



BUILDING GREAT NEIGHBOURHOODS

MCKERNAN MEETING THREE FEBRUARY 9, 2017 6:30-8:30 PM

The City of Edmonton is building a great neighbourhood in McKernan beginning in spring 2017. As the City is committed to involving Edmontonians in the decisions that affect them, residents have been asked to provide input, and to identify missing sidewalk 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. A final pre-construction meeting was held February 9, 2017.

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 Building Great Neighbourhoods Planning & Design, Infrastructure Planning & Design, Facility and Landscape Infrastructure, Citizen Services, Drainage, Street Lighting, 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.

109 STREET & UNIVERSITY AVENUE

- *The proposed change to the University Avenue and 109 Street intersection should perhaps be redrawn so that it is the south branch that is left open as opposed to the north one (across from 78 Avenue). There is more cross traffic on this branch, with vehicles, bikes and pedestrians going across 109 Street to the Seniors Centre (a big draw in the area) or continuing through the park to the eastern section of University Avenue. Traffic going onto 78 Avenue is extremely minimal.*

Thank you for your suggestion. The City will review the condition of this intersection.

110 STREET & UNIVERSITY AVENUE

- *I see on McKernan_NR3_Display_RoadMods.pdf that the proposed median adjustments at the intersection of 110 Street and University Avenue. Still makes no allowance for north-south cycle traffic. Instead, cyclists will be diverted onto crosswalk alignments. This is unacceptable and a major hazard for this busy cycle track. I have pointed this out in the past; can you please explain to me why the current serviceable median openings cannot be maintained in addition to adding pedestrian-friendly openings further east and west?*

Thank you for bringing it to our attention. The median gaps at the intersection of 110 Street and University Avenue will be adjusted to accommodate the through movements of pedestrians and cyclists.

- *It is my understanding that the traffic modifiers located in front of 11034 University Avenue are to remain. While I agree a traffic modifier of some sort is required I am hoping you will look into other options than those that are in place.*
 - 1) *The Road is narrow and when there is large amounts of snowfall extremely deep ruts happen and the road becomes treacherous for both traffic, pedestrians and parked vehicles.*
 - 2) *The modifier is in place to stop left turning traffic. This does not happen to a large degree. Cars turn illegal lefts continually so the traffic modifiers in place do not work. In addition due to the low height profile they are driven over top of (especially at 110 Street intersection of University Avenue).*
 - 3) *Some vehicles driving north on 111 Street drive into the owner's driveway at 11026 University Avenue then back out to make a "legal" left on University Avenue.*



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4) They are not attractive and I have seen the city come up with more attractive options in other neighbourhoods.

Please look into this and advise if any other options for traffic modification for this intersection and the intersection at 111 and 110 Street on University Avenue.

The current traffic control configurations at the accesses into and internal to the McKernan neighbourhood were implemented as a part of the Council approved McKernan/South Garneau/Parkallen Traffic Plan, in the 1990's. Some of the traffic management measures consisted of signage only, which was not very effective, and were later reinforced with additional infrastructure like medians and bollards. The centre-line medians at University Avenue and 111 Street are an example.

As these measures were implemented as a part of a Community Traffic Management Plan (CTMP), the City would not consider taking them out without extensive public consultation involving the entire neighbourhood. However, the CTMP policy is currently under review. We are not initiating any new projects at this time; once the Policy has been adopted by City Council, and procedures and processes have been developed, the City will prioritize CTMP requests and develop a plan for implementation.

111 STREET & 76 AVENUE

- *Traffic parks on both sides of the street by McKernan Baptist Church restricting traffic turning off and onto 76 Avenue. Could we restrict parking to the west side only for one block to make more room to safely use this intersection? Note: During rush hour people use 73 Avenue as a thorough-lane to bypass traffic on 72 Avenue.*
- *Need restrictive signage to curb parking violators along 111 Street towards 75 Avenue from 76 Avenue. There is one lane only. Have not had street cleaners since spring 2015, street plowed once since fall 2015. Why are we expected to pay more than we are highly taxed for when services are less?*

On the west side of 111 Street, just south of 76 Avenue, the 'No Parking' can be extended to better clear the roadway for right turns off of 76 Avenue to southbound on 111 Street. Parking would not be banned on the entire west face of the block.

The roadway appears to be 8.0 meters wide. One side of this roadway could be signed as 'No Parking' as adjacent residences have access to their on-site parking either off 111 Street or through the rear lane. Should the community wish to initiate this request, a two-thirds majority of support would be required from the adjacent residences. If successful, Parking Services suggests 'No Parking' on the east side of 111 Street between 75 Avenue to 76 Avenue.

112 STREET

- *112 should be made into separate bike lane. Sharrows just don't provide much (or any) protection for vulnerable people who use bicycles to get around, especially since there is no effort to create traffic calming features.*
- *I want to see Sharrows upgraded to protected bike lanes along 112 Street.*

112 Street is identified as a neighbourhood bike route that uses wayfinding signage and shared-use lanes to guide cyclists on the road and remind drivers to expect cyclists in the 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.

BACK ALLEY BARRICADE



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- *What will happen to the barricaded alley east of 112 Street and north of 7231-112 Street? Could the barricade be made permanent - it was close approximately 30 years ago by a petition. This is a busy walk and cycle path winter and summer.*

The wooden bollards in the alley east of 112 Street are permanent and will be maintained as they are.

DRAINAGE

- *Would be great if the renewal process aligned with flood mitigation. Would be great to engage renters in the petition decision process. Property tax increases often get passed on to renters. Great presentation!*

City staff continue to work together to integrate planning across many programs and services offered to the public. We've noted your concern and will continue to consult each other as appropriate throughout the neighbourhood renewal process.

The local improvement petition process is guided by the Provincial *Municipal Government Act* as well as City policies and procedures. If the local improvement is successful, the local improvement tax levy would be assessed for the property and added to owner's property taxes. This is why the local improvement notices, including information on the petition process, is sent direct to the registered property owners.

- *I am worried about drainage. 73 Avenue - 113 Street has puddles every year. The sidewalk parallel to 113 Street doesn't drain properly. The sidewalk parallel to 73 Avenue is fine.*

Thank you for flagging this specific location. Information gathered from communities like McKernan is going to be an integral part of moving the city-wide Flood Mitigation Study forward. The overall program framework, including implementation and costing options, will go before City Council for approval in June 2017, and public engagement is already ongoing. You can visit edmonton.ca/floodmitigation to see how you can get involved.

Due to the large scope of the project, it will likely be implemented over decades to come. The City will be looking at developing strategies with industry together with the City's own construction resources to maximize and provide ongoing capacity to deliver the program. While specific, neighbourhood-level solutions for flood mitigation are still forthcoming, Drainage staff have been internally collaborating with other programs across the City to ensure coordination and to provide advice as requested.

- *I am concerned about flood mitigation plans. No sewer increase capacity with increase infills and therefore population increase. very welcome to know that this is finally being done.*

When the City receives a land development application for infill, staff evaluates if there are any potential issues and will put conditions on the development permit to protect both public and private infrastructure if required. Infill homes often have a smaller impact on drainage infrastructure, as compared to the original homes, because of smaller family sizes and high-efficiency fixtures (one example being low flow toilets).

MAIL DELIVERY

- *What happens to my home mail delivery during the two months that access to the front of my property is restricted? There are no community mailboxes?*



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During neighbourhood construction there are times when Canada Post makes a determination whether or not they deem the construction safe enough to provide mail delivery. They do monitor the area daily and if they feel it is not safe, mail will be held at the post office. Please contact Canada Post directly to find out where your mail is being held and how to pick it up. Mail delivery will resume once the sidewalks are constructed and safe.

PRESENTATION

- *The CM presentation was super and informative. Candid answers/ info. All presenters did an ace job.*
- *Why was the Belgravia comments page taken down early? It said it would be available online until February 16th. It is only 8:00 PM on the 16th and I can't comment. February 16th lasts until midnight!*

The closing date for the online version of Belgravia comment form was mistakenly set to midnight February 16th instead of February 17th. We apologize for this mistake and hope you were able to submit your comments via one of the other available methods.

SIDEWALKS

- *My private connector sidewalk is approximately 30 years old exposed aggregate that currently meets the curb line sidewalk with good drainage with a good slope. I would be very annoyed if the intersection was cut back and an exposed aggregate patch was installed. I understand there are ways to prevent this and I would like to talk to someone when construction starts to discuss the alternatives.*

Please contact Jason Caudron at 780-495-0268 to coordinate the construction.

- *I would like to request that the monolithic sidewalk on the east side of 112th Street be extended to connect from 78th Avenue to the pocket park at 79th Avenue/University Avenue. This will create a complete sidewalk connection that will decrease the foot traffic on the street in that area and make the route more accessible for those with reduced mobility. The residents in the immediate area, whose in-set sidewalks will have to be relocated to the curb/monowalk, have expressed support for this design adjustment. Please consider this sidewalk design change request. If further support is needed from the community please let me know and I can assist.*

Subject to site assessment, the monolithic sidewalk on the east side of 112 Street at 79 Avenue will be extended to connect to the existing public walkway.

- *There is a missing connection at 79 Avenue and 112 Street (good side). this is not showed by the present building plans.*

The existing roadway on 79 Avenue between 112 Street and 113 Street is narrow with residential parking on both sides. In addition, the existing mature trees and telecommunication poles occupy large boulevard space on the north of 79 Avenue. A sidewalk cannot be constructed here without negative impact on mature trees and removal of street parking. The sidewalk standard cited in 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. There is currently a sidewalk on the south side of 79 Avenue between 112 Street and 113 Street.

TRAFFIC



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- *What is happening with traffic congestion on 72 Avenue during rush hour. Perhaps length of green light time going west could be improved or eliminate parking on north side of the street to accommodate 2 lanes of traffic.*

When designing signal timings, consideration is given to allocating the green time in proportion to traffic volumes entering the intersection. Green time allocated for each movement is dependent on the amount of traffic by approach and turning movement and are designed to minimize and balance the average delays in all directions

Signal timings at this intersection were recently adjusted in January 2017, to provide an additional four seconds of green time to the westbound movement between 7:30-8:30 a.m. Monday through Friday. Green times during other times of the day are optimized based on our most recent traffic volumes and observed site conditions.

- *The crosswalk, north-south at 72 Avenue and 113 Street: my kids attend McKernan school and we use this crosswalk all the time. However, drivers (east-west bound) regularly do not stop for pedestrians at this crosswalk. There is a pedestrian controlled light at 72 Avenue and 112 Street, but I request that the 72 Avenue and 113 Street crosswalk be reviewed for more advanced crosswalk features.*

City Operations is progressing with a more proactive approach for assessing pedestrian crossing control locations that support a higher level of pedestrian control. As part of this review, all existing crosswalks on arterial and collector roadways are assessed based on a combination of risk levels associated with traffic volumes, number of lanes being crossed, posted speed limit of the roadway, pedestrian activity levels, pedestrian collisions, and the proximity to an alternate active crossing control location. The locations assessed will be added to a city-wide priority list that will identify the relative ranking of the crossing points that support a higher level of pedestrian control. The locations identified with the highest risk are being reviewed and completed first, subject to availability of funding. This work is scheduled to be completed by the end of 2017.