



BUILDING GREAT NEIGHBOURHOODS

GLENORA MEETING TWO

MAY 28, 2013 6:30-8:30 PM

The City of Edmonton is building a great neighbourhood in Glenora, 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 Glenora's livability.

The first neighbourhood meeting was held with the community league executive on October 10, 2012. A second public meeting was held at Westminster Junior High School on May 28, 2013.

Glenora 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.

CONSTRUCTION

- *Please consider our access during construction. I don't wish to be looking for off-site parking!*

During reconstruction, one lane of traffic in each direction will be maintained at all times. No parking will be permitted in signed areas. Access to businesses, residences and alleys will be maintained where possible. Emergency access will be maintained at all times. All residents in the area are asked to access their homes through the alleys for the majority of construction. If you need to discuss specific accommodations during construction, contact your project construction manager, Jason Caudron, at 780-495-0268 or email jason.caudron@edmonton.ca

ALLEY RENEWAL

- *Lights in alley behind 135 St (west side 105 Ave-107 Ave). Alley upgrades?*
- *Our lanes/alleys really need work. Is that in the imminent future?*
- *What is going to be done with the very poor condition of alleys? Major holes, etc.*

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



BUILDING GREAT NEIGHBOURHOODS

BIKE LANES

- *Bike lanes to Groat Road trail and Churchill Crescent trail to river valley.*

These connections are not identified as part of the Bicycle Transportation Plan approved by Council in 2009. The plan aims to provide a comprehensive network of bike routes so that no cyclist is more than a five-minute ride from a “good bike road” once the network is complete. Routes run mostly east-west and north-south for more of a grid-like network.

The roadways in this area are low-volume local roads, providing relatively easy access to the aforementioned trails. Dedicated bike lanes would not be appropriate in this type of location. Implementing shared-use lanes (sharrows) would have little benefit for the cyclists in this area and would not contribute to overall network connectivity. More information is available at edmonton.ca/cycling

DECORATIVE STREETLIGHTS/STREET LIGHTING

- *Decorative lights - would prefer to have them everywhere.*
- *Please spread the south Glenora lights throughout the entire neighbourhood.*
- *I support upgrading to decorative street lighting as currently found on St. Georges Crescent.*

The existing decorative poles in the south portion of the Glenora neighbourhood will be refurbished and reinstalled. Pending the approval of the decorative lighting local improvement, the north portion of the neighbourhood, which currently does not have decorative poles, will have a new pole and luminaire similar to the existing decorative poles installed. The specific details of the new poles are being finalized. If the decorative lighting local improvement is passed, property owners in the areas where the new decorative poles are to be installed will pay 100% of the total amount above the cost to install standard streetlight poles.

- *I totally support LED dark sky rated streetlights. Motion detection luminance change should be considered.*

All decorative luminaires installed in Glenora will be LED and will reduce the amount of uplight as much as possible, given the style of the luminaire. Motion detection is not used for roadway lighting. However, the City is testing dimming technology on streetlights to further decrease energy consumption. Currently we do not dim residential streetlights, however it is our preference to install luminaires that are capable of dimming. It is not verified if the decorative streetlights will be capable of dimming. If the decorative lighting local improvement is not passed in the area that does not currently have decorative streetlights, standard luminaires will be installed on standard streetlight poles. These will be LED and be full cut-off (no uplight) and compatible with the dimming technology, should this type of system be implemented.

EPS

- *There is a radar truck parked on the south side of 102 Ave at 137 St four or five nights a week. The truck parks on the boulevard in the same spot every time but will move to hide behind a different tree if the boulevard space is too chewed up/wet. Why not provide a parking pad for the truck? This saves the boulevard from unsightly damage and ensures the truck can actually park there without damaging the ground and/or accessibility.*

102 Avenue is an arterial road and is not included in Neighbourhood Renewal, however the service road will be reconstructed as part of the program. Assuming it is an Edmonton Police Service (EPS) vehicle and they request this as a need, it may be practical to include in the design.



BUILDING GREAT NEIGHBOURHOODS

GREAT NEIGHBOURHOODS CAPITAL INVESTMENTS

- *Would like a trail on the park side of ravine drive, perhaps the addition of benches and garbage cans.*

There is a sidewalk being added on the north side of Ravine Drive. During an assessment of placing a trail on the south side of Ravine Drive revealed barriers to making a continuous length of trail. Therefore, the best option is to make walkable connections on the north side of the roadway.

- *Many people cut across the corner of a green space near 102 avenue and St. Georges Crescent when getting off the bus. Can this be made an official path or trail?*

During an assessment of the area, it was noticed that the path that people most walk crosses into an alley. We cannot construct a formal walkway that leads pedestrians directly into an alley. There is an existing formal crossing at the corner of 102 avenue and St. Georges Crescent not far from this area.

LRT

- *Shouldn't the road and sidewalks be changed at the same time as LRT construction?*

The roadway infrastructure in Glenora is in need of reconstruction and the work has been funded by City Council as part of the Neighbourhood Renewal program. Additionally, the LRT will be going along an arterial roadway, so it will not impact construction within the neighbourhood itself. At present there is no timeline for construction of the west Valley Line LRT. City Council's priority after finishing the NAIT LRT is construction of Stage 1 (Mill Woods to City Centre) of the Valley Line LRT once funds for construction are secured. For more information go to edmonton.ca/LRTprojects

SIDEWALKS

- *We don't want new sidewalks on Ravine Drive!*
- *I was concerned about the proposed addition of a sidewalk on Ravine Drive. The contiguous green is beautiful and we all enjoy the intimate nature of our road. We wondered what the extent of our project area is so as a group we are better able to address upcoming construction.*
- *I oppose the sidewalk on Ravine Drive and the location of the walk on the residential side of the street. Where does the decision come from to install the walk?*

Transportation Services is committed to providing pedestrians with a safe network of sidewalks and curb ramps. As a result of historic practices that were not focused on walkability, there are sections of roadway throughout Edmonton that require sidewalks and curb ramps. In recognition of the substantial deficiencies throughout the city, Transportation Services has developed a sidewalk strategy to address these missing links.

Sidewalks provide the basic infrastructure to support pedestrians of all ages and abilities, which is particularly important in a winter city where conditions can 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; rather, a comprehensive sidewalk network improves walkability for the residents of the community as a whole, as well as visitors from outside of the community. Sidewalks are created for the long-term to serve users for many years to come. Locating the sidewalk on the north side of Ravine Drive provides the best connectivity for the neighbourhood at large.



BUILDING GREAT NEIGHBOURHOODS

Our evaluation concluded there is no sidewalk on either side of Ravine Drive from 142 Street to the eastern portion of Ravine Drive, which does have sidewalk on one side. To provide a base level of pedestrian infrastructure a sidewalk is required on one side of the road; it provides network connectivity with 142 Street sidewalks and bus stops, and the bridge across MacKinnon Ravine. A sidewalk also provides universal accessibility for the area.

Edmonton's City Council passed the Active Transportation Policy, C544 in 2009. The policy can be found at edmonton.ca/city_government/documents/C544.pdf. A summary of the sidewalk strategy can be found at www.edmonton.ca/transportation/RoadsTraffic/COE_Sidewalk_Strategy_Summary_Rpt.pdf

- *There are sidewalks adjacent to the alleyway running between 107 Ave and 106A Ave that are providing pedestrian access to the bus stops along 107 Ave as well as the pedestrian crossings of 107 Ave (136 St & 139 St crossing lights). Are these sidewalks being replaced that run through the boulevard?*
- *There are a couple of sidewalks that provide access through the trees and bushes along the northern boundary of Glenora. They connect the alleyway to the pedestrian crossings and transit stops on 107 Avenue; one east of 136 Street, and one west of 138 Street. As they are currently, these sidewalks run along the alleyways for a bit and then simply dead-end. Is it part of this renewal program to improve access to these thoroughfares from the rest of the neighbourhood?*

The preliminary design did not show the replacement of any of these walks since the scope of work does not include the replacement of walk along arterial roadways. However, we will review these locations in the spring.

- *Missing sidewalk south side of 106 Avenue between 132 Street and 133 Street—access from Progressive Academy. Currently no sidewalk on south but desperately needed for safety reasons for children going to/from school.*
- *On the south side of 106 Ave between 132 St and 133 St, a sidewalk may be beneficial for safety of the children attending Progressive Academy.*

As part of the neighbourhood renewal the City will change the width of the existing sidewalk in front of Progressive Academy from 1.5 m to 2 m to accommodate a higher volume of pedestrian traffic. We will not be able to add sidewalk to the south side of 106 Avenue between 132 Street and 133 Street due to grades and trees.

- *Rolled face curb is not preferred with boulevard and separate sidewalks for several reasons: problem with drivers mounting boulevard now.*

As part of the scope of work, the City installs rolled-face (mountable) curbs in residential areas except on collector roads, bus routes, or near schools, parks and commercial areas. Other factors may affect the type of curb including lot grades, trees, etc.

- *Would like to retain our island and not have a sidewalk placed. This island allows for parking and if eliminated it would be awkward to park. It would lose character and charm.*

As per City design standards, cul-de-sacs with 10 or fewer lots do not require a sidewalk.

- *Wheelchair ramps near my property are scheduled for replacement. They were just replaced within the past 10 years. How will you calculate my cost burden for the improvements given the unique shape of my lot?*



BUILDING GREAT NEIGHBOURHOODS

The cost of odd-shaped lots 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. More information is available at edmonton.ca/transportation/on_your_streets/sidewalk-reconstruction.aspx

The curb ramps are not included with the local improvement cost. That particular curb ramp is dated 1991 and will likely have to be replaced due to its condition and changes in road grades.

- *My only concern has to do with the pathway re-alignment on Alexander Circle. Such a re-alignment would ruin the look and symmetry of the circle park. The existing pathways are new and include wheelchair ramp access at all four access points. There is minimal traffic on the circle road and as long as the opposite sidewalks are re-finished with proper wheelchair access ramps then there should be no problem moving from the park over to the sidewalk.*

Thank you for your comments. Some of the newer infrastructure in Glenora, including those curb ramps, may need to be replaced due to changes in grades and site conditions. Since the City doesn't get to replace the infrastructure in neighbourhoods often enough (usually every 50 years or so) the goal is to bring Glenora up to standard and replace as much as possible. Keep in mind that we try to keep curb ramps that meet our standards and are in excellent condition.

The reason for realigning the sidewalk is to provide a safer crossing point for pedestrians. The design shows that we have moved the curb ramps directly across from the corner ramps to match the new sidewalk along 103 Avenue and to match the existing sidewalk on 133 Street.

TRAFFIC/SPEEDING

- *Set street signage (stop/yield signs) at common fixed distance from corners at all locations.*

Regulatory signs are set at standard locations in the intersection. They are typically on the right-hand side facing traffic within 5 m of a corner. The exact location depends on several factors, such as boulevard curb, surface mount on sidewalk or ground mount behind sidewalk, post mount on street light, etc. If a sign appears to be non-compliant, a specific location is required for field crews to review.

- *Are there any deterrents that can be used to reduce speeding on 136 St between Stony Plain Road and 107 Ave? A lot of people shortcut and speed. This is between two schools, a community league and a playground.*
- *I would like to see speed bumps or other measures to slow people down on 136 St from Stony Plain Road to 107 Ave to slow down people shortcutting through the neighbourhood.*
- *A concern of safety along 138 St by Westminster Junior High and street along St. Vincent School: I would like to see speed bumps for the sake and safety of kids! Cars speed down there a lot!*

Although some motorist may chose to shortcut through the neighborhood, the overall layout of the subdivision is not conducive to shortcutting. There are facilities in Glenora that attract patrons from outside the community. Patrons accessing these facilities are not considered short cutting. Keep in mind that all roads under the jurisdiction of the City are public roads. The City only posts speed limit signs at transitions zones. The statutory speed limit of all roads in Glenora is 50 km/h. Traffic data for the area indicates that speeding is not an issue.



BUILDING GREAT NEIGHBOURHOODS

Speed bumps/humps are no longer employed on public roads due to their negative unintended adverse effects such as excessive noise, vibration, etc. Speed is best managed by the Edmonton Police Service and the Office of Traffic Safety. More information about neighbourhood speed programs can be found at www.edmonton.ca/trafficsafety

- *Traffic getting out of Glenora from 136 St onto 107 Ave (both directions) is often very backed up. A streetlight at that intersection could be beneficial.*

Transportation uses an objective evaluation process to assess requests for installing traffic signals. Considerations include main and side street vehicle volumes, the delays experienced by drivers, the impacts of queued traffic, safety concerns, and implications of signalization on the overall roadway network. This evaluation provides a means of determining whether a traffic signal is appropriate at a given location, and ensures that available resources are equitably allocated to critical locations.

Although Transportation Services currently does not have any traffic data to assess the intersection of 107 Avenue and 136 Street, consideration of the other factors makes this an unlikely candidate for signalization. The anticipated peak hour side street volume is anticipated to not meet the minimum requirements, as Glenora is considered an established neighbourhood. Secondly, collision history at this location indicates an average of 0.8 collisions per year over the past five years, which is not indicative of a safety concern. Lastly, there is the potential for short-cutting through the neighbourhood if a signal were to be installed at this location. Regardless of what the turning movement counts might reveal, Transportation Operations would not support signals at this intersection.

- *Flashing crosswalk at Stony Plain Road and 133 Street.*

Transportation Services can conduct a pedestrian crossing review once the traffic returns to normal after the rehabilitation of the Stony Plain Road and 102 Avenue bridges over Groat Road. There is a pedestrian activated signal at 134 Street approximately 130 m away.

- *I am concerned about the lack of traffic control at the intersection of 133 St and Stony Plain Road. My children need to take the bus to Crestwood School. The only bus available is the 112, which stops on the north side of Stony Plain Road. Consequently, my children are forced to cross Stony Plain Road at 8 a.m., which is the busiest traffic time of the morning. There have been occasions when drivers have failed to stop for them as they cross the street. Is there anything you can do to improve this situation?*

There is not much the City can do, as the intersection already has a crosswalk with signage. Motorist failing to yield the right-of-way to pedestrians is best dealt with through police enforcement. Alternatively, an existing pedestrian activated signal is located on 134 Street and would be the safer option to cross Stony Plain Road.

UTILITIES

- *There is an EPCOR power pole on north side of my property. It does not supply power to any of homes along 101 Ave I would like power lines buried. I am prepared to share cost of removal.*

Neighbourhood Renewal's approach is to address infrastructure needs such as rebuilding and renewing roads, sidewalks, and streetlights in Edmonton's neighbourhoods and collector roadways. Utility concerns may be directed to EPCOR at 780-412-3128.