



# What We Decided Report Alberta Avenue Neighbourhood Renewal

March 2020

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**Edmonton**

# What We Decided Report

## Alberta Avenue Neighbourhood Renewal

### What is Neighbourhood Renewal?

Through the City of Edmonton's Building Great Neighbourhoods and Open Spaces branch, the Neighbourhood Renewal program will rehabilitate roads, replace street lights, curb and gutters, repair sidewalks and connect missing sidewalk links where possible. Other opportunities to improve parks and public spaces are also explored, such as:

- + Trees
- + Play spaces
- + Trails
- + Park furniture
- + Walkways
- + Sports fields

### Purpose

This report shares how the City of Edmonton arrived at final designs for Alberta Avenue's Neighbourhood Renewal.

It describes when and how the City used policy and program information, public engagement input and technical requirements to make design decisions. The report also illustrates how the design decisions align with the community-created vision for Neighbourhood Renewal in Alberta Avenue.

## Message from the Project Manager

On behalf of the City of Edmonton, I am pleased and excited to share that Alberta Avenue's neighbourhood renewal construction began in spring 2019, with completion scheduled for 2022.

The Neighbourhood Renewal program reflects the City's commitment to support our mature neighbourhoods, and ensure that we take a cost-effective, long-term, strategic approach to addressing the neighbourhoods' infrastructure needs.

To honour this commitment, the City takes time to get to know the neighbourhood as well as people's vision of it for the future. We work to understand what people like about living in Alberta Avenue and where there are opportunities for enhancements and turned these ideas into designs for neighbourhood renewal. The designs are created to reflect a combination of City policies and programs, public engagement input and technical requirements (e.g., current standards and best practices and limitations presented by existing and planned infrastructure and assets, such as mature trees). Additionally, the designs consider available funding and identify ideas that can be explored outside of neighbourhood renewal as part of community partnerships or other City programs.

Planning in Alberta Avenue began in late 2017, when we introduced the neighbourhood renewal project to the community and initiated conversations with key stakeholders. Over the planning process, we co-created a vision and core values for the neighbourhood with the public, asked people for their neighbourhood renewal ideas and then returned with draft designs for their feedback. We held public engagement sessions and community conversations, invited survey input and engaged with residents to share information and

gather feedback. We've gathered background information and data, walked the neighbourhood, and collaborated with infrastructure service providers—such as underground and above ground utilities. We've learned as much as we can about the neighbourhood to better inform our conversations with the community and our design decisions.

Our learning through the public engagement process culminated in February 2019, when we presented the final design for Alberta Avenue's neighbourhood renewal. The final design reflected what we learned since late 2017, and we invited people to tell us anything else that we should consider before moving into construction. We received a lot of positive feedback on the design and public engagement process, and would like to thank you for your role in the project.

Through this report, we will share what will be constructed in Alberta Avenue and how we made these decisions. I'm proud to say that much of what we decided is based on public input and in support of Alberta Avenue's neighbourhood renewal vision.

As a City, we undertake these projects to support the needs and quality of life of our residents. As a City Project Manager, I am grateful to everyone for sharing their ideas and feedback, and helping our plan evolve into what it is today. It is an honour to be a steward of Alberta Avenue's infrastructure improvements and to help bring your and your neighbours' vision for a great neighbourhood to life.

Thank you,  
Emily McDonald  
Project Manager,  
Alberta Avenue Neighbourhood Renewal

## **Building Great Neighbourhoods**

### **Working together to make the most out of your neighbourhood.**

Great neighbourhoods are the building blocks of a great city, and the City of Edmonton is committed to building great neighbourhoods by investing taxpayer dollars in reconstructing neighbourhoods to enhance their livability and longevity.

Building Great Neighbourhoods is designed to improve infrastructure and increase vibrancy in Edmonton's mature neighbourhoods. It is a cost-effective, long-term, strategic approach to address infrastructure needs such as rebuilding and renewing roads, sidewalks and street lights.

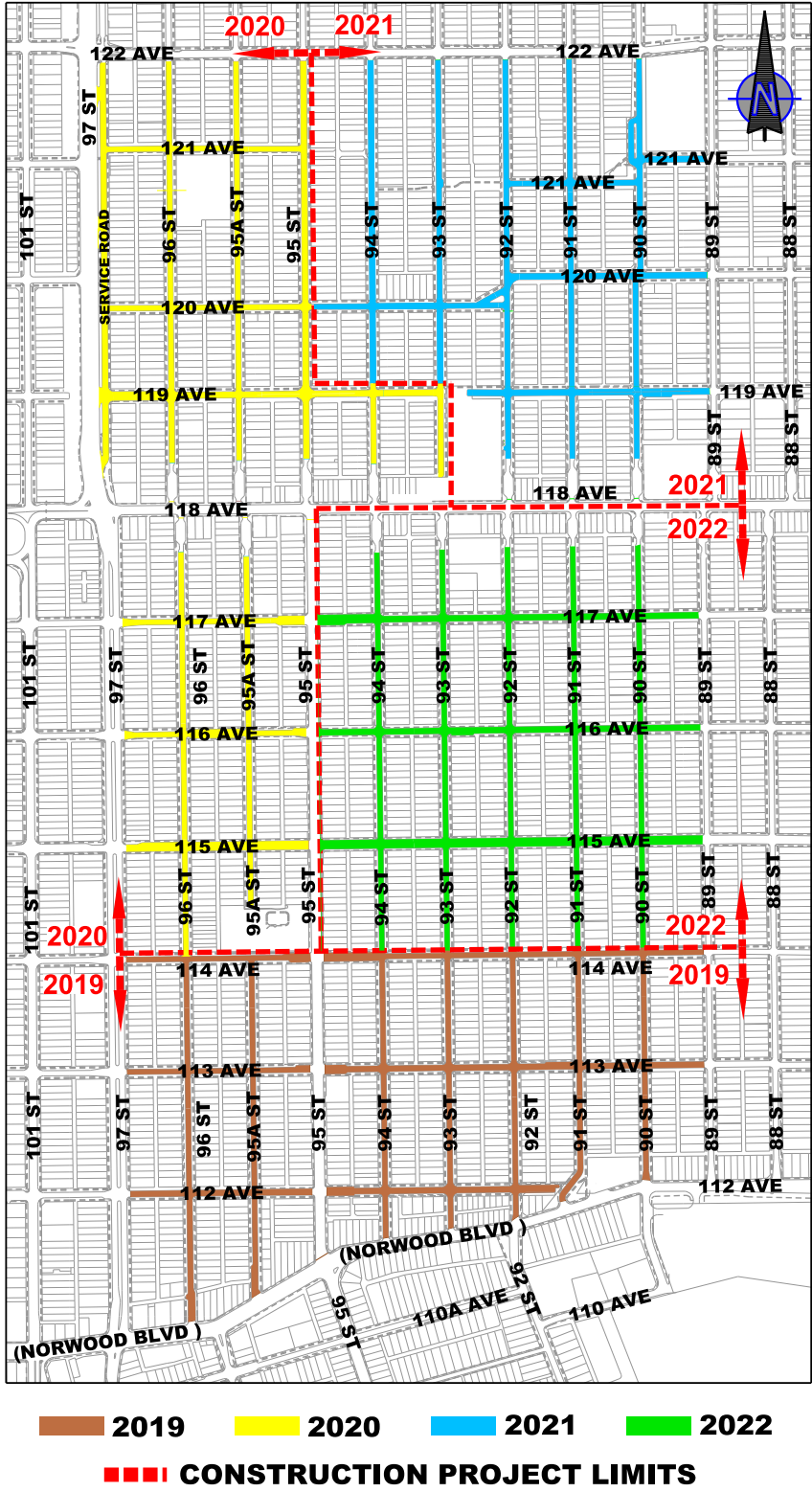
### **Neighbourhood Renewal in Alberta Avenue**

**In spring 2019, Neighbourhood Renewal construction began in Alberta Avenue and includes the following:**

- + Improvements to manage vehicle speeds, shortcutting and congestion
- + Enhancements to park spaces to make them more welcoming
- + Increasing the number of trees and green spaces while preserving mature trees
- + Upgrading to LED lighting to improve safety and accessibility
- + Improving connections to local and regional destinations for people who walk and bike
- + Creating spaces for the community to gather, visit, and play

**The reconstruction in Alberta Avenue is expected to be a four year renewal, with anticipated completion in fall 2022.**

# Planned construction staging for roads and sidewalks



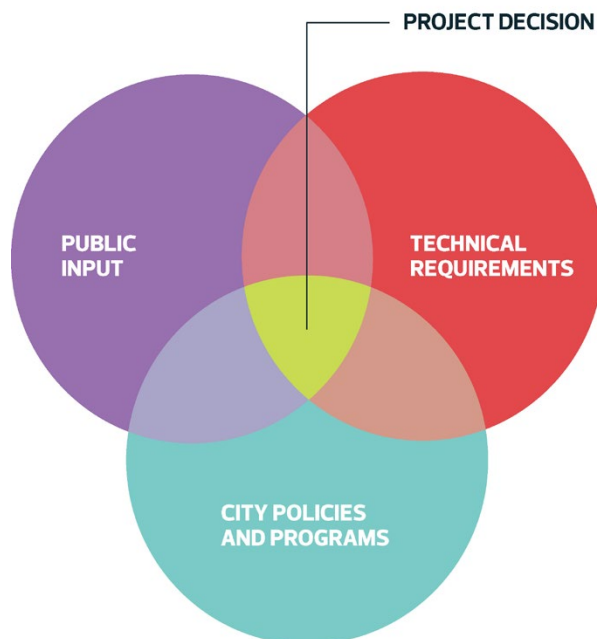
The planned construction staging is subject to change depending on weather conditions, coordination with utilities and unforeseen design and construction issues.

## Making Neighbourhood Renewal decisions

*Policy and program information, public engagement input and technical requirements*

The City makes decisions using a combination of policy and program information, public engagement input, technical requirements and available funding. This process helps to ensure that the decisions we make are fiscally responsible, 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.

The role of public engagement input is to help the City consider what is important to people with an interest in Alberta Avenue, as well as how the neighbourhood renewal construction decisions will affect them. The City policies and programs, technical requirements and public engagement input include:



### City policies and programs

- + City's Strategic Plans – The “Ways”
- + Active Transportation Policy (Sidewalk Strategy: Bicycle Transportation Plan)
- + Local Improvement Policy
- + Public Engagement Policy
- + Breathe – Green Network Strategy
- + Winter City Guidelines
- + Vision Zero
- + Community Traffic Management Policy
- + Snow and Ice Control Policy
- + Dogs in Open Spaces Strategy
- + Corporate Tree Management Policy

### Public engagement input

- + **ADVISE** on approach to public engagement
- + **CREATE** the Neighbourhood Renewal vision and core values
- + **REFINE** the understanding of neighbourhood assets, opportunities, and priorities
- + **REFINE** draft designs and neighbourhood priorities based on a benefits and trade-offs discussion
- + **REFINE** the draft designs for bicycle facilities
- + **ADVISE** on preliminary plans
- + **ADVISE** on possible construction issues and solutions
- + **DECIDE** on local improvements

### Technical requirements

- + Infrastructure assessments
- + Universal design (i.e., Access Design Guide)
- + Crime prevention through environmental design
- + Complete Streets Design and Construction Standards

## The City's approach to public engagement input

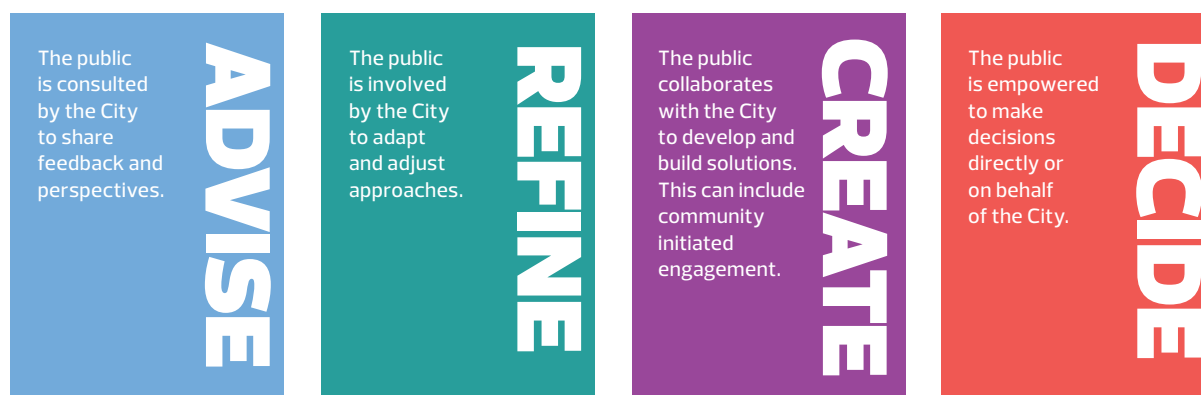
People living in, and with an interest in, Alberta Avenue were invited to provide input into the City's decision-making process for Neighbourhood Renewal at various stages along the roadmap below.



## Increasing influence of the public

The City of Edmonton solicited input from citizens to help guide the project. The City's public engagement spectrum below shows the four distinct levels of influence that the public had on decisions made by the City throughout the project.

### Increasing influence of the public



### The Alberta Avenue Neighbourhood Renewal public engagement input opportunities included:

Timeline	Steps	Public engagement	Number of participants	Outcome
November 2017	<b>Starting the Conversation</b>	Outreach took place with the Alberta Avenue Community League to introduce Building Great Neighbourhoods and the Neighbourhood Renewal project	Drop-in	A public engagement plan
	Share information about the project and invite public input for the approach to public engagement	Pop-up public engagement session at the Deep Freeze Festival to <b>ADVISE</b> on the approach to public engagement and share project information		A subscriber list to share project updates
February 2018	<b>Building a Project Vision Together and Exploring Opportunities</b>	Community walk and online survey to <b>REFINE</b> our understanding on what exists and what is needed for infrastructure in the neighbourhood	40+ event participants	A draft vision and core values that describes what the community should look like in the future and what is most important to community members
	Invite public input to understand the needs of the community	Workshop-style public engagement session to explore opportunities, issues, and ideas for Neighbourhood Renewal and <b>CREATE</b> a draft vision and core values		A compilation of opportunities, issues, and ideas for Neighbourhood Renewal



Timeline	Steps	Public engagement	Number of participants	Outcome
April 2018	<p><b>Exploring Options and Trade-offs</b></p> <p>Invite public input to confirm the draft vision and core values</p> <p>Use public input to develop draft designs for the urban design analysis</p>	Drop-in public engagement session and online survey to confirm the draft vision and core values and <b>REFINE</b> the ideas for draft designs	70+ event participants	<p>A final vision and core values for neighbourhood renewal in Alberta Avenue</p> <p>Draft designs and urban design analysis based on the options and tradeoffs discussion</p>
June 2018	<p><b>Community Feedback on Draft Design</b></p> <p>Use public input to improve and prioritize the draft designs and finalize the urban design analysis</p>	Drop-in public engagement session and direct letters to property owners to <b>REFINE</b> the draft designs, and determine which improvements are most important to residents	70+ event participants	<p>List of prioritized draft designs</p> <p>Refined (preliminary) designs</p> <p>Finalized urban design analysis</p>
September 2018	<p><b>Community Feedback on Draft Design</b></p> <p>Share information on the draft designs for bike routes and use public input to improve concepts</p>	Targeted public engagement session for property owners near the proposed bike routes to share information and <b>REFINE</b> the draft designs	30+ event participants	Refined (preliminary) designs for the proposed bike route concepts
October 2018	<p><b>Community Feedback on Final Design</b></p> <p>Use public input to finalize the refined designs and share information on the Local Improvement process</p>	Drop-in public engagement session to <b>ADVISE</b> on the refined (preliminary) designs to confirm that they align with the vision and core values, and share information on the Local Improvement process	100+ event participants	Final designs that detail what the City is intending to construct in the neighbourhood for renewal
February 2019	<p><b>Preparing for Construction</b></p> <p>Use public input to inform the plans for construction and to make a decision on sidewalk reconstruction</p>	Drop-in public engagement session to <b>ADVISE</b> on construction for Neighbourhood Renewal and for property owners to <b>DECIDE</b> on the Local Improvement for sidewalk reconstruction through the petition process	100+ event participants	A plan for construction that has considered the needs of the community and the results of the sidewalk reconstruction petition process

Public engagement also incorporates input that the City of Edmonton project manager received via email, letters and phone calls.

## Alberta Avenue's Neighbourhood Renewal vision and core values

The vision and core values for neighbourhood renewal were co-created by the public and the City, and refined throughout the public engagement process. The vision identifies what the public imagines for the future of Alberta Avenue, and the core values indicate the aspects of the neighbourhood that are most important to maintain and improve.

### Vision

*Neighbourhood Renewal in Alberta Avenue will build a safe and accessible community, for all ages, abilities, and incomes. We welcome everyone and will make it easy for people to walk and bike, get to places in the neighbourhood, and gather to visit and play.*

### Core values

- + Walking and barrier-free accessibility
- + Having viable options to walk, bike, and use transit
- + Gatherings and festivals including Deep Freeze and Kaleido
- + Being part of an inclusive and diverse community
- + Celebrating the unique community identity and mix of cultural heritage
- + Keeping with the unique character of heritage homes and mature trees
- + Making the most of parks and green spaces
- + Encouraging positive opportunities and community-building
- + Visiting amenities, shops, cafes and restaurants
- + Limiting harmful impacts from crime, and improving safety at all times of day
- + Preserving and enhancing the natural environment

The vision and core values were shared with the public at multiple events throughout the public engagement process for them to refer to when sharing feedback on the designs.

## What we heard along the way

The Alberta Avenue Neighbourhood Renewal project team published What We Heard reports, or presented this information on displays, following key public engagement activities. These reports and displays were created to keep people informed about what public input the City heard.

Public input helped to inform the creation of designs for Alberta Avenue's Neighbourhood Renewal, which were presented at public engagement sessions and can be viewed at [edmonton.ca/BuildingAlbertaAvenue](http://edmonton.ca/BuildingAlbertaAvenue). We also shared the What We Heard reports and displays on the project webpage and at the public engagement sessions.

The What We Heard reports and displays describe how feedback was used to develop the vision and core values, ideas for neighbourhood renewal, the neighbourhood designs, plans for construction and Alberta Avenue Local Improvement results.

## What we decided

This section presents the final design decisions for neighbourhood renewal in Alberta Avenue, including the key City policies and programs, public engagement input and technical requirements that informed the City's decisions related to each topic.

To view the final designs, please visit [edmonton.ca/BuildingAlbertaAvenue](https://edmonton.ca/BuildingAlbertaAvenue)

### Legend for “What we accounted for to make our decisions”

The City uses policies and programs, public engagement input and technical requirements to make neighbourhood renewal decisions.

This report uses three coloured icons to illustrate which decision-making criteria is a policy or program, public engagement input, or a technical requirement. You will see these icons attached to each point in the “What we accounted for to make our decisions” column in each table on the following page:

#### The decision making criteria are:

 Public engagement input/What we heard

 Technical requirements

 City policies and programs



## New pocket park (120 Avenue and 92 Street)

### What we decided

To remove the diagonal road portion along 120 Avenue and add a new park space with pedestrian-friendly amenities such as benches with armrest dividers and new sidewalks

To add a checkerboard pattern near the new benches in the park space to be used as a game board for community members

To add a new park sign

To remove/relocate the spruce tree, retain the other trees and add trees and shrubs

### What we accounted for to make our decisions



#### In alignment with the project vision:

Creating a new park with seating area and other amenities provides a space for community members to gather, to visit and play

Removing the diagonal portion along 120 Avenue to make the road easier to cross and support a safer and more accessible community

Adding a new sidewalk connection will make it easier for people to walk

#### What we heard:

People told us this concept is important to them

People told us they like the addition of green space and trees, as well as the removal of the diagonal portion of the road to make it less confusing and safer for people to get around

People told us we should consider naming the park: "Spadina Avenue Park"



The park needs to consider sight lines for the new trees and plantings

Landscaping design standards

Working around existing underground and above ground utilities



Complete Streets Standards requires sidewalks on both sides of a street

The City follows universal design (i.e. Access Design Guide) to support access and use for people of all ages and abilities

The City of Edmonton's 2010 Corporate Tree Policy supports the orderly development and growth of the City's tree inventory and the protection of the tree canopy

The Way We Green promotes managing stormwater runoff by providing green spaces and plantings for low impact development

BREATHE – Green Network Strategy promotes an adequate supply, quality, and distribution of open space, that is accessible and inclusive for all

## Commercial area improvements (121 Avenue and 90 Street)

### What we decided

To add a new plaza space in front of the commercial units including: coloured concrete with a pattern, benches, street lights, waste receptacles and trees

To relocate/remove the median and existing trees and provide angle parking in front of the plaza space

To add curb extensions and a painted or textured crosswalk at the 121 Avenue and 90 Street intersection

To add new sidewalks where there are missing links near the commercial area and Delton School

### What we accounted for to make our decisions



#### In alignment with the project vision:

Adding new sidewalks will make it easy for people to walk to places in the neighbourhood

Providing a paved plaza space with seating areas and other amenities supports a welcoming environment for all ages, abilities and incomes and a place to gather as a community

Creating an improved public realm with additional lighting will provide a safe and accessible space

#### What we heard:

People told us this concept is important to them, and they prefer that the plaza space does not allow vehicle access

People told us they like the design of the new plaza, including the new lighting and that it provides space for parking

People told us they like the additional sidewalk on the east side of 90 Street to improve the connection to Delton School



Adding new sidewalks and curb extensions will improve the connection between the commercial area and Delton School

Curb extensions should be designed to minimize impacts on parking and accommodate emergency services and drainage

The design helps to define parking

Complete Streets Design and Construction Standards requires sidewalks on both sides of a street



The City pays for construction of missing sidewalks

The City follows universal design (i.e., Access Design Guide) to 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 Way We Live supports the creation of community and public spaces to connect people and build vibrant communities

## 112 Avenue pocket park (between 91 Street and 92 Street)

### What we decided

To remove the on-street turnaround spot and expand the existing pocket park into this space

To add a new sidewalk on the south side of 112 Avenue and relocate the chain link fence

To add improved planting to the park including shrubs with edible saskatoon berries and cherries

### What we accounted for to make our decisions



#### In alignment with the project vision:

Adding a new sidewalk will make it easier for people to walk

Expanding the pocket park will make the space more welcoming for people to gather, visit and play

#### What we heard:

People told us this idea is important to them

People told us they like the idea of improved planting, and believe that this will make the space more usable

People told us they were concerned with the removal of parking



The park space is located close to an arterial road (111 Avenue) which may result in traffic noise impacts

Complete Streets Design and Construction Standards requires sidewalks on both sides of a street



The City pays for construction of missing sidewalks

The City follows universal design (i.e., Access Design Guide) to support access and use for people of all ages and abilities

The Way We Green promotes managing stormwater runoff by providing green spaces and plantings for low impact development

## 95A Street sidewalk connection (to Norwood Centre)

### What we decided

To remove the existing turnaround spot

To remove an existing tree and planter and add a sidewalk



#### In alignment with the project vision:

Adding a new sidewalk to connect the park and Norwood Child and Family Resource Centre will make it easier for people of all ages and abilities to get to places in the neighbourhood

#### What we heard

People told us this concept is very important to them

People told us they believe the proposed changes will make it easier for people to walk

People told us that they like and dislike the idea of removing the existing turnaround spot



A tree, planter and turnaround space will need to be removed to accommodate the new sidewalk, and improve the connection to the park

Signage will need to be relocated



The City pays for construction of missing sidewalks

The City follows universal design (i.e., Access Design Guide) to support access and use for people of all ages and abilities

# St. Faith Park

## What we decided

To add a multi-purpose plaza space (with coloured concrete and seating areas) to the east side of the park

To add a fenced off-leash dog park with dog waste bag dispenser to the west side of the park

To add lighting, waste receptacles, trees and shrubs

To maintain the existing playground

To relocate the existing park sign

## What we accounted for to make our decisions



### In alignment with the project vision:

Adding a multi-purpose plaza space with seating areas will create a welcoming space for people of all ages and abilities

Adding a fenced off-leash dog park will provide a space for dog owners to gather, visit and play

Adding lighting will support a safe and accessible park space

### What we heard

People told us this concept is important to them

People told us they like that the space is dog friendly and would also like to see the playground upgraded



The design of the dog park should follow the design recommendations outlined in the Dogs in Open Space Strategy (ie. fences and double gate entries to separate off-leash dogs from other nearby uses)

Lighting will need to consider impacts on adjacent properties



The City follows universal design (i.e., Access Design Guide) to support access and use for people of all ages and abilities

The Way We Live supports the creation of community and public spaces to connect people and build vibrant communities

## 115 Avenue corridor

### What we decided

To add a boulevard with trees on each side of 115 Avenue, as well as curb extensions at key locations

To widen the sidewalks to 1.8m on each side of 115 Avenue

To narrow the road and maintain four lanes (one travel and parking lane in each direction)

### What we accounted for to make our decisions



#### In alignment with the project vision:

Narrowing the road and adding curb extensions will slow traffic and reduce the crossing distance for people walking, to support a safe and accessible community

Adding a grass boulevard with trees will make 115 Avenue more welcoming and make it easier for people to walk, creating separation from the road

#### What we heard:

People told us this concept is very important to them

People told us they like that the improvements will make the street more welcoming for people walking, especially through the addition of trees

People told us they are comfortable with curb extensions

People told us they are concerned that narrowing the road may impact traffic and parking



115 Avenue has a wider than required road width (Complete Streets Design and Construction Standards) and can be narrowed to accommodate a sidewalk and landscaped boulevard with trees, and maintain two-way traffic and on-street parking

Existing underground and above ground utilities were considered and informed final curb location and landscaping opportunities

Curb extensions should be designed to minimize impacts on parking, and accommodate emergency services and drainage



Community Traffic Management Policy supports:

- + A reduction in road width to slow traffic and decrease shortcutting
- + 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 Way We Green promotes managing stormwater runoff by providing green spaces and plantings for low impact development

The City of Edmonton's 2010 Corporate Tree Policy supports the orderly development and growth of the City's tree inventory and the protection of the tree canopy

Winter Design Guidelines support boulevards as important snow storage areas



## 97 Street service road

### What we decided

To narrow the road and add a wider boulevard and sidewalk on the east side

### What we accounted for to make our decisions



#### **In alignment with the project vision:**

Narrowing the road will slow traffic to support a safe and accessible community

Providing a wider grass boulevard and sidewalk will make 97 Street service road feel more welcoming to people walking along this street

#### **What we heard:**

People told us they are interested in reducing speeding along the 97 Street service road as the road is often used for shortcutting by people from outside the neighbourhood



Existing underground and above ground utilities were considered to ensure the widened sidewalk and boulevard did not have any additional impacts on utilities



Complete Streets Design and Construction Standards and the Community Traffic Management Policy supports a reduction in road width to slow traffic and decrease shortcutting

Complete Streets Design and Construction standards supports wider sidewalks to accommodate more people and mobility aids (e.g., walkers, strollers, wheelchairs)

## 119 Avenue bike route (between 89 to 97 Street)

### What we decided

To redesign 119 Avenue to the west of 93 Street to accommodate a one-way road (eastbound), protected two-way bike lane and parking on the south side

To redesign 119 Avenue to the east of 93 Street to accommodate a two-way road and two one-way protected bike lanes

To widen the existing sidewalks to 1.8m on the north and south side of 119 Avenue

To add a shared use path connection through Alberta Avenue Park

To remove on-street parking on the south side of the street from 91 to 93 Street and 89 to 90 Street (half of the block)

To remove/relocate the trees along 119 Avenue (near 92 Street), to accommodate the protected bike lane

### What we accounted for to make our decisions



#### In alignment with the project vision:

Adding a new shared use path and protected bike lanes will make it easy for people to walk and bike to get places in the neighbourhood

Providing protected bike lanes will support a safe and accessible community for all ages and abilities

#### What we heard:

People told us this concept is very important to them

People told us they are concerned with speeding and shortcutting along 119 Avenue between 95 to 97 Street

People told us they like the protected bike lanes and believe that it will encourage more people to bike



The bike route could potentially connect with future regional bike infrastructure through the neighbourhood of Eastwood (scheduled for Neighbourhood Renewal in 2020 to 2022)

The existing medians will need to be removed/reconfigured along 119 Avenue for the protected bike lanes

Signage will be required for the one-way road



Protected bike infrastructure helps to achieve the long-term goal of the City's Vision Zero: zero traffic fatalities and serious injuries

The City follows universal design (i.e., Access Design Guide) to support access and use for people of all ages and abilities

Community Traffic Management Policy supports one-way roads to reduce shortcutting

Section 6 of The Way We Move promotes a walkable environment and bike friendly city

## 92 Street bike route (between 111 to 119 Avenue)

### What we decided

To redesign most of 92 Street as a one-way road (shared lane) for cars and bikes (northbound) and a painted one-way bike lane (southbound)

To maintain a two-way road near 118 Avenue to serve businesses and provide access to parking

To widen the sidewalks to 1.8m on both sides of the road

To add raised crosswalks and curb extensions at key locations

To relocate existing on-street parking on the west side from 111 to 117 Avenue to the east side

To maintain parking on the east side from 117 to 119 Avenue

To add signalization and other upgrades to the 111 Avenue and 118 Avenue intersections to enhance the connection to regional destinations (such as Capital Line LRT shared-use path)

### What we accounted for to make our decisions



#### In alignment with the project vision:

Adding a wider sidewalk and bike lane will make the street more accessible for people to walk and bike throughout the neighbourhood

Adding raised crosswalks and curb extensions will slow traffic and make the neighbourhood safer

#### What we heard:

People told us this concept is very important to them

People told us they like that the one-way road preserves on-street parking on one side of the road, and want the City to consider existing accessible parking spaces

People told us they would prefer a protected bike lane, instead of a painted bike lane to improve comfort and encourage more people to bike in the area



The contraflow bike lane promotes safety for people to bike as there is improved visibility of oncoming vehicles

Wider sidewalks may require the relocation of utilities and the removal of landscaping, although this will be avoided where possible

Curb extensions and raised crosswalks should be designed to minimize impacts on parking, integrate with bike facilities, and accommodate emergency services and drainage

Signage will be required for the one-way road



The City follows universal design (i.e., Access Design Guide) to support access and use for people of all ages and abilities

Community Traffic Management Policy supports:

- + One-way roads to reduce shortcutting
- + 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
- + Raised crosswalks to draw attention to pedestrian crossing locations, reduce driver speeds and may deter shortcutting

Complete Streets standards supports wider sidewalks to accommodate more people and mobility aids (e.g., walkers, strollers, wheelchairs)

## 96 Street bike route (between 111 to 119 Avenue)

### What we decided

To redesign most of 96 Street as a one-way road (shared lane) for cars and bikes (southbound) and a painted one-way bike lane (northbound)

To maintain a two-way road near 118 Avenue to serve businesses and provide access to parking

To add raised crosswalks and curb extensions at key destinations

To remove parking on the east side of the road north of where 118 Avenue widens to 119 Avenue

To maintain parking on the west side from 111 to 119 Avenue

To add signalization and other upgrades to the 111 Avenue and 118 Avenue intersections to enhance the connection to regional destinations (such as the Downtown Bike Network)

### What we accounted for to make our decisions



#### In alignment with the project vision:

Adding a bike lane will make the street more accessible for people to bike and get to places in the neighbourhood

Adding raised crosswalks and curb extensions will slow traffic and make the neighbourhood safer

#### What we heard:

People told us this concept is very important to them

People told us they like that the one-way road preserves on-street parking on one side of the road

People told us they would prefer a protected bike lane, instead of a painted bike lane to improve comfort and encourage more people to bike in the area



The contraflow bike lane promotes safety for people to bike as there is improved visibility of oncoming vehicles

Signage will be required for the one-way road

Curb extensions and raised crosswalks should be designed to minimize impacts on parking, integrate with bike facilities and accommodate emergency services and drainage



The City follows universal design (i.e., Access Design Guide) to support access and use for people of all ages and abilities

Community Traffic Management Policy supports:

- + One-way roads to reduce shortcutting
- + 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
- + Raised crosswalks to draw attention to pedestrian crossing locations, reduce driver speeds and may deter shortcutting

Section 6 of The Way We Move promotes a walkable environment and bike friendly city

## 114 Avenue bike route (between 89 to 97 Street)

### What we decided

To redesign 114 Avenue as a one-way road (shared lane) for cars and bikes (westbound) and a painted one-way bike lane (eastbound)

To add raised crosswalks and curb extensions at key locations

To remove parking on the south side of the road between 94 and 95A Street

To add angle parking on the north side of 114 Avenue between 94 Street and the alley west of 95 Street (roadway widens in these areas)

To maintain on-street parking on the north side of the avenue

To add signalization and other upgrades to the 95 Street and 97 Street intersections to enhance the connection to regional destinations (106 Street shared-use path to provide a bike connection into Blatchford and NAIT)

### What we accounted for to make our decisions



#### In alignment with the project vision:

Adding a bike lane will make the street more accessible for people to bike and get to places in the neighbourhood

Adding raised crosswalks and curb extensions will slow traffic and make the neighbourhood safer

#### What we heard:

People told us this concept is important to them

People told us they like that the one-way road preserves on-street parking on one side of the road, but are concerned that the one-way may increase traffic on other roads and that less parking may result in people having to park further away from their destination

People told us they believe the design will improve the connection to the Spruce Avenue bike network

People told us they would prefer a protected bike lane, instead of a painted bike lane to improve comfort and encourage more people to bike in the area



The contraflow bike lane promotes safety for people to bike as there is improved visibility of oncoming vehicles

Signage will be required for the one-way road

Curb extensions and raised crosswalks should be designed to minimize impacts on parking, integrate with bike facilities and accommodate emergency services and drainage



The City follows universal design (i.e., Access Design Guide) to support access and use for people of all ages and abilities

Community Traffic Management Policy supports:

- + One-way roads to reduce shortcutting
- + 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
- + Raised crosswalks to draw attention to pedestrian crossing locations, reduce driver speeds and may deter shortcutting

Section 6 of The Way We Move promotes a walkable environment and bike friendly city

The City of Edmonton's 2010 Corporate Tree Policy supports the orderly development and growth of the City's tree inventory and the protection of the tree canopy

## Neighbourhood traffic management improvements

### What we decided

To add curb extensions and raised crosswalks at other key destinations throughout the neighbourhood

### What we accounted for to make our decisions



#### In alignment with the project vision:

Adding raised crosswalks and curb extensions will slow traffic and make the neighbourhood safer

#### What we heard:

People are more comfortable with the addition of curb extensions and raised crosswalks when compared to road closures, diagonal diverters, raised medians, and speed humps



Curb extensions and raised crosswalks will be designed to minimize impacts on parking, integrate with bike facilities and accommodate emergency services and drainage



The City follows universal design (i.e., Access Design Guide) to 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
- + Raised crosswalks to draw attention to pedestrian crossing locations, reduce driver speeds and may deter shortcutting

Section 6 of The Way We Move promotes a walkable environment and bike friendly city

## New sidewalk connections

### What we decided

To upgrade all sidewalks to new 1.5 m sidewalks, except where wider sidewalks can be accommodated along key pedestrian corridors (identified in previous designs)

To add new sidewalks where missing links exist (please refer to the project webpage for more information on specific locations)

### What we accounted for to make our decisions



#### In alignment with the project vision:

Upgrading existing sidewalks and adding new sidewalks where there are missing links will support accessibility and make it easier to get around the neighbourhood



Wider sidewalks may require the relocation of utilities and the removal of landscaping, although this will be avoided where possible

Complete Streets Design and Construction Standards requires sidewalks on both sides of a street



The City of Edmonton's 2010 Corporate Tree Policy supports the orderly development and growth of the City's tree inventory and the protection of the tree canopy

Section 6 of The Way We Move promotes a walkable environment

Complete Streets standards supports wider sidewalks to accommodate more people and mobility aids (e.g., walkers, strollers, wheelchairs)

## Local Improvements in Alberta Avenue

The Neighbourhood Renewal Program has been paid for through City-wide property taxes by creating a reserve fund dedicated to the program. In conjunction with the program, the City offered cost-sharing opportunities between the City and property owners of Alberta Avenue for two local improvement options—decorative street light upgrades and sidewalk reconstruction. Local improvements and the cost-sharing opportunities offered by the City were part of the Neighbourhood Renewal discussion with you and your neighbours.

Property owners in Alberta Avenue had the opportunity to upgrade to their community's choice of decorative street lights through a community-initiated Local Improvement process.

The Alberta Avenue community submitted their choice of decorative lighting (dark green colour, fluted pole, heritage arm and regular light fixture) to the City for consideration before the deadline of July 3, 2018. In September 2018, the City sent an Expression of Interest (EOI) package containing estimated costs, asking registered property owners to indicate whether or not they supported the local improvement and to return the EOI to the City by November 20, 2018. The EOI package included a form with a "yes" or "no" indication for responses. The City did not receive enough returned EOI submissions to reach a representative sample, therefore decorative street lights will not proceed in Alberta Avenue.



Upgrades to the existing street lights will still be made and include:

- + New 24 foot galvanized poles\*
- + New underground wiring
- + New foundation
- + Energy efficient LED lights

\*In neighbourhoods with mature trees, the height of the poles are shortened by 4 feet to reduce obstruction from the tree canopy. This allows the street lights to better light the roads and sidewalks.



Sidewalk reconstruction is a City-initiated local improvement. It is less disruptive to property owners and more cost effective to replace aging infrastructure, such as sidewalks, when it is already intended to do infrastructure work in Alberta Avenue.

In January 2019, the City sent out a Local Improvement Tax Notice to all registered property owners in Alberta Avenue which contained information needed to decide whether they wanted to proceed with sidewalk reconstruction or not, including the approximate cost. Property owners had a 30-day petition period until February 20, 2019 to petition against the local improvement, by completing and returning the provided petition form.

Alberta Avenue was divided into nine sidewalk renewal project areas, which was defined in the Local Improvement Tax Notice. Of the 2154 properties within the nine project areas, 40 total valid petitions against sidewalk reconstruction (approximately 2% of properties within the neighbourhood) were received.

Since the City did not receive majority (50% +1) petitions against the local improvement, sidewalk reconstruction will take place in all nine project areas over four years of construction. Final assessments and addition to your tax assessment will be done in the year following construction completion.



## Alberta Avenue Neighbourhood Renewal pre-construction information

**Construction is scheduled in Alberta Avenue over four years starting in spring 2019. You may have seen a few activities in your neighbourhood prior to construction, including:**

- + Utility companies completing their work before construction begins. This minimizes cutting into the street after it is reconstructed
- + Trees being pruned if they are in the way of the construction equipment. If a tree on private property requires pruning, the City will notify the property owner
- + Existing street lights being removed and installation of new pole bases and street lights typically occur prior to construction. The underground cabling system is also replaced at this time

### Ways the City will communicate with you

Before construction starts in your neighbourhood, construction bulletins will be distributed to all residents.

The City's Delivery Project Manager will be your point of contact during construction. Contact information may be found online at [edmonton.ca/BuildingAlbertaAvenue](http://edmonton.ca/BuildingAlbertaAvenue)

The Delivery Project Manager can assist you with answering questions or addressing specific needs or concerns about construction.

## Preparing for construction in front of your house

Now that the designs and cost sharing opportunities have been finalized, the City asks that you start to prepare for construction. There are many things you can do to help prepare your property to make it easier for the City's contractor and you during this time. The construction consists of removal and replacement of sidewalks, curbs, gutters and reconstruction and paving of the road.

### You can prepare your property for construction by:

- + Marking all underground sprinkler systems
- + Removing landscaping from street right-of-way
- + Removing plants and flowers before construction so they do not get damaged
- + Pulling back any mulch or rocks

If you have special access requirements, such as DATS, please advise your Delivery Project Manager during construction as soon as possible. Their contact information may be found on the construction bulletin, at [edmonton.ca/BuildingAlbertaAvenue](http://edmonton.ca/BuildingAlbertaAvenue), or by calling 311.

### For more information:

**Web:** [edmonton.ca/BuildingAlbertaAvenue](http://edmonton.ca/BuildingAlbertaAvenue)

**Email:** [buildinggreatneighbourhoods@edmonton.ca](mailto:buildinggreatneighbourhoods@edmonton.ca)

**Call:** 311



## Working together to make the most out of your neighbourhood.

This is your city and your neighbourhood. We want to understand how you experience your neighbourhood and ask for your input on what we might do to make it better.

We will engage and work with you on the renewal of streets, sidewalks, street lights, and park spaces, and promote other community opportunities to enhance how people live and interact in your neighbourhood. We commit to being open and transparent about how your input is used. Let's make the most out of your neighbourhood.

**SHARE** YOUR VOICE  
**SHAPE** OUR CITY

**Edmonton**