



BUILDING GREAT NEIGHBOURHOODS

LAURIER HEIGHTS MEETING THREE FEBRUARY 13, 2014 6:30-8:30 PM

The City of Edmonton is building a great neighbourhood in Laurier Heights beginning 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 City held three meetings with the neighbourhood: one with the community league executive on November 12, 2012, a second with the entire neighbourhood on May 22, 2013, and a final public meeting on February 13, 2014.

Laurier Heights residents had the opportunity to review the final design for the neighbourhood and learn about the three-year construction 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.

CONSTRUCTION

- *Can you have driveway replaced along with this process?*

A portion of your driveway may be replaced to ensure adequate drainage. Replacement of full driveways is not part of Neighbourhood Renewal. If you wish to have more of your driveway reconstructed, contact the contractor directly, however they typically do not entertain small private work. Contact your construction project manager, Mike Bindas, for more information at mike.bindas@edmonton.ca or call 780-944-5552.

- *The project in my area of the neighbourhood was delayed from 2014 to 2015 with no notice.*

The construction year was switched due to the uncertainty of whether or not a sidewalk would be installed on the 87 Avenue Service Road. This sidewalk will now be installed in 2015 along with the road renewal work in your area.

DRAINAGE

- *147 St/146 St flow to 79 Ave and flood out a property at CB 14615/14619.*
- *For the past 20 years I have had drainage from the road flowing onto my property.*

Surface drainage will be addressed through road reconstruction. Grading will be improved so storm water will drain properly to the catch basins. It is also important to ensure the lot grading of your property is up to current standards, which will help protect your property from flooding. Property owners are responsible for their own lot grading. You may also wish to schedule a free Flood Prevention Home Check-up by calling 311 or 780-496-5454 or go to http://www.edmonton.ca/for_residents/flooding_sewers/residential-lot-grading.aspx for more information.

ROADS

- *Go back to original design to narrow 142 St south of 80 Ave. Existing street is too wide. Leave walk on existing alignment, narrow 142 St and plant trees in the new boulevard.*



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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.

SIDEWALKS

- *Need bulbs on sidewalks at 142 St and 85 Ave across to school.*
- *Please provide curb extensions on both sides of the south side at the intersection of 142 Street and 85 Avenue. This is the intersection with the highest use in the whole of Laurier Heights. On the SW corner is an elementary school, on the SE corner is a seniors' housing lodge, on the NE corner a church and the NW corner a community park and mini-mall. Bus stops are on both sides of 142 Street north of the intersection.*

The primary reason for consideration of curb extensions is to enhance pedestrian crossing safety by improving pedestrian visibility. The existing amber flasher at this location was installed as a result of higher pedestrian activity and vehicle flow. The flasher helps make motorists aware of pedestrians by increasing pedestrians' visibility to approaching traffic. Since this location already has an increased level of pedestrian control, curb extensions are not recommended.

- *We favour every household paying an average cost for sidewalks.*
- *Unfairness of sidewalk assessment - small front sidewalk but pay more than those with a 50 ft. lot. Why not average whole neighbourhood? Not averaged but done on front/back - however, sidewalk is only front!*

Local Improvement assessments are based on the Provincial *Municipal Government Act* and the City of Edmonton's Local Improvement bylaws. Assessments for alley paving, alley lighting, decorative streetlight upgrading and sidewalks are all assessed as follows:

For lands which are zoned RF1, RF2, RF3, RF4, RPL, RR, RSL, PU, US, A, AP and RMH, and with respect to local improvement construction;

(iii) odd- or pie-shaped parcels of land having a front and rear parcel dimension that are different and exceed the other by more than twice as much, the assessed frontage shall be equal to adding together the lot dimension of the front of the parcel and the scaled dimension of the rear of the parcel (based on a production of the shortest parcel flankage length being imposed to that point on the longest parcel flankage length) and dividing the total by two and this average shall not exceed by more than two times the front parcel dimension.

- *Where I live [on 87 Ave] cannot physically accommodate any sidewalk especially if it is built from the property curb onto the existing street.*
- *Very disappointed that our area will not be going ahead this year as originally planned. However, I am happy that sidewalks will be built on the 87 Ave and 149 St service roads.*

Based on operational observations at other similar service road locations, the City will leave the 87 Avenue service road in its current two-way operation. If there are any operational issues in the future, with respect to snow removal, parking or opposing directional traffic conflicts, the City will re-evaluate the 6 m wide service road and may consider



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switching the operation to a one-way. The construction year switched while waiting for council's decision on Service Road sidewalks.

TRANSPORTATION OPERATIONS

- *I would like to see a 4-way stop put in at the intersection of 80 Ave and 145 St.*

Transportation Services completed a review of this location during the AM and PM peak times for pedestrian and vehicular traffic in October 2013. The volume of pedestrians and vehicles did not meet the criteria to merit a change to the current device control. Sightlines were observed to be good in all directions. The number of collisions reported that would be susceptible to correction by a multi-way stop was low, with two collisions in the past five years. Upgrading to an all-way stop would not be considered at this time. The traffic control is appropriate for this intersection.

- *I would like to see a crosswalk put in somewhere on 145 St at the intersection of 84 Ave.*
- *Crosswalk at 145 St and 84 Ave please.*

The Transportation Association of Canada (TAC) has established pedestrian traffic control guidelines to create consistency across the country. The City of Edmonton exceeds the minimum requirements of these guidelines. In evaluating a crosswalk, we consider factors like: vehicle and pedestrian volumes; sightlines; speed limit; roadway width; and the distance to the nearest alternate crossing. Based on an evaluation, there are three main types of pedestrian protection that may be provided at a location: pedestrian crosswalk pavement markings in combination with signs; overhead pedestrian activated amber flashers; or pedestrian activated signals. The assessment ensures that available resources are allocated to critical locations in an equitable manner.

Transportation Services has recently completed a review at this location during peak times for pedestrian and vehicle traffic. Information gathered during the assessments indicated that the volumes of pedestrians crossing at this location and the volume of vehicles traveling along 145 Street were not sufficient to support a higher level of pedestrian control at this time. Our observations indicated that most pedestrians crossed safely in gaps of traffic traveling along 145 Street, while others waited for vehicles to stop before crossing safely. Sightlines were observed to be good in both directions along 145 Street. A review of the reported collision history over the past five years shows no collisions and none involving pedestrians. Given this and other pertinent information, Transportation Services cannot support the installation of a marked and signed crosswalk at this time. If the traffic or pedestrian volumes or other factors change, the City could reevaluate this crossing.

- *Can we get "no exit" or "cul-de-sac" sign in entrance to 79 Ave off of 145 St?*

79 Avenue at 145 Street is not a cul-de-sac. This crescent has two means of access and egress. A cul-de-sac, in essence a dead end road with a turn around, which this is not.

- *Change of curbing on park in front of our property and concern about snow removal not moving it now onto park.*

The City ploughs roads to the park side of the road where we can. This was done at this location.