

What We Heard/What We Considered: Eastwood/ Elmwood Park Neighbourhood Renewal

Exploring Options
and Trade-offs
October 2019

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton

What we asked

In the Spring of 2019, the City of Edmonton asked the public to help refine the design options for specific areas in Eastwood and Elmwood Park.

These design options were influenced by the ideas we heard from the public during our first phases of engagement where we were building a project vision together and exploring opportunities. These ideas are summarized in our **Visioning and Local Knowledge What We Heard Report** which can be found at edmonton.ca/BuildingEastwoodElmwoodPark.

The design options we shared with the public were grouped into three categories:



Parks



Pathways



Bike routes

How we asked

We received over 1600 pages of public input, and there were over 100 participants across the survey and both workshops! Additional emails and phone calls from community members received by the Project Manager were also considered along with the overall feedback.



Two public drop-in sessions were held on May 1 and May 4, 2019 at the Eastwood Community League.



An online survey was available for the public to complete from February 19 to March 4, 2019.

Design options were presented and attendees completed a workbook to provide comments and identify their level of support for each option. The design options, benefits and trade-offs presented at the May 2019 **Exploring Options and Trade-offs Events** can be found at edmonton.ca/BuildingEastwoodElmwoodPark.

Definitions of each level of support are as follows:

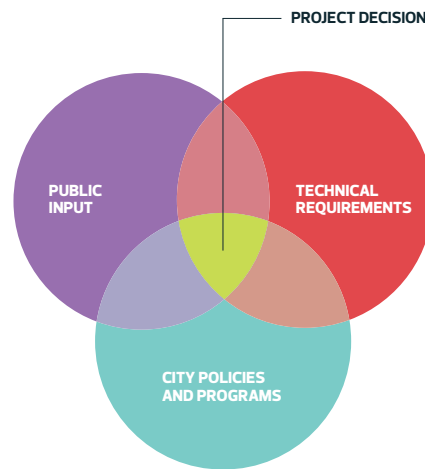
- + **Support:** I would like to see this option carried forward in the neighbourhood design.
- + **Neutral:** I would be satisfied if this design was a part of the design or not part of the design.
- + **Do not support:** I do not agree with this option being part of the neighbourhood design.

How we make decisions

Your input helped us to create the vision and guiding principles for the Eastwood/Elmwood Park neighbourhood renewal. We consider your vision and feedback, along with technical requirements and City policies and programs as we make project decisions.

As part of the overall review to make project decisions, multiple sources of funding will also be identified. The Neighbourhood Renewal tax levy from all property owners in the City will be used for the neighbourhood's rehabilitation of roads, replacement of standard street lights, curb and gutter, bike infrastructure, new sidewalks and sidewalk repair (subject to the sidewalk reconstruction Local Improvement). Other opportunities such as improvements to parks and public spaces, the addition of traffic calming measures, and other initiatives will require coordination with other programs to leverage current funding opportunities. Some projects may be completed in the short term

and others will be considered in the future, depending on available funding. Coordination with Neighbourhood Renewal is the most cost effective time to add infrastructure that will last for the next 30 to 50 years. The Project Team will discuss the opportunities with other City Programs to make the most out of the neighbourhood.



Vision:

Eastwood and Elmwood Park are proud to be safe, prosperous and self-reliant neighbourhoods. Many generations are welcome to set down roots in this quiet and inviting area of Edmonton, known for its vibrant parks and greenery.

Guiding Principles: For each design option, we considered how these guiding principles are represented.



Safety: Eastwood and Elmwood Park are safe areas where residents feel comfortable walking throughout the neighbourhoods at any time of day.



Amenities: Eastwood and Elmwood Park residents have access to a range of amenities, businesses and resources located within the community.



Connectivity and accessibility: Eastwood and Elmwood Park are both connected and accessible while offering a peaceful and serene quality.



Multi-generational: Eastwood and Elmwood Park are multi-generational neighbourhoods, where families can grow with the community.



Natural beauty: Eastwood and Elmwood Park feature a natural beauty within their parks, open spaces and community garden.

Parks



1. Eastwood Park – open field space
2. Eastwood Park – along 119 Avenue
3. Off – leash dog park
4. James Kidney Park
5. Izena Ross Park
6. Elmwood Park – park 2
7. Elmwood Park – park 1
8. East–west grassed area south of the Yellowhead Trail noise wall
9. St. Gerard School and park
10. Inner neighbourhood seating/meeting areas

The key themes we heard from the public across all park design options, shown in the map above, were:

- + **Maintenance responsibilities:** It is important to the public that parks and additional greenery are maintained by the City.
- + **Safety:** There are concerns that some parts of the design options may attract illicit or unwanted activity by providing gathering spaces or impacting sightlines.
- + **Lighting:** Well-lit park spaces are important to encourage appropriate use of park spaces.
- + **Facilities:** There is interest in additional facilities such as dog parks, bus pads, and school drop-off areas.
- + **Cost:** Participants felt that the expense for certain upgrades such as agility courses or public art far outweighs the benefits.
- + **Vandalism:** Public art may increase the risk of vandalism within the parks.
- + **Access:** Maintaining vehicle access is a priority for people who drive.



The comment summary below provides the key themes we heard from the public about each park design option, along with what other elements we considered and what we are proposing in our refined design. Also shown in each table is how participants ranked each park design for priority to be built in the short term (one to three years), medium term (three to 10 years) or long term (10+ years).

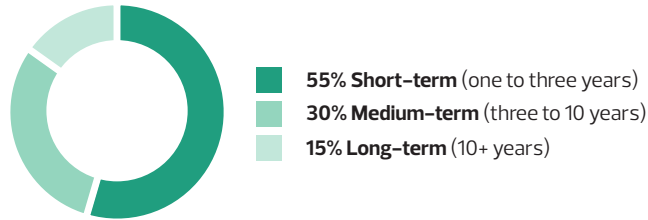
Upgrading City-owned outdoor park spaces are subject to funding. The City will explore potential partnerships with other City programs, community partners and initiatives to leverage potential funding opportunities.

Approximately **100 participants** completed the park prioritization and level of support exercise.

1. Eastwood Park – open field space

Please note that all park options are subject to funding and further review by the City.

Public park prioritization



Design option	Support	Neutral	Do not support	Design option	Support	Neutral	Do not support
Option A: Pathway & toboggan hill	50%	26%	24%	Option B: Pathway	48%	44%	8%





Comment summary

- + Some participants would welcome a toboggan hill in their neighbourhood as it would offer another winter activity for the community.
- + Other participants shared concerns that a hill may cause sightline issues which may attract illicit activities to take place.

Comment summary

- + Participants felt that a shared-use path will improve access to the area for people who walk and bike.
- + Participants shared that lighting along the shared-use path is important to improve safety for people who walk when its dark.
- + The financial expense of public art was expressed as a concern for some participants.

What we considered

-  **Safety:** Important to consider lighting and clear sightlines in the park.
-  **Amenities:** Public art contributes to the beauty of the park.
-  **Connectivity and accessibility:** Shared-use paths help to connect people who walk and bike with the places and activities available in their community.
-  **Multi-generational:** Shared-use paths support the movement of people of all ages and abilities.

What we propose

- + Based on additional feedback that a toboggan hill in this area was removed in early 2000's due to sightline and safety concerns, a toboggan hill will not be included in the design. The Project Team will review the addition of a soccer field in this area to add to the existing amenities in the park space.
- + An east-west shared-use path will be included to enhance accessibility for people who walk and bike.
- + Lighting along the north-south pathway will be provided to enhance safety for those who walk.
- + Space will be reserved for future public art opportunities that the community can decide to pursue with help from the City of Edmonton Neighbourhood Resource Coordinator.

2. Eastwood Park – along 119 Avenue

Please note that all park options are subject to funding and further review by the City.

Public park prioritization



- **34% Short-term** (one to three years)
- **47% Medium-term** (three to 10 years)
- **19% Long-term** (10+ years)

Design option	Support	Neutral	Do not support	Design option	Support	Neutral	Do not support
Option A: Shared roadway	63%	17%	20%	Option B: Adjust curb line	31%	27%	42%




Comment summary

- + Participants liked that the features including benches and flexible-use space would support a sense of community.
- + Participants expressed the importance of the City being responsible for maintenance.
- + The removal of parking was a concern shared by many participants.

Comment summary

- + Adjusting the curb line at the west end of 119 Avenue (at Eastwood Park) to the east was seen as unnecessary by many.

What we considered

-  **Safety:** Lighting is important for people who walk and bike.
-  **Amenities:** On-street parking is important for people who drive in the area.
-  **Connectivity and accessibility:** Consistent type of bike facility along 119 Avenue is important to consider for people who bike.

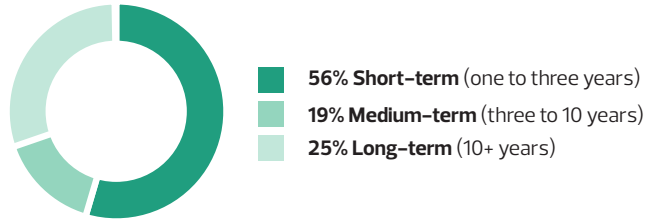
What we propose

- + Enhanced biking infrastructure will be provided in this area to tie into the design proposed for the rest of 119 Avenue in Eastwood (Concept 15).
- + Lighting is proposed to improve user safety for those who walk and bike.

3. Eastwood Park off-leash dog park

Please note that all park options are subject to funding and further review by the City.

Public park prioritization



Design option	Support	Neutral	Do not support	Design option	Support	Neutral	Do not support
Option A: Fence and natural material agility course	70%	9%	21%	Option B: Landscape barrier	30%	27%	43%




Comment summary

- + The fence was supported because it offers a physical barrier for pets and people in surrounding areas. A different material than chain link fencing would be preferred by most participants.
- + Participants shared their concerns about the expense of an agility course.

Comment summary

- + Participants felt that landscaping would not work as well as a fence for a barrier for pets and people.

What we considered

-  **Safety:** A physical barrier enhances safety for pets and people.
-  **Amenities:** Material costs and maintenance requirements may be a barrier to providing some amenities (i.e., agility course, benches, sidewalks, fountain).
-  **Connectivity and accessibility:** A new north-south sidewalk west of the dog park would provide a connection for people walking to the community garden or Eastwood Park.

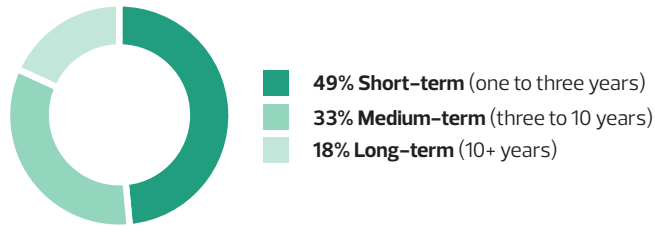
What we propose

- + A black chain link fence will be installed around the Eastwood Park off-leash dog park for safety and security consistent with other fenced off-leash areas in Edmonton. Addition of artistic elements could be initiated by the community with help from the City of Edmonton Neighbourhood Resource Coordinator.
- + New sidewalk along the west side of the dog park with lighting will provide a connection to the community garden and Eastwood Park.
- + Two double-gated entrances will be available along the east and west sides of the dog park to provide entry points on opposite ends of the park.
- + Landscaping on the north side of the park will provide additional separation from the dog park and the residential property.
- + Subject to further review, new amenities may be provided in the Eastwood Park off-leash dog park

4. James Kidney Park

Please note that all park options are subject to funding and further review by the City.

Public park prioritization



Design option	Support	Neutral	Do not support	Design option	Support	Neutral	Do not support
Option A: Pathways	61%	21%	18%	Option B: Pathways & gathering spaces	50%	24%	26%





Comment summary

- + The pathways were supported, but safety concerns such as lighting and clear sightlines were emphasized for the City to consider.

Comment summary

- + Participants agreed that gathering spaces may attract unwanted or illicit activity in the community.

What we considered

-  **Safety:** Lighting and clear sightlines are important for the safety of users including discouraging unwanted or illicit activity.
-  **Amenities:** Benches exist at the nearby Coliseum Transit Centre.
-  **Connectivity and accessibility:** Pathways and shared-use paths help to connect those who walk and bike with the places and activities available in their community.
-  **Natural beauty:** Shrubs and landscaping enhance the beauty of the area.

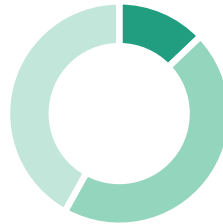
What we propose

- + A pathway will be included in James Kidney Park to enhance connectivity to the Coliseum LRT and Transit Centre.
- + A new shared-use path on the west side of the park will enhance the connection from the 119 Avenue bike route to the Capital Line LRT shared-use path south of 118 Avenue.
- + Lighting along the pathway will be installed to promote safety for those who walk.
- + Trees and shrubs will be trimmed by the City through regular maintenance to maintain visibility and promote safety.
- + New shrubs and landscaping will be added at the northwest and southeast corners of the park to enhance the natural beauty of the area.
- + Enhanced park signage at the northwest and southeast corners of the park will be explored for final design.
- + Previously proposed gathering spaces will not be included in the final design. This should be considered in the future when development on the land next to James Kidney Park occurs.

5. Izena Ross Park

Please note that all park options are subject to funding and further review by the City.

Public park prioritization



- 13% **Short-term** (one to three years)
- 45% **Medium-term** (three to 10 years)
- 42% **Long-term** (10+ years)

Design option	Support	Neutral	Do not support	Design option	Support	Neutral	Do not support
Option A: North-South Pathway	23%	51%	26%	Option B: Bus pad and landscaping	56%	32%	12%

Comment summary

- + Many participants viewed this upgrade as unnecessary as the current pathways are functional.

Comment summary

- + Participants questioned the need for a bus pad as there is currently a sidewalk, a bench and a bus shelter which is viewed as sufficient.
- + Participants appreciated the addition of greenery and landscaping, as long as it is maintained by the City and does not impact sightlines.

What we considered

- Safety:** Reduced crossing distance enhances visibility for people walking and driving.

What we propose

- + Adjustments will be made to the 77 Street and Fort Road intersection to square up the intersection to improve walkability.
- + Upgrades to the pedestrian crossing at 121 Avenue and 122 Avenue to cross Fort Road may be added after an assessment is completed.

6. Elmwood Park – Park 2

Please note that all park options are subject to funding and further review by the City.

Public park prioritization



- **13% Short-term** (one to three years)
- **42% Medium-term** (three to 10 years)
- **45% Long-term** (10+ years)

Design option	Support	Neutral	Do not support	Design option	Support	Neutral	Do not support
Option A: Closure of 75 Street access	30%	25%	45%	Option B: Closure of 123 Avenue access	44%	17%	39%





Comment summary

- + Some participants agreed that a barrier of some kind would be needed to reduce traffic in the area.
- + The majority of respondents did not support this option because of the impact to accessibility and parking.

Comment summary

- + Some participants would like to increase the amount of green space in the neighbourhood.
- + The impact to access the area for people who drive was raised as a concern.

What we considered

-  **Safety:** Realigning the remaining intersections would improve sightlines for people walking and driving and enhance safety.
-  **Amenities:** Providing park amenities (i.e., benches, waste receptacles, lighting) enhances the experience for park users.
-  **Connectivity and accessibility:** Maintaining access to Fort Road for residents is important.
-  **Natural beauty:** Shrubs and landscaping enhance the beauty of the area.

What we propose

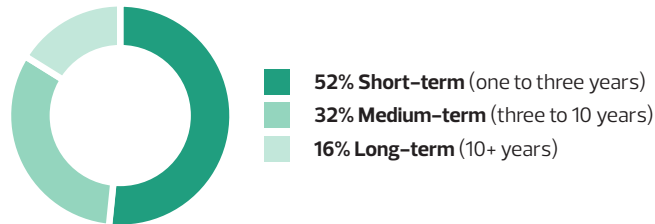
- + Elmwood Park – Park 2 will be expanded to the north by closing 123 Avenue between 76 Street and Fort Road.
- + Additional park amenities will be installed to enhance the park (i.e., benches, lighting, waste receptacles).
- + Extension of the back alley will maintain vehicle connectivity.
- + The intersections of 75 Street and 76 Street with Fort Road will be realigned to improve safety and connectivity for people who walk and drive. Access to Fort Road at these intersections will be maintained, as well as all other existing accesses, including at all avenues south of 123 Avenue to 118 Avenue.



7. Elmwood Park – Park 1

Please note that all park options are subject to funding and further review by the City.

Public park prioritization



Design option	Support	Neutral	Do not support	Design option	Support	Neutral	Do not support
Option A: Off-leash dog park	54%	18%	28%	Option B: Walking loop	54%	20%	26%

Comment summary

- + Participants agreed that a dog park would be a great addition to a space that is underused.
- + Removing an area for children to play in the neighbourhood was a concern.

Comment summary

- + Participants believed that the walking loop can be used by a greater number of people and the connection to the apartments in this area creates a sense of community.
- + Others saw this loop as unnecessary due to the expense, maintenance concerns and the belief that the path will not be used.

What we considered



Amenities: A dog park and children's playground are important to community members. The children's playground, spray deck and baseball diamond provide different ways to use the space.



Multi-generational: A walking loop with benches, which is maintained by the City, provides something for all generations to enjoy. Benches with multiple armrests and backs will help seniors sit and stand, provide comfort for people resting and prevent people from laying down.



Natural beauty: As the only large park space in the community of Elmwood Park, this open space is an important part of the neighbourhood.

What we propose

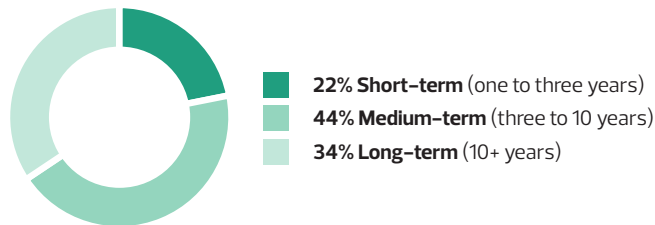
- + Elmwood Park – Park 1 will be enhanced by the addition of a walking loop located on the southern half of the park.
- + Amenities (i.e., benches, pedestrian-oriented lighting, waste receptacles) will be installed along the walking loop to enhance user comfort and safety.
- + New shrubs will be planted to add to the natural beauty of the park.
- + The existing children's playground, spray deck, and baseball diamond will remain as the key features of the park.



8. East-west grassed area south of the Yellowhead Trail noise wall

Please note that all park options are subject to funding and further review by the City.

Public park prioritization



Design option	Support	Neutral	Do not support	Comment summary
Option: Shared-use path/sidewalk	66%	16%	18%	<ul style="list-style-type: none"> + Participants appreciated that this option would reduce illicit gathering and provide a more direct and safe option for people who walk and bike. + Others were concerned that the small amount of people walking and biking in this area does not justify the expense of upgrades.

What we considered

- ✓ **Safety:** It is important to reduce spaces where illicit or unwanted behaviour may occur.
- ✓ **Safety:** Due to the small amount of space, height of the noise wall and lack of appropriate lighting, it would be difficult to maintain appropriate and safe sightlines at this location.

What we propose

- + A connection such as a shared-use path or sidewalk south of the Yellowhead Trail noise wall will not be built. The location of this sidewalk has technical constraints such as construction and maintenance challenges including potential issues with drainage and grading.
- + To enhance connectivity and access in this area, a new sidewalk is planned along 125 Avenue.

9. St. Gerard School and park

Please note that all park options are subject to funding and further review by the City.

Public park prioritization



■ **36% Short-term** (one to three years)
■ **49% Medium-term** (three to 10 years)
■ **15% Long-term** (10+ years)

Design option	Support	Neutral	Do not support	Design option	Support	Neutral	Do not support
Option A: New drop-off road	65%	28%	7%	Option B: Car drop-off area	24%	39%	37%





Comment summary

- + Participants liked the improvement of traffic flow for parents and bus drivers as it makes the area safer for children.
- + Others believed that by improving traffic flow, traffic would increase in this area and would make it unsafe for children.

Comment summary

- + Participants agreed that this area would benefit the most from repaved roads.
- + Concerns were raised about cars idling in the drop-off area and the removal of trees.

What we considered

-  **Safety:** A curb extension will help slow traffic in the area, shorten the crossing distance and improve visibility for people walking and driving.
-  **Connectivity and accessibility:** Adding features to assist with parent and bus drop-off would be useful at St Gerard School.
-  **Connectivity and accessibility:** Traffic flow and roadway improvements are important to residents.
-  **Natural beauty:** Maintaining existing trees preserves the beauty of the area.

What we propose

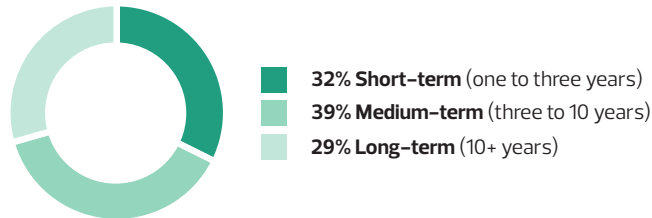
- + Upon further review of existing traffic and drop-off patterns, the new one-way road will not be constructed. The Project Team will review improving the size of the cul-de-sac at the north end of 85 Street to provide additional parking and improve turning movements.
- + New concrete pads will be installed along 124 Avenue between 83 and 85 Street for parent and bus drop-off to improve accessibility, particularly in wet or snowy conditions.
- + New curb extension at the southeast corner of 124 Avenue and 85 Street will be constructed.



10. Inner neighbourhood seating/meeting areas





Please note that all park options are subject to funding and further review by the City.

Public park prioritization



Design option	Support	Neutral	Do not support	Comment summary
Option: Seating/ meeting areas	70%	11%	19%	<ul style="list-style-type: none"> + Many liked that the gathering areas provide a resting space for people who walk, especially seniors. + Most participants believed that gathering areas would attract illicit or unwanted activity within the community.

What we considered

-  **Safety:** Gathering areas may attract illicit or unwanted activity therefore locations chosen will be in high traffic and visible areas.
-  **Amenities:** Providing amenities (i.e., benches, lighting, bike racks) enhances the comfort and experience of people who walk and bike.
-  **Connectivity and accessibility:** Seating areas will be strategically placed along bike route connections, pedestrian routes and in close proximity to schools/public parks or other neighbourhood destinations.
-  **Multi-generational:** Resting areas throughout the neighbourhood enhance the comfort and experience of people of all ages and abilities. Benches with multiple arm rests and backs will help seniors sit and stand, provide comfort for people resting and prevent people from laying down.

What we propose

- + New amenities will be installed along walking and/or biking routes throughout the neighbourhood. These will be located at:
 - + 119 Avenue and 86 Street (east side of road, near Eastwood Park) – A new bike rack, a bench with no back and multiple arm rests, a waste receptacle, and pedestrian-oriented lighting will be installed.
 - + 119 Avenue and 81 Street (northwest corner, near Parkdale Square) – A new bike rack, a bench with multiple arm rests, a waste receptacle, and pedestrian-oriented lighting will be installed.
 - + 121 Avenue and 83 Street (northwest corner, intersection of two pedestrian routes) – A new bench with no back and multiple arm rests, a waste receptacle, and pedestrian-oriented lighting will be installed.
 - + 124 Avenue and 83 Street (northwest corner, near St Gerard School/park) – A new bench with no back and multiple arm rests, a waste receptacle, and pedestrian-oriented lighting will be installed.
 - + 121 Avenue and 81 Street (east side of road, near Eastwood School/Park) – A new bike rack, a bench with multiple arm rests, a waste receptacle, and pedestrian-oriented lighting will be installed.
 - + 120 Avenue and 76 Street (northeast corner, near commercial area) – A new bench with no back and multiple armrests, a waste receptacle, and pedestrian-oriented lighting will be installed.



Pathways



11. 120 Avenue enhancements
12. Potential new sidewalks
13. 83 Street enhanced pedestrian route
14. 121 Avenue enhanced pedestrian route

The key themes we heard from the public across all pathway design options, shown in the map above, were:

- + **Safety:** Providing gathering spaces along pathways may attract illicit or unwanted activity.
- + **Lighting:** Lighting along pathways is important for the safety of people who walk when it is dark.
- + **Cost:** Some participants view certain expenses, such as for new sidewalks, as unnecessary.
- + **Maintenance responsibilities:** New sidewalks will create more maintenance responsibilities for property owners.
- + **Access:** Access to important destinations will be improved with new pathways.
- + **Mobility needs accommodation:** Pathway repairs will help all users.



The key themes we heard about each design option are shown in the tables on the following pages, along with what we considered and what we are proposing in our refined design.

Approximately **100 participants** completed the level of support exercise.

11. 120 Avenue enhancements

Support

66%

Neutral

10%

Do not support

24%

Comment summary

- + Many commented that adding lighting would make the area safer for people who walk.
- + Some believe that textured sidewalks are not worth the expense.

What we considered



Safety: Curb extensions shorten the roadway crossing distance for people who walk, improve visibility for people who walk and drive and slow traffic. Additionally, lighting enhances safety for people who walk.



Amenities: On-street parking is important to the community.



Connectivity and accessibility: Adding boulevard space between the sidewalk and road will enhance the comfort of people walking along the avenue.



Natural beauty: Trees and landscaping enhance the beauty of the area.

What we propose

- + Roadway improvements will be constructed along 120 Avenue between 75 and 83 Street. Improvements will include:
 - + Narrowing the road between 82 Street and Fort Road, with the addition of new boulevards and trees along both sides.
 - + Narrowing the road between Fort Road and 76 Street with the addition of new boulevards on the north side and trees along both sides.
 - + Curb extensions at key intersections.
 - + New sidewalk on the south side of 120 Avenue between 82 and 83 Street.
 - + Additional on-street parking along 120 Avenue.
 - + Upgraded street lighting to standard galvanized poles, or decorative street lighting poles if the community decides, with LED bulbs.
 - + New crosswalks may be added after an assessment is completed.

12. Potential new sidewalks

Support

63%

Neutral

11%

Do not support

26%

Comment summary

- + The current sidewalks are in need of repair and many saw the benefit of improved accessibility from the addition of new sidewalks.
- + Many did not support the expense and the added maintenance responsibilities for property owners that new sidewalks would create.

What we considered



Safety: Adding sidewalk to at least one side of the road where they do not exist would improve the safety for people who walk for all seasons.



Amenities: The added maintenance of new sidewalks for home owners is a concern.



Connectivity and accessibility: Sidewalks with improved conditions are important for people who walk and those with mobility concerns.



Natural beauty: Trees would enhance the beauty of the area.

What we propose

- + All existing sidewalks within the project limits will be reconstructed, if property owners decide to proceed with the Local Improvement tax levy.
- + New sidewalk connections will be added where possible based on existing conflicts with trees, utilities or other constraints (refer to the map on page 23 for locations of missing sidewalks). The new sidewalks would align with the City's Active Transportation Policy and Complete Streets Design and Construction Standards.
- + New trees will be considered along sidewalks and roadways where there are none currently planted.

13. 83 Street enhanced pedestrian route

Support

62%

Neutral

19%

Do not support

19%

Comment summary

- + Participants recognized the benefit of increasing safety for those who walk.
- + Some believed that curb extensions were unnecessary and were concerned about the removal of parking.

What we considered



Safety: Curb extensions shorten the roadway crossing distance for people who walk, improve visibility for people who walk and drive and slow traffic to enhance safety.



Connectivity and accessibility: Enhancing the pedestrian route along 83 Street provides an alternative to walking along the busy 82 Street arterial road and increases north-south access and connectivity between St. Gerard School and 118 Avenue.

What we propose

- + An enhanced pedestrian route will be created along 83 Street between 118 and 124 Avenue with the following additions:
 - + Curb extensions will be installed at key intersections.
 - + New crosswalks may be added after an assessment is completed.

14. 121 Avenue enhanced pedestrian route

Support

55%

Neutral

17%

Do not support

28%

Comment summary

- + Improved connections between Eastwood School/park and Delton School/park were appreciated.
- + Others felt that the improvements would be unnecessary for the small amount of people who currently walk in the area.

What we considered



Safety: Curb extensions shorten the roadway crossing distance for people who walk, improve visibility for people who walk and drive and slow traffic to enhance safety.



Connectivity and accessibility: A pedestrian route between Delton School and Eastwood School enhances the connection for people who walk between these two important destinations. Connectivity to the 81 Street (Concept 16) and 83 Street (Concept 13) would also be improved.



Natural beauty: Trees along new sidewalks would enhance the beauty of the area.

What we propose

- + An enhanced pedestrian route will be created along 121 Avenue between Fort Road and 89 Street with the following additions:
 - + A new sidewalk will be added to the north side of 121 Avenue between Fort Road and 89 Street.
 - + New trees may be planted along the north side of 121 Avenue between 81 Street and 89 Street.
 - + Curb extensions will be installed at key intersections.
 - + New crosswalks may be added after an assessment is completed.

Bike routes



15. 119 Avenue bike route

16. 81 Street bike and pedestrian route

The key themes we heard from the public across all bike route design options, shown in the map above, were:

- + **Multi-generational use:** There is interest in bike routes and bike facilities to support the movement of neighbourhood residents of all ages.
- + **Connections:** Routes that provide connection to the Capital Line LRT shared-use path will improve access and encourage use of the surrounding bike network
- + **Parking:** Loss of access to on-street residential parking is a concern along bike routes.
- + **Cost considerations:** The current amount of people who bike does not justify the expense.



The key themes we heard about each design option are shown in the tables below along with what we considered and what we are proposing in our refined design.

Approximately **100 participants** completed the level of support exercise.





15. 119 Avenue bike route

Design option	Support	Neutral	Do not support	Comment summary
Option A: Two one-way protected bike lanes	36%	18%	46%	<ul style="list-style-type: none"> + Some supported adding more bike connections to encourage more people to bike. + Most participants did not support this option as the current number of people who bike would not justify the expense. + Participants strongly disagreed with the removal of on-street parking.

Design option	Support	Neutral	Do not support	Comment summary
Option B: Shared-use path	58%	8%	34%	<ul style="list-style-type: none"> + Participants appreciated that this option will preserve parking. + Many liked this option because there will be little impact on vehicle traffic. + Others felt that this option may cause conflict between people who walk and bike.

Design option	Support	Neutral	Do not support	Comment summary
Option C: Shared roadway and painted bike lanes	39%	17%	44%	<ul style="list-style-type: none"> + Some participants noted this option would not be useful during the winter when roads are covered by snow. + Participants appreciated that this option would maintain on-street parking.

What we considered

-  **Safety:** Enhanced bike facilities improve the safety of people who walk, bike and drive.
-  **Connectivity and accessibility:** An improved connection between the planned bike facility in the Alberta Avenue neighbourhood (west) and Capital Line LRT shared-use path will promote and improve biking along 119 Avenue in all seasons.
-  **Connectivity and accessibility:** An improved bike route will enhance the connection to a new shared-use path along James Kidney Park and will promote all season use to get to the Capital Line LRT shared-use path to the south.
-  **Natural beauty:** Trees along new sidewalks would enhance the beauty of the area.

What we propose

- + A complete east-west bike route will be created along 119 Avenue between 89 Street and the Capital Line LRT shared-use path (75 Street).
 - + For continuity with Alberta Avenue, two one-way protected bike lanes will be constructed from 89 Street to 86 Street.
 - + A shared-use path will be constructed to bike through Eastwood Park and connect the bike infrastructure on the east and west sides of the park.
 - + Two one-way raised bike lanes will be constructed from 85 Street to 75 Street to fit within space constraints while providing continuity from Alberta Avenue to the Capital Line LRT shared-use path.
 - + Parking will be maintained where possible and will continue to be reviewed and refined.
- + Signal upgrades may be completed following an assessment to improve crossings for people walking and biking across 82 Street and Fort Road.

16. 81 Street bike and pedestrian route

Design option	Support	Neutral	Do not support	Comment summary
Option A: Shared roadway	61%	29%	10%	<ul style="list-style-type: none"> + Participants supported the maintenance of parking on 81 Street. + Many believed that this option supports the current way that people are biking and driving in this area.
Option B: Shared roadway with painted contraflow lane	22%	29%	49%	<ul style="list-style-type: none"> + Participants did not support the removal of parking.
Option C: Two-way protected bike lane	25%	8%	67%	<ul style="list-style-type: none"> + Participants recognized that this was the safest option for people who bike. + Participants did not support the removal of parking.

What we considered



Safety: Curb extensions shorten the roadway crossing distance for people who walk, improve visibility for people who walk and drive, and slow traffic to enhance safety for people walking and biking. Additionally, 81 Street is a narrow roadway and vehicles tend to drive at slower speeds which will help with the comfort of people biking.



Connectivity and accessibility: Maintaining the existing bike route along 81 Street enhances connectivity between the shared-use path south of the Yellowhead Trail noise wall and further north as well as the proposed bike route on 119 Avenue.

What we propose

- + The north-south bike route along 81 Street between Yellowhead Trail and 119 Avenue will be maintained with curb extensions added to help slow traffic.
- + A shared roadway bike facility will be maintained with parking on both sides.
- + Curb extensions will be installed at key intersections.
- + A pedestrian-activated amber flasher will be considered for 81 Street at 120 Avenue to improve accessibility for people who walk along this pedestrian route. This improvement will be subject to an assessment and funding.
- + New crosswalks may be added after an assessment is completed.

Next Steps

In the next stage of the Eastwood/Elmwood Park Neighbourhood Renewal process, we will be gathering community feedback on the refined neighbourhood design.

We invite you to attend the next public engagement events on October 24, 2019 or November 7, 2019 at the Eastwood Community League (11803 86 Street NW) to ADVISE us on our refined design for the Eastwood and Elmwood Park neighbourhoods.

At these events, we will also be sharing important information about the Local Improvement process for decorative street lights and sidewalk reconstruction.

For more information about the Eastwood/Elmwood Park Neighbourhood Renewal, upcoming public engagement events, and to subscribe for project updates, please visit edmonton.ca/BuildingEastwoodElmwoodPark.

edmonton.ca/BuildingEastwoodElmwoodPark

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The logo for the City of Edmonton, featuring the word "Edmonton" in a white sans-serif font on a dark blue square background.

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