

# Strathcona Neighbourhood Renewal

**Project:** The project includes the replacement of Strathcona's collector and local roadway surfaces, street lights, and sidewalks. Planning for this renewal has just begun and is the focus for a new dedicated City branch, Building Great Neighbourhoods. The redevelopment of other City-owned areas within the community, including green spaces and parks will also be explored. Alleys and arterial roads are not part of this work.

**Construction:** 2019 – 2021

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

# Building Great Neighbourhoods

Edmonton

## Working together to make the most out of your neighbourhood.

This is your city and your neighbourhood. We want to understand how you experience your neighbourhood and ask for your input on what we might do to make it better. We will engage and work with you to enhance how people live and interact in your neighbourhood. We commit to being open and transparent about how your input is used.

# Tonight You Can

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- **Learn** about the project and process, and ask questions of the project team
- **Learn** what we heard from residents to date
- **Refine** the draft project vision and guiding principles
- **Advise** on potential options and trade-offs in these areas:
  - Traffic calming – shortcutting and speed measures
  - Bike routes and facility types
  - Sidewalks and crossings
  - Open spaces and gathering places



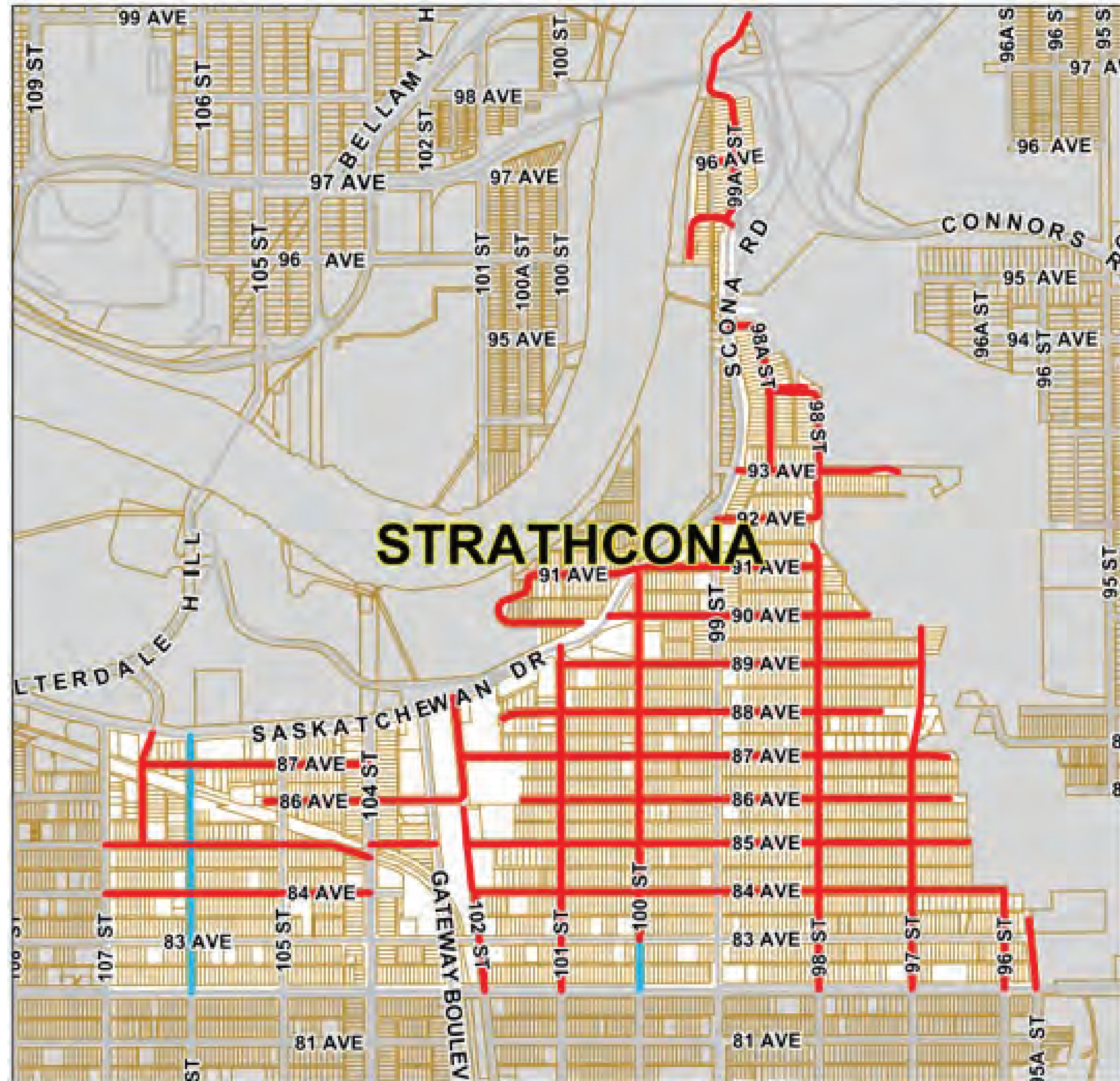
# Project Phases and Public Engagement Process

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



# Renewal Project Area and Scope



## What's Included:

- Local and collector roads
- Sidewalks and sidewalk connections
- Curbs and gutters
- Standard street lights

## What's NOT Included:

- Arterial roads
- Alley repairs
- Utility work
- Development or redevelopment on land not owned by City
- Maintenance issues (snow clearing / lawn mowing)

# Funding for Neighbourhood Renewal

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The Neighbourhood Renewal program is paid for through a combination of property taxes, provincial funding and cost-sharing with Strathcona property owners for specific neighbourhood local improvements.

## The cost shared elements are:

- Sidewalk renewal
- Decorative street lights

These cost shared local improvement opportunities need to be approved by 50% +1 of property owners.

Decisions will be made by property owners in later phases of this project.

Learn more at [www.edmonton.ca/localimprovements](http://www.edmonton.ca/localimprovements)

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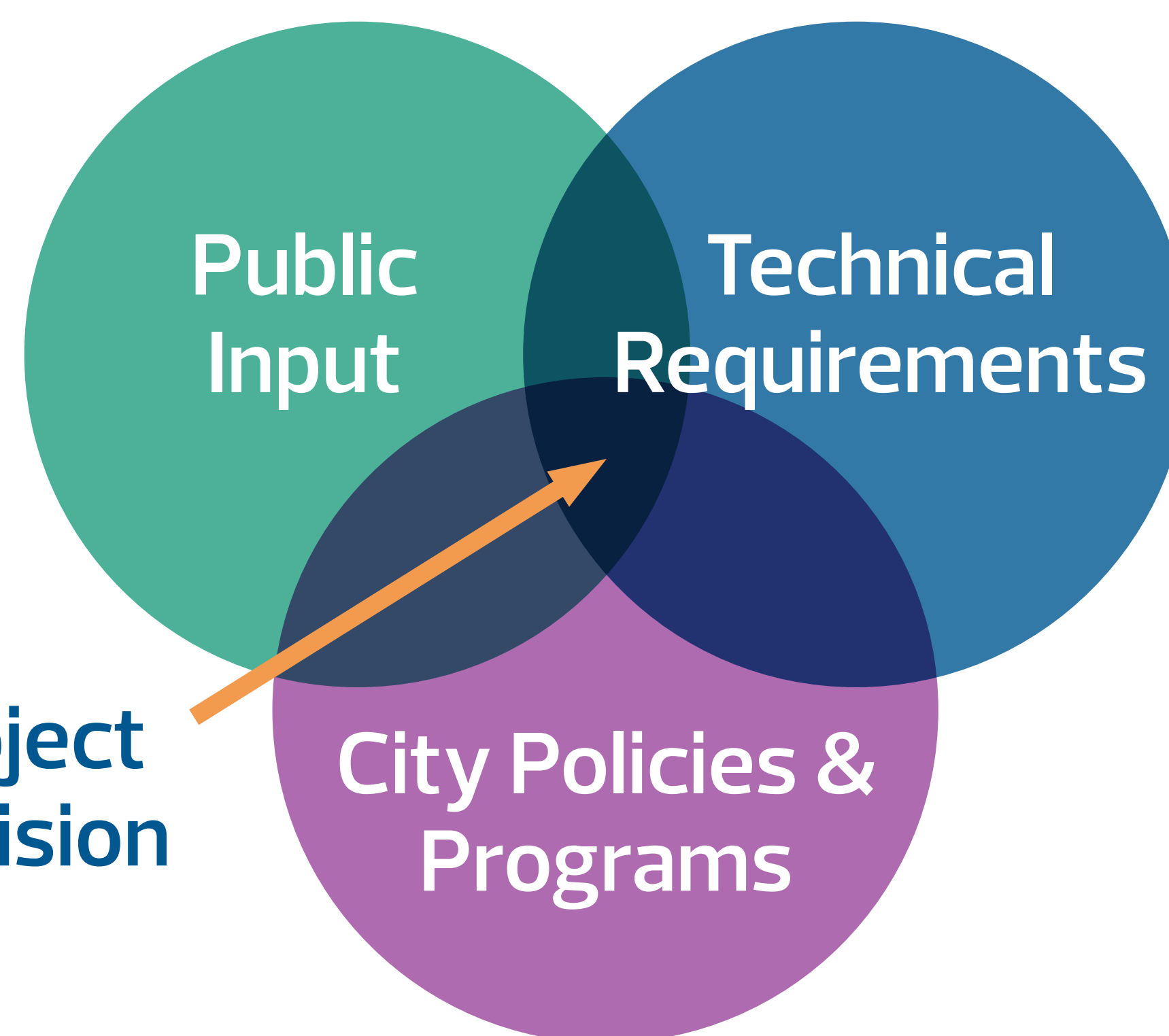
# How Project Decisions are Made

Public input is considered, together with technical requirements and City policies and programs, in decision making.

## Public Engagement Input:

- **Refine** Neighbourhood Renewal vision and principles
- **Advise** on neighbourhood opportunities and priorities
- **Refine** preliminary design
- **Decide** on sidewalk and decorative light local improvements

**Project  
Decision**



## Technical Requirements:

- Infrastructure Assessments
- Complete Streets Design and Construction Standards
- Universal Design
- Crime Prevention Through Environmental Design
- Urban Design Framework

## City Policies and Programs:

- City's Strategic Plans – The "Ways"
- Active Transportation Policy (Sidewalk Strategy)
- Local Improvement Policy
- Public Engagement Policy
- Community Traffic Management Policy
- Breathe – Green Network Strategy
- Winter City Guidelines
- Vision Zero

# Public Input: What We Heard Themes

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The following are the key themes from the public survey (January/February) and workshop (March).

## Walkability

**Sidewalks** – add missing connections  
(many east of 99 Street),  
widen, remove obstructions

**Condition** – many sidewalks in  
need of repair, crumbling, unsafe

**Lighting** – areas feel dark,  
unsafe, add better lighting  
(97 Street, 98 Street)

**Rest areas** – add more  
benches, seating

## Bikeability

**Bike routes** – add more  
N/S and E/W connections  
(mentioned often as options:  
97, 100, 102 and 104 Streets;  
83, 86, 87, 88 and 89 Avenues)

**Bike infrastructure** – add more  
bike routes, add bike buttons,  
traffic circles confusing

**83 Avenue bike lane** –  
supportive; some user  
confusion (cars/bikes)

## Crossing Streets/Avenues

**Crossing lights** – wait times long, crossing times  
short, add bike buttons

**Enhanced Crossings** – add more locations

**Crossing distance** – shorten; add curb extensions

**Visibility poor** – remove parked cars close to  
intersections, add raised crosswalks

**Mobility Challenges** – add curb ramps

**Locations of high concern** – King Edward School/  
Park/Academy, 100 Street, 101 Street, 102 Street,  
97 Street, 83 Avenue, Tubby Bateman Park,  
Old Scona School



# Public Input: What We Heard Themes (2)

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The following are the key themes from the public survey (January/February) and workshop (March).

## Driving/Traffic

**Speed** – reduce traffic speed (suggestion – 30km/h), add traffic calming

**Shortcutting** – volumes high, add reduction measures

**Access in/out** – add left turns signals, reduce congestion

**Intersections** – add left turns, improve visibility, remove parked cars close to intersections, traffic circles confusing

**Road Conditions** – potholes in multiple locations

**Driver Behaviour** – non compliance issues, drivers go wrong way on one-ways, stop sign infractions

**Locations of high concern** – 101 Street, 100 Street, 98 Street, 97 Street, 83 Avenue

## Open Spaces/Gathering Places

**Parks/Spaces** – add more green spaces/parks, add community gathering space east of 99 Street

**Existing** – improve, upgrade, maintain

**Amenities** – add seating, fitness areas, gardens, off leash, gazebos

**Aesthetics** – more ongoing cleaning, maintenance needed

**Considerations** – trees, access – mobility challenged, safety

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# Public Engagement Opportunities

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Visit the table maps, ask questions of the project team and share your ideas about:

- Traffic calming – shortcutting and speeding measures
- Bike routes and facility types
- Sidewalks and crossings
- Open spaces and gathering places

# Bike Routes and Types

- The City has designated both 83 Avenue and 106 Street as bike routes
- Input from residents suggested additional bike connections/ infrastructure are desired, highlighting the following potential locations:
  - 85 Avenue, 86 Avenue, 87 Avenue, 88 Avenue, 89 Avenue
  - 97 Street, 100 Street, 102 Street, 104 Street
- Potential types of bike infrastructure for Strathcona
  - Protected bike lane, raised bike lane, and a bike boulevard
- There are trade-offs to consider for each type of bike infrastructure
- Review the bike map and infrastructure types and let us know your thoughts



# Sidewalks and Missing Links

- Strathcona is missing multiple sidewalks and connections
- Input from residents suggests additional sidewalks are desired
- Existing sidewalks will be replaced and new sidewalks will be added following the new City standard width, where possible
- Mature trees will be protected, as is possible
- Review the table map and let us know your thoughts

# Pedestrian Crossings

- Input from residents suggests the desire to enhance pedestrian crossings and improve safety:
  - **Crossing lights** – wait times long, crossing times short, add bike buttons
  - **Enhanced crossings** – add more locations
  - **Crossing distance** – shorten, add curb extensions
  - **Poor Visibility** – remove parking close to intersections, add raised crosswalks
  - **Mobility challenges** – add curb ramps
  - **Locations of high concern:** King Edward School/Park/Academy, 100 Street, 101 Street, 102 Street, 97 Street, 83 Avenue
- Review the table map and let us know your thoughts

# Open Spaces and Gathering Places

- Input from residents suggests that improvements are desired to the existing parks and playgrounds
- Residents suggested more open/park space, specifically east of 99 Street
- Can open/park space be better connected?
- Additional community gardens, benches/seating opportunities and an off leash area were also mentioned
- Review the table map and let us know your thoughts



# Decorative Street Lights

During neighbourhood renewal the City covers the full cost to replace all street lights with standard galvanized steel poles, LED lights and street address blades.

The community has the option to upgrade to decorative street lights, as a cost-sharing opportunity. The following options are available:

## Pole Color:

Blue

Black

Dark Green

## Decorative Arm:

Newport Arm

Scroll Arm

Heritage Arm

## Pole Style:

Octagonal Pole

Fluted Pole

Decisions will be made by property owners in later phases of this project.

# Local Improvements Key Dates

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A local improvement is a neighbourhood specific enhancement that is cost shared between the City and the property owner. There are two local improvements as part of a neighbourhood renewal – decorative street lights and sidewalk renewal.

## July 3, 2018:

Deadline for the neighbourhood's submission to the City of the choice of decorative lighting (pole, arm, color)

## September 4, 2018:

City sends Expression of Interest (EOI) notices to registered property owners

## November 15, 2018:

Deadline for property owners to submit signed EOI form to the City

## Winter 2019:

30 day local improvement petition period

Decorative Street Light	Sidewalk Renewal
✓	
✓	
✓	
✓	✓

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# What Happens Next

The input you provide will be used to finalize the project **vision and principles**, and develop further **design options and plans** for Strathcona's streets, sidewalks and open/green spaces.

We will share the next round of the neighbourhood draft design with you at a **public event in June 2018** for additional feedback.



# A Word About Arterials

While arterials are not included in the scope of the neighbourhood renewal, input from residents indicates concerns including **missing** and **unsafe crossings, long waits for crossing signals**, and **short crossing times**.

These concerns have been shared with traffic operations and other appropriate City departments and will be considered as a part of this project and addressed, where possible.

Arterials include 82/Whyte Avenue, 99 Street, Gateway Boulevard and Calgary Trail.

# Community Traffic Calming

There is an opportunity to consider traffic calming as part of neighbourhood renewal. Traffic calming is the combination of mainly physical traffic measures that address concerns with shortcutting and speeding on community streets.

Measures are usually used in combination to address issues along a corridor or larger area. These boards walk you through some of the benefits and trade-offs.

## Considerations For All Traffic Calming Measures

- Traffic may shift to other neighbourhood roads to avoid traffic calming measures
- May result in some loss of on-street parking
- The more of these measures there are in a neighbourhood:
  - The greater the inconvenience and travel time for residents
  - The greater the impact to emergency response time
- The greater the complications for street sweeping, snow removal and garbage collection
- Impacts to bicycle and transit routes must be considered in location and design of traffic calming measures



# Measures that Reduce Shortcutting

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## Benefits and Trade-offs

- Fewer conflicting traffic movements potentially result in fewer/less severe collisions
- Creates a pedestrian refuge to make crossing the road safer (raised median and right-in/right-out island)
- May have potential for landscaping
- Inconvenient access for neighbourhood residents and visitors



Diagonal Diverter



Raised Median Through an Intersection



One-way Road



Right-in/Right-out Island



Full Closure



# Measures that Reduce Speeding

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## Benefits and Trade-offs

- May also discourage shortcutting if used in combination along a roadway
- Improved driver awareness of the pedestrian crossing (raised crosswalk or raised intersection)
- Pedestrians using mobility aids may be able to cross more easily (raised crosswalk or intersection)
- Cyclists may need to “take the lane” to travel around curb extensions, chicanes, and roundabouts
- May be challenging for larger vehicles, like trucks and buses
- May increase traffic noise due to braking and accelerating



Curb Extensions



Raised Median



Mini Roundabout



Raised Crosswalk



Raised Intersection



Speed Humps



Chicanes



# Exploring Traffic Calming in Your Neighbourhood

Thinking about how you travel around your neighbourhood, and the benefits and trade-offs associated with traffic calming, what do you think your level of comfort would be with encountering these traffic calming measures on a daily basis?

- 5 – Very comfortable** – I am comfortable encountering this traffic calming measure in multiple locations and often in my neighbourhood
- 4 – Comfortable** – I am comfortable encountering this traffic calming measure in a few strategic locations and not as often in my neighbourhood
- 3 – Neutral** – I do not have an opinion on this measure
- 2 – Uncomfortable** – I am not comfortable encountering this traffic calming measure and would like the least amount possible to be placed in my neighbourhood
- 1 – Very Uncomfortable** – I do not want to see any of these traffic calming measures in my neighbourhood
- Don't Know** – I am unsure

	Traffic Calming Measure	5 Very Comfortable	4 Comfortable	3 Neutral	2 Uncomfortable	1 Very Uncomfortable	Don't Know
Measures that reduce shortcutting	Access Restrictions						
	Raised Median Through an Intersection						
	Right-in/Right-out Island						
	Diagonal Diverter						
	One-Way Road						
	Full Closure						
Measures that reduce speeding	Narrowing the Road						
	Curb Extension						
	Raised Median						
	Horizontal Deflections						
	Chicanes						
	Mini Roundabout						
	Vertical Deflections						
	Raised Crosswalk						
	Raised Intersection						
	Speed Hump						

# Traffic Calming in Your Neighbourhood

Which of the following do you feel are the most important for Building Great Neighbourhoods to consider when evaluating possible solutions to reduce shortcutting and speeding in Strathcona? Please place one dot next to each of your top three choices from the list below.

Slowing vehicle traffic	
Reducing traffic volumes on community roads	
Travel time as a driver	
Access by car	
Maintaining parking	
Pedestrian comfort	
Cyclist comfort	