

BUILDING GREAT NEIGHBOURHOODS

ARGYLL MEETING TWO

SEPTEMBER 20, 2012 6:30-8:30 PM

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

The first neighbourhood meeting was held with the community league executive on April 10, 2012. A second public meeting was held at École J.H. Picard on September 20, 2012 with 87 people in attendance.

Argyll 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

- *Are there any plans to upgrade the lanes? Ours is in poor condition and pothole filling doesn't last.*
- *We need a new back alley! Our front street is OK.*

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.

GREAT NEIGHBOURHOODS CAPITAL INVESTMENTS

- *Is there something we can do with the closed school building?*

The City is currently trying to secure funding to demolish the old Argyll school building.

- *In the park areas, add some benches to assist the elderly by providing a place to sit and rest.*
- *It would be nice to have plants and flowers on the triangle that is at the entrance to Argyll. A large sign acknowledging the neighbourhood would also be a great improvement. Benches at the top of the toboggan hill could be great for families.*
- *Can a bench be provided near the bike path (on top of the ravine) in the approximate area of 64 Ave and 86 St for people who walk to the ravine?*
- *By the bike path at the west end of 64 Ave there is a green belt. Can trees be considered on this greenbelt to assist with noise and dust coming into the community?*

The City is currently in the process of evaluating these suggestions.



- *Use a small portion of the southeast corner of Argyll Park (66 Ave and 88 St) to build a small parking lot. If a parking lot is not possible, please consider angle parking along 88 St.*
- *Chinese Christian Church does not have sufficient parking for the number of people who attend service, which has an impact on residents. The church would be willing to contribute funds to support the development of a parking lot at the corner of 66 Ave and 88 St (Argyll Park) that could be used by sport field users and the church congregation.*

Addressing parking on the Argyll district park site is best done through a master planning process, which is currently on hold until a decision has been made regarding the indoor cycling track.

MEETING FORMAT

- *Why were people not able to ask questions in an open forum after the presentation?*

The format of the meeting was chosen to effectively manage everyone's time. The City has done open forums in the past, however only a small number of resident questions can be answered in the time allotted for a forum. The majority of residents' questions are specific to their property, so making City staff available after the presentation to answer questions one-on-one is the preferred format.

PARKS/RAVINE

- *I'm concerned about the damage left in the ravine after an annual mountain bike race. Could this damage be repaired? Is this event allowed in the ravine?*

Cycling events have occurred annually in the fall for at least the last five years. These events are sanctioned through the City's Civic Events Office. Some of the course involves riding on turf, which packs down the grass and leaves temporary tracks. In the spring, the grass is expected to recover. If there are additional comments about cycling events or the grassed area, please contact 311.

SIDEWALK RENEWAL

- *Why do we have to pay 50% of the sidewalk costs when the neighbourhood has paid taxes for over 55 years?*
- *Why does the homeowner pay 50% of the cost for sidewalk restructuring?*

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 surrounding a particular sidewalk are the primary beneficiaries to the sidewalk reconstruction; therefore they share the cost 50-50 with the City. The neighbourhood is divided into a number of project areas. If 51 per cent of residents within a particular project area do not want sidewalk reconstruction, they can petition against the project. If the petition is successful, the City will only do sidewalk maintenance such as grinding, mudjacking or asphalt patching.

- *Instead of proposing to add a new sidewalk between 64 Ave and 83 St, why isn't the existing sidewalk between 64 Ave and 83 St being refurbished as it is a higher priority to residents?*

The City's policy is to have sidewalk on at least one side of the road. Since a sidewalk currently exists on the southwest side of 84 Street, the City is not required to construct a new sidewalk on the northeast side. The purpose of

constructing a sidewalk between 83 Street and 64 Avenue is to provide a connection to the Argyll neighbourhood from the intersection of 83 Street and Argyll Road.

TRAFFIC SIGNS/SIGNALS

- *Turning left on 86 St to head east on Argyll is a major problem in peak hours. Give 86 St its own green light.*

The City of Edmonton has an active program of identifying, monitoring, and prioritizing left-turn phase installations that meet City guidelines. The operation of a left-turn phase is based on traffic demand and intersection capacity. While the operation of left-turn phases does benefit turning vehicles, it does increase delays for traffic in other directions at the intersection. The addition of a left-turn phase requires taking off green time from other directions. As such, these phases are only put into operation when left-turn demand and delay is high and when sufficient intersection capacity is available to accommodate them. In many instances, through traffic volumes are so heavy that it is difficult to take time away for a left-turn phase.

For this particular intersection, a southbound left-turn signal cannot be provided as there are low traffic volumes on the southbound left-turn movement, and there is no capacity to add a new signal phase at this intersection. The intersection is currently operating in an oversaturated condition, especially during the peak hours.

- *I have some concerns about traffic lanes on 86 St and Argyll Road. I think having a lane of traffic to turn right onto Argyll would relieve congestion for vehicles wanting to go west.*
- *Create a merge lane (right-turn lane) from 86 St south onto Argyll Road. Make a single right-turn lane from 86 St onto Argyll going west.*

The northwest section of the intersection of 86 Street and Argyll Road will be reconfigured to match the alignment of the southeast section. There will be two southbound lanes: a straight through/left-turn lane, and a straight through/right-turn lane. Adding an additional dedicated right-turn lane may only promote shortcutting through the neighbourhood and so has not been included with this design. Also, the traffic counts at this intersection do not warrant an additional dedicated right-turn lane.

- *Please put a yield sign on 86 St at 69 Ave. People entering from Argyll Road assume they have the right-of-way because there is no sign there.*

A yield sign is proposed to be installed at the intersection of 86 St and 69 Ave.

- *What about traffic abatement for 86 St and the crowding of roadways during cycling and other sporting activities?*
- *Park facility users use 86 St as a landing strip (excessive speeding). What can the City do to slow traffic down? Suggestion: lower speed limit; speed abatement bumps.*
- *There are two pedestrian crossings along 66 Ave that are not very visible. Also, people tend to speed on 66 Ave. Can something like a traffic circle at 66 Ave and 88 St be installed to reduce speed and enhance the safety of pedestrian crossing?*

Additional traffic signs are proposed to improve safety in the neighbourhood. Parking restrictions are being considered at the intersection of 88 Street and 69 Avenue to reduce the risk of pedestrian/vehicle collisions during sporting activities.

- *There are two pedestrian crossings along 66 Ave that are not very visible. Also people tend to speed on that route. Can something like a traffic circle at 66 Ave and 88 St be installed to reduce speed and enhance the safety of pedestrian crossing?*

The City has reviewed the two crosswalk locations along 66 Avenue. Observation indicates that these crosswalk locations are appropriately signed and marked. To warn motorists that they are approaching these two crosswalks, “pedestrian crossing ahead” signs will be installed in advance of the crosswalks. As for speed, the Office of Traffic Safety re-examined 66 Avenue and 88 Street very recently in relation to two other complaints. Speed surveys did indicate that there are some vehicles speeding on 66 Avenue, however the traffic volumes are low and the speeds at which the majority of vehicles are driving is below the level at which enforcement is normally conducted. This roadway did not meet the criteria for establishing a photo radar site. That said, the complaint information was forwarded to Edmonton Police Service for consideration of enforcement action. As well, community speed awareness signs were requested on October 3, 2012.