



What We Heard

Killarney Neighbourhood Renewal

Exploring Options &
Trade-offs
June - July 2019

January 2021

BUILDING GREAT
NEIGHBOURHOODS

Edmonton

REFINE

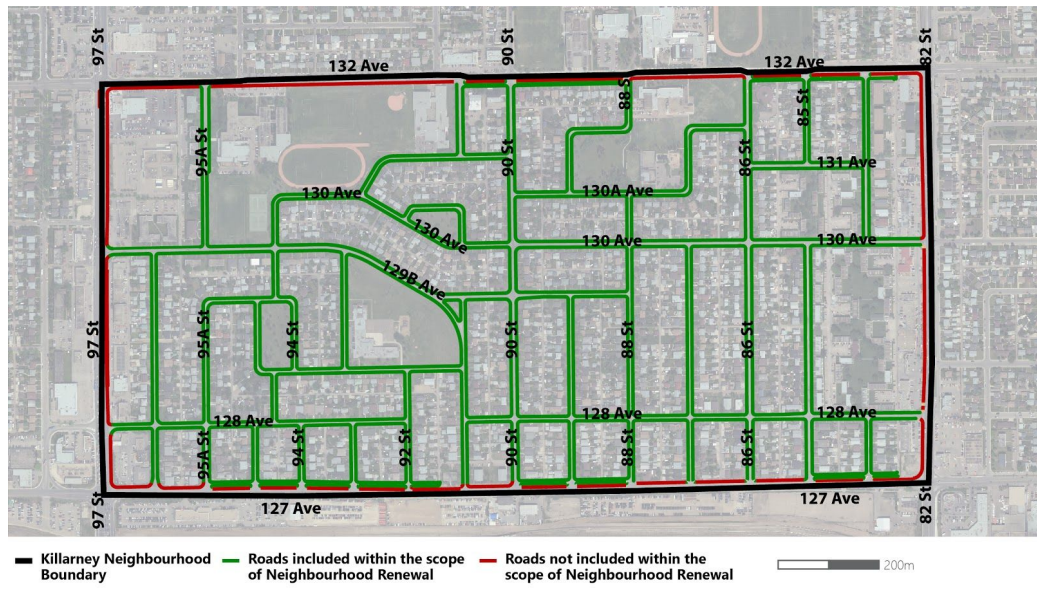
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Project overview

Killarney has been chosen for neighbourhood renewal beginning in spring 2022 with anticipated completion in 2023. Through the City of Edmonton’s Neighbourhood Renewal program, this project will rehabilitate roads, replace streetlights, curb and gutters, repair sidewalks and connect missing sidewalk links where possible in Killarney. Cost-sharing opportunities will be made available through the Local Improvement process for sidewalk reconstruction and decorative streetlight upgrades in the neighbourhood. Other opportunities to improve parks and City-owned green spaces will also be explored.

Killarney Neighbourhood Map



Public Engagement Roadmap

Neighbourhood Renewal public engagement follows the roadmap below. It has been designed to help you understand the stages of engagement of the renewal process and how you can participate. At each step, we will tell you what the purpose is and how your input will inform the decisions being made. From September to October 2019, we were **Building a Project Vision Together and Exploring Opportunities**. In Summer 2020, we were **Exploring Options and Trade-offs**. In Winter 2021, we will be sharing the Draft Design with Killarney residents and property owners for feedback.



Public Engagement spectrum

The Public Engagement spectrum is a tool that explains the four roles the public can play when they participate in City of Edmonton Public Engagement activities. As we move forward in the spectrum, there is an increasing level of public influence and commitment from the City and the public.

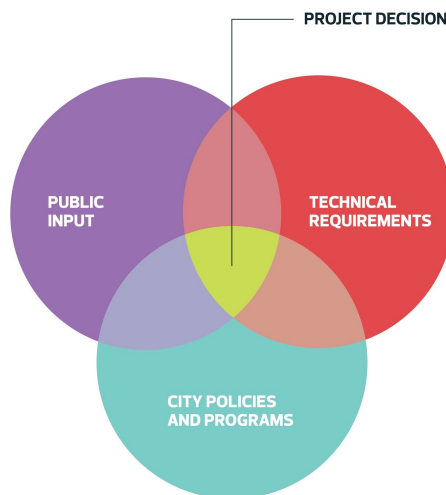
In the Exploring Options and Tradeoffs phase, we engaged at the REFINE level, as shown on the spectrum below.



Decision-making process

It is important to note that while public engagement is a critical aspect in the decision-making process, there are several inputs that will also be considered along with public input in determining what is ultimately built with neighbourhood renewal. Some of these factors include City policy and programs, technical requirements and available funding.

Input from the public is one aspect considered to make decisions



What we asked and how we asked

What we discussed

Participants were invited to join a conversation exploring design options for Killarney that considered issues and opportunities identified by the community. Project team members walked participants through options and tradeoffs and asked for input on:

- + Biking - bike routes and facility types;
- + Walking - sidewalk connections;
- + Driving - traffic calming; and
- + Parks and open spaces.

IMPORTANT NOTE: While in-person public events were postponed, and physical distancing was a priority, we remained committed to delivering project information and meaningful public engagement opportunities efficiently and safely.

How people participated

Online Video Views

- + Biking - 76
- + Driving - 49
- + Walking - 53
- + Parks and Open Spaces - 70

Online Survey

- + 28 Responses

Community Member Phone

Calls

- + 6 phone calls with the Project Manager

Stakeholder Meetings & Emails

Meetings held and feedback received from representatives at:

- + Edmonton Public School Board
- + Mee-Yah-Noh School
- + Queen Elizabeth High School
- + Killarney Jr. High School
- + Edmonton Catholic Schools

Online Sessions

- + 12 Sessions were hosted covering topics of biking, driving, walking and parks and open spaces
- + 5 participants

How we invited the public to participate

- + 3 road signs
- + 30 yard signs
- + 3 newsletters
- + 3404 postcards
- + 3404 resident letters

What we heard and what we did - Vision and guiding principles

Based on the input and feedback received, the following statements will serve as the vision and guiding principles for the Killarney Neighbourhood Renewal:

Project vision

Killarney is a welcoming and friendly neighbourhood defined by diverse opportunities for people to live, work, play and learn. Killarney is defined by its pleasant atmosphere, neighbourliness and access to a broad range of amenities. The neighbourhood is family-friendly and residents are well connected to parks, schools and commercial services.

Project guiding principles

- + Create opportunities for residents to gather with friends, family and each other to build a sense of community and maintain the friendliness of the neighbourhood.
- + Ensure parks and open spaces are welcoming, safe and provide a range of opportunities for all ages.
- + Improve the safety of roadways for all users, including people who walk, bike and drive.
- + Generate options for residents to walk, bike and drive.
- + Establish the safety of connections to destinations and amenities within and outside of the neighbourhood.
- + Ensure infrastructure considers year-round use.

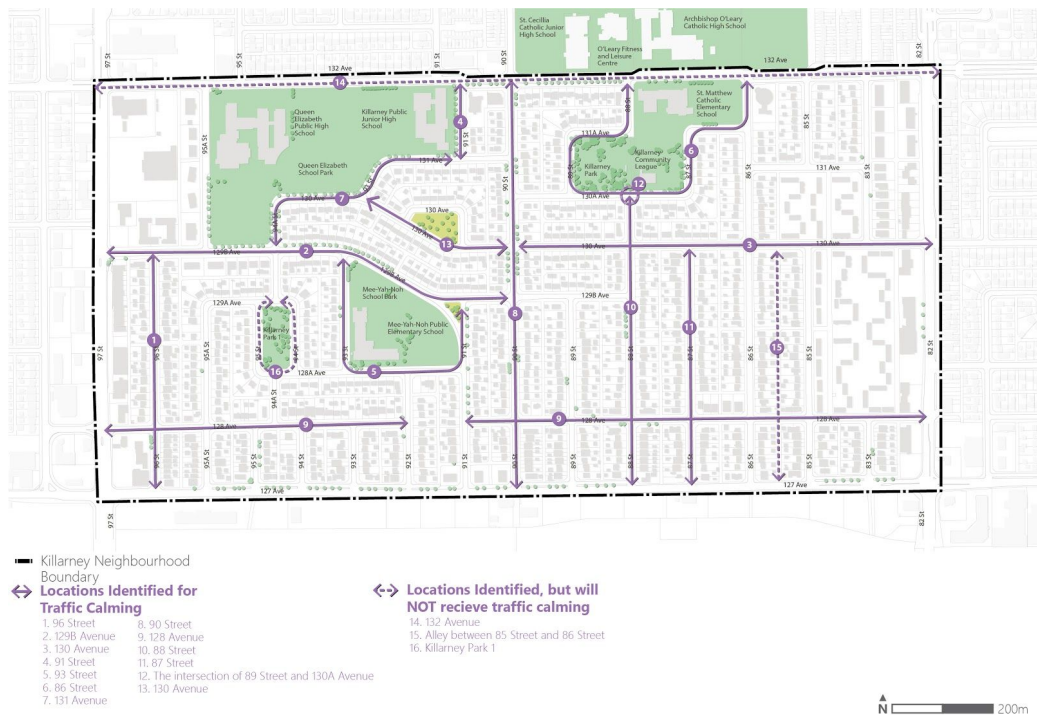
What we heard

- + 81% of respondents were somewhat comfortable or very comfortable with the proposed vision.
- + 94% of respondents thought that the guiding principles work well at reflecting the values of the neighbourhood.

What we heard, what we considered and what we are proposing for driving

Traffic calming locations

Based on what we've heard during our public engagement in Killarney, as well as a technical and policy review completed by the project team, several locations within Killarney would be well served to incorporate traffic calming measures. Participants were presented a map showing traffic calming opportunities and multimodal corridors (driving, walking and biking related improvements will be considered). They were asked to identify if any other locations required traffic calming.



Where we are proposing traffic calming

The following table provides a listing of the proposed traffic calming locations and measures as well as a summary of participant feedback and project team considerations and technical review.

1. 96 Street between 127 Avenue and 129B Avenue

What we heard

- + Shortcutting and fast-moving vehicles are a concern on this roadway

What we propose

- + To improve the intersection at 128 Avenue and 96 Street by incorporating curb extensions (curb extension locations vary based on the bike facility option)

What we considered

Vision and guiding principles

Aligns with the following principles:

- + To improve the safety of roadways for all users
- + Establish safe connections to destinations and amenities within the neighbourhood
- + Ensure infrastructure considers year-round use.
- + Technical requirements

Technical requirements

- + Curb extensions will be designed to minimize impacts on parking and turning movements, address shorter crossing distances for people who walk, improve sightlines, slow traffic through the narrowed roadway, and accommodate emergency services and drainage
- + Curb extensions will be designed to enhance user safety and comfort for people who bike on 128 Avenue and reduce conflict for all roadway users
- + Working around existing underground and above ground utilities

City Policies and Programs

The design is informed by the following:

- + Safe Mobility Strategy - support initiatives to manage driver speeds and shortcutting to increase the safety of all road users
- + Access Design Guide - support access and use for people of all ages and abilities
- + Community Traffic Management Policy - supports curb extensions to improve visibility by ensuring that parked cars maintain a distance from

the intersection, reduce driver speeds, deter shortcutting and reduce the crossing distance for pedestrians. The marked crossings draw attention to pedestrian crossing locations.

- + Complete Streets Design and Construction Standards

2. 129B Avenue between 97 Street and 90 Street

What we heard

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

What we propose

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

What we considered

Vision and guiding principles

Aligns with the following principles:

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

Technical requirements

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

- + Aligning intersections and crossings to be intuitive for all users and enhancing sight lines for people walking and driving

City Policies and Programs

The design is informed by the following:

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

3. 130 Avenue between 82 Street and 90 Street

What we heard

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

What we propose

- + To add curb extensions to address shorter crossing distances, improve sightlines, enhance the feeling of safety for people who walk, and slow traffic at the following locations
 - + 90 Street;
 - + 86 Street;
- + To add marked crosswalks at 86 Street to provide safer crossings for people who walk

What we considered

Vision and guiding principles

Aligns with the following principles:

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

Technical requirements

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

City Policies and Programs

The design is informed by the following:

- + Safe Mobility Strategy - support initiatives to manage driver speeds and shortcutting to increase the safety of all road users
- + Access Design Guide - support access and use for people of all ages and abilities
- + Community Traffic Management Policy - supports curb extensions to improve visibility by ensuring that parked cars maintain a distance from the intersection, reduce driver speeds, deter shortcutting and reduce the crossing distance for pedestrians. The marked crossings draw attention to pedestrian crossing locations.
- + Complete Streets Design and Construction Standards

4. 91 Street between 131 Avenue and 132 Avenue

What we heard

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

What we propose

- + To add curb extensions to address shorter crossing distances, improve sightlines, enhance the feeling of safety for people who walk, and slow traffic at 91 Street and 131 Avenue
- + To add a marked crosswalk at the intersection of 91 Street and 131 Avenue to provide safer crossings for people who walk

What we considered

Vision and guiding principles

Aligns with the following principles:

- + To improve the safety of roadways for all users

- + Establish safe connections to destinations and amenities within the neighbourhood
- + Ensure infrastructure considers year-round use.

Technical requirements

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

City Policies and Programs

The design is informed by the following:

- + Safe Mobility Strategy - support initiatives to manage driver speeds and shortcutting to increase the safety of all road users
- + Access Design Guide - support access and use for people of all ages and abilities
- + Community Traffic Management Policy - support curb extensions to improve visibility by ensuring that parked cars maintain a distance from the intersection, reduce driver speeds, deter shortcutting and reduce the crossing distance for pedestrians. The marked crossings draw attention to pedestrian crossing locations.
- + Complete Streets Design and Construction Standards

5. 93 Street between 128A Avenue and 129B Avenue, 128A Avenue between 93 Street and 91 Street, and 91 Street between 128A Avenue and 129B Avenue

What we heard

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

What we propose

- + To add curb extensions to address shorter crossing distances, improve sightlines, enhance the feeling of safety for people who walk, and slow traffic at the following locations
 - + 92 Street and 128A Avenue; and
 - + 93 Street and 129B Avenue.
- + To add marked crosswalk to provide safer crossings for people who walk at the following locations:

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

What we considered

Vision and guiding principles

Aligns with the following principles:

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

Technical requirements

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

City Policies and Programs

The design is informed by the following:

- + Safe Mobility Strategy - support initiatives to manage driver speeds and shortcutting to increase the safety of all road users
- + Access Design Guide - support access and use for people of all ages and abilities
- + Community Traffic Management Policy - support curb extensions to improve visibility by ensuring that parked cars maintain a distance from

the intersection, reduce driver speeds, deter shortcutting and reduce the crossing distance for pedestrians. The marked crossings and rapid flashing beacons draw attention to pedestrian crossing locations.

- + Complete Streets Design and Construction Standards

6. 86 Street between 131A Avenue and 132 Avenue, 131A Avenue between 87 Street and 86 Street, 130 A Avenue between 89 Street and 87 Street, 89 Street between 130 A Avenue and 131 A Avenue, 131 A Avenue between 89 Street and 88 Street, and 88 Street between 131A Avenue and 132 Avenue

What we heard

- + Shortcutting and fast-moving vehicles are a concern on this roadway
- + Community members believe traffic calming measures are appropriate to slow traffic around schools
- + Residents are concerned about the impacts of traffic calming measures for people who drive
- + Community members are concerned about the safety of students around the schools

What we propose

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

What we considered

Vision and guiding principles

Aligns with the following principles:

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

Technical requirements

- + Curb extensions will be designed to minimize impacts on parking and turning movements, address shorter crossing distances for people who

walk, improve sightlines, slow traffic through the narrowed roadway, and accommodate emergency services and drainage

- + Working around existing underground and above ground utilities
- + Aligning intersections and crossings to be intuitive for all users and enhance sight lines for people walking and driving

City Policies and Programs

The design is informed by the following:

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

7. 131 Avenue between 93 Street and 91 Street, 93 Street between 130 Avenue and 131 Avenue, 130 Avenue between 94A Street and 93 Street, and 94A Street between 129B Avenue and 130 Avenue

What we heard

- + Community members believe traffic calming measures are appropriate to slow traffic around schools
- + Shortcutting and fast-moving vehicles are a concern on this roadway
- + Participants noted that this road might benefit from being a one-way road
- + Community members are concerned about the safety of students around the schools

What we propose

- + To reduce the curb radius at 93 Street and 130 Avenue to reduce the speed of people driving around the corner and enhance the feeling of safety for people who walk

What we considered*Vision and guiding principles*

Aligns with the following principles:

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

Technical requirements

- + Working around existing underground and above ground utilities

City Policies and Programs

The design is informed by the following:

- + Safe Mobility Strategy and Community Traffic Management Policy - support initiatives to manage driver speeds and shortcutting to increase the safety of all road users
- + Complete Streets Design and Construction Standards

8. 90 Street between 127 Avenue and 132 Avenue**What we heard**

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

What we propose

- + To add curb extensions to address shorter crossing distances, improve sightlines, enhance the feeling of safety for people who walk, and slow traffic at the following locations:
 - + 90 Street and 128 Avenue;
 - + 90 Street and 129B Avenue;
 - + 90 Street and 130 Avenue; and
 - + 90 Street and 131 Avenue.
- + To maintain the existing marked crosswalk and rapid flashing beacon at 90 Street and 129B Avenue to provide safer crossings for people who walk

What we considered*Vision and guiding principles*

Aligns with the following principles:

- + To improve the safety of roadways for all users

- + Establish safe connections to destinations and amenities within the neighbourhood
- + Ensure infrastructure considers year-round use.

Technical requirements

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

City Policies and Programs

The design is informed by the following:

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

9. 128 Avenue between 97 Street and 92 Street and 128 Avenue between 92 Street and 82 Street

What we heard

- + Community members noted that visibility could be challenging in some locations
- + Shortcutting and fast-moving vehicles are a concern on this roadway

What we propose

- + To add curb extensions to address shorter crossing distances, improve sightlines, enhance the feeling of safety for people who walk, and slow traffic. The location varies based on the proposed bike facility option.
- + To reduce the curb radius at 97 Street and 128 Avenue to reduce the speed of people driving around the corner

and enhance the feeling of safety for people who walk

What we considered

Vision and guiding principles

Aligns with the following principles:

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

Technical requirements

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

City Policies and Programs

The design is informed by the following:

- + Safe Mobility Strategy - support initiatives to manage driver speeds and shortcutting to increase the safety of all road users
- + Access Design Guide - support access and use for people of all ages and abilities
- + Community Traffic Management Policy - supports curb extensions to improve visibility by ensuring that parked cars maintain a distance from the intersection, reduce driver speeds, deter shortcutting and reduce the crossing distance for pedestrians. The marked crossings draw attention to pedestrian crossing locations.
- + Complete Streets Design and Construction Standards

10. 88 Street between 127 Avenue and 130A Avenue

What we heard

- + Shortcutting and fast-moving vehicles are a concern on this roadway
- + Some traffic signage (i.e. stop signs and yield signs) are not working effectively

What we propose

- + To add stop signage for north and southbound traffic and curb extensions at 88 Street and 128 Avenue for to enhance the safety of people who walk
- + To add curb extensions to address shorter crossing distances, improve sightlines, enhance the feeling of safety for people who walk, and slow traffic at 88 Street and 130 A Avenue
- + To add marked crosswalks at the intersection of 88 Street and 130 A Avenue to enhance the feeling of safety for people who walk

What we considered

Vision and guiding principles

Aligns with the following principles:

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

Technical requirements

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

City Policies and Programs

The design is informed by the following:

- + Safe Mobility Strategy - support initiatives to manage driver speeds and shortcutting to increase the safety of all road users

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

11. 87 Street between 127 Avenue and 130 Avenue

What we heard

- + Shortcutting and fast-moving vehicles are a concern on this roadway
- + Participants noted that this road may benefit being a one-way road

What we propose

- + To add stop signage for at 87 Street and 128 Avenue for north and southbound traffic to enhance the safety of people who walk
- + To add curb extensions to address shorter crossing distances, improve sightlines, enhance the feeling of safety for people who walk, and slow traffic at 87 Street and 128 Avenue (curb extension varies based on the bike facility option)

What we considered

Vision and guiding principles

Aligns with the following principles:

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

Technical requirements

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

- + Aligning intersections and crossings to be intuitive for all users and enhance sight lines for people walking and driving

City Policies and Programs

The design is informed by the following:

- + Safe Mobility Strategy - support initiatives to manage driver speeds and shortcutting to increase the safety of all road users
- + Access Design Guide - support access and use for people of all ages and abilities
- + Community Traffic Management Policy - support curb extensions to improve visibility by ensuring that parked cars maintain a distance from the intersection, reduce driver speeds, deter shortcutting and reduce the crossing distance for pedestrians. The marked crossings and rapid flashing beacons draw attention to pedestrian crossing locations.
- + Complete Streets Design and Construction Standards

12. The intersection of 89 Street and 130A Avenue

What we heard

- + Shortcutting and fast-moving vehicles are a concern on this roadway

What we propose

- + To maintain the existing one-way road

What we considered

Vision and guiding principles

Aligns with the following principles:

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

Technical requirements

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

City Policies and Programs

The design is informed by the following:

- + Safe Mobility Strategy - support initiatives to manage driver speeds and shortcutting to increase the safety of all road users
- + Complete Streets Design and Construction Standards

13. 130 Avenue between 93 Street and 90 Street**What we heard**

- + This Park is frequently used by people who walk in the neighbourhood
- + Shortcutting and fast-moving vehicles are a concern on this roadway
- + Community members believe traffic calming measures are appropriate for this roadway

What we propose

- + To add curb extensions to address shorter crossing distances, improve sightlines, enhance the feeling of safety for people who walk, and slow traffic at 90 Street and 130 Avenue
- + To reduce the curb radius at 93 Street and 130 Avenue to reduce the speed of people driving around the corner and enhance the feeling of safety for people who walk

What we considered*Vision and guiding principles*

Aligns with the following principles:

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

Technical requirements

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

City Policies and Programs

The design is informed by the following:

- + Safe Mobility Strategy - support initiatives to manage driver speeds and shortcutting to increase the safety of all road users
- + Access Design Guide - support access and use for people of all ages and abilities
- + Community Traffic Management Policy - support curb extensions to improve visibility by ensuring that parked cars maintain a distance from the intersection, reduce driver speeds, deter shortcutting and reduce the crossing distance for pedestrians. The marked crossings draw attention to pedestrian crossing locations.
- + Complete Streets Design and Construction Standards

Other Comments

What we heard

- + Some intersections feel unsafe for people who walk
- + Some residents are concerned with changes to traffic patterns
- + Community members noted some challenges with parking around major destinations (School and community hall)
- + Community members noted alleys would benefit from additional improvement

What we propose

- + To add traffic calming, marked crosswalk and rapid flashing beacons at intersections to enhance the feel of safety for people who walk
- + To design traffic calming to minimize impacts to parking while enhancing the safety of the roadway for all users
- + Alley renewal is conducted through a separate City program. For more information see the following https://www.edmonton.ca/transportation/on_your_streets/alley-renewal.aspx

What we considered

Vision and guiding principles

Aligns with the following principles:

- + To improve the safety of roadways for all users

- + Establish safe connections to destinations and amenities within the neighbourhood
- + Ensure infrastructure considers year-round use

Technical requirements

- + Traffic calming will be designed to minimize impacts on parking and turning movements, slow traffic and accommodate emergency services and drainage
- + Working around existing underground and above ground utilities
- + Aligning intersections and crossings to be intuitive for all users and enhance sight lines for people walking and driving

City Policies and Programs

The design is informed by the following:

- + Safe Mobility Strategy - support initiatives to manage driver speeds and shortcutting to increase the safety of all road users
- + Access Design Guide - support access and use for people of all ages and abilities
- + Community Traffic Management Policy - support curb extensions to improve visibility by ensuring that parked cars maintain a distance from the intersection, reduce driver speeds, deter shortcutting and reduce the crossing distance for pedestrians. The marked crossings draw attention to pedestrian crossing locations.
- + Complete Streets Design and Construction Standards

Where we are NOT proposing traffic calming

The following table provides a listing of the locations that will not receive traffic calming measures as well as a summary of participant feedback and project team considerations and technical review.

14. 132 Avenue between 97 Street and 82 Street

What we heard	What we considered
<ul style="list-style-type: none"> + Shortcutting and fast-moving vehicles are a concern on this roadway, particularly during the evening 	<ul style="list-style-type: none"> + No changes are being proposed to 132 Avenue as a part of this project. This roadway is out of the project scope for Neighbourhood Renewal but will be undergoing Collector Renewal in the near future. For more information see edmonton.ca/132Avenue

15. Alley between 85 Street and 86 Street

What we heard	What we considered
<ul style="list-style-type: none"> + Participants noted that Improvements to lighting would help enhance the feeling of safety 	<ul style="list-style-type: none"> + No changes are being proposed for alley lighting as a part of this project. Alley renewal is conducted through a separate City program. For more information see the following https://www.edmonton.ca/transportation/on_your_streets/alley-renewal.aspx

16. Killarney Park 1

What we heard	What we considered
<ul style="list-style-type: none"> + Shortcutting and fast-moving vehicles are a concern on this roadway, particularly during the evening 	<ul style="list-style-type: none"> + No changes are being proposed to 132 Avenue as a part of this project. This roadway is out of the project scope for Neighbourhood Renewal but will be undergoing Collector Renewal in the near future. For more information see edmonton.ca/132Avenue

Traffic calming measures we ARE considering

Participants were asked to rate their level of comfort with different types of potential traffic calming measures. The following provides a summary of what participants shared related to traffic measures that ARE being proposed.



Curb Extension

A curb extension extends the sidewalk into the parking lane to narrow the roadway and provide additional space for people who walk. They are typically installed at key locations either at the corners of an intersection or mid-block.



What we heard

- + Community members see this option as a balance for people who walk and people who drive

What we propose

- + To add curb extensions to enhance the feeling of safety for people who walk at the following locations:
 - + 95A Street and 129B Avenue;
 - + 94A Street and 129B Avenue;
 - + 93 Street and 129B Avenue;

- + Community members are concerned with impacts to parking
- + Community members are concerned with traffic movement and snow clearing
- + 92 Street and 128 A Avenue;
- + 91 Street and 131 Avenue;
- + 88 Street and 130A Avenue;
- + 87 Street and 131A Avenue;
- + 86 Street and 130 Avenue;
- + Multiple locations along 90 Street depending on the bike facility option;
- + Multiple locations along 128 Avenue depending on the bike facility option

Vision and guiding principles

Aligns with the following principles:

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

Technical requirements

- + Curb extensions will be designed to minimize impacts on parking and turning movements, slow traffic and accommodate emergency services and drainage
- + Working around existing underground and above ground utilities
- + Aligning intersections and crossings to be intuitive for all users and enhance sight lines for people walking and driving

City Policies and Programs

The design is informed by the following:

- + Safe Mobility Strategy - support initiatives to manage driver speeds and shortcutting to increase the safety of all road users
- + Access Design Guide - support access and use for people of all ages and abilities
- + Community Traffic Management Policy - support curb extensions to improve visibility by ensuring that parked cars maintain a distance from the intersection, reduce driver speeds, deter shortcutting and reduce the crossing distance for pedestrians. The marked crossings draw attention to pedestrian crossing locations.
- + Complete Streets Design and Construction Standards

Road Closure

A road closure is a barrier placed across a street that completely closes the street to through traffic. A road closure usually provides open space for people who walk and bike.



What we heard

- + Participants noted a low level of support for this traffic calming measure
- + Community members noted that this measure might improve safety on the roads
- + Residents are concerned about the impact to traffic on other roads

What we propose

- + To close a road along 91 Street between the existing 129B Avenue Roadway Green and Mee-Yah-Noh School Park to increase the useable space of the Park and slow traffic

Vision and guiding principles

Aligns with the following principles:

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

Technical requirements

- + Road closure will facilitate traffic movement along 91 Street and 129B Avenue more efficiently
- + Road closure will mitigate right-of-way confusion

City Policies and Programs

The design is informed by the following:

- + Safe Mobility Strategy and Community Traffic Management Policy - support initiatives to manage driver speeds and shortcutting to increase the safety of all road users
- + Complete Streets Design and Construction Standards

Traffic calming measures we ARE NOT considering

Participants were asked to rate their level of comfort with different types of potential traffic calming measures. The following provides a summary of what participants shared related to traffic measures that are NOT being proposed.

One Way

Half closures are barriers that block travel in one direction (creates a one-way street) for a short distance on otherwise two-way streets.

What we heard

- + Losing on-street parking was a concern for community members
- + Some participants did not identify any benefit of this measure in Killarney
- + Participants suggested this measure would allow for wider sidewalks, higher curbs and may increase the safety of the street

What we propose

- + One way streets are not proposed at any location within Killarney (except where they already exist along
 - + 89 Street between 130A Avenue and 131A Avenue
 - + 131A Avenue between 89 Street and 88 Street
 - + 88 Street between 131A Avenue and 132 Avenue

Raised Median

A raised median is a raised island located along the centerline of a street that prevents traffic from turning left.



What we heard

- + Participants suggested the multimodal corridors could benefit from a raised median

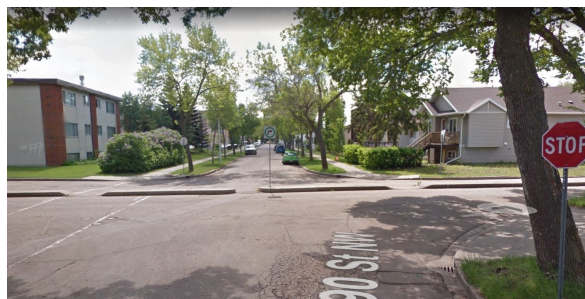
What we propose

- + Raised medians are not proposed at any location within Killarney

- + Community members are concerned that driving distance will increase
- + Community members suggested this measure may be a good option for through roads, such as 90 Street

Raised Median Intersection

A raised median through an intersection blocks the left-turn movement from all intersection approaches and the through movement from the cross street.



What we heard

- + Respondents noted this measure might be beneficial near schools
- + Participants were concerned with the impacts to left hand turning and straight through traffic.
- + Community members noted concerns to emergency vehicles

What we propose

- + Raised medians through an intersection are not proposed at any location within Killarney

Diagonal Diverter

A diagonal diverter is a permanent barrier placed diagonally across a four-legged intersection that blocks through traffic.



What we heard

- + Residents noted concerns to the movement of people who walk and people who drive
- + Confusion was a concern identified by residents

What we propose

- + Diagonal diverters are not proposed at any location within Killarney

Right in/Right Out Island

A right-in/right-out island is a raised island that forces the right-turn movement in and out of a street.



What we heard

- + Participants noted a low level of support for this traffic calming measure

What we propose

- + Right-in/right-out islands are not proposed at any location within Killarney

Mini-Roundabout

A mini-roundabout is a raised island placed in the centre of an intersection around which traffic circulates in one direction.



What we heard

- + Participants noted a low level of support for this traffic calming measure

What we propose

- + Mini-roundabouts are not proposed at any location within Killarney

Chicanes

A chicane is a series of curb extensions on alternating sides of the roadway, narrowing the roadway and requiring people who drive to steer from one side of the roadway to the other to travel through.



What we heard

- + Snow removal was a concern identified by participants
- + Respondents were concerned with impacts to traffic movement
- + Community members are concerned with impacts to parking

What we propose

- + Chicanes are not proposed at any location within Killarney

Raised Intersections

A raised intersection is a flat raised area covering an entire intersection with ramps on all approaches and may include brick or other textured materials on the flat section and ramps.



What we heard

- + Participants noted a low level of support for this traffic calming measure
- + Snow removal was a concern identified by participants

What we propose

- + Raised intersections are not proposed at any location within Killarney

Speed Hump

A speed hump is a rounded raised area of pavement used to reduce travel speeds.



What we heard

- + Community members suggested this measure would only be suitable on some roadways
- + Respondents noted the impacts outweigh the benefits
- + Snow removal was a concern identified by participants
- + Participants suggested this measure may be beneficial around school areas

What we propose

- + Speed humps are not proposed at any location within Killarney

Raised Crosswalk

A raised crosswalk is a marked crosswalk at an intersection which is constructed higher than the roadway surface.



What we heard

- + Participants were supportive of this traffic calming measure
- + Community members are concerned with the impacts to people who bike and walk

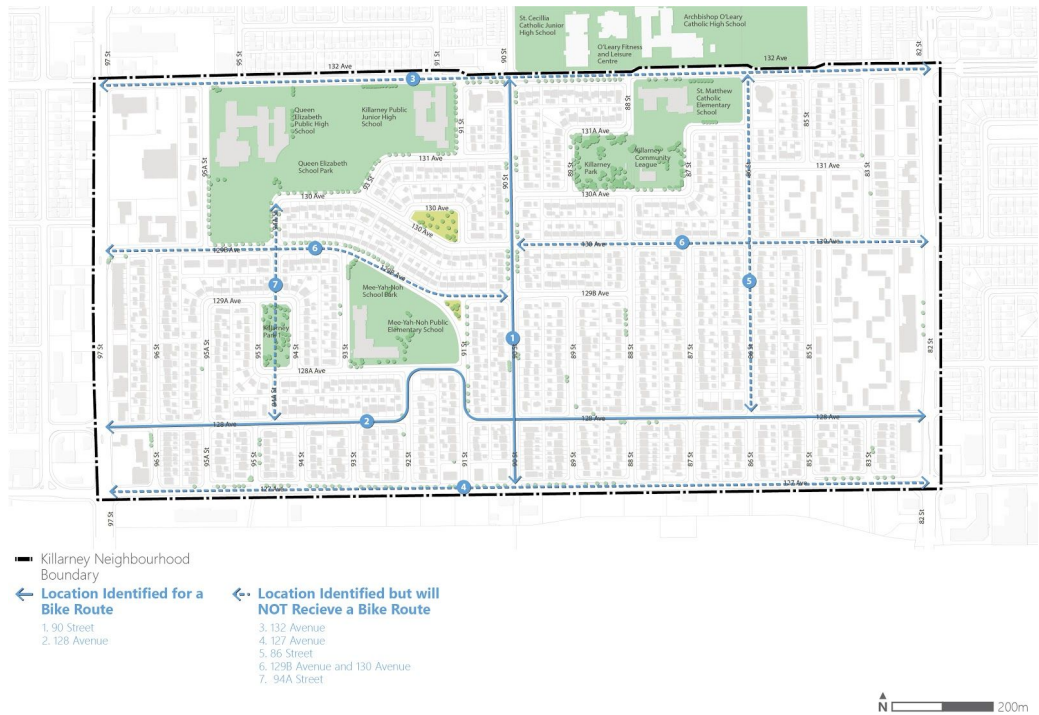
What we propose

- + Raised crosswalks are not proposed at any location within Killarney

What we heard, what we considered and what we are proposing for biking

Bike route priorities

Based on what we've heard during our public engagement in Killarney, as well as a technical and policy review completed by the project team, several locations within Killarney would be well served to incorporate bike routes. Participants were presented a map showing potential bike route locations. They were asked to identify if any other locations would benefit from a potential bike route.



Where we ARE proposing bike routes

The following table provides a listing of the proposed bike routes as well as a summary of participant feedback and project team considerations and technical review.

1. 90 Street between 127 Avenue and 132 Avenue

What we heard

- + Participants indicated a high level of support for 90 Street as a bike route
- + Community members are interested in bike facilities that can provide benefits to all roadway users, including those who walk, bike, and drive
- + Residents value on-street parking
- + The community identified their preference for bike facilities that have minimal impacts on traffic flow

What we propose

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

What we considered

Vision and guiding principles

Aligns with the following principles:

- + To improve the safety of roadways for all users
- + Establish safe connections to destinations and amenities within the neighbourhood
- + Improve the safety of roadways for all users including people who walk, bike and drive
- + Generate viable options for residents to walk, bike and drive
- + Ensure infrastructure considers year-round use.

Technical requirements

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

City Policies and Programs

The design is informed by the following:

- + Safe Mobility Strategy and Community Traffic Management Policy - support bike routes and facilities that reduce the instances of traffic fatalities and injury
- + Access Design Guide - support access and use for people of all ages and abilities
- + Edmonton Bike Plan - support the vision of a connected city by providing options to help people feel safe and comfortable riding their bikes
- + Active Transportation Policy - strategic improvements to support active transportation

2. 128 Avenue between 82 Street and 91 Street, 91 Street between 128 Avenue and 128A Avenue, 128A Avenue between 91 Street and 92 Street, 92 Street between 128 Avenue and 128A Avenue, and 128 Avenue between 92 Street and 97 Street

What we heard

- + Community members are interested in bike facilities that can provide benefits to all roadway users, including those who can walk, bike, and drive
- + Residents value on-street parking
- + The community identified their preference for bike facilities that have minimal impacts on traffic flow
- + Participants indicated a high level of support for 128 Avenue as a bike route
- + Community members are concerned with higher traffic volumes on this roadway

What we propose

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

What we considered

Vision and guiding principles

Aligns with the following principles:

- + To improve the safety of roadways for all users
- + Establish safe connections to destinations and amenities within the neighbourhood

- + Improve the safety of roadways for all users including people who walk, bike and drive
- + Generate viable options for residents to walk, bike, and drive
- + Ensure infrastructure considers year-round use.

Technical requirements

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

City Policies and Programs

The design is informed by the following:

- + Safe Mobility Strategy and Community Traffic Management Policy - support bike routes and facilities that reduce the instances of traffic fatalities and injury
- + Access Design Guide - support access and use for people of all ages and abilities
- + Edmonton Bike Plan - support the vision of a connected city by providing options to help people feel safe and comfortable riding their bikes
- + Active Transportation Policy - strategic improvements to support active transportation

Where we are NOT proposing bike routes

The following table provides a listing of the locations that will not receive a bike route as well as a summary of participant feedback and project team considerations and technical review.

3. 132 Avenue between 97 Street and 82 Street

What we heard	What we propose
<ul style="list-style-type: none"> + Participants noted some support for a future bike route along this roadway 	<ul style="list-style-type: none"> + No bike routes are being proposed for 132 Avenue. This roadway is out of the project scope for Neighbourhood Renewal but will be undergoing Collector Renewal in the near future. For more information see edmonton.ca/132Avenue

4. 127 Avenue between 92 Street and 82 Street

What we heard

- + Participants noted a low level of support for a bike route along this roadway

What we propose

- + No bike routes are being proposed for 127 Avenue. This roadway is out of the project scope for Neighbourhood Renewal

5. 86 Street between 128 and 132 Avenue

What we heard

- + Participants noted some support for a future bike route along this roadway

What we propose

- + No bike routes are being proposed for 86 Street
- + Bike routes should provide opportunities for future connections to other neighbourhoods. A bike route along 86 Street does not provide connections to roadways in other neighbourhoods

6. 129B Avenue between 90 Street and 97 Street, and 130 Avenue between 82 Street and 90 Street

What we heard

- + Participants noted some support for a future bike route along this roadway

What we propose

- + No bike routes are being proposed for 129B Avenue or 130 Avenue
- + Existing bike facilities in the surrounding neighbourhoods of Lauderdale and Balwin existing on roadways south of 129B Avenue and 130 Avenue. In order to facilitate better connections to these existing facilities, 128 Avenue will be selected

7. 94A Street between 128 and 130 Avenue

What we heard

- + Participants noted some support for a future bike route along this roadway

What we propose

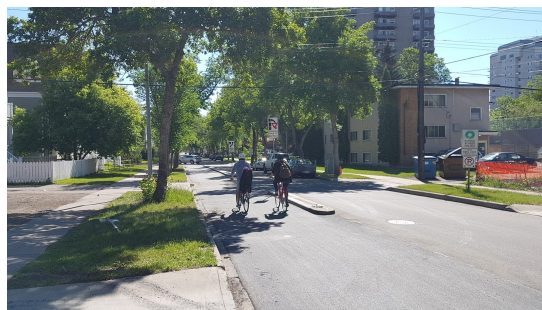
- + No bike routes are being proposed for 94A Street
- + Bike routes should provide opportunities for future connections to other neighbourhoods. A bike route along 86 Street does not provide connections to roadways in other neighbourhoods

Bike facilities

Participants were asked to rate their level of comfort with different types of potential biking facilities. The following provides a summary of what participants shared related to bike facilities.

Protected Bike Lanes

Protected bike lanes are on-street bike facilities separated from moving and parked cars by a physical barrier.



What we heard

- + Community members are concerned with the loss of parking
- + Participants indicated that bikes should be separate from the sidewalk
- + Community members are concerned with the impacts on traffic movement
- + Participants noted some support for this bike facility option

Shared Pathway

Shared pathways are for many activities and can be used by people who bike, run, walk and more. Some sidewalks will be reconstructed as shared pathways.



What we heard

- + Participants indicated they are most comfortable with a shared pathway
- + Community members support the option as it provides more space for people who walk and bike
- + Respondents noted concerns on the impacts to the width of the road
- + Participants support this bike facility because it reduces conflicts between people who bike and people who drive
- + Respondents are concerned with snow clearance

Shared Road with Traffic Calming

Shared roads use painted markings called “sharrows” or other signage to remind people who bike and people who drive to share the same travel lane. Shared roads can be complemented with traffic calming measures to slow traffic speeds.

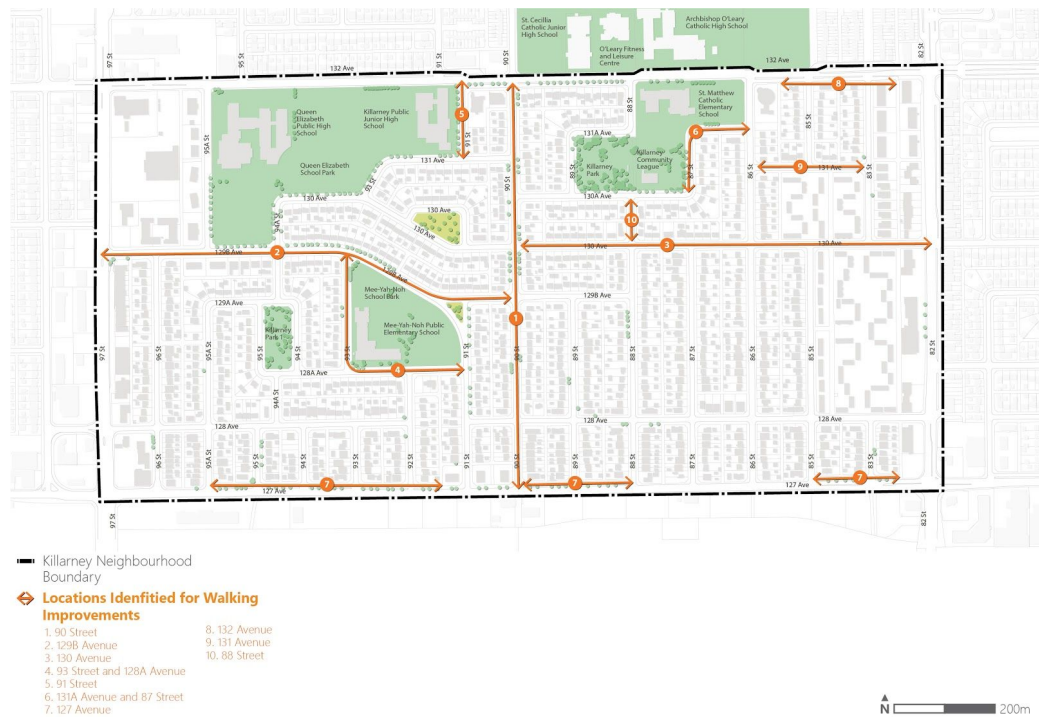


What we heard

- + Respondents indicated they prefer not to mix people who walk and people who bike
- + Community members believe this option is more suitable for roads with low traffic volumes
- + Participants are concerned with the safety of users and noted this option is not family-friendly
- + Respondents are concerned with snow clearance

What we heard, what we considered and what we are proposing for walking

Based on what we've heard during our public engagement in Killarney, as well as a technical and policy review completed by the project team, several locations within Killarney would be well served to incorporate enhanced walking connections. Participants were presented a map showing walking connections. They were asked to identify if any other locations require enhanced walking connections.



Where we ARE proposing improvements for walking

The following table provides a listing of the proposed changes to sidewalks and pathways as well as a summary of participant feedback and project team considerations and technical review.



1. 90 Street between 129 Avenue and 132 Avenue

What we heard

- + Participants were supportive of improving sidewalks along 90 Street

What we propose

- + To renew existing sidewalks along 90 Street

What we considered

Vision and guiding principles

Aligns with the following principles:

- + To improve the safety of roadways for all users
- + Establish safe connections to destinations and amenities within the neighbourhood
- + Improve the safety of roadways for all users including people who walk, bike and drive
- + Generate viable options for residents to walk, bike and drive
- + Ensure infrastructure considers year-round use.

Technical requirements

- + Working around existing trees/landscaping along properties and underground and above ground utilities

City Policies and Programs

The design is informed by the following:

- + Active Transportation Policy - improve and support active transportation
- + Access Design Guide - support access and use for people of all ages and abilities
- + Complete Streets Design and Construction Standards

2. 129B Avenue between 97 Street and 90 Street**What we heard**

- + Participants were supportive of improving sidewalks along 129B Avenue between 97 Street and 90 Street

What we propose

- + To widen existing sidewalks along the north and south side of 129B Avenue to enhance connections and the feeling of comfort for people who walk

What we considered*Vision and guiding principles*

Aligns with the following principles:

- + To improve the safety of roadways for all users
- + Establish safe connections to destinations and amenities within the neighbourhood
- + Improve the safety of roadways for all users including people who walk, bike and drive
- + Generate viable options for residents to walk, bike and drive
- + Ensure infrastructure considers year-round use.

Technical requirements

- + Working around existing trees/landscaping along properties and underground and above ground utilities
- + Where feasible, wider sidewalks (to align with Complete Streets Design and Construction Standards) will be constructed. Wider sidewalks will help provide a safer and more comfortable space for people along high pedestrian routes

City Policies and Programs

The design is informed by the following:

- + Active Transportation Policy - improve and support active transportation
- + Access Design Guide - support access and use for people of all ages and abilities
- + Complete Streets Design and Construction Standards

3. 130 Avenue between 90 Street and 82 Street

What we heard

- + Participants were supportive of improving sidewalks along 130 Avenue between 90 Street and 82 Street

What we propose

- + To widen existing sidewalks along the north and south side of 130 Avenue to enhance connections and the feeling of comfort for people who wal

What we considered

Vision and guiding principles

Aligns with the following principles:

- + To improve the safety of roadways for all users
- + Establish safe connections to destinations and amenities within the neighbourhood
- + Improve the safety of roadways for all users including people who walk, bike and drive
- + Generate viable options for residents to walk, bike and drive
- + Ensure infrastructure considers year-round use

Technical requirements

- + Working around existing trees/landscaping along properties and underground and above ground utilities
- + Where feasible, wider sidewalks (to align with Complete Streets Design and Construction Standards) will be constructed. Wider sidewalks will help provide a safer and more comfortable space for people along high pedestrian routes

City Policies and Programs

The design is informed by the following:

- + Active Transportation Policy - improve and support active transportation
- + Access Design Guide - support access and use for people of all ages and abilities
- + Complete Streets Design and Construction Standards

4. 93 Street between 129B Avenue and 128A Avenue, 128A Avenue between 93 Street and 91 Street & 91 Street between 131 Avenue and 132 Avenue & 131A Avenue between 87 Street and 86 Street, 87 Street between 130A Avenue and 131A Avenue

What we heard

- + Participants noted there are challenges for people who walk and for dropping off students during the winter

What we propose

- + To widen the existing sidewalk along the west side of 91 Street between 131 Avenue and 132 Avenue to create a safe place for buses to drop off students in front of Killarney School
- + To widen the existing sidewalk along the north side of 128A Avenue from 93 Street to 92 Street to create a safe place for buses to drop off students in front of Mee-Yah-Noh School
- + To widen the existing sidewalk to create a safe place for buses to drop off students behind St. Matthew Catholic Elementary School along the following locations:
 - + 86 Street, between 131A Avenue and 132 Avenue;
 - + 131A Avenue between 87 Street and 86 Street;
 - + 87 Street, between the access to Killarney Park and 131A Avenue.

What we considered

Vision and guiding principles

Aligns with the following principles:

- + To improve the safety of roadways for all users
- + Establish safe connections to destinations and amenities within the neighbourhood
- + Improve the safety of roadways for all users including people who walk, bike and drive
- + Generate viable options for residents to walk, bike and drive
- + Ensure infrastructure considers year-round use

Technical requirements

- + Working around existing trees/landscaping along properties and underground and above ground utilities
- + Where feasible, wider sidewalks to align with Complete Streets Design and Construction Standards) will be constructed. Wider sidewalks will help provide a safer and more comfortable space for people along high pedestrian routes along school site

City Policies and Programs

The design is informed by the following:

- + Active Transportation Policy - improve and support active transportation
- + Access Design Guide - support access and use for people of all ages and abilities
- + Complete Streets Design and Construction Standards

5. 127 Avenue between 90 Street to 82 Street

What we heard

- + Participants identified that new sidewalks are beneficial for accessibility
- + Respondents identified that there are sidewalks along the south side of 127 Avenue and sidewalks on the north side may not be necessary

What we propose

- + To add new sidewalks along the north side of the service road on 127 Avenue at the following locations:
 - + 95A Street to the alley east of 92 Street;
 - + 90 Street to 88 Street;
 - + 85 Street to the alley east of 83 Street
 - + 87 Street, between the access to Killarney Park and 131A Avenue.

What we considered

Vision and guiding principles

Aligns with the following principles:

- + To improve the safety of roadways for all users
- + Establish safe connections to destinations and amenities within the neighbourhood
- + Improve the safety of roadways for all users including people who walk, bike and drive
- + Generate viable options for residents to walk, bike and drive

- + Ensure infrastructure considers year-round use

Technical requirements

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

City Policies and Programs

The design is informed by the following:

- + Active Transportation Policy - improve and support active transportation
- + Access Design Guide - support access and use for people of all ages and abilities
- + Complete Streets Design and Construction Standards
- + The Neighbourhood Renewal Program funds the construction of new sidewalks. This portion is not cost-shared with property owners

6. 132 Avenue between 90 Street to 82 Street

What we heard

- + Participants identified that new sidewalks are beneficial for accessibility

What we propose

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

What we considered

Vision and guiding principles

Aligns with the following principles:

- + To improve the safety of roadways for all users
- + Establish safe connections to destinations and amenities within the neighbourhood
- + Improve the safety of roadways for all users including people who walk, bike and drive
- + Generate viable options for residents to walk, bike and drive
- + Ensure infrastructure considers year-round use

Technical requirements

- + Working around existing trees/landscaping along properties and underground and above ground utilities

- + Where feasible, new sidewalks (to align with Complete Streets Design and Construction Standards) will be constructed. Sidewalks provide a separate space for people who walk and people who drive

City Policies and Programs

The design is informed by the following:

- + Active Transportation Policy - improve and support active transportation
- + Access Design Guide - support access and use for people of all ages and abilities
- + Complete Streets Design and Construction Standards
- + The Neighbourhood Renewal Program funds the construction of new sidewalks. This portion is not cost-shared with property owners

7. 131 Avenue between 83 Street and 86 Street

What we heard

- + Respondents identified poor sidewalk conditions along this roadway

What we propose

- + To widen the existing sidewalk along the south side of 131 Avenue from 86 Street to 83 Street to enhance connections

What we considered

Vision and guiding principles

Aligns with the following principles:

- + To improve the safety of roadways for all users
- + Establish safe connections to destinations and amenities within the neighbourhood
- + Improve the safety of roadways for all users including people who walk, bike and drive
- + Generate viable options for residents to walk, bike and drive
- + Ensure infrastructure considers year-round use

Technical requirements

- + Working around existing trees/landscaping along properties and underground and above ground utilities
- + Where feasible, wider sidewalks (to align with Complete Streets Design and Construction Standards) will be constructed. Wider sidewalks will help provide a safer and more comfortable space for people along high pedestrian routes

City Policies and Programs

The design is informed by the following:

- + Active Transportation Policy - improve and support active transportation
- + Access Design Guide - support access and use for people of all ages and abilities
- + Complete Streets Design and Construction Standards

8. 88 Street between 130 Avenue and 130A Avenue

What we heard

- + Community members noted that this roadway is frequently used by people who walk

What we propose

- + To widen the existing sidewalk along both sides of 88 Street from 130 Avenue to 130A Avenue to enhance connections and the feeling of comfort for people who walk
- + To widen the existing sidewalk along the east side of 88 Street between 131A Avenue and 132 Avenue to enhance connections and the feeling of comfort for people who walk

What we considered

Vision and guiding principles

Aligns with the following principles:

- + To improve the safety of roadways for all users
- + Establish safe connections to destinations and amenities within the neighbourhood
- + Improve the safety of roadways for all users including people who walk, bike and drive
- + Generate viable options for residents to walk, bike and drive
- + Ensure infrastructure considers year-round use

Technical requirements

- + Working around existing trees/landscaping along properties and underground and above ground utilities
- + Where feasible, wider sidewalks (to align with Complete Streets Design and Construction Standards) will be constructed. Wider sidewalks will help provide a safer and more comfortable space for people along high pedestrian routes

City Policies and Programs

The design is informed by the following:

- + Active Transportation Policy - improve and support active transportation
- + Access Design Guide - support access and use for people of all ages and abilities
- + Complete Streets Design and Construction Standards

9. Other Areas

What we heard

- + Community members are concerned with drainage issues along certain roads that lead to slipping hazards in the winter
- + Participants noted concerns with snow clearing
- + Community members wanted to know if all the sidewalks would be renewed in Killarney
- + Respondents shared that connections to Parks are important to them
- + Respondents noted concerns with vehicles parking on sidewalks
- + Community members identified concerns with narrow sidewalks throughout the neighbourhood, creating challenges for people who walk and people who bike

What we propose

- + To renew all existing sidewalks within the project limits if property owners decide to proceed with the Local Improvement tax levy

What we considered

Vision and guiding principles

Aligns with the following principles:

- + To improve the safety of roadways for all users
- + Establish safe connections to destinations and amenities within the neighbourhood
- + Improve the safety of roadways for all users including people who walk, bike and drive
- + Generate viable options for residents to walk, bike and drive

- + Ensure infrastructure considers year-round use

Technical requirements

- + Working around existing trees/landscaping along properties and underground and above ground utilities

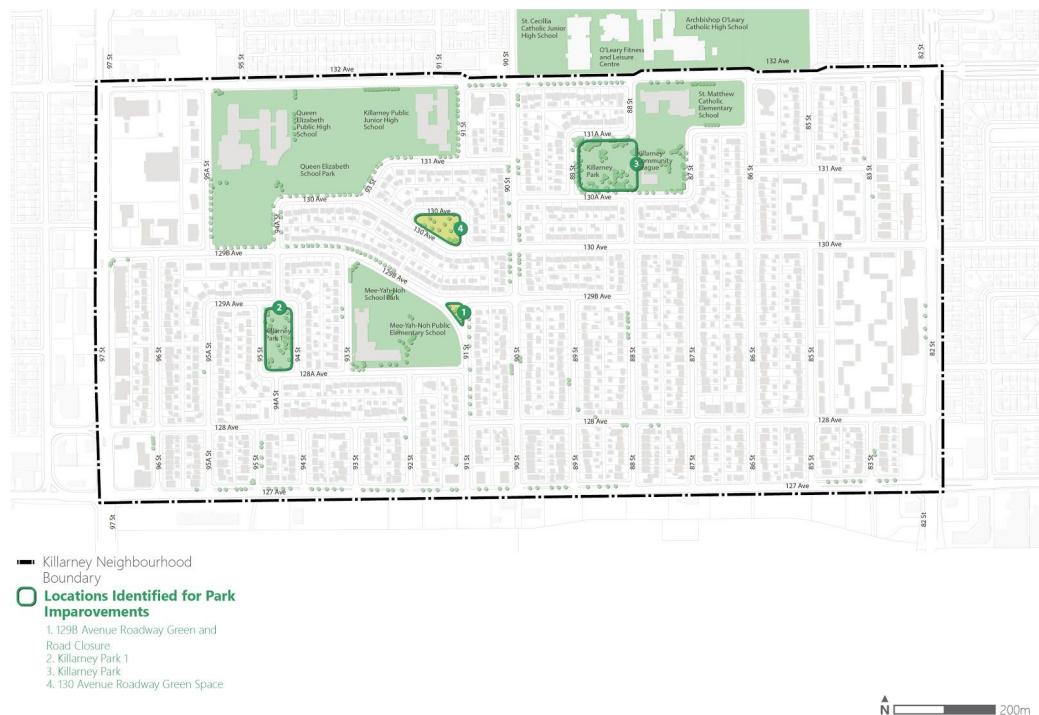
City Policies and Programs

The design is informed by the following:

- + Active Transportation Policy - improve and support active transportation
- + Access Design Guide - support access and use for people of all ages and abilities
- + Complete Streets Design and Construction Standards

What we heard, what we considered and what we are proposing for parks and open spaces

Based on what we've heard during our public engagement in Killarney, as well as a technical and policy review completed by the project team, several locations within Killarney would be well served to incorporate park and open space improvements. Participants were presented a map showing existing parks and open spaces. They were asked to identify if any other locations required improvements.



Where we ARE proposing improvements to parks and open spaces

The following table provides a listing of each park and open space as well as the proposed amenities to be added to this location as well as a summary of participant feedback and project team considerations and technical review.

1. 129B Avenue Roadway Green Space

What we heard

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

What we propose

- + To close a road along 91 Street between the existing 129B Avenue Roadway Green and Mee-Yah-Noh School Park to increase the useable space of the Park
- + To add new pathways through the Park to make it easier for people who walk to move around the Park
- + To install waste receptacles, benches and pedestrian-oriented lighting to improve user comfort and safety
- + To add new landscaping to enhance the attractiveness and beauty of the Park for users
- + To add a corner plaza as a place where neighbours can meet and get to know one another

What we considered

Vision and guiding principles

Aligns with the following principles:

- + Create opportunities for residents to gather with friends, family and each other to build a sense of community and maintain the friendliness of the neighbourhood.
- + Ensure parks and open spaces are welcoming, safe and provide a range of opportunities for all ages.
- + Ensure infrastructure considers year-round use

Technical requirements

- + Working around existing underground and above ground utilities
- + Working around existing trees and landscaping
- + The design is informed by and will support landscaping design standards
- + New landscaping will consider sight lines and maintain visibility
- + Design is being proposed to change geometry of intersection to improve safety and have people come to a full stop
- + The design of the park increases the amount of park space

City Policies and Programs

The design is informed by the following:

- + Safe Mobility Strategy - support initiatives to manage driver speeds and shortcutting to increase the safety of all road users
- + Access Design Guide - to support access and use for people of all ages and abilities
- + BREATHE - Green Network Strategy - to promote an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
- + Corporate Tree Policy - reducing impacts to trees
- + Design and Construction Standards Volume 5 - Landscaping

2. Killarney Park 1

What we heard

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

What we propose

- + To add new pathways to make it easier for people who walk to move around the Park
- + To add new sidewalks on the north and south side of the Park to make it easier for people who walk to access the Park
- + To add 3 new plazas to encourage neighbours to gather and meet one another and to provide a place for children to play
- + To install waste receptacles, benches and pedestrian-oriented lighting along the pathways to enhance user comfort and safety

What we considered

Vision and guiding principles

Aligns with the following principles:

- + Create opportunities for residents to gather with friends, family and each other to build a sense of community and maintain the friendliness of the neighbourhood.
- + Ensure parks and open spaces are welcoming, safe and provide a range of opportunities for all ages.
- + Ensure infrastructure considers year-round use

Technical requirements

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

City Policies and Programs

The design is informed by the following:

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

3. Killarney Park

What we heard

- + Participants noted concerns with regular Park maintenance
- + Community members and students use this Park frequently
- + Some participants would like to see new amenities added to the Park

What we propose

- + To add a new east to west diagonal pathway making it easier for people who walk to move around the Park
- + To widen the existing north to south pathway
- + To install new waste receptacles, benches and pedestrian-oriented lighting along the pathways to enhance user comfort and safety

- + Community members want to feel safe and comfortable in this Park
- + To widen the existing sidewalk around the perimeter of the Park to enhance connections and comfort for people who walk
- + To add a central focal point and gathering space for neighbours to meet and get to know one another
- + To relocate the existing Killarney Park sign to align with the proposed central focal point and gathering space

What we considered

Vision and guiding principles

Aligns with the following principles:

- + Create opportunities for residents to gather with friends, family and each other to build a sense of community and maintain the friendliness of the neighbourhood.
- + Ensure parks and open spaces are welcoming, safe and provide a range of opportunities for all ages.
- + Ensure infrastructure considers year-round use

Technical requirements

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

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4. 130 Avenue Roadway Green Space

What we heard

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

What we propose

- + To renew the existing sidewalk on the south side of the Park to make it easier for people who walk to access the Park.
- + To add a new plaza to encourage neighbours to gather and meet one another
- + To install waste receptacles and benches to enhance user safety and comfort

What we considered

Vision and guiding principles

Aligns with the following principles:

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

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Next steps

The project team reviewed all the feedback provided during the **EXPLORING OPTIONS AND TRADEOFFS** phase. This feedback was considered, along with City policies and programs and technical requirements to create a draft design for the **COMMUNITY FEEDBACK ON DRAFT DESIGN** stage of the Killarney Neighbourhood Renewal process.

In the **COMMUNITY FEEDBACK ON DRAFT DESIGN** stage, we will ask you to share your feedback on the draft design, what works and what might be improved. The feedback gathered during the **DRAFT DESIGN** stage, along with technical information and City policy will inform the final design.

For more information regarding the Killarney Neighbourhood Renewal, upcoming public engagement events and to subscribe for project updates, please visit edmonton.ca/BuildingKillarney.

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 roads, 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.your neighbourhood.

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