



BUILDING GREAT NEIGHBOURHOODS

BELGRAVIA COMMUNITY LEAGUE FEEDBACK

January 25, 2016

The City of Edmonton is building a great neighbourhood in Belgravia beginning in spring 2017.

The following is a response to a Belgravia Community League member addressing his questions sent to the Neighbourhood Renewal team. Please note that the first public open house is scheduled for Tuesday, March 22, 2016.

SIDEWALKS

- *Missing Sidewalks/Links: The sidewalk on the east side of Saskatchewan Drive ends at 74th Ave. and does not continue to the north of it. So there is no sidewalk on the Belgravia side of Saskatchewan Drive between 74th Ave. and University Ave. There is a multi-use trail on the city park land on the West side of Saskatchewan Drive but at approximately 75th Ave. it leaves Saskatchewan Drive and descends into the river valley. Thus there is no sidewalk on either side of Saskatchewan Drive from 74th Ave. north to the location where the multi-use path leaves Saskatchewan Drive. Since the multi-use trail is heavily used by bicycle commuters riding at higher speeds, it is not always a safe place for the elderly and younger pedestrians. It would be ideal if the sidewalk on the Belgravia side of Saskatchewan Drive continued up to University Ave, or at least to 76th Ave. It would also be helpful if there was a branch of the multi-use trail that continued along Saskatchewan Drive south of its descent into the river valley.*

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 sidewalks along at least one side of the road. Since there is already an existing shared-use path on the west side of the road, a sidewalk on the east side is not warranted. For this location, the City recommends a 3.0 m extension of the shared-use path on the west side of Saskatchewan Drive, south of 74 Avenue.

The City will be monitoring volumes and behaviours on the multi-use path, and exploring educational opportunities to enhance trail safety. The City will inform the community of the outcome of the results.

- *Missing Sidewalk on East Side: There is no sidewalk on the East side of 115 Street from 76th Ave. north to the first alley, and then again no sidewalk from 77th Ave. to University Ave. I have often seen pedestrians walking on the east side of 115 St. where the sidewalk is missing, in spite of significant motor vehicle traffic that occurs a rush hour. There are no marked crossings across 115 St. between 76th Ave. and University Ave.*

Construction of a sidewalk in this area is not feasible, as it would require the removal of trees, configuration of a service road and narrowing of the main road to accommodate a new walk and curb. There is currently an existing sidewalk on the west side, fulfilling the base level requirement for a sidewalk on at least one side of the road.



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CROSSINGS

- *While there are already existing curb ramps on the West side of Saskatchewan Drive at the University Ave. service road and opposite the alley south of 79th Ave to support the heavy pedestrian traffic crossing at these locations, these crossings need to be formally acknowledged and marked with signs and Zebra stripes.*

Cycle/pedestrian crossing on Saskatchewan Drive at the University Avenue Service Road

The City will be evaluating the possibility of moving the crossing further south, as the current crossing does not provide adequate sightlines for the eastbound, right-turning drivers on University Avenue to yield to pedestrians. If the crossing is moved, then the City can look at adding a crosswalk at the new location.

Cycle/pedestrian crossing opposite the Alleyway south of 79 Avenue

Currently there are no sidewalks on the east side and therefore does not warrant a crosswalk.

- *The other popular crossing point needing a marked pedestrian crossing is at 74th Avenue and Saskatchewan Drive. It also needs curb ramps. This crossing is particularly dangerous because of the blind curve just to the north of it.*

The City will assess this location in the spring of 2016 and inform the community of the outcome.

- *There should one or more marked pedestrian crossing across 115 St. north of 76th Ave. with curb ramps. One deserving location would be crossing 115 St. on the south side of the University Ave. service road. Another location would be crossing 115 St. to the park south of 80th Ave.*

The City will be adding a crosswalk on the south side of the University Avenue Service Road at the intersection of 79 Avenue and 115 Street.

- *A marked pedestrian crossing for students crossing 74th Ave. at 116 St. for the school, as well as for users of the community recreation facilities, would also be a worthwhile safety improvement.*

There is already a marked crosswalk at this location.

SPEEDING

- *Speeding: Saskatchewan Drive is the busiest route for traffic entering Belgravia during afternoon rush hour as well as at other times. It serves residents, visitors to Belgravia, and visitors using the popular off-leash area in the adjacent city park land south of 76th Ave, plus short-cutters. The overall volume is very high. This portion of Saskatchewan Drive also forms a continuous winding 2.5 km route including 71st Ave, with no Stop or Yield signs or other signals to slow the traffic. In addition, there are a few locations with poor visibility to pedestrians crossing. So even 50 kmph is a dangerous speed and there are certainly cars travelling well in excess of that. A lowered speed limit and traffic calming such as speed humps between University Avenue and 119 St. would improve safety.*



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Traffic volumes and speeding concerns along Saskatchewan Drive may be addressed through the Community Traffic Management Plan process. A speed survey for 119 Street has been requested for 2016 to determine if enforcement is warranted.

- *There is heavy traffic along 74th Ave. between 118 St. and 115 St., some of which is dropping off children on the south side of 74th Ave. for the school and for the community recreation areas including the skating rink, hall, and playground. Many other children walk to these areas and must cross 74th Ave. to reach them, often outside of the 30 kmph school zone times. We need a 30kmph speed limit at all times as well as traffic calming along this stretch of 74th Ave.. As well, a lay-by bay on the south side of 74th Ave. for drop-offs would also improve safety.*

It is not feasible to widen the road for a school drop off, as all of the trees on the south side of 74 Avenue between 115 Street to 118 Street would need to be removed.

The extension of the 30km/hr speed limit may be discussed as part of the upcoming Belgravia CTMP.

SCHOOL, COMMUNITY HALL AND IMPROVEMENTS

- *On 73rd Ave. a layby bay would also be helpful for picking up and dropping off visitors to the community Hall, including children participating in the Childcare program in the Hall, as well as users of the adjacent playground.*

Please discuss drop-off bays with the school principal and have them make a request to the school board. The school board planner will work with the City to schedule a visit to conduct an assessment on the feasibility of constructing a drop-off bay.

- *Curb Ramps - General: There are a number of street crossings that do not have curb ramps and should. We have residents who need wheelchairs and baby strollers living throughout Belgravia. One example is 118th St. south of 76th Ave. In many cases the missing ramps are on sidewalks that are in really poor condition and need to be replaced anyway.*

As part of neighbourhood renewal, curb ramps will be installed at all corners of intersections.

BIKE ROUTE

- *Bike Route Sharrow: There are faded Sharrow bike markings on 115 Street that should be improved. However, 115 St. is also quite narrow, especially with the parking on one side, and that plus the fast-moving and often heavy traffic makes cycling dangerous. A lowered speed limit and traffic calming such as speed humps would improve safety on this section of 115 St.*

A speed survey for 115 Street has been requested for 2016 to determine if enforcement is warranted. Sharrow marks will be repainted after the neighbourhood has been renewed.