

Special Second Avenue Input Issue

THE MINNOW LAKE NEWS

Published by the Minnow Lake Community Action Network

Be Informed:

Opinions and Options
Information Meeting
Minnow Lake Branch 76
Canadian Legion
August 14th 7.00 p.m.

Special Invitation - Thursday Aug. 14th - 7p.m. Canadian Legion - Weller Street

Traffic/Roads Staff Presentation on Second Avenue Questions Answered - Concerns Addressed

This special meeting has been arranged by the **Minnow Lake Community Action Network** to give residents of the area and other interested citizens the opportunity to learn more about the planning process involved regarding decisions taken with respect to the reconstruction of Second Avenue and the implication involved with respect to this development for the community.

The Ministry of the Environment is currently **reviewing concerns** related to **additional surface water** input to Ramsey Lake and **increased air pollution** that would result from the **additional traffic lanes and a large signaled intersection** proposed for the reconstruction of Second Avenue.

A significant number of citizens have **questioned why five lanes** (like the Kingsway) from Donna Drive through a large signaled intersection at Scarlet Drive and then to three lanes and finally two lanes before Bancroft Drive. There was concern that **five lanes would encourage more traffic** that might otherwise use Third Avenue, Leveque Street and Moonlight Avenue to access the Kingsway and Bancroft Drive. Many thought that five lanes would **encourage speeding and traffic noise** would be much higher. There were those, however, that felt that five lanes was appropriate and necessary for the roadway with traffic lights to provide access to side streets.

There was concern about **how close the roadway** would be to the residential properties in the area, the playground and the commercial mall. The five lanes would **take away the berm** separating the roadway from the dog park area, creating more noise and being visually unattractive and reportedly unsafe for animals and their owners.

City roads/traffic staff have agreed to attend this meeting to discuss the rationale for the present plan, to respond to a prepared list of citizen questions (**copy on www.minnowlake.ca**) plus discuss possible alternatives taking into consideration all factors including traffic volume and flow, safety, cost and convenience plus environmental concerns and a **cost/benefit analysis** related to both

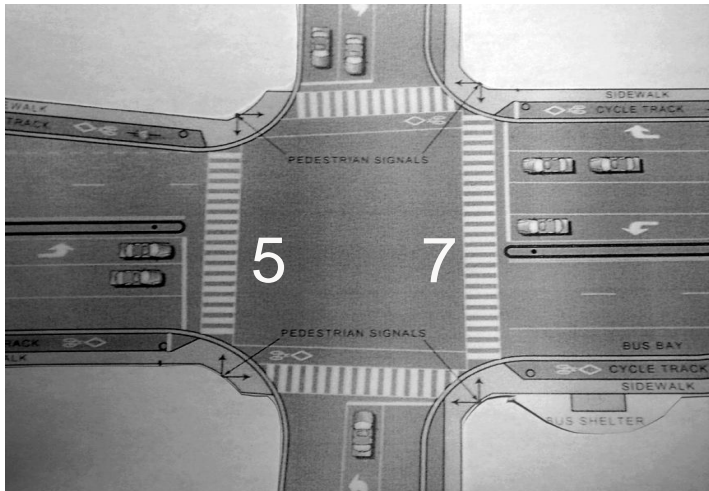
Other Business: There will be update on Community Gardens and Off Leash Dog Park and information about **All Candidates Meeting** for our Ward with opportunity to prepare questions to be submitted to candidates for this meeting to be held following close of nominations.

Options - Considerations - Compromise

Currently traffic on Second Avenue flows relatively smoothly however **access to flow can be difficult** during rush hours. With future traffic increases cross street access and safe pedestrians crossing points are desirable objectives while maintaining flow and **avoiding congestion** to the greatest extent possible, and reducing water, air and noise pollution.

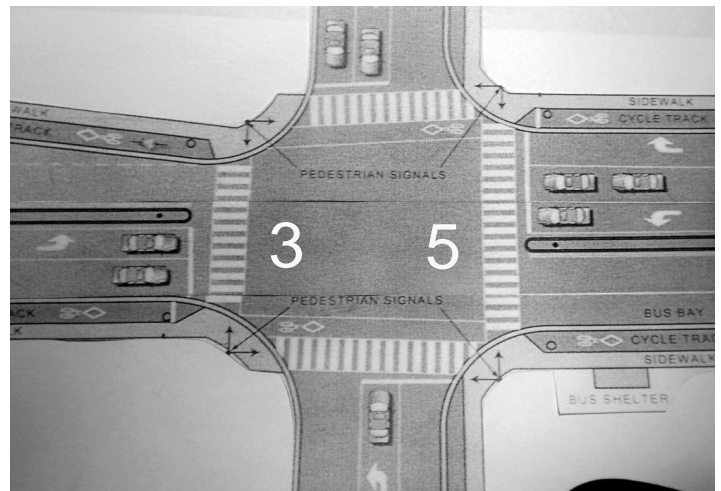
Questions have been presented to city staff (copy on www.minnowlake.ca website) who will address the public meeting and respond to these and other questions. Below are descriptions to the best of our knowledge of **possible options** for the intersection of Second Ave and Scarlet Drive the main element in each possibility. We will be relying on city staff to elaborate on each option and the related implications.

5 Lane Plan



This plan would involve two traffic lanes and a turning lane (Kingsway type roadway) from Donna Drive to the intersection and beyond becoming three lanes around the park area and then two lanes past Kenwood. With the additional right and left turning lanes at the intersection and bus bay there would be a total of 5 and 7 lanes for pedestrians to cross, east and west, similar to large intersections in the city. Pedestrians crossing time would be significant west/east resulting in longer traffic flow delays. The space requirements for five lanes would encroach considerably on properties on the east side of the corridor increasing air and noise pollution.

3 Lane Plan



One through traffic lane in each direction together with turning lanes and bus bay result in 3 and 5 lanes across, reducing crossing time for pedestrians and the need for extra storage lane for traffic as flow delay would be limited. Three lanes would continue to Kenwood, reducing space road space requirement in this area and also from Donna to Scarlet maintaining berm and eliminating the need for approximately two kilometers of road and intersection pavement reducing surface water runoff pollution. Air and noise pollution would also be reduced and safety increased. Significant cost savings possible due to the reduction in road and intersection surface.

Roundabout Option:

Modern roundabouts do not require extra traffic lanes as there are no traffic lights to hold up the flow of vehicles. Fewer traffic lanes mean less storm water runoff. There are also reduced vehicle exhaust emissions as stop and go traffic is reduced. Traffic is also slowed and the traffic noise level is reduced. Very safe and growing in popularity and a cost effective alternative, but unfamiliar and would require extra study to be determined if appropriate for this location and in what configuration..

