



# BUILDING GREAT NEIGHBOURHOODS

## BELGRAVIA COMMUNITY LEAGUE FEEDBACK APRIL 4, 2016

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

The following is a response to the Belgravia Community League addressing questions sent to the Neighbourhood Renewal team.

### SIDEWALKS

- *Saskatchewan Drive - University Avenue to 116 Street*
  - *Provide sidewalks on the east side of Saskatchewan Dr.*

The City's Sidewalk Strategy provides a base level of pedestrian infrastructure along all roads, constructing missing sidewalks along at least one side of the road. A sidewalk on the east side is not warranted since there is already an existing shared-use path on the west side of the road. For this location, the City recommends a 3.0m shared-use path on the west side of Saskatchewan Drive, south of 74 Avenue to create a continuous connection with the existing shared-use path.

- *115 Street - University Avenue to 76 Avenue*
  - *Provide a sidewalk on the east side of 115 street for the entire length*

Thank you for the suggestion. The City will look at this location in the summer of 2016.

- *Move pedestrians to the west side of the intersection at 115 St. and University Ave.*

There is an existing sidewalk on the west side of 115 Street.

- *Maintain existing boulevard trees by diverting sidewalks around trees where necessary.*

Wherever possible, neighbourhood reconstruction maintains and protects trees. The Neighbourhood Renewal team works closely with Forestry for tree treatment where required. If the local improvement is not defeated, the existing sidewalk will be replaced at its current location with a few adjustments to accommodate the roots of the mature trees, if required. Adjustments may include diverting the sidewalk around the trees.

- *Ensure there are curb ramps on all curbs in the community for wheel chairs, walkers and strollers.*

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

- *Eliminate signs placed in sidewalks - particularly a problem in winter with windrows.*

Thank you for bringing this concern to our attention, the City will review this issue.

- *Design sidewalk for pedestrians not cars -flat at driveways and lanes, not sloped*



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The City standard provides the design guidelines for lanes and driveways that cross a sidewalk. This guideline ensures the sidewalk, driveway and lane are accessible for pedestrians and vehicles.

- *At corners, slope to road to avoid puddles.*

As part of Neighbourhood Renewal, curb ramps will be installed at all corners of intersections. Curb ramps are sloped to ensure correct drainage onto the road.

- *The sidewalk that runs north-south through the park between the community hall and the school is in bad repair and should be replaced during renewal.*

The walk that runs north and south between 74 Avenue and the playground is planned to be replaced by the Great Neighbourhoods Program.

- *There needs to be widening and other upgrades to the sidewalks leading to the LRT station, especially those along 76 Avenue between 114 and 116th street. These sidewalks now carry a much larger pedestrian traffic than typical neighborhood sidewalks because of the surprisingly high ridership from that LRT station (over 4000/day in 2013, according to City figures). Given the Area Redevelopment Plan (ARP) this pedestrian count will only increase in the future.*

This will be addressed as part of the Engage 106-76 concept plan. An open house for that project is scheduled for April 7, 2016. For more information, please visit [engage106-76.info](http://engage106-76.info)

- *I support the installation of sidewalks on those areas where none exists. However when they do this they should be installed back from the road with a green strip searing them, so that in winter, windrows can be moved off the road. Really, all our sidewalks should be re-done this way, not sure that is possible but something to consider.*

For new sidewalk installation, the City looks at the existing constraints, such as mature trees and road width, to determine the best location. Due to the existing constraints in mature neighbourhoods, it is often difficult and expensive to convert all existing curb-line sidewalks to boulevard sidewalks.

## CROSSINGS

- *Saskatchewan Drive - University Avenue to 116 Street*
  - *Provide a marked crosswalk at the alley south of 79 Ave.*

This location is under review by the Community Traffic Management Plan.

- *Provide a marked crosswalk at 74 Ave*
- *115 Street - University Avenue to 76 Avenue*
  - *Provide marked pedestrian crosswalks at 76 Avenue, 78 Avenue, 80 Avenue and before the University Avenue service road*



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- *Provide a pedestrian crossing on 71 Ave where the pedestrian overpass over Belgravia Road comes out, between 116 St and the intersection with 71 A Ave.*

The City will review these intersections after the completion of Neighbourhood Renewal and assess if marked crosswalks are required at any of the locations.

- *Provide a marked pedestrian crossing on 73 Avenue & 116 St, round curb and a bigger sign on 116 St before 73 Ave.*

There is already a marked and signed crosswalk present on 73 Ave at 116 St. As part of Neighbourhood Renewal, curb ramps will be installed at all corners of intersections. Curb ramps are sloped to ensure correct drainage onto the road. Roadway sign sizes are installed to City Standards.

## SPEEDING, ROADWAY MODIFICATIONS

- *Saskatchewan Drive - University Avenue to 116 Street*

- *Lower traffic speed to 40 km/hr at most, possibly 30 km/hr*

The implementation of the City's Speed Reduction Policy (C566) is currently under review. To report a concern about speeding in Belgravia, you may call or email 780-495-0371 or [speeding@edmonton.ca](mailto:speeding@edmonton.ca). For more information, please see: [http://www.edmonton.ca/transportation/traffic\\_safety/speed-reduction-pilot.aspx](http://www.edmonton.ca/transportation/traffic_safety/speed-reduction-pilot.aspx)

- *Install traffic humps (designed to be driven over comfortably at the posted speed limit) primarily north of 76 Ave. but possibly south as well*

This location is under review by the Community Traffic Management Plan.

- *Eliminate turning lane off University Ave. for traffic entering Belgravia*

This location is under review by the Community Traffic Management Plan.

- *Install traffic calming circle at the intersection of Saskatchewan Dr and 76 Ave. Provide three marked crosswalks around the traffic circle and 76 Avenue and Saskatchewan Dr.*

This will be addressed as part of the Engage 106-76 concept plan. An open house for that project is scheduled for April 7, 2016. For more information, please visit [engage106-76.info](http://engage106-76.info)

- *115 Street - University Avenue to 76 Avenue*

- *Lower traffic speed to 40 km/hr at most, possibly 30 km/hr*

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[http://www.edmonton.ca/transportation/traffic\\_safety/speed-reduction-pilot.aspx](http://www.edmonton.ca/transportation/traffic_safety/speed-reduction-pilot.aspx)

- *Install traffic humps (designed to be driven over comfortably at the posted speed limit)*

This location is under review by the Community Traffic Management Plan.

- *Separate straight and left turning traffic from the right turning traffic leaving Belgravia at the north end of 115 St.*

This location is under review by the Community Traffic Management Plan.

- *Provide a larger safe island for pedestrians on the southeast corner of the intersection of 115 Street and University Avenue.*

Neighbourhood Renewal will review this location in the summer.

- *Provide elevated crosswalks instead of speed humps (designed to be driven over comfortably at the posted speed limit) at 76, 78 and 80 Avenues.*

This location is under review by the Community Traffic Management Plan.

- *Reduce speed limits throughout the neighbourhood to a maximum of 40 km/hr and possibly 30 km/hr*

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- *Install a traffic calming circle at the intersection of 116 St. and 77 Ave.*

The City reviewed several options at the intersection of 116 Street / 77 Avenue, including two offset T-intersections and roundabouts. The selected design proposes installing two small islands on the southeast and northwest corners of the intersection. This option was selected as it posed the least impacts to adjacent property owners, mature trees and parking in the area.

Proposed modifications to this area include designating 116 Street as the main route by assigning the right-of-way to northbound and southbound traffic along 116 Street. Any eastbound and westbound traffic on 77 Avenue will yield to those travelling on 116 Street. This change will clearly define and improve operations of the intersection, and still accommodate parking on the residential side of the road. Specifically, the modifications to the area will improve vehicle sightlines from all directions, significantly reduce pedestrian crossing distances and reduce the number of potential turning conflicts when compared to the current configuration.

The proposed intersection configuration will also promote the City of Edmonton's Environmental Strategic Plan ("The Way We Green") by providing more green space from the two proposed islands in the intersection. There is also a possibility for additional landscaping opportunities for the two islands, which is subject to further review and approval by the City.



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All proposed designs were presented at the Belgravia Open House on March 22, 2016 and can be found at [edmonton.ca/buildingbelgravia](http://edmonton.ca/buildingbelgravia)

- *Install speed humps (designed to be driven over comfortably at the posted speed limit) at the north end of 119 Street to slow potential short cutting traffic avoiding a slower Saskatchewan Drive.*
- *Make the service road on the south side of University Avenue between 115 Street and 119 Street one way westbound*
- *Traffic calming on other streets (74, 78, 119, 118) where speeding is frequent.*

These locations are under review by the Community Traffic Management Plan.

- *4 way stop at 119 St. and 76 Ave because of poor visibility created by curve in the road.*

Traffic activity does not warrant this intersection be upgraded to an all-way stop.

- *Make the intersection at 78 Ave and 119 St. a traffic calming circle.*

The City reviewed several options for the intersection of 119 Street / 78 Avenue. A traffic circle option was reviewed; however, due to the impacts to property owners adjacent to the intersection and impacts to trees on the island, a traffic circle is not feasible. The selected design for this area includes narrowing a portion of the road to support a one-way operation when travelling west on 78 Avenue and continuing north along 119 Street. This change would clearly define and improve operations of the intersection, and still accommodate parking along the residential side of the road. Specifically, the modifications to the area would improve vehicle sightlines from all directions, and reduce the number of potential turning conflicts when compared to the current configuration. A traffic circle option was reviewed, however due to the impacts to property owners adjacent to the intersection and impacts to trees on the island a traffic circle is not feasible.

All proposed designs were presented at the open house on March 22, 2016 and can be found at: [edmonton.ca/buildingbelgravia](http://edmonton.ca/buildingbelgravia)

- *Eliminate the right turns at 78 Ave. and 119 St. and 72 Ave. and 119 St.*

The City reviewed several options for the intersections of 119 Street / 72 Avenue and 119 Street / 78 Avenue. The City is proposing narrowing the northeast turning leg to support one-way traffic operation and parking on the residential side for both intersections. The new design defines clear two-way traffic operation on the south leg as the major road for 72 Avenue and 78 Avenue.

All proposed designs were presented at the open house on March 22, 2016 and can be found at: [edmonton.ca/buildingbelgravia](http://edmonton.ca/buildingbelgravia)

- *Use more curb extensions than speed humps (designed to be driven over comfortably at the posted speed limit) to slow traffic.*



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This is under review by the Community Traffic Management Plan.

- *Install more 4-way stops rather than speed humps (designed to be driven over comfortably at the posted speed limit).*

This is under review by the Community Traffic Management Plan.

- *Remove all signs. It will force every driver to watch at every intersection.*

The City is moving towards “positive control guidance” where every intersection will be controlled.

## **BELGRAVIA SCHOOL, COMMUNITY HALL, PLAYGROUND, SPORTS FIELD**

- *Maintain a traffic speed restriction of 30 km/hr 24 hours on 74 Avenue and 73 Avenue in the current school zone.*

The City of Edmonton school zone hours are within the hours prescribed in the Traffic Safety Act. The hours in which the school zone(s) is in effect is clearly posted with the school zone sign.

The current practice of the City is to erect speed limit signs only at locations where the speed increases or decreases from the statutory speed. As described in the Traffic Safety Act, where no signs are posted, the statutory speed limit is 20 km/h for lanes, 50 km/h for urban areas and 100 km/h on highways.

- *Install traffic humps (designed to be driven over comfortably at the posted speed limit) directly in front of the school between 115 street and 118 Street.*

This location is under review by the Community Traffic Management Plan.

- *Install lay-bys on the south side of 74 Avenue for drop-offs in front of the school and the north side of 73 Avenue for dropping off people to the school, playground or community hall.*

There are existing trees on the south side of the road against the sidewalk on 74 Avenue between 115 Street to 118 Street. To widen the road for a school drop-off would require removal of all trees, which is not feasible.

Over many years, the City has partnered with the Catholic and Public School boards to provide school drop-off facilities. This program has not been funded since 2012; however, funding has recently been restored. For Belgravia school drop-off bays, please discuss with the school principal and have the principal make a request to the school board. The school board planner will work with the City to schedule a visit to the school to conduct an assessment on the feasibility of constructing a drop-off bay.

- *Used raised pedestrian crossings instead of speed humps (designed to be driven over comfortably at the posted speed limit).*

This is under review by the Community Traffic Management Plan.

- *Install solar speed indicator on 74 Avenue by the school.*





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This is under review by the Community Traffic Management Plan.

- *Provide marked pedestrian crossings on 74 Avenue on both sides of 116 Street with curb extensions.*

Typically, the City only places crosswalks on one side of the street. Office of Traffic Safety is piloting putting cross walks on both sides of the street in school areas. This location is under review by the Community Traffic Management Plan.

- *Make the pedestrian crossings raised.*

This is under review by the Community Traffic Management Plan.

- *I was very happy to see the provision for lay-bys by the school and the hall. I have been calling them “pull-ins” and didn’t know what a “layby” (I was rhyming it with “lady”!) was. Please try to point out to City staff that these are important for wheelchair users of the hall and the school, and so they should be large enough for a DATS bus.*

There are existing trees on the south side of the road against the sidewalk on 74 Avenue between 115 Street to 118 Street. To widen the road for a school drop-off would require removal of all trees, which is not feasible.

Over many years, the City has partnered with the Catholic and Public School boards to provide school drop-off facilities. This program has not been funded since 2012; however, funding has recently been restored. For Belgravia school drop-off bays, please discuss with the school principal and have the principal make a request to the school board. The school board planner will work with the City to schedule a visit to the school to conduct an assessment on the feasibility of constructing a drop-off bay.

## BIKE ROUTE

- *Saskatchewan Drive - University Avenue to 116 Street*
  - *Reduce fast bicycle traffic on the shared use trail by making the roadway a sharrow.*
  - *Extend the multi-use trail all the way to the pedestrian bridge over Belgravia Road.*
  - *Make multi-use trail pedestrian only*
  - *Make Saskatchewan Drive a sharrow for fast moving cyclists.*
  - *Put in a bike curb from the road at the top of the paved trail going down into the river valley.*
  - *Widen multi-use trail or develop 2 separate trails to separate cyclists from other users.*
  - *Create a bike only path on the west side of the road separated by a curb from that used by vehicles.*

As there is already a Shared Use Path (SUP) available, the City would not look to create a second SUP in the same area. For those cyclists seeking a dedicated space, use of the roadway is available for use, as per the Traffic Safety Act. It is our experience that faster, more confident cyclists use the roadway



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rather than the SUP. Saskatchewan Drive is not identified as an on-street cycling facility, so sharrows will not be added.

In addition, the City is proposing to construct a new shared use path along Saskatchewan Drive that will provide a continuous connection that links Belgravia Neighbourhood from Groat Road to Fox Drive.

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

- *115 Street - University Avenue to 76 Avenue*

- *Take cycle route and parking off 115 St. to make it a main north south corridor from 73 Ave. to University Ave.*

115 Street is identified as a bike route in the 2009 Bicycle Transportation Plan; therefore, removing the sharrows is not being considered at this time. Removing parking is not being considered at this time.

- *Put a greenbox in front of straight and left turning vehicles for cyclists going across University Ave. on 115 St.*

The City will review this request.

- *Maintain existing sharrows.*
- *Add actual bike lanes along 115 St.*
- *Remove bikes from 115 St.*

115 Street is identified as a bike route in the 2009 Bicycle Transportation Plan; therefore, removing the sharrows is not being considered at this time. Also, there is insufficient space for bike lanes without removing parking, so they are not under consideration at this time.

- *Convert west side of Saskatchewan Drive to a second multi-use trail, raised from the road and fenced from the park area to separate walkers/runners/cyclists from the road and from dog walkers*

As there is already a Shared Use Path (SUP) available, the City would not look to create a second SUP in the same area. For those cyclists seeking a dedicated space, use of the roadway is available for use, as per the Traffic Safety Act. This space will not be separated by a fence as it is intended for shared use.

Administration has been working on a 'Dogs in Open Spaces 10 year Strategy.' More information on this strategy can be found at [http://www.edmonton.ca/city\\_government/projects\\_redevelopment/dogs-in-open-spaces.aspx](http://www.edmonton.ca/city_government/projects_redevelopment/dogs-in-open-spaces.aspx) Please connect with your Community League and Community Recreation Coordinator if you would like to pursue any further development in the dog off leash area.

- *If University Ave service road becomes 1-way west, install an eastbound cycling lane along the service road.*





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This will be under review as part of the Community Traffic Management Plan.

- *Extend the cycling route along the LRT line at 114 St. across University Avenue at the LRT crossing.*

This will be addressed as part of the Engage 106-76 concept plan. An open house for that project is scheduled for April 7, 2016. For more information, please visit [engage106-76.info](http://engage106-76.info)

## LANDSCAPING

- *Where possible add trees on city property in front of homes as part of the replacement landscaping.*

Typically mature neighbourhoods, like Belgravia, have existing mature trees on the boulevard and some have trees behind the curb-line sidewalk. If any resident would like trees to be planted on the City right-of-way in front of their property, please go to the following

link: [http://www.edmonton.ca/programs\\_services/landscaping\\_gardening/plant-on-public-property-form.aspx](http://www.edmonton.ca/programs_services/landscaping_gardening/plant-on-public-property-form.aspx)

## ENGAGE 106-76

- *76 Avenue - Saskatchewan Drive to 114 Street*
  - *Lower traffic speed to 40 km/hr at most, possibly 30 km/hr*
  - *Install traffic humps (designed to be driven over comfortably at the posted speed limit)*
  - *Combine speed humps (designed to be driven over comfortably at the posted speed limit) with elevated pedestrian crossings*
  - *Paint centre lines on 76 Ave.*
  - *Improvements for pedestrians will be determined as part of the Engage 106-76 Project.*
  - *Install marked pedestrian crossing at 119 St and 76 Ave.*

Any comments, concerns or questions about locations along 106 Street and 76 Avenue will be addressed as part of the Engage 106-76 concept plan. An open house for that project is scheduled for April 7, 2016. For more information, please visit [engage106-76.info](http://engage106-76.info)

## ALLEYS

- *There is no mention of back alley way reconstruction and options. Some are badly in need of restoration. The city cannot wash their hands of their, as these are service corridors just as much as the front streets. In fact, in my particular case, the front sidewalk and street are less in need of improvement than the back. Even if funded early by resident on the block, the discussion should be begin. I would gladly give up a new sidewalk in front for a property constructed laneway, which were never designed for the use they get (e.g. heavy garbage trucks).*

Alley paving is not part of the neighbourhood renewal and currently there is no alley renewal program in place within the City of Edmonton. In the absence of an alley renewal program, and outside regular maintenance work (pothole and patch repairs), alley renewal is usually done in one of two ways. Some paved alleys are



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reconstructed/resurfaced as part of utility (ATCO, EPCOR, Drainage) work restoration. In these situations, the Utility pays for the restoration. The second method is through a local improvement petitioned by benefitting property owners where the property owners pay the full cost of paving. To begin the local improvement process, we require a majority (greater than 50%) of the property owners sign an “Expression of Interest” (which we would prepare) requesting the City to initiate the project. The Expression of Interest outlines the location of the improvement, the rates and the property sizes for each lot. Please note any new alley lights must also go through a Local Improvement process

If you like us to prepare and send to you an Expression of Interest for alley reconstruction or lighting, please contact Virgilio Mendoza 780-944-7663 between 8:00am and 4:30pm Monday to Friday inclusive.

- *Laneways also need clear signage or calming measures, as it is not uncommon to see residents going 30 or 40 km/H along stretches, a clear hazard in all sorts of ways (pedestrians, pets, bicyclists). Installation of hemisphere mirror at T-intersections in laneways also needed.*

The City does not install signage in alleys due to the reduced right-of-way width. The statutory speed limit in alleys is 20 km/hr as specified in the Traffic Safety Act. Non-compliance to regulatory speeds is enforced through the Edmonton Police Service. Hemispherical mirrors are not a standard traffic control device. Since lanes have a reduced speed limit of 20 km/hr, at these lower speeds motorist should be able to accommodate each other and give way where required.

Alley speeding is often best addressed by the community through a local effort to promote a culture of traffic safety in the neighbourhood. Education and awareness can go a long way. Possible methods for increasing local awareness of the speeding issue in alleys are to bring up the concern as an agenda item at the Community League meetings, as an article in the Community League newsletter, or at the Parent-Teacher meetings.

## STREETLIGHTS

- *Please improve the street lighting to eliminate the large areas between some lights where it is quite dark, e.g. 115 St. between 76 and 73 Aves. Presumably more modern lights will be more powerful and directed down onto the road/sidewalk, but they should also be placed more frequently and/or on both sides of the street.*

As part of the Neighbourhood Renewal Program the City will also upgrade the streetlight system. This includes upgrading to more energy efficient LED lighting. The LED lights produce uniform lighting along the roadway which eliminates the light and dark spots for drivers and allows for better sight lines.