

January – August 2018

# WHAT WE HEARD SUMMARY

## *Strathcona Neighbourhood Renewal Concept Design*

Edmonton

Developing a plan for Strathcona's neighbourhood renewal was not an easy task. Hundreds of factors needed consideration including the nearly 9,000 residents who live, work and play in Strathcona, each with individual needs, desires and opinions. Strathcona is also a popular entertainment /festival destination and home to key commuter links for driving, biking and walking. There are also unique challenges when trying to add new elements to older neighbourhoods with mature trees and narrow roadways. While all resident and stakeholder input and technical factors were considered, it was not possible to meet every need; compromises and trade-offs had to be made. The final Concept Design is the result of months of listening, learning, creating, balancing and understanding. Decisions were made with both today and the future in mind, as new infrastructure will be in place for the next 40 to 50 years.



## Public Engagement Process

Our Concept Design engagement process began in January 2018 and included:

- One workshop
- Two public engagement events
- Three surveys
- Stakeholder meetings
- Tailored group meetings
- Pop-up community engagement

All input has been documented for consideration in the development of the final Concept Design, including emails, phone calls, letters and one-on-one conversations that occurred throughout the process.

## Phase 1 – Visioning and Local Knowledge Gathering

### • Survey – Visioning and Information Gathering (February)

#### › Purpose:

- To share project information and gather local knowledge and understanding about Strathcona, and its residents, to inform the development of concept design options
- To develop a Vision and Guiding Principles for the project

#### › Who did we hear from: 384 respondents

#### › What we asked:

- What do you love about Strathcona?
- Identify areas that need improvement
- How do you use the neighbourhood (drive, bike, walk, live and play)

### • Workshop – Options and Ideas (March)

#### › Purpose:

- To share and gather feedback on the draft Vision
- To share what we heard from previous public engagement
- To share early drafts of design options to build upon

#### › Who came: 44 participants

#### › What we gathered input on:

- Feedback on the proposed design options and the draft project Vision and Guiding Principles
- Workshop ideas to build upon the design options focusing on:
  - Traffic/Shortcutting/Parking
  - Open Spaces/Parks
  - Bike Routes/Facilities
  - Pedestrian Connectivity/Missing Links



## Phase 2 – Concept Design Options and Trade-Offs

### • Public Engagement Event (April) and Survey (April–May)

#### › Purpose:

- To share and gather feedback on the design options and possible trade-offs
- To share and gather feedback on the draft project Vision and Principles

#### › Who we heard from: 218 attendees; hundreds of comments provided on maps, 221 survey respondents

#### › What we gathered input on:

- Feedback on design options for
  - Traffic Calming
  - Bike Routes and Facilities
  - Sidewalks and Crossings
  - Open and Park Spaces
- Confirmation of draft Vision and Guiding Principles
- Trade-off preferences for bike routes and sidewalks when space is limited
- Preferences for bike routes locations and facility types
- Locations most in need of traffic calming
- Pedestrian crossings most in need of improvements
- Comfort level with various types of traffic calming measures



### Phase 3 – Draft Concept Design

#### • Public Engagement Event (June) and Survey (June–July)

##### > Purpose:

- To share and gather feedback on the:
  - Draft project Vision and Guiding Principles
  - Draft Concept Design
  - 30km/h design speed Council Motion
  - Bike facility options and trade-offs

##### > Who we heard from: 273 attendees, hundreds of comments provided on maps, 311 survey responses

##### > What we gathered input on:

- Proposed elements and their impact on the neighbourhood:
  - Traffic calming measures
  - 30 km/h design speed Council Motion
  - New parklet on 98 Street
  - Improvements to Fred A. Morie Park
- Advantages and disadvantages of proposed bike facility options for each new bike route
- Whether or not the measures proposed for pedestrian crossings will increase pedestrian safety
- Level of support for 30 km/h design speed, 30 km/h posted speed or 50 km/h posted speed, following the City Council motion
- How well the Vision and Guiding Principles are reflected in draft Concept Design

#### • Bike Lane Resident Meeting and Survey (July)

##### > Purpose:

- To understand concerns of residents living on or adjacent to the bike route locations
- To share and gather feedback on bike facility options and trade-offs

##### > Who we heard from: 56 attendees, 43 survey responses

##### > What we gathered input on:

- Proposed bike lanes in general
- Advantages and disadvantages of the proposed bike facility options for each new bike route

#### • Pop-up Community Engagement (June–August)

##### > Purpose:

- To share project details by bringing information and conversation directly to where the people are
- To interact with the community, answer questions and listen to local knowledge

##### > Who we heard from: 5 locations, 100+ one-on-one conversations

##### > What we asked:

- What are the impacts, positive and negative, of the overall draft concept design
- Do you have questions about the renewal and this stage of the project



## What We Heard and How It is Reflected in the Concept Design

The following is a summary of the key themes we heard often during our eight month public engagement process and how they are reflected in the final Concept Design. It also includes input that was heard often but could not be accommodated in the design, as well as the reasoning for why not.

PEDESTRIAN CONNECTIONS / CROSSINGS / COMFORT	
What we heard – key themes	How it was (or was not) reflected in the final Concept Design
Sidewalks are in poor condition	<p>All sidewalks will be replaced pending the response from the community to the sidewalk reconstruction local improvement process. Notices will be sent by the City in January/February 2019.</p> <p>More details about the process may be found at <a href="http://edmonton.ca/localimprovements">edmonton.ca/localimprovements</a>.</p>
Accessibility for pedestrians and those with mobility challenges needs improvement	<p><b>Curb ramps will be</b> added to all intersection crossings. Curb extensions will be provided at multiple intersections to shorten crossing distances for pedestrians and increase pedestrian visibility.</p> <p><b>Mid-block crossings added:</b></p> <ul style="list-style-type: none"> <li>• Connecting 87 Avenue to the Community League/park</li> <li>• On Lavigne Road</li> <li>• On 99A Street by the James MacDonald Bridge</li> </ul> <p>Considerations for locations of mid-block crossings over protected bike lanes to be explored during the next phase of design (Preliminary Design: October/November 2018).</p>
Pedestrian connections need improvement	<p><b>New pedestrian connections include:</b></p> <ul style="list-style-type: none"> <li>• Path through King Edward School schoolyard</li> <li>• Path through the parking lot between 102 Street and Gateway Boulevard</li> <li>• A mid-block crossing on 87 Avenue to the Community League/park</li> <li>• Extension of existing shared use path on the west side of 99A Street to the Low Level Bridge</li> </ul> <p><b>Connections desired along the railway corridor currently not included:</b></p> <p>The City is currently responding to a Council Motion to review the need and feasibility of including this connection as part of the Southside Bike Network. This connection will be deliberated by Council in November/December 2018.</p>
Sidewalks are missing; build new ones but consider impacts to trees and resident parking	<p><b>New sidewalks:</b> added where currently missing to ensure safe, accessible connections to the river valley and other community destinations.</p> <p><b>Sidewalks not being added:</b></p> <ul style="list-style-type: none"> <li>• 97 Street between 83 and 84 avenues (east side) due to tree impacts</li> <li>• North side of 87 Avenue between 104 Street and 106A Street due to multiple conflict points with driveways and challenges for constructability.</li> <li>• South side of 90 Avenue and 91 Avenue in the Lavigne area due to constructability challenges and per local input.</li> </ul>

## PEDESTRIAN CONNECTIONS / CROSSINGS / COMFORT

What we heard – key themes	How it was (or was not) reflected in the final Concept Design
<p>Pedestrian crossings feel unsafe at many locations.</p> <p>Visibility is poor at some intersections where cars park close to corners</p> <p>Locations of high concern: King Edward School/Park/Academy, 97 Street, 99 Street, 100 Street, 101 Street, 102 Street, 83 Avenue, W. C. Tubby Bateman Park, Old Scona School</p>	<p><b>Curb extensions:</b> added in many locations to shorten crossing distances, and to move parked cars further from corners and slow traffic.</p> <p><b>Raised crosswalks:</b> added in many locations to improve visibility and awareness of crossing locations, and to slow traffic.</p> <p><b>High concern locations to receive improvements include:</b></p> <ul style="list-style-type: none"> <li>• King Edward School – curb extensions and raised crosswalks</li> <li>• Academy at King Edward – curb extensions and raised crosswalks</li> <li>• Old Scona School – curb extensions</li> <li>• 97 Street – curb extensions and raised crosswalks</li> <li>• 99 Street – curb extensions on side streets</li> <li>• 100 Street – parking removed with implementation of bike facility</li> <li>• 101 Street – curb extensions and raised crosswalk</li> <li>• W. C. Tubby Bateman Park – new crosswalk to river valley access</li> </ul> <p>Zebra crosswalk markings and additional signage will be reviewed during the next phase of design (Preliminary Design: October/November 2018).</p>
<p>Street/sidewalk lighting is poor in areas; pedestrians feel unsafe</p>	<p>Street lights will be upgraded with new standard galvanized street lights (no charge to property owner) unless there is community support for upgraded decorative street lights. Decorative street lights are a shared cost between the City and property owners.</p> <p>More details about the street light process may be found at <a href="http://edmonton.ca/localimprovements">edmonton.ca/localimprovements</a>.</p>
<p>Pedestrian rest areas are desired</p>	<p>Pedestrian seating and rest areas will be considered in the next phase of design (Preliminary Design: October/November 2018).</p>
<p>Pedestrian crossing wait times across major roads are too long</p>	<p>This information has been shared with the traffic signal operations team for review. An update will be provided during the next phase of design (Preliminary Design: October/November 2018).</p>

## BIKE ROUTES AND FACILITIES

### What we heard – key themes

### How it was (or was not) reflected in the final Concept Design

#### Bike Routes

More east/west cycle connections are desired (preferred locations in order of preference are: 87 Avenue, 86 Avenue and 89 Avenue)

##### **Bike routes added on:**

- **87 Avenue/Tommy Banks Way/86 Avenue** – space available within right-of-way; connects well to other bike routes, connects to existing 99 Street traffic signals; aligns with the Southside Bike Network

##### **Locations not selected:**

- **86 Avenue** (east of Gateway) – possible traffic congestion impacts around school; limited space available within right-of-way as two-way vehicle traffic is required to access park spaces
- **89 Avenue** – not ideal connections to existing bike routes and key destinations

More north/south cycle connections are desired (preferred locations in order of preference are: 100 Street, 98 Street and 97 Street)

##### **Bike routes added on:**

- **100 Street** – space available within right-of-way; connects well to other bike routes, aligns with the Southside Bike Network
- **98 Street** – provides additional north/south connection east of 99 Street

##### **Location not selected:**

- **97 Street** – too narrow as available space was designated to add missing sidewalks

#### Bike Facilities

Protected bike facilities are the preferred infrastructure followed by bike boulevards. If a trade-off for space is required preference given to making roads one-way over removing on-street parking or boulevard trees.

##### **Bike facilities added as follows:**

- **98 Street** – bike boulevard (paint on road; no space for protected facility)
- **100 Street** – two-way protected bike lane; one-way northbound for car traffic
- **87 Avenue** – one-way protected bike lane eastbound; bike boulevard (paint on road) and one-way westbound for car traffic
- **Tommy Banks Way** – two-way protected bike lane; two-way traffic
- **86 Avenue** – shared use path on south side, accommodated by widening the existing sidewalk towards the properties to protect mature tree roots

#### Concerns

Residents living on/adjacent to bike routes (most specifically along 87 Avenue) are concerned about the removal of parking and accessibility impacts getting to and from their properties.

- **87 Avenue** – resident parking is maintained on one side of the street. With the proposed bike facility, resident parking has been shifted from the south side to the north side of the street.
- **100 Street** – the addition of parking bays in select locations is currently under review

Accessibility details will be explored as part of the next phase of design (Preliminary Design: October/November 2018).



## BIKE ROUTES AND FACILITIES

### What we heard – key themes

### How it was (or was not) reflected in the final Concept Design

Concern that Edmonton is a winter city, with few cyclists in the winter months.

The Bicycle Transportation Plan envisions a bicycle friendly city. The plan calls for a range of facilities that would create a functional, comprehensive network of bike routes. It also calls for appropriate infrastructure for cyclists that supports year-round cycling and encourages people of all ages and experience levels to choose cycling as a safe, healthy and efficient alternative to driving. Protected bike lanes and designated shared use paths are cleared of snow to promote year-round cycling.

Concerns over the impact of calcium chloride (used to keep the bike lanes clear of snow) having a negative impact on boulevard trees

The City of Edmonton's Snow and Ice Control Policy (C409i) outlines the operational practices to provide safe and reliable transportation networks for all users throughout winter. The City has undertaken new initiatives for the upcoming winter season in an effort to continually improve the Snow and Ice Control program and gather Edmonton-based evidence on the results of anti-icing/de-icing activities. Operating practices are being adjusted for the 2018-2019 winter in order to minimize the amount of salt and calcium chloride needed to achieve bare pavement, which includes adding a corrosion inhibitor to the road salt being applied. The City is also initiating new monitoring processes to collect Edmonton-based evidence about the results of winter road activities and potential for future improvements. This monitoring will capture the impact of salt and calcium chloride on different types of infrastructure, including concrete and asphalt, metal and vegetation.



## PARKS AND OPEN SPACES

What we heard – key themes	How it was (or was not) reflected in the final Concept Design
<p>More green gathering spaces/parks are desired (specifically east of 99 Street)</p> <p>Consider resident access and traffic flow impacts if closing streets to add green space</p>	<p><b>Two new parklets</b> added on 98 Street between 84/85 Avenue and 88/89 Avenue (road closures required).</p> <ul style="list-style-type: none"> <li>• Resident and alley accesses are retained</li> <li>• Emergency service access is maintained</li> </ul>
<p>Improvements are desired at several existing parks/ green spaces including:</p> <ul style="list-style-type: none"> <li>• W. C. Tubby Bateman Park</li> <li>• Fred A. Morie Park</li> <li>• Railway corridor</li> <li>• Parking lot between 102 Street and Gateway Boulevard</li> </ul>	<ul style="list-style-type: none"> <li>• <b>W. C. Tubby Bateman Park</b> – Picnic sites and a new sidewalk connection will be added. Original proposed washroom was removed due to maintenance levels and public response.</li> <li>• <b>Fred A. Morie Park</b> – Park expanded; parking added, new pathway and seating area (100 Street road closure required; revised from 90 Avenue closure due to improve crossing of Saskatchewan Drive)</li> </ul> <p><b>Not currently included in the design:</b></p> <ul style="list-style-type: none"> <li>• Railway corridor improvements: The City is currently responding to a Council Motion to review the need and feasibility of including this connection as part of the Southside Bike Network. This connection will be deliberated by Council in November/December 2018.</li> <li>• Parking lot (between 102 Street and Gateway Boulevard) improvements; area falls under the Plan Whyte project for future improvements</li> </ul>
<p>A desire for amenities such as fitness areas, community gardens, dog off-leash space, gazebos</p>	<p>Community interest in the addition of amenities in park spaces will be reviewed in the next phase of the design process. (Preliminary Design: October/November 2018)</p>
<p>Park maintenance needs improvement</p>	<p>Concerns regarding maintenance for parks and roads have been shared with the department responsible.</p>
<p>Trees are highly valued. Protect and add where possible.</p>	<p><b>Trees added:</b></p> <ul style="list-style-type: none"> <li>• <b>86 Avenue</b> – Trees will be added in the road right-of-way behind the sidewalk. Specific locations to be determined in consultation with property owners.</li> <li>• <b>Missing trees</b> – Trees that have been removed due to health conditions or as a result of storm damage will be replaced, where possible.</li> <li>• <b>Replacing trees</b> – If trees are removed due to the renewal infrastructure, they will be replaced according to the City's tree policy (described below).</li> </ul> <p><b>Corporate Tree Policy</b> – Removal of trees is avoided whenever possible. In some circumstances trees may need to be removed to make space for sidewalks, on-street parking and loading zones or if the tree is not in good health condition. In the event a tree is removed, the tree's value will be reinvested as a new planting in the neighbourhood.</p>



## TRAFFIC CALMING MEASURES / DRIVING CONDITIONS/TRAFFIC MANAGEMENT

What we heard – key themes	How it was (or was not) reflected in the final Concept Design
<p>Desire for traffic calming measures that would slow traffic. Input indicates comfort with the addition of many traffic calming measures including: raised crosswalks, mini roundabouts, curb extensions, one-way roads, and raised medians.</p> <p>Locations of high concern are 97 Street, 98 Street, 99 Street, 100 Street, and 101 Street.</p>	<p>The final Concept Design includes a traffic calming plan. This plan is a system of traffic calming measures that work together to address residents' concerns with traffic speed, as well as pedestrian comfort/visibility. It integrates with other design elements, such as bike routes and park spaces.</p> <p><b>Curb extensions added:</b></p> <ul style="list-style-type: none"> <li>• 97 Street at 84 Avenue and 86 Avenue</li> <li>• 99 Street at 84 Avenue, 85 Avenue, 86 Avenue, 88 Avenue, 89 Avenue, 90 Avenue, 91 Avenue and 92 Avenue</li> <li>• 100 Street at 86 Avenue</li> <li>• 101 Street at 84 Avenue, 85 Avenue, 86 Avenue, 88 Avenue and Saskatchewan Drive</li> <li>• 105 Street at 84 Avenue, 85 Avenue and 87 Avenue</li> <li>• 107 Street at 84 Avenue and 85 Avenue</li> <li>• 99A Street at 96 Avenue</li> </ul> <p><b>Raised crosswalks added:</b></p> <ul style="list-style-type: none"> <li>• 97 Street and 85 Avenue (south approach)</li> <li>• 98 Street and 89 Avenue (west approach)</li> <li>• 98 Street and 84 Avenue (west approach)</li> <li>• 98 Street and 85 Avenue (west approach)</li> <li>• 100 Street and 85 Avenue (north approach)</li> <li>• 100 Street and 86 Avenue (south approach)</li> <li>• 101 Street and 85 Avenue (north approach)</li> <li>• 101 Street and 87 Avenue (south approach)</li> </ul> <p><b>Not added:</b></p> <ul style="list-style-type: none"> <li>• Raised medians</li> <li>• Chicanes</li> <li>• Mini roundabouts (current will remain)</li> </ul>
<p>Strong support for a neighbourhood wide reduction of speed limit to 30 km/h.</p>	<p>The final concept includes a design to reduce speeds within the neighbourhood and a posted speed limit of 30 km/hr will be implemented.</p>
<p>Desire to see a reduction in neighbourhood shortcutting.</p>	<p>The combination of traffic calming measures and pedestrian safety infrastructure such as raised crosswalks, curb extensions, stop signs, one-way streets, and street closures are being added in an effort to reduce shortcutting behaviour.</p>
<p>Drivers desire easier access onto and off of arterials.</p>	<p>The desire for a change to the signals along 99 Street /82 Avenue has been shared with the traffic signals operations team for review.</p>
<p>Drivers need to be given consideration in the design. Residents need to drive to and from their homes.</p>	<p>The priority from the neighbourhood as identified in the project vision and principles is reflected in the concept design by addressing safety and reducing speed in the neighbourhood. Traffic calming infrastructure is one piece of that design. For some, this may mean a slightly longer route to reach their homes. All residents will continue to have vehicle access to their homes. Neighbourhood parking was retained where possible. In the case of the road closures required for the parklets, alley access is retained and residents will be able to access their homes through other roads.</p>

## TRAFFIC CALMING MEASURES / DRIVING CONDITIONS/TRAFFIC MANAGEMENT

What we heard – key themes	How it was (or was not) reflected in the final Concept Design
Road surfaces are in poor condition; potholes and rough, uneven surfaces	Road reconstruction will occur on all neighbourhood residential roads (excluding alleys).
Desire for additional traffic control signs (stop, yield)	<p>The following traffic signs will be added to support traffic flow:</p> <p><b>New stop signs:</b></p> <ul style="list-style-type: none"> <li>• 97 Street at 87 Avenue</li> <li>• 98 Street at 84 Avenue</li> <li>• 98 Street at 87 Avenue</li> <li>• 98 Street at 88 Avenue</li> <li>• 98 Street at 89 Avenue</li> <li>• 105 Street at 86 Avenue</li> <li>• 85 Avenue at 100 Street</li> <li>• 86 Avenue at 97 Street</li> <li>• 86 Avenue at 98 Street</li> <li>• 86 Avenue at 100 Street</li> <li>• 87 Avenue at 98 Street</li> <li>• 87 Avenue at 101 Street</li> <li>• 87 Avenue at Tommy Banks Way</li> <li>• 89 Avenue and 100 Street – 3 way stop</li> </ul> <p><b>New 4-way stop:</b></p> <ul style="list-style-type: none"> <li>• 100 Street at 87 Avenue</li> </ul> <p><b>New yield signs:</b></p> <ul style="list-style-type: none"> <li>• 93A Avenue at 98A Street</li> <li>• 98A Street at 93 Avenue</li> <li>• 97 Street at 84 Avenue</li> <li>• 98 Street at 93 Avenue</li> </ul>
Concerns for traffic being directed to next road as a result of one way roads, road closures or traffic calming.	The City recognizes there will be changes to traffic patterns and travel times as a result of the Concept Plan. However, the elements of the Concept Plan work together to reduce shortcutting and speeding, thereby creating a safer environment for all users.
97 Street is in poor condition from 87 Avenue north to the alley	<ul style="list-style-type: none"> <li>• Upgraded road surface</li> <li>• Adding curb and gutter</li> <li>• Designated shared space for all users (vehicles, bikes, pedestrians)</li> <li>• Adding street lights</li> </ul>

**PUBLIC ENGAGEMENT**  
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For more information:

 [edmonton.ca/BuildingStrathcona](http://edmonton.ca/BuildingStrathcona)  
 [buildinggreatneighbourhoods@edmonton.ca](mailto:buildinggreatneighbourhoods@edmonton.ca)  
 311

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