Public Engagement Event TODAY

11:30 a.m. – 1:30 p.m.
4:30 – 8:00 p.m.
Everyone Welcome!

Share your Voice. Shape our City.

We are seeking input to shape the future streetscape design for Jasper Avenue. Come in, look at the designs, talk to project staff and tell us what you think!
Two related projects are underway aimed at making Jasper Avenue a key destination.

A key objective for the Imagine Jasper Avenue and Jasper Avenue New Vision projects is a unified vision. To achieve this, both projects share common goals and proposed streetscape elements.

Designs for Jasper Avenue east and west of 109 Street are influenced by the function of each area:

» West of 109 Street will be community focused as it is central to the Oliver neighbourhood

» East of 109 Street will be designed to be part of the downtown business core

**SHARE PROJECT GOALS & ELEMENTS**

» Create a consistent look and feel
» Improve the pedestrian space
» Maintain the commuter corridor

» A narrowed roadway that maintains the same number of through lanes
» Wider sidewalks
» Tree planting and landscaping
Today’s Agenda

» Sharing information on Jasper Avenue A New Vision, including the Draft Preliminary Design for 100 to 97 Street, with construction scheduled to begin in 2019

» Asking for your input on the Jasper Avenue A New Vision Draft Concept Plans for 109 to 102 Street and 97 to 92 Street

» Providing an overview of Imagine Jasper Avenue
Jasper Avenue New Vision
A major catalyst project identified in the Capital City Downtown Plan

Contributing Factors

» Construction of 100 to 97 Street has been prioritized to coincide with the required rehabilitation of The Shaw Conference Centre under Jasper Avenue.

» With downtown development on the rise, now is the time for the transformation of Jasper Ave from 109 - 92 Street.

» Published in 2011, the Toward a New Vision for Jasper Avenue report contained the new vision for Jasper Avenue’s streetscape from 109 Street to 92 Street and the city-building initiatives that will surround it.

» The underlying principle in the report is revitalization of the streetscape so it can serve as a catalyst for private sector reinvestment, continued renewal and positive change throughout the corridor.

» The development of the report included consultation with businesses and other stakeholders. Jasper Avenue A New Vision is the next step of redevelopment.

» Working from the vision, with consideration of the City’s Main Street Guidelines (2016), the City is planning the future design of the avenue.

» A parallel project—Imagine Jasper Avenue—is focusing on the streetscape of the avenue from 109 Street to 124 Street.
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SHAW CONFERENCE CENTRE - SECTION AA

SHAW CONFERENCE CENTRE PLAZA VIEW

LEGEND

97 STREET PRELIMINARY PLAN

KEY PLAN

1:250
The Jasper Avenue New Vision Streetscape is a project that will be developed over time. Accordingly, a public art strategy is being developed to include multiple artists in different ways throughout the project as it progresses, to create a program of art. The intention of this strategy is for artists and artworks to respond to context.

The construction process and resulting changes to Jasper Avenue will shift citizens’ experiences and understanding of this main downtown Edmonton artery. When making something anew, the Jasper Avenue Streetscape Public Art process asks:

» How can the involvement of artists in this redevelopment over the long-term help rethink and reimagine this place for its users, while reconnecting them to the diverse histories that have shaped Jasper Avenue to date?

» How can public art offer new perspectives, insights and ask questions on and about Jasper Avenue for the years to come?

The aspiration of the Jasper Avenue Streetscape Public Art Strategy is to be responsive, intentional and experienced by users in different ways. Public art projects may be permanent, temporary, performative or process-based, depending on what approach best suits each context.

About the Edmonton Arts Council

The Edmonton Arts Council is a not-for-profit and charitable organization that supports and promotes the arts community in Edmonton. For more information visit the Edmonton Arts Council website at:

edmontonarts.ca
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Project / Public Engagement Process

ENGAGEMENT
- PROPERTY OWNER, BUSINESS AND
  STAKEHOLDERS INTERVIEWS

STUDIES AND DESIGN
- DRAFT CONCEPT 100 TO 97 ST.

ENGAGEMENT
- PUBLIC ENGAGEMENT EVENT 1
  SURVEY

STUDIES AND DESIGN
- DRAFT PRELIMINARY DESIGN
  100 TO 97 ST.
- DRAFT CONCEPT 100 TO 102 &
  97 TO 95 ST.

ENGAGEMENT
- PUBLIC ENGAGEMENT EVENT 2
- SURVEY

STUDIES AND DESIGN
- FINAL CONCEPT 100 TO 102 ST.
  97 TO 95 ST.
- FINAL PRELIMINARY DESIGN
  100 TO 97 ST.

ENGAGEMENT
- REPORT BACK FROM EVENT 2
- INFORMATIONAL MEETING
- PRE-CONSTRUCTION
  NOTIFICATION FOR 100 TO 97 ST.

CONSTRUCTION
- 100 TO 97 ST.

OCTOBER 2017

JANUARY 2018

WE ARE HERE TODAY

2019-2020
What We Heard November 2017 – March 2018

The public is split in its support for the project overall and its mandate (the New Vision) to balance transportation modes on Jasper Avenue by placing a higher priority on pedestrian space and cycle connectivity. Those that support the New Vision for Jasper Avenue also supported the draft concept plan for 100 - 96 Street; those that do not support the New Vision, did not support the plan.

<table>
<thead>
<tr>
<th>What We Heard</th>
<th>Project Response</th>
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<tbody>
<tr>
<td>Making more space for pedestrians and cyclists may create more vehicle congestion</td>
<td>The same number of through traffic lanes has been maintained on Jasper Avenue.</td>
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<tr>
<td>Concern about already escalating downtown congestion</td>
<td>Improving overall people moving capacity is essential to accommodating the City’s growth. It is important to manage congestion by improving access to different modes of transportation, rather than by only increasing capacity for motor vehicles.</td>
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<tr>
<td>Concern that other roads will not be able to support increase in traffic resulting from changes to Jasper Avenue</td>
<td>The same number of through traffic lanes has been maintained on Jasper Avenue.</td>
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<tr>
<td>Desire to separate pedestrians from traffic to enhance safety</td>
<td>Where possible a 1.7m wide furnishing zone will separate pedestrians from the traffic. Boulevard trees are planned to provide visual and physical separation between pedestrians and vehicles. Where possible, curb extensions have been provided at intersections to shorten crossing distances for pedestrians.</td>
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<tr>
<td>Some intersections east of 106 Street are unique and can be complicated for users</td>
<td>Intersection modifications are proposed at Thornton Court, 96A Street, 95 Street, 64 Street and 109A Avenue.</td>
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<tr>
<td>Support for new flex spaces, introduction of landscaping and furniture</td>
<td>Flex space which can be used for short term parking, loading, parklets, and patios has been provided along the corridor. Trees, planted medians, improved streetlights and furniture are proposed.</td>
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<tr>
<td>Desire for pedestrian walkways to be wide and clear from obstruction</td>
<td>Wherever possible, a 3.0m clear space for pedestrians has been provided.</td>
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<tr>
<td>Need to maintain short term on-street parking for access to businesses/services</td>
<td>Flex space which can be used for short term parking has been provided. Overall number of parking spaces on Jasper Avenue is being examined as part of the concept study.</td>
</tr>
<tr>
<td>Need to maintain right and left turns at all major intersections</td>
<td>All turning movements that exist today are still permitted with the proposed plan. In some locations separate turn lanes have been removed.</td>
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<tr>
<td>Need for accessible loading zones</td>
<td>Flex space for parking and loading has been maintained on the corridor.</td>
</tr>
<tr>
<td>Concern that increased pedestrian/cycle space is not necessary, given our winter climate</td>
<td>Increased pedestrian and cycle space helps create a safe and comfortable place within the road right-of-way for non-motorized users and aligns with the City’s Active Transportation Policy which strives to make Edmonton pedestrian and bicycle friendly. Also, as Edmonton grows, finding ways to move people other than cars is necessary for sustainable growth.</td>
</tr>
<tr>
<td>Concern that removing transit pull-out lanes will slow down the overall flow of traffic</td>
<td>Transit is currently reviewing and changing the downtown bus route network. With the proposed changes, bus stops will be further apart, and buses will stop less frequently. Removing transit pull out lanes improves safety for buses and improves efficiency of the transit services. More efficient transit helps improve overall people moving capacity on the corridor.</td>
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</tbody>
</table>
DRAFT CONCEPT PLAN: 97 TO 92 STREET

1. **Reconfigured 81st Street Intersection**
   - Existing left turn from 81st Avenue eastbound to 2nd Street southbound removed. This will improve safety for all users at this intersection.
   - Increases the amount of space available for landscape features.
   - Pedestrian crossing added to east side of intersection to improve connectivity.

2. **Reconstructed 24th Street / 92 Avenue Intersection**
   - Created generous area for putting green space in island.
   - Two-directional roadway (currently one-way westbound only).

3. **Access Width Reduced to Local Road Standard**
   - Pedestrian crossing for pedestrians
   - Shortens pedestrian crossing distance.

4. **Pavement and Landscaping Improvements**
   - Pedestrian through zone setback from curb to accommodate pavement.
   - Improved comfort for pedestrians by being farther back from roadway.
   - Number of travel lanes maintained.

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**Legend**:
- Undeveloped pedestrian through zone
- Pedestrian and bicycle facilities
- Furnishings and Fenced Zoning
- Acceleration / Deceleration
- Traffic signal
- Pedestrian
-分离式自行车通道
-交通信号
-行人
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Please let us know what you think!

» Leave your comments on the maps/drawings
» Complete our survey tonight or online by June 28, 2018

Visit Edmonton.ca/jasperavenuemewvision