

## **Decision Making Factors- Internal Inputs**

The 89 Street Area Changes Project team asked 7 City of Edmonton departments for their input on the design options for 125A Avenue. This was done to help in the decision-making process.

These departments include:

1. Fire & Rescue Services
2. Roadway Maintenance
3. Office of Traffic Safety
4. Subdivision Planning
5. Waste Collection
6. Parking Services
7. City Operations

Each department was contacted by the project team via e-mail and asked to respond to questions related to their departmental considerations and the design options at 125A Avenue.

### ***1. Fire & Rescue Services Response***

- Emergency vehicles require 6 meters of width for staging and setting up of emergency equipment. The sidewalk width can also be used as part of this width requirement.
- Preference is to proceed with the two-way option without parking because this option prevents potential conflict between on-street parking users/ vehicles and emergency staging operations. This conflict may be experienced with the one-way service road design option.
- Emergency vehicles need at least 3.0 - 3.2 meter lanes to travel.
- The one-way is also workable if at least a metre of sidewalk is present.

### ***2. Roadway Maintenance Response***

- Both designs include road changes for truck turns so there shouldn't be any issues with corners or clearances for equipment i.e. sweepers, tandems, truck plows, walk plows, graders.
- In a snowstorm the mountable aprons may be a slight challenge on the first snow event annually as the graders or truck plows would have to feel their way when everything is covered with a 4 inch dump of snow. Then, once the snow window is placed in the right place then in future snow events the operators can put the new snowfall with the initial windrow (snow left after plowing). .
- Industrial areas like this are also done at night when less vehicles are there so low light conditions would add slightly to the challenge of the apron plowing. A drive through prior to the first snowfall by plow operators is recommended to avoid equipment gouges in the new aprons. Reason being typically plow operators are looking for the curbs for their plowing limit, not aprons which isn't easy in low light conditions and when everything is covered with snow.

- Field operations could be carried out with either design by ensuring Fall routing familiarization is completed prior to the first snowfall to avoid damage to this new infrastructure.

**3. Office of Traffic Safety Response and City Operations**

- From an operational and safety perspective, both design options work.

**4. Subdivision Planning Response**

- Of the two options presented for 125A Avenue, Subdivision Planning believes that two way access would be least impactful to existing developments.
- The one-way should still meet minimum access requirements. There would not be a operational benefit to require the use of 126 Avenue to approach or exit 125A Avenue in the desired direction, especially in the case of large vehicles.

**5. Waste Collection Response**

- Waste collection will not be affected by these changes. Preference among the department was split.

**6. Parking Services Response**

- Bylaw 5590 is enforceable regardless of the options presented - No Parking vs unrestricted parking, there is no difficulty for enforcement.
- After review, the proposal for the one way on the service road from 89 Street to 126 Avenue is the preferred option. Currently this roadway is used extensively for either customer or employee parking. The removal of parking from this service road will create a parking deficiency for the adjacent businesses for which Parking Services has no alternate parking solution. While users will have to change the way they enter for parking, parking is still available.



