

BUILDING GREAT NEIGHBOURHOODS

NORTH GLENORA MEETING TWO

SEPTEMBER 11, 2012 6:30-8:30 PM

The City of Edmonton is building a great neighbourhood in North Glenora, 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 other investments to add to North Glenora's livability.

The first neighbourhood meeting was held with the community league executive on April 17, 2012. A second public meeting was held at Coronation Elementary School on September 11, 2012 with 228 people in attendance.

North 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.

ALLEY RENEWAL

- *We need to know how alleys can be redone. [Alleys] are 50-60 years old and were never designed for the heavy trucks the City has contracted for garbage removal.*
- *Would like to see alley improvements, i.e. paving, lighting.*
- *Should have shared details about back lane improvements and even though not part of the program it would have been nice to know what to do.*
- *Our back alleys are in terrible shape so is there any process that could be started to have the alleys upgraded?*

The City will upgrade existing alley lighting to LED during reconstruction. However, reconstruction does not cover new alley lighting or paving, which are property owner-initiated local improvements and must go through the local improvement process. During neighbourhood reconstruction, residents will also need access to alleys to get to their homes. Visit www.edmonton.ca/transportation/on_your_streets/local-improvement-faq.aspx for more information on the Local Improvement process.

SIDEWALK RENEWAL

- *I would like more information about the sidewalk replacement in front of our house, and what kind of options we will have regarding the retaining wall and the steps leading up to our sidewalk from the public sidewalk.*

Property specific requests are difficult to assess at this stage. More information on construction will be provided at meeting 3. Go to www.edmonton.ca/transportation/on_your_streets/sidewalks-crosswalks.aspx for more information.

- *By the old ESSO site there is a missing link/access point.*

The City will look at putting in a sidewalk link near the old ESSO site (north of the Groat Road/107 Avenue intersection). Any changes to this access point will be included in the designs to be shared at meeting 3.



- *My only request is that the curbs all be square, not mountable.*

The City's standard is to use roll-faced curbs on local roadways and straight-faced curbs on collector roads, bus routes, and in front of schools and park areas.

DRAINAGE

- *Our surface drainage is non-existent. Please ensure a storm drain or more adequate drainage is included in planning.*

In mature areas it is sometimes difficult to significantly change surface drainage. The new sidewalk, and curb and gutter, will be constructed to City standards to maintain positive drainage from the property line to the street.

SPEED REDUCTION/TRAFFIC SAFETY

- *Plans to reduce speeding on 109 Ave between 135 St and Groat Road?*
- *Make 109 Ave less attractive to short-cutters and less desirable to speeders going between Groat Road and 135 St.*

In a 2009 speed survey, the City found that there were approximately 800 vehicles per day on this route. At this level of activity, the shortcutting does not require traffic calming measures. There is parking on both sides of the road, which has the effect of narrowing the roadway. Narrowing the roadway to reduce speeds would result in a discontinuity in road width. The City's recommendation is to maintain the current cross-section, based on the function of the roadway.

- *Please consider a speed bump at intersection of 109 B Ave at 139 St.*
- *The intersection at 139 St and 109A Ave/109B Ave is awkward. Many people currently speed through this intersection making it dangerous. There needs to be some method of slowing traffic here, especially because it is so close to the school.*
- *Consider a speed bump at the intersection of 109B Ave and 139 St to eliminate speeding.*
- *The change in the intersection at 109A Ave/109B Ave and 139 St is a positive step. The current intersection is quite poor.*

Because of the number of emails and comments from residents, the project team decided to evaluate alternatives to the proposed design for the intersection. The final design will be shared at meeting 3.

- *Narrowing 139 St between 107 Ave and 109 Ave is a bad idea.*

Due to the response from residents and the fact that 139 Street is a route for buses going to Coronation School, the roadway will be left at its existing width.

- *Daycare drop-off at north end of Coronation School is very dangerous. If 109A Ave/109B Ave is free flow, this "drop-off" area should be moved!*

The City will ensure that the Coronation School drop-off areas are adequately located based on the updated design of the 139 Street and 109A Avenue/109B Avenue intersection.

BUS PAD

- *Will there be a bus pad on 109A Ave and 138 St? There is a shelter but no pad. Also, why are there three bus stops on 109A Ave by the school/playground?*

There will be a pad provided for the existing shelter on 109A Avenue. That eastbound bus stop will be moved a few metres east of 137 Street to improve sightlines at the pedestrian crossing. There will be another bus stop with a pad to the west approximately 180 m away. The typical spacing between stops is approximately 200 m for bus stops along collector roads. On 109A Avenue between 135 Street and 139 Street, the distance is 350 m, which is too far to not have a stop in between. The bus stop at 137 Street also serves different routes.

NOISE ATTENUATION

- *I live on 137 St and 109 Ave and noise from 107 Ave and Groat Road keeps us awake at night. It would be appreciated if the City built a noise wall on 107 Ave, as trees in North Glenora are still very young.*

Thank you for your suggestion, however improvements along arterial routes like Groat Road are out of scope of neighbourhood reconstruction.

PEDESTRIAN CROSSINGS/TRAFFIC LIGHTS

- *Traffic lights for pedestrians at 135 St and 111 Ave. Pedestrians can get stuck for a whole change of lights. Also, the lane to come south on 135 St at the crossroad with 111 Ave leaves vehicles stuck at the light during rush hour.*
- *I have concerns regarding the lanes at the intersection of 111 Ave and 135 St and the lights. There is very little time to hit pedestrian light to cross 111 Ave; the lane just north of 111 Ave is straight or left-turn, and the lane just south of 111 Ave northbound has the lane to go straight directly opposite the lane on the north side but southbound.*
- *The fact that the lanes of 135 Street north and south of 111 Avenue do not 'line up' well makes getting into the neighbourhood difficult. The intersection is quite unsafe. Additional specific signage might make the intersection safer.*

The intersection has been pedestrian actuated since 2005. Edmonton Transit decided to make the curb lane a right-turn only because the bus stop is on the south side of 111 Avenue on 135 Street. A survey conducted in May 2010 indicated that in the peak hours, incidences of more than one cycle delay for southbound traffic were minimal. However, signal timings for the school start/end time were subsequently revised, with southbound traffic given more time to clear the queues. To avoid creating a conflict with vehicles attempting to weave around buses and create a potential safety concern, curb lane vehicles are forced to turn right. The signage indicating lane movements is consistent with City practice and provides clear direction to drivers. The geometric lane configuration of this intersection also provides good access into the neighbourhood without encouraging shortcutting.

During reconstruction, Neighbourhood Renewal will realign the centre line of 135 Street with the centre line north of 111 Avenue. This should reduce confusion at the intersection.

LANDSCAPING

- *The wall and area including landscaping along Groat Road from 107 Ave to 111 Ave is damaged. If a new wall was to be built then maybe the name of the community can be incorporated into the wall?*

Thank you for the suggestion. The City will assess the condition of the area.

NEIGHBOURHOOD INVESTMENTS

- *Have "Welcome to North Glenora" signs on various access points into the community.*

The City is currently evaluating this suggestion.