



LET'S TALK about how to create a safe, visually appealing streetscape.

LET'S RETHINK sidewalks, landscaping and parking.

LET'S REVITALIZE for all users to enjoy.

We want to hear
your vision for a
future 109 Street.

Public Event 2

- 4:30 Information Gathering (Displays, etc.)
- 5:00 Presentation and Q&A
- 5:45 Information Gathering (Displays, etc.)
- 6:30 Repeat Presentation and Q&A
- 7:45 Information Gathering (Displays, etc.)

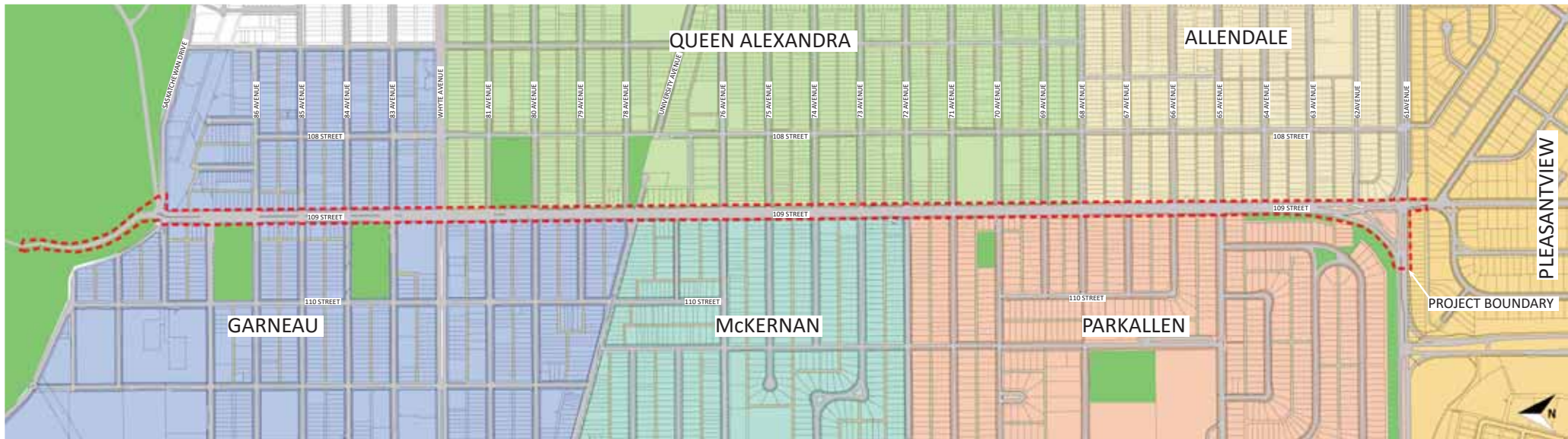
Tonight:

We will share with you an update on Envision 109, proposed changes to revitalize the community and three approaches for the future travelled way (roadway and sidewalks)

Please share with us your thoughts on these approaches and the identity of the future 109 Street





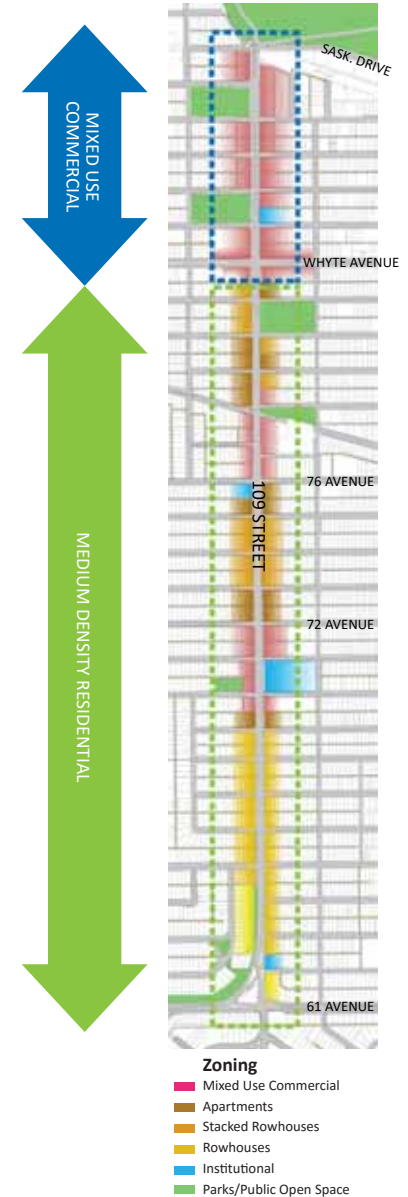


PROJECT AREA

109 Street between the High Level Bridge and 61 Avenue:

- is a prominent six-lane **arterial route** linking downtown and south-central Edmonton.
- bisects the **Garneau** neighbourhood and borders five established communities - **Queen Alexandra, McKernan, Parkallen, Allendale, and Pleasantview**.
- is primarily a **north-south connector** for vehicles, pedestrians and cyclists and also acts as an **east-west connector** between neighbourhoods, schools and commercial establishments.
- has **two distinct character areas**, north and south of Whyte Avenue.

- The approved Area Redevelopment Plan directs the following vision for zoning and development adjacent to 109 Street.
- ENVISION 109 should create a streetscape design which reflects this concept for a vibrant residential and commercial mixed use street.



NORTH of WHYTE AVENUE MIXED USE COMMERCIAL

- 4 Storey Mixed Use Buildings Oriented Towards the Street
- Ground Floor Retail
- Commercial/Residential Above
- Pedestrian Oriented
- Designated a Main Street in 2016



SOUTH of WHYTE AVENUE MEDIUM DENSITY RESIDENTIAL

- 4 Storey Residential Buildings Oriented Towards the Street
- Rowhouses, Townhouses and Apartment Buildings
- Commercial Nodes



SOCIAL AND COMMUNITY

- 109 Street ties local communities together (10 – 15,000 residents)
- It reinforces local, community destinations (schools, churches, shopping, services)
- We can boost social interactions among neighbours by creating a walking-friendly environment
- Edmonton needs more people places!
- A great community street can be an area locals can be proud of

COMMERCIAL AND BUSINESS

- 109 Street, north of Whyte Avenue was historically established as commercial main street and was designated as a 'Main Street' in 2016
- Street Character: A street with a memorable character can become a destination
- Walkable communities are associated with higher home values

MOVING PEOPLE

- 109 Street is currently a six-lane arterial road which provides an important connection between Edmonton's south side and downtown
- People move using four main methods of transportation on 109 Street (walking, driving, taking transit, cycling)

SUSTAINABILITY AND HEALTH

- 109 Street currently has limited trees and landscaping
- It offers a long corridor of open space, part of City open space system but has no connections between parks and green open spaces
- Street design must consider long-term environmental sustainability and interconnected open space system
- A bike lane crosses at 76 Avenue and cycle track will cross at 83 Avenue
- Making 109 Street more walkable and bike friendly will bring health benefits to those who use it
- Traveling by other methods than vehicles helps reduce traffic congestion and pollution
- Current roadway is dangerous: high level of pedestrian and cyclist injuries.
- Promote the most popular bicycle route in Edmonton - the High Level Bridge
- Support healthy transportation modes: More than 20% of locals currently commute by walking or cycling

Thank you for your input. This is what you told us in January 2016.

Pedestrian Space

- Improve pedestrian experience overall
- Improve connectivity within (wider sidewalks) and across the corridor (safer crosswalks)
- Develop destinations (place-making)
- Consider connections to Whyte Avenue, downtown and the river valley

Transit Space

- Improve transit experience with enhanced bus shelters and area lighting

Vehicle Space

- Maintain important north-south connector and arterial function
- Consider traffic management (road size, speed/volume, traffic flow)
- Maintain or improve key connections to downtown, south Edmonton and UofA
- Increase parking

Cycle Space

- Improve cyclist experience, current configuration is unsafe
- Provide separated, dedicated bike lanes
- Consider connections to Whyte Avenue, downtown and the city-wide cycle network

Aesthetics

- Make 109 Street more appealing with street trees, planters and additional landscaping
- Consider adding new open spaces and parks
- Incorporate public art and historic information
- Add bike racks

Future Development

- Encourage new mixed-use, higher density pedestrian-oriented development
- Include a variety of local (not chain) businesses (restaurants, retail shops and services)
- Refurbish or remove deteriorating buildings
- Create development guidelines that include historic / character architecture, setbacks, landscaping and rear parking
- Consider street-front, pedestrian friendly developments

The Guiding Principles were developed with your input, together with City Policies and guidelines:

Transition to a Complete Street

Improve the pedestrian experience while providing travel options for all users and trip purposes in a safe, welcoming, accessible, and context sensitive way

Create Destinations through Place-Making

Provide vibrant and attractive people-places in all seasons that contribute to an improved quality of life

Improve the Visual Appeal of the Street

Enhance the public realm by establishing a high standard of design to provide visually appealing streetscape for all users

Be Forward Thinking

Be adaptable by accommodating the needs of the present and future through effective space allocation for the many functions of the street

Provide an Economic Catalyst

Consider both direct and indirect costs, as well as the value of the roadway and the adjacent real estate

Be Sustainable

Contribute to the environmental sustainability and resiliency of the city

109 Street, north of Whyte Avenue was designated a Main Street in 2016.

Main streets are both transportation links and streets designed as strong community places. They often have a tie to business and community revitalization. Main streets support a mix of street-oriented land uses.

The City's Main Street Guidelines, together with your input, will guide its future design.

HOW ARE MAIN STREETS DIFFERENT?

Main Streets are pedestrian priority streets

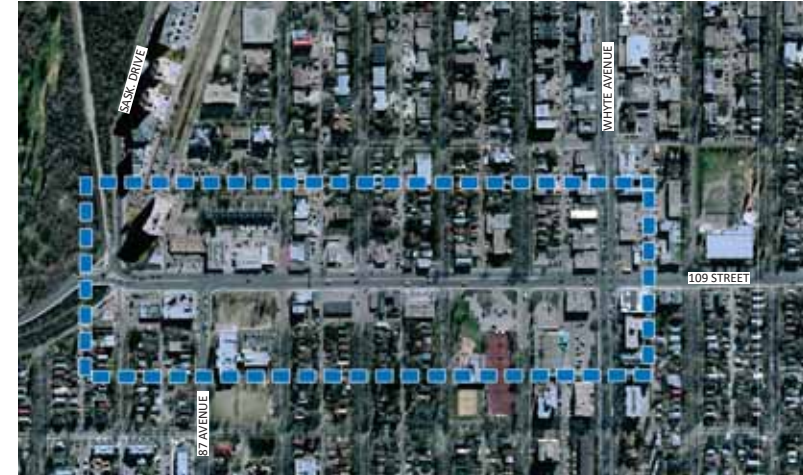
- Designed to improve the pedestrian experience
- Entice people to linger on the street by widening sidewalks
- Provide additional space for street furniture and landscaping
- Buffer pedestrians from traffic

In planning and design, motor vehicle space is not increased

- Prioritize moving people not just motor vehicles
- Enhance and rebalance the environment for pedestrians, cyclists and transit users

Include a "flexible space"

- Provide space for a variety of uses - patios, transit shelters, boardwalks and parklets
- Include an area for temporary businesses like food trucks or street vendors



Local example of Main Street Principles creating a welcoming, safe and vibrant pedestrian environment

- Three design approaches have been developed for the 109 Street Streetscape roadway/sidewalk configuration.
- We are looking for your input on which approach or approaches you feel will create the best streetscape for 109 Street.
- Approaches may be combined - one for the North Zone, one for the South Zone. For example, North Zone: Approach 1 and South Zone: Approach 2.
- You can also suggest modifications to the approaches.

EXISTING CONDITIONS

- Social/Community Aspects
- Transportation Function
- Commercial/Business Aspects
- Sustainability and Health Aspects

WHAT WE HEARD

- Public Open House #1
- Community Integrated Committee (CIC)
- Community Leagues
- Stakeholders
- Businesses

GUIDING POLICIES

- Area Redevelopment Plan
- Main Street Guidelines
- Complete Street Guidelines
- Transportation Master Plan

DESIGN INPUTS



SPATIAL REQUIREMENTS OF TRANSPORTATION MODES

DESIGN APPROACH #1

A Focus on Walkability

DESIGN APPROACH #2

A Focus on Vehicle Travel

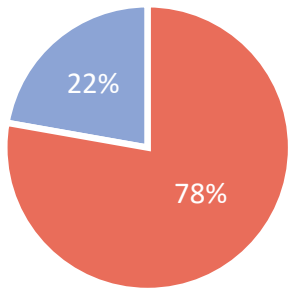
DESIGN APPROACH #3

A Focus on Sustainability and Health Benefits

DESIGN APPROACHES



Street Section



■ Pedestrian Zone
■ Travelled Way

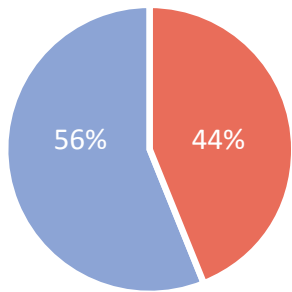
Proportion of Right-of-way



Pedestrian Infrastructure



Street Section

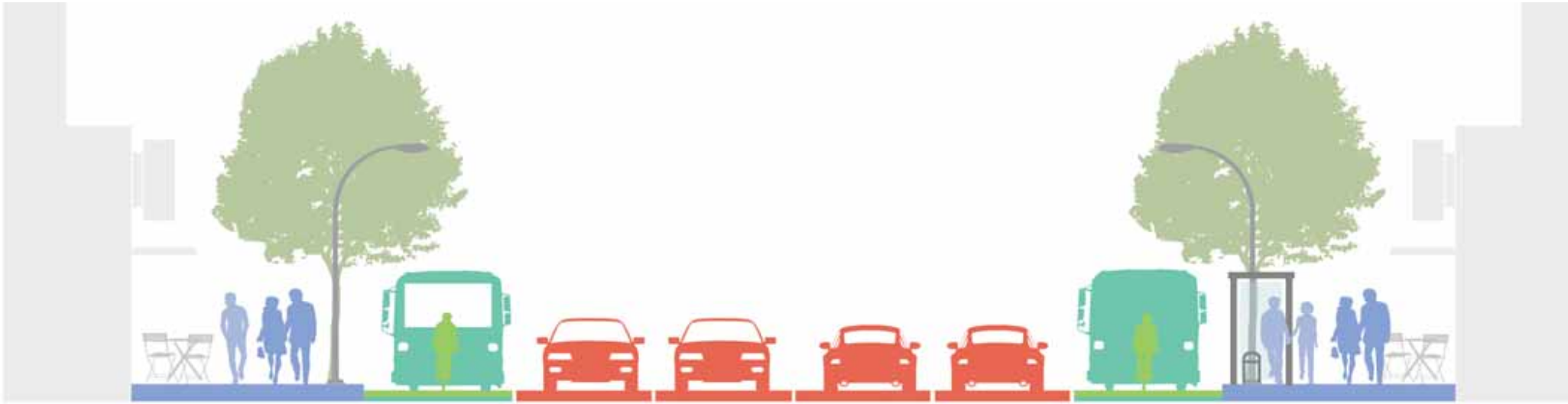


■ Pedestrian Zone
■ Travelled Way

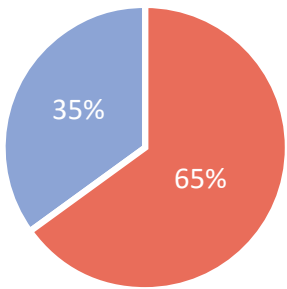
Proportion of Right-of-way



Perspectives



Street Section



■ Pedestrian Zone
■ Travelled Way

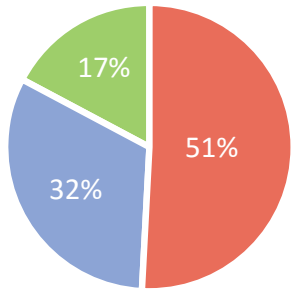
Proportion of Right-of-way



Perspectives



Street Section



- Bicycle Zone
- Pedestrian Zone
- Travelled Way

Proportion of Right-of-way



Perspectives

Element	Approach 1	Approach 2	Approach 3	Current
Crossing Safety and Convenience	<p>Widest Sidewalks Crossings at all Intersections Minimal crossing distance</p>	<p>Improved Sidewalks Crossings at alternate intersections Long crossing distance</p>	<p>Improved Sidewalks Crossings at every intersection Medium crossing distance</p>	
Vehicle Movement	<p>Vehicles reduced to 4 lanes, but with less turning interruptions</p>	<p>Minimal narrowing</p>	<p>Vehicles reduced to 4 lanes, dedicated left turns at intersections improve flow</p>	
Transit	<p>Buses travel in vehicle lane, signal priority</p>	<p>Possibility to include dedicated bus lane</p>	<p>Buses travel in vehicle lane, signal priority</p>	
Cycle Infrastructure	<p>Cyclists travel in vehicle lanes, may impact traffic flow</p>	<p>Cyclists travel in vehicle lanes, may impact traffic flow</p>	<p>Cyclists separated from fast moving vehicles</p>	
Creates a Destination	<p>Attractive and memorable people-place</p>	<p>Improved Streetscape</p>	<p>Attractive and memorable people-place</p>	
Landscaped Boulevards	<p>Widest Green Space</p>	<p>Improved Green Space</p>	<p>Improved Green Space</p>	
Parking	<p>Increased – 24h continuous</p>	<p>No Change – Limited Parking in Commercial Areas</p>	<p>Relocated off 109 Street</p>	
Promotes Development	<p>Most Improved Street Edge</p>	<p>Slightly Improved</p>	<p>Most Improved Street Edge</p>	
Gathering Places	<p>Curb Extensions provide additional public space</p>	<p>No Added public spaces</p>	<p>Bicycles provide buffer to public space</p>	
Encourages Walking	<p>Great Sidewalks generate Activity</p>	<p>Prioritizes Vehicles</p>	<p>Great Sidewalks generate Activity</p>	
Trees	<p>Trees on Both Sides</p>	<p>Trees on Both Sides</p>	<p>Trees on Both Sides and Median</p>	

Project Outcomes

- Fully Achieved
- Partially Achieved
- Minimally Achieved

YOU are a valuable part of the Streetscape Concept Design. We want to hear your views and receive your comments to ensure we design a 109 Street reflective of the values and vision of Edmontonians.

HOW TO LEAVE US YOUR THOUGHTS

1. Complete a Comment Form (tonight or online at edmonton.ca/envision109)
2. Leave comments on approach drawings

Open House #1

January 27, 2016

Kick Off Open House

Tell us what's working, what's not and how you envision 109 Street in the future.

Open House #2

May 12, 2016

Design Approaches Open House

Review design approaches and let us know what you think. Did we get it right? What could be improved?

Open House #3

Summer/Fall, 2016

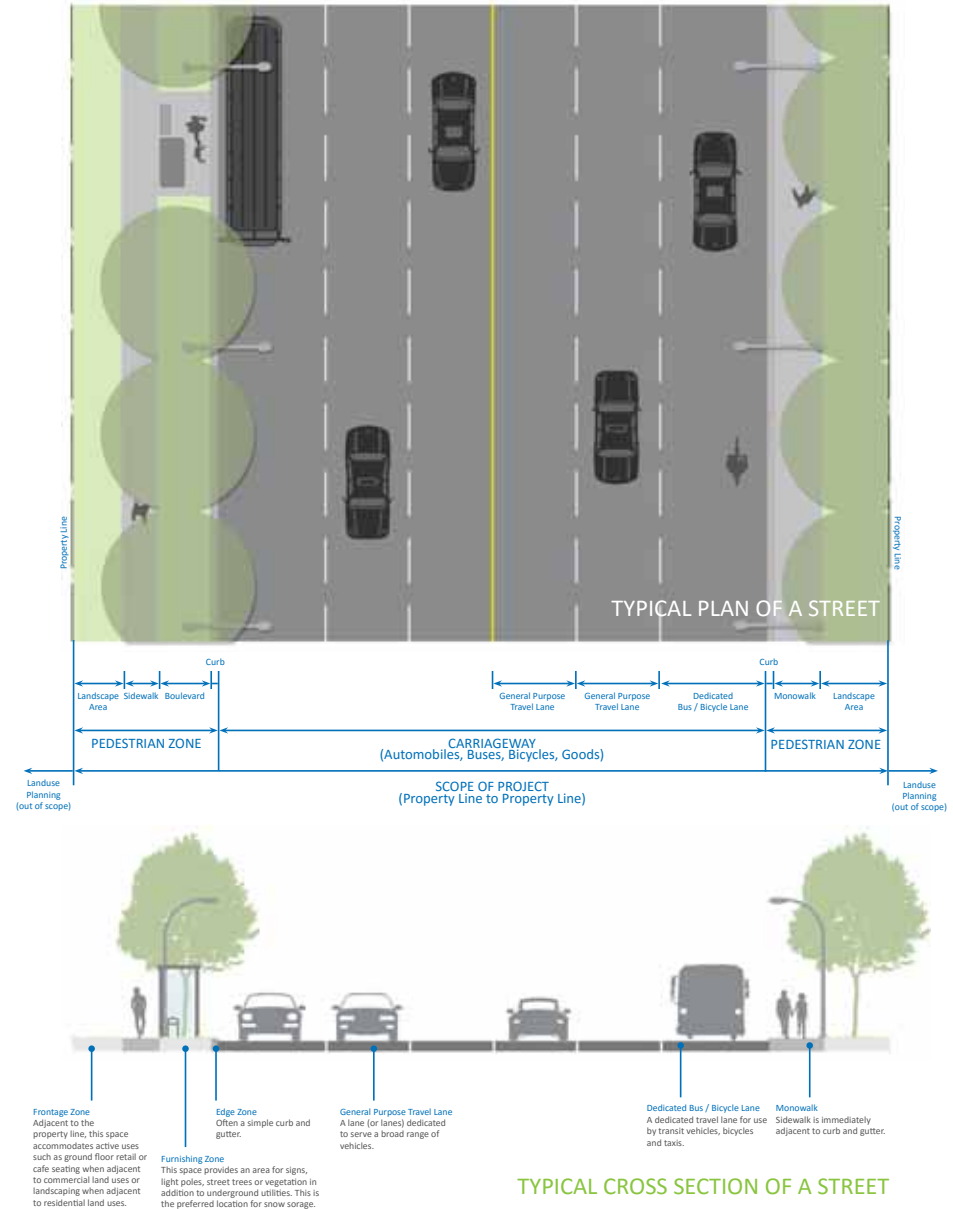
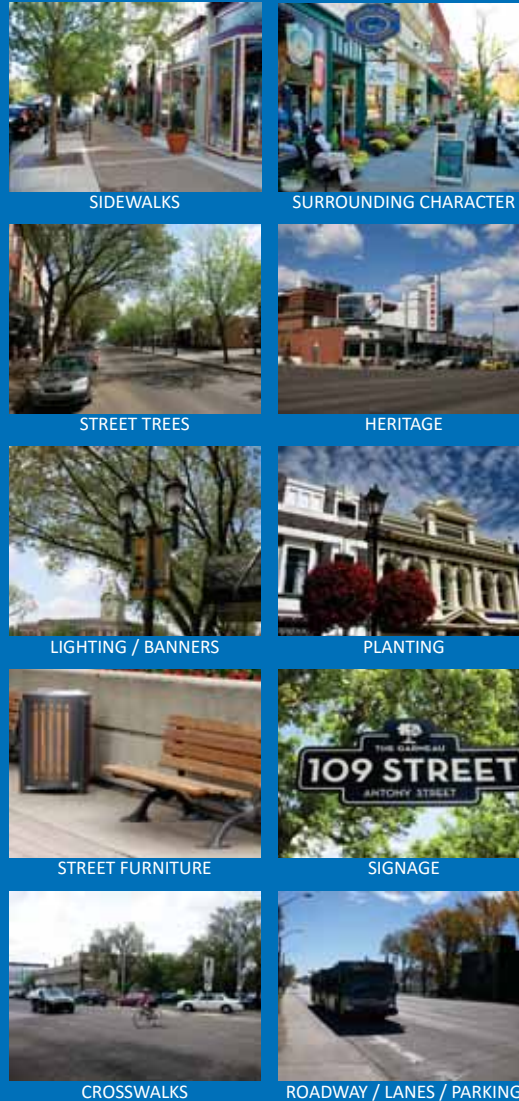
Recommended Concept Design Open House

Provide feedback on the recommended streetscape design concept.

WHAT IS A STREETSCAPE?

- Refers to how the street looks, feels and functions
- Determines how the street impacts all users including drivers, cyclists, transit riders and pedestrians as well as nearby residents
- Addresses sidewalk conditions, building facades, landscaping, architecture, lighting, street furniture, signage, connectivity, crosswalks, road design, traffic management, parking, safety, maintenance and more
- Recognizes streets as places where people engage in various commercial and recreational activities such as shopping, dining, socializing, exercising or working
- Can ultimately define the character of a community, stimulate economic activity and contribute to the sustainability of the street

STREETSCAPE COMPONENTS



TYPICAL CROSS SECTION OF A STREET



Share your vision for 109 Street!

Please leave us your thoughts on our Comment Form available at the welcome desk tonight or online until May 26, 2016.

Website: edmonton.ca/envision109

Post photos of your favourite street as we envision 109 Street in the future!



Twitter: @cityofedmonton #envision109



Instagram: @#envision109

Thank You!



Review the Design Approaches and
Let Us Know What you Think!

