

Community Feedback on Draft Design

As part of the Meyokumin Neighbourhood and Alley Renewal, a draft design is ready for your feedback on proposed changes to walking, biking, rolling, driving as well as parks and open space.

Click the links below to view each topic area:

- + Review the scope of Neighbourhood and Alley Renewal
- + Review the Vision and Guiding Principles
- + Review how decisions are made
- + Designs for walking, biking and rolling
- + Designs for traffic safety and street crossings
- + Designs for seating areas
- + Designs for open spaces



Feedback Opportunity:

Please review the details of the draft design in this booklet and then share your thoughts in our online survey between Friday, April 28 and Thursday, May 18, 2023.

edmonton.ca/BuildingMeyokumin



Watch the Video:

See key elements of the draft design in a short video on the project website.

edmonton.ca/BuildingMeyokumin

SHARE YOUR VOICE
SHAPE OUR CITY

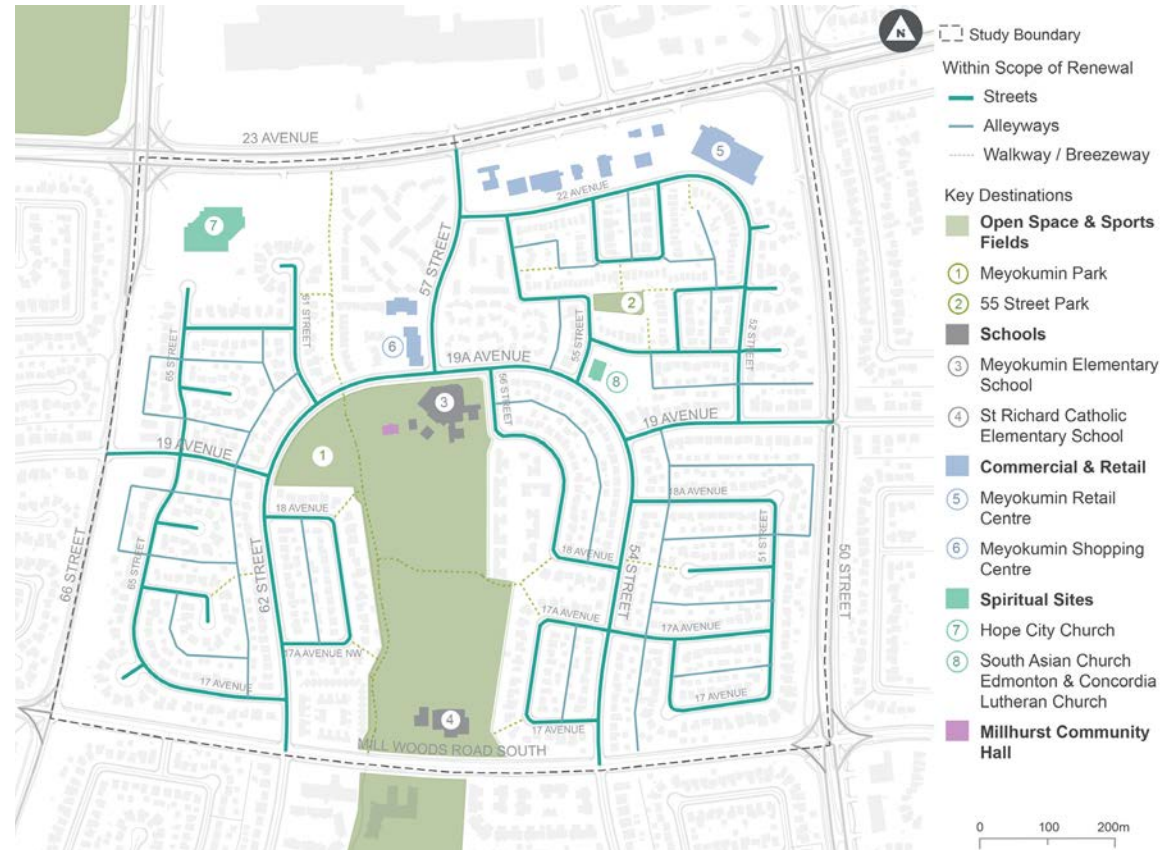
Edmonton

Scope of Neighbourhood and Alley Renewal

Project overview

Neighbourhood and Alley Renewal in Meyokumin will begin in 2024. Through this program, the City will fix roads, replace street lights, repair sidewalks and connect missing sidewalk and pathways where possible.

Alley Renewal will also be included as part of this project and involves rebuilding alleys and improvements to surface drainage where possible.



Meyokumin Vision

“Meyokumin – where community meets to live, work, play and grow together.”

Meyokumin Guiding Principles

We value building a thriving community where we celebrate:



Gathering. We gather in safe, inclusive spaces to create memories and experiences with friends, families, neighbours and those we haven't met yet



Connections. We are connected by wide pathways and safe roadways that link us to Meyokumin and the city beyond



Beauty. We enjoy nature's gifts in all four seasons: the abundance of trees, plants and greenery throughout our community that all ages and abilities can experience



Active Living. We enjoy walking and biking with friends and family on smooth, clean sidewalks and pathways that can be used by people of all ages and abilities as they travel to their desired destinations



Diversity. We are a community of all ages, abilities and generations, diverse cultures and experiences. Inclusion makes us stronger as we meet in community gathering spaces, community programs and events



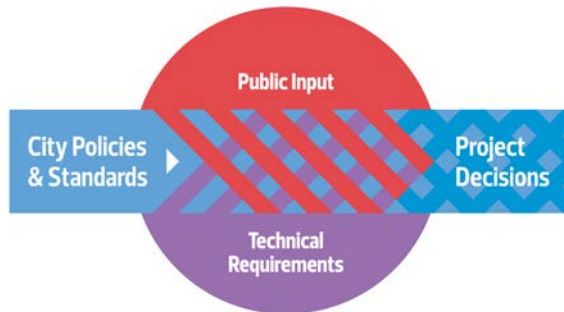
Community. We care for one another, have a strong sense of community and feel safe in our neighbourhood

How Decisions Are Made

City policies and programs, such as the Complete Streets Design and Construction Standards, Safe Mobility Strategy and Winter City Strategy, provide the overall direction for Neighbourhood Renewal designs. As each neighbourhood is unique, the Project Team asks for input from people who live, work and play in the neighbourhood and considers technical aspects, such as roadway widths and conflicts with utilities and trees, to determine what will fit in the neighbourhood.

This process helps to ensure that the decisions we make are a good use of tax dollars, align with best practices, consider the existing public and private infrastructure, land uses and activities in the neighbourhood and result in the best outcomes for our city.

During this stage of engagement, we invite the public to **REFINE** the draft design to make sure it reflects the Vision and Guiding Principles. We will use your feedback to develop the final design.



Road Map to Building Great Neighbourhoods



LEGEND

- Public Engagement and Communications Opportunities
- Concept Phase
- Design Phase
- Build Phase
- Operate Phase



Walking, Biking and Rolling

What We Heard

In the previous engagement, we heard people in Meyokumin would like:

- + **Better connections in and around the neighbourhood**
- + **Wider sidewalks to be able to walk side-by-side**
- + **Space to bike that is separate from people driving**
- + **The ability to ride side-by-side**
- + **The ability to walk, roll and bike together in the same space**

We also heard removing or moving private landscaping on City right-of-way rather than removing parking or narrowing the roadway was the preferred way to add missing sidewalks and provide better walking and biking connections. City right-of-way is the space between the sidewalk and the property line.

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Walking, Biking and Rolling

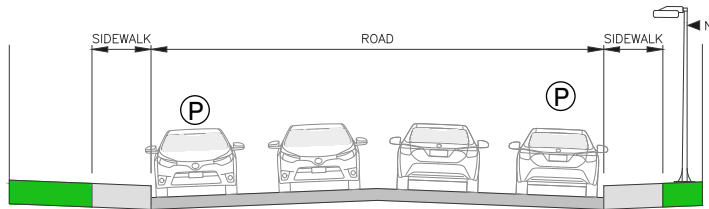
What is in the draft design?

- + Shared pathways along main walking and biking routes
- + New sidewalks where they were previously missing
- + Wider sidewalks and treed boulevards on main walking routes and on other streets where feasible
- + Treed boulevards in key locations
- + Upgraded breezeways (pathways between lots that connect one street or alley to another)
- + New connections and shared pathways on the edges of the neighbourhood

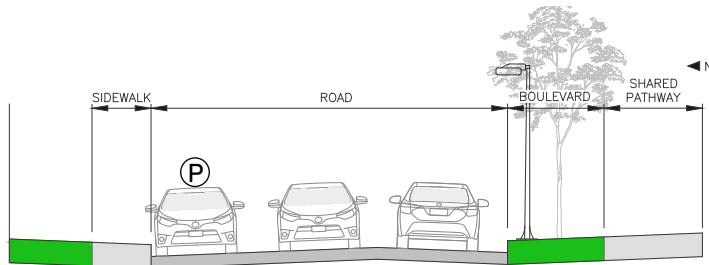


Main Walking, Biking and Rolling Routes

Typical cross-section for 19 Avenue from 66 Street to 65 Street



EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION

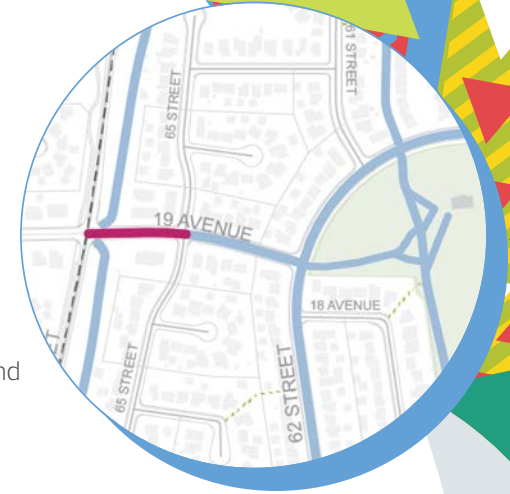
DESIGNS ARE SUBJECT TO FINAL APPROVALS AND FUNDING.

Draft design features

- + A wider sidewalk is provided on the north side
- + A shared pathway is provided on the south side and separated from traffic with a boulevard
 - + Trees will be planted in the boulevard where possible
- + Parking is maintained on the north side and removed on the south side
- + A commercial and passenger loading area is provided near Kay-Sal Manor (6505 19 Avenue NW)
- + A raised crossing is provided at 65 Street and curb extensions are provided at 66 Street and 65 Street - see [Traffic Safety and Street Crossings](#)
- + A seating area is provided at 65 Street - see [Seating Areas](#)

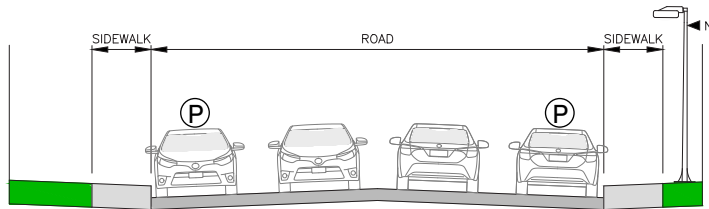
Benefits and impacts

- + The wider sidewalk and shared pathway allow people to walk, bike or roll side-by-side
- + The boulevard and trees separate people from moving traffic, provide shade and space for snow storage as well as help absorb rain water and snow melt
- + The raised crossing and curb extensions slow traffic and make it easier for people to cross the street - see [Traffic Safety and Street Crossings](#)
- + Parking is removed on the south side

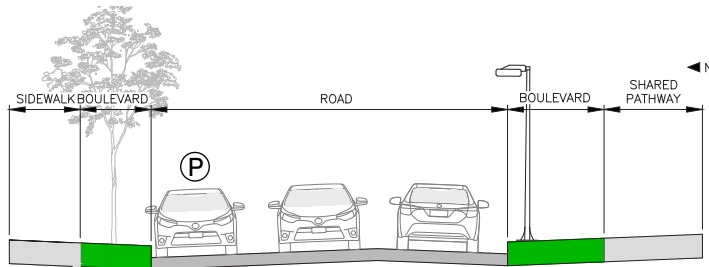


Main Walking, Biking and Rolling Routes

Typical cross-section for 19 Avenue from 65 Street to 62 Street



EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION

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Draft design features

- + A wider sidewalk is provided on the north side and is separated from traffic with a boulevard and trees
- + A shared pathway is provided on the south side and is separated from traffic with a boulevard. Trees will be planted in the boulevard where possible
- + Parking is maintained on the north side and removed on the south side
- + A raised crossing is provided at 65 Street and curb extensions are provided at 65 Street and 62 Street - see [Traffic Safety and Street Crossings](#)
- + A seating area is provided at 62 Street - see [Seating Areas](#)

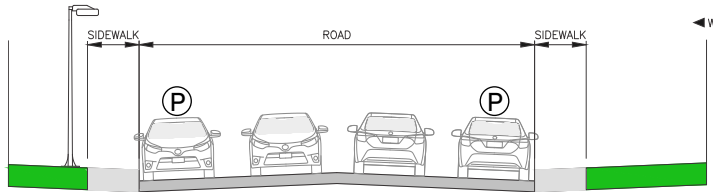
Benefits and impacts

- + The wider sidewalk and shared pathway allow people to walk, bike or roll side-by-side
- + The boulevard and trees separate people from moving traffic, provide shade and space for snow storage as well as help absorb rain water and snow melt
- + The raised crossing and curb extensions slow traffic and make it easier for people to cross the street - see [Traffic Safety and Street Crossings](#)
- + Parking is removed on the south side

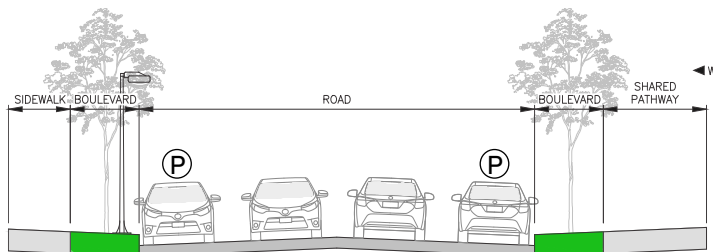


Main Walking, Biking and Rolling Routes

Typical cross-section for 62 Street and 19A Avenue from Mill Woods Road to east of 61 Street

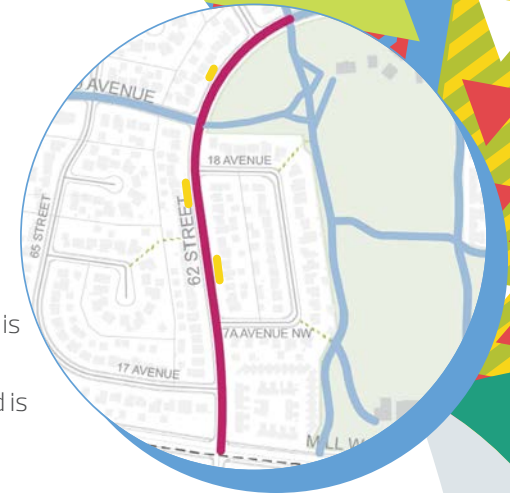


EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION

DESIGNS ARE SUBJECT TO FINAL APPROVALS AND FUNDING.



Draft design features

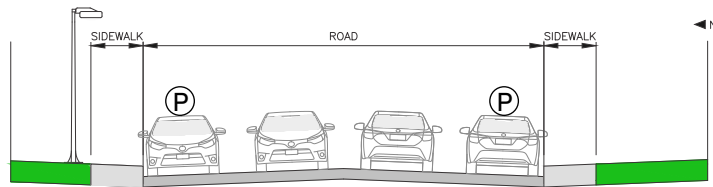
- + A wider sidewalk is provided on the west side and is separated from traffic with a boulevard and trees
- + A shared pathway is provided on the east side and is separated from traffic with a boulevard and trees
 - + There is no boulevard south of 17A Avenue
- + Parking is maintained on both sides of the road
- + Raised crossings are provided at Mill Woods Road and 18 Avenue, a raised intersection is provided at 17A Avenue and curb extensions are provided Mill Woods Road, 17 Avenue, 18 Avenue, 19 Avenue and 61 Street – see [Traffic Safety and Street Crossings](#)
- + Seating areas are provided at 17 Avenue, 17A Avenue, between 17A Avenue and 18 Avenue, at 19 Avenue and at the shared pathway crossing – see [Seating Areas](#)

Benefits and impacts

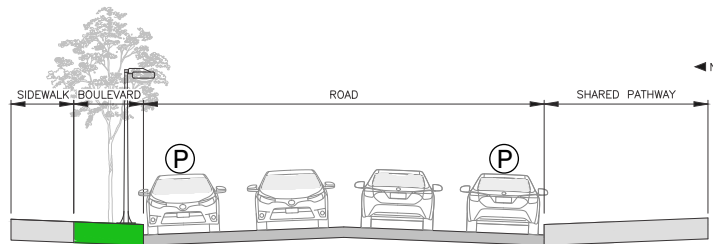
- + The wider sidewalk and shared pathway allow people to walk, bike or roll side-by-side
- + The boulevard and trees separate people from moving traffic, provide shade and space for snow storage as well as help absorb rain water and snow melt
- + The raised crossing and curb extensions slow traffic and make it easier for people to cross the street – see [Traffic Safety and Street Crossings](#)
- + Areas highlighted in yellow on map above show places where the typical draft design cross-section is different or where there are impacts to private landscaping and trees placed on City right-of-way – see [Design Impacts and Adjustments on Main Walking, Biking and Rolling Routes](#)

Main Walking, Biking and Rolling Routes

Typical cross-section for 19A Avenue
from east of 61 Street to 56 Street

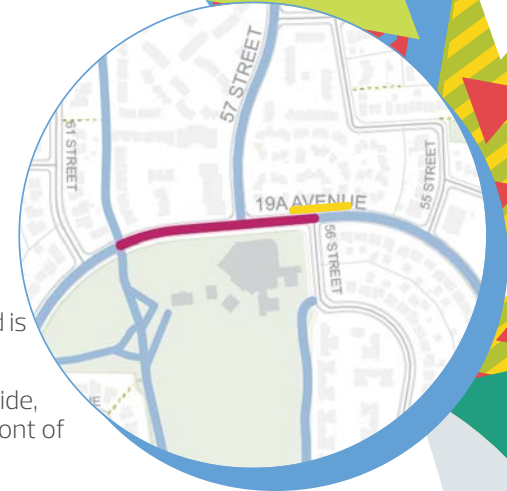


EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION

DESIGNS ARE SUBJECT TO FINAL APPROVALS AND FUNDING.



Draft design features

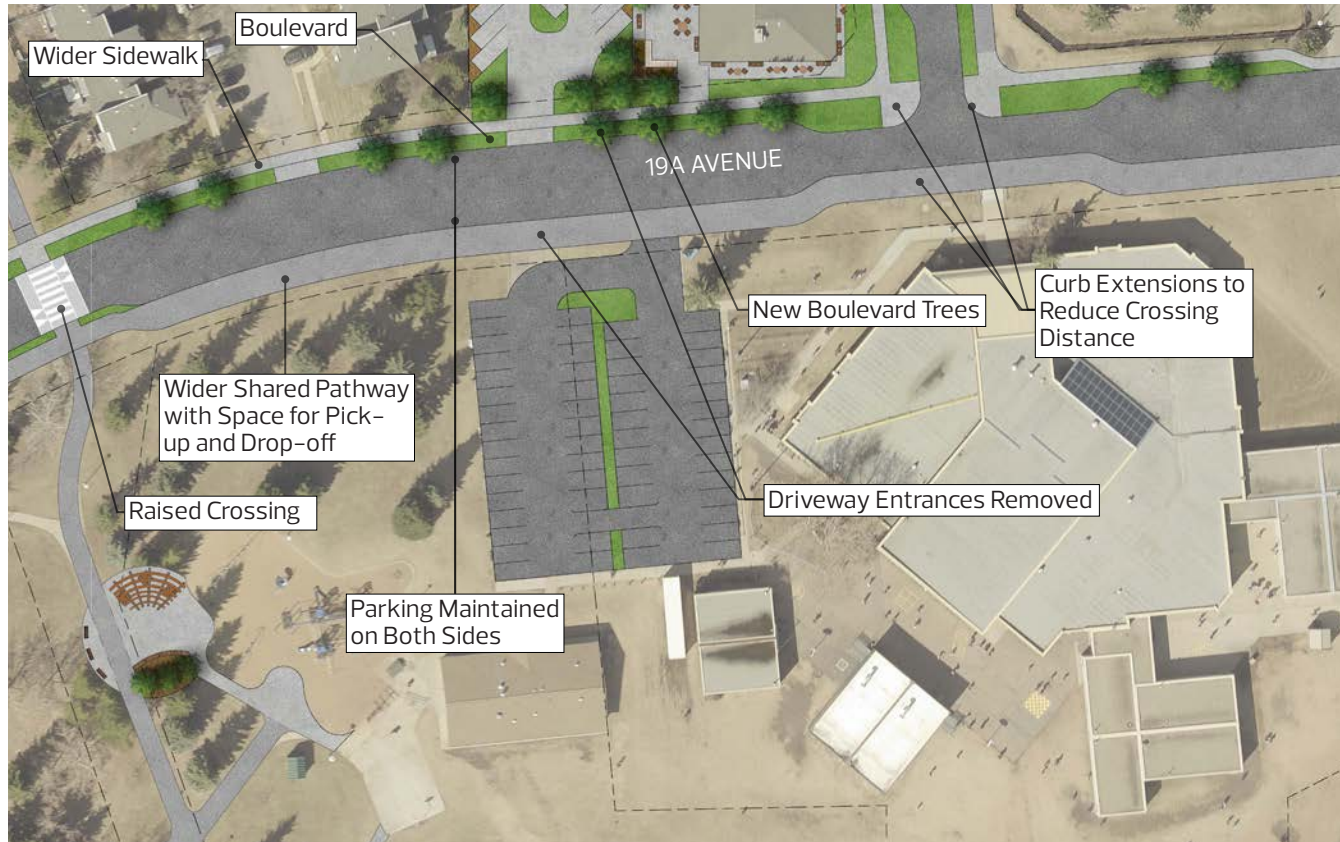
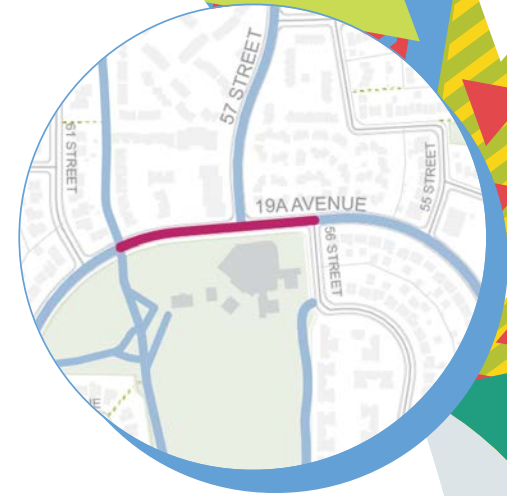
- + A wider sidewalk is provided on the north side and is separated from traffic with a boulevard and trees
- + A wide shared pathway is provided on the south side, allowing more space for pick-up and drop-off in front of Meyokumin Elementary School
- + Some driveways are combined to reduce the number of places people walking, biking and rolling cross paths with people driving, while still keeping access to the properties
- + Parking is maintained on both sides of the road
- + Raised crossings are provided at the shared pathway crossing and at 56 Street. Curb extensions are provided at 57 Street – see [Traffic Safety and Street Crossings](#)
- + Seating areas are provided at the shared pathway and at 56 Street – see [Seating Areas](#)

Benefits and impacts

- + The wider sidewalk and shared pathway allow people to walk, bike or roll side-by-side
- + The boulevard and trees separate people from moving traffic, provide shade and space for snow storage as well as help absorb rain water and snow melt
- + The raised crossing and curb extensions slow traffic and make it easier for people to cross the street – see [Traffic Safety and Street Crossings](#)
- + Areas highlighted in yellow on map above show places where the typical draft design cross-section is different – see [Design Impacts and Adjustments on Main Walking, Biking and Rolling Routes](#)

Main Walking, Biking and Rolling Routes

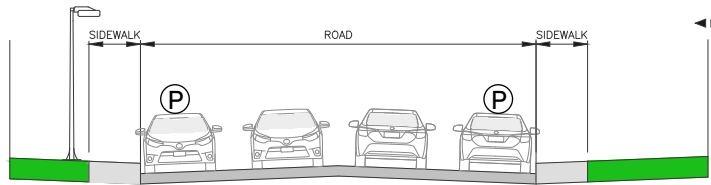
Draft design for 19A Avenue from east of 61 Street to 56 Street



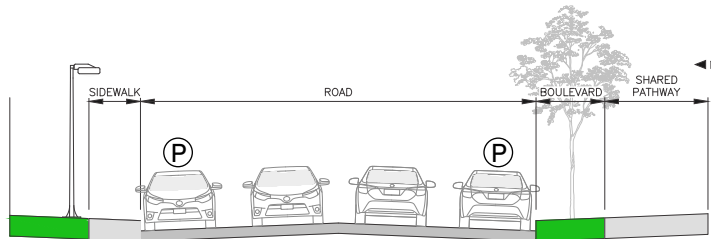
DESIGNS ARE SUBJECT TO FINAL APPROVALS AND FUNDING.

Main Walking, Biking and Rolling Routes

Typical cross-section for 19 Avenue from 54 Street to 50 Street



EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION

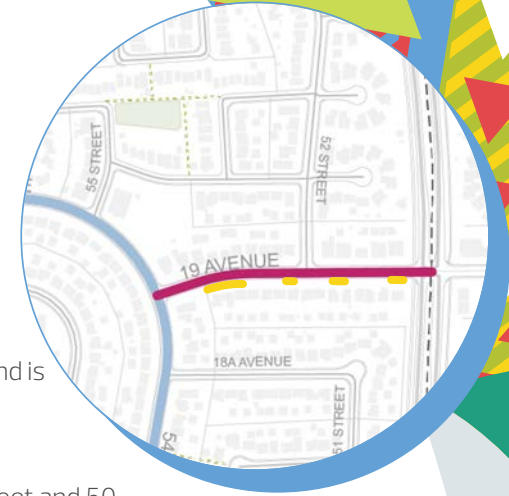
DESIGNS ARE SUBJECT TO FINAL APPROVALS AND FUNDING.

Draft design features

- + A wider sidewalk is provided on the north side
- + A shared pathway is provided on the south side and is separated from traffic with a boulevard and trees
- + Parking is maintained on both sides of the road
- + Curb extensions are provided at 54 Street, 52 Street and 50 Street - see [Traffic Safety and Street Crossings](#)
- + Seating areas are provided at 54 Street and 52 Street - see [Seating Areas](#)

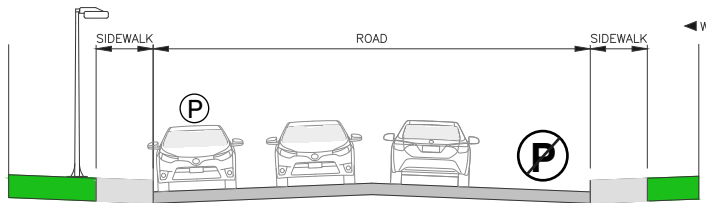
Benefits and impacts

- + The wider sidewalk and shared pathway allow people to walk, bike or roll side-by-side
- + The boulevard and trees separate people from moving traffic, provide shade and space for snow storage as well as help absorb rain water and snow melt
- + The raised crossing and curb extensions slow traffic and make it easier for people to cross the street - see [Traffic Safety and Street Crossings](#)
- + Areas highlighted in yellow on map above show places where the typical draft design cross-section is different or where there are impacts to private landscaping and trees placed on City right-of-way - see [Design Impacts and Adjustments on Main Walking, Biking and Rolling Routes](#)

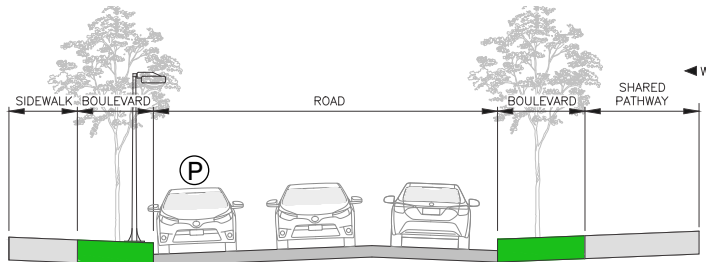


Main Walking, Biking and Rolling Routes

Typical cross-section for 57 Street from 19A Avenue to 23 Avenue



EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION

DESIGNS ARE SUBJECT TO FINAL APPROVALS AND FUNDING.

Draft design features

- + A wider sidewalk is provided on the west side and is separated from traffic with a boulevard and trees
- + A shared pathway is provided on the east side and is separated from traffic with a boulevard and trees
- + The roadway is narrowed on the east side where parking is already not allowed
- + Parking is maintained on the west side
- + A raised crossing is provided at 22 Avenue and curb extensions are provided at 19A Avenue, 22 Avenue and 23 Avenue – see [Traffic Safety and Street Crossings](#)
- + Seating areas are combined with existing bus stops – see [Seating Areas](#)

Benefits and impacts

- + The wider sidewalk and shared pathway allow people to walk, bike or roll side-by-side
- + The boulevard and trees separate people from moving traffic, provide shade and space for snow storage as well as help absorb rain water and snow melt
- + The raised crossing and curb extensions slow traffic and make it easier for people to cross the street – see [Traffic Safety and Street Crossings](#)



Impacts and Adjustments on Main Walking, Biking and Rolling Routes

Location 1: 62 Street and 17A Avenue



Impacts and adjustments

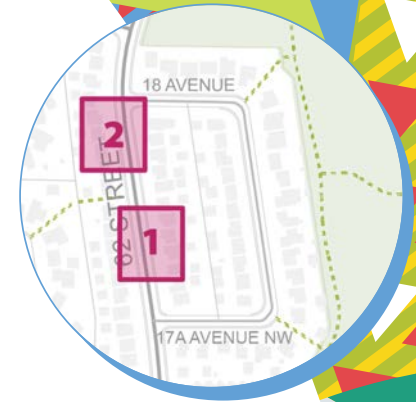
- + One tree is proposed to be removed. Because of its location, this tree would be removed with or without adding a boulevard
- + Private landscaping on City right-of-way is proposed to be removed in one location. Because of its location, this landscaping would be removed with or without adding a boulevard

Location 2: 62 Street and 18 Avenue



Impacts and adjustments

- + To limit the impact on trees and private landscaping on City right-of-way in this area, there is no boulevard in the draft design for the location above



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Impacts and Adjustments on Main Walking, Biking and Rolling Routes

Location 3: 62 Street and 19 Avenue



Impacts and adjustments

- + To limit the impact on trees and private landscaping on City right-of-way in this area, there is no boulevard in the draft design for the location above

Location 4: 19A Avenue and 56 Street



Impacts and adjustments

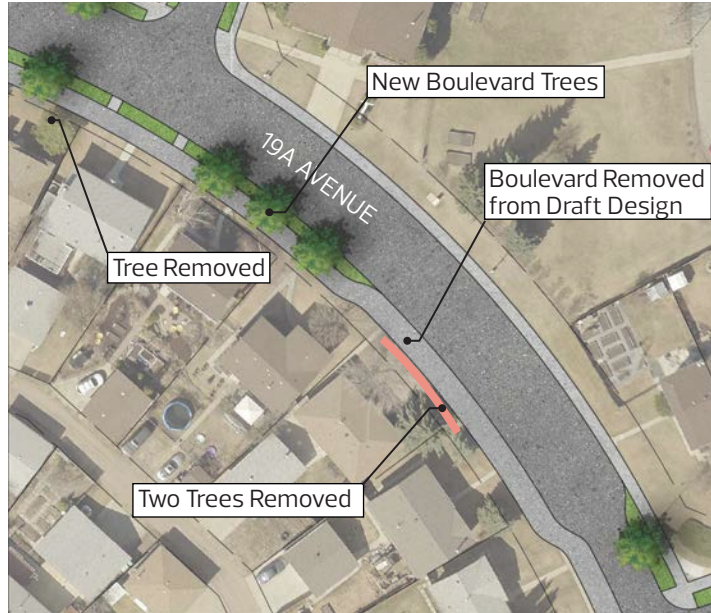
- + To limit the impact on trees and private landscaping on City right-of-way in this area, there is no boulevard in the draft design for the location above



DESIGNS ARE SUBJECT TO FINAL APPROVALS AND FUNDING.

Impacts and Adjustments on Main Walking, Biking and Rolling Routes

Location 5: 19A Avenue and 55 Street



Impacts and adjustments

- + Three trees are proposed to be removed. Because of its location, one of these trees would be removed with or without adding a boulevard
- + To limit more impact on trees and private landscaping on City right-of-way in this area, there is no boulevard in the draft design for the location above

Location 6: 54 Street and 19 Avenue



Impacts and adjustments

- + The shared pathway is moved into curb extensions in two locations to limit impacts to trees and private landscaping on City right-of-way
- + Private landscaping on City right-of-way is proposed to be removed in one location. Because of its location, this landscaping would be removed with or without adding a boulevard

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Impacts and Adjustments on Main Walking, Biking and Rolling Routes

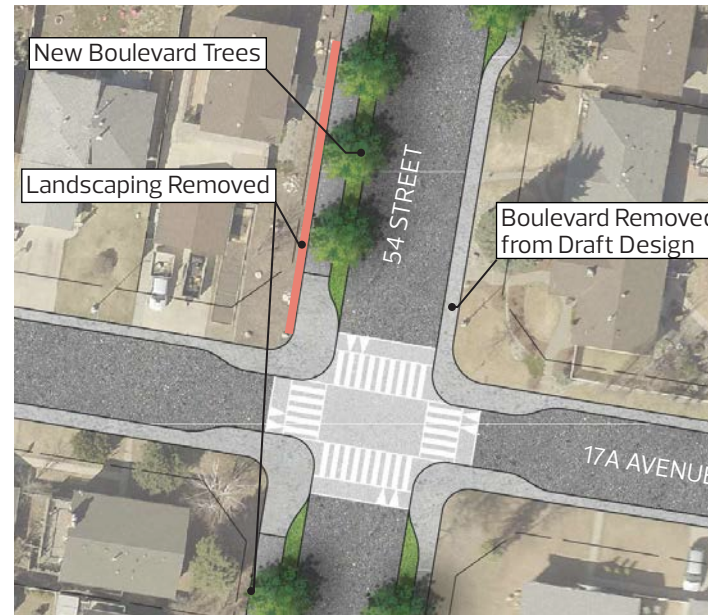
Location 7: 54 Street and 18A Avenue



Impacts and adjustments

- + Four trees are proposed to be removed
- + To limit more impact on trees and private landscaping on City right-of-way in this area, there is no boulevard in the draft design for the location above
- + Private landscaping on City right-of-way is proposed to be removed in one location. Because of its location, this landscaping would be removed with or without adding a boulevard

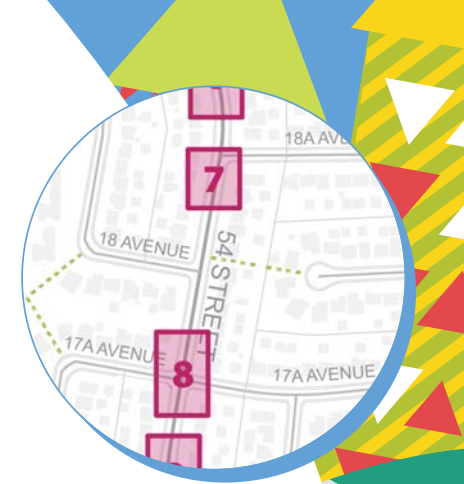
Location 8: 54 Street and 17A Avenue



Impacts and adjustments

- + Private landscaping on City right-of-way is proposed to be removed in two locations. Because of their location, this landscaping would be removed with or without adding a boulevard
- + To limit the impact on trees and private landscaping on City right-of-way in this area, there is no boulevard in the draft design for the location above

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Impacts and Adjustments on Main Walking, Biking and Rolling Routes

Location 9: 54 Street north of 17 Avenue Location 10: 54 Street and 17 Avenue



Impacts and adjustments

- + Five trees are proposed to be removed. Because of their location, these trees would be removed with or without adding a boulevard
- + To limit the impact on trees and private landscaping on City right-of-way in this area, there is no boulevard in the draft design for the location above

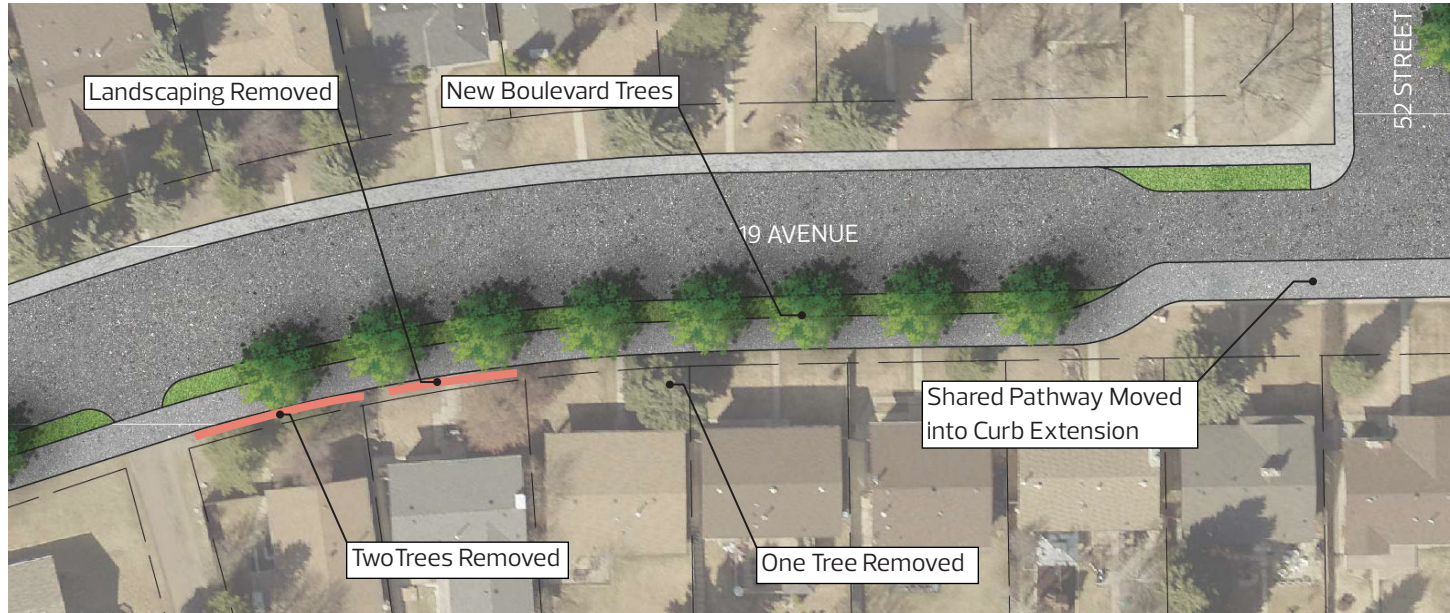
Impacts and adjustments

- + Two trees are proposed to be removed. Because of their location, these trees would be removed with or without adding a boulevard
- + To limit the impact on trees and private landscaping on City right-of-way in this area, there is no boulevard in the draft design for the location above

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Impacts and Adjustments on Main Walking, Biking and Rolling Routes

Location 11: 19 Avenue west of 52 Street



Impacts and adjustments

- + Three trees are proposed to be removed. Because of their location, these trees would be removed with or without adding a boulevard
- + Private landscaping on City right-of-way is proposed to be removed in one location. Because of its location, this landscaping would be removed with or without adding a boulevard
- + The shared pathway is moved into the curb extension to limit impacts to trees and private landscaping on public right-of-way

DESIGNS ARE SUBJECT TO FINAL APPROVALS AND FUNDING.

Impacts and Adjustments on Main Walking, Biking and Rolling Routes

Location 12: 19 Avenue east of 52 Street



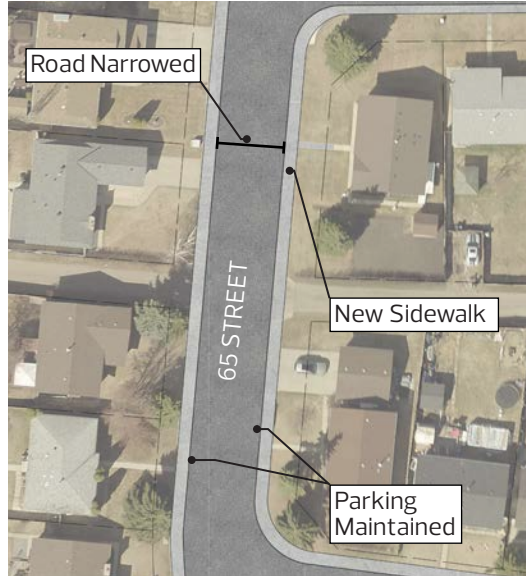
Impacts and adjustments

- + One tree is proposed to be removed. Because of its location, this tree would be removed with or without adding a boulevard
- + The shared pathway is moved into a curb extension in one location to limit impacts to trees and private landscaping on City right-of-way

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New Sidewalks

Location 1: 65 Street



Draft design features

- + A sidewalk is added on the east side by narrowing the road to the standard for local roads
- + Parking is maintained on both sides

Location 2: 65 Street



Draft design features

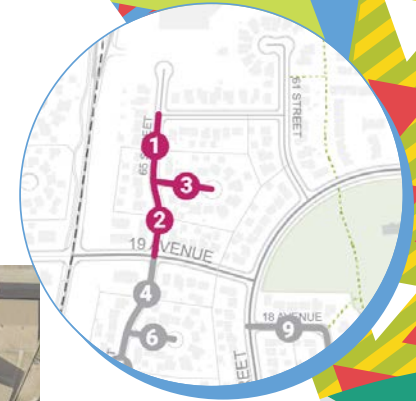
- + A sidewalk is added on the east side by narrowing the road to the standard for local roads
- + Parking is maintained on both sides

Location 3: 65 Street



Draft design features

- + A sidewalk is added by building from the current edge of the road towards the property line
- + Parking is maintained on both sides



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New Sidewalks

Location 4: 65 Street



Draft design features

- + A sidewalk is added on the east side by narrowing the road and removing parking on one side
- + Parking is maintained on the west side only

Location 5: 65 Street



Draft design features

- + A sidewalk is added on the east side by narrowing the road and removing parking on one side
- + Parking is maintained on the west side only

Location 6: 65 Street



Draft design features

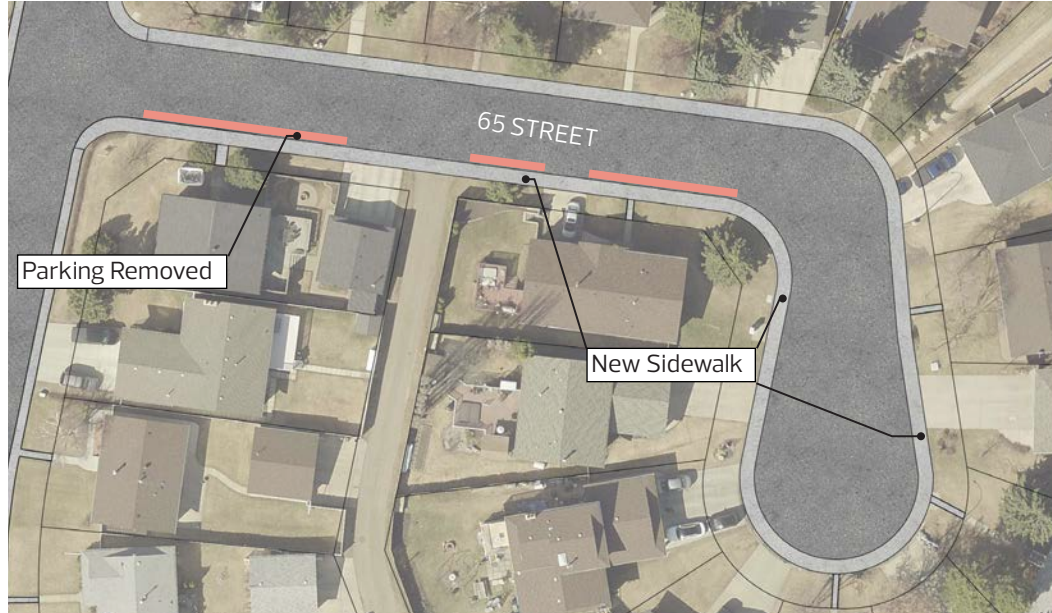
- + A sidewalk is added by building from the current edge of the road towards the property line
- + Parking is maintained on both sides



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New Sidewalks

Location 7: 65 Street



Draft design features

- + On the east-west portion of the road, a sidewalk is added by narrowing the road and removing parking on one side
- + On the north-south portion of the road, a sidewalk is added by narrowing the road
- + Parking is maintained on the north side only on the east-west portion of the road

Location 8: 17 Avenue



Draft design features

- + A sidewalk is added by narrowing the road
- + A landscaped island is added in the middle of the cul-de-sac
- + Parking is maintained



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New Sidewalks

Location 9: 18 Avenue and 61 Street



Draft design features

- + A sidewalk is added on the south side of 18 Avenue by building from the current edge of the road towards the property line
- + A sidewalk is added on the east side of 61 Street by building towards the property line, narrowing the road and removing parking on one side
- + Parking is maintained on both sides of 18 Avenue and on the west side only of 61 Street

Location 10: 17 A Avenue and 61 Street



Draft design features

- + A sidewalk is added on the north side of 17A Avenue by building from the current edge of the road towards the property line
- + A sidewalk is added on the east side of 61 Street by building towards the property line, narrowing the road and removing parking on one side
- + Parking is maintained on both sides of 17A Avenue and on the west side only of 61 Street

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New Sidewalks

Location 11: 17A Avenue



Draft design features

- + A sidewalk is added on the south side by building from the current edge of the road towards the property line
- + Parking is maintained on both sides

Location 12: 17 Avenue



Draft design features

- + A sidewalk is added on the north side by building from the current edge of the road towards the property line
- + Parking is maintained on both sides



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New Sidewalks

Location 13: 51 Street



Draft design features

- + A sidewalk is added on the west side by building from the current edge of the road towards the property line
- + Parking is maintained on both sides

Location 14: 53 Street



Draft design features

- + A sidewalk is added on the east side by building from the current edge of the road towards the property line
- + Parking is maintained on both sides



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New Sidewalks

Location 15: 52 Street



Draft design features

- + A sidewalk is added by building from the current edge of the road towards the property line
- + Parking is maintained on both sides

Location 16: 52 Street



Draft design features

- + A sidewalk is added by building from the current edge of the road towards the property line
- + Parking is maintained on both sides

Location 17: 52 Street



Draft design features

- + A sidewalk is added by building from the current edge of the road towards the property line
- + Parking is maintained on both sides



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New Sidewalks

Location 18: 21 Avenue



Draft design features

- + A sidewalk is added on the north side by both building towards the property line and narrowing the road and removing parking on one side
- + Parking is maintained on the north side only

Location 19: 53 Street



Draft design features

- + A sidewalk is added on the east side by building from the current edge of the road towards the property line
- + Parking is maintained on both sides



DESIGNS ARE SUBJECT TO FINAL APPROVALS AND FUNDING.

New Sidewalks

Location 20: 56 Street



Draft design features

- + A sidewalk is added on the east side by building from the current edge of the road towards the property line
- + Parking is maintained on both sides

Location 21: 20 A Avenue



Draft design features

- + West of the alley, the road is shifted south to add a sidewalk on the north side
- + East of the alley, a sidewalk is added on the north side by building from the current edge of the road towards the property line
- + Parking is maintained on both sides

DESIGNS ARE SUBJECT TO FINAL APPROVALS AND FUNDING.



New Sidewalks

Location 24: 53 Street



Draft design features

- + A sidewalk is added on the west side by building from the current edge of the road towards the property line
- + Parking is maintained on both sides

Location 25: 20A Avenue



Draft design features

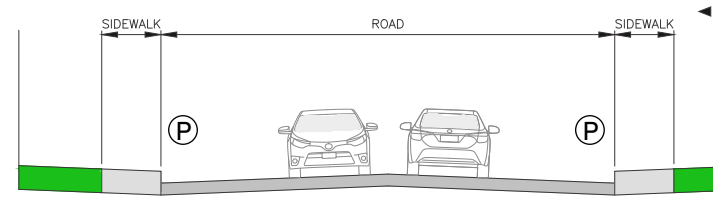
- + A sidewalk is added on the north side by building from the current edge of the road towards the property line
- + Parking is maintained on both sides



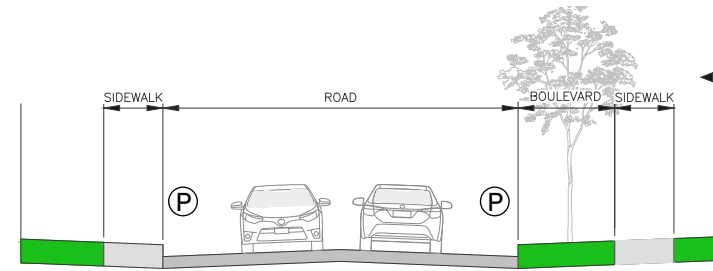
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Road Redesign

61 Street and 52 Street



EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION

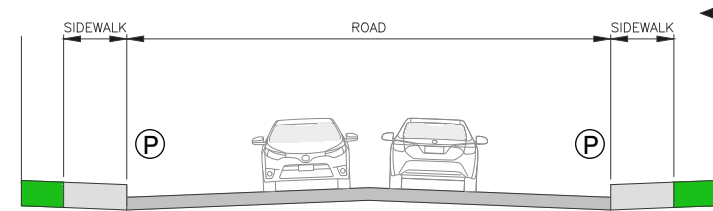
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Draft design features

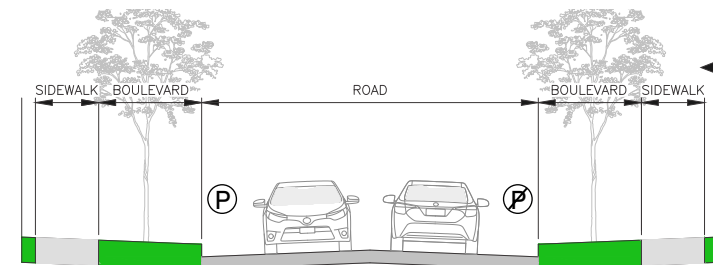
- + The road is narrowed to the standard for local roads with parking on both sides
- + A boulevard with trees is provided on the east side of each road
- + The draft design slows traffic down on these roads
- + Seating areas are provided on 52 Street between 20 Avenue and 20A Avenue and near the junction with 22 Avenue - see [Seating Areas](#)

Road Redesign

22 Avenue



EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION

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Draft design features

- + The road is narrowed to the standard for local roads with parking on one side
- + A boulevard with trees is provided on both sides

- + The draft design slows traffic down on this road
- + Seating areas are provided between 56 Street and 54 Street and between 54 Street and 53 Street – see [Seating Areas](#)

Shared Pathways and Biking Network

Draft design features

- + New or wider shared pathways are provided in Meyokumin Park and other open spaces
- + Shared pathways are provided along main biking routes
- + Raised crossings are provided at the intersections of 19 Avenue and 65 Street, 57 Street and 22 Avenue, 19A Avenue and the shared pathway east of 61 Street, 19A Avenue and 56 Street, 62 Street and Mill Woods Road, and 54 Street and Mills Woods Road – see [Traffic Safety and Street Crossings](#)
- + Raised intersections are provided at 62 Street and 17A Avenue and 54 Street and 17A Avenue – see [Traffic Safety and Street Crossings](#)
- + Curb extensions are provided at all intersections along 19 Avenue, 57 Street, 62 Street and 54 Street, except where there are raised intersections – see [Traffic Safety and Street Crossings](#)
- + The crossing at Mill Woods Road is upgraded with a two-stage design – see [Traffic Safety and Street Crossings](#)
- + Seating areas are provided along shared pathways in Meyokumin Park, on the shared pathway north of Meyokumin Park to 23 Avenue and along main biking routes – see [Seating Areas](#)



Upgraded Breezeways

Draft design features

A breezeway is a pathway between lots that connects one street or alley to another.

- + Breezeways are widened where possible
- + Lighting is upgraded where needed

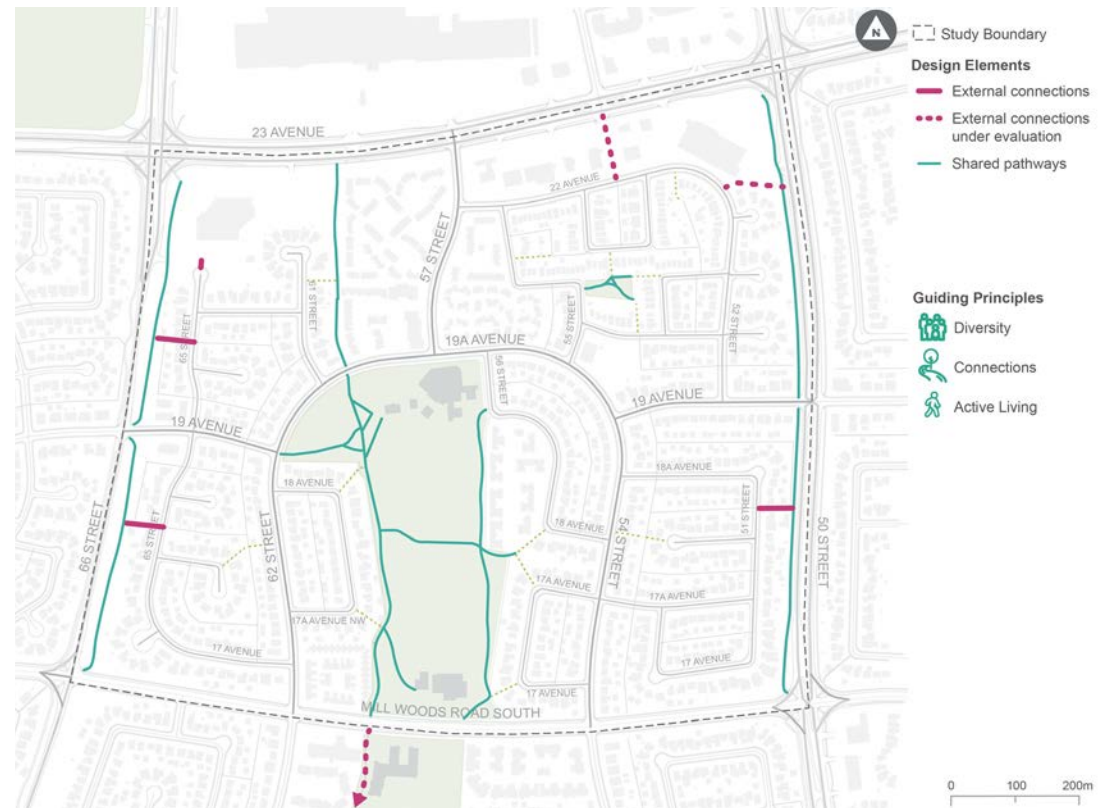


Missing Connections

Draft design features

Connections are made to help continue routes for people walking, biking and rolling.

- + Connections to existing and new shared pathways are provided in key locations
- + Some connections through commercial properties and other neighbourhoods are under evaluation
- + The Project Team is coordinating with partners to evaluate the feasibility of adding these connections



Traffic Safety and Street Crossings

What We Heard

In the previous engagement, we heard people in Meyokumin are concerned about:

- + Slowing traffic in the neighbourhood, particularly on 62 Street, 19A Avenue and 54 Street
- + Crossing safety

We also heard some traffic safety options were preferred over others:

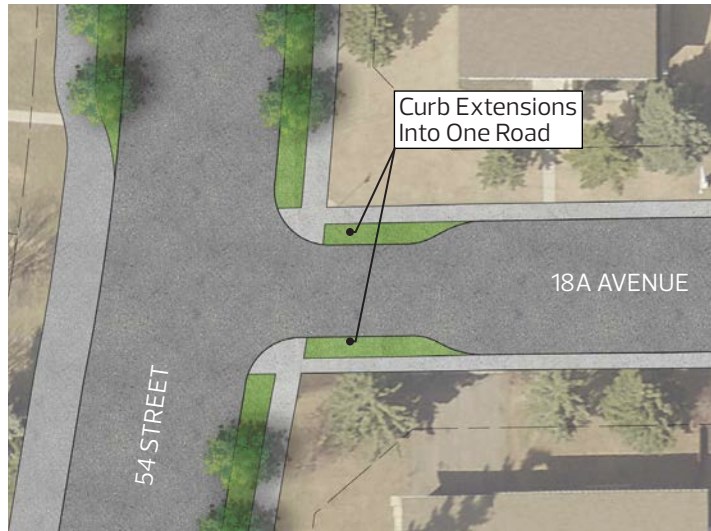
- + Raised crossings were very popular, as well as raised intersections
- + Curb extensions were also viewed favourably

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Curb Extensions

Example of curb extensions into one road

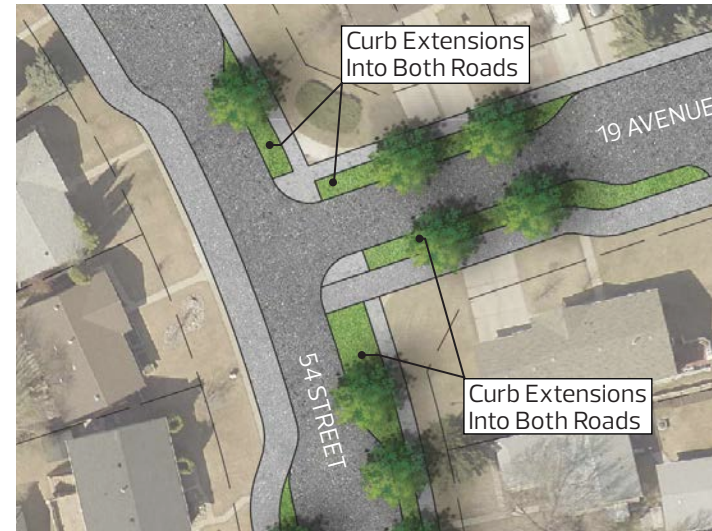


Draft design features

- + Reduce the distance to cross the local road
- + Improve sightlines
- + Encourage safer turning speeds

See the locations of all curb extensions on the [Traffic Safety and Street Crossings Map](#)

Example of curb extensions into both roads



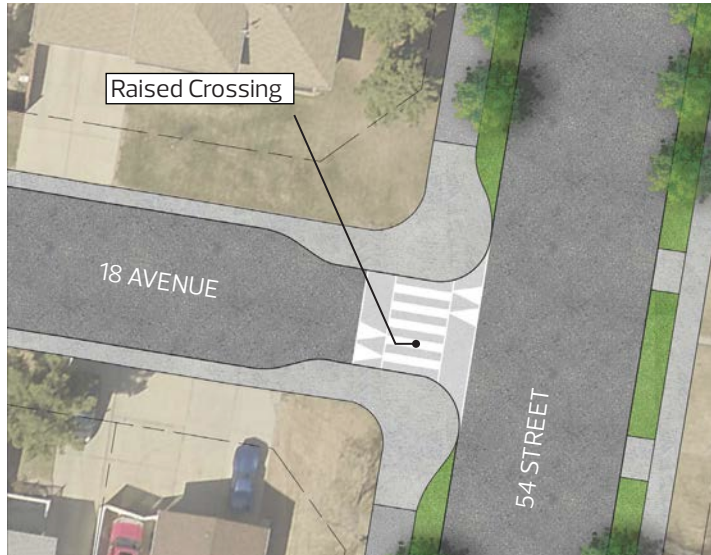
Draft design features

- + Reduce the distance to cross the road in both directions
- + Improve sightlines
- + Encourage safer turning speeds
- + Encourage safer traveling speeds on the major road by visually and physically narrowing it

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Raised Crossings and Intersections

Example of raised crossing

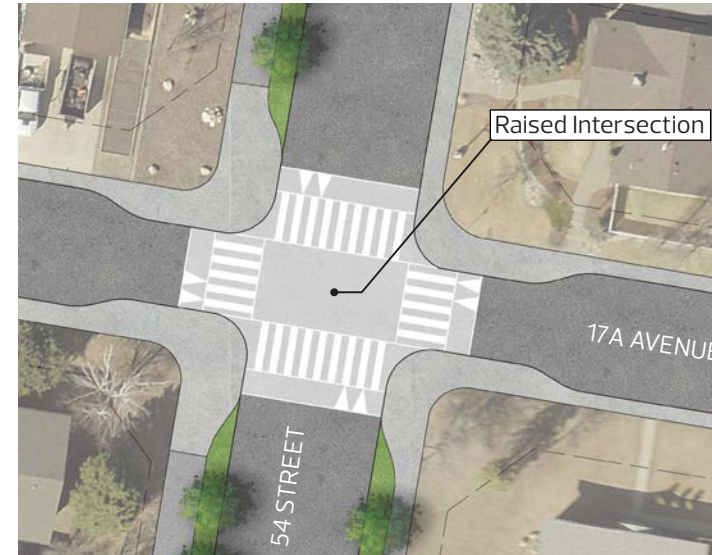


Draft design features

- + Make it easier to see people waiting to cross or crossing the street
- + Make it easier for people using wheelchairs, strollers or walkers to cross the road since the crosswalk is at the same height as the sidewalk
- + Encourage safer traveling speeds by acting in a similar way to speed humps when placed across the main road
- + Encourage safer turning speeds when placed along the main road

See the locations of all raised crossings and raised intersections on the [Traffic Safety and Street Crossings Map](#)

Example of raised intersection



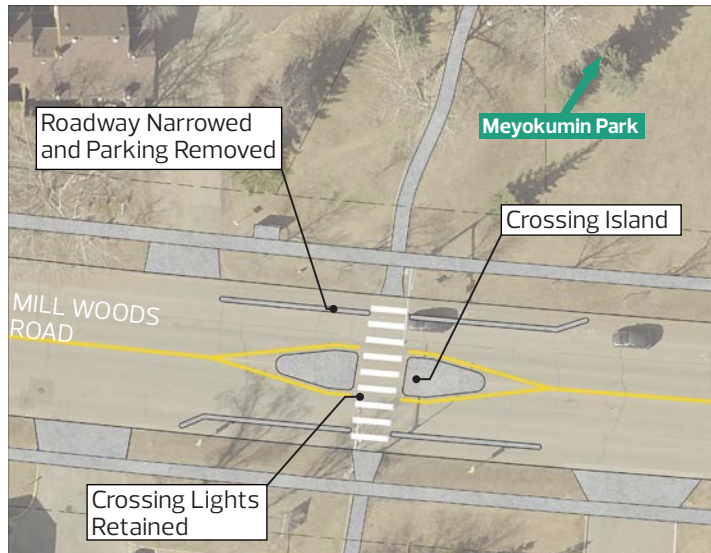
Draft design features

- + Make it easier to see people waiting to cross or crossing the street
- + Make it easier for people using wheelchairs, strollers or walkers to cross the road since the crosswalk is at the same height as the sidewalk
- + Encourage safer speeds and safer turning speeds

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Crossing Island

Crossing island on Mill Woods Road



Draft design features

- + Reduces the distance to cross the road
- + Allows people walking, biking and rolling to cross one lane of traffic at a time
- + Makes it easier to see people waiting to cross or crossing the street
- + Creates space to stop in the middle of the road for people who need more time to cross
- + Slows down people driving and draws their attention to the crossing

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Open Spaces

What We Heard

In the previous engagement, we heard that people in Meyokumin would like:

- + To feel safe in open spaces
- + More benches and picnic tables at which to gather
- + More areas with shelters
- + To keep the spaces open for people to run and play, particularly in Meyokumin Park

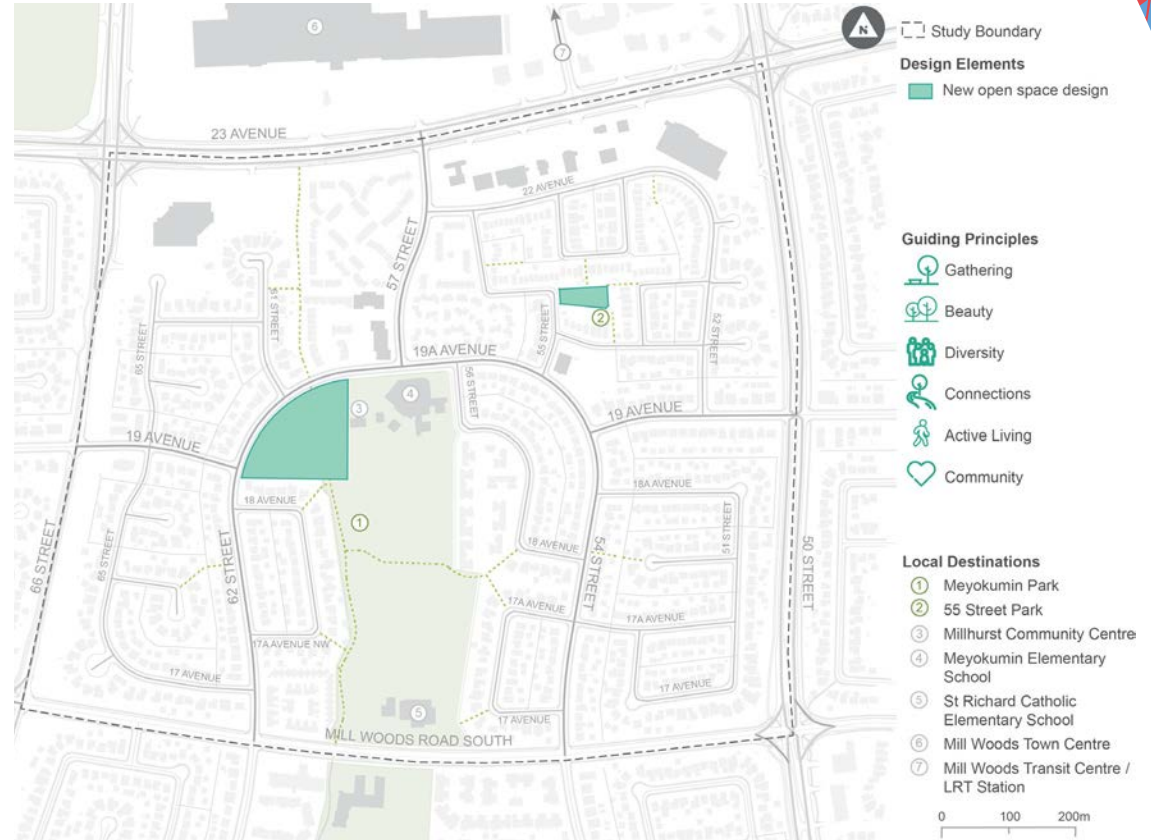
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Open Spaces

What is in the draft design?

- + Additional and upgraded lighting
- + New seating areas
- + Some trees trimmed or removed to make it easier to see into and out of the open spaces so that people feel safer
- + New trees planted
- + Additional and upgraded shared pathways through Meyokumin Park – see [Main Walking, Biking and Rolling Routes in Open Spaces](#)



Meyokumin Park

Draft design features



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Meyokumin Park

Plaza features

A new plaza is proposed to connect to park entrances with wide shared pathways. The plaza draft design includes:

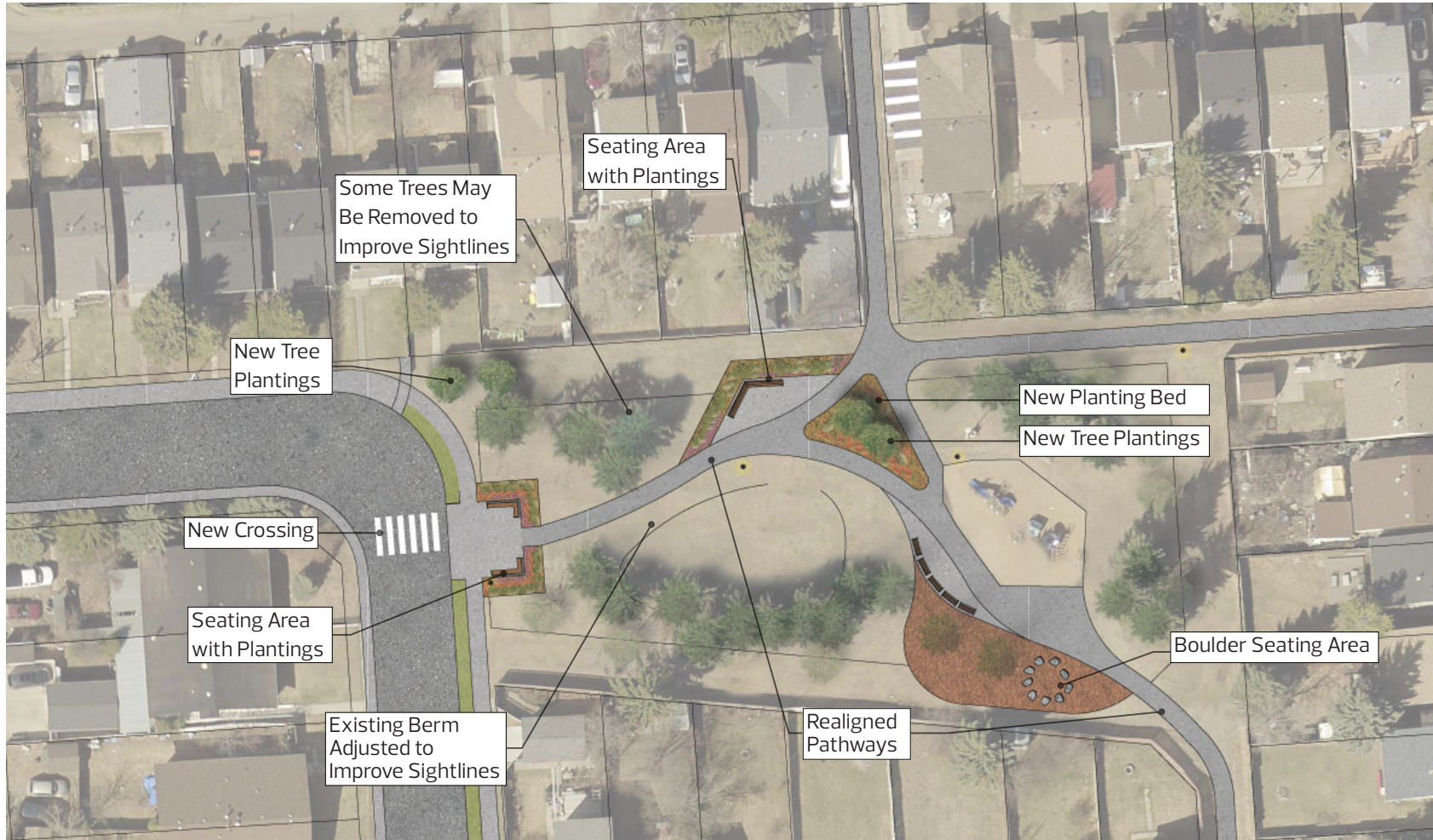
- + Covered area
- + Picnic tables accessible for people using wheelchairs or other mobility devices
- + Benches and plantings
- + Waste bins



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55 Street Park

Draft design features



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Seating Areas

What We Heard

In the previous engagement, we heard people in Meyokumin would like:

+ More seating areas along pathways in open spaces

In addition to seating areas in open spaces, City of Edmonton policy recommends benches along main walking and biking routes to provide rest areas for people walking, biking or rolling.

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Seating Areas

What is in the draft design?

- + Seating areas are typically a bench with a waste bin
 - + For details about seating in open spaces – see [Open Spaces](#)
- + Some seating areas are located near bus stops or community mailboxes
- + Seating areas are placed to avoid direct views into private windows, preserving peaceful enjoyment and privacy for residents



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