



BUILDING GREAT NEIGHBOURHOODS

MONTROSE MEETING TWO

APRIL 14, 2016 6:30-8:30 PM

The City of Edmonton is building a great neighbourhood in Montrose 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 sidewalk connections and opportunities for other investments to add to Montrose's livability.

The City held its first meeting with the community league executive on October 26, 2015. A second neighbourhood-wide meeting was held April 14, 2016.

Montrose 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.

66 STREET

- *Please change 66 St from 4 lane, to 3 lanes and a bike lane that would connect to the path on the berm beside Yellowhead between 66 and 50 St. This would reduce traffic and allow people to bike with safety in area.*

Thank you for your comments. While these areas fall outside of the scope of the Montrose neighbourhood renewal, we have noted them for future review and evaluation by the City.

118 AVENUE AND 60 STREET PATH

- *The City path b/w my property and property to West is no paved and is +++ used by children going to school and park. Lighting where path crosses alley needs to be improved!!!!*

The City will investigate adding the sidewalk connection as part of the neighbourhood renewal. Lighting requirements will also be assessed.

120 AVENUE

- *120 Ave from about 60 St to 59 St needs to have improved drainage and lighting. Would also like to see something done with the meridian there as it is poorly maintained by the city. Grass and dandelions get to knee height before it gets cut.*

Drainage and lighting are assessed and improved where necessary as part of neighbourhood renewal.

The City considered converting the grass median into a concrete median. However, the green space and tree lined boulevards in Montrose are part of the neighbourhood's unique character. The concern with the maintenance of the median has been forwarded to Citizen Services, Neighbourhoods Branch. There is also opportunity for the community to take on a partnership program with the City to help take care of the boulevard. Please contact the Community Recreation Coordinator (CRC) for Montrose, Jody Nelson at jody.nelson@edmonton.ca for more information. Please note that CRCs may change from time to time, please call 311 for up to date information.



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121 AVENUE

- *Could you look into traffic calming on 121 Ave?*
- *Could you remove the bus stop on the east side of 61 St (@ 121 Ave)? There is another one on the N side of 121 Ave (@ 61 St), 50 feet away. Parking issues.*
- *Lights at 66St/121 Ave. Lane going east too narrow after introducing a left turning lane.*

Although speeding is below the Community Traffic Management Plan (CTMP) criterion warranting traffic calming, some speeds are nearing the threshold west of 67 Street. The City will further investigate whether traffic calming is the best option to implement.

ETS has reviewed the bus stop on the east side of 61 Street at 121 Avenue (bus stop #1095). It receives relatively high usage from riders of Route #143. Although there is another bus stop located on the north side of 121 Avenue at 61 Street, Route #143 does not approach that stop until it has traveled through the turnaround with a timing point at 61 Street and 122 Avenue. If bus stop #1095 is removed, the riders wishing to get off of Route #143 at 61 Street and 121 Avenue would either have to ride the bus for an additional 1-3 minutes through the timing point at 122 Avenue/61 Street, or would have to walk an additional 150 meters to their final destination. The additional time or walking distance required would be considered a reduction in the service level for those existing transit riders. As the request is not related to safety or operational improvements and would result in a slight reduction in the level of existing ETS service to riders, ETS would not close Bus Stop #1095.

The eastbound lane on the east side of the intersection is 3.5m. As per the Complete Streets Guidelines, standard lane width is at least 3.2m.

122 AVENUE

- *U-Turn problems @ 66 St/122 Ave.*
- *122 Ave - 66 St: people doing U turns, dangerous, people working in industrial area park here - severely narrows road.*

66 Street and 122 Avenue is a signed intersection. The Traffic Safety Act currently allows U-turns at this type of intersection; U-turns are currently not prohibited. Collision statistics do not show collisions attributed to U-turns. There are no marked crosswalks at this intersection either. Parking is permitted; 8m road width is common in Montrose and other mature neighbourhoods. The roadway cannot be widened without impacting the trees.

ALLEY LIGHTING

- *I find the proposed plans ideal for our community. It would be awesome to have a streetlight or two in alleyway of 63 St and 119 Ave.*

New alley lighting is out of scope of neighbourhood renewal. New alley lighting is a local improvement service offered by the City of Edmonton for residents. For more information please see http://www.edmonton.ca/transportation/on_your_streets/alley-lighting.aspx or contact Transportation Operations by phone at 780-496-1757 or by email at transportationoperations@edmonton.ca



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BIKE LANES

- *No bike lanes yet you had that in your formal presentation...No bike lane add at all - how sad for 2016. Could add a bike lane on the south side of 119 Ave from Wayne Gretsky to 64 St where there is one existing.*

City Council has directed for enhanced public engagement on bike route projects, beginning with a broader conversation with citizens about bike route infrastructure. This conversation will be done with a focus on building well designed routes to high construction standards where ridership is already high, such as the major bike routes on 83 Avenue and 102 Avenue. Bike facilities anywhere in the city require more planning before design and construction can begin.

CONSTRUCTION PROCESS

- *What effect construction will take on to access of my residence?*

Construction bulletins will be distributed 7-10 days before the start of construction adjacent to your property. No parking signs will be placed 48 hours before construction. Parking will be banned intermittently throughout the construction process to ensure the contractor can work safely and efficiently. Pedestrian access along the sidewalks will be maintained on one side of the road while the opposite side is being constructed. If you have a front driveway, you should expect about a 4-6 week period without access while the section of the driveway connecting to the street and intersecting with the sidewalk is removed and replaced. If you require DATS or have mobility issues, please contact the Project Manager and they will be able to work with you to accommodate your access requirements as best as possible.

- *What is the plan for exit out of neighbourhood during construction / how will bus route be affected? (121 Ave is now the safest as 123 east to 50 St is too dangerous).*

If necessary, the City will temporarily relocate bus stops and/or routes during construction. Vehicle access in and out of the neighbourhood is maintained at all times.

DECORATIVE STREETLIGHTS

- *I do not want decorative streetlights.*
- *Streetlights the same.*
- *You should have explain the cost of lamp lights.*

Communities can elect to pay for decorative streetlights as a local improvement. This process is the responsibility of your community (usually the community league leads it).

The City covers the full cost to replace all streetlights with standard galvanized steel poles, LED lights and street blades. If a neighbourhood opts for decorative streetlights, property owners pay the additional cost of the decorative streetlights, while the City will contribute the equivalent of the cost of standard streetlights.

The exact cost of decorative streetlights depends on the option selected, the borrowing finance rate, the number of streetlights and the number of property owners sharing the expense. Property owners may pay a one-time, lump sum payment or a property tax levy amortized over 15 years. The exact cost for the local improvement will be included on your tax notice the year following the sidewalk construction.



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For more information about decorative streetlights please see:
http://www.edmonton.ca/transportation/on_your_streets/decorative-lighting.aspx

DRAINAGE

- *Quit talking about sewers that were already complete and you have had credit for it.*
- *Drainage (after overlay 2016) water collecting now at opposite end in culdesac point, block away from drain (58 St).*
- *58 St (121 to 123 Ave) need serious rebuild - falling apart and drainage problem during rain = flooded intersection even through 3 drains present.*

No puddles were observed in the overlaid cul-de-sacs on 58 Street during a site investigation on June 13, 2016, despite heavy rain the night before. Gutter grades that were investigated showed positive drainage to the catch basin. To help drainage flow better, please ensure that gutters and catch basins are clear and free of debris. If you observe drainage issues, please contact 311 to report them.

58 Street between 118 Avenue and 123 Avenue will be renewed as part of the Newton Neighbourhood Renewal. The Newton Neighbourhood Renewal will be staged over 2 years, beginning in 2018.

HIGHLANDS LIBRARY

- *The elm and planting in front of Highlands Library looks very dry and neglected. The virginia creeper on the ground actually died last year and was replaced.*
- *People are cutting across the planted area at the SE corner of the Highland Library. Could you install a few stopping stones (or pave that corner)?*

The Edmonton Public Library is in the process of working to secure funding for the redevelopment of the landscaped area around Highlands Library.

INTERSECTION MODIFICATIONS

- *I like the triangle intersections changed to T with crosswalks.*
- *Intersection realignments look really good!*
- *I like the changes to 119 Ave @ 59 St and 61 Ave!*
- *Nice: - road alignments - look good.*
- *Comment on improvement mentioned to little traffic triangle 59 St and 19 Ave. What about a couple of direction signs stating which direction to follow for 59 St, etc.*
- *If it's possible, and if the intersection will continue to exist for a while, the NE corner of the intersection of 66 St & Yellowhead Trail should be improved or just closed to foot traffic - it's very unsafe as is.*
- *Would also like to suggest that the intersection of 120 Ave and 62 St be turned into a 4 way stop with marked crosswalks for the school kids. Many, many accidents at this intersection.*

The City will investigate adding street blades that indicate which direction to go if a driver wants to continue on 119 Avenue or 121 Avenue. Similar to this arrangement:



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Thank you for your suggestions. While the northeast corner of 66 Street and Yellowhead Trail falls outside of the scope of the Montrose neighbourhood renewal, we have noted your comments for future review and evaluation by the City.

There have been no reported collisions at 120 Avenue and 62 Street over the last five years. An activity count was completed June 20, 2016. The activity does not warrant all-way stop nor a signed and marked pedestrian crossing.

LANDSCAPING

- *Why not continue the decorative tree lighting and plants in the stretch between 82 Street and old town Beverly not just for continuity but an easy beautifying for the neighbourhood lots of people go walking among the great trees that line the street.*

Thank you for your suggestions. While this falls outside of the scope of the Montrose neighbourhood renewal, neighbourhood renewal does not include arterial roads, we have noted your suggestions for future review and evaluation by the City.

LOCAL IMPROVEMENT PROCESS

- *I'm in serious question to pricing?*

The cost of sidewalk reconstruction is shared 50-50 between the City and property owners. Property owners pay 50 per cent of the cost of the sidewalk renewal based on their lot length assessment. For information on how the City assesses lot lengths, please see: http://www.edmonton.ca/transportation/on_your_streets/sidewalk-reconstruction.aspx Property owners may pay a one-time, lump sum payment or a property tax levy amortized over 20 years. The exact cost for the local improvement will be included on your tax notice the year following the sidewalk construction.

If a neighbourhood opts for decorative streetlights, property owners pay the additional cost of the decorative streetlights, while the City will contribute the equivalent of the cost of the standard streetlights.

The exact cost of decorative streetlights depends on the option selected, the borrowing finance rate, the number of streetlights and the number of property owners sharing the expense. Property owners may pay a one-time, lump sum payment or a property tax levy amortized over 15 years. The exact cost for the local improvement will be included on your tax notice the year following the sidewalk construction.



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MONTROSE SCHOOL AND PARK

- *I think Montrose school is closing in a few years...double check with EPSB! (Why put in new bus pads if only being used for 2 more years or so?)*
- *I'm particularly happy about: - the intersection redesigns around Montrose School & Park*
- *I have a couple of concerns regarding traffic speed (but do not want big bumps in the road) on 59 St leading to Montrose Park.*

The City is aware of the school closure and has consulted with planners from the Edmonton Public School Board (EPSB). The current bus loading zone on 119 Avenue may be used as a centralized stop location even after the school closure, so the concrete pads are on the EPSB's primary wish-list.

In the past, the City has not received any speeding complaints on 59 Street. 58 Street is an longer a straighter stretch of road than is 59 Street. It has a speed compliance rate at 90%, with most traffic travelling below the posted limit. This data implies that the expected speeds on 59 Street would be even less.

SHARED-USE PATH WEST OF LRT TRACKS

- *If at all possible, the bike/multiuse trail on the west side of the LRT tracks should use LRT bridge, not force people to cross 118 Ave.*

Thank you for your comment. The LRT service track alignment does not provide enough space for a shared-use pathway; however, we have noted this suggestion for future review and evaluation by the City.

SIDEWALKS

- *Much safer! PLEASE make sure my sidewalk drains to the culdesac, not to my property. Sitting water = ice :(*
- *Would like my sidewalk reconstructed because grading is terrible. Lake in summer, skating rink in winter. Is very dangerous.*

All sidewalks will be constructed so water drains to the roadway.

- *A sidewalk is needed on the north side of 122 Ave between 60 & 61 Ave. This is a high-traffic pedestrian area as it is directly across from the bus turnaround.*

The City will investigate adding a sidewalk connection on the north side of 122 Avenue between 60 Street and 61 Street as part of neighbourhood renewal.

- *Do not require a sidewalk on 62 Street. Bought the property because of the large lawn. No snow removal on sidewalk. No through traffic pedestrian or vehicle. Only serves 6 homes. Money could be better spent.*
- *64 St north of 122 Ave doesn't need a sidewalk (dead end street). 62 St north of 122 Ave should have a sidewalk up to ETS.*



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Sidewalks on 64 Street and 62 Street north of 122 Avenue are required. The construction of missing sidewalk links in conjunction with roadway renewal projects is the most cost-effective and efficient means of addressing gaps in the City's sidewalk network. 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. New sidewalks are constructed entirely on road right-of-way.

- *Really like all the proposed sidewalk corrections, much more safely walkable. \$16.00 mo / tax levy is very small for sidewalk improvements. Hopefully there will not be 50% + 1 resistance. Not clear about the "area" that must approve sidewalks 50% + 1.*

Property owners do not need to 'approve' sidewalk reconstruction. If property owners within a project area do not want sidewalk reconstruction, they may petition against it. For more information on the petition process, please see http://www.edmonton.ca/transportation/on_your_streets/sidewalk-reconstruction.aspx. To be successful, the petition against must receive support from 50% +1 of property owners within the project area. If the petition against is successful, the sidewalks will receive maintenance instead of reconstruction. Property owners will be informed of their project area early in 2017.

- *Cost is high for sidewalk for this very poor and old neighbourhood. The city left it for 50 years with little upgrade. Would like all sidewalks added. Every street needs at least one sidewalk.*

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 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. This strategy will be implemented in Montrose during its neighbourhood renewal, meaning, where possible in the neighbourhood, every street will have at least one sidewalk.

- *Nice: - additional sidewalks.*
- *Love the added sidewalks.*

TREES

- *Trees need add at the end of 119 Ave and lane before Wayne Gretsky. To block the busy highway and ugly parking lot of Rexall. Simple add about 6 trees to make it look cleaner, quieter, healthier.*

Thank you for your suggestion. We are currently assessing the area.

YELLOWHEAD TRAIL BERM

- *Could use more trees on the north side of the berm along the Yellowhead. Deaden the traffic noise. Break the wind for those using the off leas park walkway.*
- *I use the berm to walk to work sometimes. I noticed in the presentation nothing about that. I noticed a lot of people use that route because no grass is growing where people walk/bicycle.*



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The space available on the berm is not sufficient for enough trees to reduce traffic noise. Therefore, the City would not add trees to the berm for the purpose of reducing noise.

However, the addition of trees could visually screen the traffic from view, which may create a perception of reduced noise levels. If the Montrose community and residents are interested in adding trees around the berm, there may be opportunity for them to do so through the Root for Trees initiative. More information is available at http://www.edmonton.ca/city_government/initiatives_innovation/root-for-trees.aspx

The City is currently assessing the area for possible improvements to the berm. If any improvements are determined to be possible, information will be shared at the next Montrose neighbourhood renewal meeting.

OTHER

- *Who is my CRC (I talked with Cathy about this...local improvements for park in culdesac, park ideas).*

As of June 2016, the CRC for Montrose is Jody Nelson. You may contact her at jody.nelson@edmonton.ca. Please note that CRCs may change from time to time, please call 311 for up to date information.

- *What about easements? - Any improvements/changes?*

All neighbourhood renewal construction will occur on City property or existing easements. No new easements are expected as part of Montrose neighbourhood renewal.

- *Wonderful crowd to talk to.*
- *I find the proposed plans ideal for our community.*

Thank you for your comments. We are glad you support the proposed plans.