

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.
- The following boards share what we heard, what else the City considered and what is being built.

This compilation is not ranked or rated in order of importance or commonality.



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What We Heard



30 km/h Posted Speed Limit and Traffic Calming Measures

What We Heard

- Overall, strong support for the reduced driving speed (posted at 30 km/h) and the community-wide traffic calming measures
- Residents feel the new measures will encourage slower traffic and provide a safer environment for all users
- Ensure high traffic locations are considered
- Consider potential conflicts between bikes and curb extensions
- Concerns the 30 km/h is too slow and will contribute to signage pollution
- Consider the expense in relation to the need for traffic calming measures

What Was Considered

- Impacts to operation and maintenance of roadways
- Focus on areas with greatest traffic volumes
- Alignment with City policies and strategies such as Vision Zero
- Ensure look of measures reflect the character and beauty of neighbourhood

What We're Building

- Traffic calming measures such as curb extensions and raised crosswalks in high traffic locations to reduce speed on neighbourhoods roads
- Parking retained, where possible
- Operational traffic signs (stop and yield signs) added
- 30 km/h posted speed limit (enforcement)
- Three new multi-use roadways for people who walk, drive and bike



New Road Surfaces

What We Heard

- Overall strong support for new road surfaces on all Strathcona residential roads where people report potholes and uneven surfaces throughout the community

What Was Considered

- Data from Engineering Services to determine paving thickness of new road surface

What We're Building

- New road surfaces

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What We Heard



Bike Lanes and Bike Infrastructure

What We Heard

- Supporters appreciate the three new bike lanes planned for 87 Avenue, 98 Street and 100 Street, and feel protected infrastructure will greatly improve the safety of people who ride bikes, optimize biking connections and encourage increased usage
- Consider the parking needs of the residents living adjacent to the bike lanes
- Consider the accessibility needs of the residents living next 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
- The 87 Avenue bike lane is not necessary or cost effective as it duplicates the 83 Avenue bike lane
- Add protected infrastructure to all bike lanes to increase biking safety

What Was Considered

- Alignment with existing bike infrastructure in nearby neighbourhoods
- Connection to destinations
- Minimize impact to parking
- Accessibility needs
- Implement Southside Bike Network design principles – route every 500 m, all ages and level of experiences in all seasons
- Minimize impact to mature trees to accommodate parking

What We're Building

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 one side
- 86 Avenue – shared-use path on south side

100 Street:

- On-street, two-way protected bike lane; road changed to one-way traffic northbound
- Identified areas for parking and loading bays on 100 Street

One additional bike route:

98 Street:

- Bike boulevard (paint on road, parking maintained)

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What We Heard



Pedestrian Crossing and Connections

What We Heard

- Overall strong support for improvements to pedestrian crossings and connections, and traffic calming measures
- Curb extensions and raised crosswalks will improve the safety and comfort of pedestrians
- Appreciation that sidewalks are being replaced and added to improve pedestrian comfort and connectivity
- Add a shared-use path along the rail corridor running diagonally connecting Strathcona and Garneau

What Was Considered

- City's policy for age friendly and accessibility
- Alignment with City policies and strategies such as Vision Zero
- Minimize impact to boulevard trees by considering placement of new sidewalks

What We're Building

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



Existing Parks and Trees

What We Heard

- 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 changes made to Tubby Bateman and Fred A. Morie parks
- Concern about the shade and fall leaf impacts
- Concern about traffic impacts from the 100 Street closure at Fred A. Morie Park

What Was Considered

- Review locations for succession tree planting in neighbourhood
- Ensure park improvements maintain park spaces for spontaneous activity and gathering
- Minimize impact to trees as a result of renewal design

What We're Building

- Upgrades to the two parks
- Trees added to 86 Avenue
- New trees added to replace where trees removed due to deteriorating health and to replace those removed as part of renewal as per City Tree Policy

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What We Heard



98 Street Parklets

What We Heard

- Supporters appreciate the parklets as a new opportunity for community gathering and greenery in the neighbourhood
- Concern the road closure at 98 Street will divert traffic to 97 Street which is near 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
- Concern the parklets may attract transient/ unwanted users

What Was Considered

- Apply crime prevention through environmental design (CPTED) principles
- Consider how to add green space and ensure traffic flow on 98 Street
- Impacts to roadway operation and maintenance

What We're Building

- Two new parklets on 98 Street with multi-use roadway for people who walk, drive and bike
- Allows traffic to travel north-south on 98 Street
- Slows through traffic with reduced speed limit on the multi-use roadway

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