

WHAT WE HEARD – FINAL CONCEPT

Strathcona Neighbourhood Renewal



PROJECT BACKGROUND

Major construction will begin in Strathcona in 2019 to deliver new roadway surfaces, street lights and sidewalks, as part of the neighbourhood renewal program. The City of Edmonton, through its dedicated branch Building Great Neighbourhoods, has been working closely with Strathcona residents and stakeholders over the last 10 months to develop a neighbourhood plan to meet the needs now and in the future.

Our conversation began in early 2018 with a goal to gather local knowledge and create a Vision and Guiding

Principles for the renewal project. Next, ideas and options were explored to address resident concerns and desires from traffic calming to improvements to green spaces and parks, and walking and biking spaces, in an effort to enhance living, playing and working in the community.

Trade-offs and compromises were discussed to understand resident priorities. A **Draft Concept Design** (June) was created to bring all elements together and residents were asked to share opinions on the impacts and benefits. After making adjustments, the **Final Concept Design** (September) was shared with residents for review and comment; this report summarizes what we heard during the Final Concept Design public engagement.



WHAT WAS DONE

During the Final Concept Design phase in September, residents and other stakeholders were invited to view the Final Concept Design and share feedback on what they like, don't like and what they feel is missing from the plan; understanding that only minor adjustments will be considered moving forward.

ADVISE

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton

Input was gathered on locations for benches, wayfinding signage and bike racks, as well as ways to incorporate heritage/character into the neighbourhood. This will inform the next stage of the project: Final Design.
(See page 10 for information)

REFINE

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton



"I love the addition of the new bike lanes and I can't wait to ride on them with my children. I've commuted on 87 Avenue summer and winter for many years and think this will be a great improvement for safety and visibility."

(Comment Form - September 2018)

Opportunities for input were available at the September 26, 2018 public engagement event and via an online survey between September 26 and October 10, 2018. Additional input was received via emails, phone calls, letters and one-on-one conversations with the project team, which have been considered in this What We Heard summary.



September Public Engagement Event

- 423 Attendees
- 600+ Comments on maps



Final Concept Plan Public Survey

- 262 Responses

ROAD MAP TO BUILDING GREAT NEIGHBOURHOODS



"I like that a compromise has been found for 87 Avenue bike lane to retain parking."

"A protected bike lane in a quiet residential area (87 ave) is overkill."

(Comment Form - September 2018)

LEGEND

Public Engagement and Communications Opportunities

Concept Phase

Design Phase

Build Phase

Operate Phase

WHAT WE HEARD

In September 2018, the Final Concept Design was shared, including recommended measures to slow traffic and reduce shortcutting, proposed bike lane locations and bike infrastructure, two parklets along 98 Street, improvements to park spaces and the introduction of a 30 km/h posted speed limit in the neighbourhood.

What follows is a compilation of common themes and issues identified from the input we received input received between September and October 2018.

Please note, this compilation is not ranked or rated in order of importance or commonality.

Topics we heard about most often:



30 km/h posted speed limit



Bike lanes



New roads surfaces



Parklets on 98 Street and existing park upgrades



Traffic calming measures



Pedestrian crossings and connections

“Very happy to see missing sidewalks added. These discontinuities are very annoying when walking, especially with children and/or in the winter.”

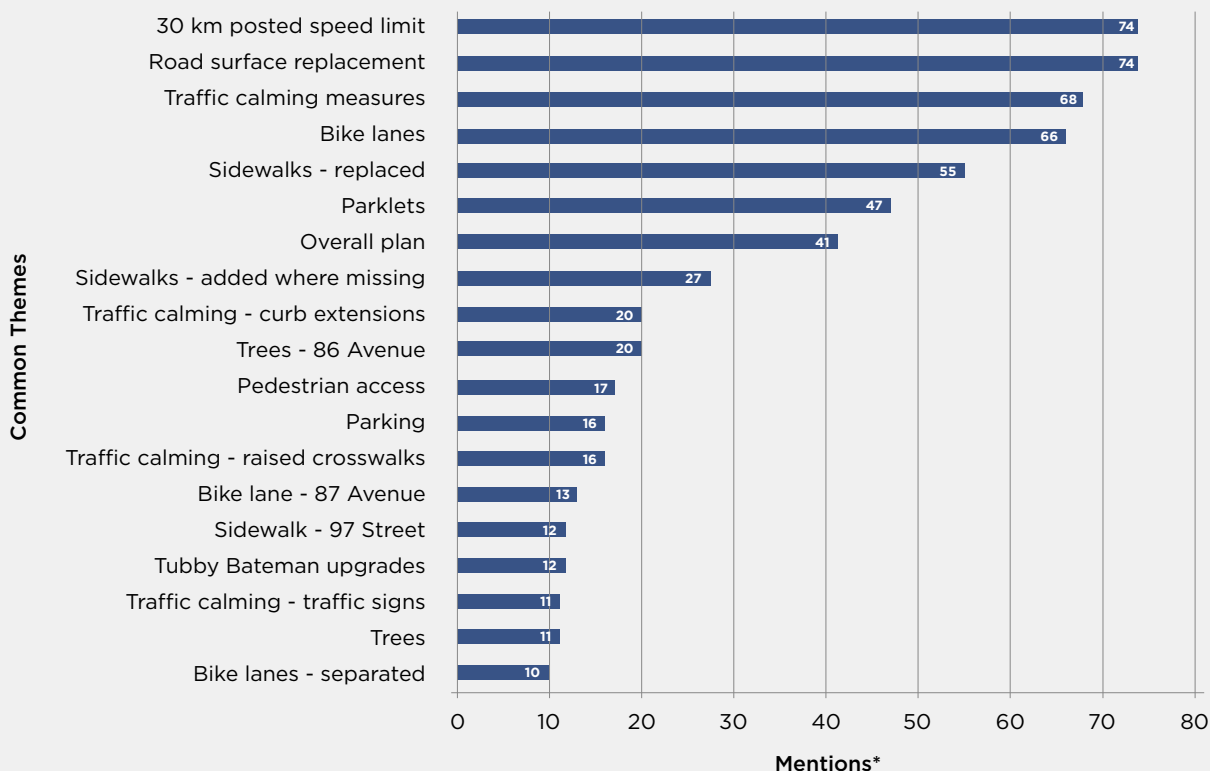
(Comment Form – September 2018)



The following charts show an overview of responses to the Final Concept Design shared in September 2018.

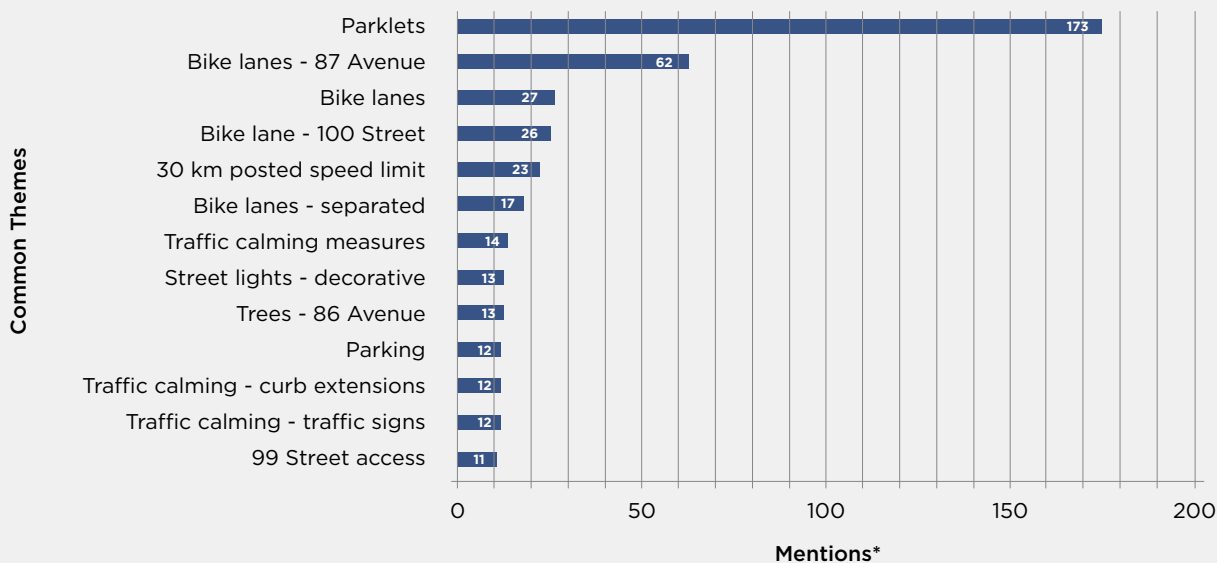
Tell us what you like about the concept plan

Strathcona Neighbourhood Renewal - Public Survey Comments September 2018






Tell us what you don't like about the concept plan

Strathcona Neighbourhood Renewal - Public Survey Comments September 2018






Overall, we heard strong support for the 30 km/h posted speed limit, traffic calming measures, pedestrian improvements and new road surfaces. While we heard support that the new bike lanes will increase safety and connectivity, and the 98 Street parklets will add community gathering spaces; we also heard strong concern for traffic diversion, decreased accessibility and impacts to resident parking as a result of these new neighbourhood elements.

The following table provides a summary of the key themes heard from residents related to the Final Concept Design elements:

ELEMENT	POSITIVE EFFECTS	CONSIDERATIONS/CONCERNS
<p>30 km/h Posted Speed Limit & Traffic Calming Measures</p> 	<ul style="list-style-type: none"> Overall, strong support for the reduced driving speed (posted at 30 km/h) and the community-wide traffic calming measures, especially curb extensions, raised crosswalks, and traffic signs. Residents believe they will encourage slower traffic, discourage shortcutting, and provide a safer environment for all users. 	<ul style="list-style-type: none"> Consider more traffic calming measures in high traffic locations. Consider potential for people on bikes conflicting with curb extensions. Ensure 99 Street curb extensions will not make turning into the neighbourhood difficult for drivers. The 30 km/h posted speed limit is too slow and will contribute to signage pollution. Consider the expense vs need of traffic calming measures.
<p>New Road Surfaces</p> 	<ul style="list-style-type: none"> Overall strong support for new road surfaces on all Strathcona residential roads where people report potholes and uneven surfaces throughout the community. 	<p>There were no considerations or concerns expressed by the public about getting new road surfaces.</p>
<p>Bike Lanes/ Bike Infrastructure</p> 	<ul style="list-style-type: none"> Supporters appreciate the three new bike lanes planned for 87 Avenue, 98 Street and 100 Street, especially those offering protected infrastructure as residents believe they will greatly improve the safety of people who ride bikes, optimize biking connections and encourage increased usage. 	<ul style="list-style-type: none"> Consider the parking needs of the residents living adjacent to the bike lanes. Consider the accessibility needs of the residents living adjacent to the bike lanes; protected bike lanes can restrict the elderly, those with mobility restrictions, and delivery services from accessing their homes. One-way travel on roads with bike lanes will add to vehicle travel time and is considered an inconvenience. Concern the 87 Avenue bike lane is not necessary or cost effective as it duplicates the 83 Avenue lane. Consider adding protected infrastructure to all bike lanes to increase biking safety.



ELEMENT	POSITIVE EFFECTS	CONSIDERATIONS/CONCERNS
<p>Pedestrian Crossings/Connections</p> 	<ul style="list-style-type: none"> • Overall strong support for the improvements to pedestrian crossings and connections, and traffic calming measures such as curb extensions and raised crosswalks that will improve the safety and comfort of pedestrians. • Appreciation that sidewalks are being replaced and added to improve pedestrian comfort and connectivity. 	<ul style="list-style-type: none"> • Consider a shared-use path along the rail corridor running diagonally connecting Strathcona and Garneau.
<p>98 Street Parklets</p> 	<ul style="list-style-type: none"> • Supporters appreciate the parklets as a new opportunity for community gathering and greenery in the neighbourhood. • The road closure at 98 Street is welcome as it will provide necessary traffic calming to the area. 	<ul style="list-style-type: none"> • Strong concern the 98 Street closure will divert traffic to surrounding streets, most significantly, 97 Street which is adjacent to the popular Tubby Bateman Park. • Concern the road closure will impact traffic flow, daily vehicle travel and emergency response times, and community access specifically turning off/onto 99 Street. • Some concern the parklets may attract transient/unwanted users. • Consider the necessity of additional green space in the area as the river valley is so near.
<p>Existing Parks/Trees</p> 	<ul style="list-style-type: none"> • Supporters like the new tree plantings on 86 Avenue as they will beautify and match the look and feel of the surrounding streets. • Appreciation for the pedestrian and seating changes made to Tubby Bateman and Fred A. Morie Parks. 	<ul style="list-style-type: none"> • Some concern about the shade and fall leaf impacts. • Some residents believe there are enough mature trees in the area already. • Some concern about traffic impacts from the 100 Street closure at Fred A. Morie Park.

*Themes with fewer than 10 Mentions not listed

“Love that there are parklets considered for community members to really use the neighbourhood streets, not just as a way to get from one place to another, but as a way to build community”.

“While I do value increased green space, I am a bit concerned about how they will affect traffic flow (i.e. merely increasing traffic flow for other residential avenues while lessening it in some places).”

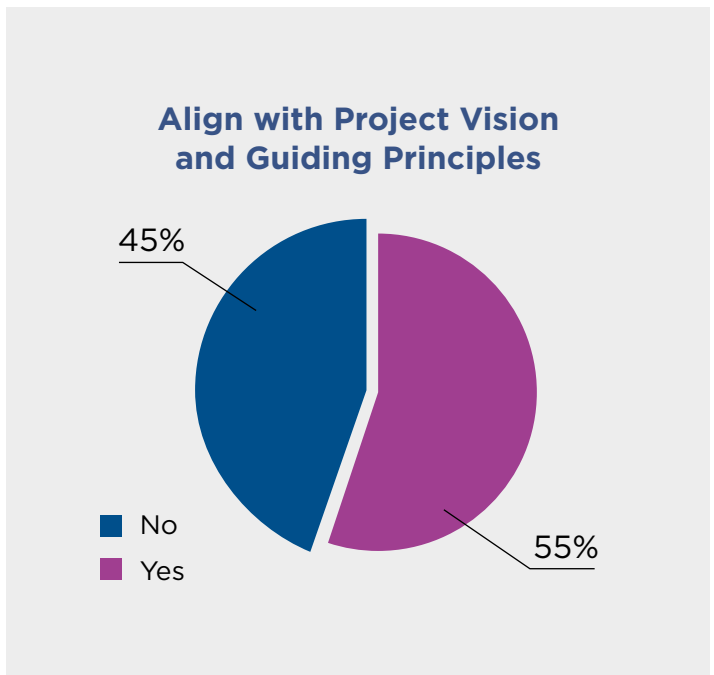
(Comment Form – September 2018)



VISION AND GUIDING PRINCIPLES

Overall the majority of residents feel the Final Concept Design aligns with the project Vision and Guiding Principles as it incorporates traffic calming measures that improve the overall safety of the neighbourhood and includes park developments that create opportunities for people to interact and gather in green, open spaces. It also upgrades sidewalks, adds connections and improves crossings, and includes bike lanes and protected facilities to make pedestrian and bike travel safer, while allowing reasonable access to the neighbourhood by vehicles.

The majority of those who feel the design does not align with the project vision indicate the parklets divert traffic toward 97 Street making it less safe for users of Tubby Bateman park. Some also suggest that both the parklets and bike lanes will reduce residents' accessibility to their homes.



Seating, Wayfinding Signage and Bike Racks

Input gathered on locations for benches, wayfinding signage and bike racks, and ways to incorporate heritage/character will be reported at the Final Design phase on February 5 and reflected in the final project design where feasible.

HOW WILL PUBLIC INPUT BE REFLECTED IN THE FINAL DESIGN?

While all resident and stakeholder input is considered, it is not always possible to address every consideration and concern. The Final Concept Design is the result of months of listening, learning, creating, balancing and understanding trade-offs and compromises. Decisions are made following City policy and guidelines, using technical data and public input, considering the needs of the public both today and in the future, as new infrastructure will be in place for the next 40 to 50 years.

After reviewing public feedback heard in the Final Concept Design phase, the following considerations are being taken forward to be explored for the Final Design which will be presented during a public event on February 5 at ATB Financial Arts Barns (more details on Page 10):

98 Street Parklets

The final design for the parklets will:

- Consider desires for additional green space in the community for gathering and socializing
- Consider minimizing potential traffic flow issues identified by residents, such as traffic diversions to other streets by exploring design options for partial closure instead of full closure

Bike Lanes

The final design for the bike facilities will:

- Honour the South Side Bike Network direction to create a city-wide system for people who bike of all ages and abilities
- Consider minimizing accessibility impacts to people's homes by investigating options for facility design, loading zones, parking bays and designated drop-off areas for those with mobility challenges

Walking and Biking Connections

The final design for connections will:

- Consider a shared-use path along the rail corridor to improve connections

86 Avenue Tree Plantings

The final design for planting on 86 Avenue will:

- Involve discussions with homeowners on 86 Avenue to determine interest in adding trees, including placement and species of tree



"The bike lane on 87 Ave is terrific – a major destination from the neighbourhood is the University and travelling south to 83 Ave and then North again to the University is not feasible on bike."

"As a senior, I appreciate the pedestrian connections and traffic calming measures."

(Comment Form – September 2018)



WHAT'S NEXT

We will be using the next few months to develop a Final Neighbourhood Design that will be shared with you in February 2019, prior to construction in spring 2019.

Final Neighbourhood Design and Local Improvement Event

Tuesday, February 5, 2019

5:00 – 8:00 p.m. (Drop-in)

ATB Financial Arts Barns – Main Lobby | 10330 84 Avenue

A Pre-Construction event will be held in the spring where we will prepare you for the neighbourhood construction by sharing what to expect before it begins, what you should do to prepare your property, and how to get project updates.

Pre-Construction Event

Monday, March 4, 2019

5:00 p.m. to 8:00 p.m. (Drop-in)

Strathcona Community League Hall | 10139 87 Avenue

THANK YOU FOR PARTICIPATING IN SHARING YOUR VOICE AND SHAPING OUR CITY.

For more information, please visit www.edmonton.ca/BuildingStrathcona

“Overall, I’m pleased to see a neighbourhood that already walks and bikes more than average get more infrastructure to protect all road users.”

“Traffic calming, sidewalks and bicycle infrastructure. This will make the neighbourhood, safer, more human-friendly and encourage interaction between neighbours.”

(Comment Form – 2018)



PUBLIC ENGAGEMENT

SHARE YOUR VOICE SHAPE OUR CITY

For more information:

edmonton.ca/BuildingStrathcona

buildinggreatneighbourhoods@edmonton.ca

311

Edmonton



Services for deaf or hard of hearing persons provided upon request. Call 311 at TTY/NexTalk 780-944-5555 and press 0, or email 311@edmonton.ca.



Learn more about and get involved in City issues affecting you and your neighbourhood. Go to www.edmonton.ca/PublicInvolvementCalendar for a list of public engagement opportunities.