



BUILDING GREAT NEIGHBOURHOODS

MCKERNAN MEETING TWO MARCH 10, 2016 6:30-8:30 PM

The City of Edmonton is building a great neighbourhood in McKernan beginning in spring 2016. As the City is committed to involving Edmontonians in the decisions that affect them, residents have been asked to provide input, to identify missing side walk connections and opportunities for other investments to add to McKernan's livability.

The City held its first meeting with the community league executive on October 6, 2015. A second neighbourhood-wide meeting was held March 10, 2016.

McKernan residents had the opportunity to review and provide feedback on the neighbourhood preliminary design, and learn about the local improvement process. Staff members from Transportation Infrastructure, Facility and Landscape Infrastructure, Citizen Services, Drainage and Forestry were on hand to address residents' questions.

The following provides a general overview of comments and questions from the meeting, received from emails and from the online comment form.

ALLEYS

- *Alley renewal is greatly needed in McKernan.*
- *What about the heavily pot holed alley ways?*

As part of neighbourhood renewal, existing alley lighting will be upgraded to the new LED standard. The City does not have an alley pavement 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. Paved 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. For more information please visit edmonton.ca/transportation/on_your_streets/alley-renewal.aspx or contact 311.
- *Alley way on east side of 112 St, north of 7231 - 112 St has been closed to traffic for 25 years. When the curb is replaced this section could be rebuilt as a pedestrian crossing as opposed to what is there now.*

To determine a particular crossing location, a number of factors should be considered, including the pedestrian volume, roadway width, visibility conditions, vehicular volume and speed. Pedestrian crossing at this location would be considered as mid-block crossing. This crossing is not preferred since the west side crossing is still acting as an alley. Typically, we do not guide pedestrians into an alley crossing. The design proposes to replace sidewalks, curbs and gutters. There is no current plan to change the existing condition.

BIKE LANES

- *Sharrow needs to be in middle of shared lanes on 112 and 113 streets, not along edge.*

The sharrow location guides cyclists on the road and reminds drivers to expect cyclists in their travel lane. Cyclists are encouraged to ride over the markings, but are not required to, as they are only a guide. Details of the sharrow placement depend on the width of the roadway and whether or not parking is allowed on the roadway. Where cyclists and drivers are expected to share the travel lane, sharrow markings will be placed in the centre of the driving lane.



BUILDING GREAT NEIGHBOURHOODS

- *Is there any way to create protected bicycle lanes through community, particularly 112 Street? Bike crossing at 72 & 112 - this is a busy area and often bicyclists must cross to push east side ped flasher lights to stop traffic on 72nd, is there possibility of adding flasher button on west side of 112?*

112 Street is identified as a neighbourhood bike route that uses wayfinding signage and sharrow markings to guide cyclists on the road and remind drivers to expect cyclists in their travel lane. Shared-use lanes are provided when motorists and cyclists are expected to share the road. There is insufficient space for protected bike lanes on 112 Street without removing parking or impacting the boulevard space, so they are not under consideration at this time.

Pedestrian flasher crossing lights are specifically designated for pedestrians crossings, as cyclists are considered vehicles under the Highway Traffic Safety Act, we are not able to add an additional button to facilitate cyclist actuation of the pedestrian flasher crossing lights. Cyclists are welcome to use the pedestrian flasher crosswalk if they dismount and walk, or they can adhere to the stop sign controls and cross 72 Avenue when safe to do so. At the current time, there is no funding to upgrade this signal to one which can accommodate cyclist actuation, however it will be reassessed when funding becomes available.

- *At 109 St and University Ave, if you close down the road on south side, please move the activation light button as well so that cyclists don't have to ride on the sidewalk to activate light. Can you have two activation lights at one intersection?*

Subject to funding, additional cyclist actuation of the actuated pedestrian signal at the University Avenue/109 Street intersection will be incorporated into the redesign of the intersection.

- *On 72 Ave at 112 St, if you widen the bike path, cars will be able to turn left onto 72 Ave thru the opening.*

The redesign of the 72 Avenue/112 Street intersection is to better facilitate north-south cyclist movements through the intersection. The width of the median break has been specifically designed such that it will not be easy for cars to make a left turn at this location.

- *Improve N/S crossing of 82 Ave at 114 St. Bike/walk path goes up W side of 114 but not way to continue north on 114 without dangerous crossing to E side.*

The Belgravia McKernan Station Area Plan identifies improvements to the pedestrian crossing on the west side of the 114 Street/University Avenue (82 Avenue) intersection. Currently, there is no funding for this pedestrian crossing improvement. If funding for this project is approved by City Council, improvements to this pedestrian crossing will be implemented.

- *There is no way for bikes to cross 109 St between University Ave and 78 Ave since they have to go a fair way away on the sidewalk to get to the pedestrian light button. Relocate or have 2 sets of buttons one for pedestrians and 1 for bikes.*

Subject to funding, additional cyclist actuation of the actuated pedestrian signal at the University Avenue/109 Street intersection will be incorporated into the redesign of the intersection.

- *New sidewalk along south on University Ave to connect from 114 St to pedestrian flasher could be a shared use path to include bicycle traffic. 112 St contra-flow bike lane between University Ave & 79 Ave needs raised barrier between it and the sidewalk so the snow from the sidewalk doesn't get plowed and piled in the bike lane.*



BUILDING GREAT NEIGHBOURHOODS

The narrow boulevard space and streetlight poles do not allow room for a multi-use trail connection along the south side of 82 Avenue. 112 Street is identified as a neighbourhood bike route that uses wayfinding signage and sharrow markings to guide cyclists on the road and remind drivers to expect cyclists in their travel lane. Shared-use lanes are provided when motorists and cyclists are expected to share the road. There is insufficient space for protected bike lanes on 112 Street without removing parking or impacting the boulevard space, so they are not under consideration at this time.

DRAINAGE

- *Replace the pipes. The relining of the sewage and water pipes seem like band-aid work. Broken pipes still there.*

Pipe relining (also known as 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.

- *11118 73 Ave Back at the back - broken pipes still in alley. Water collects a lot. They graded - did not work. Pipes need to be replaced. Front - road has fallen down - collects water.*

The sewer in the alley behind your home is a combined sewer, carrying both storm and sanitary flows. The combined sewer in the back alley of this location has been relined as per the McKernan Drainage Scope of Work. Neighbourhood Renewal does not include alley grading. If you experience continued pooling in this location please contact Drainage Operations through 311, so they can investigate the problem. It is also important to ensure proper lot grading, which is the responsibility of property owners. For more information go to

http://www.edmonton.ca/residential_neighbourhoods/residential-lot-grading.aspx

Surface drainage along the front streets will be addressed through roadway reconstruction, which will ensure that stormwater flows to the appropriate catch basin.

- *Storm sewer drainage at intersection of 75 Ave and 111 Street was cut off several years ago. We have had local floods in the summer of 1953, July of 1978 and July 11, 2004. This intersection is at the bottom of the old lake, what plan is there to provide proper flood prevention drainage?*

Drainage renewal is essential in order to maintain the structural integrity of the sewers in your neighbourhood. Drainage Operations is aware that many of the pipes in McKernan are in very poor condition, so it is important for us to renew them to prevent structural failure that could lead to flooding and interruption of service. This work is being done in advance of roadway renewal to avoid later open cut work.



BUILDING GREAT NEIGHBOURHOODS

The Flood Prevention Program and the Sewer Upgrading Strategy are newer programs developed in light of flooding in recent years. These programs will be looking at different solutions for flooding, like increased pipe capacity or storm water ponds. Because these programs are in the early stages of development, the timing doesn't meet the current Drainage Neighbourhood Renewal schedule for this neighbourhood. However, these programs could plan flood prevention projects in McKernan in the future.

Please call 780-496-5539 to be added to the flood prevention program mailing list or to receive future updates and notices by e-mail. Call the 24-hour drainage hotline at 780-496-1717 if there is a drainage or sewer problem on your property or on your street. More information about drainage services and the flood prevention program is available at www.edmonton.ca/floodprevention

The City of Edmonton is also currently undertaking a city-wide study to address not only sewer backups, but flooding in the streets as well. Please see the following website for more information:

http://www.edmonton.ca/city_government/utilities/City-Wide%20Flood%20Mitigation%20Study.aspx

- *Will lead water pipes be replaced?*

Please contact EPCOR Lead Program Representative at 780-412-6858 regarding Lead Service Pipe Replacement. For more information, refer to the following website

<http://www.epcor.com/water/service-delivery/Pages/lead-pipes.aspx>

LOCAL IMPROVEMENTS

- *Home owners shouldn't be responsible for costs to sidewalks to be repaved. This is on city property, and years of property taxes paid by owners. Proper planning of costs have not been done properly.*

Reconstructing the sidewalk in front of property owners' lots is a local improvement—a project that City Council considers of greater benefit to a specific area rather than to the municipality as a whole. Residential property owners therefore share the cost 50-50 with the City. The 50-50 cost share for sidewalks has been in place since 1995.

Your neighbourhood will be divided into a number of project areas. If 50% +1 of property owners within a particular project area do not want sidewalk reconstruction, they can petition against the project. If defeated, sidewalk reconstruction will not take place and the City will perform sidewalk maintenance only. To learn more go to

edmonton.ca/localimprovements

MEETING FORMAT

- *Tip: Great for presenter to start off with holding questions until the end because they may be answered in the presentation. That way it prevents tangent and bedlam question asking.*
- *Having an open forum would be better than individual questions - should have both. Divide and conquer..*
- *There were no question periods for people to hear concerns.*

The City of Edmonton has staff from various departments available to answer questions during the meeting. Previously, we have had Q&A sessions after the presentation and found that it only allows for a small number of questions from a few people. With a number of subject matter experts available, we have found that we can answer more individual questions and also address specific questions that residents and property owners may have.

- *Meeting notification should be sent to property owners. Particular in this area, there are a lot of rental properties. The owner do not receive any notification.*



BUILDING GREAT NEIGHBOURHOODS

To inform residents of this public meeting, City staff did the following:

- hand delivered a flyer to residences in McKernan advising of the meeting details;
- advertised the meeting in the City of Edmonton's public engagement calendar (edmonton.ca/PublicInvolvementCalendar);
- distributed a public service announcement to the media;
- provided information about the meeting to the McKernan Community League;
- put up road signs; and
- updated McKernan's Building Great Neighbourhoods web pages with the meeting details - edmonton.ca/buildingmckernan

For the third public meeting as part of the neighbourhood renewal process, the City mails meeting notifications to property owners.

PARKING

- *Cars park too close to the intersection here blocking sight lines. Consider extending no parking zone further back from the intersection or doing something like this (drawing of curb build/extension) to prevent cars from parking too close to the intersection.*
- *Prevent vehicles from parking on 111 St between 76 Ave & 75 Ave to help with sight-lines when turning on 76 Ave.*

The curb return radii at the intersection will be reconstructed as per current standard, it will improve the drivers' sight-line. Traffic bylaw C5590 prohibits parking vehicles too close to the intersection or stop/yield signs (details of this bylaw can be found on the City website). Unfortunately, some people do not adhere to the bylaw.

To file a complaint about an illegally parked vehicle, contact the Edmonton Police Services dispatch services and ask for the Parking Patrol section at 780-423-4567. If you reach the voice messaging system, follow the prompts for making a parking complaint. More information on this can be found here: <http://www.edmonton.ca/bylaws/licences/bylaws/parking-enforcement-faq.aspx>

To limit the on-street parking, you can apply for the residential parking program as outlined here: http://www.edmonton.ca/transportation/driving_carpooling/residential-parking.aspx

- *We have a small island outside our door which at the moment is non-parking. During construction will (could?) this island be deemed a parking area to help residents?*

The City will distribute construction notices 7-10 days before the start of construction next to your property. During construction, one lane of traffic will be maintained at all times under flag person control and, where possible, one side of the street will be available for parking. No parking will be permitted in signed areas, however, if there is sufficient space, the island in reference could be deemed a parking area to facilitate the goal of maintaining parking on one side of the street. This decision will be made after the Construction Project Manager has a chance to observe the impact of active construction at this location. 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 if possible during construction.



BUILDING GREAT NEIGHBOURHOODS

- *Will there be any work around McKernan School during the school year? It already too congested with parking and activities at the community hall. Any design improvement for "drop off" at school at 78 Ave.*

The construction around school zones will be scheduled when students are out of school on summer break, between July and August.

McKernan School's drop-off areas on 78 Avenue and 76 Avenue are being reviewed in conjunction with the school bus drop-off zone on 76 Avenue, as part of the Engage 106-76 Project. To find out more about the project, please sign up to become a Community Partner by visiting the project website at <http://engage106-76.info/>

SIDEWALKS

- *I like the sidewalks being added to east side of 112 and 113 Streets. 72 Ave and 112 Street this intersection can be dangerous when approaching on 112 Street from the north*
- *Sidewalks on both sides of 112 Street are crucial. Whyte ave sidewalk is long overdue, thanks.*

Thank you for your comment. The City will consider this suggestion and assess whether it appropriate at this location.

- *Straight-face curbs divert water better. Rolling curb allow water to back-up over the sidewalk faster.*

All infrastructure is designed and constructed to City standards while ensuring appropriate drainage to designated catch basins. If the drainage paths are clear, the water will flow to the catch basins. Should blockages occur in the drainage paths, there is a potential for water to pond or to backup and follow the paths of least resistance. This is especially true during the freeze and thaw cycles experienced in Edmonton. Yes, it is true that the straight face curb and gutter has a higher retention capability due to the taller curb height, but if clear from blockages, water will drain correctly into the gutters and to catch basins regardless of curb type.

These curb types are used extensively in new and reconstructed neighbourhoods following both industry and City guidelines. Various factors are considered throughout all stages of design:

- Drainage across and along roadways and adjacent properties
- Whether the existing curb and gutters are constructed together with a sidewalk (monolithically) or as a stand alone curb and gutter
- Existing curb type
- Number of driveways in the neighbourhood
- Required road structure
- Adjacent lot grades
- Size and number of trees in proximity to the sidewalks and curb and gutters

In addition to the local design constraints, decisions are also made factoring in construction type, cost and schedule conflicts.

- *How to improve access to McKernan Park from east side (ie 111 St) The only access is by alleys between 74/75 Ave and 75/76 Ave. Can better access be denied? Sidewalks on E side of 111 st from 72 to 76 Ave. Sidewalks are on opposite sides N/S of 76 Ave which is dangerous for pedestrians.*



BUILDING GREAT NEIGHBOURHOODS

The City does not encourage pedestrian access through alleys. Sidewalks along 76 Avenue and 112 Street, with a pedestrian controlled flasher at the crosswalk at 76 Avenue and 112 Street, currently provide access to McKernan Park.

After reviewing the east side of 111 Street between 72 Avenue and 76 Avenue with an Urban Forestry representative, it was determined that it would be very difficult to build a sidewalk without damaging the existing tree roots. Therefore, a sidewalk will not be constructed in this location.

- *I have no sidewalk along side of my property. They are planning to rip out my trees and shrubs to put this in. I do not want this done!!*

To avoid the negative impact on the tree root systems and the existing flat lots, the proposed sidewalk at this location will not be constructed.

TRAFFIC

- *Traffic on 72 Ave westbound is often travelling very fast. If on a bike trying to cross onto the bike path south of the intersection it can be very dangerous.*
- *The pedestrian flasher would be more safe as a red light, as a lot of vehicles speed through that area.*
- *Friends in neighbourhoods that have had renewal report increased traffic and speeds because roads are smoother. What measures are taken to keep traffic speeds down? (bad roads have positive side effect of reducing shortcutting and lowering speed.)*

Thank you for your suggestion. All drivers are expected to obey the rules of the road. Speeding is an enforcement issue best dealt with by the Edmonton Police Service or the Office of Traffic Safety. Contact 311 or visit www.edmonton.ca/trafficsafety for neighbourhood speed management information.

In 2012, City Council adopted the Speed Reduction Policy (C566). This policy allows community leagues to request that the City review speed limits for residential roadways within their community for consideration of reducing the speed limit to 40 km/hr. Requests will be referred to administration for review and consideration. More information is available at http://www.edmonton.ca/transportation/traffic_safety/speed-reduction-pilot.aspx

- *Glad to learn of 109 St/University Ave reconfig. Consider adding another light trigger at University Ave on west side.*

Subject to funding, additional cyclist actuation (trigger) of the actuated pedestrian signal at the University Avenue/109 Street intersection will be incorporated into the redesign of the intersection.

- *Left turn onto 114 Street heading south from 72 Ave and heading west. Traffic backs up with so many people west on 72 Ave towards Fox Drive. Tweaking the medians a bit would leave more room for people on 72 Ave who wish to turn south thus easing congestion.*

Thank you for your suggestion. The City will consider it and examine its feasibility. If implemented, it will be reflected in the final design. The final design will be presented at meeting 3 and will be available online at http://www.edmonton.ca/transportation/on_your_streets/mckernan-neighbourhood-renewal.aspx

- *This maybe not part of BGN but I would appreciate feedback. I have concerns regarding parking/traffic on 111 Street from 74 Ave - 76 Ave. People are parking here on both sides to walk to university/LRT and access to 76 Ave is restricted to one lane. I would suggest a bike lane on one side and parking on only one side of the*



BUILDING GREAT NEIGHBOURHOODS

street. As well 72 Ave from 109 - 114 Street is a traffic nightmare during rush hour. I would suggest no parking on one side with 3 lanes (middle lane reversing direction during rush hour). We have a large amount of traffic accessing the neighbourhood during rush hour on 73 Avenue to avoid congestion on 72 Avenue.

Thank you for your suggestion. Given the existing cross section of 72 Avenue and the demand for parking along this avenue, parking removal on 72 Avenue is not recommended. However, a request can be made to Parking Management to change restrictions. Two-thirds of the property owners on both sides of the road must agree to the requested changes for the process to proceed. For more information please call 311 or go to www.edmonton.ca/transportation/driving_carpooling/parking.aspx.

With respect to the bike lane request, 111 Street in this area is not a designated bike route and addition of bike lane markings and signage is not supported on roadways that are not designated bicycle routes.

OTHER

- *Expand pocket park and take out concrete island at south end.*

This pocket park was created in part to assist with traffic calming and to protect the contra-flow bike lanes. As the pocket park was developed fairly recently, with established bushes and other landscaping features, it is unlikely to be modified at this time. As well, expanding or widening the pocket park is not advisable due to the existing transmission power line.

- *Can we increase/include the lighting at the parks and playgrounds - safety and security, lower vandalism*

McKernan park was redeveloped in 2012, including the addition of a spray deck, skateboard area, gazebo, pathways and other amenities including lighting. If you wish to add or change amenities in the park, please connect with your community league and/or your Community Recreation Coordinator - Kate Russell (kate.russell@edmonton.ca).

- *Public garbage cans - helpful in clearing the street or clutter magnet?*

Thank you for your suggestion. Garbage cans are located near transit stops and in park spaces and are emptied on a regular schedule. If you wish to suggest additional garbage cans in park spaces, please connect with your Community Recreation Coordinator - Kate Russell (kate.russell@edmonton.ca). Additionally, there are litter management programs through Capital City Clean Up that you and/or your neighbourhood can become involved in. For additional information, please see http://www.edmonton.ca/programs_services/graffiti_litter/litter-management.aspx