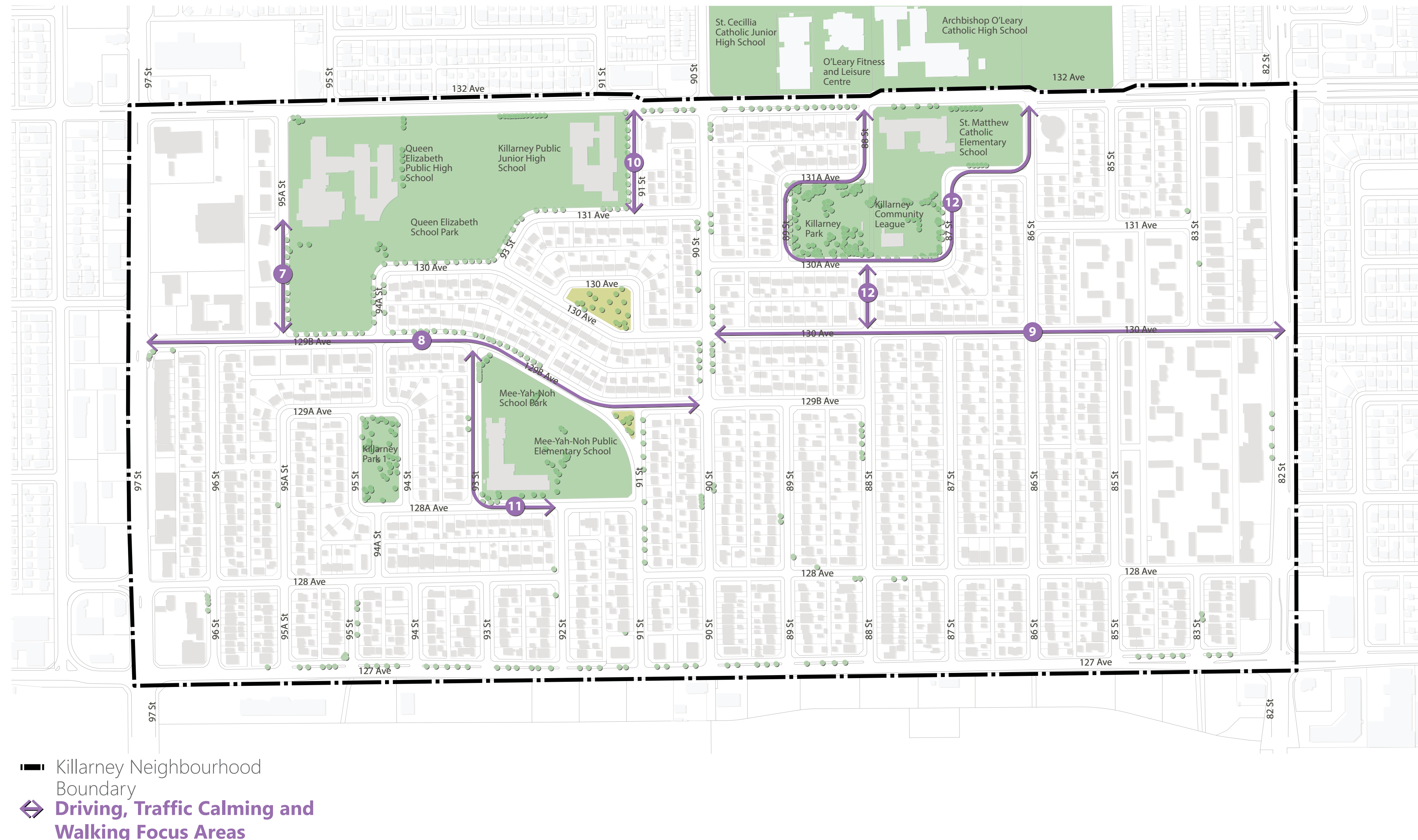
Trade-offs

- + 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

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Driving and traffic calming focus areas



Driving and Traffic Calming Focus Areas

7. 95A Street
8. 129B Avenue (90 to 97 Street)
9. 130 Avenue (82 to 90 Street)
10. 91 Street (Killarney School Drop Off)
11. 93 Street (Mee Yah Noh School Drop Off)
12. St. Matthew Elementary School and Killarney Park

What we heard






- + Lighting and Sightlines: Lighting and improving sightlines are important for the safety of all road users
- + Parking: Parking can be challenging during peak times, particularly around destinations such as schools, which causes frustration and confusion for community members
- + Safety: It is important to the public that roadways feel safe for all users, including people who walk, bike and drive

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Driving and traffic calming overview



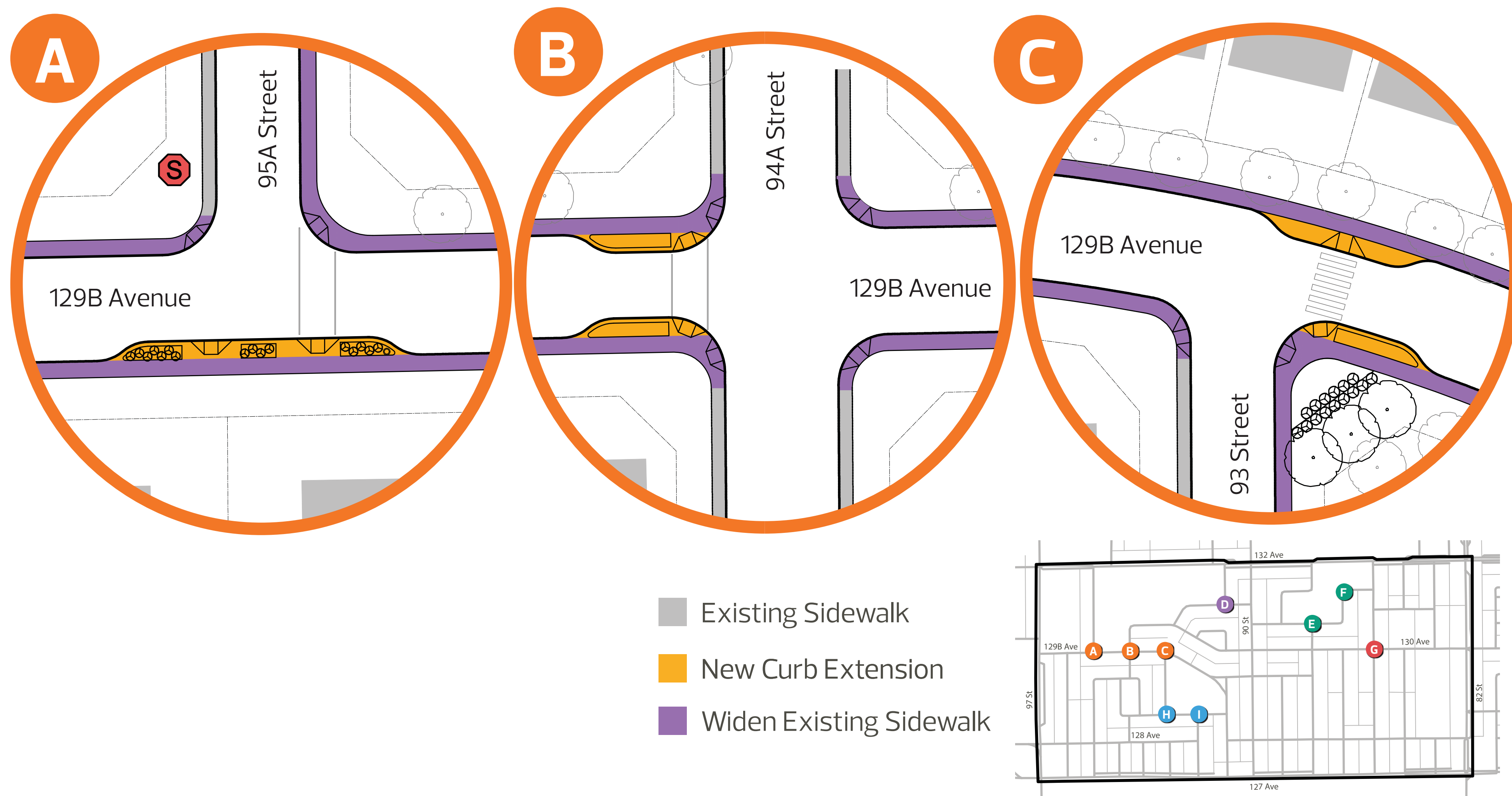
-  Killarney Neighbourhood Boundary
-  Curb Extension
-  Road Geometry Improvement
-  Road Closure
-  Wider Sidewalk, Walking Routes
-  Wider Sidewalk, School Drop-off
-  Bike Route with Traffic Calming
Traffic Calming Varies based on Facility Option



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8 129B Avenue (90 to 97 Street)



What we propose

- + To add curb extensions to provide shorter crossing distances, improve sightlines, enhance the feeling of safety for people who walk and slow traffic at the following locations:
 - + 95A Street;
 - + 94 Street;
 - + 93 Street; and
 - + 90 Street.
- + To add marked crosswalks to provide safer crossings for people who walk at:
 - + 93 Street
 - + 95A Street;
 - + 94A Street; and
 - + 90 Street.

What we considered

Vision and Guiding Principles

- + Aligns with the following principles:
 - + To improve the safety of roadways for all users
 - + Establish safe connections to destinations and amenities within the neighbourhood
- + Ensure infrastructure considers year-round use.

Technical requirements

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

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 – support access and use for people of all ages and abilities
 - + Community Traffic Management Policy – supports curb extensions to improve visibility by ensuring that parked cars maintain a distance from the intersection, reduce driver speeds, deter shortcutting and reduce the crossing distance for pedestrians. The marked crossings draw attention to pedestrian crossing locations.
- + Complete Streets Design and Construction Standard

What we heard

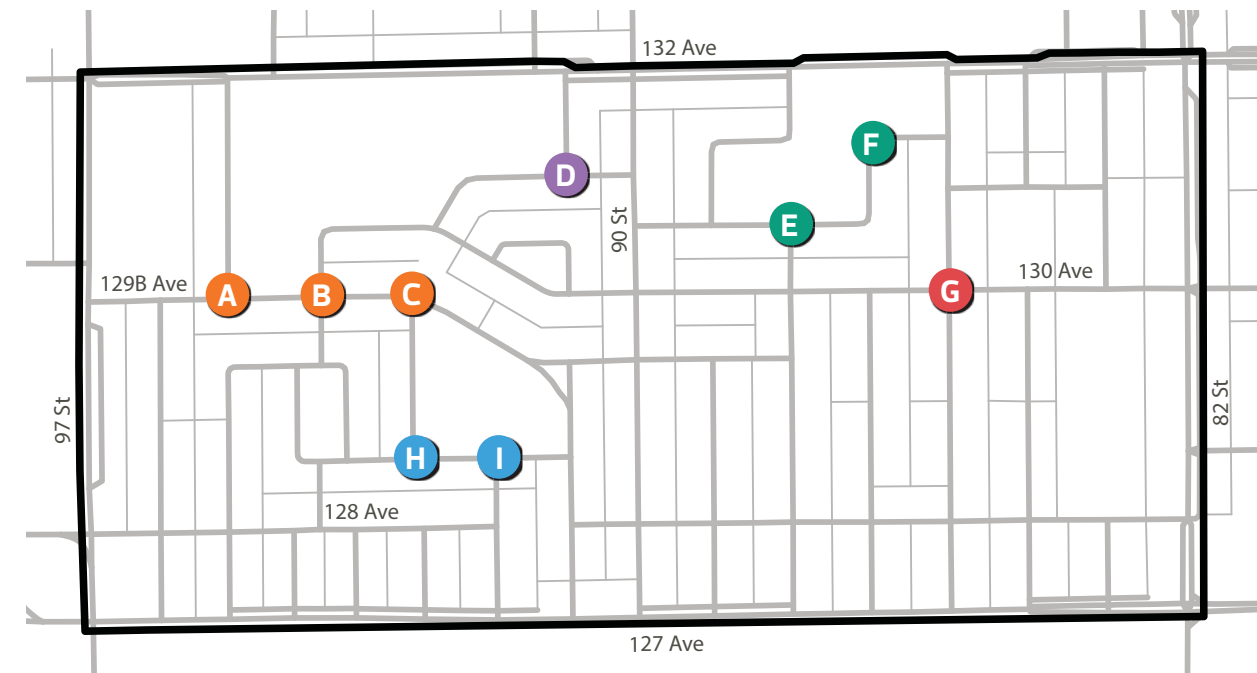
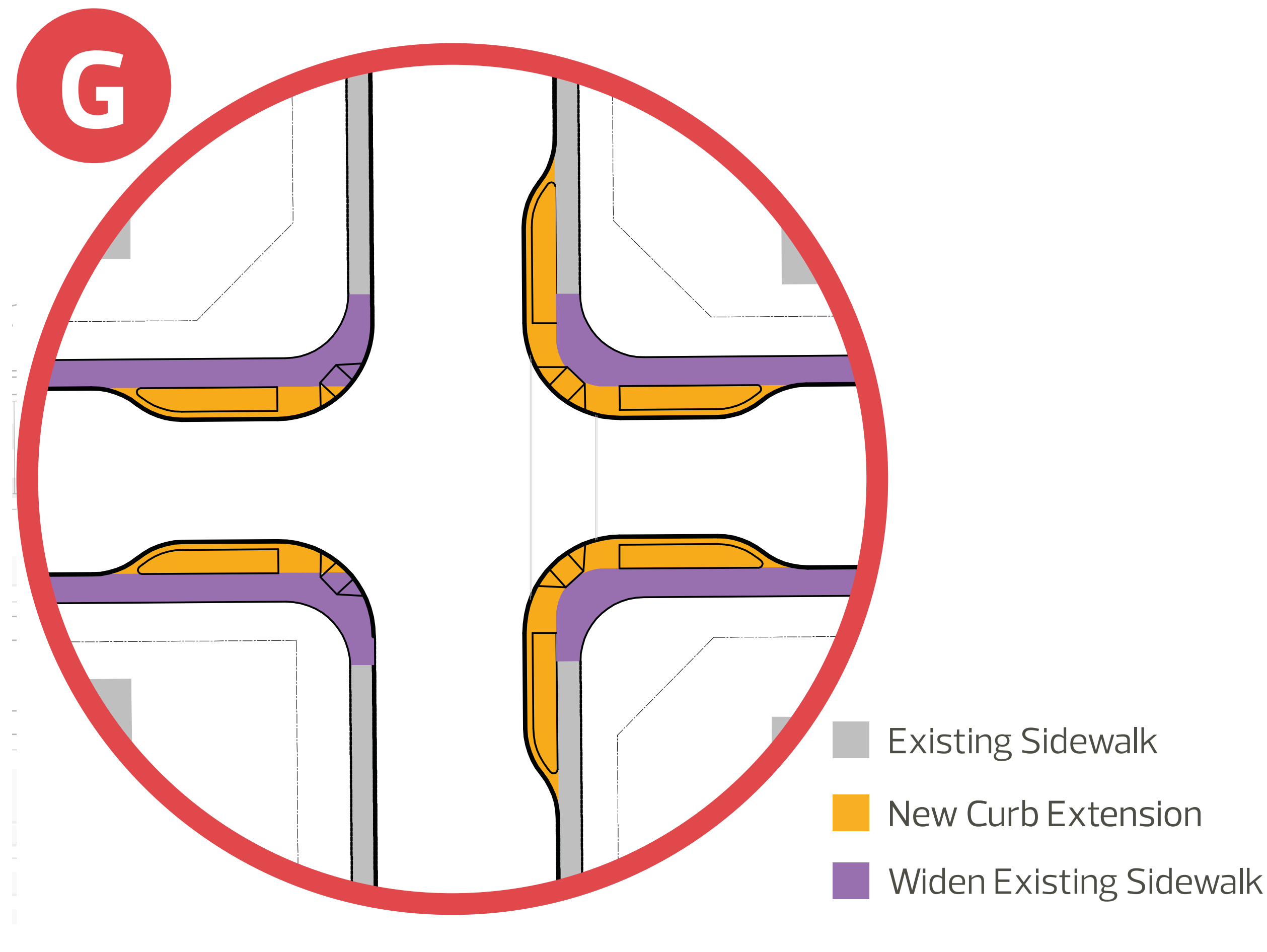
- + Community members believe traffic calming measures are appropriate for this roadway
- + Shortcutting and fast-moving vehicles are a concern on this roadway

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9 130 Avenue (82 to 90 Street)



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 the following locations
 - + 90 Street;
 - + 86 Street;
- + To add marked crosswalk at 86 Street to provide safer crossings for people who walk

What we considered

Vision and Guiding Principles

- + Aligns with the following principles:
 - + To improve the safety of roadways for all users
 - + Establish safe connections to destinations and amenities within the neighbourhood
- + Ensure infrastructure considers year-round use.

Technical requirements

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

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 – support access and use for people of all ages and abilities
 - + Community Traffic Management Policy – support curb extensions to improve visibility by ensuring that parked cars maintain a distance from the intersection, reduce driver speeds, deter shortcutting and reduce the crossing distance for pedestrians. The marked crossings draw attention to pedestrian crossing locations.
 - + Complete Streets Design and Construction Standard

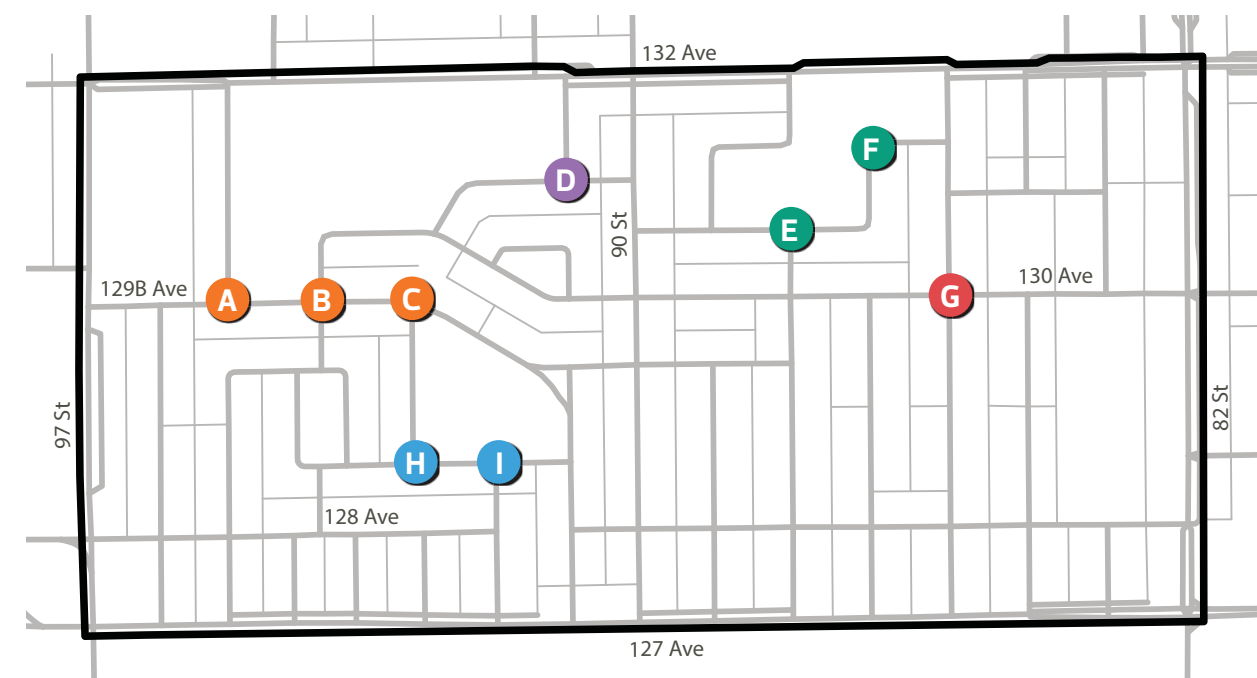
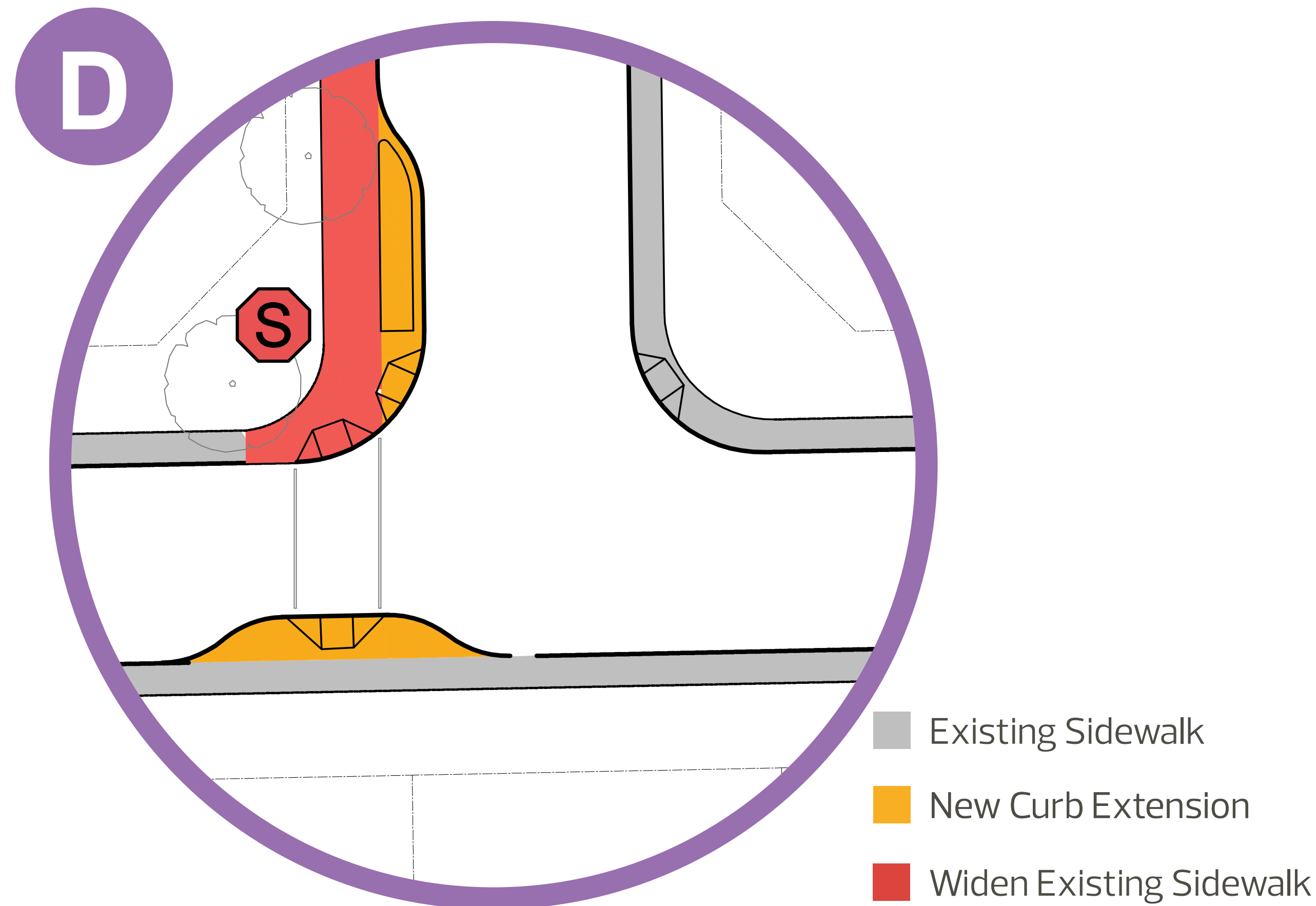
What we heard

- + Shortcutting and fast-moving vehicles are a concern on this roadway
- + Community members believe traffic calming measures are appropriate for this roadway

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10 91 Street (Killarney School Drop Off)



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 91 Street and 131 Avenue
- + To add a marked crosswalk at the intersection of 91 Street and 131 Avenue

What we considered

Vision and Guiding Principles

- + Aligns with the following principles:
 - + To improve the safety of roadways for all users
 - + Establish safe connections to destinations and amenities within the neighbourhood
- + Ensure infrastructure considers year-round use.

Technical requirements

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

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 – support access and use for people of all ages and abilities
 - + Community Traffic Management Policy – support curb extensions to improve visibility by ensuring that parked cars maintain a distance from the intersection, reduce driver speeds, deter shortcutting and reduce the crossing distance for pedestrians. The marked crossings draw attention to pedestrian crossing locations.
 - + Complete Streets Design and Construction Standard

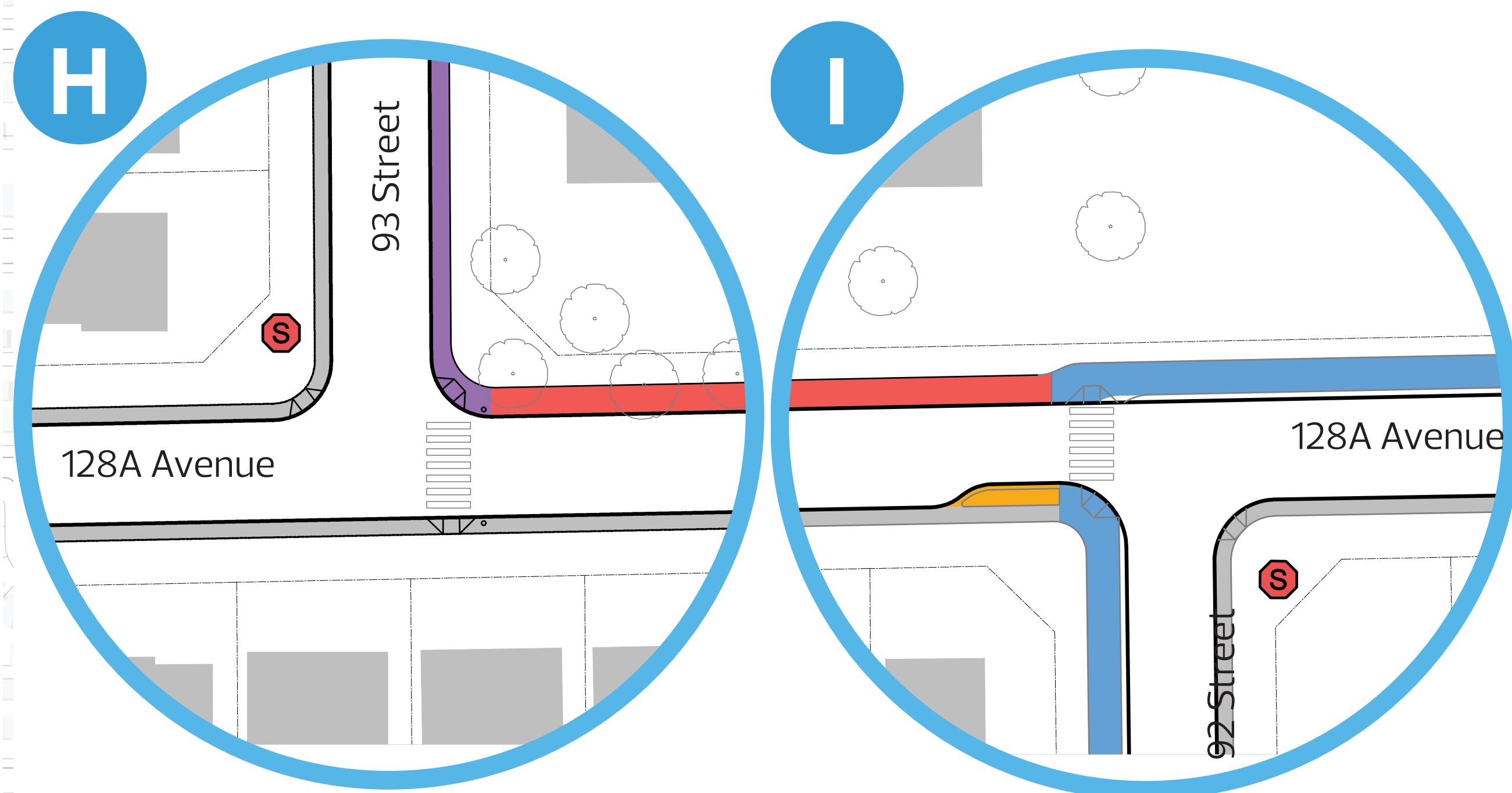
What we heard

- + Participants are concerned about the impacts of traffic calming for people who drive
- + Community members are concerned about the safety of students around the schools

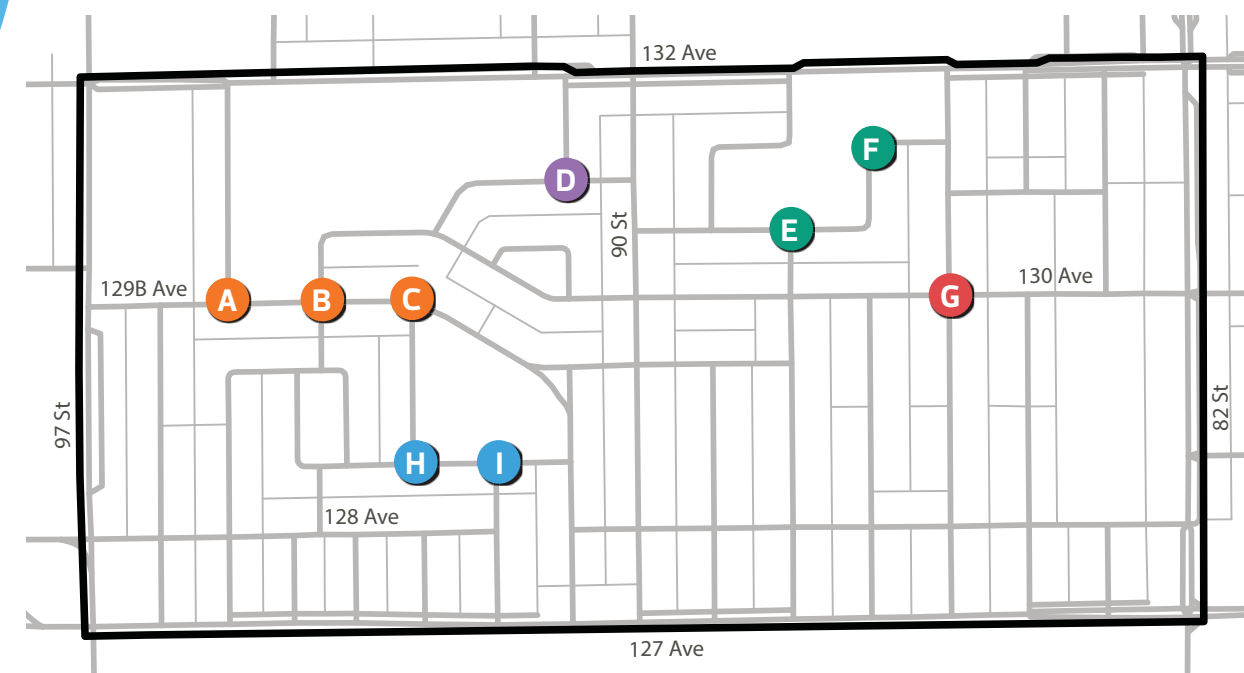
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11 93 Street (Mee Yah Noh School Drop Off)



- Existing Sidewalk
- New Curb Extension
- New Shared Pathway
- Widen Existing Sidewalk
- Widen Existing Sidewalk
- Ⓢ New Stop Sign



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 the following locations
 - + 92 Street and 128A Avenue; and
 - + 93 Street and 129B Avenue.
- + To add marked crosswalk to provide safer crossings for people who walk at the following locations:
 - + 93 Street and 129B Avenue;
 - + 93 Street and 129A Avenue;
 - + 92 Street and 128A Avenue;
 - + 91 Street and 129A Avenue.
- + To close a section of roadway along 91 Street between Mee-Yah-Noh School Park and the 129B Avenue Roadway Green to enhance the feeling of safety for people who walk
- + To maintain the existing rapid flashing beacons at 93 Street and 128A Avenue to provide safer crossings for people who walk

What we considered

Vision and Guiding Principles

- + Aligns with the following principles:
 - + To improve the safety of roadways for all users
 - + Establish safe connections to destinations and amenities within the neighbourhood
- + Ensure infrastructure considers year-round use.

Technical requirements

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

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 – support access and use for people of all ages and abilities
 - + Community Traffic Management Policy – support curb extensions to improve visibility by ensuring that parked cars maintain a distance from the intersection, reduce driver speeds, deter shortcutting and reduce the crossing distance for pedestrians. The marked crossings and rapid flashing beacons draw attention to pedestrian crossing locations.
 - + Complete Streets Design and Construction Standard

What we heard

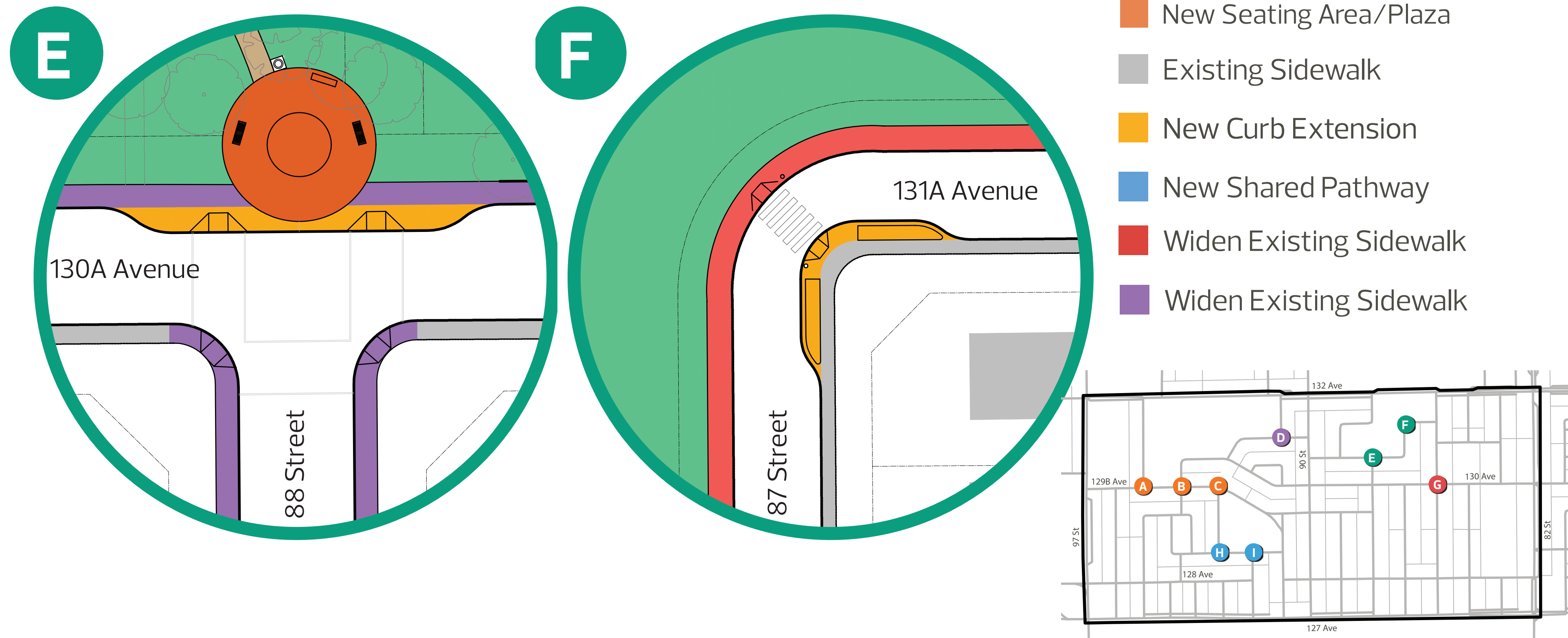
- + Community members believe traffic calming measures are appropriate for this roadway
- + Community members are concerned about the safety of students around the schools

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12 St. Matthew and Killarney Park



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 the following locations:
 - + 88 Street and 130A Avenue;
 - + 87 Street and 131A Avenue.
- + To add marked crosswalks at the intersection of 88 Street and 130 A Avenue to enhance the feeling of safety for people who walk
- + To maintain the existing marked crosswalk and rapid flashing beacons at 87 Street and 131A Avenue to provide safer crossings for people who walk
- + To reduce the curb radius at 87 Street and 130A Avenue to slow drivers around the corner and enhance the feeling of safety for people who walk

What we considered

- Vision and Guiding Principles**
- + Aligns with the following principles:
 - + To improve the safety of roadways for all users
 - + Establish safe connections to destinations and amenities within the neighbourhood
 - + Ensure infrastructure considers year-round use.
- Technical requirements**
- + Curb extensions will be designed to minimize impacts on parking and turning movements, address shorter crossing distances for people who walk, improve sightlines, slow traffic through the narrowed roadway, and accommodate emergency services and drainage
 - + Working around existing underground and above ground utilities
 - + Aligning intersections and crossings to be intuitive for all users and enhance sight lines for people walking and driving
 - + Stop and yield controls will be reviewed

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 – support access and use for people of all ages and abilities
 - + Community Traffic Management Policy – support curb extensions to improve visibility by ensuring that parked cars maintain a distance from the intersection, reduce driver speeds, deter shortcutting and reduce the crossing distance for pedestrians. The marked crossings and rapid flashing beacons draw attention to pedestrian crossing locations.
- + Complete Streets Design and Construction Standard

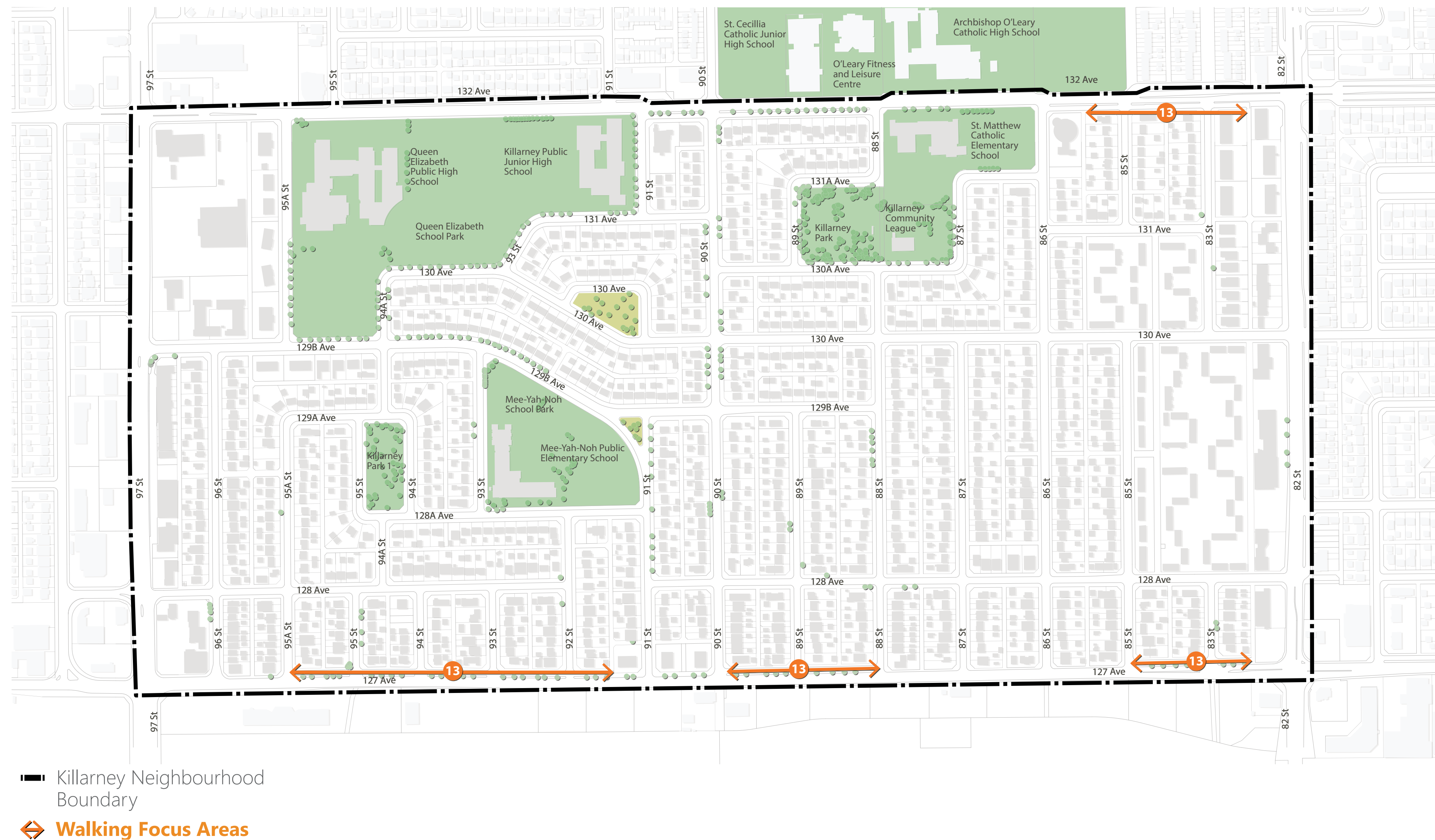
What we heard

- + 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
- + Community members are concerned about the safety of students around the schools

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Walking focus areas



Walking Focus Areas
13. New Sidewalks

What we heard

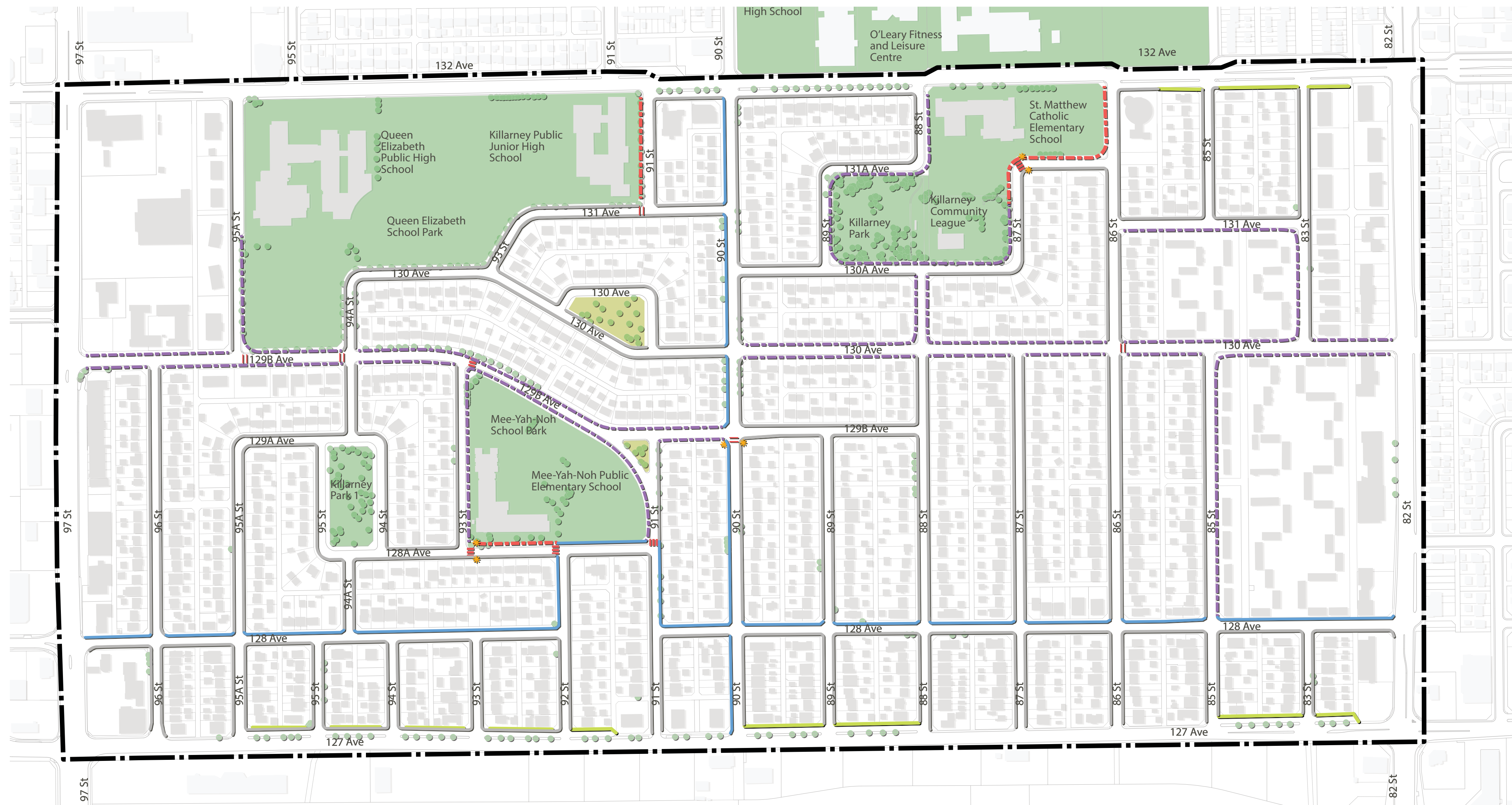
- + Accessibility and Safety: It is important to the public that sidewalks are safe, comfortable and accessible for users of all ages and abilities
- + Infrastructure: It is important to community members that sidewalk drainage issues are fixed, particularly during the winter when there are increased slipping hazards
- + School Drop-off Areas: Dropping students off at school can be challenging due to the amount of traffic; particularly during the winter months




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Walking overview



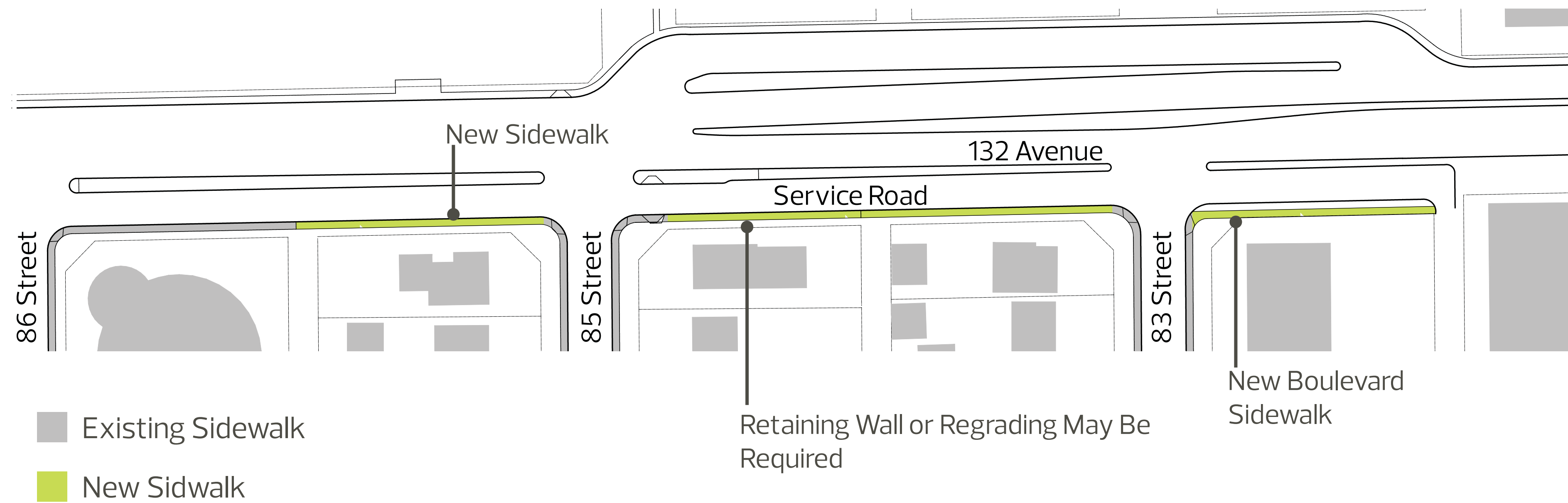
-  Killarney Neighbourhood Boundary
-  Wider Sidewalk, Key Walking Routes
-  Wider Sidewalk, School Areas
-  New Sidewalk
-  Sidewalk Renewal
-  Sidewalk Dependant on Facility Option
-  Zebra Marked Crossing
-  Marked Crossing
-  Rapid Flashing Beacon



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13 132 Avenue new sidewalks



What we propose

- + To add new sidewalks along the south side of the service road on 132 Avenue between the alley west of 85 Street and the alley east of 83 Street

What we considered

Vision and Guiding Principles

- + Aligns with the following principles:
 - + To improve the safety of roadways for all users
 - + 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.

Technical requirements

- + Working around existing trees/landscaping along properties and underground and above ground utilities
- + Where feasible, new sidewalks to align with Complete Streets Design and Construction Standards) will be constructed. Sidewalks provide a separate space for people who walk and people who drive

City Policies and Programs

- + The design is informed by the following:
 - + Active Transportation Policy – improve and support active transportation
 - + Access Design Guide – support 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 heard

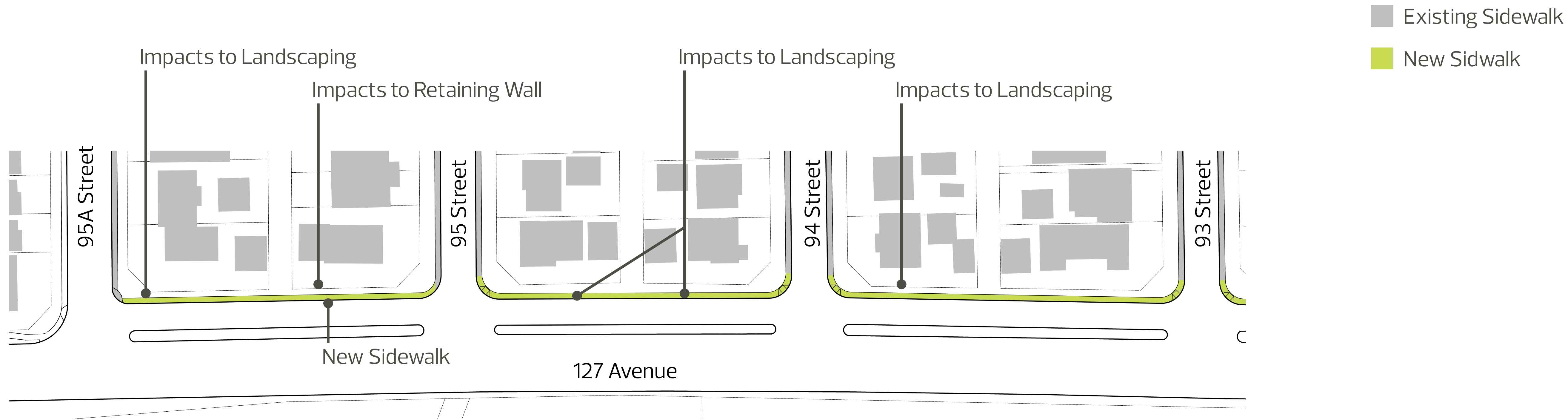
- + Participants identified that new sidewalks are beneficial for accessibility

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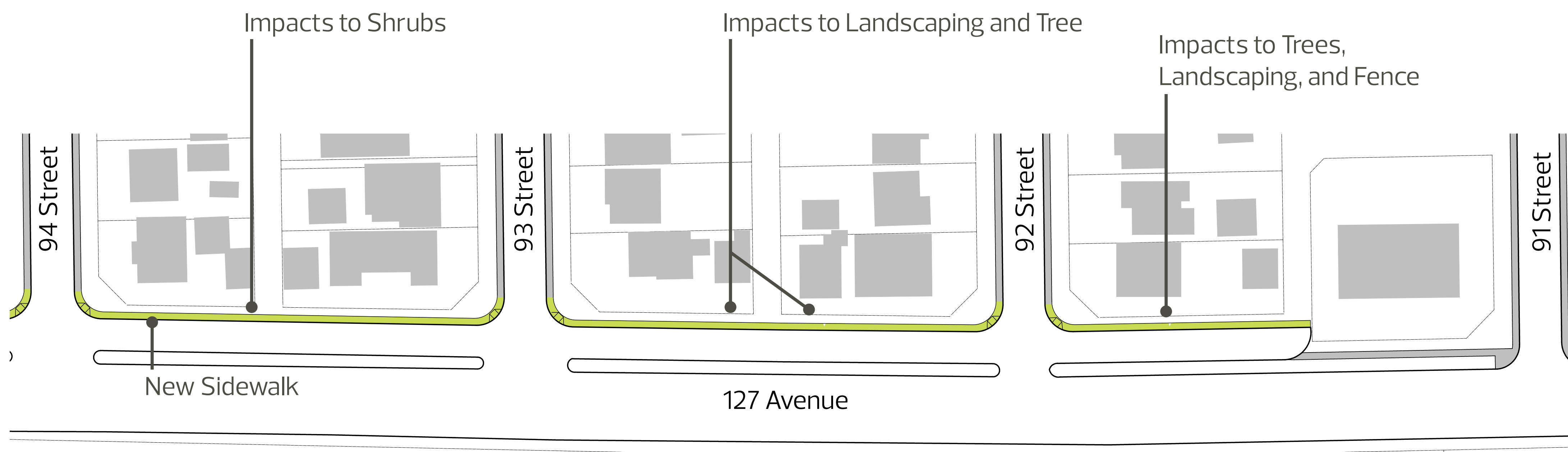
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13 127 Avenue new sidewalks

127 Avenue (95A Street – 93 Street)



128 Avenue (94 Street – 91 Street)



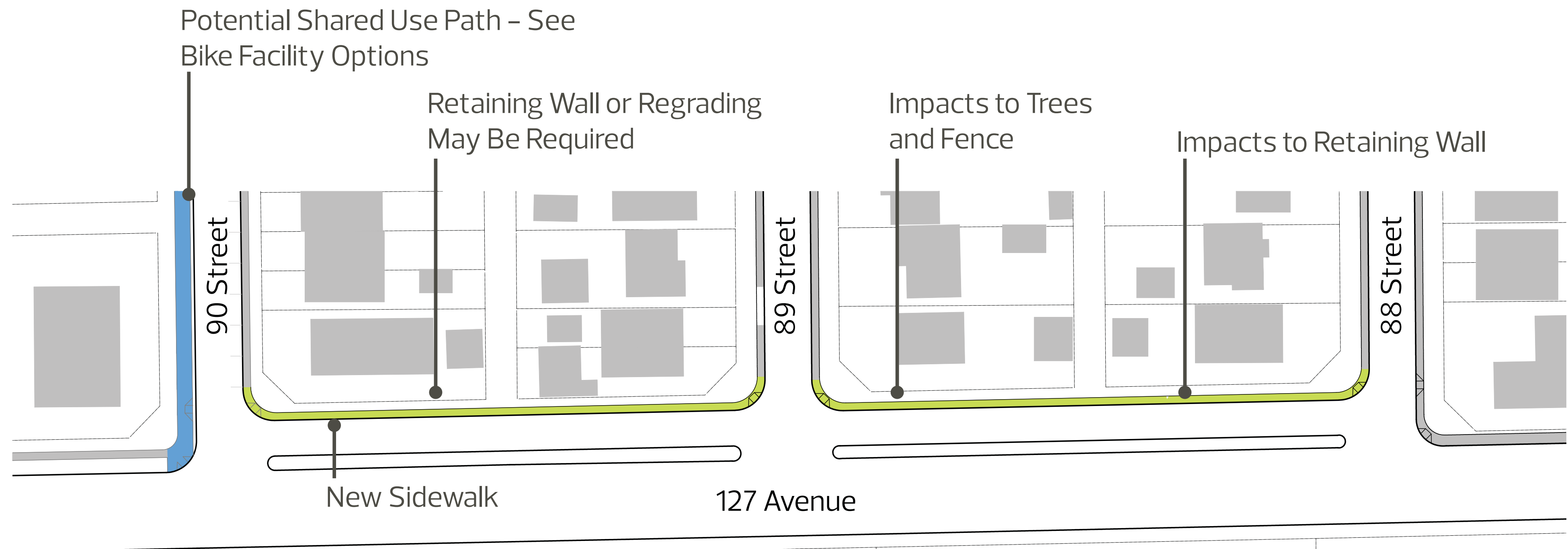
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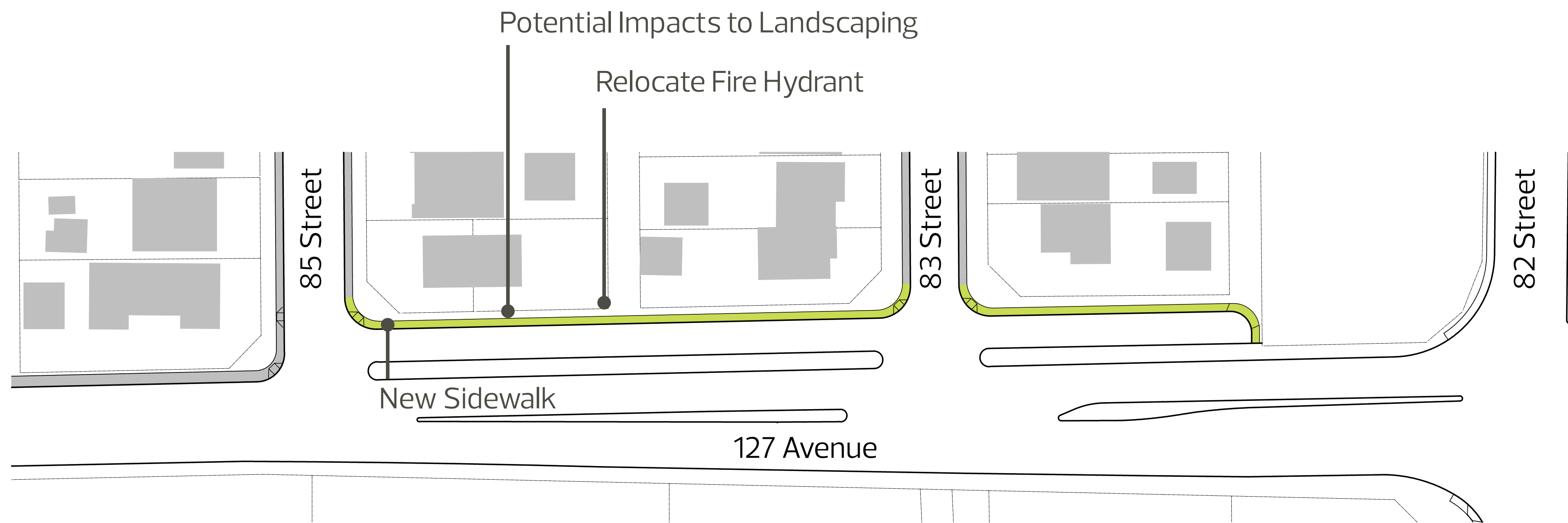
13 127 Avenue new sidewalks

127 Avenue (90 Street – 88 Street)



- Existing Sidewalk
- New Sidewalk

128 Avenue (85 Street – 83 Street)



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13 127 Avenue new sidewalks

What we heard

- + Participants identified that new sidewalks are beneficial for accessibility
- + 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:
 - + To improve the safety of roadways for all users
 - + 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.

Technical requirements

- + Working around existing trees/landscaping along properties and underground and above ground utilities
- + Where feasible, new sidewalks to align with Complete Streets Design and Construction Standards) will be constructed. Sidewalks provide a separate space for people who walk and people who drive

City Policies and Programs

- + The design is informed by the following:
 - + Active Transportation Policy – improve and support active transportation
 - + Access Design Guide – support 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

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