

Welcome!

Edmonton

Strathcona Neighbourhood Renewal Saskatchewan Drive Rehabilitation

PUBLIC ENGAGEMENT
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Strathcona Neighbourhood Renewal

Edmonton

Final Concept Design

This is the last opportunity to provide input on the Concept Design.
Only minor adjustments will be considered moving forward.
Construction begins in 2019.

Public Engagement

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Public engagement creates opportunities for people to contribute to decision making by City Council and Administration about the City's policies, programs, projects and services, and communicates how public input is collected and used. The City of Edmonton's Public Engagement Policy (C593) recognizes that discussion and debate that underlies public engagement activities must be conducted in a safe and respectful manner by all participants – City staff, contractors, stakeholders and the general public.

This event is being hosted by the City of Edmonton. **We remind participants that:**

- 1** The City of Edmonton is here to listen and capture feedback, present information and answer questions from everyone who wants to share their perspectives in a safe and respectful manner.
- 2** The opinions of others should be heard and respected. Every participant brings information, points of views, and ideas to contribute.
- 3** The City of Edmonton has zero tolerance for bullying, harassment, discrimination and abusive behaviour of any kind. Participants engaging in this behaviour will be asked to refrain from it and then required to leave the event if the behaviour continues. If the behaviour is persistent over time, the City may ban the individual for a period of time from City facilities and public engagement events.
- 4** Photography and video recording are limited to the presentation materials at this event. The photographing or recording of staff, participants or conversations is not permitted without advance written permission from the City of Edmonton.

Final Concept Design: Highlights

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Pedestrian Connections/ Crossings/Comfort

- New sidewalk surfaces
- New sidewalks added where missing, when possible
- New standard street lights (potential to upgrade to decorative street lights)
- New pedestrian connections
- Crossing improvements (such as mid-block crossings, curb extensions, raised crosswalks)

Traffic Calming Measures/ Driving Conditions/ Traffic Management

- New road surfaces
- Traffic calming measures (such as curb extensions, raised crosswalks)
- Parking retained, where possible
- Operational traffic signs added (stop and yield signs)
- 30 km/h posted speed limit

Final Concept Design: Highlights

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Bike Routes and Facilities

- Two new bike routes as part of Southside Bike Network
 - 87 Avenue/Tommy Banks Way/86 Avenue
 - 87 Avenue – one-way protected bike lane eastbound, westbound bikes share road with vehicles, road changed to one-way car traffic westbound, parking on north side
 - Tommy Banks Way – two-way protected bike lane, two-way car traffic, parking on one side
 - 86 Avenue – shared use path on south side
 - 100 Street – two-way protected bike lane; road changed to one-way car traffic northbound
- One additional bike route
 - 98 Street – bike boulevard (paint on road, no space for protected facility)

Open and Park Spaces

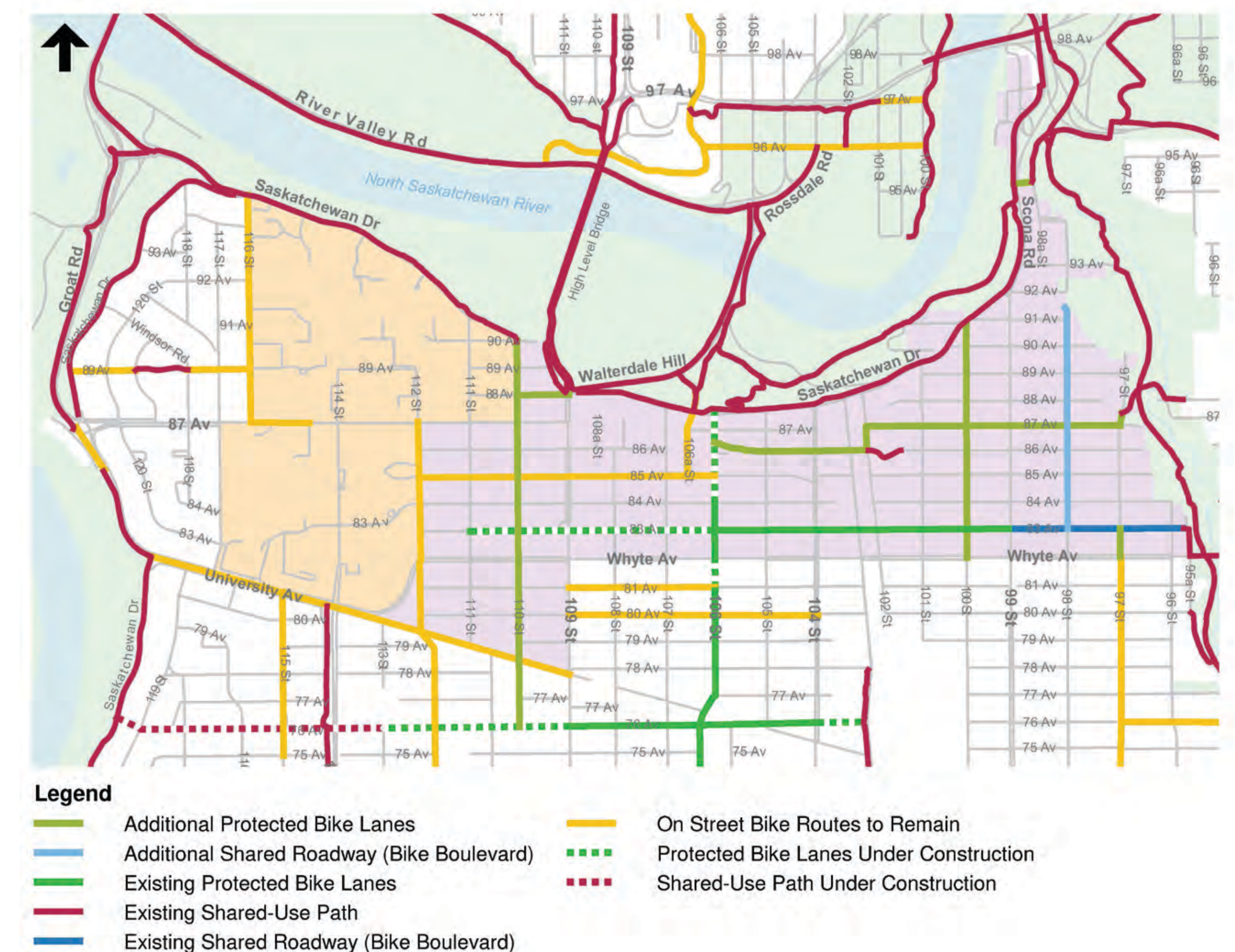
- Upgrades to W. C. Tubby Bateman Park
- Upgrades to Fred A. Morie Park (road closure required)
- Two new parklets on 98 Street (road closure required)
- Trees added to 86 Avenue
- New trees added to replace where trees removed due to health or storm damage
- New trees added to replace those removed as part of renewal as per City Tree Policy

Southside Bike Network and Strathcona

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- The Southside Bike Network determines the locations of bike routes as part of the city-wide Bike Transportation Plan
- The network directs:
 - A minimum of one additional north/south lane in Strathcona
 - A minimum of one additional east/west lane through Strathcona and Garneau
- These network bike routes are built for all ages and experience levels and for all seasons
- Input received during Strathcona Neighbourhood Renewal:
 - Indicates the desire for more than one north/south connection
 - Helped determine the proposed bike lane locations as
 - East/west – **87 Avenue/Tommy Banks Way/86 Avenue** (part of Southside Bike Network)
 - North/south – **100 Street** (part of Southside Bike Network)
 - North/south – **98 Street** (additional bike route)

Proposed Southside Bike Network



Open and Park Spaces

Two New Parklets

- New neighbourhood green space
- All resident accesses retained (including driveways and alleys)
- Includes shared bike/pedestrian path
- Supports traffic calming along 98 Street between 84 and 85 Avenues and 88 and 89 Avenues
- Road closure required

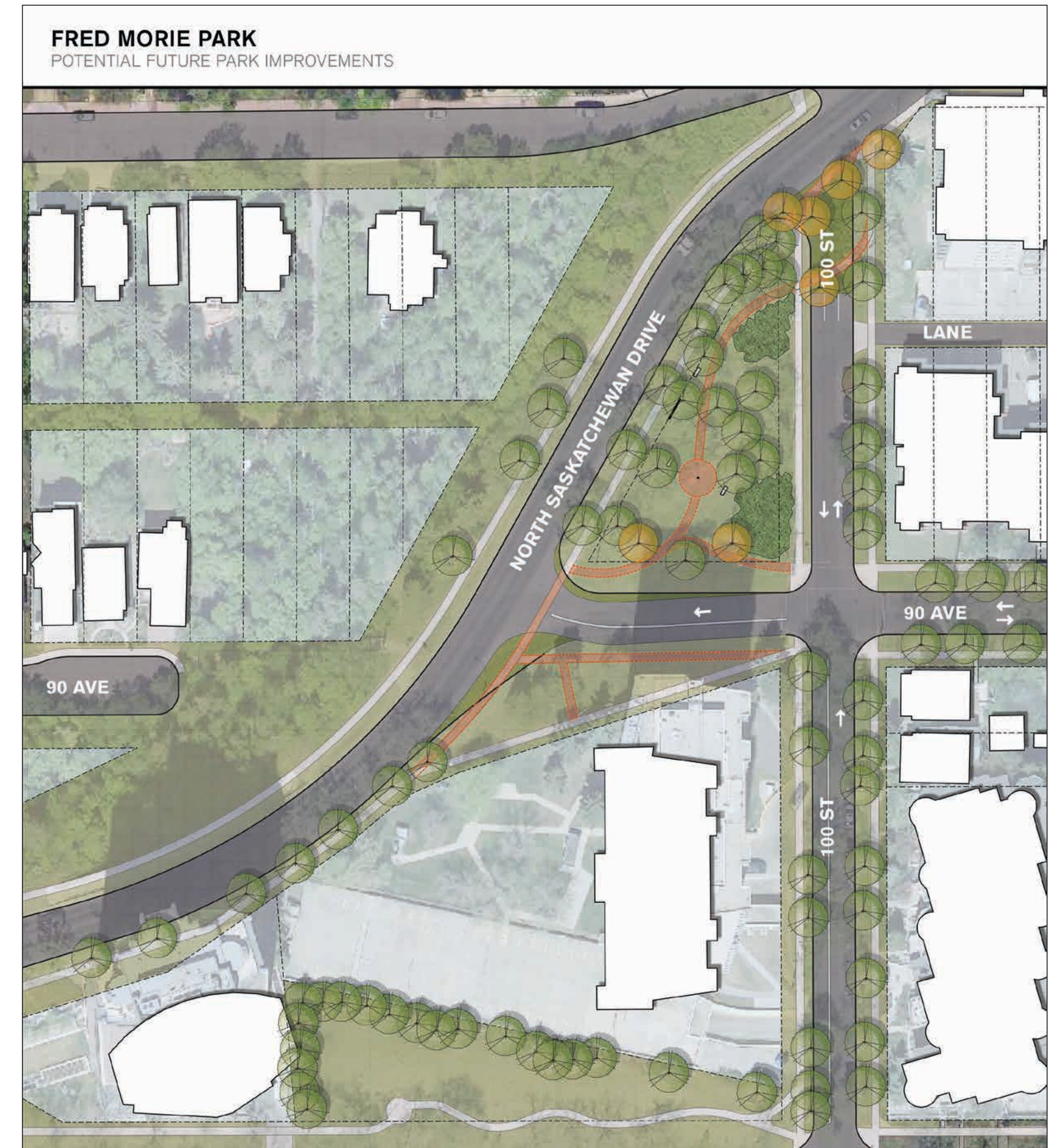


Open and Park Spaces Fred A Morie Park

Improvements:

- Expanded green space
- Added parking
- Added pathway
- Added seating

Road closure of 100 Street to decrease shortcutting. Revised from June Draft Concept of 90 Avenue closure to improve crossing of Saskatchewan Drive.



Open and Park Spaces

W.C. (Tubby) Bateman Park

Improvements:

- Added picnic tables
- Added sidewalk connection to safely connect users to the park space and river valley
- Public washroom shown on June Draft Concept removed



Street Lights and Sidewalks Cost Shared Local Improvements

- Two specific improvements are cost-shared by the City and owners of property
 - Decorative street lights
 - Sidewalk renewal
- Decisions to receive these improvements are made by property owners
- Decorative street lights
 - Standard street lights will be paid by the City; an upgrade to decorative lights is paid for by property owners
 - Property owners will receive a notice this fall about the process, potential costs and street light options
- Sidewalk renewal
 - An existing sidewalk will only be replaced / reconstructed if 50 +1% of residents vote yes for the sidewalk reconstruction.

Trees

Missing trees

- Trees that have been removed due to health conditions or storm damage will be replaced, where possible

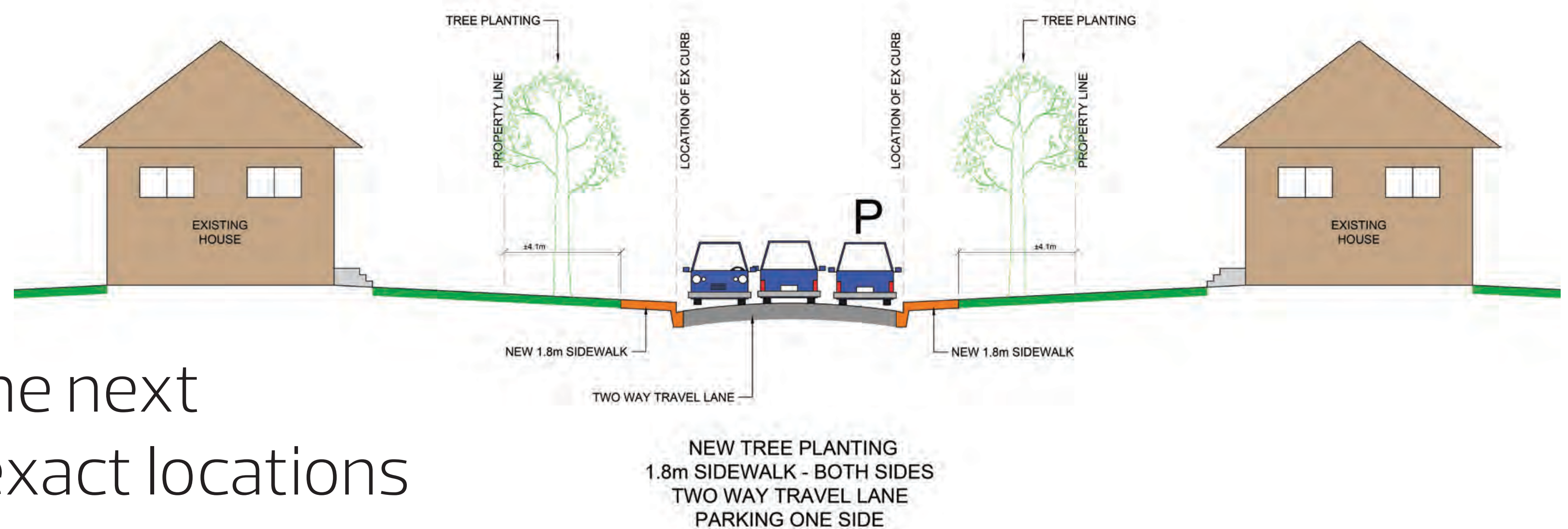
Replacement trees

- Trees removed due to new renewal infrastructure will be replaced per the City's Corporate Tree Policy

New trees

- 86 Avenue will receive new trees
- Consultation with property owners will take place during the next phase of design to determine exact locations

86 Avenue: New Trees



Shared Use Roadway

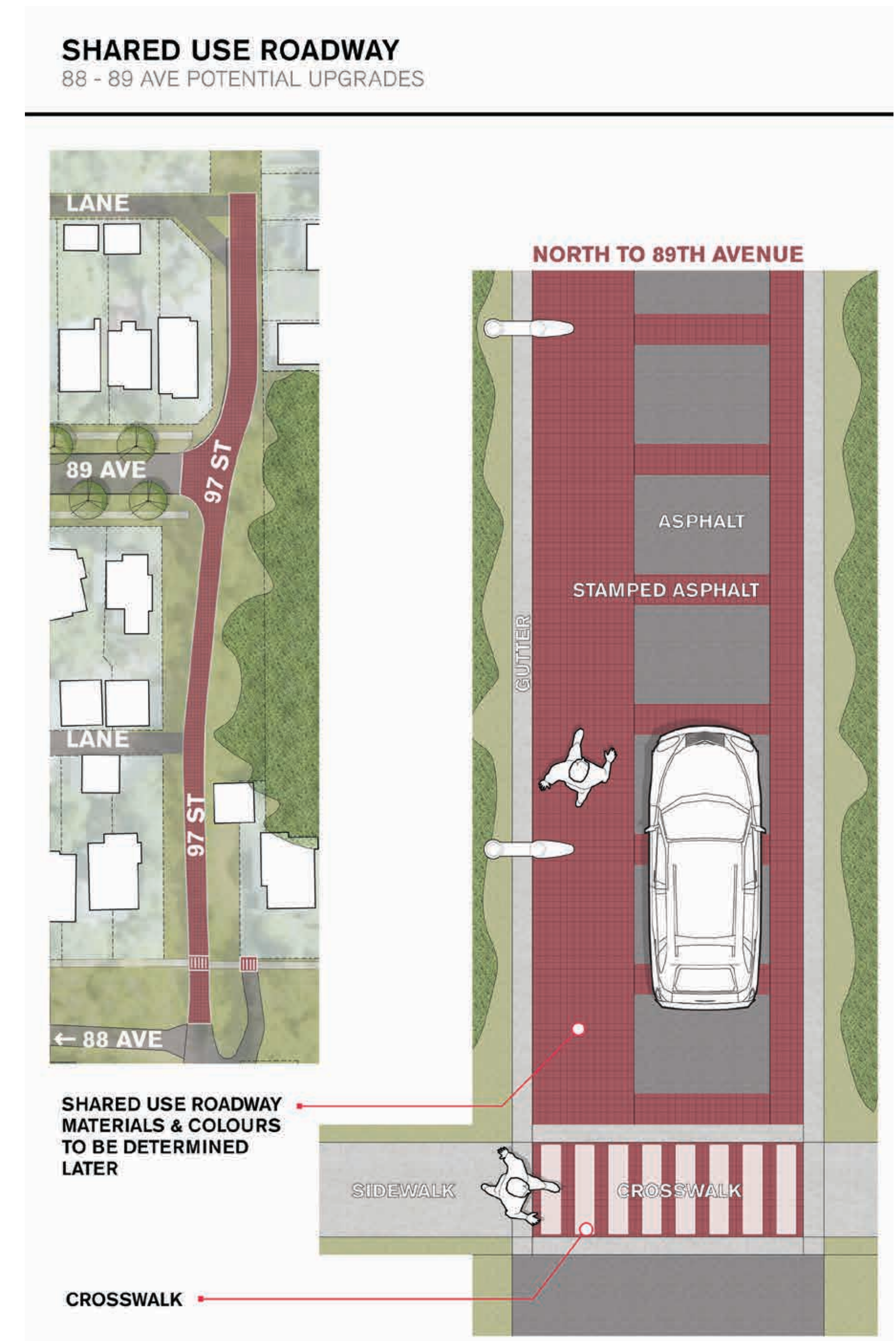
97 Street North of 88 Avenue

Roadway is currently used by people who walk, bike and drive

Improvements proposed for safety and to promote "the uniqueness of the space"

Potential Upgrades:

- New curb and gutter for improved drainage
- A different road treatment to communicate the space is unique (a shared space)
- Addition of street lights along 97 Street
- Crosswalk between ravine and neighbourhood



*Roadway limits to be determined during Preliminary Design.

Traffic Calming Measures

CURB EXTENSIONS

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- Slows vehicle traffic through the intersection
- Shortens crossing distances for pedestrians
- Improves sight lines by preventing vehicles from parking too close to the intersection
- May require loss of a couple of parking spaces at the intersection
- Cyclists will have to 'take the lane' to navigate around them



- 97 Street and 84 Avenue
- 97 Street and 86 Avenue
- 99 Street and 84 Avenue
- 99 Street and 85 Avenue
- 99 Street and 86 Avenue
- 99 Street and 88 Avenue
- 99 Street and 89 Avenue
- 99 Street and 90 Avenue
- 99 Street and 91 Avenue
- 99 Street and 92 Avenue
- 99A Street and 96 Avenue
- 100 Street and 86 Avenue
- 101 Street and 84 Avenue
- 101 Street and 85 Avenue
- 101 Street and 86 Avenue
- 101 Street and 88 Avenue
- 101 Street and Saskatchewan Drive
- 105 Street and 84 Avenue
- 105 Street and 85 Avenue
- 105 Street and 87 Avenue
- 107 Street and 84 Avenue
- 107 Street and 85 Avenue

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Traffic Calming Measures

RAISED CROSSWALKS

- Slows vehicle traffic through the crosswalk
- Improves awareness of the pedestrian crossing
- Eases access for pedestrians with limited mobility
- May cause braking and accelerating traffic noise



- 97 Street and 85 Avenue (South Approach)
- 98 Street and 89 Avenue (West Approach)
- 98 Street and 84 Avenue (West Approach)
- 98 Street and 85 Avenue (West Approach)
- 100 Street and 85 Avenue (North Approach)
- 100 Street and 86 Avenue (South Approach)
- 101 Street and 85 Avenue (North Approach)
- 101 Street and 87 Avenue (South Approach)

Neighbourhood Renewal Project Vision and Guiding Principles

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This vision was prepared by Strathcona residents and the Project Team:

Strathcona is a welcoming, inclusive and vibrant neighbourhood designed to safely and conveniently connect a diverse mix of residents and visitors to the local businesses and services, festivals, parks, and public spaces in all seasons.

Strathcona's design encourages walking and biking in the community. Strathcona is known for its unique historic character and natural beauty, and the design will preserve these qualities.

Strathcona enjoys safe, attractive and inviting public spaces that strengthen our sense of community.

GUIDING PRINCIPLES

1. To prioritize cycle and pedestrian spaces, and connections to all neighbourhood amenities, following Vision Zero principles, while considering the needs of vehicle users.
2. To provide infrastructure, street crossings and public spaces that are accessible and safe for all ages and mobility levels, and in all seasons.
3. To enhance/establish public spaces and parks that provide opportunities for community gathering, recreation, resting spaces and public events.
4. To incorporate design elements that reflect, protect and preserve the neighbourhood's history and natural elements.
5. To design safe, user-friendly roadways and intersections that reduce vehicle speeds and discourage shortcutting.
6. To provide residents and visitors with convenient access to buildings on residential streets.

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30km/h Posted Speed

Based on feedback, the Concept Plan shows:

- Speed limit signage at every intersection in neighbourhood (legal requirement)
- Traffic calming measures at priority intersections in the neighbourhood.
- Increased traffic signs and pavement markings.

No designated design speed, goal remains to slow traffic throughout the neighbourhood

Bike Routes and Facilities:

87 Avenue/Tommy Banks Way/86 Avenue to 106 Street

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- **87 Avenue**

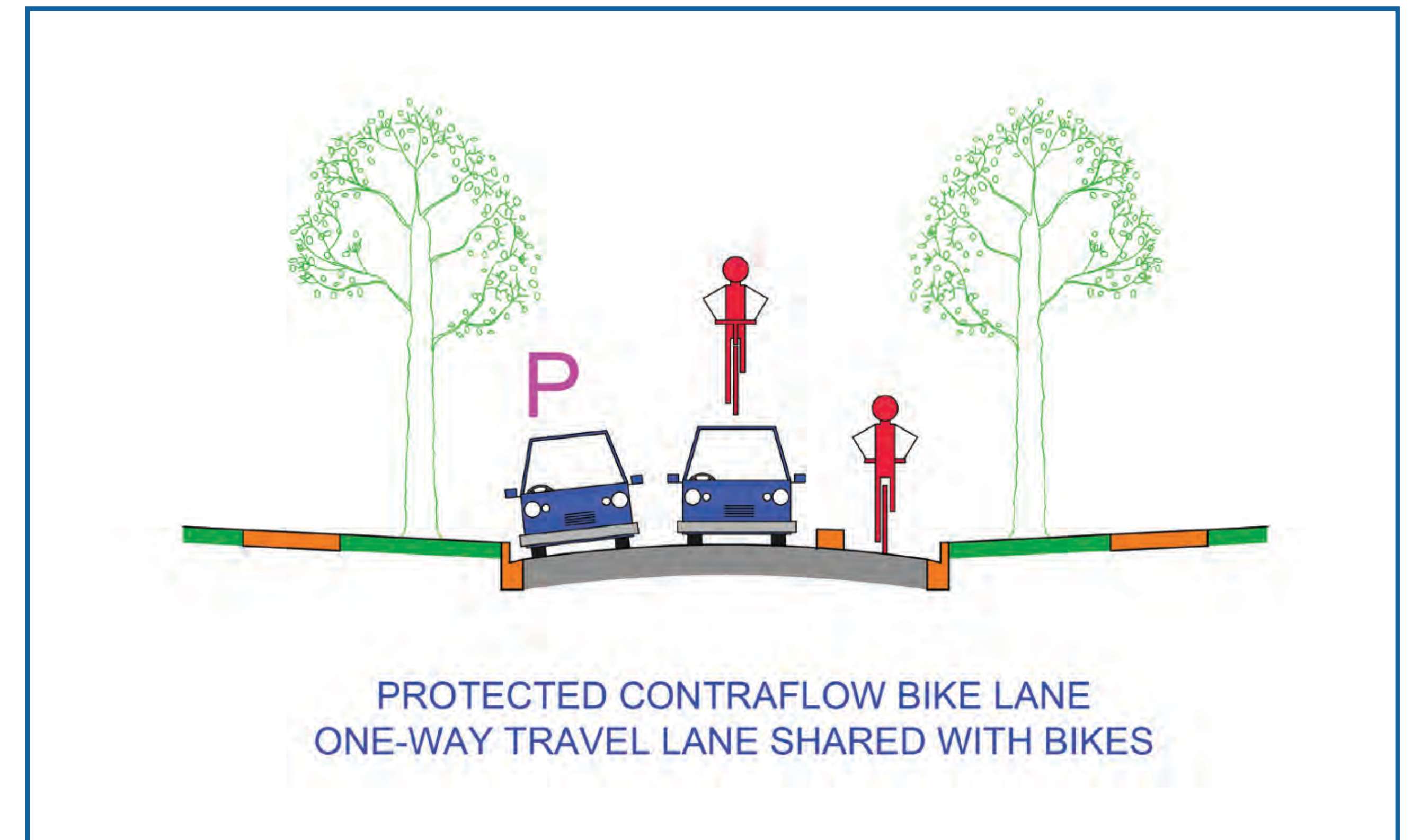
- One-way protected bike lane eastbound
- Road changed to one-way vehicle traffic westbound
- Westbound, bikes share the road with vehicles
- Resident parking will shift to the north side of the street

- **Tommy Banks Way**

- Two-way protected bike lane
- Two-way traffic

- **86 Avenue**

- Shared use path on south side, accommodated by widening existing sidewalk

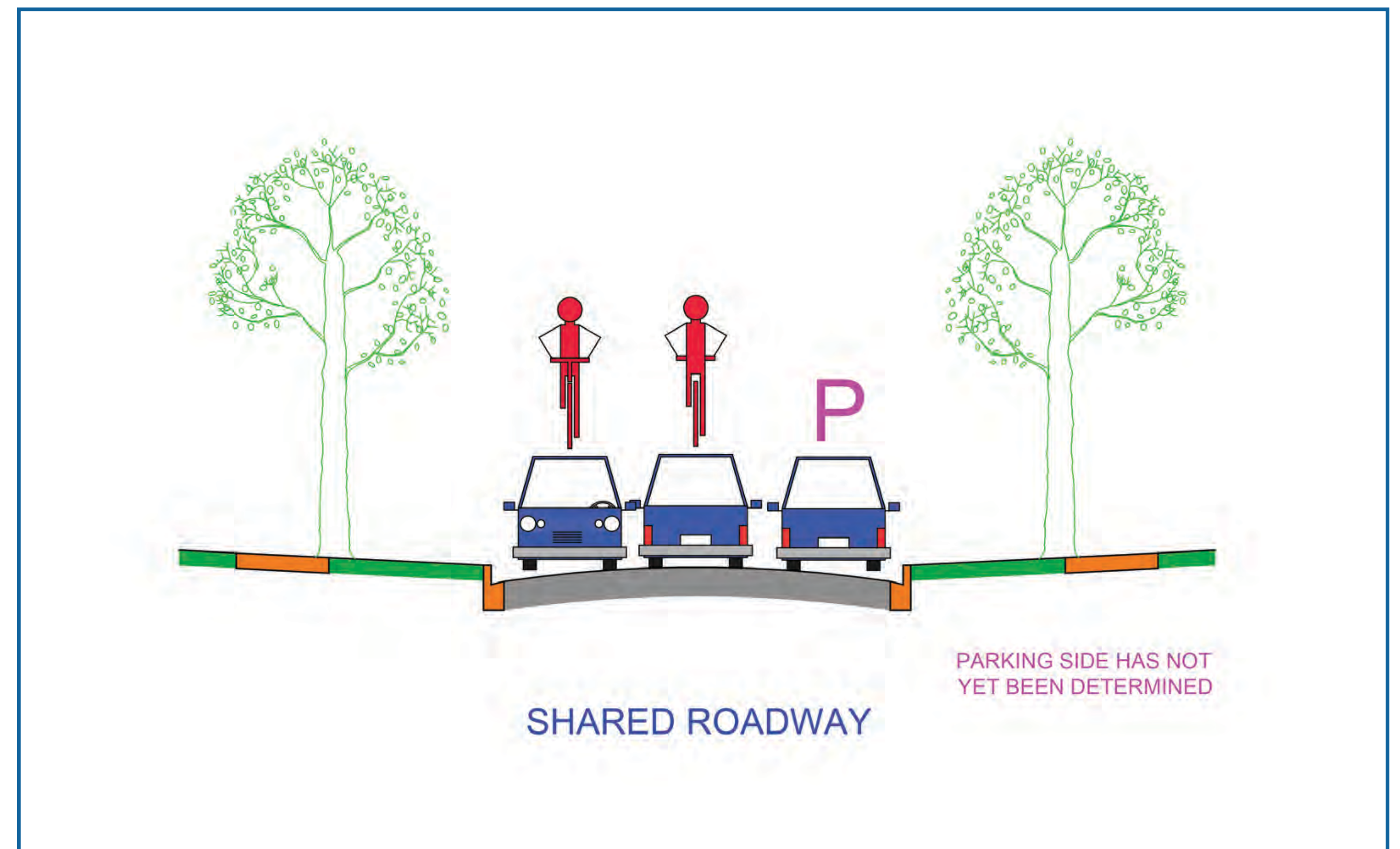


Exact details/measurements of the protected bike lanes including how to improve mid-block accessibility and for DATS and other specialty vehicles will be determined in the next phase of this project.

Bike Routes and Facilities: 98 Street Bike Boulevard / Shared Road

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- Paint on road to promote awareness of shared space
- Two-way bike traffic (shared with vehicles)
- Two-way vehicle traffic (shared with bikes)
- Missing sidewalks added, where possible
- Parking will be maintained on one side



Bike Routes and Facilities: 100 Street: Protected Bike Facility

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- Two-way protected bike traffic
- One-way vehicle traffic northbound
- The addition of parking bays/ loading zones is being considered
- Additional signage to support bike facility along route



Exact details/measurements of the protected bike lanes including how to improve mid-block accessibility and for DATS and other specialty vehicles will be determined in the next phase of this project.

Sidewalks

All sidewalks will be replaced pending the response from the community to the sidewalk reconstruction local improvement process.

More details about the process at edmonton.ca/localimprovements.

Missing sidewalks: sidewalks will be added to most locations that are currently missing to ensure safe, accessible connections to river valley and other community destinations.

Sidewalks not being added:

- 97 Street between 83 and 84 avenues (east side) due to tree impacts
- North side of 87 Avenue between 104 Street and 106A Street due to multiple conflict points with driveways and challenges for constructability.
- South side of 90 Avenue and 91 Avenue in the Lavigne area due to constructability challenges and per local input.

BOULEVARD SIDEWALK



NEXT TO ROADWAY



The cost to replace existing sidewalks is cost-shared between property owners and the City according to local improvement policy C433D.

The cost to construct a sidewalk where they are currently missing is 100% funded by the City.

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What Happens Next

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Concept Design

January – September 2018

Plan for “what” will be built, including roadway and sidewalk widths, intersection design, traffic movements, and green space ideas.

Preliminary Design

October 2018 – March 2019

Plan includes specific design elements such as materials, exact geometry for roadway and sidewalk changes, locations and trade-offs for new sidewalks, confirms construction schedule and budget. Only minor suggestions and tweaks can be incorporated into the design at this stage.

Construction

April 2019 – October 2021

Building the plan, phased over three years