



# BUILDING GREAT NEIGHBOURHOODS

## WESTMOUNT MEETING THREE

NOVEMBER 13, 2014 6:30-8:30 PM

The City of Edmonton is building a great neighbourhood in Westmount beginning in spring 2015. 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 Westmount's livability.

The City held its first meeting with the community league executive on June 18, 2013. Two neighbourhood-wide design meetings were held April 9 and November 13, 2014. A final pre-construction meeting will be held February 12, 2015.

Westmount residents had the opportunity to review and provide feedback on the neighbourhood preliminary design and the Complete Streets Pilot Project locations, and learn about the local improvement process. 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.

### ALLEY RENEWAL

- *What about fixing the back alley?*

The City does not have an alley renewal program. Alley maintenance, which includes pothole and patch repairs, is available to preserve existing alleys. Adjacent property owners may petition for alley renewal using a similar local improvement process to decorative streetlight renewal. The cost of alley renewal is covered 100% by property owners. For more information please go to [www.edmonton.ca/localimprovements](http://www.edmonton.ca/localimprovements)

### BIKE LANES

- *I would like to see the 127 St bike lane grade separated from traffic and extend through the neighbourhood.*

Due to the inclusion of the bicycle facility further design and public consultation for 127 Street north of Stony Plain Road will take place in 2015. Public consultation will help the City determine the type of bike facility that will be constructed during Neighbourhood Renewal.

- *I would like to support initiatives that encourage cycling as a transportation option in our city—all year round!*

Transportation Services recognizes the importance of providing year-round cycling facilities to create a cycle-friendly city and to help more people cycle more often. The City's Roadway Maintenance group is working on a pilot program that addresses year-round maintenance (including snow clearing) of bike infrastructure.

- *109A Ave bike route: why stop at 127 St? There is no east-west connector from 127 St to Groat Rd/111 Ave lights.*

The neighbourhood bike route will be formalized on 109A Avenue between 121 Street and Groat Road with signs and "sharrow" pavement markings. Between 127 Street and 128 Street the bike route uses an existing shared-use path through the park. This route ties into the 109 Avenue and 135 Street routes in North Glenora that provide a connection to the Westmount Shopping Centre via 111 Avenue and 135 Street.



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- *Please ensure all new bike lanes are situated outside of the door zones of parked cars.*

The City does a detailed review of design criteria, including door zone conflicts, and works to to minimize conflicts.

### COMMUNITY MAILBOXES (CANADA POST)

- *All residents need to have community mailboxes including apartment buildings.*

This is out of the City's jurisdiction. Please contact Canada Post at [www.canadapost.ca](http://www.canadapost.ca)

### COMPLETE STREETS: CHICANES ON 122 STREET/123 STREET

- *The original purpose of chicanes...was to stop traffic from cutting through northbound...about 15-20 years ago. Since the road has been widened on 107 Ave to allow right turns onto 124 St, the chicanes don't serve a purpose.*
- *The chicanes...have become an annoyance and danger. Surely there are other traffic control options that would be more appropriate: 4-way stop on 108 Ave, speed bumps, etc.*

The new chicane design is based on the results of a survey of the area. According to the Canadian Guide to Neighbourhood Traffic Calming, chicanes have substantial speed and volume reduction benefits.

A 1983 study found cut-through traffic on 122 Street generated by westbound motorists on 107 Avenue trying to avoid the 124 Street intersection. A trial was conducted with temporary chicanes that would only be permanently implemented if they were working successfully and there was resident support. Today's chicanes are the permanent ones installed because they were working successfully and there was resident support.

Installation of traffic calming is viewed as a road upgrade and removing them is viewed as a downgrade. Many residents said they want to keep traffic calming on these two streets. Neighbourhood Renewal will reconfigure the chicanes to make them more navigable for emergency services and leave more room for parking.

- *Was a chicane at north end of 122 St and 123 St at 111 Ave considered? No discussion on this.*

Results of a June 2014 traffic count and speed survey on 122 Street and 123 Street between 110 Avenue and 111 Avenue show that these areas do not warrant traffic calming measures.

### CONSTRUCTION

- *Now know the schedule for my area, would like to be kept up to date on scheduling so traffic patterns are clear.*

The City will distribute a construction bulletin to all residents at the beginning of construction. Residents will then receive construction bulletins 7-10 days before the start of construction next to their property. For 48 hours before construction there will be no parking on the street. During construction one lane of traffic will be maintained at all times under flagperson control. No parking will be permitted in signed areas. Access to businesses, residences and alleys will be maintained, where possible, at all times. Emergency access will be maintained at all times. All residents are asked to access their homes through the alleys.

### DRAINAGE RENEWAL

- *Homeowner contact was very poor during drainage repairs in our area (106 Ave) this past fall (Sep/Oct 2014).*



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The work you are referring to was on the water lines owned and maintained by EPCOR. Please contact EPCOR with your concerns.

Drainage Services does have one service repair planned for 106 Avenue that will be completed in spring 2015. Notification will be given to area residents if they will be affected by the work. Notifications are delivered to homeowners 48 hours in advance to provide information about the scope of work and duration. This work is typically less than two days with little roadway disruption.

## INFILL

- *I was surprised that some of the more pressing issues in our neighbourhood were not addressed—such as infill, density, a comprehensive development plan for 124 Street accounting for height restrictions, material, etc.*

Building Great Neighbourhoods coordinates investments to renew/replace sewers, reconstruct the roads, curbs/gutters and sidewalks, replace streetlights, and improve neighbourhood livability.

Density, infill and development fall under work undertaken by Sustainable Development and are out of the scope of what the Building Great Neighbourhoods initiative sets out to achieve. As an arterial road, 124 Street is out of the scope of work of the project, which focuses on local and collector roadways within a neighbourhood.

## LOCAL IMPROVEMENTS

- *Why are homeowners expected to pay for sidewalks and streetlights?*

Sidewalk and streetlight local improvements are considered by City Council of greater benefit to a specific area than to the municipality as a whole. Residential property owners are the primary beneficiaries, therefore they share the cost of sidewalks 50-50 with the City. Should property owners wish, they may petition against sidewalk renewal, which requires 50% +1 of property owners in an improvement area to petition against the work. If the petition is successful, the City will only do sidewalk maintenance such as grinding, mudjacking or asphalt patching.

The City covers the cost of standard streetlights as part of Neighbourhood Renewal. Decorative streetlights are a property owner initiated local improvement and the cost above the cost of standard lights is covered 100% by property owners. More information on local improvements is available at [www.edmonton.ca/localimprovements](http://www.edmonton.ca/localimprovements)

- *Concerned we may not get our lighting because of condos.*
- *Unreasonable to obtain signatures from all the condos in the neighbourhood*

The decorative streetlight petition was successful, so the City will proceed with the specified decorative option. As a property-owner initiated local improvement, getting signed support for decorative streetlights is the community's responsibility. How neighbourhoods go about getting support differs for each neighbourhood. The process is dictated by the Provincial *Municipal Government Act* and requires support from all property owners within a neighbourhood. Many neighbourhoods across Edmonton have a mix of residential property types, and a number undergoing reconstruction have successfully petitioned for decorative streetlights, including Westmount.

## MEETING

- *Too much specific info at once. Should have been written down so that we could look at it.*



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All information, including the presentation and displays, is available at [edmonton.ca/buildinggreatneighbourhoods](http://edmonton.ca/buildinggreatneighbourhoods)

- *It would be more effective to have input from residents.*
- *I found the lack of effort to truly address concerns from the previous meeting very disheartening.*

All issues raised by the community were taken into consideration during the design process and responses were included in the 'What We Heard' summary documents from meetings 1 and 2 and meeting presentations.

## NEIGHBOURHOOD LIVABILITY

- *Malcolm Groat Park should be more densely planted with trees and shrubs to eliminate further noise.*

Additional trees will not be planted in Malcolm Groat Park; however the City has a Root for Trees program with many options for residents to plant trees. For more information, go to [www.edmonton.ca/rootfortrees](http://www.edmonton.ca/rootfortrees)

- *River valley access would be very beneficial. There is a city-owned right-of-way west of 124 St and Jasper Ave.*

Access will not be accommodated through this program. Please work with your community recreation coordinator.

- *The use of the park on 108 Ave being stated that it's the city and doing it when it's the BRZ that is paying for it.*

The City is assisting the 124 Street BRZ with its concept plans for the space and will fund some of the work, including the removal of roadway, grading, sodding and bringing utilities onto the site. The BRZ will fund further enhancements.

## ROADS

- *I have water and ice issues due to poor drainage. I do hope this will be fixed with the new sidewalk.*

Surface drainage will be addressed through road reconstruction. Grading will be improved so storm water will drain properly to the catch basins. Any drainage issues on the property are your responsibility as the property owner.

- *Residential streets are wide enough even with winter snow. My strong preference is for roads not be made wider.*

Local road widths will not be changed unless required.

- *Are there components in the design regarding speed and traffic movement on nearby arterial roadways?*

Neighbourhood Renewal is for local and collector roads only. It does not include arterial roadways, such as 107 Avenue, 111 Avenue and 124 Street. Any design or construction work for these is undertaken by Arterial Roadways. 127 Street will be completed as part of Westmount Neighbourhood Renewal; however public involvement will take place in 2015.

## STREETLIGHTS

- *May we please have more streetlights for safety on sidewalks?*

The City will ensure that lighting levels meet current standards.



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## TRAFFIC

- *We need to address the issue of no left signal turn lights on 107 Ave and 124 St both east and west and on 111 Ave and 124 St both east and west.*

The City regularly reviews traffic signals and considers numerous factors when installing left-turn phases. National guidelines are followed and adapted for Edmonton traffic conditions.

Left-turns are based on traffic demand and intersection capacity. While left-turn phases do benefit turning vehicles, they increase delays for traffic in other directions. These phases are only used when left-turn demand and delay is high and where they can be accommodated. In many instances it is difficult to take time away for a left-turn phase.

The most current turning movement counts at 107 Avenue and 124 Street do not indicate the need for a left-turn phase. Although there is no eastbound/westbound left-turning during the peak hours, the busiest off-peak hour data (when left turns are allowed) shows fewer than 30 vehicles in both directions, which is too low to change.

For safety, the City would have to revise the intersection to one through lane and one exclusive left-turn in order to operate the left-turns simultaneously. The roadway volume is too heavy to reduce the number of through lanes.

For 111 Avenue and 124 Street, the current turning movement counts do not indicate the need for a left-turn phase. During the peak period when left turns are allowed, fewer than 40 vehicles complete the turn. The busiest off-peak hour saw 70 westbound left-turning vehicles. Introducing left-turn arrows and revising the lane configuration to allow simultaneous left-turns would negatively affect the intersection.

- *Drivers often cut through back alleys between 124 St and 123 St from 107 Ave to 108 Ave/109 Ave to avoid 124 St/107 Ave intersection during rush hour. Would it be possible to install at least a couple of speed bumps?*

The City no longer installs speed bumps due to their negative impact on emergency and transit services. Speeding is a driver behaviour issue dealt with through enforcement. Please contact Edmonton Police Service at 780-423-4567 to report any incidents. Transportation, EPS and the Edmonton Federation of Community Leagues have developed community-led programs to deal with residential speeding. Contact [speeding@edmonton.ca](mailto:speeding@edmonton.ca) to discuss further.

- *The crosswalk at Groat Rd and 109 Ave is too dangerous. Traffic is heavy and fast!*

Transportation Services uses an objective evaluation process based on national guidelines to assess requests for pedestrian controls. Considerations include: pedestrian activity and vehicle volumes; roadway width; vehicle speeds; sightline restrictions; and the distance to the nearest alternate crossing. This allows us to determine the appropriate level of protection required at a given location and ensures that available resources are allocated equitably. Traffic volumes and posted limits are taken into accounts when assessments are done.

- *108 Ave west of 124 Street - traffic flow severely impeded by angle parking.*

The City has not received any complaints related to angle parking at this location. The collision statistics do not indicate any issues. As such, there will be no changes to parking on this roadway.