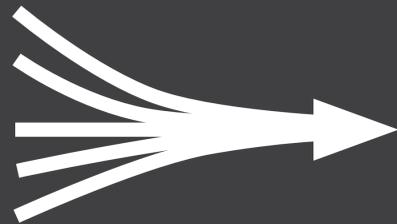


# FREQUENTLY ASKED QUESTIONS

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?

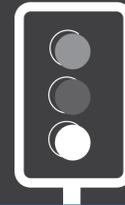
- ▶ The overall budget allocated for improvements for 3.0 km Metral Drive = \$12.5 Million
- ▶ Cost estimating will continue to be refined as the project progresses.
- ▶ Actual costs will be affected by several factors through tender and construction.



### 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.