



BUILDING GREAT NEIGHBOURHOODS

LAURIER HEIGHTS MEETING TWO MAY 22, 2013 6:30-8:30 PM

The City of Edmonton is building a great neighbourhood in Laurier Heights, with neighbourhood reconstruction scheduled to begin in spring 2014. As the City is committed to involving Edmontonians in the decisions that affect them, residents have been asked to provide input, to identify missing sidewalk connections and opportunities for other investments to add to Laurier Heights' livability.

The first neighbourhood meeting was held with the community league executive on November 12, 2012. A second public meeting was held at St. Rose Junior High School on May 22, 2013.

Laurier Heights residents had the opportunity to review the preliminary design for the neighbourhood. Staff members from Transportation Services, Community Services, Drainage Services and Forestry were on hand to address residents' questions.

The following provides a general overview of comments and questions from the meeting. All comments were reviewed by the project team and considered in the final design.

ALLEY RENEWAL

- *Why are the alleys not being upgraded?*

Existing alley lighting will be upgraded to the new LED standard. Currently there is no alley renewal program in place. Alley maintenance, which includes pothole and patch repairs, is available to preserve existing alleys. A complete alley resurfacing or reconstruction may occur in one of two ways:

1. Pave alleys reconstructed/resurfaced as part of utility (ATCO, EPCOR or drainage) restoration. In these situations, the utility pays for the restoration.
2. An alley local improvement is petitioned for by benefiting property owners using the Local Improvement process. The cost of alley renewal is covered 100% by property owners. More information is available at edmonton.ca/transportation/on_your_streets/alley-renewal.aspx

BIKE ROUTES

- *We are avid cyclists: please keep Buena Vista Road safe for us. We like the bike lane but please ensure parked cars are not a danger.*
- *Suggest bike routes to Buena Vista Road (utilizing residential side roads) instead of on it in order to reduce risk to cyclists from high speed motor traffic cutting the curves.*
- *I am strongly against the bike lanes on 142 St and 87 Ave. Why not use the service road?*
- *I am happy to hear that additional bike lanes are being developed.*

The current plans for 142 Street show shared-use lanes. The proposed shared-use lanes on 142 Street are part of the City-wide network and will connect to the 95 Avenue route (from 189 Street to 142 Street) installed in 2013. North of 87 Avenue, the 142 Street route will consist of shared-use lanes within the service road. South of 87 Avenue the route will continue as shared-use lanes on 142 Street and transition to a bike lane on 85 Avenue.

Shared-use lanes are pavement markings consisting of an image of a bicycle, capped by a pair of arrows. The shared-use lanes guide cyclists on the road and remind drivers to expect cyclists in their travel lane. These are different from



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bike lanes, which are separated from traffic by a solid white pavement marking with bike markings inside. For more information go to edmonton.ca/cycling

BUENA VISTA ROAD

- *If you are adding extra parking at Buena Vista Road Park, please consider limiting public parking on the residential street on the north side of Buena Vista Road. Please consider limiting public parking at the bottom of the road.*

Limiting parking to residents along the service road may be considered.

- *It does not seem appropriate to narrow Buena Vista Road to two lanes.*
- *Buena Vista Road should remain four lanes with the median to separate the traffic.*
- *Removal of the median on Buena Vista Road seems dangerous on the curvy road.*
- *I strongly disagree with plans to reduce (narrow) Buena Vista Road to one lane. You will create an obstacle course.*
- *Great idea to make Buena Vista Road two lanes—excellent way to make pedestrians and cyclists the priority.*

The Buena Vista Road design plan is still in the concept stage. The City will use public suggestions and comments to inform the process as we move forward.

In summer 2013, Transportation Operations conducted a peak day traffic study to assess the amount of traffic on the roadway. This information will be used to assess impacts for a potential lane reduction. Edmonton Fire Rescue has provided input on the concept plans and is in support of a proposal to reduce Buena Vista Road from four lanes to two lanes and remove the median. The removal of the median would improve access for emergency vehicles.

- *Stage the Buena Vista Road work at the same time as the second part of Laurier Heights work.*

Buena Vista Road is currently scheduled for construction in 2015, which is year two of the Laurier Heights neighbourhood reconstruction.

DECORATIVE STREETLIGHTS

- *Will we be contacted by our community league re: lighting decisions/requests? Which communities presently have the decorative lights for us to look at?*

The local improvement process for decorative streetlights is initiated by the community, usually through the creation of a Decorative Street Lighting Committee (DSCL). The DSCL will work with residents to choose a streetlight style. The DSCL then submits its choice to the City by July 1, after which the City prepares an expression of interest (EOI) for September 1. The community must then get 51% signed support from property owners for the local improvement to pass. If it passes, the local improvement will be undertaken in the neighbourhood and the cost above regular galvanized streetlight replacement will be paid 100% by property owners. Details are available at edmonton.ca/transportation/on_your_streets/decorative-lighting.aspx

Neighbourhoods that have had decorative streetlight renewal include Dovercourt, Woodcroft and Rutherford.

DRAINAGE

- *I have a storm sewer manhole in front of my property that seems to be high-centred. Will it be looked at?*
- *On my street each spring there are large pools of water as the drainage is poor and also not enough street drains.*



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Surface drainage will be addressed through road reconstruction. Grading will be improved so storm water will drain properly to the catch basins. The program will also address the drain being higher than the pavement.

- *About drainage and sewage issues due to dirt buildup from unpaved alleys: I understand there is proposal to disrupt the park above the zoo to "fix" this.*
- *I would appreciate a PDF copy of the Stantec report concerning the retention pond at the toboggan hill.*

The proposed storm water management facility (dry pond) has been cancelled as a result of the November 29, 2012 public meeting and a signed petition from residents. Drainage Services is assessing other options to manage flooding in Laurier Heights as part of Drainage Neighbourhood Renewal. Residents will be notified of any proposed work.

- *Residents have been excluded from insurance for basement flooding if they filed a claim for the 2006 flood. Will the City improvements to sewer and drainage fix this issue?*

The improvements made to the drainage system through Drainage Neighbourhood Renewal are structural only. Drainage will renew or replace pipes that are broken, cracked or sagging but will not increase the system capacity. Drainage is assessing other options to control the flooding in Laurier Heights due to the cancelled dry pond in the area.

- *What is the quality of sewer relining versus rip and tear?*

Pipe relining (a.k.a. cured-in-place-pipe or CIPP) results in a new pipe within the old "host" pipe. CIPP uses a resin to form the new pipe. The felt "sock" you may see over the manhole during installation is fully saturated with the resin. The sock plays no part in the strength; it is merely a vehicle for transporting the resin into place in the host pipe. The sock is "inverted" through the manhole and along the length of the host pipe using water or air pressure to ensure a tight fit of the liner to the host pipe. The fluid resin is then cured in place using steam, hot water or ultraviolet lights. This changes the fluid resin to a solid. CIPP liners are designed to be independently strong, not relying on the host pipe for any structural strength. The new pipe is as strong as the pipe would be if it was replaced by open cut. Except in very rare circumstances, the pipe liner extends from one manhole to the next. As a result, the entire pipe is renewed. This differs from open cut, since most open cut repairs are done as "spot repairs" that don't replace the entire pipe. With relining there are no weak spots where the liner starts or ends, and the smooth, jointless interior generally increases flow capacity. The City has been using this technology since the early 1990s. Liner testing shows them performing as intended.

LOCAL IMPROVEMENTS

- *If I choose 20-year repay for sidewalk or streetlight renewal, is there any interest?*

The City borrows money to pay for sidewalk reconstruction. Interest is applicable for the long-term amortization option. However the local improvement amortization option ensures that the payment will remain the same with no increase in the interest rate over the 20-year period. Additionally, should the property owner(s) wish to pay out the sidewalk reconstruction any time prior to the term ending, the program provides a penalty-free option to pay off the balance. Contact the City's Taxation office after tax notices are sent out to find out the penalty-free balance for the sidewalk local improvement reconstruction cost.



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PARKS/GREAT NEIGHBOURHOODS INVESTMENT

- *Upgrade path into Buena Vista Park at bottom of 81 Avenue.*

Thank you for your suggestion. We will look to make improvements to the existing trail at 81 Avenue to Buena Vista Park. The current trail is in poor condition and well used. The improvement to the trail would be to a gravel standard, following a similar alignment to what currently exists.

The City also received comments about creating additional connections along Laurier Drive. Some of these comments have been addressed by creating marked crossings at trail head locations. There is currently a goat path off an existing asphalt trail that connects to a well-marked trail head and set of stairs. At this location a hard surface connection will be made to the staircase that leads to the main river valley trail.

- *There is a park/boulevard in front of my house. Is there going to be any improvement? How do I get it improved?*

Curbs and gutters will be improved along roadways adjacent to parks/boulevards. More information is needed in terms of the location and improvements you are thinking of. Please email us at buildinggreatneighbourhoods@edmonton.ca

- *Add paths along Laurier Drive overseeing zoo or valley.*
- *Has consideration been given to a sidewalk in the green space of Laurier Drive?*

During an assessment of the green space along Laurier Drive, the City determined that adding pathways along the top of bank through the entire length is not feasible due to physical restrictions and cost. Improvements have been made to crossings and accesses to the various trail heads that lead to the main river valley trail.

- *I would like to see more garbage cans in the neighbourhood and more signs to indicate Laurier Drive is not an off-leash area.*

Due to Parkland Bylaw 2202 signage regulations, permanent “No Dog” signs cannot be placed on parkland. There are temporary signs that can be placed on site for two weeks during the summer months. Please call 311 to arrange this with Community Standards or speak to your community recreation coordinator (CRC) for more information. Garbage cans are typically on park spaces or at ETS bus stops. If one is missing, a can may be placed depending on location.

ROADS

- *Narrowing 85 Ave between 142 St and 141 St will make it more congested than it already is. Unless "no parking" is enforced along this section I think narrowing here will be a big problem.*
- *Concern about narrowing streets. There is parking congestion, especially in winter with snow accumulation and narrow streets. Recommend leaving width alone.*
- *While we understand the desire to move towards standard street widths, these reasons are not relevant along 80 Ave between 142 St and 139 St, where traffic volume or speed is not an issue.*
- *How will a final decision will be made with regard to narrowing 80 Ave? Would houses gain additional yard space?*

Transportation Services has re-evaluated its policy of narrowing wider local roads in neighbourhoods as part of renewal projects. Going forward, Neighbourhood Renewal will not narrow local roads to the minimum 9 m standard. Roads will be replaced to their existing width unless there is an engineering reason for narrowing, such as trees or other obstructions, or unless there is an operational issue identified by Traffic Operations or the community league.



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During the winter it is the responsibility of property owners to clear a spot for themselves within a windrow if they wish to continue parking on the street. If someone parks outside of a windrow and narrows the roadway, they may face a fine from Bylaw for obstructing the road.

- *Why isn't Laurier Drive being narrowed to 9 m? Will traffic calming measures be incorporated into redesign?*
- *Traffic appears to move east on parts of Laurier Drive; what will be done to control speed?*

Laurier Drive is approximately 9 m wide. Where it's wider by approximately 0.5 m, the City will leave the road width unchanged as part of its new policy not to narrow roads unless warranted.

The last speed study done in 2011 showed no evidence of excessive speeding or volume, therefore no traffic calming measures will be considered to address speeds. Citizens are encouraged to contact the Office of Traffic Safety (OTS) to discuss measures available to address speeding at the neighbourhood level. Go to edmonton.ca/trafficsafety for more.

- *How will front driveways be affected by road narrowing? Would there be a cost to property owners?*

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- *We experience heavy vibration when large trucks drive past our home, will the new roads reduce vibration?*

Vibration will be cut down by having new pavement on new road base structure; potholes may emit a vibration effect.

- *There was no mention of Whitemud Drive. The Whitemud impacts Laurier Drive. How can concerns be addressed?*

Whitemud Drive is an arterial roadway and is out of the scope of this project. If you have any concerns about Whitemud Drive, you may contact transportationoperations@edmonton.ca

- *Will you still be repairing the potholes on my road? We can't wait until 2014: they are dangerous.*
- *Laurier Drive is totally falling apart. We have been told this road will not get a new pavement until 2014-15.*

Roadway maintenance will continue to repair potholes on any street until rehabilitation takes place. However priority is given to streets according to their functional class. Residential streets fall behind arterial and collector roads. In a challenging year such as 2013, it may take several months to address potholes on any given residential street. Crews will only repair the most hazardous holes, as the City cannot afford to fill every single location, particularly when there are plans to resurface the street in the near future.

- *Can road narrowing be used to create a boulevard between sidewalks and roads?*

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- *What does "overlay" mean in relation to east of 139 Street?*

The Neighbourhood Renewal program involves three alternatives depending on the average condition and age of infrastructure such as roads, curbs, sidewalks and street lights. Current neighbourhood renewal options include microsurfacing, overlay and reconstruction. Overlay is when roads are repaved and sidewalks are treated to eliminate safety hazards. Overlay neighbourhoods have poor road condition and good sidewalk condition. This is what will be done east of 139 Street. Laurier Heights west of 139 Street will undergo reconstruction, where roads, curbs and gutters are reconstructed. It will also undergo replacement of sidewalks and streetlights. These roads have poor sidewalk condition and fair to poor road condition.

- *Overlay will require surface removal to match curbing or there will be a substantial depression at driveways.*

Overlying from curb face to curb face (including overlaying the gutter) is an affordable and cost effective option that allows us to add structural strength and re-establish road grade. For neighbourhoods where a majority of curb crossings are drop-curb type, a road overlay would require asphalt tie-in on the driveway apron in order to maintain drainage. The City's primary concern is the integrity of the pavement. Generally, edge milling is not a viable solution (on most residential roads) because the asphalt layer is thin and grinding increases the risk of exposing the gravel base.

- *87 Ave needs to be reconstructed. The traffic circle entrance has already been patched several times.*

As part of the neighbourhood renewal program, only the service road on the south side of 87 Avenue will be repaved.

- *Bulbed curb extensions at the intersection of 139 St/85 Ave—safer for pedestrians!*

The City would not support curb extensions within the neighbourhood on local roads unless they are at the main crossing to an elementary school. As such, curb extensions at the intersection of 85 Avenue and 139 Street are not supported.

- *We are concerned with the plan to make a T-intersection at 76 Ave and 142 St. Are there going to be stop signs on 142A Street and 76 Ave? Is the street being narrowed and by how much?*

There will be a yield sign located on 76 Avenue and 142A Street on the east side of 142 Street. Transportation Services has re-evaluated its policy of narrowing wider local roads in neighbourhoods as part of renewal projects. Going forward, Neighbourhood Renewal will not narrow local roads to the minimum 9 m standard. Roads will be replaced to their existing width unless there is an engineering reason for narrowing, such as trees or other obstructions, or unless there is an operational issue identified by Traffic Operations or the community league.

SIDEWALK RENEWAL

- *If I'm on a corner lot do I pay twice as much as my neighbours?*

All residential lots with frontage (the sidewalk at the front of a property) abutting local improvement construction will be assessed the full rate (50% of the cost). Corner lots that abut and flank proposed local improvement construction (sidewalks on both the front and side of the property) will be assessed the full rate on the short side (frontage) and 15% on the long side (flankage). For more information please go to edmonton.ca/transportation/on_your_streets/sidewalk-reconstruction.aspx



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- *How much will we pay for sidewalk costs on a pie lot? Why pay more than our frontage?*

The cost is determined by adding the front and rear lot dimensions and dividing the total in half. The average is used for the purposes of assessment and may not be more than twice the front lot dimension. The rear dimension of a pie-shaped lot is scaled off the corner at the shortest side and is projected at a right angle to the longest side.

- *I am opposed to a sidewalk down our service road, which will uproot trees, shrubs, flowerbeds, etc. I do not see our City as a bicycle city. With our winter city, I cannot see people riding to work.*
- *Very little pedestrian traffic to warrant a sidewalk. I resent the idea that the front of my property will be used to put in this unnecessary sidewalk. You will not destroy the aesthetics of my home. Parking must be allowed in front of all the homes on the block as there are no side streets to park. I do not and will not support a sidewalk.*
- *87 Ave does not need sidewalks. The service road is good for walkers and bikes.*
- *Added sidewalks at 87 Ave, 149 St and at the park a great idea.*

City Council asked Administration to review the policies that guide construction of missing sidewalk links on service roads in September 2013. On February 5, 2014, the Transportation Committee defeated a motion to include an appeal process for neighbourhoods.

Sidewalks provide the basic infrastructure to support pedestrians of all ages and abilities, which is particularly important in a winter city where conditions may make it impossible for pedestrians with strollers or mobility aids to walk on the road where sidewalks are lacking. Sidewalk infrastructure is not provided for the sole benefit of the immediately adjacent residents, but rather to improve walkability for community as a whole, as well as visitors from outside of the community.

The construction of missing sidewalk links in conjunction with roadway renewal projects is the most cost-effective and efficient means of addressing gaps in the City's sidewalk network. The City's Sidewalk Strategy provides a base level of pedestrian infrastructure along all roads, constructing missing sidewalks along at least one side where missing on both. Property acquisition is not within the scope of the proposed neighbourhood renewal plans; new sidewalks are constructed entirely on road right-of-way.

- *Please add a 2 m sidewalk for Canterbury residents.*

The City typically asks for a 2 m curblined walk around schools. This gives more space when there is no boulevard. Sidewalks around schools tend to be 'higher action', so that extra space facilitates pedestrian traffic as well as loading/unloading. It's even more important in the winter, when snow can restrict that sidewalk clear space.

It might make sense to have a wider sidewalk if Canterbury Court had a loading zone right on 142 Street. However, as there is a drop-off area on site, it's not necessary to widen the sidewalk to 2 m. The 1.5 m sidewalk provides enough space for wheelchairs, etc. if accessibility is the concern.

TRAFFIC/SPEEDING

- *Speed on 84 Ave from downtown rush hour cut through to 149 St is an issue.*
- *We have people shortcutting through 142 St to 85 Ave to 145 St to 84 Ave. Was traffic calming considered?*
- *Although the no left/right turns off of 149 St during peak hours has reduced many of the speeding traffic that is cutting through the neighborhood, there is still excessive speed on this road.*
- *A development plan reducing shortcutting and unsafe driving habits would have benefits along 84 Ave.*



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- *Is there anything that can be done to help reduce speeding along this 84 Ave that isn't speed bumps?*

There are no plans to install additional speed bumps/humps in the area. These have a number of unintended consequences, such as vibration, noise, and stunting. Speed related concerns are managed by the Office of Traffic Safety and Edmonton Police Service.

General observation shows that speeding is quite random and sporadic. Looking at some of the roadways, the wide road width would encourage some people to drive faster. OTS has requested speed surveys at 84 Avenue west of 145 Street, 145 Street north of 84 Avenue, 80 Avenue west of 146 Street, 80 Avenue west of 143 Street, 85 Avenue east of 145 Street, and 145 Street north of 80 Avenue.

There are already a.m. peak hour northbound restrictions into the neighbourhood at 80 Avenue and 84 Avenue, and there is a p.m. peak hour ban for southbound traffic. These were implemented in response to resident complaints of shortcutting. Violations of these bans are an enforcement issue, and should be reported to EPS. There is already limited access into/out of the neighbourhood; as there is no demonstrated safety concern, we would not consider further restricting access with permanent physical measures.

OTS will continue to respond to any citizen complaints received from the community and use available options to address concerns, such as speed awareness signs, community speed vans (overt speed enforcement), or manned (police) enforcement. As a matter of course, all speed complaints and reports of poor driver behavior are forwarded to EPS for information and consideration of enforcement action.

- *Will you be improving access from 84 Ave to 149 St? The light delays are ridiculous, especially to turn left AND for kids to cross towards Rio Terrace.*

It is the City of Edmonton's objective to provide adequate time for all modes of traffic in all directions through signalized intersections. In addition, traffic signals especially those that are in close proximity to each other, are operated in coordinated mode in order to promote traffic progression between adjacent signals. This improves traffic flow and capacity along busy arterials such as 149 Street while still addressing the needs of pedestrians.

Traffic signals on a corridor that require coordination operate under a common cycle length. This is the total time required to service all movements and phasing sequences at an intersection. A common cycle length is required to promote traffic progression between traffic signals. Wait time at actuated signals along a coordinated corridor is a function of the cycle length; it can vary depending on what point in the cycle the pedestrian call is received, with the maximum wait time equivalent to the cycle length.

To reduce wait times for pedestrians, the signal's mode of operation would have to be changed to operate independent of the traffic signals along this portion of 149 Street, and prevent traffic from passing through at least one intersection before being stopped. Additionally, there is a long history of shortcutting concerns through the communities of Lynwood and Laurier Heights at this intersection. Reducing the pedestrian dwell time, would encourage the shortcutting behavior as drivers find it a more attractive route rather than staying on 87 Avenue. Based on this information, there will be no changes to the traffic signal timings at the intersection of 84 Avenue and 149 Street.

Pedestrian safety is the responsibility of both drivers and pedestrians. Pedestrians are expected to follow traffic laws as well as drivers. Pedestrians should not cross the road when they are not permitted to do so.



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- *We need a much larger "no right turn" sign for 80 Ave from 149 St. and a 4-way stop sign on 80 Ave and 145 St. Enforcement is inadequate for both these locations.*

The "no right turn" sign on 149 Street at 80 Avenue is standard size. The sign is unobstructed and visible at over 100 m distance. There is no correlation that a larger sign increases compliance. Non-compliance of the sign should be sent to Edmonton Police Service for enforcement at 780-423-4567.

- *The intersection at 145 St and 80 Ave is awkward. The stop signs should be placed in the opposite directions. Can we just make this a 4-way stop? There seems to be an accident there every other month.*

An Assessment was conducted in September 2013. During the AM/PM peak hours, the total volume is below the threshold for an all-way stop. As a result, an all-way stop will not be installed.

TRANSIT

- *Why does ETS Route 112 service stop after 6 p.m. from downtown? Needs to be extended.*
- *Please increase bus service frequency on weekday evenings! We need to be able to catch a bus later!*

Route 112 service during early evenings on weekdays and Sunday midday was part of a budget service package for 2013. Unfortunately extra funding was not provided for any major service increases in 2013. As part of a budget service package for 2014, Edmonton Transit will request funding to operate Route 112 during these time periods.