

imagine

jasper avenue



Public Event #3
November 30, 2016

Edmonton

- ❖ Welcome and Introductions
- ❖ Background
- ❖ Meeting Purpose
- ❖ Share draft design options
- ❖ Next Steps

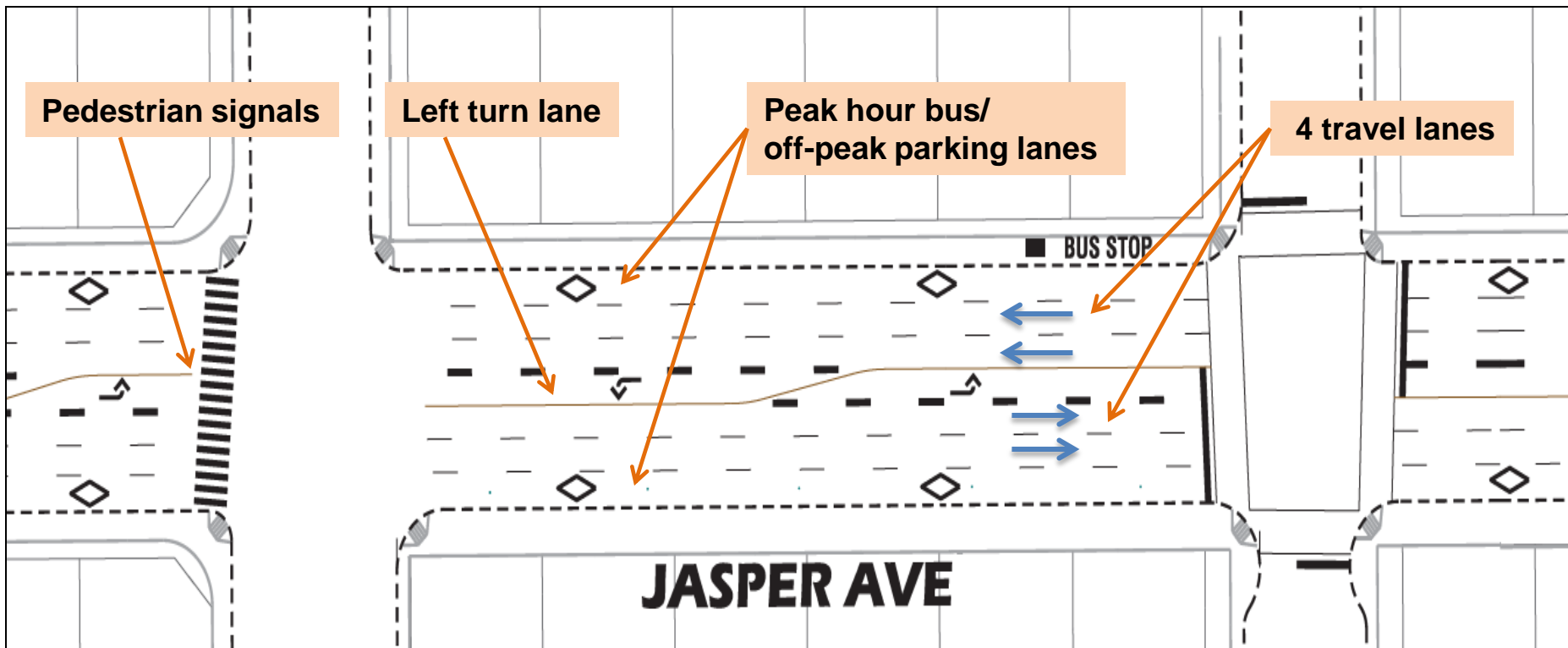
What We Were Tasked With

- ❖ Design a streetscape plan for Jasper Avenue between 109 Street to 124 Street
- ❖ Follow City's Main Streets Guideline
- ❖ Engage stakeholders (community, businesses, commuters, etc.)
- ❖ Plan for construction in 2019

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



Current configuration:



Current conditions:

- Poor pavement / sidewalk condition
- Narrow, obstructed sidewalks
- No street trees / landscaping

What We Had To Consider

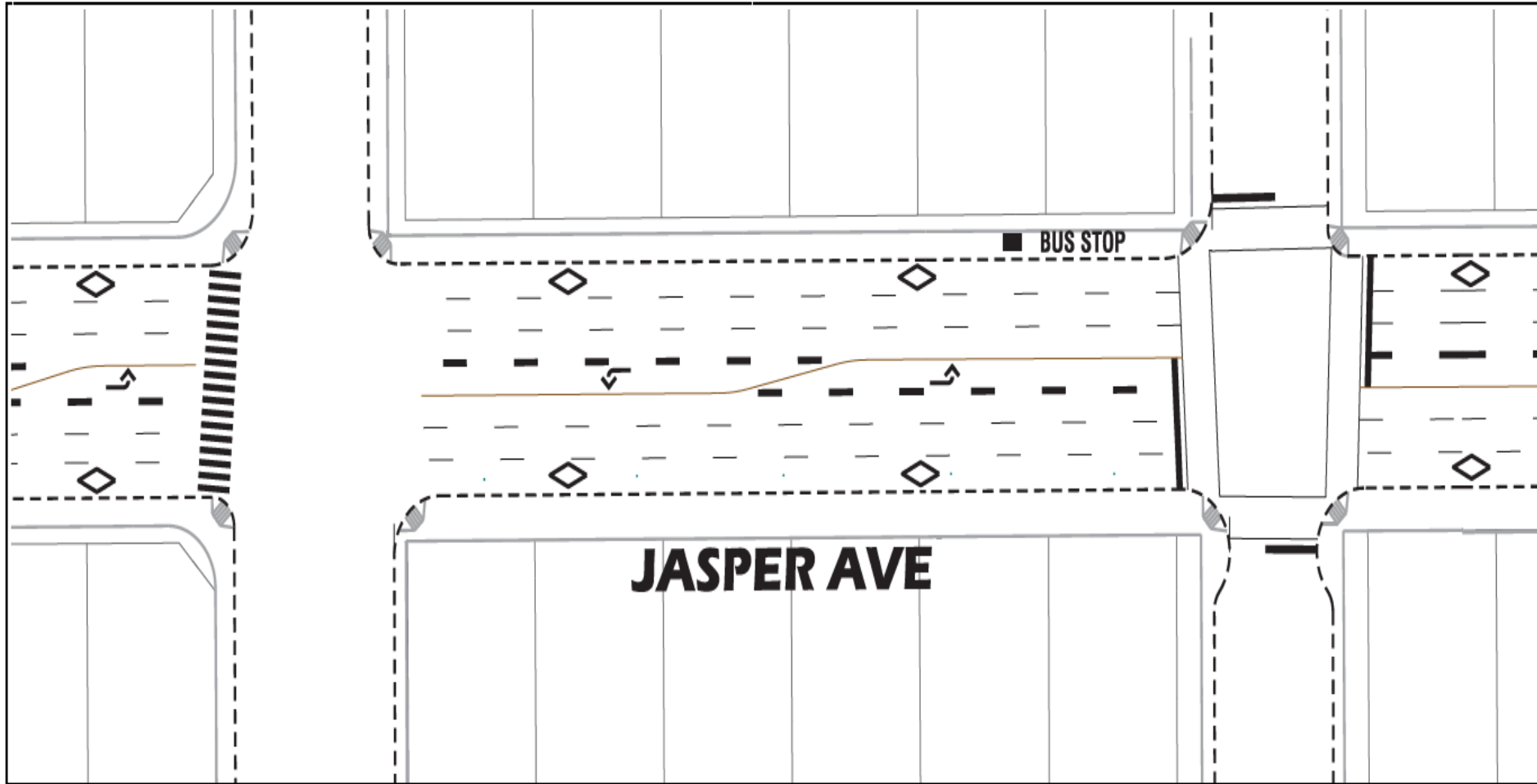
- ❖ City policies and guidelines – Main Streets Guideline
- ❖ Meet Imagine Jasper Avenue Vision and Guiding Principles
- ❖ Results of technical studies
- ❖ Look ahead for 30 years (population and development)
- ❖ Travel shift from car to other methods (transit, bike, foot)
- ❖ Current and future transportation network (LRT, bike lanes)
- ❖ Importance of avenue as a transportation link
- ❖ Connections to surrounding destinations

We created a DRAFT design plan that achieves the following:

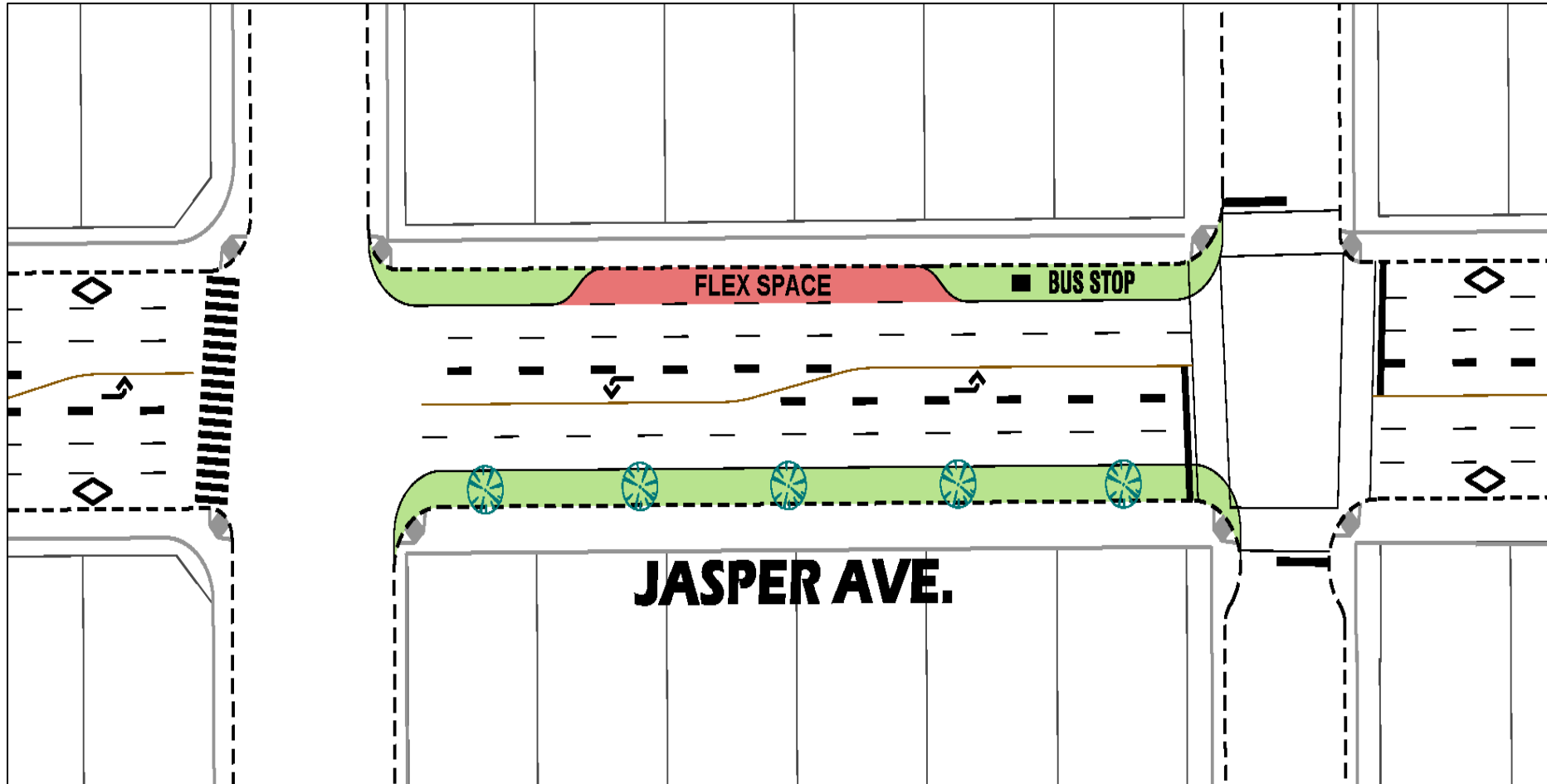
- ❖ Follows City's Main Streets Guideline
 - transformed for Jasper Avenue
- ❖ Expands and enhances pedestrian space
- ❖ Improves pedestrian experience
- ❖ Increases safety for all users
- ❖ Accommodates current number of vehicles during peak travel times
- ❖ Provides 24/7 on-street parking
- ❖ Slows vehicle operating speeds

- ❖ Reallocated outside bus lanes for increased pedestrian space
- ❖ Maintained four travel lanes and left turn lane (118 – 109 Street)
- ❖ Full signals at all intersections
- ❖ Timed signals for pedestrians (improves commuter efficiency)
- ❖ Created flex space for pedestrian space or on-street parking

Typical Existing Geometry

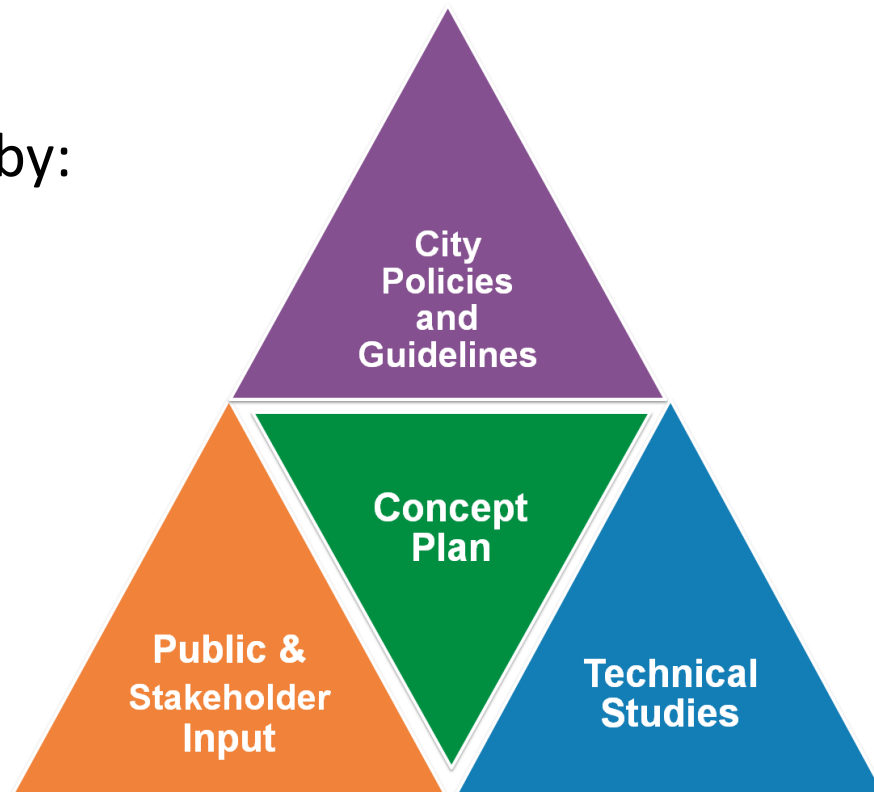


Example Proposed Geometry



The final plan will be informed by:

- ✓ Council approved policies
- ✓ Feedback from the public and stakeholders
- ✓ Results of technical analysis



- ❖ Sidewalk cafes and patios
- ❖ Street trees and landscaping
- ❖ Wide unobstructed sidewalks
- ❖ Promote high-density, mixed-use buildings through zoning
- ❖ Maintain commuter capacity
- ❖ Pedestrian-oriented lighting
- ❖ Appropriate parking
- ❖ Pedestrian safe crossings



Public &
Stakeholder
Input

Main Streets:

- ❖ are important transportation routes
- ❖ act as strong community places and tie into business and community revitalization
- ❖ support a mix of street-oriented land uses
- ❖ are designed and maintained to an enhanced standard

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



City
Policies
and
Guidelines

- ❖ Market Analysis
- ❖ Drainage Review
- ❖ Collision Analysis
- ❖ Traffic Analysis



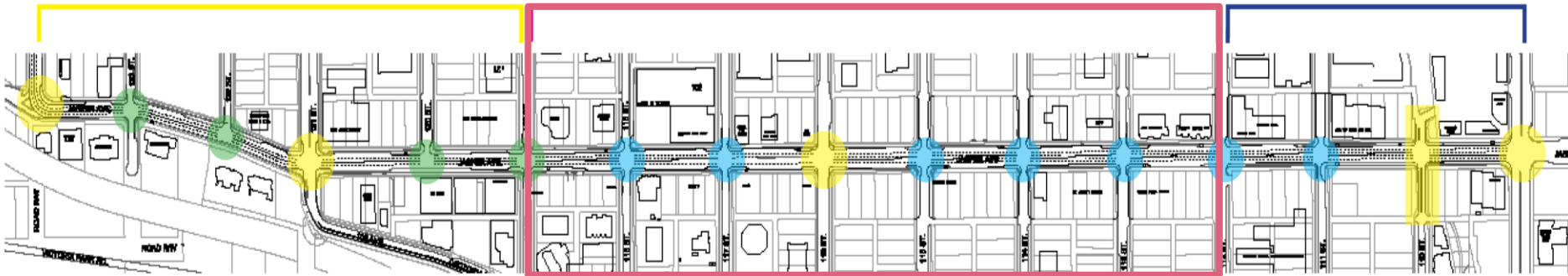
Technical
Studies

Review of existing and future development potential

124 Street to 119 Street

119 Street to 112 Street
Highest redevelopment potential

112 Street to 109 Street



Community-focused businesses
Greater need for pedestrian space

Mix of community and destination focused businesses
Greater need for access and parking

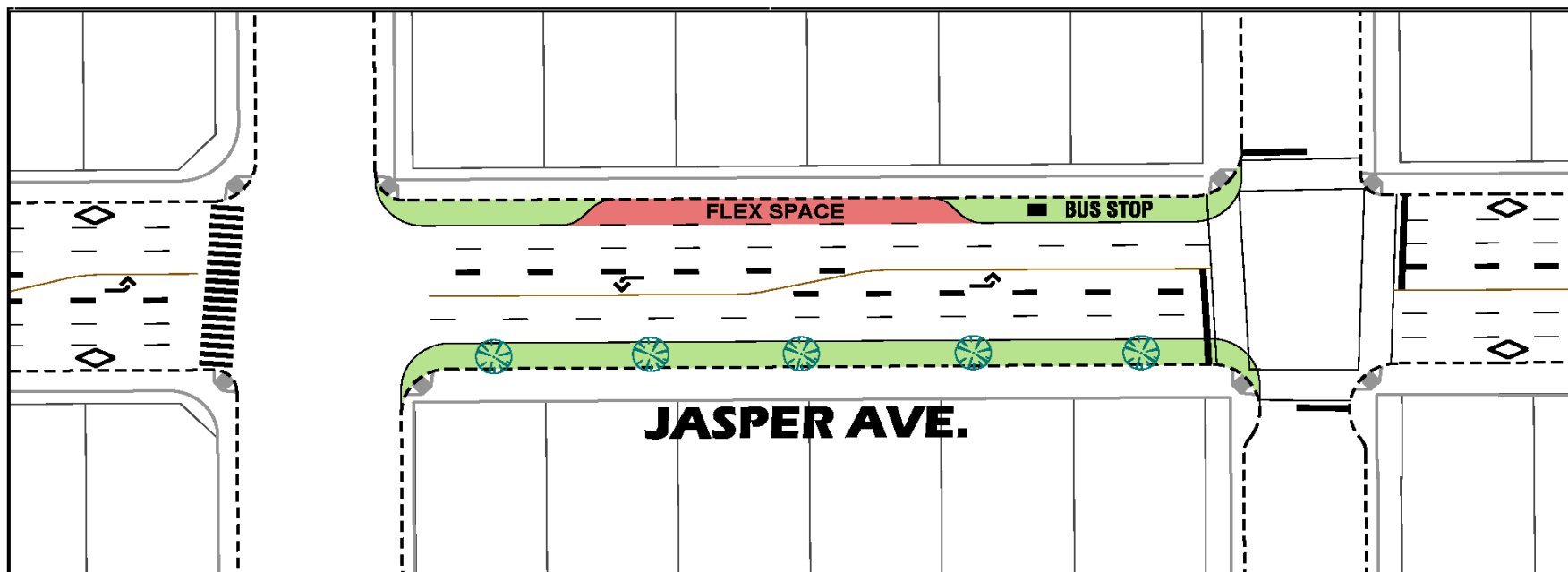
Gateway into Downtown
Mix of office, retail and institutional uses

Technical
Studies

Key public and policy requirements:

- ❖ Increase pedestrian space
- ❖ Provide trees and landscaping
- ❖ Maintain peak hour traffic capacity

Technical
Studies



Outside lanes (bus/parking) must be reallocated

Currently, there is limited space to improve pedestrian experience

- ❖ Outside lanes (bus/parking) must be reallocated to achieve Vision

Key options tested:

- ❖ Four lanes plus left turn lane
- ❖ Four lanes only (turns from travel lanes)
- ❖ Other operational changes (signal at every intersection, pedestrian priority etc.)

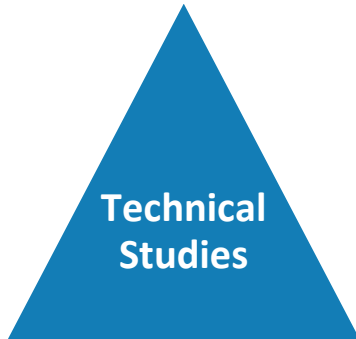
Traffic demand requires two travel lanes in each direction

- ❖ Jasper Avenue must maintain its 'link' function

Intersection functions vary along the avenue



- Major Transportation Intersection – vehicles, pedestrians or cyclists
- Community Intersection – higher pedestrian space needs
- Minor Intersection – higher access needs



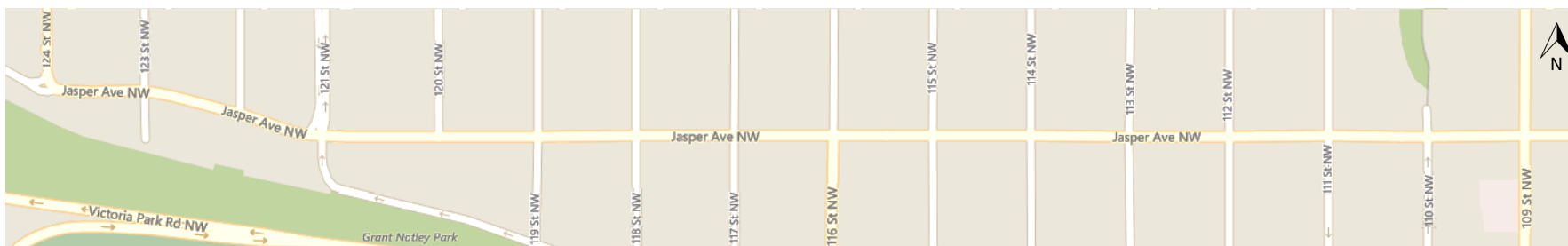
Proposed solution:

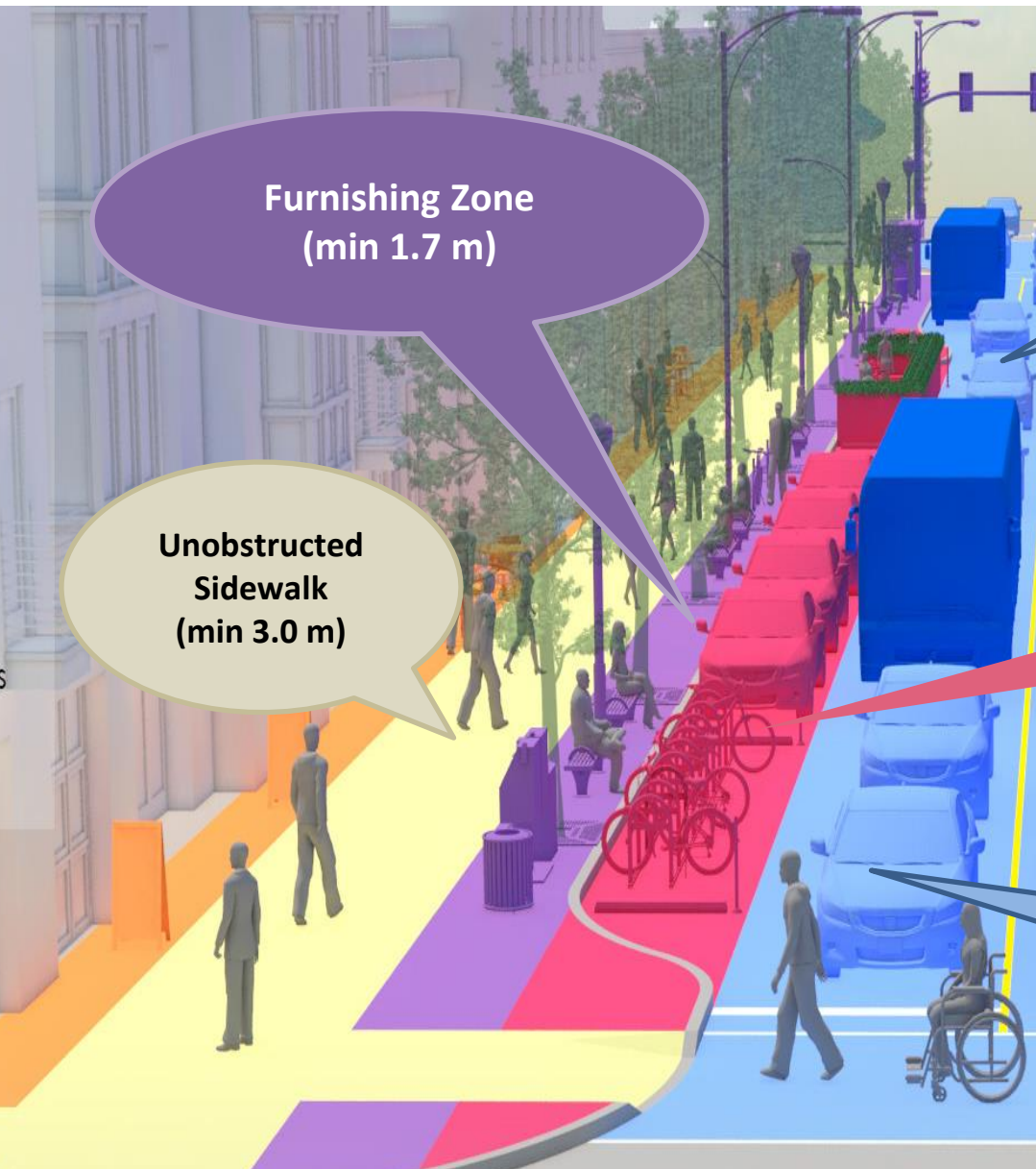
- ❖ 4 through travel lanes
- ❖ Full signals at all intersections, pedestrian activated signals at 122 Street and 124 Street
- ❖ Left turn lane is provided where required
- ❖ No separate right turn bays provided

Technical
Studies

124 Street to 119 Street
4 Lanes

119 Street to 109 Street
4 Lanes with left turn lane





**Furnishing Zone
(min 1.7 m)**

**Unobstructed
Sidewalk
(min 3.0 m)**

**Design Speed
50km/h**

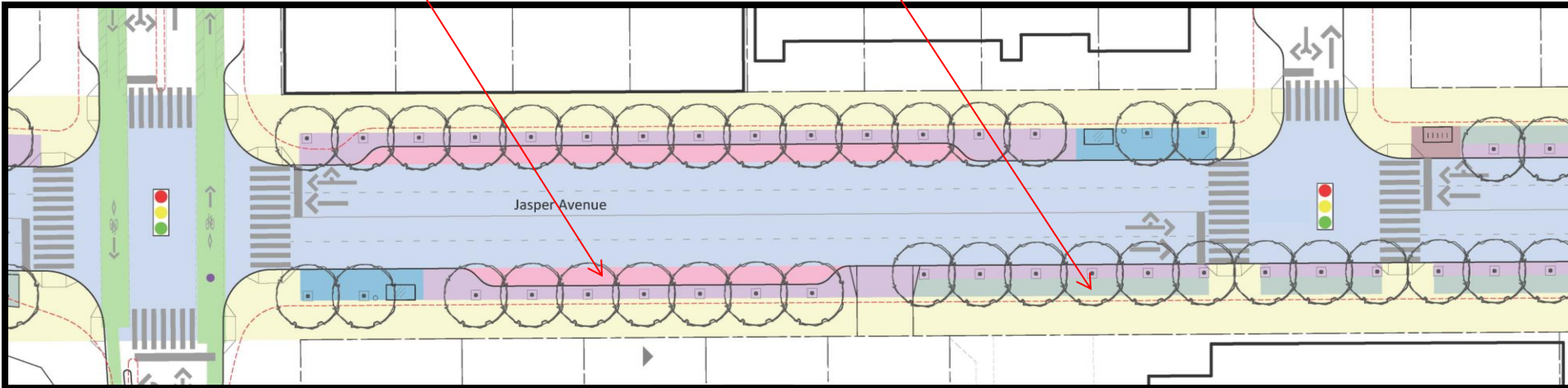
**Flex Space
(parking, patios, etc.)
2.5 m**

**Main Streets
lane widths
(3.05 m and 3.2 m)**

Typical Proposed Draft Design

Flex Space

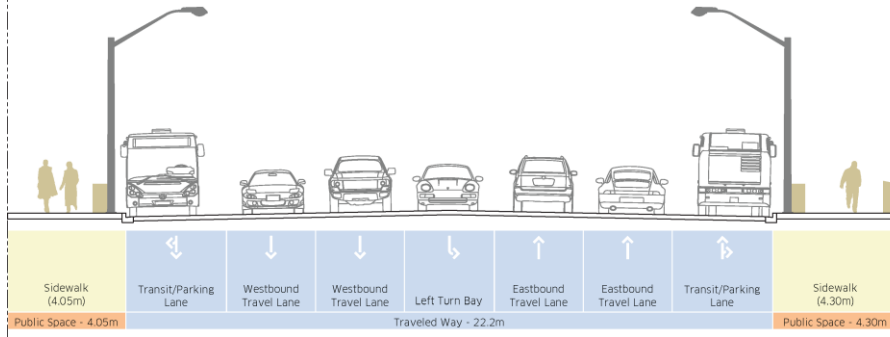
Amenity Zone



- ❖ Unobstructed sidewalk (min 3.0 m)
- ❖ Trees and street furniture added in separate furnishing zone
- ❖ Two travel lanes in each direction
- ❖ Left turn lane provided between 109 Street and 118 Street

- ❖ Full signals at all intersections for crossings on all sides
- ❖ Bus shelters at every bus stop
- ❖ Flex space for 24/7 parking, temporary patios, bike parking, etc.
- ❖ Wider sidewalks with amenity space in some locations

Existing Jasper Avenue

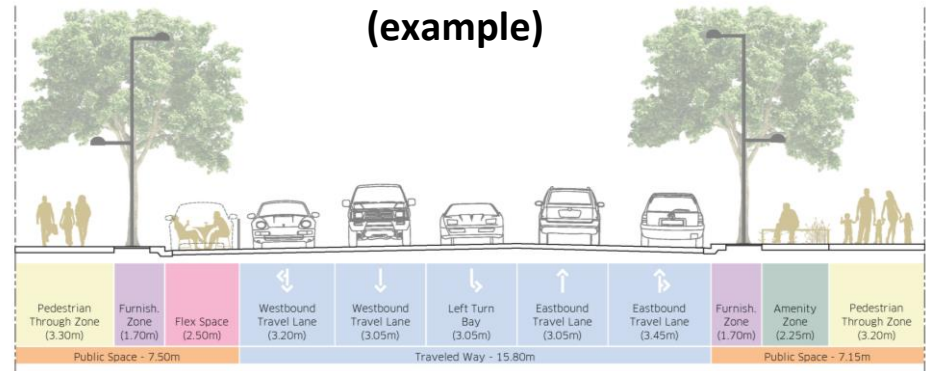


Public space = 4 m

Sidewalk space obstructed with bus shelters, garbage bins, street signs etc

No trees or street furniture

Proposed Jasper Avenue (example)



Public space = 7 m

Minimum unobstructed sidewalk space of 3 m

Trees, seating and pedestrian oriented street lighting provided in separate **furnishing zone**

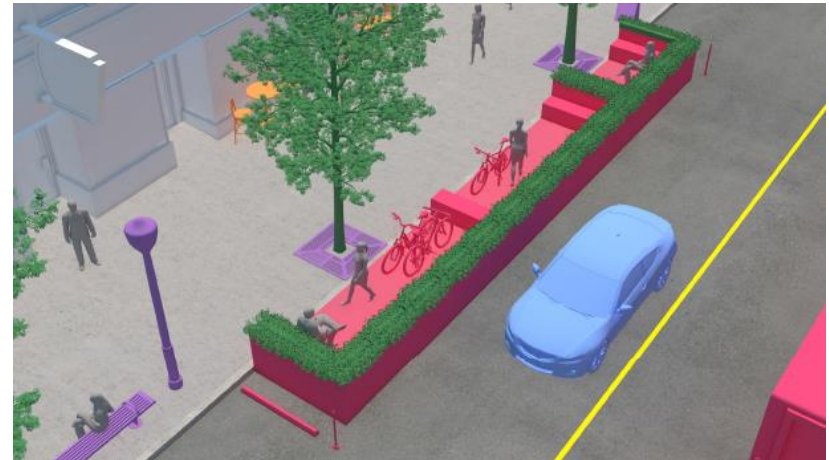
Flex space for parking, temporary patios, etc.

Amenity zone for enhanced landscaping, additional furniture space or business use

Flex space has been provided along the avenue to ensure the design is adaptable

Flex space can be used for:

- ❖ 24/7 on-street parking
- ❖ Loading and deliveries
- ❖ Bike parking
- ❖ Parklets
- ❖ Temporary patios
- ❖ Food trucks, etc.

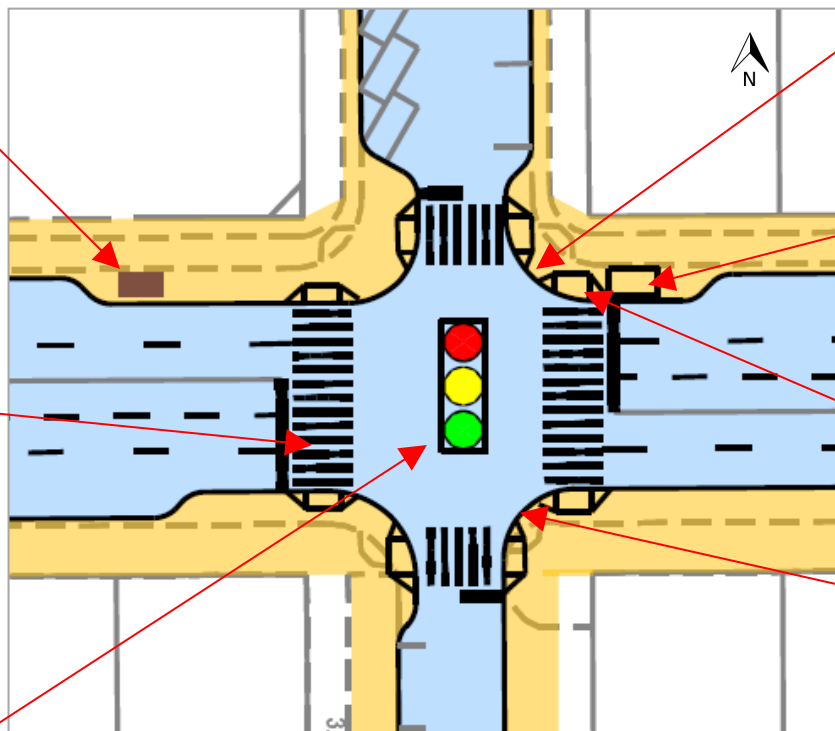


Typical Intersection Changes

Bus stops in curb extensions to allow buses to load from travel lane

Zebra markings to increase visibility

All intersections upgraded to full signals* for crossings on all sides



Curb extensions reduce crossing distance

Bicycle parking provided

Dual curb ramps to line up with crossing directions

Reduced turning radii to slow vehicles down

*Accessible pedestrian signals will be provided



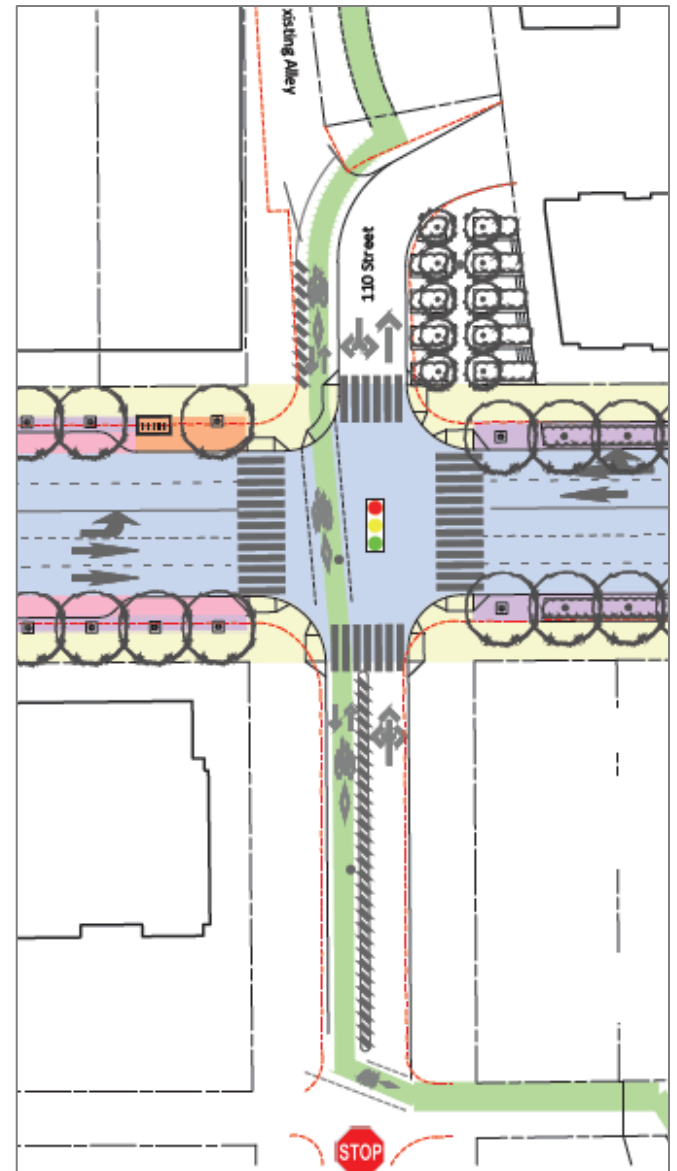
Cycle Connection Improvements

110 Street Cycle Connection

Existing



Proposed



Source: Google Maps

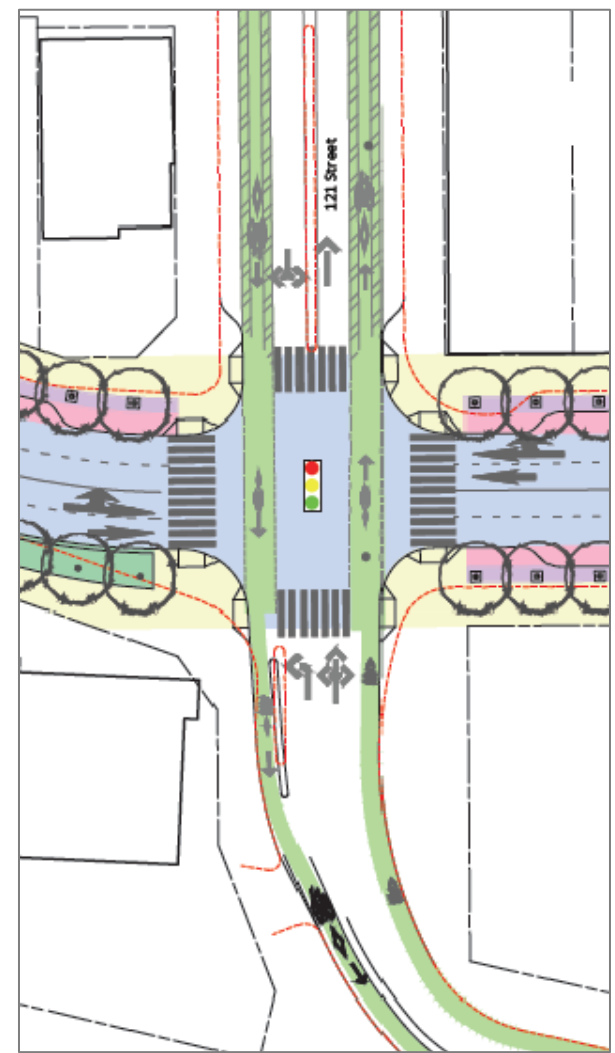
121 Street Cycle Connection

Existing



Source: Google Maps

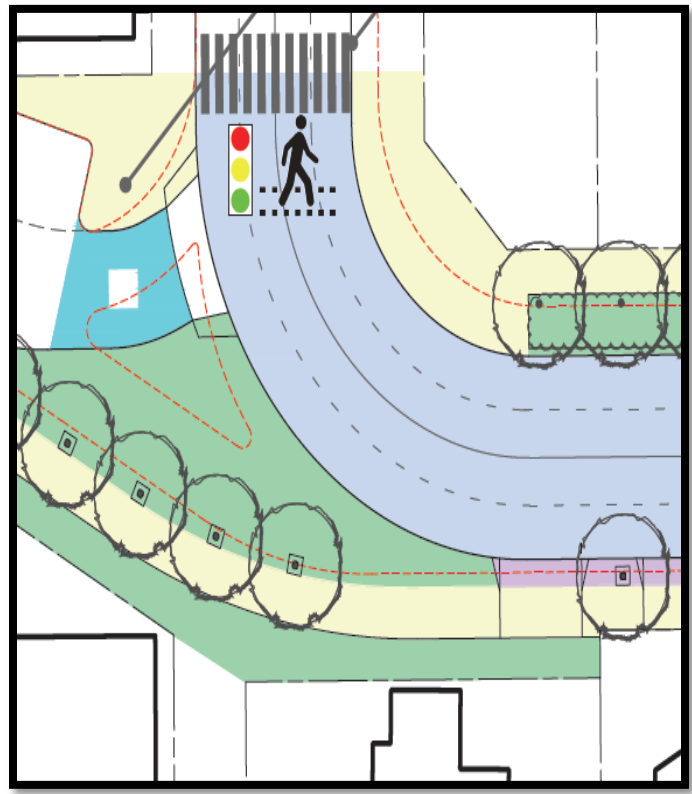
Proposed



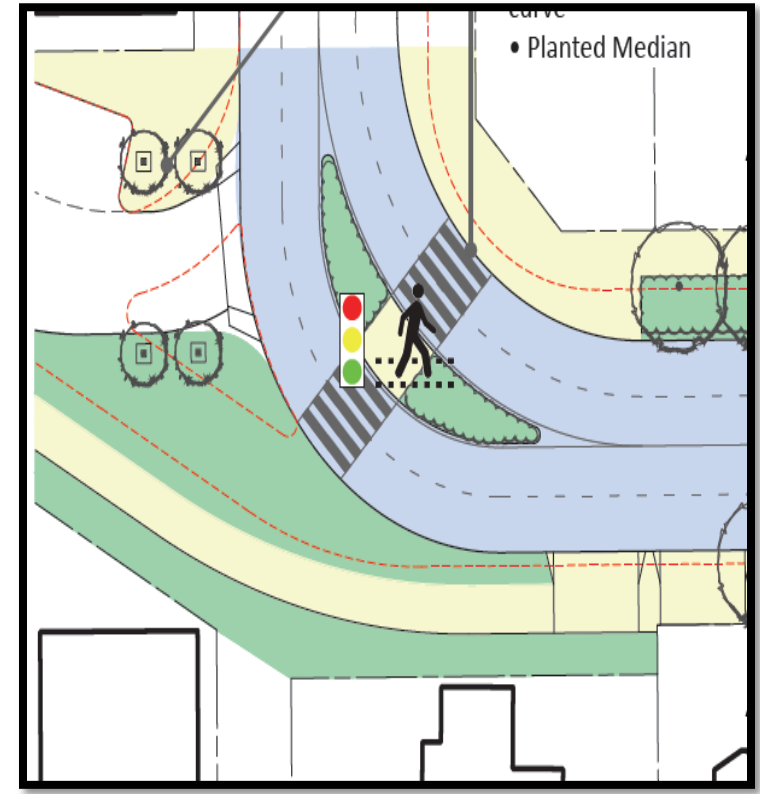


Median Options

No median

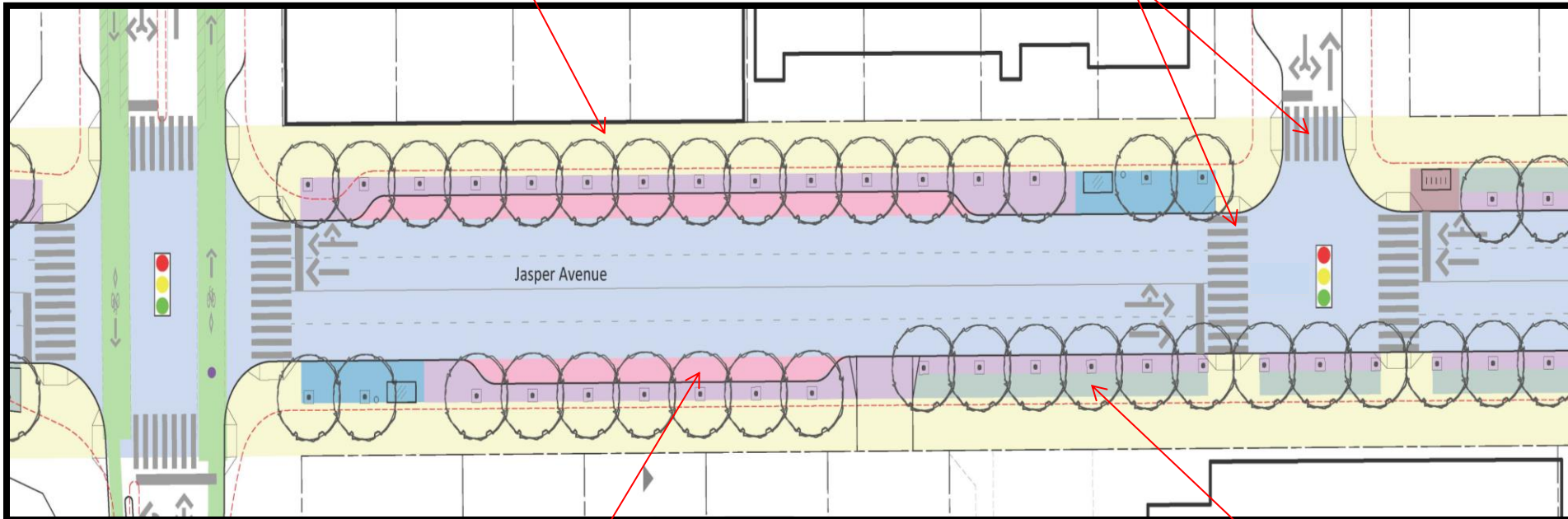


Median



Wider Sidewalk

Reduced Crossing Distance



Flex Space

Amenity Space

Sidewalk

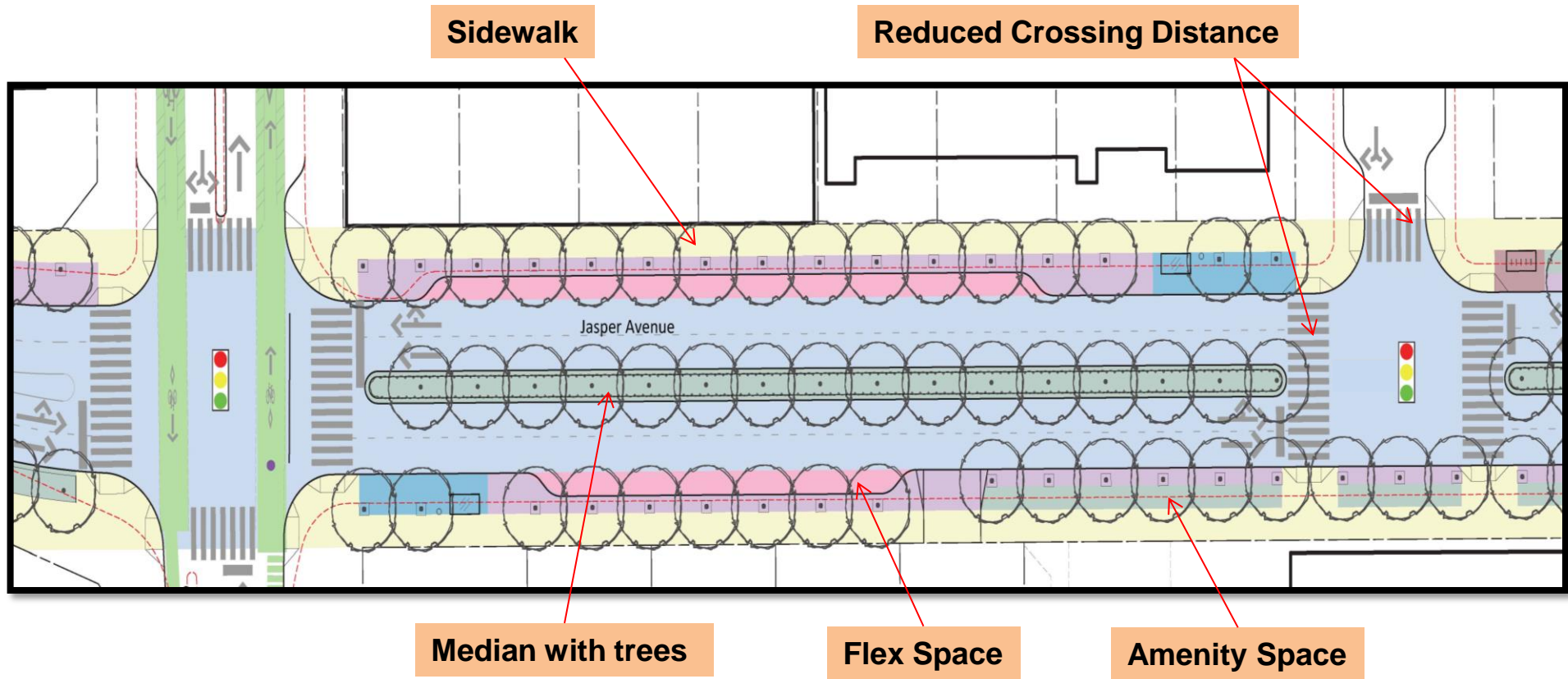
Reduced Crossing Distance

Jasper Avenue

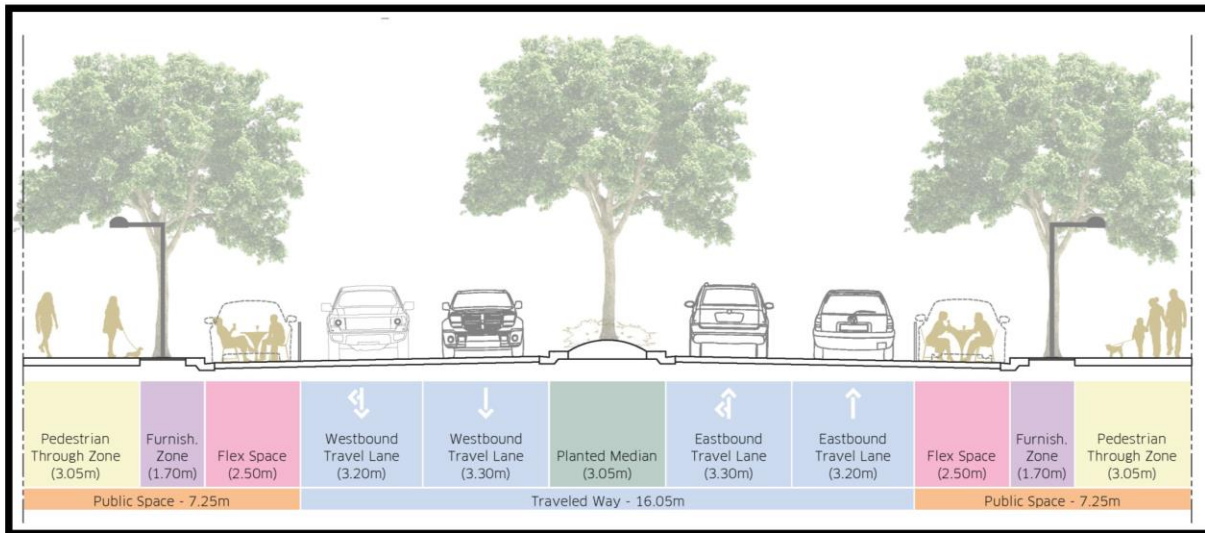
Median with trees

Flex Space

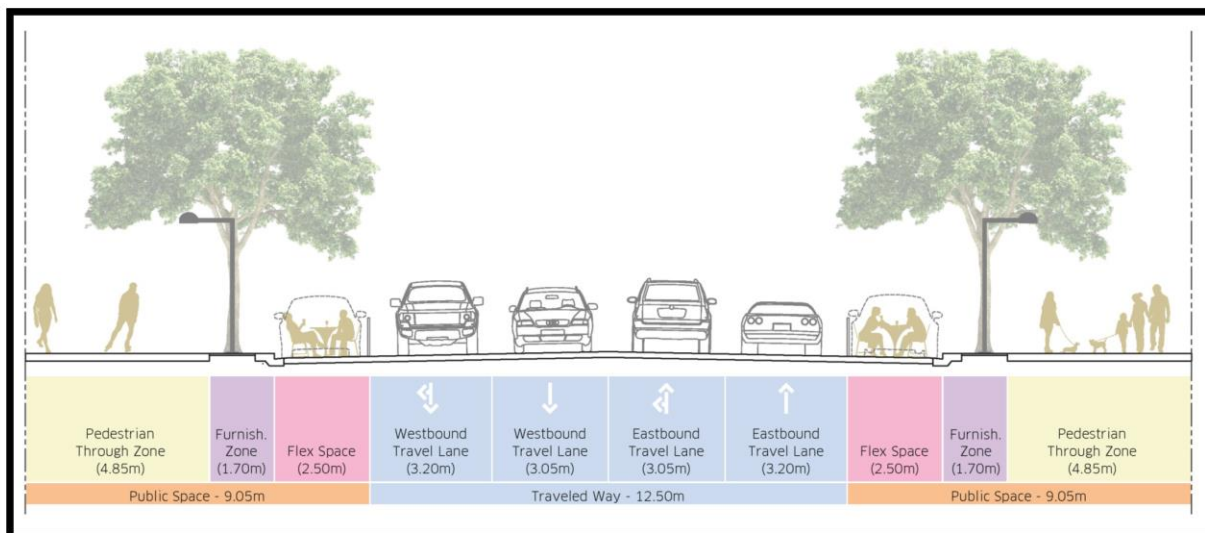
Amenity Space



Median Option



No Median Option



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- ❖ Trees and street furniture added in a separate furnishing zone
- ❖ Two travel lanes in each direction
- ❖ Left turn lane provided between 109 Street and 118 Street
- ❖ Full signals at all intersections for crossings on all sides
- ❖ Pedestrian-oriented streetlights
- ❖ Bus shelters at every bus stop
- ❖ Improved cycling connections across Jasper Avenue
- ❖ Flex space for 24/7 parking, temporary patios, bike parking, etc.
- ❖ Wider sidewalks with amenity space in some locations



**Tell us what
you think!**

Please provide the following feedback on the plans or comment form:

- ❖ Median options
- ❖ Ideas for bus stop location changes based on destinations
- ❖ Locations for bike parking or additional north/south cycling connections
- ❖ Locations where flex space is important
- ❖ Locations where parking on the side streets would be beneficial
- ❖ Any other impacts that may not have been addressed

THANK YOU

Questions?

