

imagine
jasper avenue



Change is coming!

Jasper Avenue | 109 Street to 124 Street

Streetscape Concept Plan

Public Event 4 | March 11, 2017

Edmonton

Event Purpose

Today you can:

- ❖ Learn about Imagine Jasper Avenue
- ❖ Learn what we heard from public, business and stakeholder consultation
- ❖ View and comment on the preferred design plan
- ❖ Learn about the next steps for the project



Project Overview

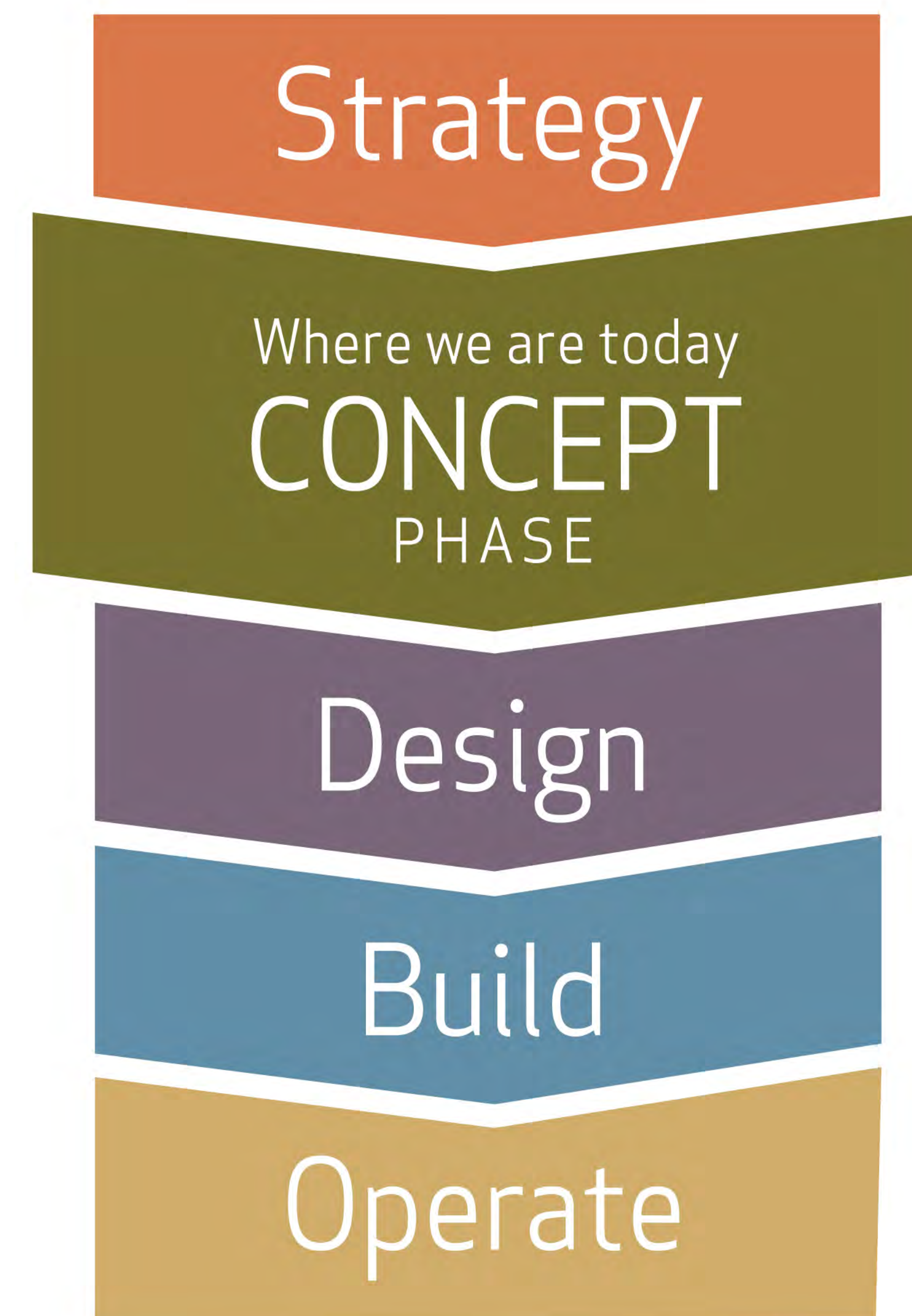
The purpose of Imagine Jasper Avenue is to develop a streetscape concept plan for Jasper Avenue between 109 Street and 124 Street.

Project Goal:

To envision an innovative, vibrant and relevant streetscape that will strive to balance the needs of the community, commuters, businesses and visitors.

Project Timeline:

Streetscape Concept Plan2015-March 2017
Preliminary and Detailed Design..... 2017-2018
Anticipated Construction Start.....2019



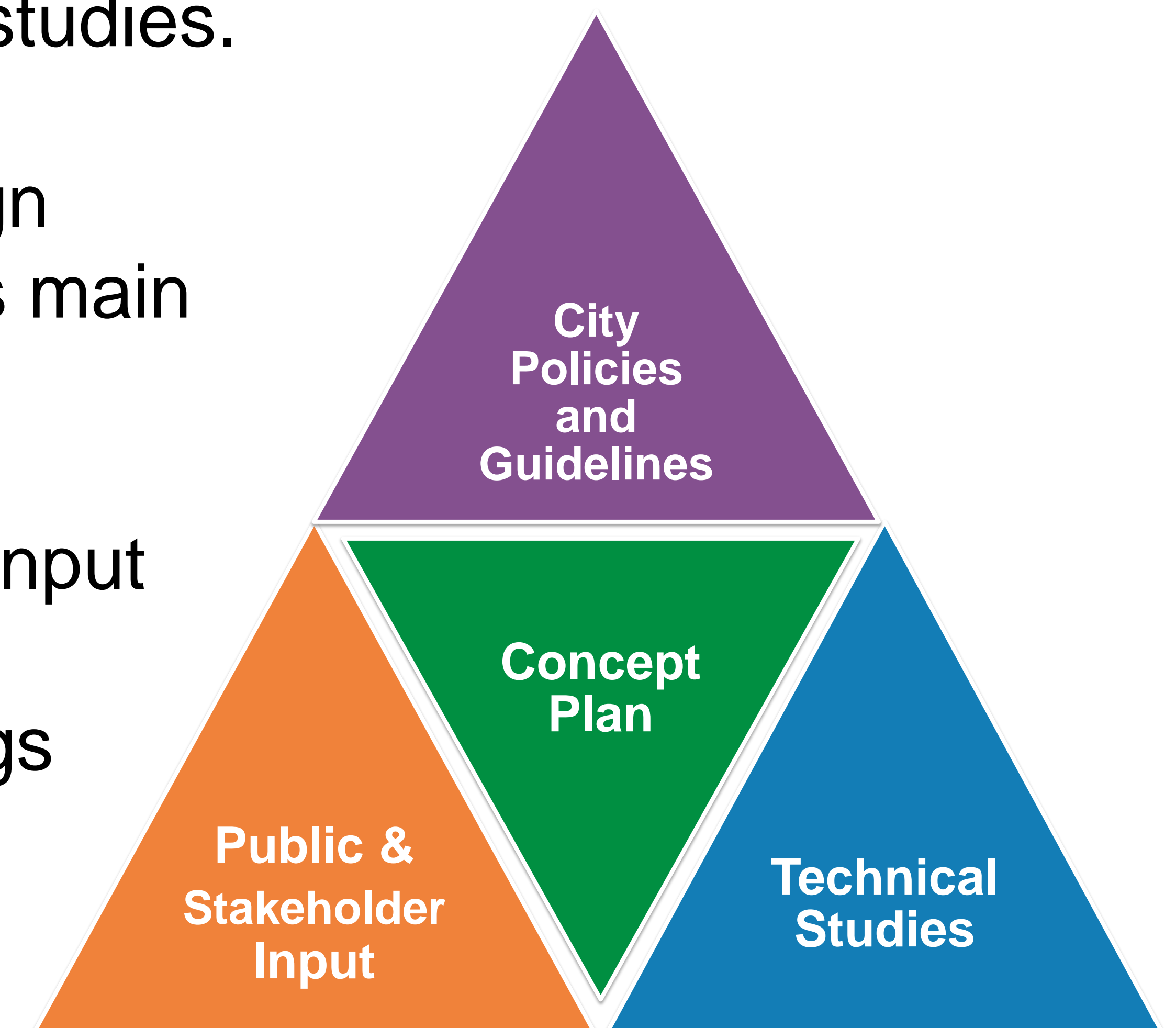
How Decisions are Made

The preferred design of Jasper Avenue was informed by City Council policies, public and stakeholder input and technical studies.

City Policy: Main Streets Guideline used to inform the design parameters and to ensure a consistent approach to the city's main streets

Public Input: Vision and Guiding Principles developed and input gathered through public events, stakeholder meetings and Community, Business, Resident Committee (CBRC) meetings

Technical Studies: Market analysis, drainage review, collision and traffic analysis completed to determine current and future requirements



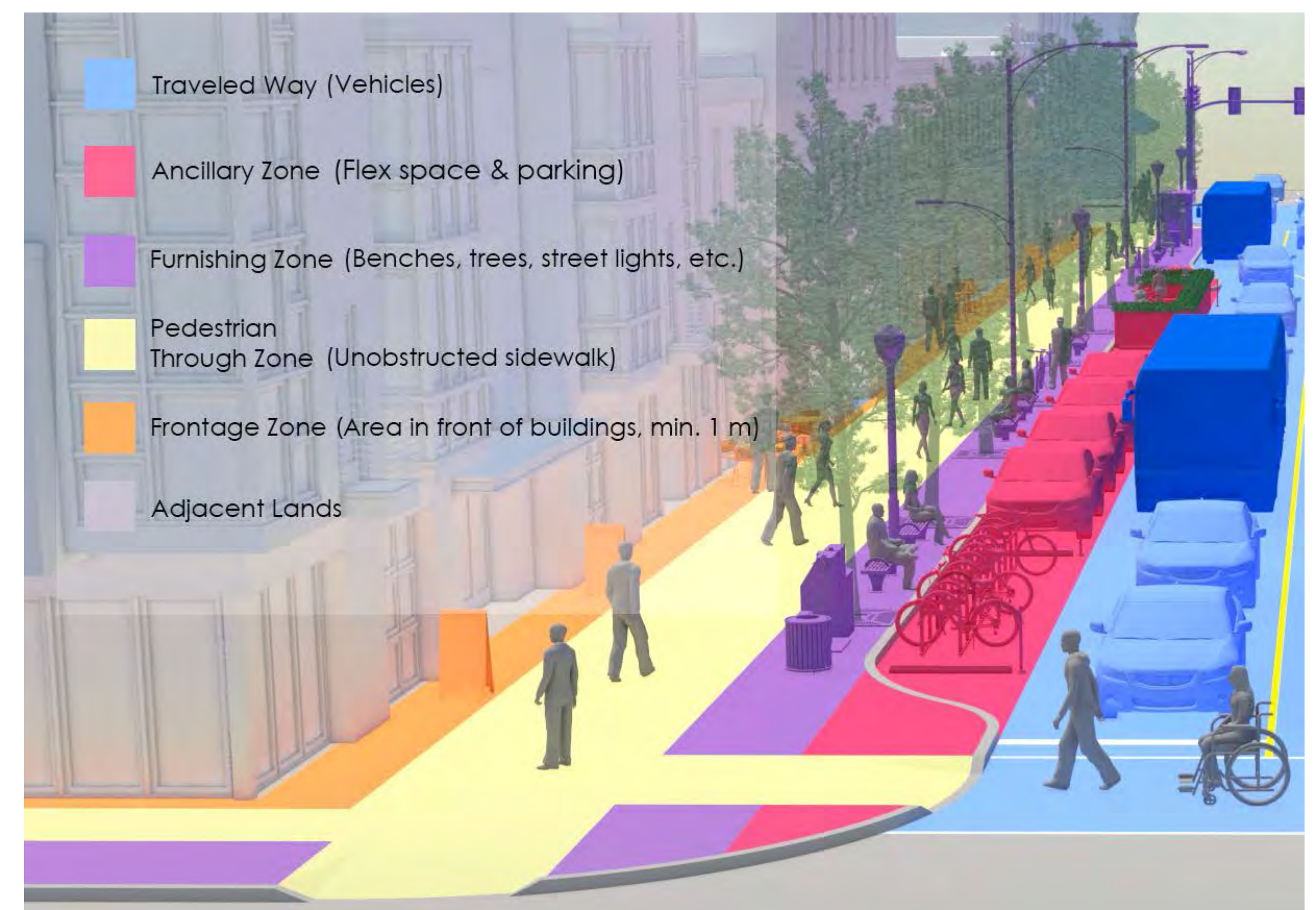
Main Streets Guideline

Edmonton's Complete Streets Policy now includes a Main Streets Guideline and a provision that main streets are to be designed and maintained to an enhanced standard. The City designated Jasper Avenue a Main Street in 2015. It is the first Edmonton main street to begin its transformation.

Main Streets are both a **Transportation Link** and a **Destination**

Main Streets Principles

- Vibrant, all seasons people places
- Pedestrian priority streets
- Provide travel options
- Support a network of streets
- Adaptable
- Contribute to sustainability
- Cost effective and provide value



Main Streets Design Zones

Vision and Guiding Principles

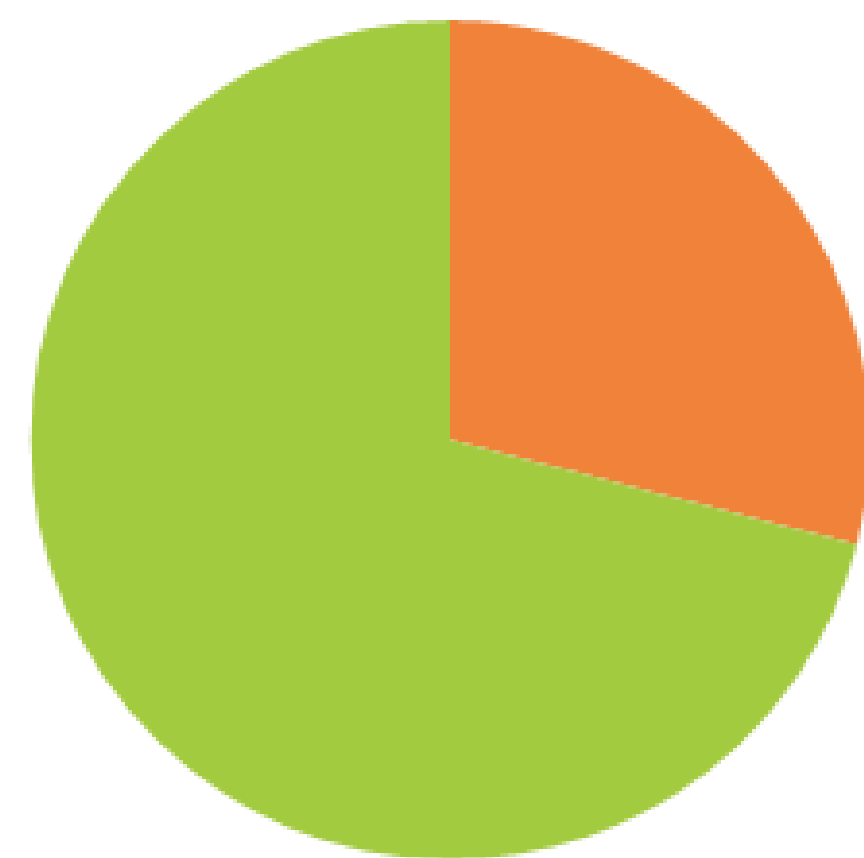
**Jasper Avenue is Edmonton's premier
Main Street - a people place.**

- ❖ **Create a vibrant, all seasons destination**
a safe place of social gathering for all ages and abilities
- ❖ **Shape a community street**
celebrate the history and diversity of Jasper Avenue's people
- ❖ **Put pedestrians first, ensuring travel options for all users**
increase the priority on pedestrians, while recognizing the needs of all methods of transportation
- ❖ **Increase the green**
enhance and beautify Jasper Avenue with tree planting and landscaping
- ❖ **Consider the big picture**
reinforce connections to local destinations and promote high quality development

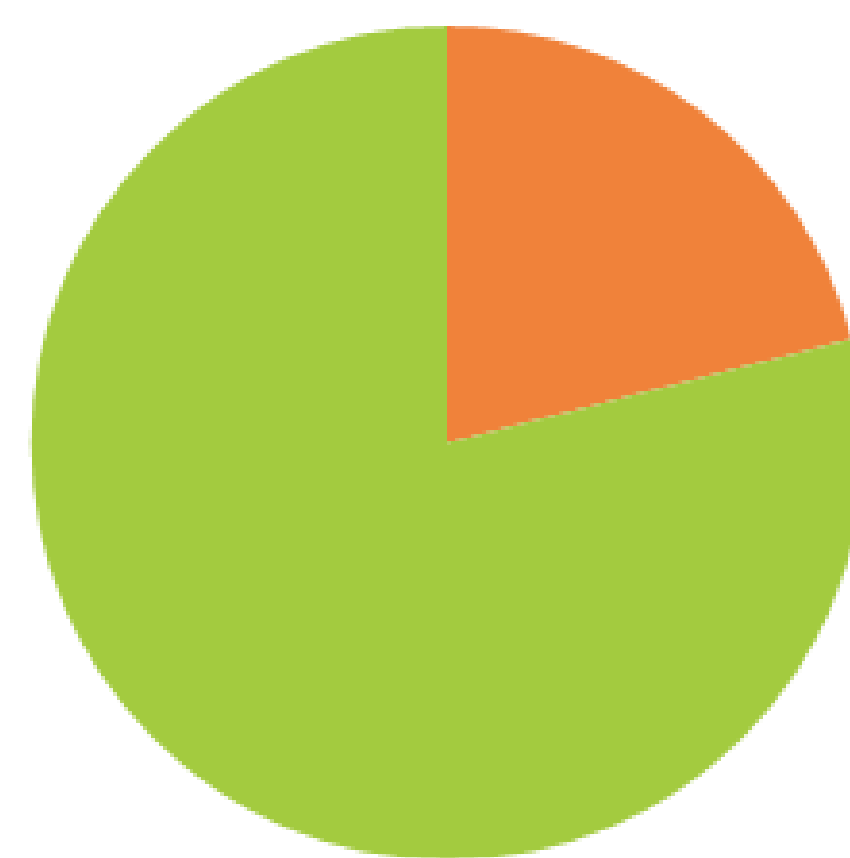
What We Heard - Phase 3

The third phase of consultation shared input received to date and technical studies that were used to develop the draft concept plan. The draft plan and design options were presented for feedback.

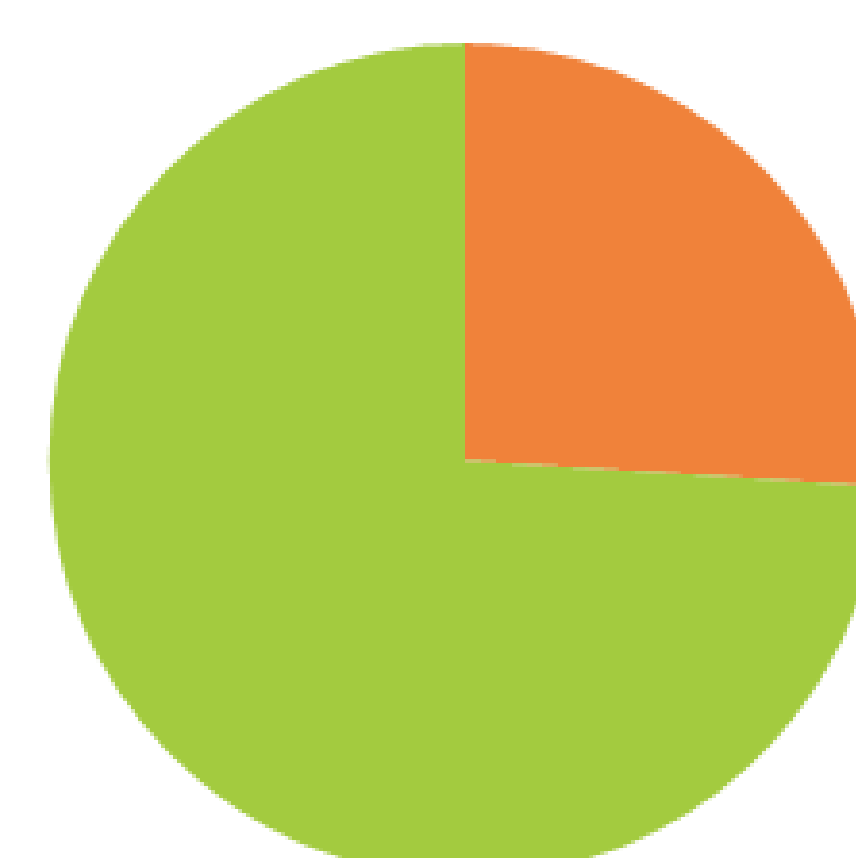
209 people attended the November 30, 2016 event, and 845 responses were received through comment forms, online surveys and at the event. Input was also gathered at meetings with businesses and stakeholders. Results and comments were used to refine the draft plan.



**71% Support
the Plan**



**79% Agree that
Public Space is Improved**



**74% Agree that
Plan meets the Vision**



Changes to the Draft Design

Design Feature	Response	Result
124 Street pedestrian crossing	53% preferred median. Some safety concerns.	Median added to design. Crossing location moved to north end of the median to improve safety and pedestrian connectivity.
121 Street to 117 Street Median	52% preferred median. Some concerns about health of trees.	Median incorporated into design with eastbound left turn bay at 118 Street. Raised planter bed to protect landscaping.
Cycle Connections at 110 Street and 121 Street	Majority agreed with proposed designs. Some operational concerns. Suggestions for additional connections received.	110 Street cycle track separated from sidewalk on north side. Additional cycle connections to be reviewed with Bike Grid study.
Bike Parking	Comments regarding a preference for frequent parking at destinations	Large racks provided only at 110 Street and 121 Street cycle connections. Individual rings to be placed at destinations.
111 & 112 Cross Streets	Concerns regarding traffic from 111 & 112 Streets with proposed shared lanes	Further analysis confirmed turning lane requirement. Existing configuration with southbound turn lanes maintained
Transit Operations	Suggestions for buses to pull out instead of stop in the vehicle travel lane	Bus loading areas increased to accommodate two buses to avoid blocking intersections.
Gathering Space	Comments received about the limited amount of community gathering space along the avenue	Opportunities for enhanced treatments along some cross streets identified. As development occurs, these areas could be improved and closed for community event use.
Flex Space	This space seemed to look and act like parking only in the draft design	A material other than asphalt will be used for this space to mark it as separate from vehicle travel space

Traffic Analysis

A main street acts as both a destination and a transportation link. Detailed traffic analysis determined the impact of changes to the existing configuration and operations of the avenue.

What We Tested

- Removal of outside bus/parking lanes
- Removal of left turn lane
- Removal of dedicated right turn bays at 109 Street and 116 Street
- Four travel lanes maintained

What We Learned

- Four travel lanes needed for entire avenue
- Removal of bus lanes required to improve the public space
- Left turn lane required east of 117 Street to avoid grid-lock and to provide access to surrounding areas

Outcomes

- Four travel lanes provided along entire avenue
- Left turn lane provided east of 117 Street, left turns from inside travel lane for remainder of avenue
- Buses will share the outside travel lane with vehicles
- Anticipated 3 to 4 minute increase in travel time from 124 Street to 109 Street
- The same number of vehicles as today will be able to travel through the avenue
- Reduced crossing distances and signals timed for pedestrians

Preferred Design Summary

What's changed since November 2016:

Median at 124 Street with signalized crossing shifted to north side

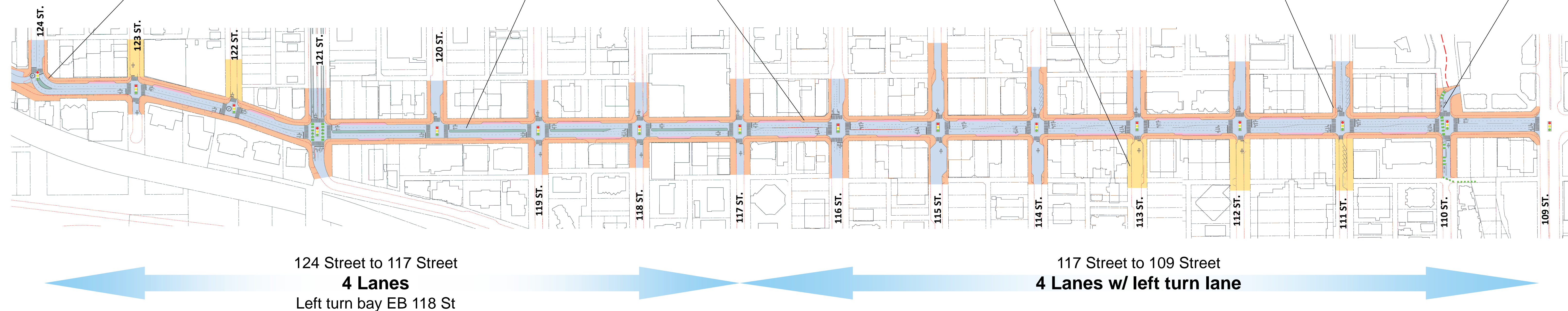
Treed median with raised planting bed added between 121 Street and 117 Street

Bus stop loading areas increased to accommodate two buses at the same time

Opportunities identified to enhance cross street treatments for community use

Turn bays maintained for north legs of 111 Street and 112 Street for access

Cycle track separated from pedestrians north of Jasper Ave at 110 Street



Overall Design Features:

- ❖ Increased pedestrian space by reallocating space from existing outside peak hour bus/off-peak parking lanes
- ❖ Trees included on both sides of the avenue, and in the median
- ❖ Sidewalk space maximized near intersections to reduce crossing distance and where future redevelopment may occur
- ❖ Flex space (can be used for parking, bike corrals, patios, etc.) provided to support businesses and community activities
- ❖ Full signals at every intersection with pedestrian crossings on all sides
- ❖ Improved signal timing with pedestrian priority
- ❖ Pedestrian-oriented lighting provided along the avenue
- ❖ Bike parking locations proposed at bike route connections, and will also be placed along the avenue at destinations
- ❖ Side street angle parking provided where possible

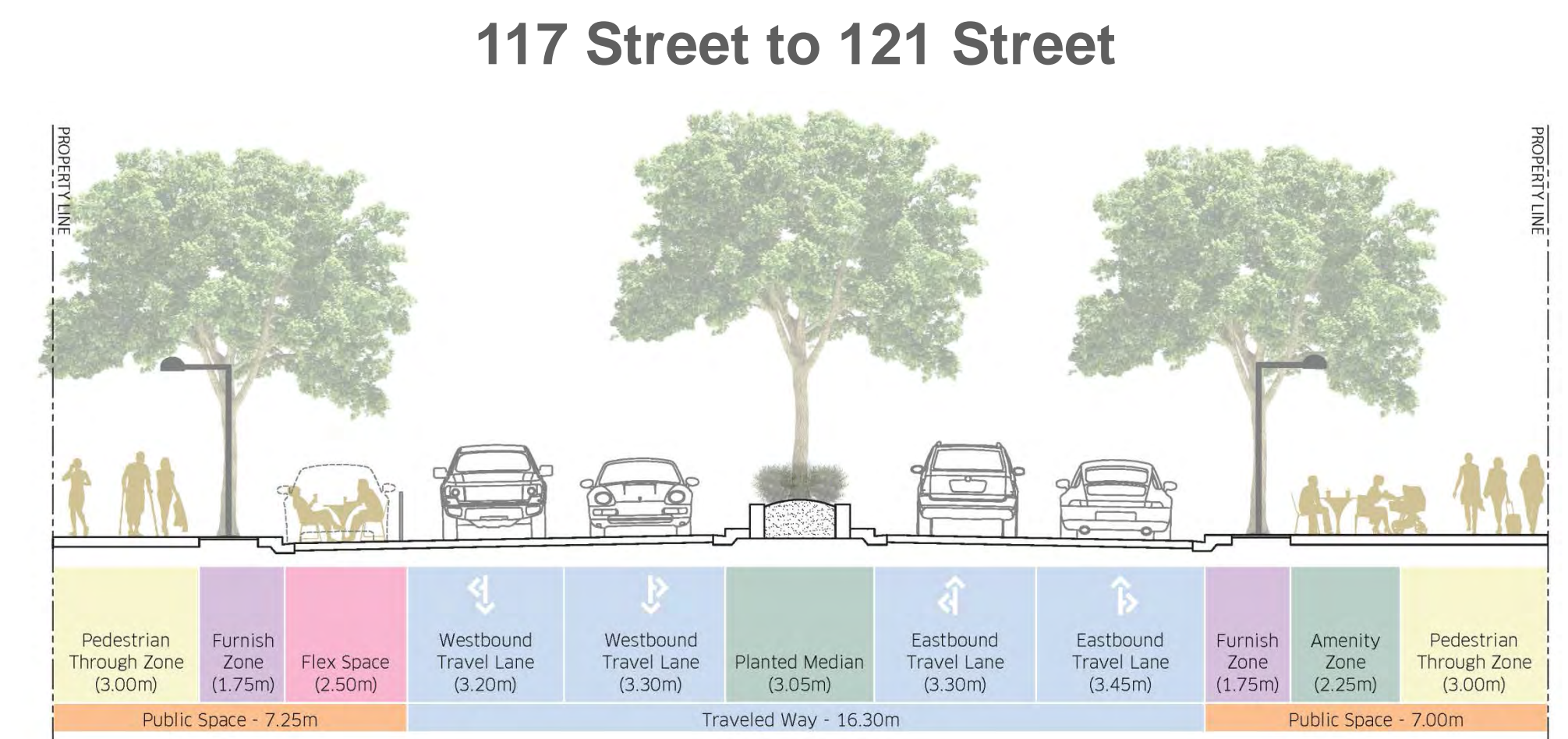
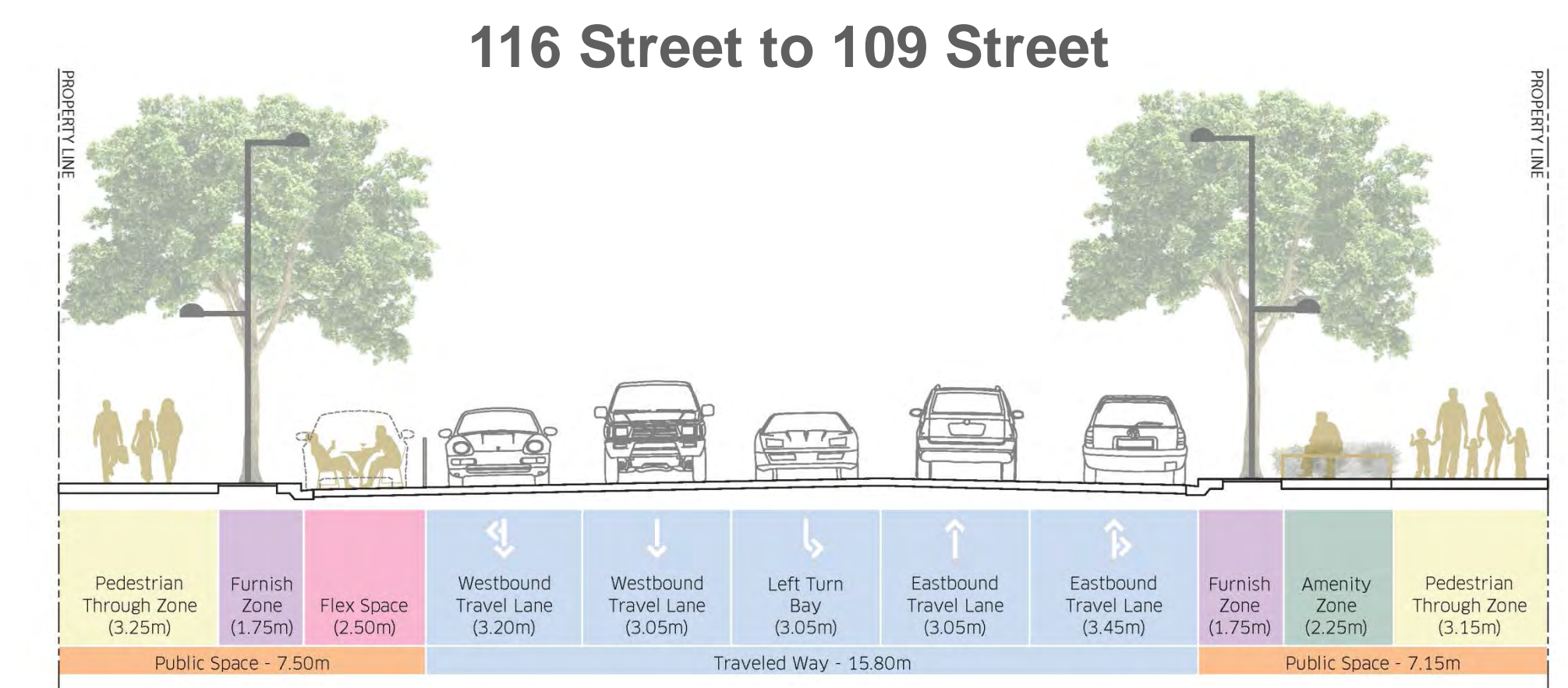
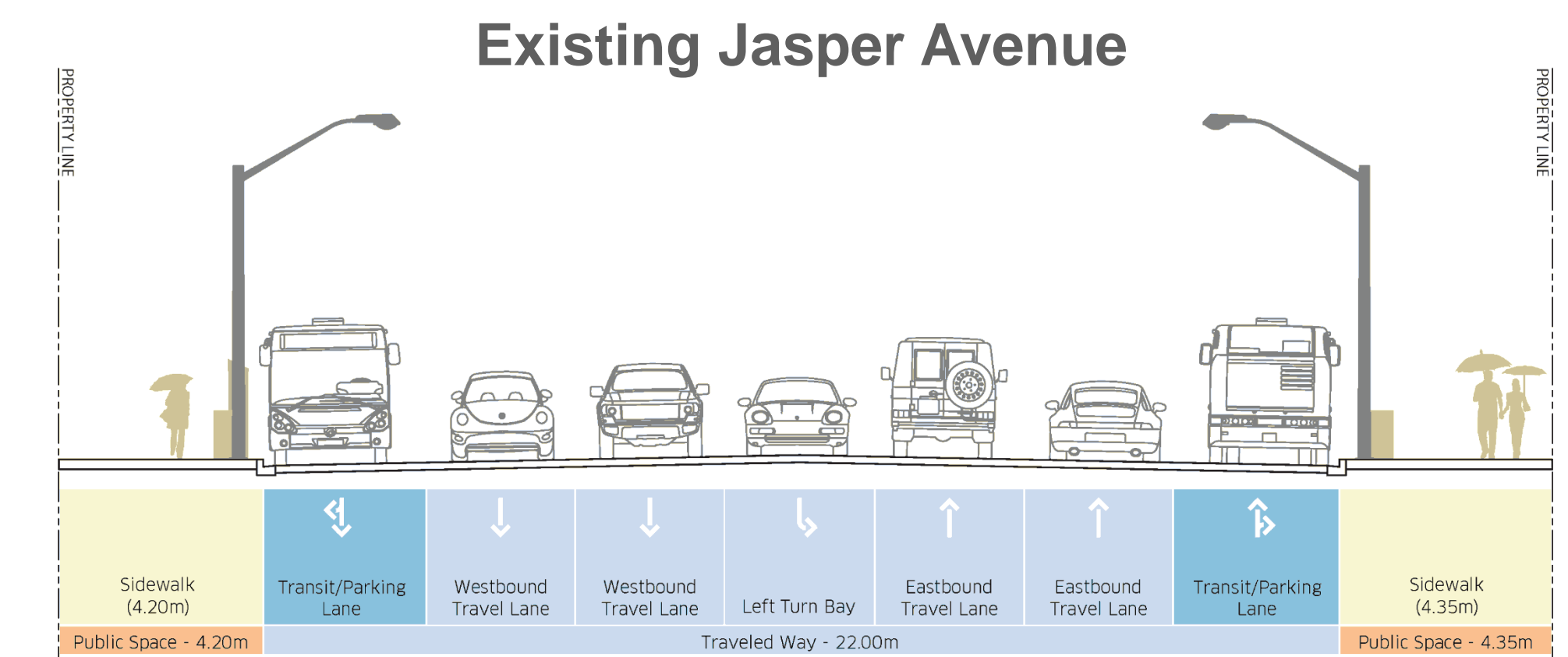
Public Space Improvements

Preferred design includes the following additions to the total public space:

- Separate **furnishing zone** for trees, lighting, benches, etc.
- **Flex space** for parking, temporary patios, bike corrals, etc.
- **Amenity zone** for enhanced landscaping, or business use

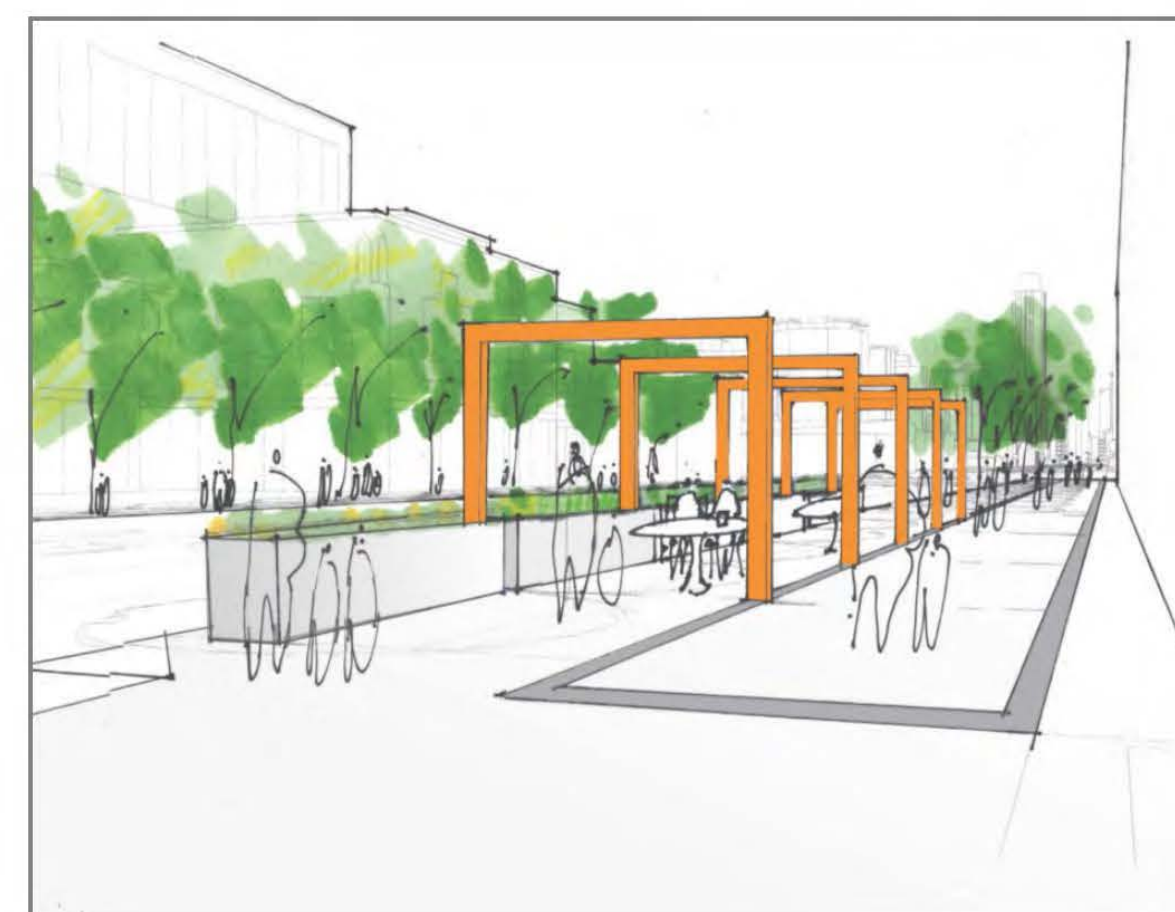
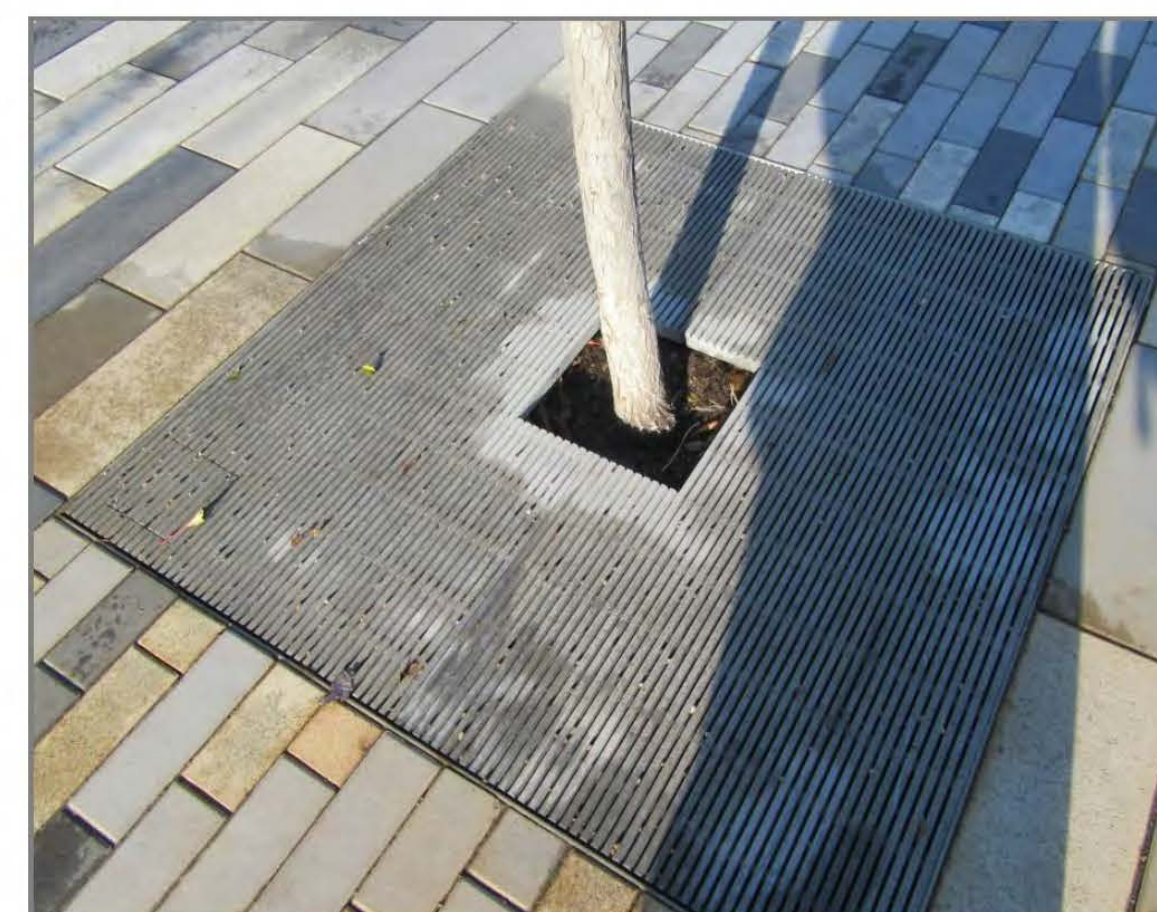
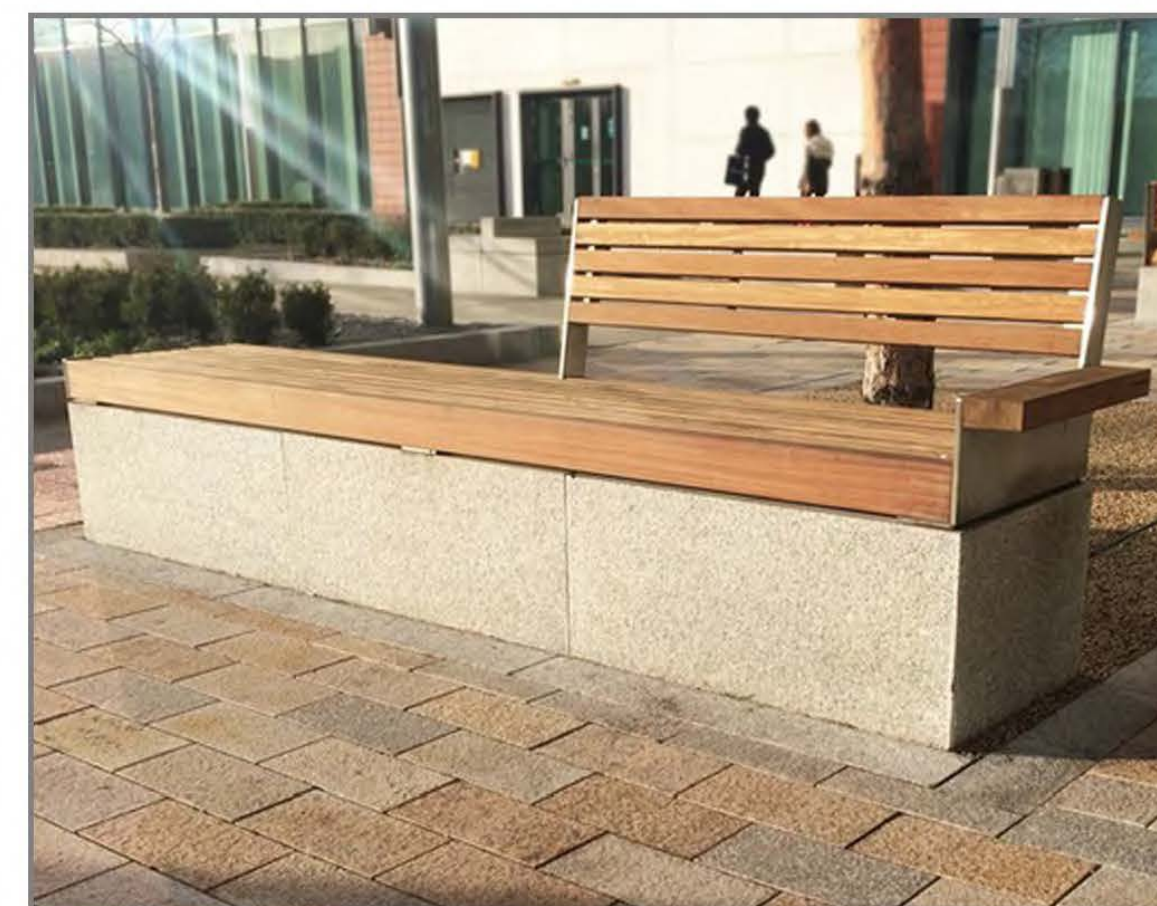
The flex space will be marked as separated from the vehicle travelled way with a material other than asphalt. The default use of the space is on-street parking. Alternative use of flex space is dependent on businesses and the community to plan how it should be used and activated.

Amenity zones are provided on every block, to be used for transit stops or seating/landscaping depending on location.



Proposed Streetscape Elements

The proposed streetscape elements create a visual link with Jasper Avenue New Vision east of 109 Street through colour, landscaping, and furniture. The elements proposed will allow for ease of maintenance which creates operational efficiencies and cost savings.



Public Engagement Timeline

Concept Phase

WE ARE HERE





Next Steps

May 2017

Preferred design plan presented to City Council

Spring 2017

Preliminary design begins

Summer 2017

Design Demo on Jasper Avenue

December 2017

Budget request to City Council

2018

Detailed design

2019

Construction – staging to be determined based on available funding

Jasper Avenue Design Demo

A design 'demo' of the preferred design will be temporarily installed this summer from 109 to 114 Streets. The results of operational testing and public feedback will help to refine the preliminary design.

Purpose:

- Share the preferred design with users of the avenue
- Test geometry and operational elements of the preferred design
- Receive feedback to refine the preliminary design

Get Involved!

Community and business involvement will be required to ensure success. Find out how you can participate in the design demo by speaking to a project representative.



Examples from other cities

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Thank You!

Please complete a comment form or access the form online at edmonton.ca/ImagineJasperAvenue by March 25, 2017.

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