

Welcome!

Strathcona Neighbourhood Renewal

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Strathcona Neighbourhood Renewal

Refined Neighbourhood Design

Changes are coming!
Construction begins in 2019.

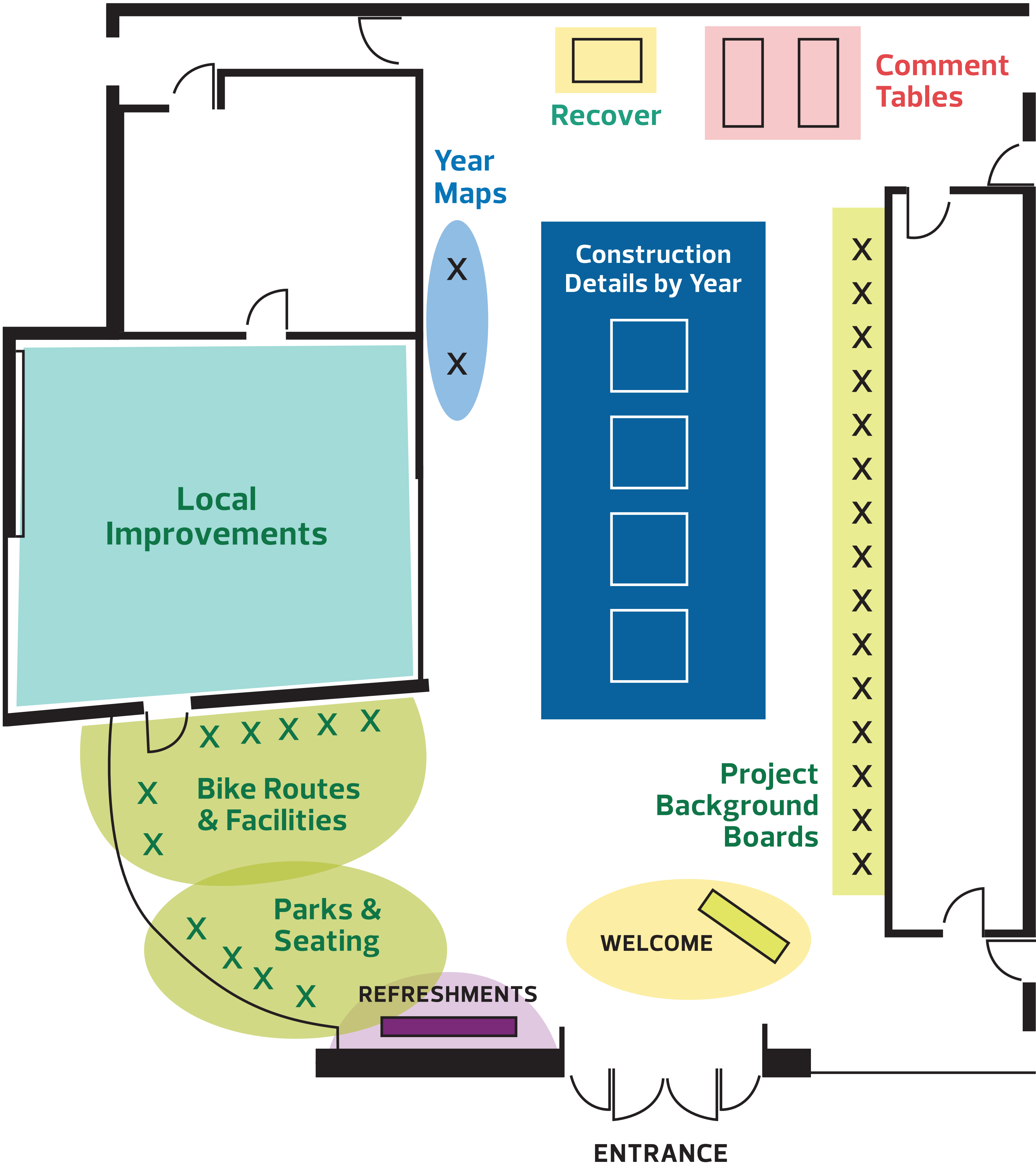
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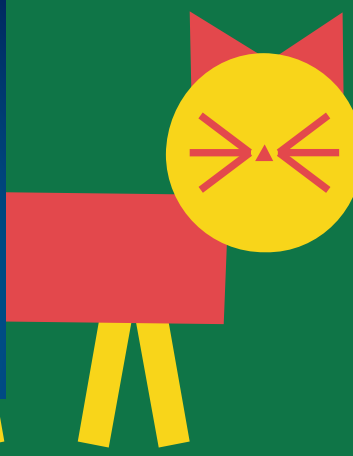
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Neighbourhood Design: Highlights

Pedestrian Connections/Crossings/Comfort

- + New sidewalk surfaces
- + New sidewalks added where missing, where possible
- + New standard street lights
- + Crossing improvements (such as mid-block crossings, curb extensions, raised crosswalks)
- + RailTrail: shared-use path along the rail corridor

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
- + Three new multi-use roadways (for people who drive, walk and bike)

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Neighbourhood Design: Highlights

Bike Routes and Facilities

- + Two new bike routes as part of Southside Bike Network
 - 87 Avenue/Tommy Banks Way/86 Avenue
 - 87 Avenue – raised, 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 – raised, two-way protected bike lane, two-way car traffic, parking on north and west sides
 - 86 Avenue – shared-use path on south side
 - 100 Street – on-street, two-way protected bike lane; road changed to one-way car traffic northbound, two parking bays added
- + One additional bike route
 - 98 Street – bike boulevard (paint on road, parking maintained)

Open and Park Spaces

- + Upgrades to W. C. Tubby Bateman Park
- + Upgrades to Fred A. Morie Park (road closure at 100 Street and Saskatchewan Drive)
- + Two new parklets on 98 Street with multi-use roadway
- + New 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 to accommodate improvements as per City Tree Policy

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30 km/h Posted Speed

Strathcona will be getting a 30 km/h posted speed:

- + Speed limit signage at every intersection in neighbourhood for enforcement (legal requirement)
- + Traffic calming measures to encourage slower speeds

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Southside **Bike Network** and Strathcona

- + The Southside Bike Network determines the locations of bike routes as part of the Edmonton Bike 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**

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Neighbourhood Renewal Project **Vision** and **Guiding Principles**

This vision was created 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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Trees

Missing trees

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

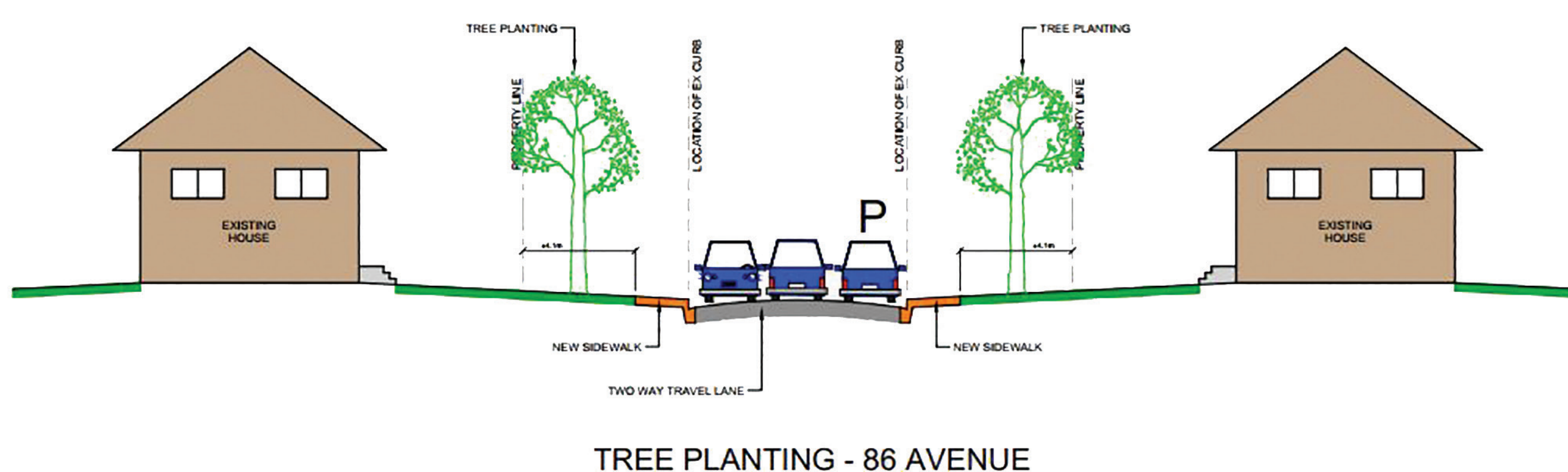
Replacement trees

- + 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 prior to planting

86 Avenue: New Trees



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Project Timeline

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 – February 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.

→ WE ARE HERE ←

Construction

March 2019 – October 2021

Building the plan, phased over three years

Pre-construction meeting

March 4, 2019

Strathcona Community Hall

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New Bike Routes and Facilities

Strathcona Neighbourhood has existing bike routes along 106 Street (north to south) and 83 Avenue (east to west).

As part of neighbourhood renewal, new bike routes will be added on:

- + 87 Avenue / Tommy Banks Way / 86 Avenue
- + 100 Street
- + 98 Street

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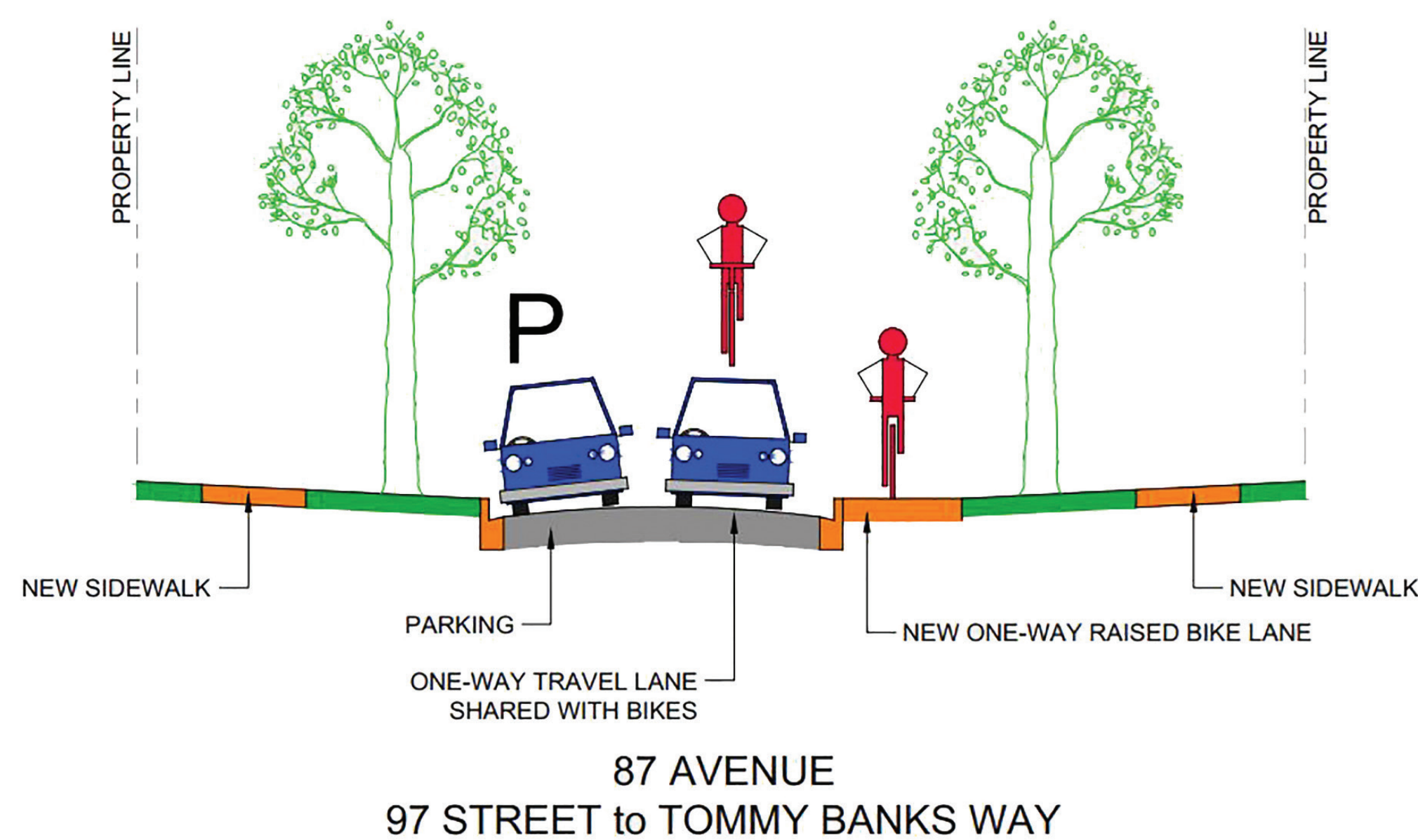


Bike Routes and Facilities

Two new bike routes as part of Southside Bike Network

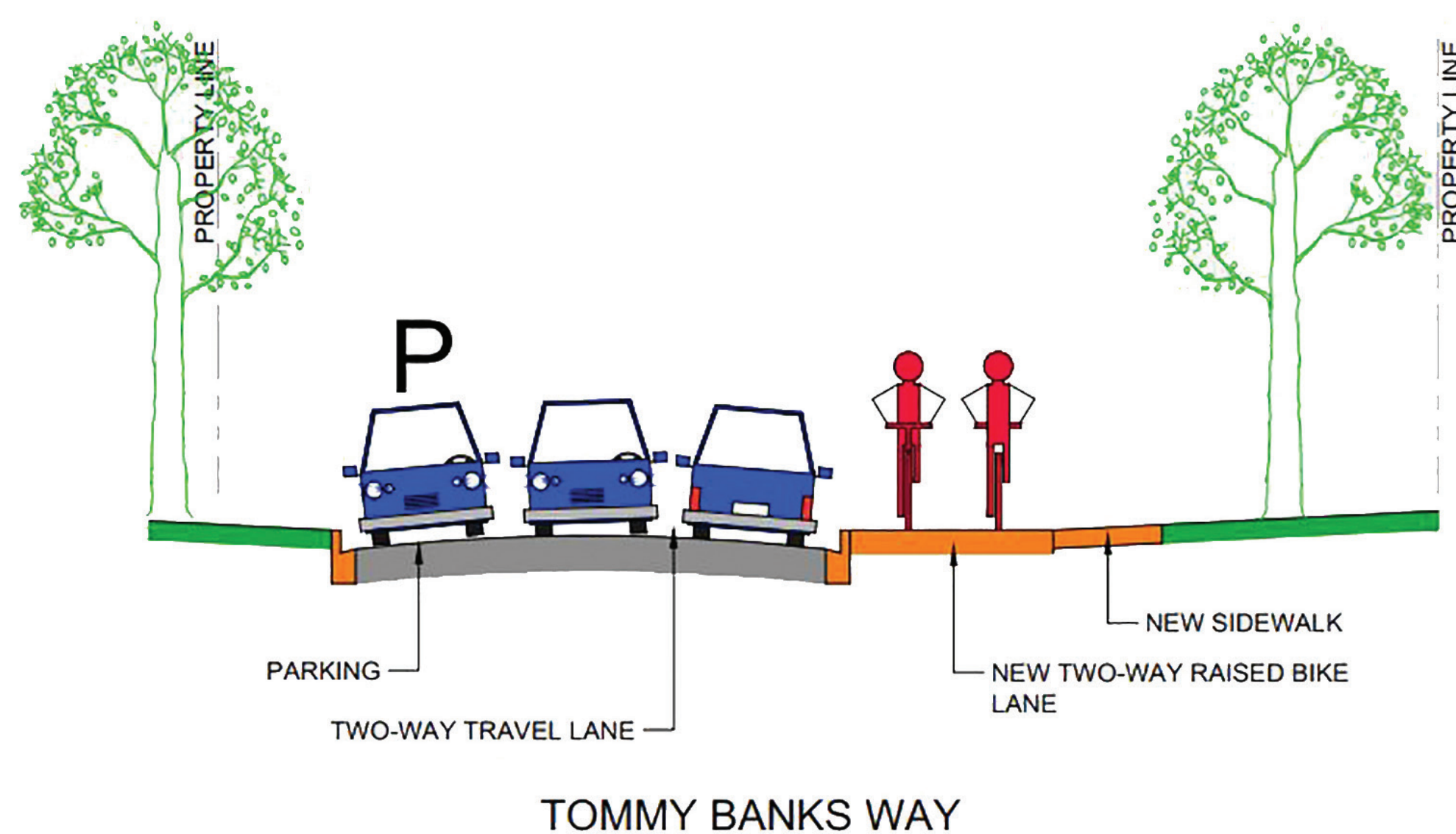
87 Avenue/Tommy Banks Way/86 Avenue

- + 87 Avenue – Raised, one-way protected bike lane eastbound
- + Westbound bikes share the road with vehicles
- + Road changed to one-way car traffic westbound
- + Parking on the north side of street



Tommy Banks Way

- + Raised, two-way protected bike lane
- + Two-way car traffic
- + Parking on north side of the street



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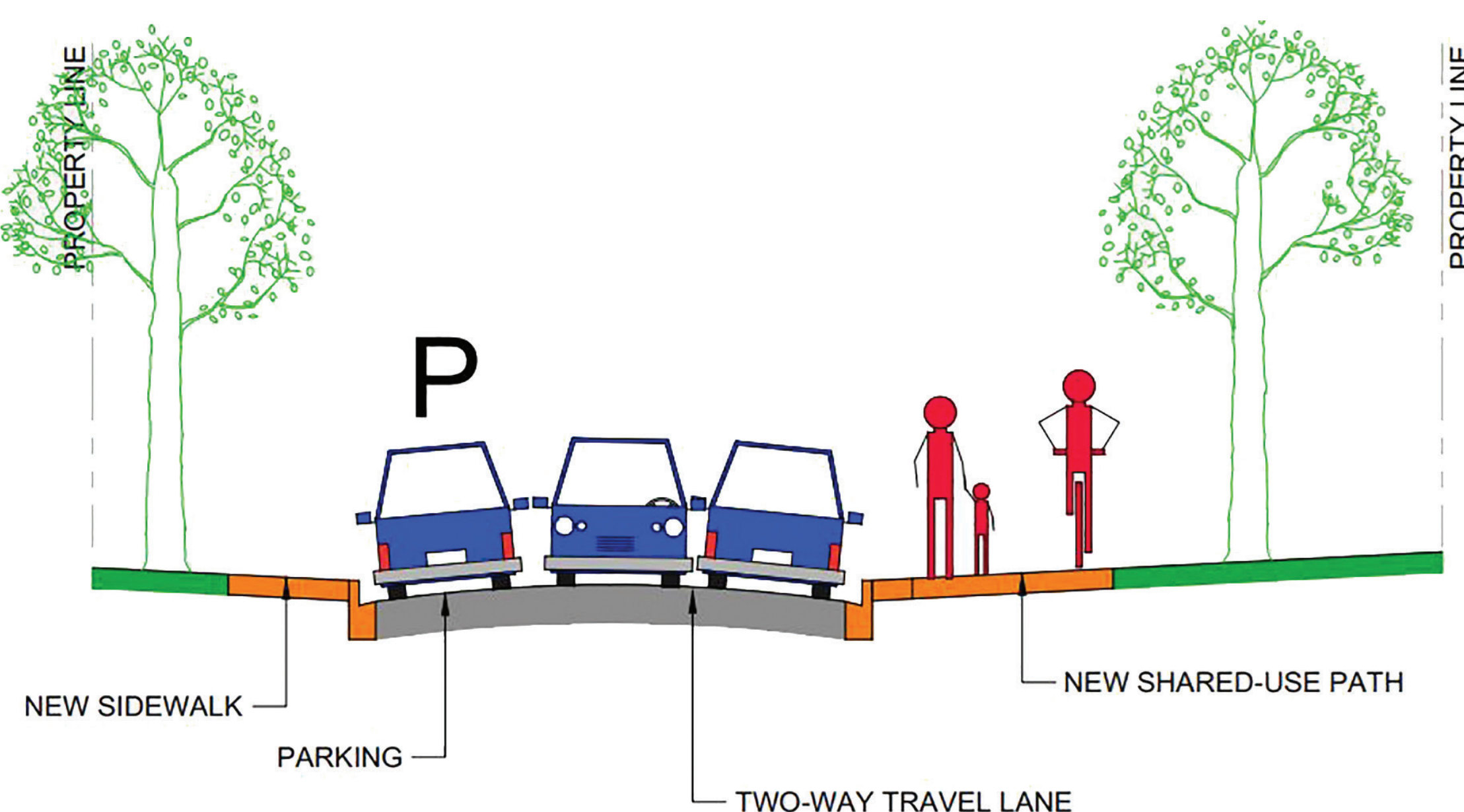
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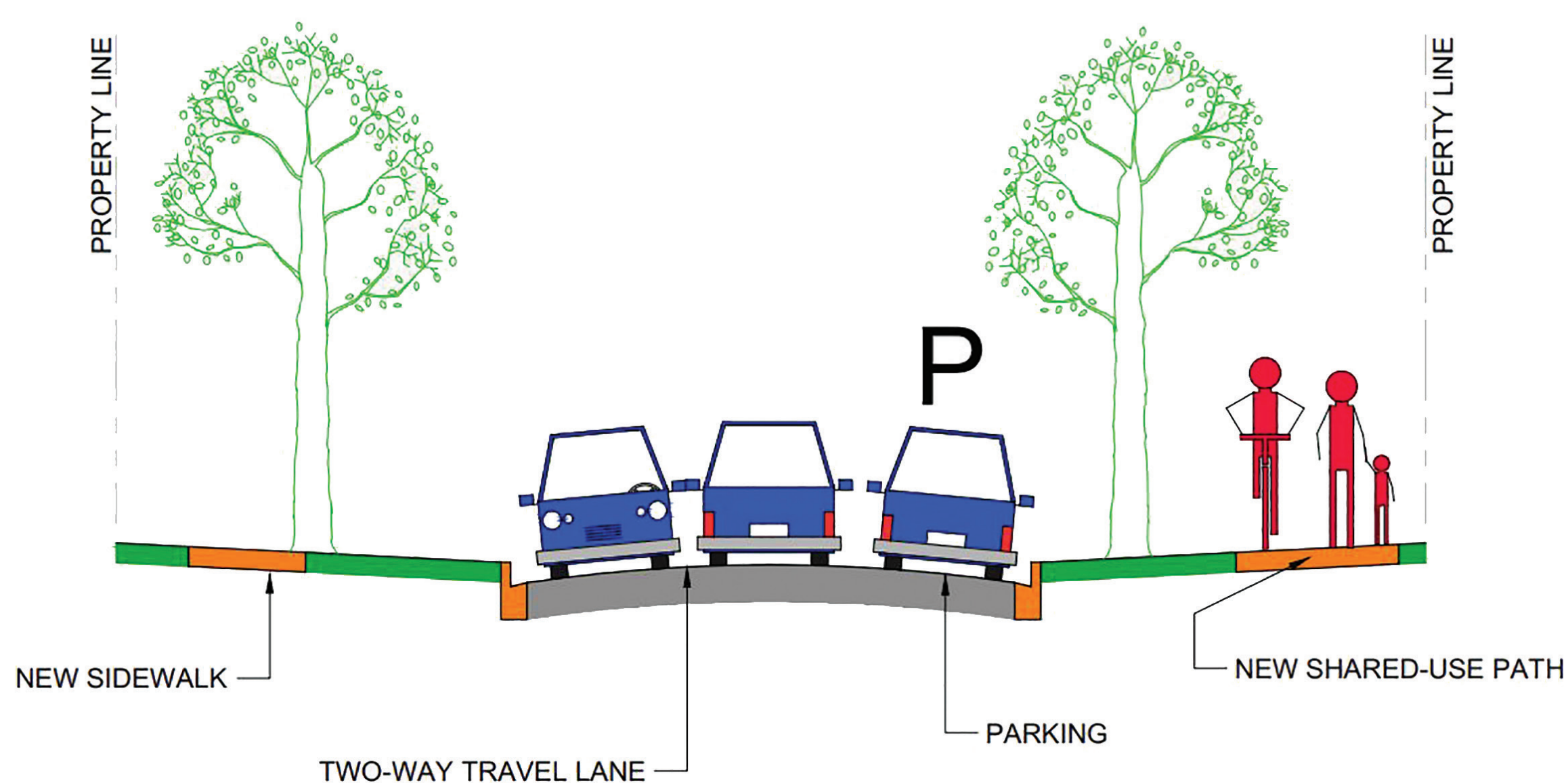
Bike Routes and Facilities

86 Avenue

- + Shared-use path on south side
- + Vehicle traffic on 86 Avenue is unchanged (two-way)
- + Parking is maintained
- + Snow clearing of the shared-use path becomes the responsibility of the City, not nearby property owner



86 AVENUE
GATEWAY BLVD. TO 104 STREET



86 AVENUE
104 STREET to 105 STREET

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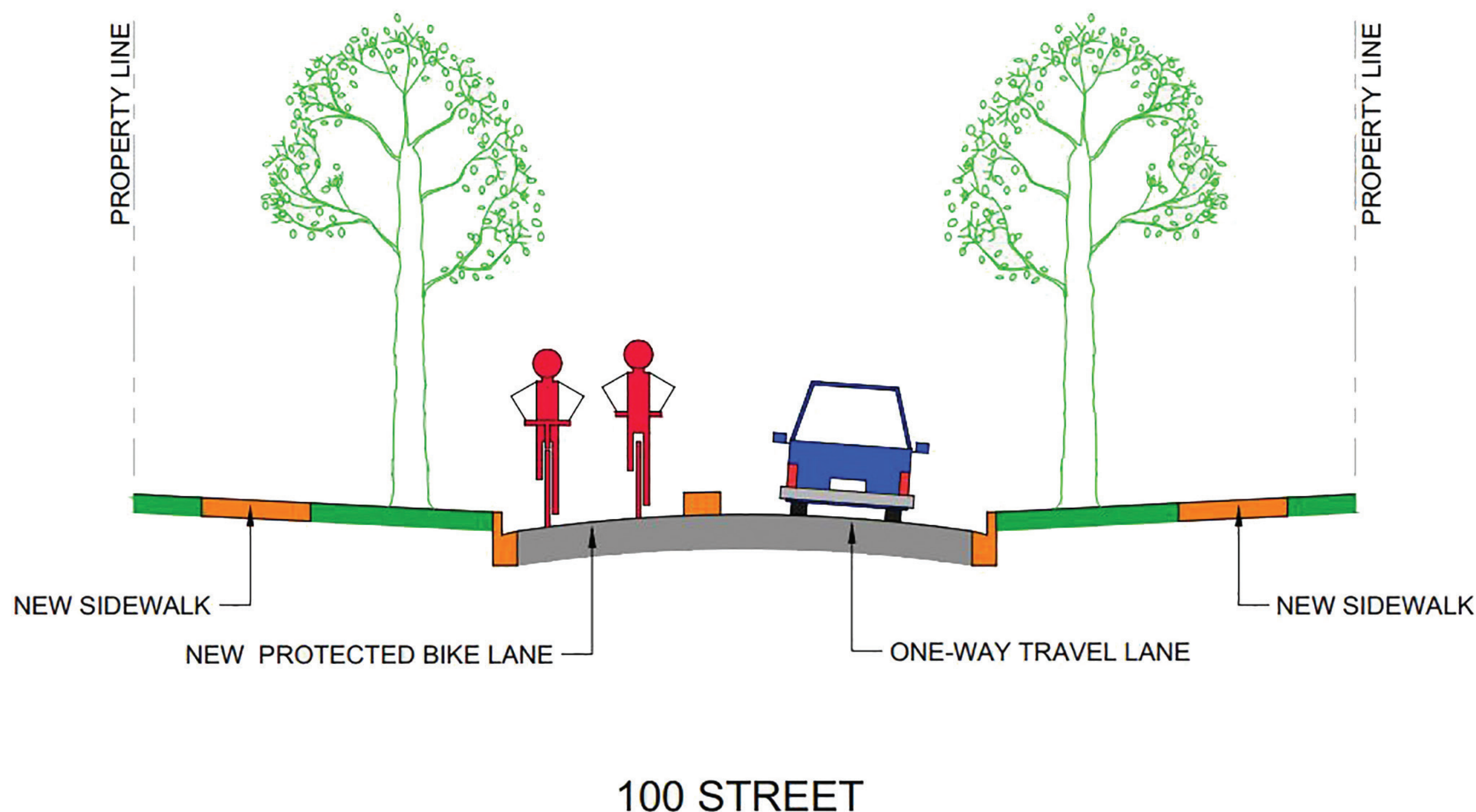
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Bike Routes and Facilities

100 Street

- + On-street, two-way protected bike lane
- + Road changed to one-way car traffic northbound
- + Some parking and loading areas provided
 - Trees will be removed/relocated to accommodate parking. The assessed value will be reinvested into the neighbourhood with new plantings.
- + Additional signage to support bike facility along route



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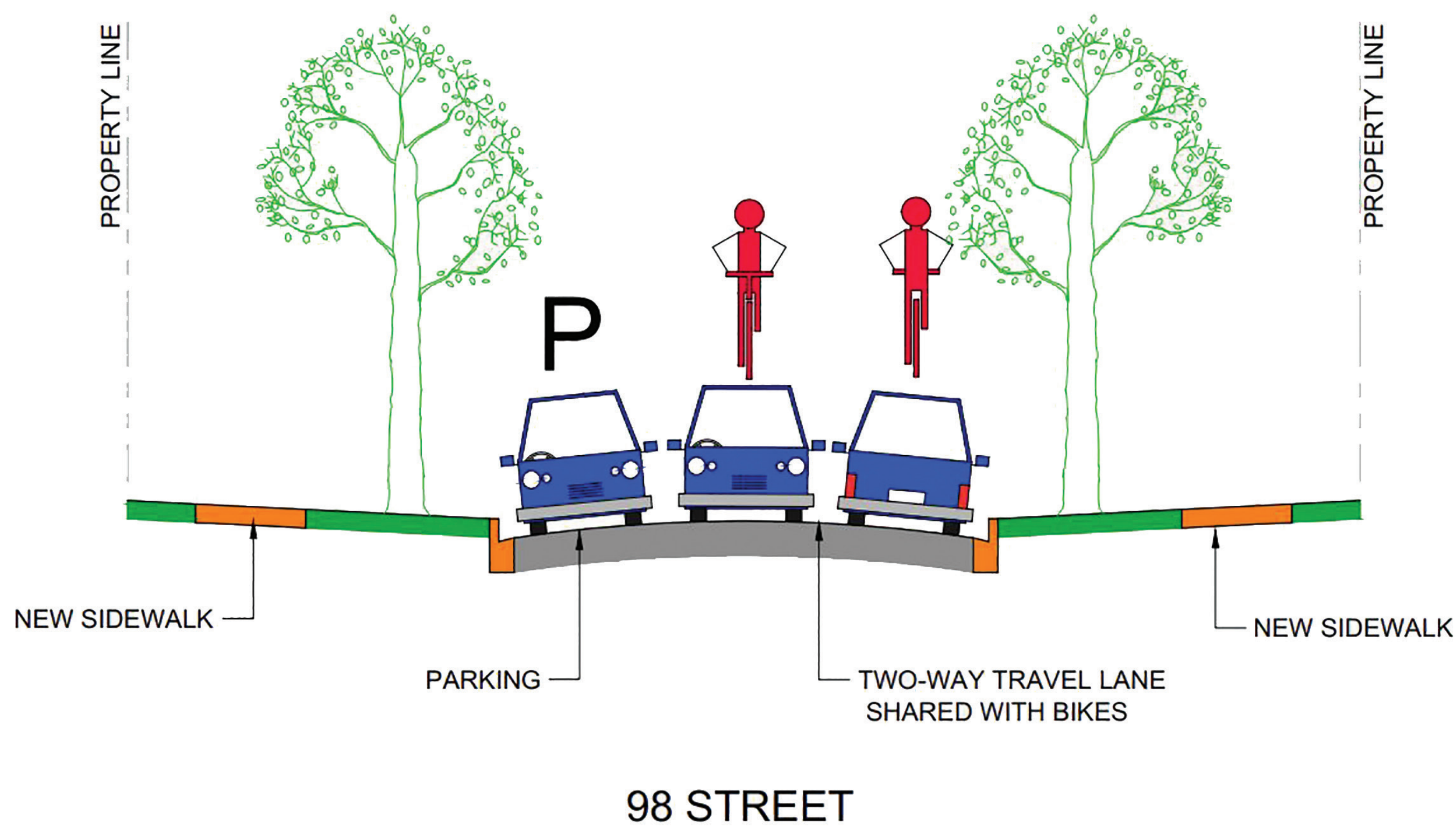
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Bike Routes and Facilities

98 Street: Bike Boulevard (paint on road)

- + Two-way bike traffic (shared with vehicles)
- + Two-way vehicle traffic (shared with bikes)
- + Parking maintained



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