

# Strathcona Neighbourhood Renewal

Edmonton

## Draft Concept Design

Tonight is for you.  
Learn everything you can.  
Share all your ideas.

# What is Neighbourhood Renewal?

## Creating a design with you for your neighbourhood.

What's included:

- New neighbourhood roads (*excludes Whyte Avenue, 99 Street, Calgary Trail and Gateway Boulevard*)
- New sidewalks to replace existing
- New sidewalks where they are missing, where possible
- New streetlights

What could also be included:

- Enhancements to pedestrian crossings, park spaces, paths, connections, bike infrastructure, etc.

# Your Role in the Creation of the Renewal Design

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Share your local knowledge:

- What's working
- What's not working
- What needs improvement
- What is desired for the future

Your neighbourhood design will guide its evolution beginning with the replacement of road surfaces, sidewalks and street lights.

New infrastructure will be in place for the next 30 to 50 years.  
Let's get it right!

# Tonight You Can

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- Learn about neighbourhood renewal
- Learn about the public engagement process and what we heard to date
- Review the draft concept design and provide input
- Ask questions of the project team

# Public Engagement Opportunities

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Visit the table maps, ask questions of the project team, and share your feedback about the proposed concept plan for:

- Measures that reduce speed and shortcutting
- Bike routes and facility types
- Sidewalks and pedestrian intersection safety
- Open and park spaces
- 30km/hr Council motion

# Public Engagement Opportunities

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There are many opportunities for you to provide your views and share input during the project phases.

Since January we've heard from residents, the business community, area stakeholders and organizations to help inform the draft concept design.

At every project phase, we continue to listen and learn.



# Open and Park Spaces



| WHAT WE HEARD  | WHAT WE CONSIDERED   | WHAT IS PROPOSED IN THE DRAFT CONCEPT DESIGN   |
|--|--|--|
| Trees are very valued within the community and should be protected   | Areas where trees were missing in Strathcona   | New tree plantings along 86 Avenue   |
| There is a lack of park spaces east of 99 Street for residents to gather   | Current land ownership of open spaces within neighbourhood   | Proposed parklet east of 99 Street   |
| There is community support for additional community gardens in the neighbourhood                                     | Opportunities to coordinate with other City departments for planning and funding for open spaces redevelopment | New community garden location identified   |
| Existing parks need improvements and better maintenance  | Review of existing usage and improvements that align with current and future programming                       | Proposed improvements to Tubby Bateman Park and Fred A. Morie Park                                       |
| Improvements to End of Steel Park are needed along with redevelopment of the parking lot east of the farmer's market | Alignment with Plan Whyte project for improvements   | Improvements to pedestrian connections and safety are currently under review with the Plan Whyte project |
| Walking and biking improvements to the railway corridor are desired  | Current land ownership of open spaces within neighbourhood   | The railway corridor is not owned by the City  |
| Need for additional bike parking, benches and seating throughout the neighbourhood                                   |  | This will be considered at the next stage of design once pedestrian and bike corridors are confirmed     |

See images of the proposed concepts on the following boards.

# Open and Park Spaces

## FRED MORIE PARK POTENTIAL UPGRADES



### LEGEND

- PROPOSED NEW SIDEWALKS
- EXISTING TREE
- PROPOSED TREE
- EXISTING PLANTING

## W.C. (TUBBY) BATEMAN PARK POTENTIAL UPGRADES



## TRAFFIC CALMING ROAD CLOSURE POTENTIAL NEW GREEN SPACE



# Open and Park Spaces

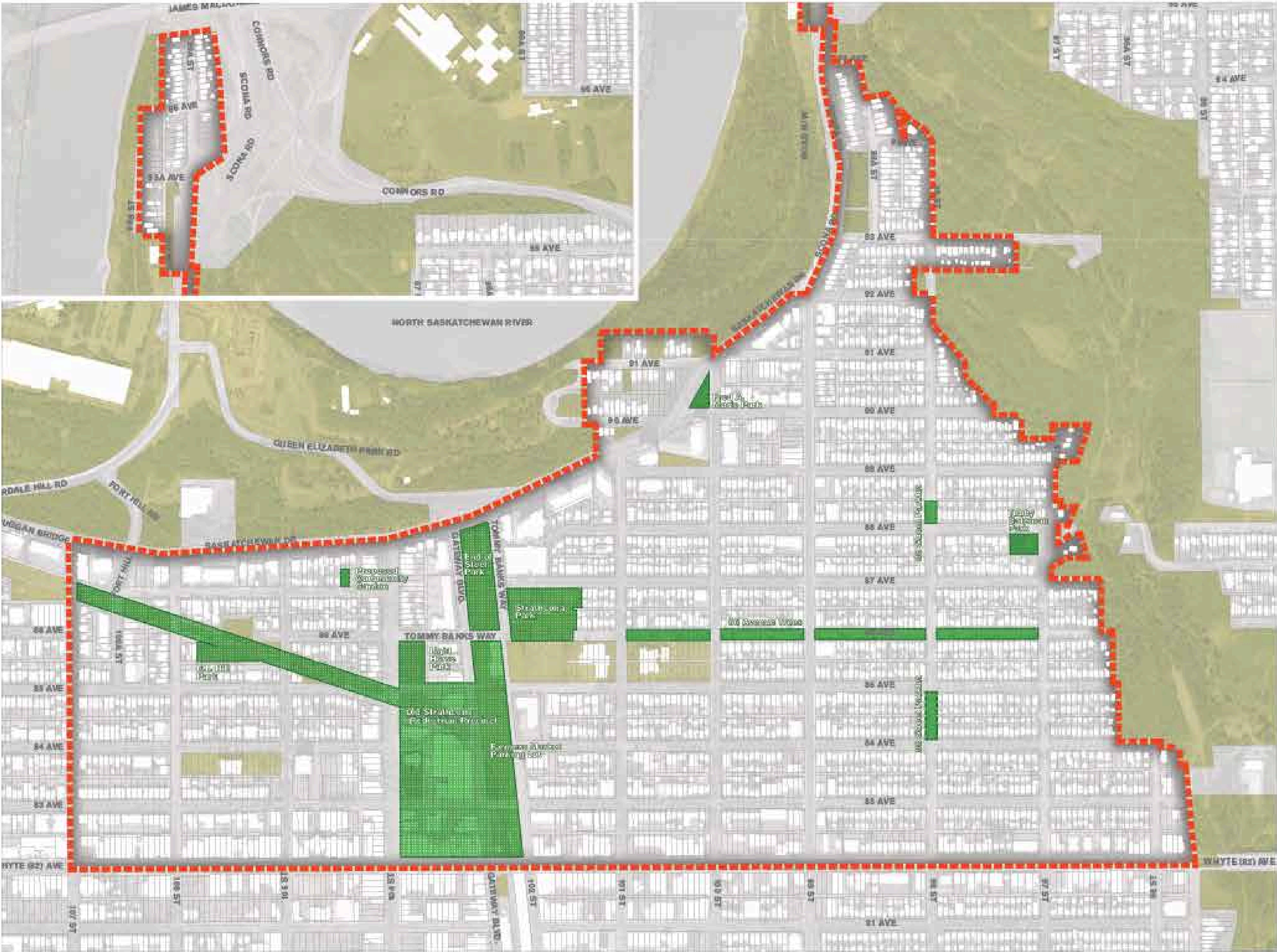
- EXISTING PARKS & OPEN SPACES
- RECOMMENDED PARKS & OPEN SPACE IMPROVEMENTS
- OPEN SPACE DIRECTION (FOR FURTHER REVIEW)

RECOMMENDED IMPROVEMENTS

- FRED & MORIE PARK**  
Add sidewalks/connections  
Off-leash designation
- 88 STREET**  
Proposed parklet
- 88 AVENUE**  
New tree plantings along 88 Avenue
- COMMUNITY GARDENS**  
New location for a community garden identified on 87th Avenue west of Calgary Trail
- TUGBOY BATEMAN PARK**  
Upgrade equipment  
Add connecting sidewalks

OPEN SPACE DIRECTION (FOR FURTHER REVIEW)

- END OF STEEL PARK**  
Alignment is needed with the Plan Whyte project for improvements at End of Steel Park. Improvements to pedestrian connections and safety are currently under review with Plan Whyte.
- RAIL LINE / STREETCAR ROUTE**  
Walking and biking improvements to the railway corridor are desired. The railway corridor is not owned by the City and is therefore not included on the draft concept plan.
- FARMERS MARKET PARKING LOT**  
Redevelopment and better utilization of the land for the parking lot is desired. Improvements to pedestrian connections and safety are currently under review with the Plan Whyte project.
- GENERAL NEIGHBOURHOOD**  
There is a need for additional bike parking, benches and seating throughout the neighbourhood. This will be considered at the next stage of design once pedestrian and bike corridors are confirmed.



# Boulevard Trees

## What We Heard

- Trees are valued in this community; where possible keep trees and prevent damage

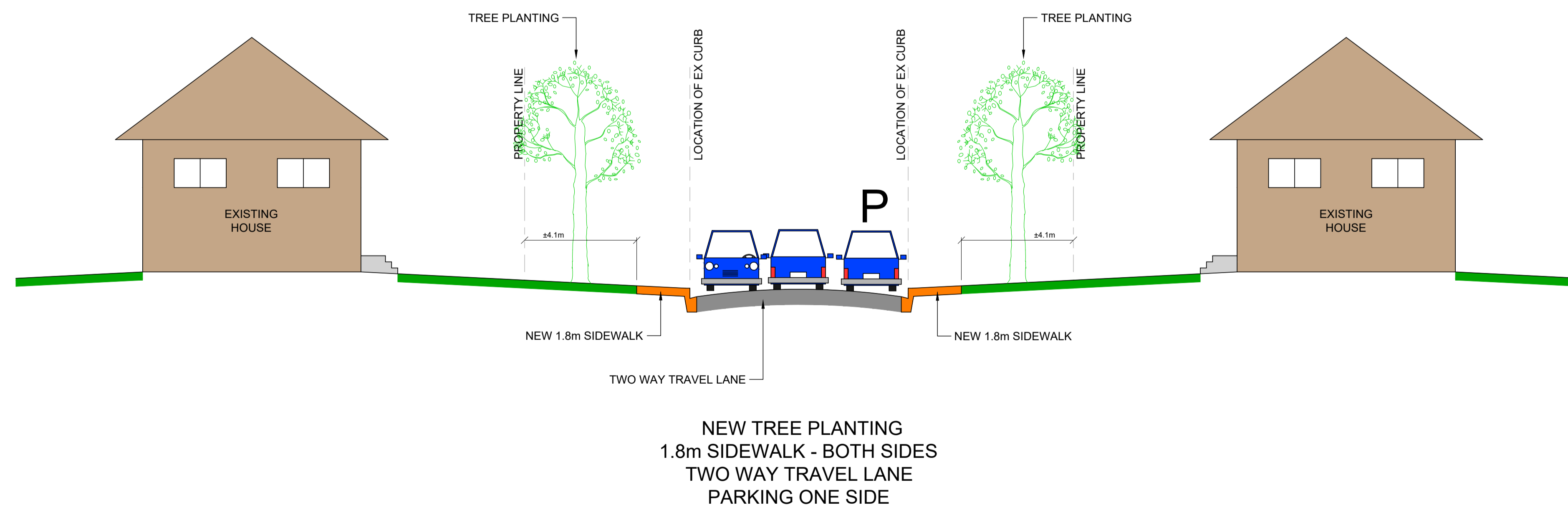
In some circumstances trees may need to be removed:

- to make space for sidewalks, on-street parking and loading zones
- where the tree is not in good health condition

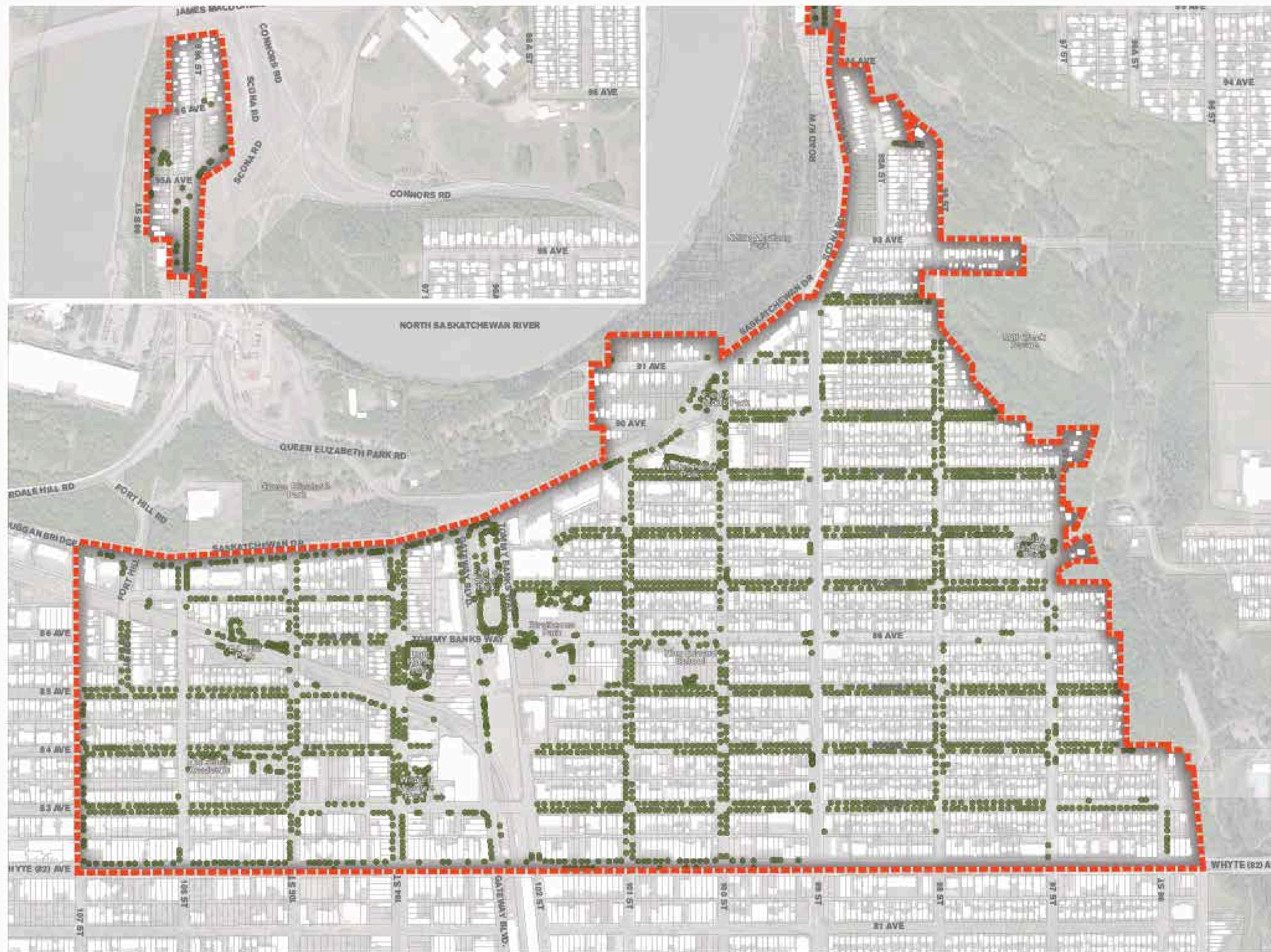
In the event a tree is removed, the tree's value will be reinvested as new planting in the neighbourhood.

## WHAT IS PROPOSED IN THE DRAFT CONCEPT

**86 Avenue has been identified as a location for new plantings** – the image below shows the location of the new plantings.



# Existing Trees



# Sidewalks – Existing and Missing Links

| WHAT WE HEARD  | WHAT WE CONSIDERED   | WHAT IS PROPOSED IN THE DRAFT CONCEPT DESIGN   |
|--|--|--|
| <ul style="list-style-type: none"><li>Concern over poor condition of existing sidewalks</li><li>Need to improve overall accessibility of the neighbourhood</li><li>Need to add missing sidewalk connections to improve pedestrian flow through the neighbourhood</li><li>When asked about trade-off considerations needed to make room for missing sidewalks, the following in order of preference was heard:<ol style="list-style-type: none"><li>1. Turn the street into a one-way for cars</li><li>2. Sidewalk on one side only</li><li>3. Remove on-street parking</li><li>4. Remove boulevard trees</li></ol></li></ul> | <p><b>PROPOSED SIDEWALKS</b> – these are sidewalks that will be added. Considerations for the decision are:</p> <ul style="list-style-type: none"><li>Complete a connection to schools</li><li>Improve access to destinations</li><li>Improve circulation through neighbourhood</li><li>Improve pedestrian safety</li></ul> <p><b>POSSIBLE SIDEWALKS</b> – these are sections that are under review. Additional considerations need more time to investigate. These considerations are:</p> <ul style="list-style-type: none"><li>Conflicts with trees / power poles / hydrants</li><li>Appropriate on-street slope / grade</li><li>Impact to street parking</li></ul> <p><b>NO SIDEWALK</b> – these are sections where a decision has been made to not include a missing section of sidewalk. The following considerations were used to inform this decision:</p> <ul style="list-style-type: none"><li>Conflicts with trees / power poles / hydrants</li><li>Steep slopes that require stabilization</li><li>Cost / benefit of additional sidewalk</li></ul> | <p>The draft concept design shows 3 options for sidewalks that are missing:</p> <ul style="list-style-type: none"><li>Locations of <b>Proposed Sidewalks</b> – these are sidewalks that will be added.</li><li>Locations of <b>Possible Sidewalks</b> – these are sections that are under review.</li><li>Locations of <b>No Sidewalk</b> Additions– these are sections where a decision has been made to not include a missing section of sidewalk.</li></ul> |

See images of the sidewalk design options on the following boards.

# Missing Sidewalks – 2 Potential Designs

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## BOULEVARD WALK

Boulevard sidewalks are the current City standard. They are the preferred design and will be incorporated where possible. In some locations, there may be select tree removal required to accommodate.



Example of Boulevard Walk

## ADJACENT TO ROADWAY

Locations where a boulevard walk will not fit will receive a sidewalk adjacent to the roadway. These locations will require roadway space and where it is not possible to convert the road to one-way, parking will be removed.



Example of Walk Adjacent to Roadway

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

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

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# Bike Routes and Facilities



| WHAT WE HEARD   | WHAT WE CONSIDERED   | WHAT IS PROPOSED IN THE DRAFT CONCEPT DESIGN  |
|---|--|---|
| <p><b>Route Selection in order of preference:</b></p> <p><b>North / South Connection</b></p> <ol style="list-style-type: none"><li>100 Street</li><li>98 Street</li><li>97 Street</li></ol> <p><b>East / West Connection</b></p> <ol style="list-style-type: none"><li>87 Avenue</li><li>86 Avenue</li><li>89 Avenue</li></ol> <p><b>Facility Type in order of preference:</b></p> <ol style="list-style-type: none"><li>Protected Bike Lane</li><li>Bike Boulevard</li><li>Raised Bike Lane</li></ol> <p><b>Trade-offs for Facility Type in order of preference:</b></p> <ol style="list-style-type: none"><li>Turn road into one-way for cars</li><li>Remove on-street parking</li><li>Remove boulevard trees</li></ol> | <p><b>ROUTE SELECTION:</b></p> <ul style="list-style-type: none"><li>Available space on road was considered along with other design element requirements such as missing sidewalk connections</li><li>Alignment with the City's proposed southside bike network</li><li>Connections to desired destination areas and existing bike lanes</li><li>Locations of existing signals to cross 99 Street</li></ul> <p><b>Why 86 Avenue (east of Gateway) was not selected:</b></p> <ul style="list-style-type: none"><li>No room on road to accommodate separated facility and two-way traffic required for access to community park spaces</li><li>Traffic congestion around school</li></ul> <p><b>Why 97 Street was not selected:</b></p> <ul style="list-style-type: none"><li>Available space is required to add missing sidewalks</li></ul> <p><b>Why 89 Avenue was not selected:</b></p> <ul style="list-style-type: none"><li>Better avenue connections to existing bike network and school along 87 Ave</li></ul> <p><b>ROUTE SELECTION:</b></p> <p>Consideration given to safety, accommodation of year round biking, space available</p> | <p><b>87 Avenue/Tommy Banks Way/86 Avenue/106 Street</b></p> <p><i>Facility options being reviewed:</i></p> <ul style="list-style-type: none"><li>Option A – Two-way protected bike facility</li><li>Option B – Bike boulevard/shared road</li></ul> <p><b>98 Street</b></p> <p><i>Facility design chosen:</i></p> <ul style="list-style-type: none"><li>Bike boulevard/shared road</li><li>Decision to add missing sidewalks along 98 Street reduced space available on road to accommodate a separated bike facility</li></ul> <p><b>100 Street</b></p> <p><i>Facility options being reviewed:</i></p> <ul style="list-style-type: none"><li>Option A – Two-way protected bike facility</li><li>Option B – Bike boulevard/shared road</li></ul> |

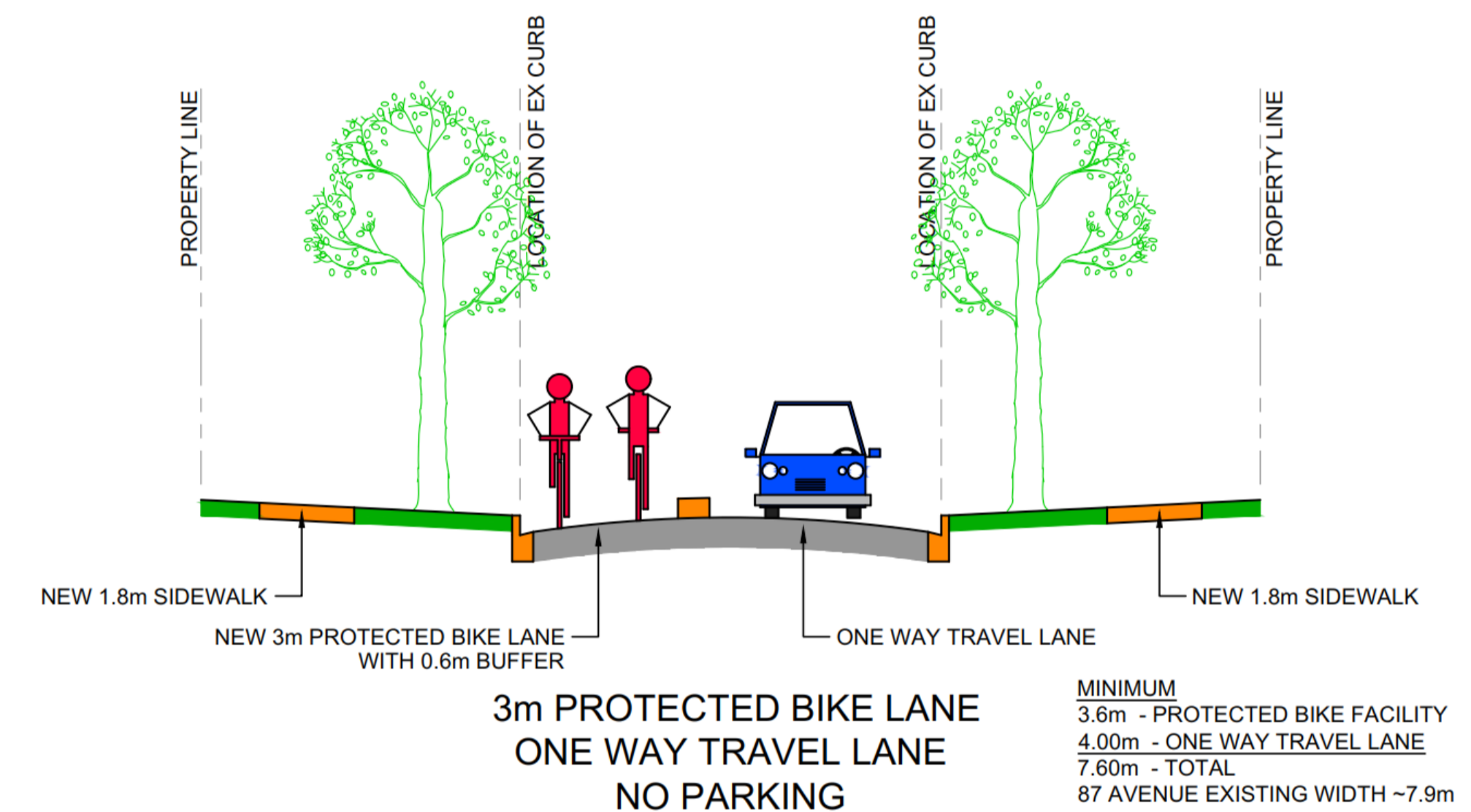
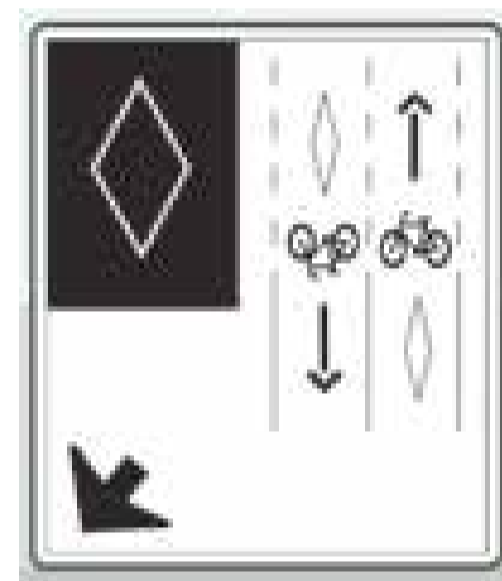
See images of the options on the following boards.

# Bike Routes and Facilities: 87 Avenue Options

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

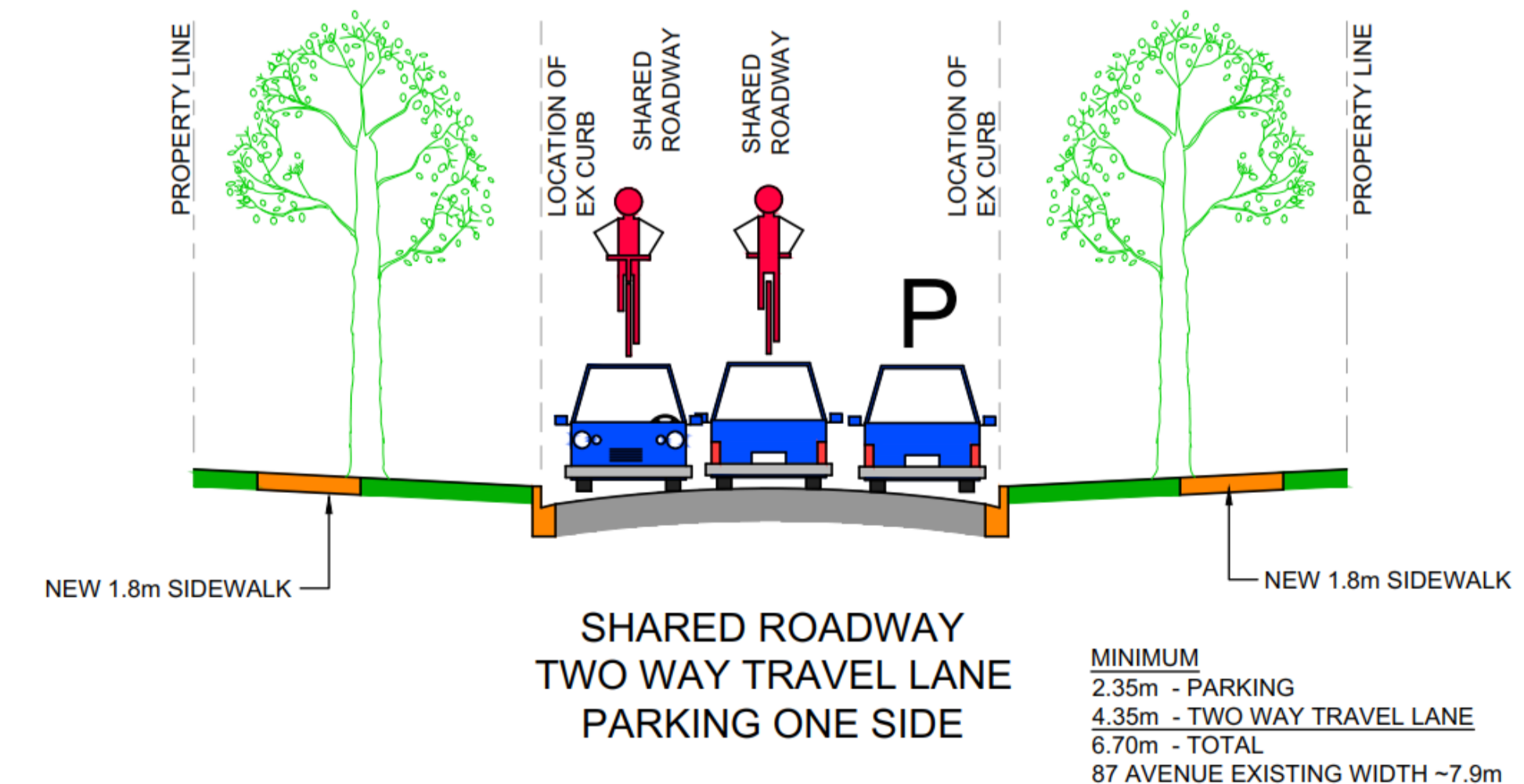
### Option A – Protected Bike Facility

- Two-way protected bike traffic (concrete barrier)
- One-way vehicle traffic on the avenue: westbound
- Two-way traffic will be maintained on Tommy Banks Way
- No parking on either side of the avenue
- Additional signage to support bike facility along route
- Loading zones to be identified along the route (may require tree removals)
- Locations for bike connections between 87 Avenue and school site to be identified



### Option B – Bike Boulevard/Shared Road

- Shared road with paint on road and added signage to support bike lane
- Two-way bike traffic (shared with vehicles)
- Two-way vehicle traffic (shared with bikes)
- Parking maintained where it exists today
- Complimented with draft traffic calming measures proposed



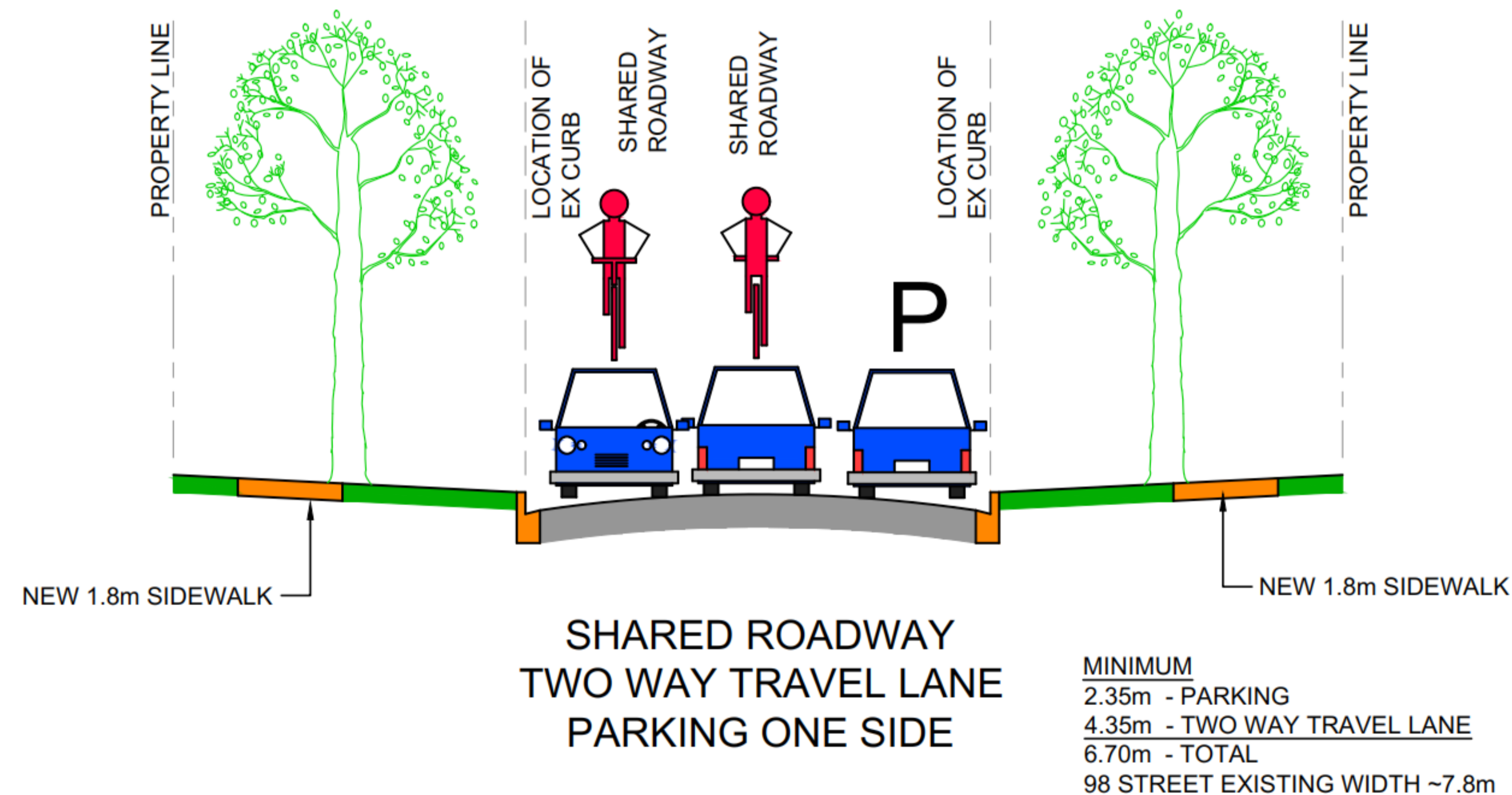
# Bike Routes and Facilities: 98 Street

## Bike Boulevard / Shared Road

### ONLY OPTION PROPOSED

- Two-way bike traffic (shared with vehicles)
- Two-way vehicle traffic (shared with bikes)
- Missing sidewalks added, where possible
- Parking maintained on west side

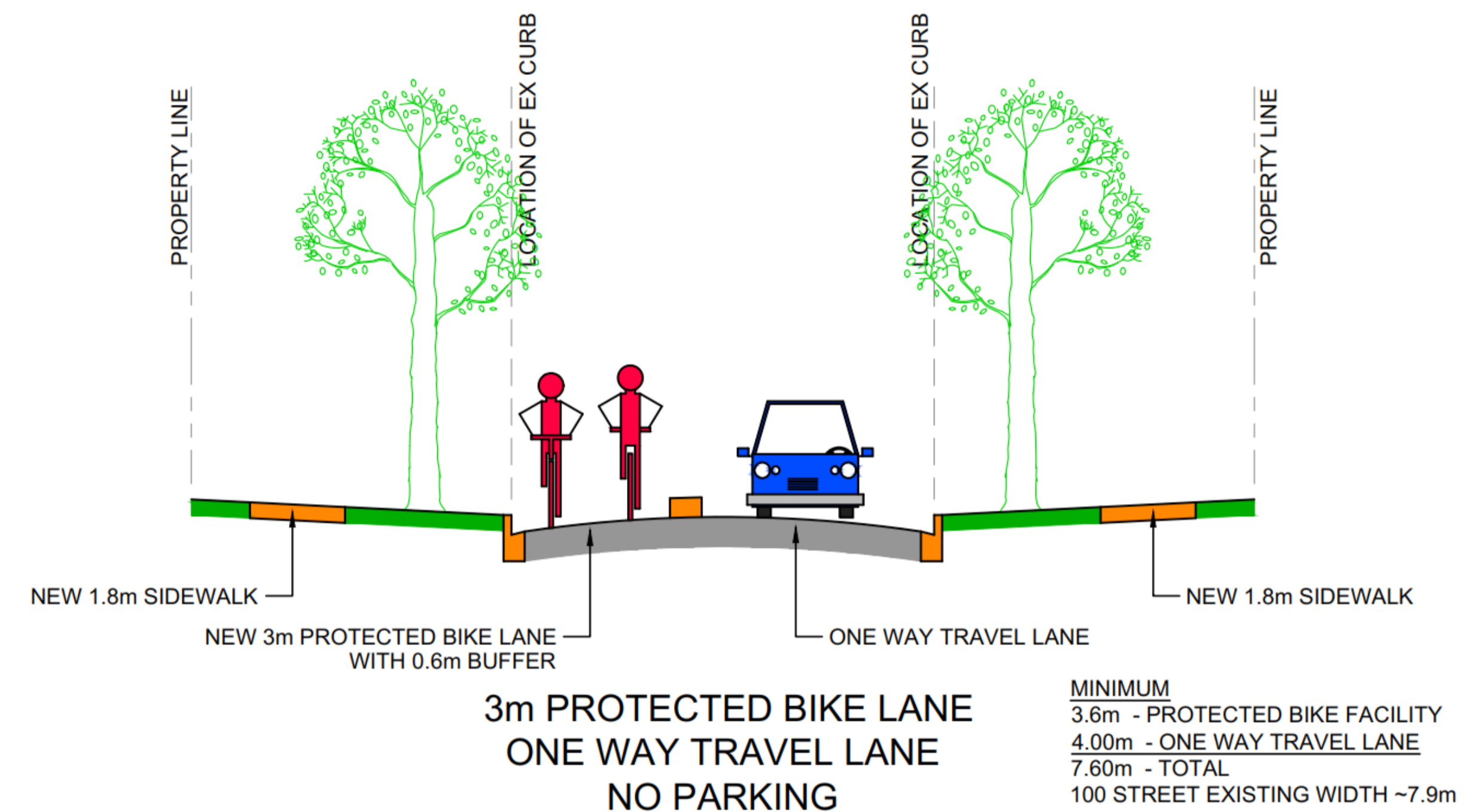
### Bike Boulevard Cross Section



# Bike Routes and Facilities: 100 Street

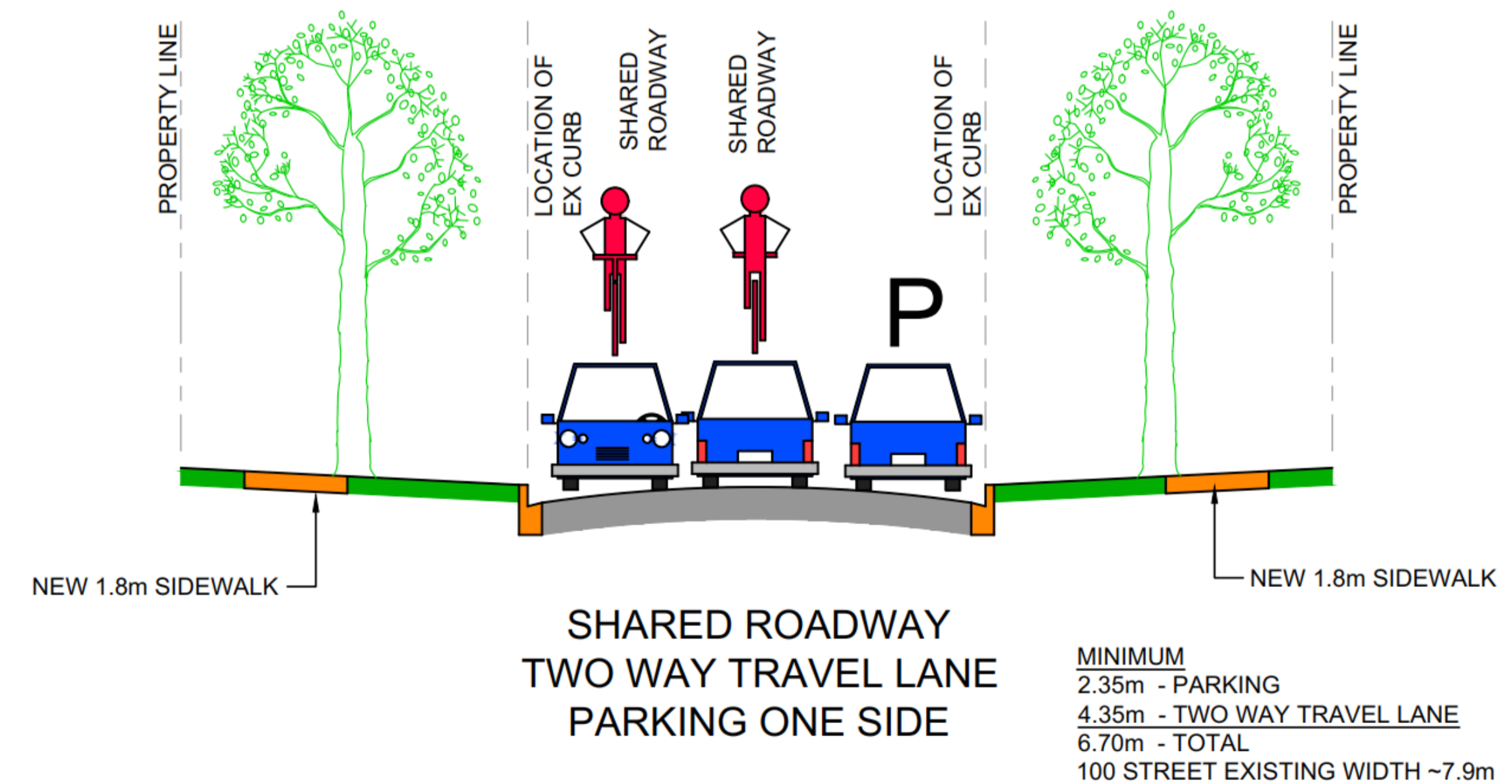
## Option A – Protected Bike Facility

- Two-way protected bike traffic (concrete barrier)
- One-way vehicle traffic on Street: northbound
- No parking on either side of the avenue
- Additional signage to support bike facility along route
- Loading zones to be identified along the route (may require tree removals)



## Option B – Bike Boulevard/Shared Road

- Shared road with paint on road and added signage to support bike lane
- Two-way bike traffic (shared with vehicles)
- Two-way vehicle traffic (shared with bikes)
- Parking maintained where it exists today
- Complimented with draft traffic calming measures proposed



# Pedestrian / Intersection Safety on Residential Roads



| WHAT WE HEARD  | WHAT WE CONSIDERED  | WHAT IS PROPOSED IN THE DRAFT CONCEPT DESIGN   |
|--|---|--|
| <ul style="list-style-type: none"><li>• Desire shorter crossing distances at intersections</li><li>• Low visibility at intersections due to parked cars close to intersections</li><li>• Desire improved crossing safety</li></ul> | <ul style="list-style-type: none"><li>• Traffic measures and specific locations that enhance pedestrian crossings</li><li>• Resident level of comfort with traffic measures</li><li>• Prioritizing enhancements near school and park areas to ensure safety in areas where pedestrian demand is high</li><li>• Impacts of proposed bike facilities and park spaces</li><li>• Cumulative impacts to emergency services, waste management, and school buses</li></ul> | <p>This plan proposes traffic calming measures at key locations that work together effectively as a system for pedestrian and intersection safety. This system includes:</p> <p><b>Curb extensions</b> that will:</p> <ul style="list-style-type: none"><li>• shorten crossing distances for pedestrians</li><li>• improve sight lines for pedestrians by preventing vehicles from parking too close to intersections</li><li>• slow vehicle traffic through intersections</li></ul> <p><b>Raised crosswalks</b> that will:</p> <ul style="list-style-type: none"><li>• improve awareness of the pedestrian crossing</li><li>• improve access for pedestrians with limited mobility</li><li>• slow vehicle traffic through intersections</li></ul> |

# Traffic Calming – Reducing Speeding and Shortcutting



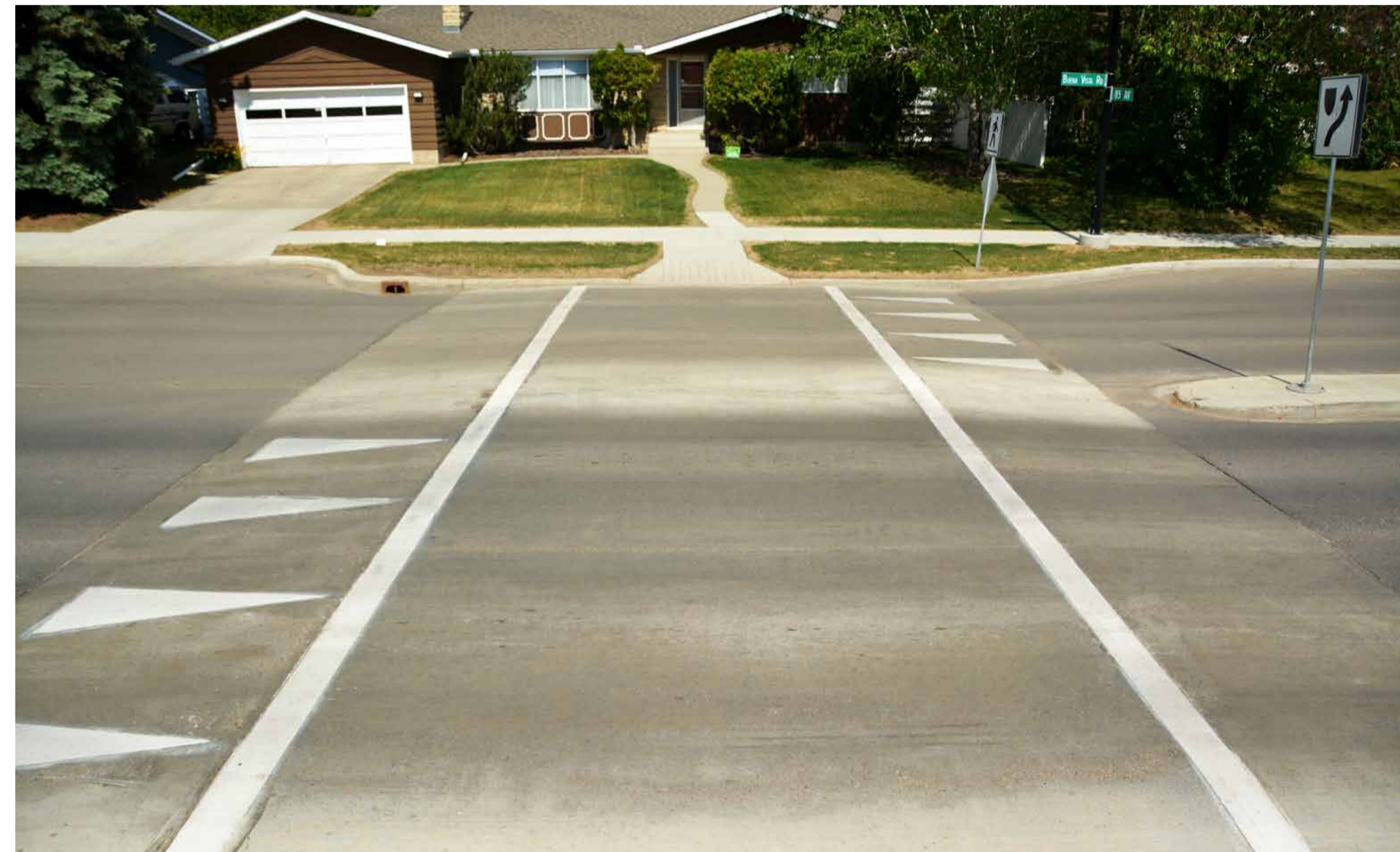
| WHAT WE HEARD  | WHAT WE CONSIDERED   | WHAT IS PROPOSED IN THE DRAFT CONCEPT DESIGN   |
|--|--|--|
| <ul style="list-style-type: none"><li>Speeding and shortcutting are issues throughout the neighbourhood</li><li>Residents indicated that they are <b>most comfortable</b> with the following traffic measures:<ul style="list-style-type: none"><li>raised crosswalks</li><li>raised intersections</li><li>mini roundabouts</li><li>curb extensions</li><li>one-way roads</li><li>raised medians</li></ul></li><li>Residents indicated that they are <b>less comfortable</b> with the following traffic measures:<ul style="list-style-type: none"><li>full road closures</li><li>diagonal diverters</li><li>right-in/right-out islands</li><li>chicanes</li><li>speed humps</li></ul></li><li>When evaluating possible solutions, <b>pedestrian comfort, slowing vehicle traffic, and cyclist comfort</b> were identified as the three most important aspects to consider</li></ul> | <ul style="list-style-type: none"><li>Locations and measures that work together as a system to reduce speed and shortcutting over a larger area. It is often not feasible or necessary to install traffic calming measures at every location</li><li>Minimal diversion of traffic to other roads</li><li>Resident level of comfort with traffic measures and identified locations of high concern</li><li>Traffic measures and locations that slow vehicle traffic and also enhance pedestrian crossings</li><li>Traffic calming measures in school and park areas</li><li>Placement of other design elements such as the proposed bike routes and open spaces</li><li>Potential impacts to residents such as: noise and vibrations, driving time and parking</li><li>Potential impacts to services such as: road maintenance, emergency services, waste management, and school buses</li><li>Traffic measures that balanced benefits with complexity of design and cost</li></ul> | <p>Proposed traffic calming measures at key locations that work together effectively as a system. This system includes:</p> <p><b>Curb extensions</b> that will:</p> <ul style="list-style-type: none"><li>slow vehicle traffic through the intersection</li><li>improve sight lines by preventing vehicles from parking too close to the intersection</li><li>shorten crossing distances for pedestrians</li></ul> <p><b>Raised crosswalks</b> that will:</p> <ul style="list-style-type: none"><li>slow vehicle traffic through the crosswalk</li><li>improve driver awareness of the pedestrian crossing</li><li>ease access for pedestrians with limited mobility</li></ul> <p><b>Raised median through an intersection</b> that will:</p> <ul style="list-style-type: none"><li>reduce shortcutting traffic on 98 Street</li><li>maintain access for walking and biking</li><li>remove parking along the length of the median</li></ul> <p><i>There is flexibility to adjust the traffic calming plan based on community feedback, with the following exceptions:</i></p> <ul style="list-style-type: none"><li><i>traffic calming measures will be incorporated around schools</i></li><li><i>shared bike route design may include traffic calming measures as required</i></li><li><i>constructibility– ensuring we can build it</i></li><li><i>Any shared road bike facility may include traffic calming measures, as required</i></li></ul> |

# Proposed Traffic Calming Measures

## RAISED CROSSWALKS

Edmonton

- 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



Shown on the map at the following intersections:

- 97 Street and 85 Avenue (North and South Approach)
- 97 Street and 87 Avenue (South and West Approach)
- 98 Street and 88 Avenue (East and West Approach)
- 98 Street and 89 Avenue (East and West Approach)
- 100 Street and 85 Avenue (North Approach)
- 100 Street and 86 Avenue (West Approach)
- 101 Street and 85 Avenue (North and West Approach)

# Proposed Traffic Calming Measures

## RAISED MEDIAN THROUGH AN INTERSECTION

Edmonton

- Reduces shortcutting traffic
- Maintains access for pedestrians and cyclists
- Removes parking along the length of the median
- Forces right turn for the north and south directions and eliminates left turns for east and west movements
- Potential diversion of traffic to other roads



Shown on map at the following intersection:

- 98 Street and 84 Avenue

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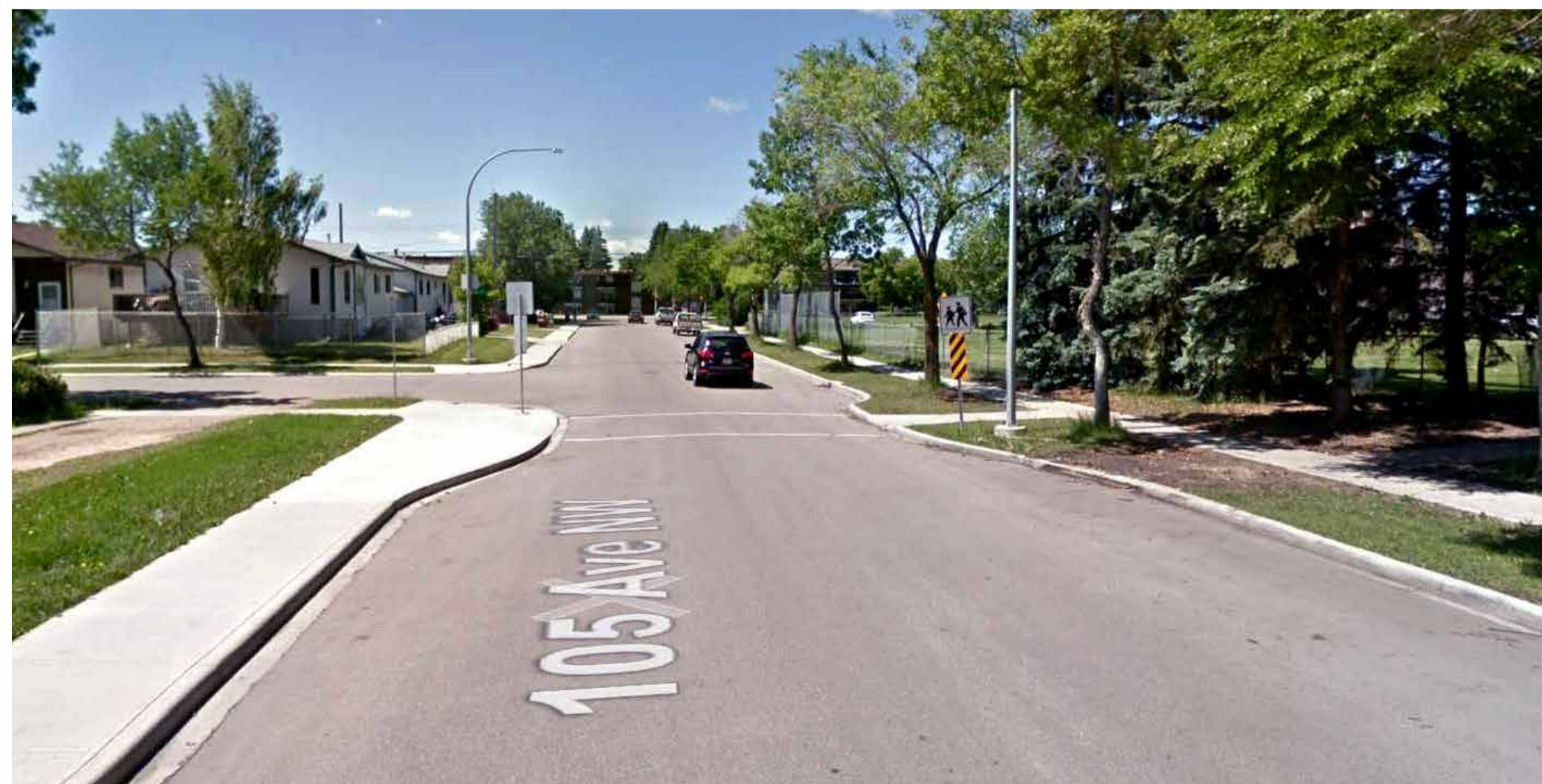
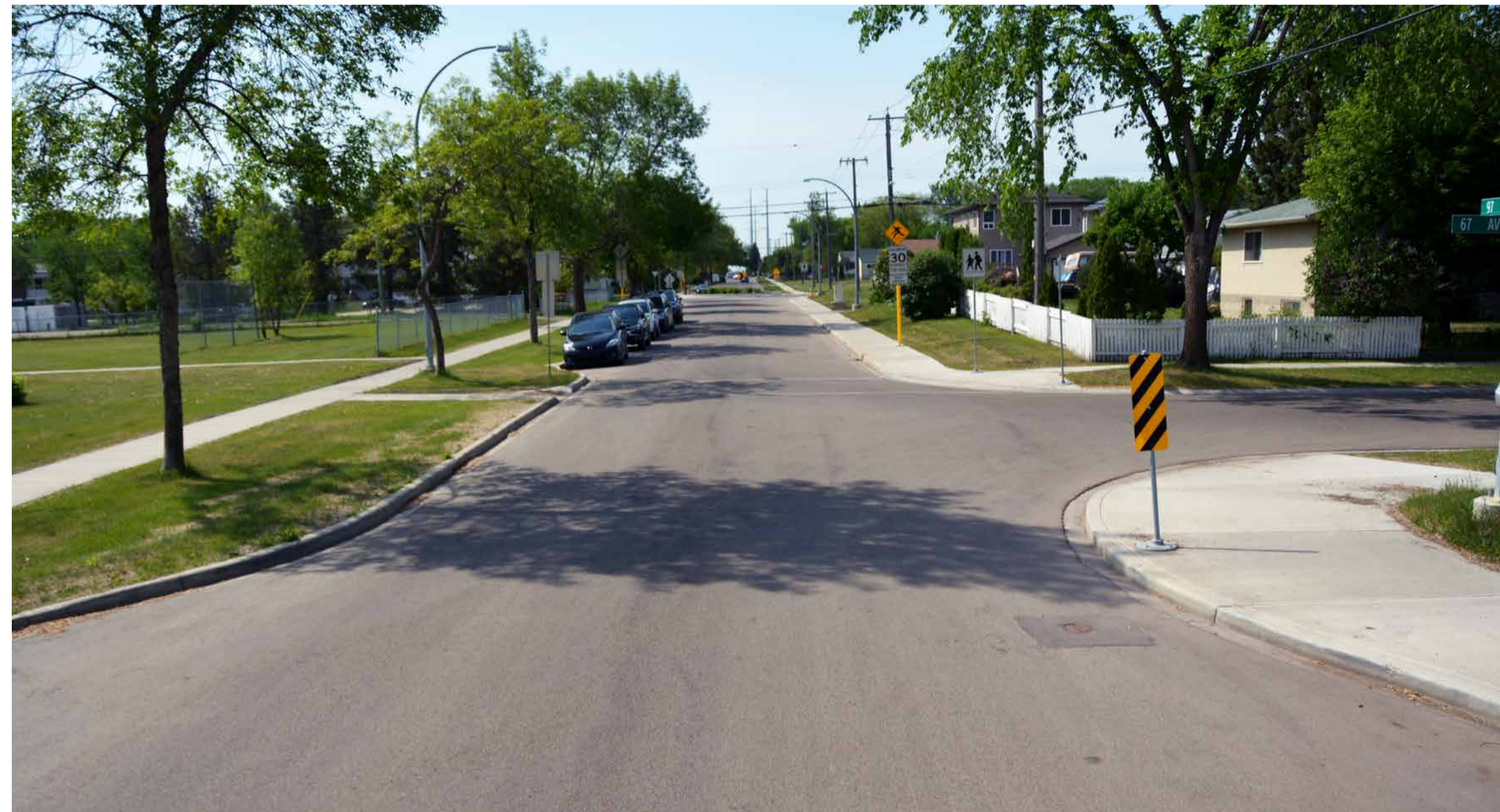
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# Proposed Traffic Calming Measures

## CURB EXTENSIONS

Edmonton

- 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



Shown on the map at the following intersections:

- 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
- 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 87 Avenue
- Saskatchewan Drive and 90 Avenue

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# What We Would Like Your Input On:

How do you think the proposed traffic calming plan and its traffic measures **will impact** the Strathcona community?

| WHAT ARE ANY POSITIVE IMPACTS?                            |
|---|
|   |
| WHAT ARE ANY NEGATIVE IMPACTS?                            |
|   |
| WHAT WOULD YOU CHANGE? (Be location specific if possible) |
|   |

# 30 km/h Council Motion – April 24, 2018

Edmonton

*“That the Strathcona neighbourhood reconstruction be designed to a 30 km/h speed standard, subject to support from the community.”*

To understand community support for this motion, we are asking the public to gather knowledge on what each option means and provide their input on each of the following:

OPTION A: Design for 30km/h

OPTION B: Posted Speed Limit to 30km/h

OPTION C: Speed limit remains at 50km/h

## **Option A – 30 km/h Design Speed**

- Posted speed limit of 30 km/h (legal requirement)
- Speed limit signage at every intersection in neighbourhood
- Traffic measures at every intersection in the neighbourhood
- Additional traffic measures within each block (every 40–60m)
- Increased traffic signage and pavement marking

Note: If City's default neighbourhood speed changes from 50 km to 30 km then signage can be removed

*Please see sketch on next board that shows what 30 km/h design speed may include*

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# Option A: Design for 30 km/h

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# Option A: Design for 30 km/h – Mid Block Measures



Designing for 30km/h will require additional traffic measures within each block (mid-block or every 40–60m, 131–197ft)

| OPTIONS FOR MID BLOCK MEASURE      | BENEFITS   | TRADE OFFS   | EXAMPLE |
|------------------------------------|--|--|---------|
| Chicanes                           | <ul style="list-style-type: none"><li>Localized speed reduction</li><li>May also discourage shortcutting</li><li>May provide opportunity for landscaping or bike parking</li></ul>                               | <ul style="list-style-type: none"><li>Loss of some on-street parking</li><li>Bikes must 'take the lane' to navigate around the feature</li><li>Potential diversion of traffic to other roads</li></ul>   |         |
| Speed Hump                         | <ul style="list-style-type: none"><li>Localized speed reduction</li><li>May reduce traffic volumes</li></ul>   | <ul style="list-style-type: none"><li>May require removal of some on-street parking</li><li>Discomfort for transit passengers</li><li>May cause braking and accelerating traffic noise</li><li>Potential diversion of traffic to other roads</li></ul> |         |
| Raised Median                      | <ul style="list-style-type: none"><li>Localized speed reduction</li><li>Acts as a pedestrian refuge when located at a pedestrian crossing</li></ul>  | <ul style="list-style-type: none"><li>Loss of on-street parking along the length of the median</li></ul>   |         |
| Raised Median through Intersection | <ul style="list-style-type: none"><li>Traffic volume and shortcutting reduction</li><li>Creates a pedestrian refuge in the intersection</li><li>Potential reduction in number / severity of collisions</li></ul> | <ul style="list-style-type: none"><li>Loss of on-street parking along the length of the median</li><li>Less convenient access for residents and visitors</li><li>Potential diversion of traffic to other roads</li></ul>                               |         |

# Option A: Design for 30 km/h – Intersection Measures



Designing for 30km/h will require additional traffic measures at each intersection in the neighbourhood

| INTERSECTION MEASURES | BENEFITS   | TRADE OFFS   | EXAMPLE   |
|-----------------------|--|--|---|
| Curb Extensions       | <ul style="list-style-type: none"><li>Localized speed reduction</li><li>Reduced crossing distance for pedestrians</li><li>Improved visibility for drivers and pedestrians</li><li>Opportunities for landscaping</li></ul>  | <ul style="list-style-type: none"><li>May require removal of some on-street parking</li><li>Bikes must 'take the lane' to navigate around</li></ul>  |     |
| Raised Crosswalk      | <ul style="list-style-type: none"><li>Localized speed reduction</li><li>Improved driver awareness of the pedestrian crossing</li><li>Pedestrians using mobility aids may be able to cross more easily</li><li>May also reduce traffic volumes when used in combination</li></ul> | <ul style="list-style-type: none"><li>Discomfort for transit passengers</li><li>May cause braking and accelerating traffic noise</li><li>Potential diversion of traffic to other roads</li></ul> |   |
| Raised Intersection   | <ul style="list-style-type: none"><li>Localized speed reduction</li><li>May also reduce traffic volumes</li><li>Improved driver awareness of pedestrian crossing</li><li>Pedestrians using mobility aids may be able to cross more easily</li></ul>                              | <ul style="list-style-type: none"><li>Discomfort for transit passengers</li><li>May cause braking and accelerating traffic noise</li><li>Potential diversion of traffic to other roads</li></ul> |   |

# Option B and C

## Option B – Posted Speed Limit to 30km/h

- Speed limit signage at every intersection in neighbourhood
- Traffic calming measures implemented according to draft concept design
- No designated design speed, goal remains to slow traffic throughout the neighbourhood

## Option C – Speed limit remains at 50km/h

- Traffic calming measures implemented according to draft concept design
- No change to posted speed limit
- No designated design speed, goal remains to slow traffic throughout the neighbourhood

# Neighbourhood Renewal Project Vision and Guiding Principles

Edmonton

## The 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.

## PUBLIC ENGAGEMENT

SHARE YOUR VOICE SHAPE OUR CITY

[Edmonton.ca/BuildingStrathcona](https://Edmonton.ca/BuildingStrathcona)

# What Comes Next?

## Next Steps in the Engagement and Design Process:

- Coordinate localized engagements for detailed design
- Continue to gather resident and stakeholder feedback on draft design – July & August
- Internal review of proposed concept design with City departments such as Emergency Services, Parks and Roads Operations and Maintenance, etc.
- Finalize concept design based on public input and further investigation
- Share final concept design with residents and stakeholders – September
- Confirm funding for overall project
- Share what we heard and draft concepts with other City departments to follow up on items not being implemented as part of the Neighbourhood Renewal such as signalling

# Coordination with Other City Projects and Departments:

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- Saskatchewan Drive Rehabilitation Project Team
- Southside Bike Routes
- Traffic Safety – intersections and crossings along 104 Street, 99 Street, Whyte Avenue
- Plan Whyte project – farmers' market parking lot and End of Steel Park
- Saskatchewan Drive Lookouts