



BUILDING GREAT NEIGHBOURHOODS

GROVENOR MEETING TWO

SEPTEMBER 18, 2012 6:30-8:30 PM

The City of Edmonton is building a great neighbourhood in Grovenor, with neighbourhood reconstruction scheduled to begin in spring 2013. 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 Great Neighbourhoods Capital Program investments to add to Grovenor's livability.

The first neighbourhood meeting was held with the community league executive on April 3, 2012. A second public meeting was held at Holy Cross School on September 18, 2012.

Grovenor residents had the opportunity to review the preliminary design for the neighbourhood. Staff members from Transportation Services, the Office of Great Neighbourhoods, Drainage Services and Parks 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.

ACCESSIBILITY/ACTIVE TRANSPORTATION

- *Better access to the ravine - crossing Stony Plain Road can be long and at times dangerous; need better movability out of our neighbourhood (being able to turn left); have turning lights at Stony Plain Road and 149 St/142 St.*

There are four traffic signals and two signed/marked crosswalks at the trail crossings on Stony Plain Road between 142 Street and 149 Street. Work on arterial roads such as Stony Plain Road are not included in neighbourhood reconstruction. Additionally, left-turn bays are required to be in place to add a signal. There are left-turn bays on 149 Street, but not 142 Street. The City will evaluate the need for a left-turn signal.

- *Access to bus stop on south side of 107 Ave requires access through alley (mostly between 146 St and 147 St) from 106A Ave. Any chance of better access means?*

Sustainable transportation does not encourage sidewalks in alleys. As this alley already has vegetation and property constraints, access cannot be improved through the alley.

- *Providing a shared biking lane on 148 St from 106 Ave to Stony Plain Road will provide safer access to the river valley. Great access from this neighbourhood to the valley is key to Grovenor's continued growth and vitality.*

Sustainable transportation reviewed accessibility and connections. Sharrow lane markings and signage should be included on 148 Street between 104 Avenue and Stony Plain Road.

ALLEY RENEWAL

- *We would really like to have our back alley repaired. How do we get that accomplished?*

- *At the completion of the sub-surface work in our lane, will the lane be resurfaced? It is currently in terrible condition.*
- *Lanes should be done at same time [as roads].*

Neighbourhood reconstruction does not cover alley renewal. Alley renewal is an owner-initiated local improvement and must go through the local improvement process. Visit www.edmonton.ca/transportation/on_your_streets/alley-renewal.aspx for more information.

TREES

- *Are you going to leave the trees on both sides of the streets or remove one side and widen the streets in Grovenor? (Removing the east side would not affect anyone's light).*

At the moment there are no plans to widen any roads in Grovenor, therefore tree removal is not required.

PARKING

- *There is no parking lot at the school or at the community league. Solution: build parking lots! This is not only a transportation problem: this is a major safety issue.*

In a partnership with Edmonton Public Schools and Edmonton Catholic Schools, the City of Edmonton has been involved with the School Drop-Off Construction Program to address the pickup and drop-off activities at Edmonton schools since the early 1990s. As part of this initiative, Transportation Services has been able to contribute funding and staff resources to support the planning, design and construction of school drop-off facilities. Due to budget cuts, the funding to continue our School Drop-Off Construction Program was not approved for 2012-14. As a result, the City is unable to contribute funding for school drop-off projects for at least the next three years. There may be an opportunity to reconsider the funding for the School Drop-Off Construction Program as part of the next budget cycle in 2015-17.

SIDEWALK RENEWAL

- *How much are new sidewalks going to cost and when are they doing my street?*

You will receive a local improvement notice in the mail prior to construction that includes the sidewalk assessment for your property.

- *My property has a finished garden and walkway. How will these improvements minimize damage to my property?*

Property-specific requests are difficult to assess at the preliminary stage. More information regarding construction will be provided at meeting 3. At the time of construction, the Construction Project Manager will work closely with you to minimize impact to your landscape. This will also depend on the overall design of your lot, sidewalk and road grades, which will be determined at the time of in-field design.

- *Concerned about elevations and completed curb work on 149 Street and road renewal in front of residence. Also, installation of sidewalk (new) along service road with already narrow lots and frontage of existing homes.*

Both the service road and curbs will be reconstructed. There should not be any issues with tying into the lots, as this is looked at in detail during field design. The new sidewalk has been identified as a missing sidewalk link by Sustainable

Transportation as a needed connection to the bus stop on 107 Avenue and 149 Street. The narrowing will only be 0.7 m on City-owned right-of-way.

- *Are the asphalt sidewalks going to be replaced with concrete? What determines whether you get a roll-face or straight-face curb?*

If they are not shared-use paths, then asphalt sidewalks are upgraded to City standard concrete. Most local roads will be roll-face curb. Straight-face curb is generally for collectors, commercial areas, park areas and schools. However, curb types may change due to factors like lot grading, road grades and mature trees.

TRAFFIC/SPEEDING

- *Excessive traffic speed and rush-hour traffic cutting between 107 Ave and Stony Plain Road along 104 Ave is a problem. Please change intersections at 104 St and 103 Ave/106 Ave to four-way stop intersections.*
- *Traffic restrictions (speed bumps or other) to slow traffic along 106 Ave, 104 Ave and 103 Ave between 149 St and 142 St.*
- *Please review the speed of traffic on 144 St. This tends to be used as a major neighbourhood access as well as a cut across from 107 Avenue to Stony Plain Road.*
- *Traffic calming devices needed by school (144 St and on 104 Ave).*

Currently, 103 Avenue at 144 Street is a signalized intersection. As 106 Avenue is an arterial road and 144 Street is a local road, a stop sign on 144 Street is appropriate. As well, the City no longer installs speed bumps on public road right-of-way. Traffic signals are installed on a warrant system based on need and delay. For other neighbourhood speed management issues, contact the Edmonton Federation of Community Leagues (EFCL), which works with the City's Office of Traffic Safety and Edmonton Police Service to promote safe driving in neighbourhoods.

- *Eliminate the traffic island at 106A Ave and 144 St, make a T-intersection.*

This is in review and if implemented will be reflected in the final design at meeting 3.

STREETLIGHTS

- *Convene a discussion on decorative street lighting. You cannot have the first meeting after the deadline to make a decision has passed.*
- *Timing and follow-up on decorative street lighting seems to be of concern, earlier application to avoid pointing of fingers.*

Based on the interest expressed by community member on September 18 to pursue decorative streetlights, the City provided an alternate schedule to align with the local improvement process for sidewalk reconstruction planned for early 2013.