



TRAILS AND SIDEWALK MASTER PLAN

Phase 3A What We Heard Report

September 2020

Communications and Engineering Departments

INTRODUCTION

On August 26, 2020 City of Lloydminster Administration hosted a virtual stakeholder workshop regarding the Trails and Sidewalk Master Plan. During this workshop, the project team shared with participants project information and gathered feedback to confirm and refine the Project Vision and identified connection issues and opportunities in the current network.

The virtual workshop consisted of both group discussion and small breakout rooms where participants could discuss ask questions and provide feedback directly to the project team. Seven total participants joined the project team, with five participants attending the 12 to 1:15 p.m. workshop and two participants joined during the 6 to 7:15 p.m. workshop

Feedback gathered from these workshops will help refine and finalize the project vision, to identify gaps and provide further local knowledge in the current network assessment. The feedback received is summarized below.

PROJECT VISION

We asked participants to take a moment to read the draft Project Vision. We then asked participants to let us know what they liked about the draft Project Vision, what they would change, and what they didn't like.

Draft Project Vision

The Trails and Sidewalk Master Plan improves the existing network by:

- improving access and ease of use though increasing connectivity through the existing network
- creating a safe and welcoming space for users of all ages and abilities to enjoy the natural environment
- encouraging active modes of transportation, physical activity and outdoor recreation

What We Heard:

Likes:

- Includes considerations for safety, increasing connectivity, welcoming and inclusive for all ages and abilities
- Safety could include improving lighting to make people feel safer while utilizing the network, particularly in older neighbourhoods with poor lighting, and is a component of user experience
- Includes active transportation
- Connection and wayfinding are very important to improve with the existing network

Changes:

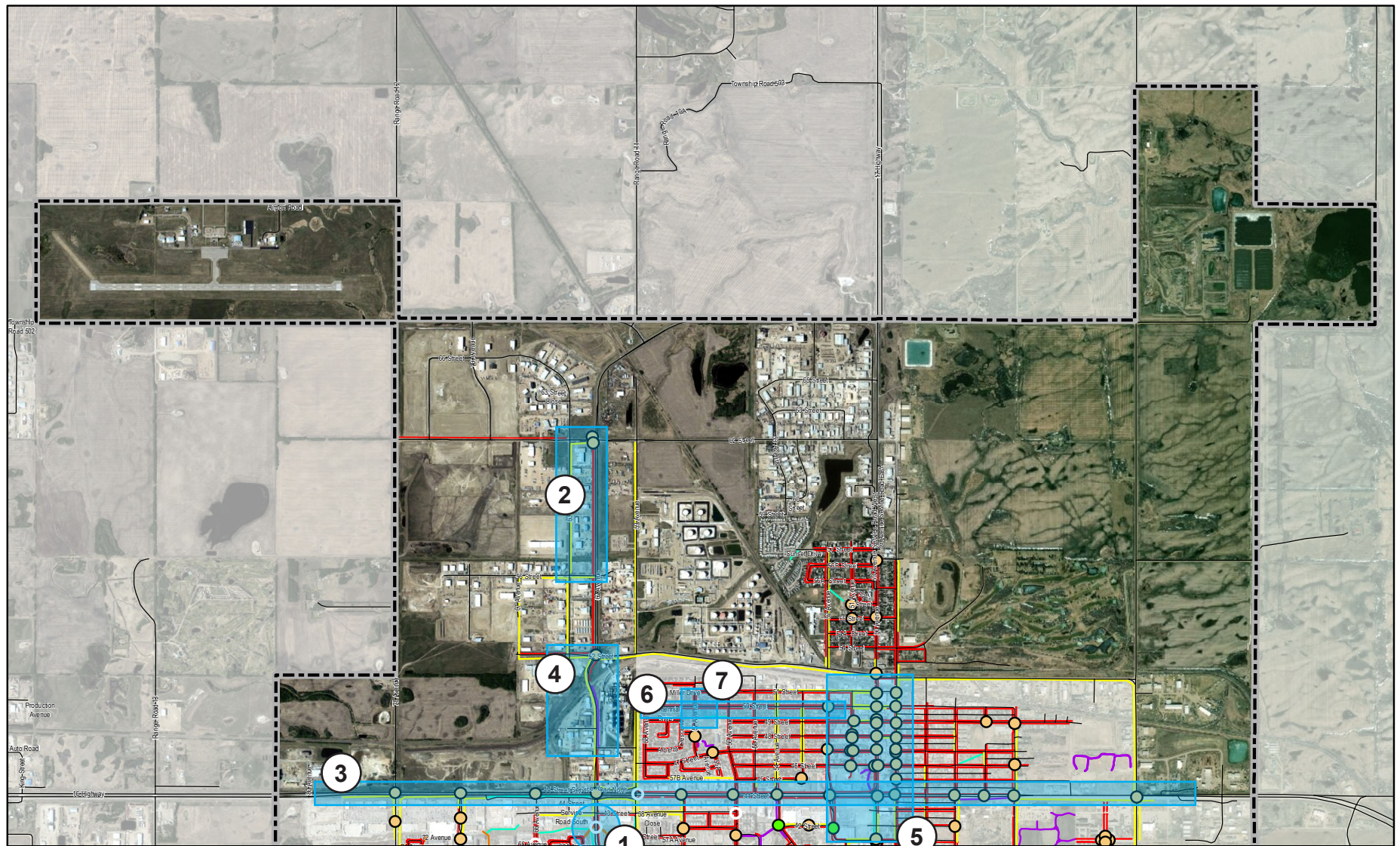
- Consideration for integrating new technologies and existing applications to improve the user experience and wayfinding signage
- Needs to consider greater connectivity to the surrounding network outside of the city, and all areas of the city need to benefit
- Needs to be forward thinking, not just about improving the existing network, but how to expand in future development
- Maintenance of the path and the surroundings (trees) is important to consider

Dislikes:

- If changes are made, there are no large dislikes

Gaps Assessment

We categorized the city into four distinct quadrants; North, Central, South East, and South West. From there, participants were asked participants to provide input on what gaps, ideas and opportunities we may have missed in our initial assessment of the network.



1:37,000



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- City Boundary
- Sidewalk
- Multiuse Path
- Natural Path
- Trail
- Gaps Assessment
- Roads
- RRFB Crosswalks
- Other Crosswalks
- Missing Crosswalks



TRAILS AND SIDEWALKS MASTER PLAN

MAP X: GAPS ASSESSMENT
NORTH

North

Map Comments

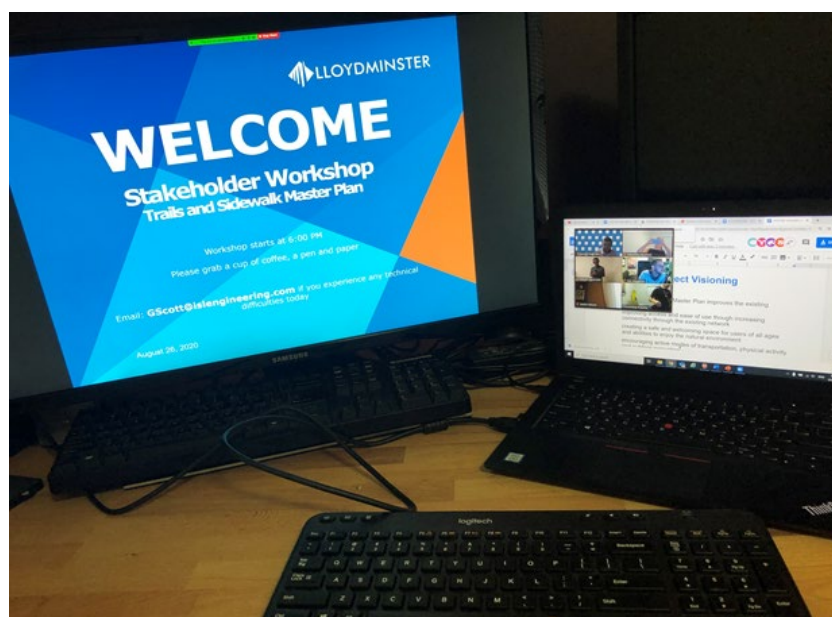
1. Identified missing crosswalk as shown on gaps map.
2. The trails here are currently well used by runners as it is cleared of snow regularly, and this provides an opportunity for a potential continuing exercise loop.
3. Cyclists do not like to cross Highway No. 16 as there are few safe crossing areas.
4. Some cyclists off-road in this area around the railroad track through the long grass.
5. Missing curb ramps and 52 Avenue needs more access for pedestrians, with parking on both sides it can hinder visibility and ease of use.
6. Traffic on 50 Street is very fast as the street is quite wide, there is an opportunity for a flashing light to increase safety. Suggestion for a flashing pedestrian light by the Pioneer Lodge or Outdoor Pool as they are well used and will continue to increase in use.
7. Long curb radius at 57 Avenue and 50 Street.

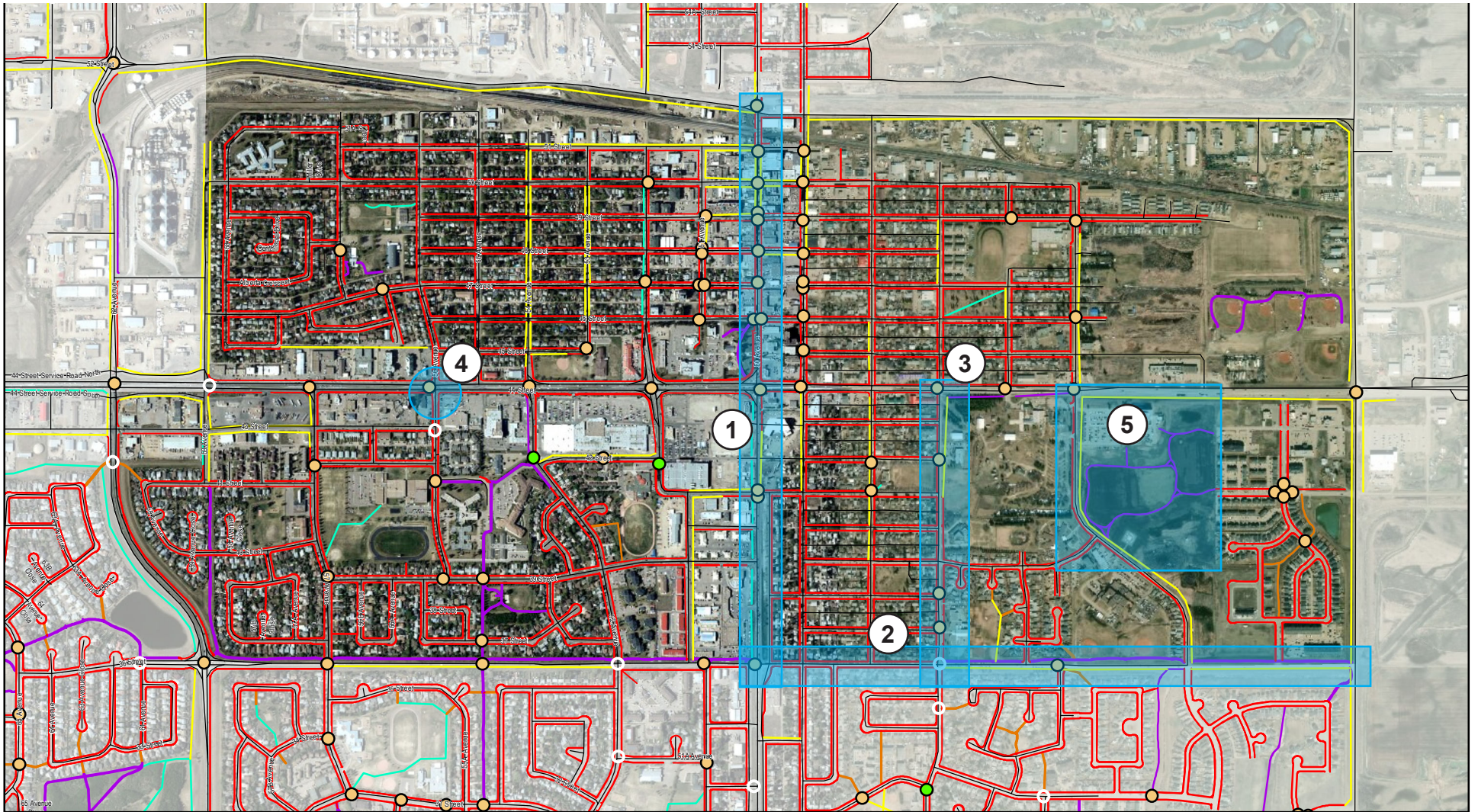
General Comments:

- Trails and sidewalk routes to the schools need to be a safe and well maintained
- Condition and future design of the sidewalks needs to be at the highest possible standard
- There needs to be better access and awareness of access to the northern industrial park for non-vehicle traffic, particularly as residents trying to get to 59 Avenue from Highway 16, there is an increase of commuter traffic along this route
- Creating shorter crossing distances for pedestrians throughout is important

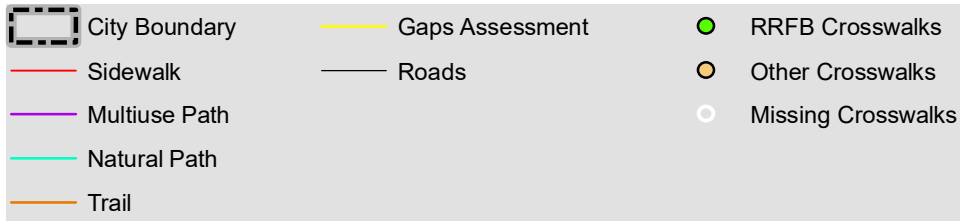
Additional Comments:

- Need to consider trails within the Northeast Area Structure Plan
- Need to connect to Neale Lake on the northeast





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TRAILS AND SIDEWALKS MASTER PLAN

MAP X: GAPS ASSESSMENT
CENTRAL

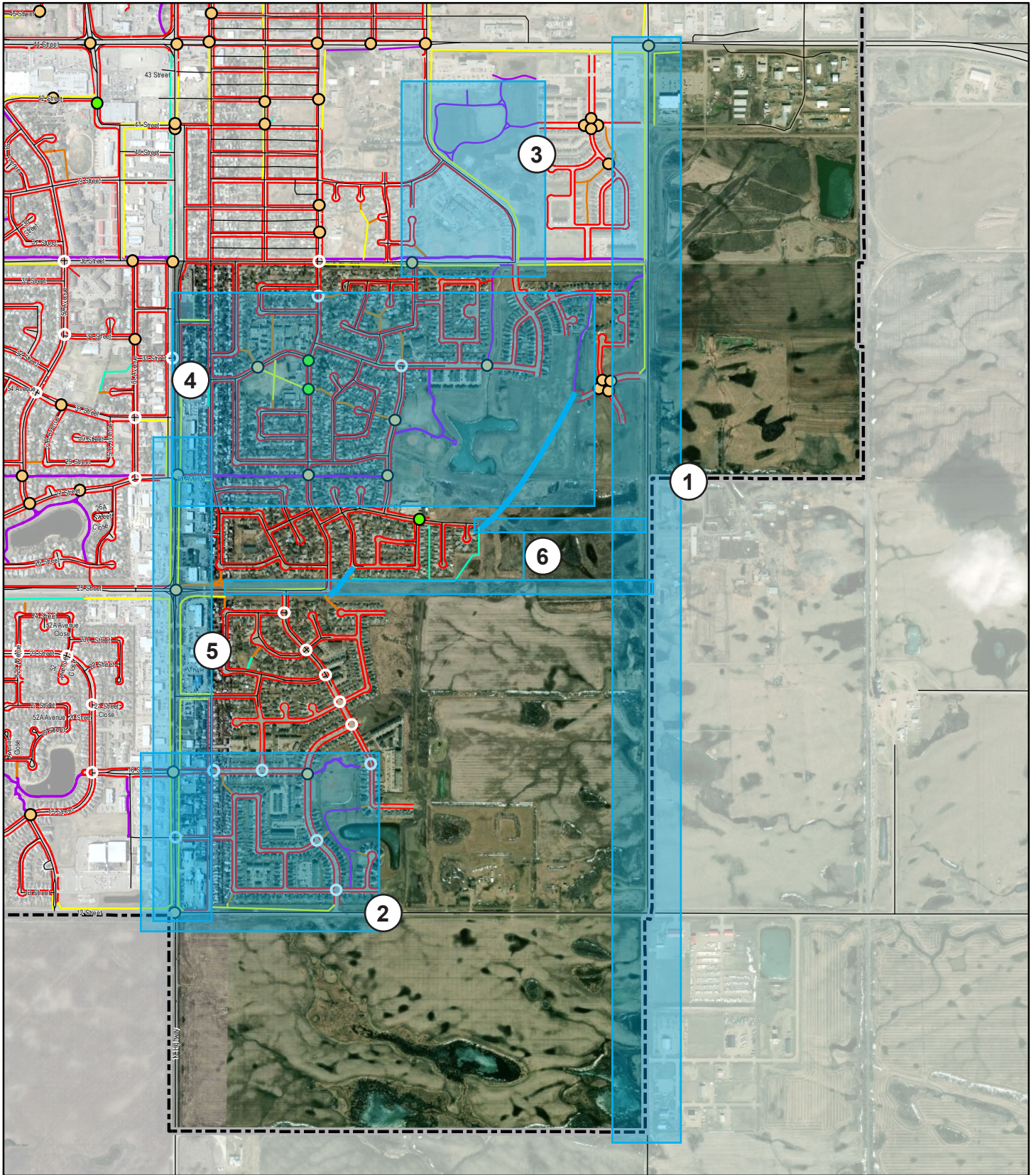
Central

Map Comments

1. High amount of foot traffic, particularly around 36 Street. The crosswalk at 41 Street is lacking lighting and is one of the only spots to cross Highway 17. More pedestrian consideration to cross Highway 17 is desired
2. This road is currently very narrow for cyclists and runners with poor visibility, there is an opportunity for a trail (3m). Intersection at Highway 17 and 36 Street is used frequently by people going to the Co-op and the crossing time is too fast. Desire for more traffic calming and pedestrian-friendly changes, like curb extensions
3. Potential for a trail connection on the east side of 47 Avenue to the Dog Park and Cultural and Science Centre, not just sidewalk. There is a lot to see along 47 Avenue
4. Traffic light at 56 Avenue (Weirs Veterinarian Clinic) pedestrian light/signal is appreciated and is perceived as the safest crossing on the highway
5. Opportunity to connect Jaycee park to south Highway 16 trail

General Comments:

- The current connections from central to south are good, but maintenance is important for future use. Upkeep and maintenance of trees need to be a priority to keep the trails and sidewalks clear for users and maintain safe visibility. Maintenance and quality of the sidewalks on the Saskatchewan side is poor.
- The quality of sidewalk is poor or too narrow, so runners and cyclists are forced to use the road.
- Highway 16 is not overly used by runners due to the high traffic volumes, quantity of traffic lights, and requirement to cross.
- There is a lack of a connected trail system in the central area as compared to the south.
- Downtown is not very pedestrian/multiuse friendly; downtown is heavily under utilized due to lack of infrastructure; new developments on the major corridors should consider pedestrians and multi-use access and ease of use.
- Safety means wider trails and sidewalks for runners, cyclists and pedestrians, crossings that prioritize pedestrians, and uninterrupted loops for training purposes. Preference for more shared-use or multi-use paths.
- Opportunity for innovative designed crossing to increase safety called a *cyclops junction*.



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| City Boundary | Gaps Assessment |
| Sidewalk | Roads |
| Multiuse Path | RRFB Crosswalks |
| Natural Path | Other Crosswalks |
| Trail | Missing Crosswalks |

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TRAILS AND SIDEWALKS MASTER PLAN

MAP X: GAPS ASSESSMENT
SOUTHEAST

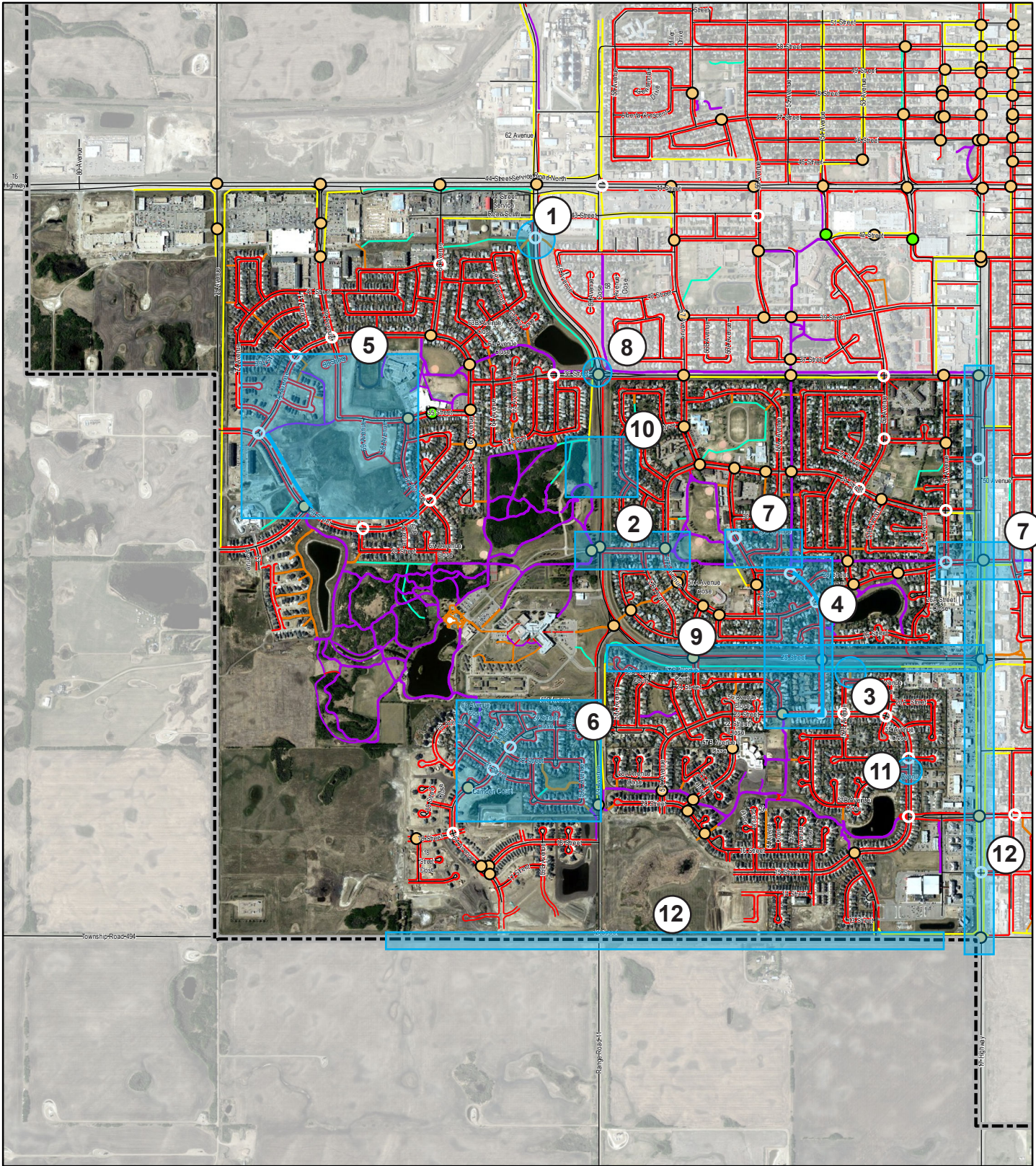
Southeast

Map Comments

1. Opportunity on 40 Avenue as the east side of the city is developed to expand the trail system to be more connected and integrated with the residential area, as well with Jaycee park, down to the trails north of 12 Street
2. There needs to be more ways for non-car users to access the Servus Sports Centre
3. Opportunity to connect the trail systems in JC park to the existing east west trail on 25 Street
4. Running group crosses at 25 Street, and there needs to be a connection to 25 Street to the rest of the system in the neighbourhood, with connections needed throughout. Suggestion for one as indicated on the map.
5. It is very car focused around the car dealership and fast food area. There are many students who are employed who may not have access to a vehicle and rely on active mode infrastructure in the absence of a transit system.
6. Opportunity to connect east / west.

General Comments:

- Desire to expand and connect trail systems to create a longer uninterrupted network of connected systems.
- There is a potential and interest for the City to host events such as a marathon, as there is a strong community of active people, but the infrastructure needs to support it and be better connected to allow for uninterrupted routes.
- Idea for decorative stamps to aid in wayfinding, as signage often gets vandalized so decorative stamps would be a solution that can combat vandalism.
- Desire to see the future active transportation plans for the entire network.



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**TRAILS AND SIDEWALKS
MASTER PLAN**

MAP X: GAPS ASSESSMENT
SOUTHWEST

Southwest

Map Comments

1. Intersection has high traffic and high traffic speeds.
2. Need to expand or widen the sidewalk on 29 Avenue between Bud Miller All Seasons Park and Kinsmen Participark. Entrance to Kinsmen Participark does not align with the curb ramp.
3. Dead end sidewalk.
4. Opportunity for connection.
5. Opportunity for added connections.
6. Signage or wayfinding is needed to connect Bud Miller All Seasons Park with Lakeside and College Park.
7. Missing multi-use trail.
8. Long cycle length and intersection on 36 Street and 59 Avenue.
9. 25 Street berm: do not see many walkers, though there is a natural trail in the grass.
10. Missing trail on north east of Bud Miller, natural trail goes from north to north east which accesses east side.
11. South crosswalk very heavily used as opposed to the crosswalk north of that at 52 Avenue close.
12. 50 Avenue has hardly any crosswalks/sidewalks for the heavy use of the area. North of 25 Avenue is a heavily used bike shop within the area with the recreation programs.
13. 12 Street road is too narrow with no trail/sidewalk.

General Comments:

- Bud Miller All Seasons Park -usage is going up, with paths congested and overused at all times of a day and safety/ accidents increasing around corners and narrow paths due to poor sight lines. Expanding the network to give people a different area may address the congestion issues
- With only one access point, it can be difficult to find or access Bud Miller All Seasons Park, suggestions for a northern access point such as 75 Avenue and the gated Parkview community. The only access on the north side is a hole in the fence
- Sidewalk along College Drive could be upgraded to wider trail; also allows for another venue to travel and for pass-ability of different modes
- Some trails at Bud Miller All Seasons Park can be under water during the thaw season
- Opportunity for a mountain bike trail added to Bud Miller All Seasons Park
- 36 Street crossing is a good connection with an automatic signal
- Confirmation that a sidewalk is needed on south side of 36 Street
- A trail should be added behind the berm on College Drive to provide separation from traffic and increase ease of use of the area, as well as the benefit of a reduction of noise, increased safety, and being a visually nicer route

Next Steps

In Fall 2020, the project team will be completing a final phase of engagement to further refine and finalize the options. Engagement will consist of stakeholder meetings and public-facing questionnaires. Visit: yourvoicelloyd.ca/trails to learn more.