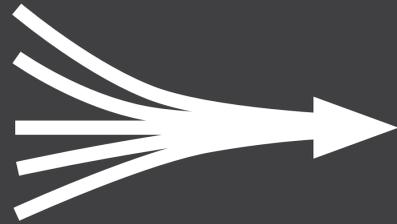


FREQUENTLY ASKED QUESTIONS

6



COMMON QUESTIONS/CONCERNS WE HAVE HEARD SO FAR...



COMPLETE STREETS? WHAT ARE 'COMPLETE STREETS'?

- ▶ "Complete Streets" is an international initiative and design approach that requires streets to be planned and operated to enable safe and comfortable use for all ages and abilities.
- ▶ Complete Streets move people, not just cars.
- ▶ The initiative recognizes that streets have different roles, functions, and characteristics depending on their context.
- ▶ A Complete Street aims to provide balanced mobility for a range of users including pedestrians, bicyclists, vehicles and transit in a shared roadway experience.

WHY CHANGE? WHY ARE THE ROAD UPGRADES ALONG METRAL DRIVE REQUIRED?

- ▶ Metral Drive is identified for pavement renewal, water distribution system replacement, stormwater management, street-lighting, and accessibility improvements.
- ▶ This project combines all of the planned needs into one comprehensive project.
- ▶ The Metral Drive Complete Street project is a step towards the City's goals for providing a greener, more sustainable, multi-modal network that accommodates all user groups safely and efficiently.

SIDEWALKS? WILL THERE BE SIDEWALKS ON BOTH SIDES OF METRAL DRIVE?

- ▶ Yes!
- ▶ The Metral Drive Complete Street design proposes continuous sidewalks on both sides of the road.
- ▶ The sidewalks, along with adjacent cycle tracks (protected bike lanes), are proposed to be separated from the traveled road lanes by landscape boulevards.
- ▶ The aim is to provide a comfortable and functional environment that is universally accessible for pedestrians of all ages and abilities.

BICYCLISTS? ARE THERE GOING TO BE DESIGNATED ROUTES FOR BICYCLISTS ON METRAL DRIVE?

- ▶ Yes!
- ▶ This project proposes continuous routes for cyclists on both sides of the road.
- ▶ Based on public feedback, the preference was for 'cycle tracks' which are physically separated from the road.
- ▶ The physical separation between cyclists and the road encourages comfort for users of all ages and abilities.
- ▶ The Metral cycle tracks are designed to strengthen connections to existing cycle routes such as the E&N and Parkway multi-use trails.

PARKING? WILL EXISTING PARKING ALONG METRAL DRIVE BE REMOVED?

- ▶ Parking needs have been assessed based on adjacent land-use development.
- ▶ On-street parking is being maintained at the south end of Metral Drive around Pacific Station.
- ▶ Parking layout has been adjusted around Pacific Station and Dublin Way for safety and clear sightlines.
- ▶ Feedback received did not favour on-street parking along residential portions of Metral Drive.

FREQUENTLY ASKED QUESTIONS

7



COMMON QUESTIONS/CONCERNS WE HAVE HEARD SO FAR...



BUDGET?

HOW MUCH WILL THE IMPROVEMENTS COST?

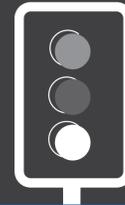
- ▶ The overall budget allocated for improvements for 3.0 km Metral Drive = \$12.5 Million
- ▶ Cost estimating will continue to be refined as the project progresses.
- ▶ Actual costs will be affected by several factors through tender and construction.



ENCROACHMENTS?

WILL THE IMPROVEMENTS BE UTILIZING THE CITY RIGHT-OF-WAY UP TO THE PROPERTY LINE?

- ▶ The proposed design uses the full road right-of-way to provide the corridor improvements.
- ▶ The right-of-way varies between 20-23m wide.
- ▶ Current encroachments of private landscaping or use (e.g. parking) on City property will need to be addressed as part of the corridor development.



NEW TRAFFIC LIGHTS?

CAN THE CITY PUT LIGHTS AT THE DOUMONT, DUNBAR OR TURNER INTERSECTIONS?

- ▶ Current evaluation of the Doumont, Turner, and Dunbar intersections and proposed improvements does not warrant signalization (traffic lights) at this time.
- ▶ Ducting may be installed to allow for intersections to be upgraded or adapted in future as required.



NARROWING?

WILL METRAL DRIVE BE NARROWED?

- ▶ The design maintains a 3-lane cross-section (one lane in each direction and a centre turn lane) that exists for most of Metral Dr.
- ▶ Traffic volume studies indicated that the 5-lane cross-section north of Enterprise Way is not warranted.
- ▶ The proposed design north of Enterprise Way is a 3-lane cross-section (one lane in each direction and a centre turn-lane).



MAINTENANCE?

HOW WILL SIDEWALKS AND BOULEVARDS BE MAINTAINED?

- ▶ As per the City's current bylaw, snow clearing of sidewalks is the responsibility of the adjacent property owner.
- ▶ Feedback gathered in spring 2019 indicated a priority for boulevards and greenspace.
- ▶ Planning for boulevard maintenance will be part of detailed design.



WHEN?

WHEN WILL THIS BE BUILT?

- ▶ Construction of Phase 1 (Mostar to Turner) is targeted to begin in 2020.
- ▶ Construction of Phase 2 (Turner to Aulds) is targeted to begin in 2021.



TRAFFIC?

WILL THESE IMPROVEMENTS ENCOURAGE MORE VEHICLES?

- ▶ It is anticipated that the use of the Metral Drive corridor will continue to grow over the coming years.
- ▶ The project is designed to meet projected traffic volumes for the corridor.
- ▶ To accommodate this capacity safely, the proposed Complete Street design aims to provide improved intersections and road calming measures to better manage traffic speeds and different road users.



ENVIRONMENT?

WILL THE IMPROVEMENTS HAVE ENVIRONMENTAL IMPACTS?

- ▶ Environmental and geotechnical review and reporting has been prepared for the project by ISL Engineering.
- ▶ Environmental impacts during construction will be mitigated through preparation and use of an environmental protection plan.
- ▶ Environmental best practices, such as working within required construction windows and implementing sediment and erosion control measures, will be project requirements.