

Some History

Belgravia did start as an Edmonton neighbourhood back in the 1950's. At that time Edmonton was a small city. According to the Government of Canada 1956 Consensus, Edmonton had a population of 223,549 and the City of Edmonton 2014 results show an increase to 877,926 people. This equates to nearly a 400 percent increase in 60 years. Back in 1956 the very south end of Edmonton was Argyll Road otherwise known as 63 Avenue today we are pushing south of Ellersie Road. In 1956 the University of Alberta was relatively small with the Northern Jubilee Auditorium opening in 1957. Student enrolment in the mid 50's was around 6,000 with another 800 staff. Today enrolment exceeds 30,000 students and likely another 8,000 in staff. Belgravia itself has expanded its population from single-family residences in the 1950's to numerous apartment blocks and the addition of 54 houses on the old WCB site.

In 1956 there was upwards of 17 entrances to the district of Belgravia. Today we have four, three of them access University Avenue and the fourth is 76 Avenue, which empties onto 114 Street. The population has increased tremendously within Edmonton, University and Belgravia thus a huge increase in vehicle traffic. With the LRT commanding priority and the 114 St./University Ave traffic backing up because of LRT schedule; many people use the Saskatchewan Drive/76 Ave route as a shortcut/time shaving measure to mitigate this traffic chock point during the hours of 3 pm to 6:30 pm. Since 2009 Residents of Belgravia have had ongoing problems getting into and out of our community during these peak hours. Many times our children were late for after school activities (soccer, dance, etc) due to this massive congestion. It is scary to think how emergency vehicles could work thru these conditions.

The Issues

Our "8 to 80" community is a great concept. We have lots of people from outside of our community using the roads and parks with little concern for the people of Belgravia.

- Off leash dog run; owners are letting there dogs free outside the designated zones
- Running clubs from South Campus run as a pack on Saskatchewan Drive
- Cyclist (both individuals and groups) like the runners do not adhere to the rules of the road. Many ride middle of road and blow thru stop signs.
- Flow thru vehicle traffic; Saskatchewan Drive / 76 Avenue. Many do not adhere to proper usage of the 4-way stop at 115 St/76 Ave.

We need to channel all these activities into something that is respectful of the residents of Belgravia. We will share our community but we should not have to suffer from the activities of others from outside the community. City of Edmonton created this problem by locking up the community of Belgravia plus we suffer the consequence of poor LRT planning.

Solutions

Vehicles

Flow thru vehicle traffic along 76 Ave is not solvable by speed reduction. Very few commuters will ever adhere to a reduced residential speed limit. Volume will still be the same and they will all end up waiting in line at the 4-way/LRT Light. We must reduce the volume; reduced volume equals a SAFER community. See attached map

- Make 119 St from 80 Ave to University Ave a One Way north bound exit
- Make 76 Ave from 119 St to Sask Dr. a One Way West Bound
- Make 74 Ave from 119 St to Sask Dr a One Way West Bound
- Make Alley Way on Sask Drive a One Way West Bound
- Make 115 Street a NO parking either side of road from 73 Ave to University Ave

Cyclist and Runners

Whenever possible it is in everyone's best interest to keep pedestrians and cyclist away from vehicle traffic. In Belgravia we have the room to route both especially cyclist away from vehicles. See attached map

-There is an existing Cycle/Walking path that follows the LRT along 114 Street thus there is NO NEED for a Cycle Lane on the 116St/73Ave/115St corridor. By using the existing 71 Ave/114 St route it will take cyclist approximately 20 seconds longer to get to the UofA. In addition the route is much safer for cyclist and pedestrians.

- Suggest building a new Cycle/Walk Path along Saskatchewan Drive. Build extra wide to accommodate everyone's needs. Will keep the large cycle groups and large running groups off of the road. Suggest also building a fence along the route to keep off lease dogs from interfering with Cyclist/Walkers/Runners/Vehicles especially when the dogs decide to chase rabbits. Dog Owners do a very poor job of controlling their dogs once they are in the off leash area.

-A sidewalk on one side of 115 Street from 73 Ave to University Ave is also a great addition for the walking public.

Conclusion

Our primary objective is to have a safer community. If we can decrease the flow thru traffic, get the cyclist on a good route along with the running groups and coral the off lease area then we will have an even greater community within Edmonton.

NOTE: I live on Saskatchewan Drive South, drive to and from work everyday, take numerous walks around our community with my wife and I ride my mountain bike whenever I can. We all have our favorite outdoor activities; lets manage the space we use for these activities in a safe manner.

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WE ARE IN FAVOUR OF UPGRADED STREET LIGHTS
THEY WILL GO WELL WITH THE HISTORY
OF OUR NEIGHBOURHOOD.

DAC



SIGNIFICANT
"No THRU TRAFFIC"
30 FT TO 70 FT
76 OUT 74 IN

TYPICAL FENCE OPENINGS

AWAY FROM OPENWAY

FENCE OPENWAY 30 FT TO 70 FT

MAINTAIN FENCING ALONG CURVES TO ALLOW TO ALIGN

MAKE 115 STREET 1/4 A MAIN NORTH-SOUTH CORRIDOR BY REMOVING ALL PARKING ON EITHER SIDE OF STREET FROM 77 AVE TO UNIVERSITY AVE

30 FT TO 70 FT OPENWAY

North Saskatchewan River

CARS FROM PARKING
TRAVE
ONHWAY
3M TO TRAM

FENCING TO SEGREGATE
WALKERS/CYCLISTS FROM
DOGS. ALSO STOPS DOGS
FROM CHASING RABBITS
INTO ROADWAY

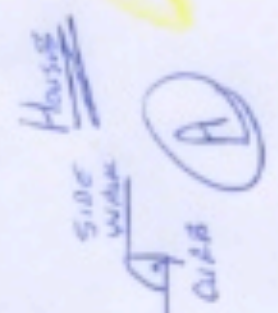
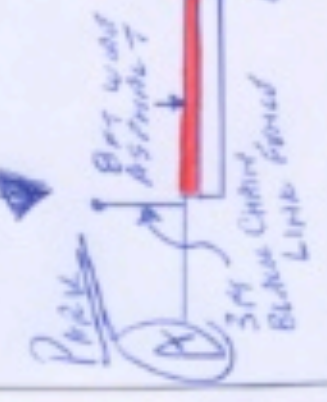
NEW FOOT WALKER
WAYWAY WITH OPEN
NEIGHT PATH OPEN
CYCLIST THRUWE.
KEEP DRIVE

NOTE: Large amounts from
running and cycle
cross constantly
use Sask Dr. roadway
to run or cycle.
BE'DO ENCHY BOTTLE
CALCULO WLSAFE ZONE
WITH CAR'S.

EXISTING CYCLE PATH
TO LOOP A. DO NOT NEED
CYCLE PATH ON HILLSIDE
CONSIDER 116 HILLSIDE
INTERSECTIONS WITH
COMMUNITY TRAFFIC
THE EXISTING ROUTE
IS VERY SAFE
COMPARED TO DASHED
GREEN ROUTE.

REMOVE
CYCLE ROUTE

FENCING AT END
OF OFF-ROAD AREA
C/W SIGNAGE



OBJECTIVES

1. MINIMIZE AMOUNT OF FLOW THROUGH TRAFFIC ALONG SASK DR / TO AVE CORNER A
2. KEEP WALKERS/CYCLIST/DOGS/CARS IN SAFE ZONES
3. GIVE RUNNING AND CYCLE CLUBS A WIDE PATH IN ORDER TO KEEP THEM OFF SASK DRIVE.