

Envision 109. Think Big.



Let's Talk!
Let's Rethink!
Let's Revitalize!

Edmonton

Agenda

1. Introductions
2. Presentation
 - Message from the City
 - Envision 109 Update
 - Streetscape Design Approaches
 - Short-term: What's Possible?
 - Identity
3. Question and Answer

Today is important

We are planning for the future

2035

Or before . . .

The question is. . .

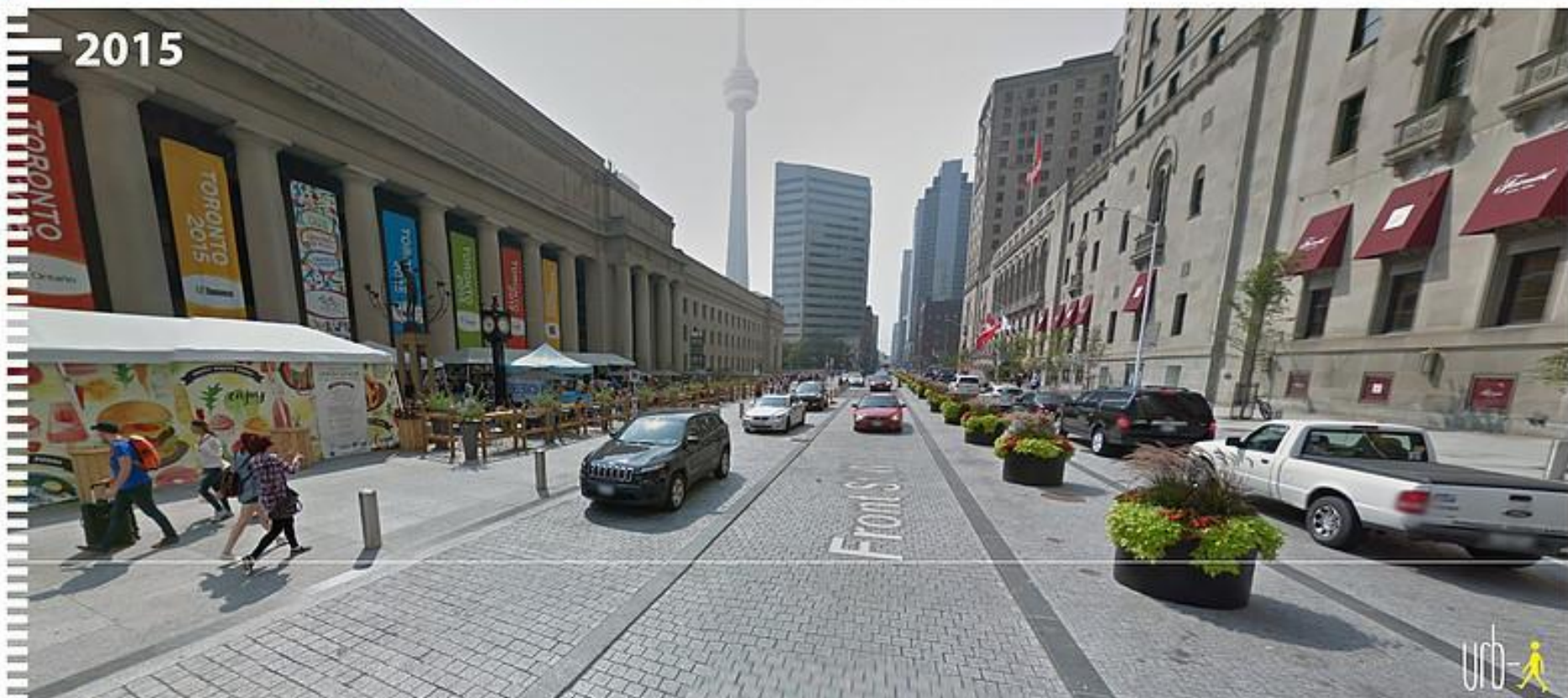
?

**What do we want the future
of our City to look like?**





2009



2015





2009



2015

**We can begin with
planning the future of 109 Street.**

We need to consider . . .

Safety. Economics. Health.

**and provide transportation
options. . .**

BEYOND the car.

Take Transit. Cycle. Walk.



PRIVATE MOTOR VEHICLES
600–1,600/HR



MIXED TRAFFIC WITH FREQUENT BUSES
1,000–2,800/HR



TWO-WAY PROTECTED BIKEWAY
7,500/HR



DEDICATED TRANSIT LANES
4,000–8,000/HR



SIDEWALK
9,000/HR



ON-STREET TRANSITWAY, BUS OR RAIL
10,000–25,000/HR



A man in a light blue t-shirt is pushing a black stroller with a yellow blanket inside, walking on the paved sidewalk.

A man in a white t-shirt is riding a bicycle on the dedicated bicycle lane.

Bicycle symbol and the word "BIKE" painted on the asphalt of the bicycle lane.

A large white arrow pointing forward, indicating the direction of travel for the bicycle lane.







**We need to think differently
about our City and what it
could be and how we move
people.**

We can do better.

For ourselves . . .
and our kids.

We can create places and destinations.

And move people at the same time.

**Great spaces don't happen by
accident.**

The
FLYING PIG
— —
GASTOWN

THE
LAMPLIGHTER
PUBLIC HOUSE
— 1877 —
DOMINION HOTEL

FT ST
200

ARROW STREET - SHOPS

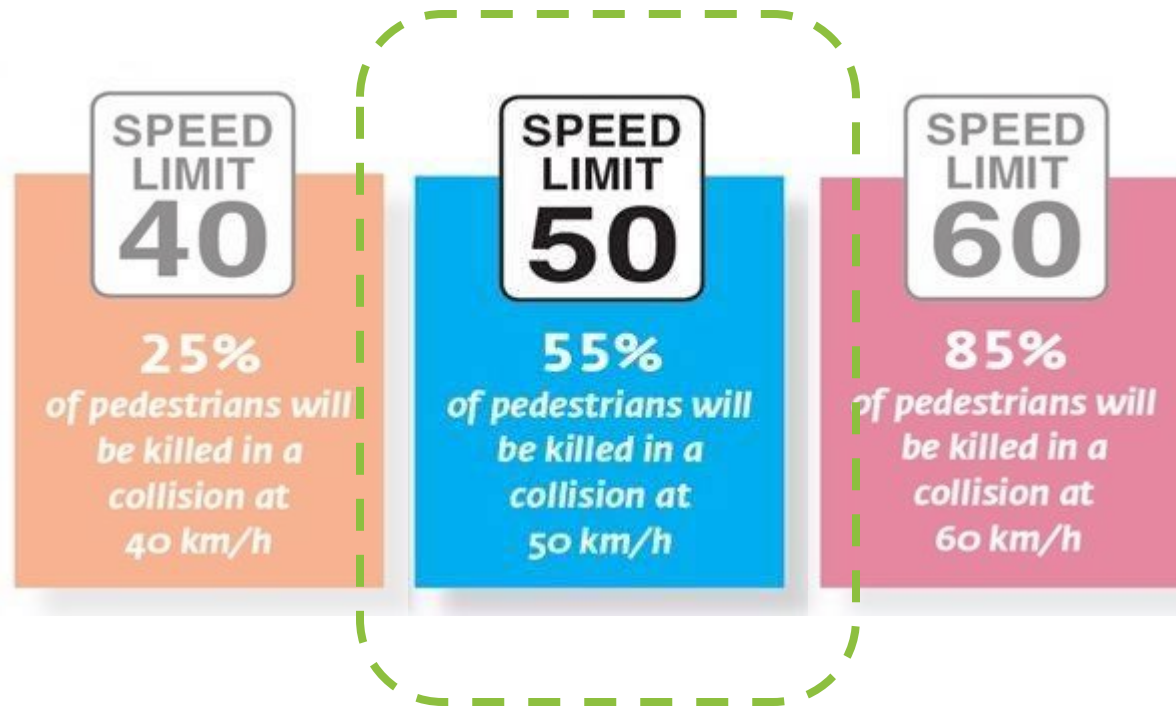


They are planned.

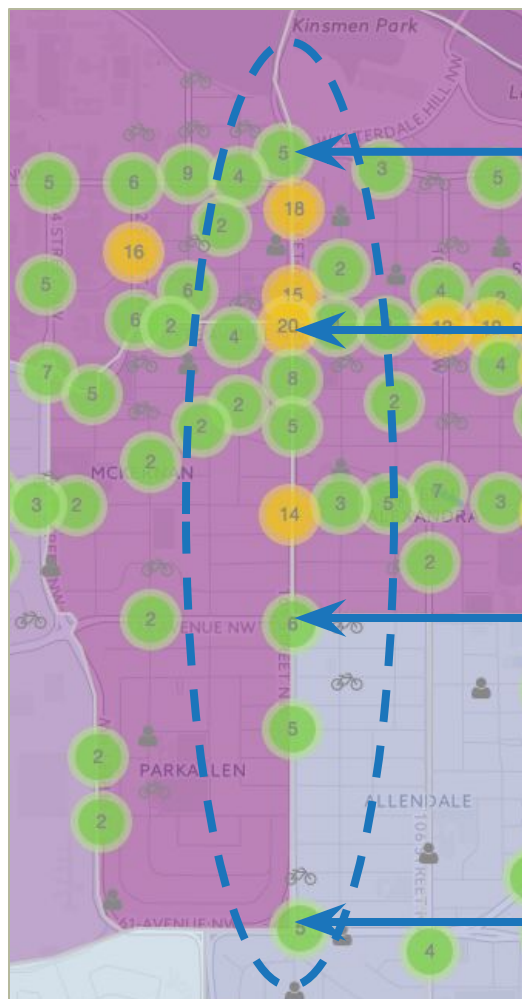


**Walkability benefits
the local Economy**

**We can make our roads and
spaces safer.**



109 Street



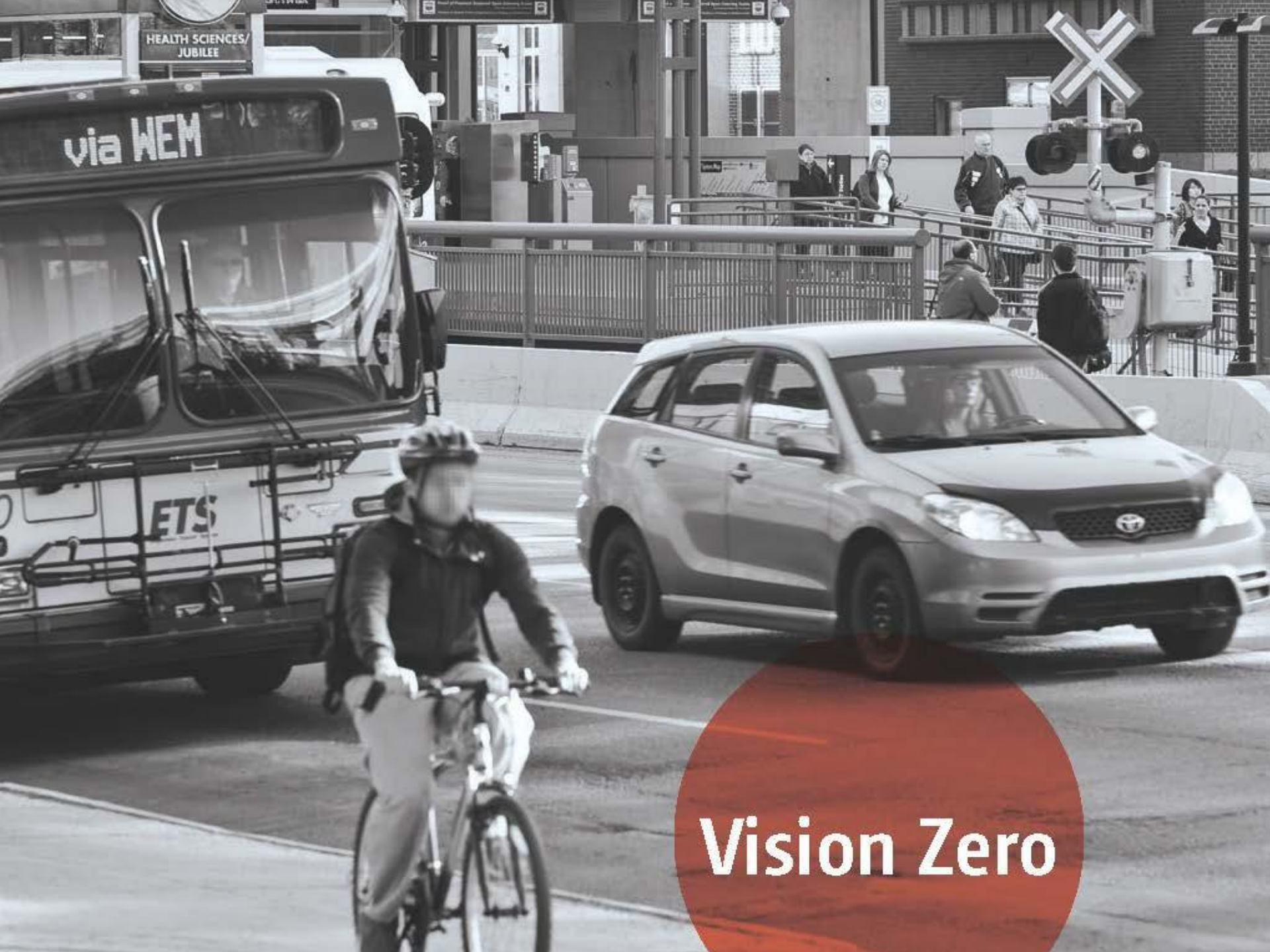
High Level Bridge Intersection

Whyte (82) Avenue

76 Avenue

61 Avenue

MORE THAN 100
Pedestrian and cycle
incidents during 10-year
period (2005 – 2014)



HEALTH SCIENCES/
JUBILEE

via WEM

ETS

Vision Zero

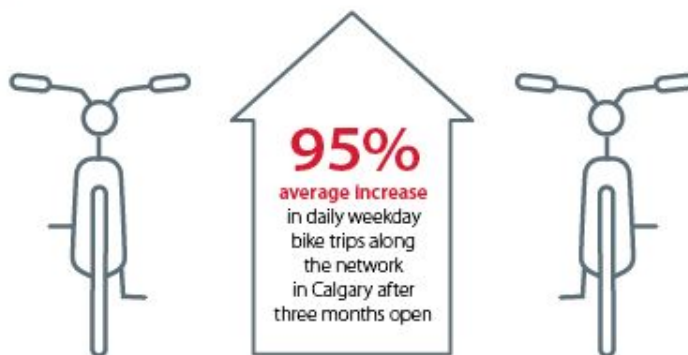


Cycle Track Pilot Fast Facts

388,000
bike trips



between Jun. 18 and Nov. 15, 2015
at automated counters at 3 middle count locations



Council approved budget

\$7.1M

Pilot cost (\$1.35M under budget)

\$5.75M



27%

of people using the cycle tracks are women

That's **7% higher** than before the cycle tracks opened along the same count locations and **5% higher** than the 2015 city-wide average of women who cycle.

64%

of Calgarians support the cycle track pilot according to a third-party telephone survey taken in Sept. 2015.



net increase of parking stalls created downtown to offset the loss of parking along cycle track routes





Calgary's new cycle grid



Think big! We can do better!

Envision 109 Update



Envision 109

To develop a streetscape concept design that addresses the needs of **pedestrians, cyclists, transit riders and drivers** and considers opportunities to enhance accessibility, safety, furnishings, signage, surface treatments, public art, lighting, public spaces and more.

Project Timeline

2015 – 2016	Streetscape Concept Design
2019 – 2022	Engineering/construction (short-term-subject to funding)
2035+	Long-term streetscape construction

Design Considerations

- 20 – 30 year vision
- Higher standard than current operations
- Four areas to consider
 - **Social and community** – residents, links and crossings, pedestrian priority, network between neighbourhoods
 - **Transportation function** – arterial, N/S link, transit corridor, commuters
 - **Commercial/business** – N of 82 Avenue , Main Street, nodes, active edges, parking
 - **Sustainability** – more trees and landscaping, bike and pedestrian corridors, park connections

Design Direction

- 109 Street ARP
 - Vision and Guiding Principles
 - Two distinct zones (north and south of Whyte)
- Complete Street Guidelines
- Main Street Guidelines (NEW)
- Transportation Master Plan
- Public Input

Main Street 109

- North of Whyte Avenue designated a 'Main Street'
- Main Streets are:
 - Both transportation links and strong community places
 - Pedestrian priority streets
 - Designed and maintained to an enhanced standard as specified in the City's Complete Streets Guidelines

What We Heard in Phase 1

- Improve pedestrian experience
- Improve connectivity within (wider sidewalks) and across the corridor (safer crosswalks)
- Maintain important north-south connector and arterial function
- Develop place-making/destinations
- Improve cyclist experience
- Consider traffic management (road size, speed/volume, traffic flow)
- Improve aesthetics
- Improve transit experience
- Encourage new mixed-use, higher density pedestrian oriented development along the corridor

109 Streetscape Guiding Principles

- Transition to a Complete Street
- Create Destinations through Place-Making
- Improve the Visual Appeal of the Street
- Be Forward Thinking
- Provide an Economic Catalyst
- Be Sustainable

Where We Are Today

February - April 2016 Reviewed Public Input

Conducted Technical Studies

Developed 3 Design Approaches

Met with Internal Stakeholders

April 26, 2016

Community Integrated Committee Meeting

May 12, 2016

Public Open House 2

Summer 2016

Design Concept Development

Conduct Additional Technical Studies

Fall 2016

Public Open House 3 - Design Concept

109 Street Streetscape by Component

-  Pedestrian Space
-  Bicycle Space
-  Transit Space, Shelters and Stops
-  Vehicle Space and Traffic Movement
-  Aesthetics
-  Future Development



Pedestrian Space

- The design will improve the pedestrian experience by:
 - Increasing sidewalk width
 - Improving crossing safety
 - Including pedestrian-oriented lighting
 - Providing benches and seating areas
 - Adding buffers between cars and pedestrians
 - Suggesting place-making opportunities



Cycle Space

- The design will address cyclists by:
 - Including bike racks
 - Improving safety at High Level intersection
- How to best accommodate cyclists is being considered
- City-wide network connections being considered



Transit Space, Shelters and Stops

- The design will improve the transit experience by:
 - Enhancing bus shelters
 - Improving area lighting



Aesthetics

- The design will improve the street's appearance by
 - Increasing trees, plantings, greenery
 - Including public art
 - Creating a street identity
 - Replacing overhead wires with underground utilities
 - Including wayfinding signage
 - Suggesting place-making opportunities



Future Development

- The design will provide direction for future redevelopment to ensure consistency with the streetscape vision.

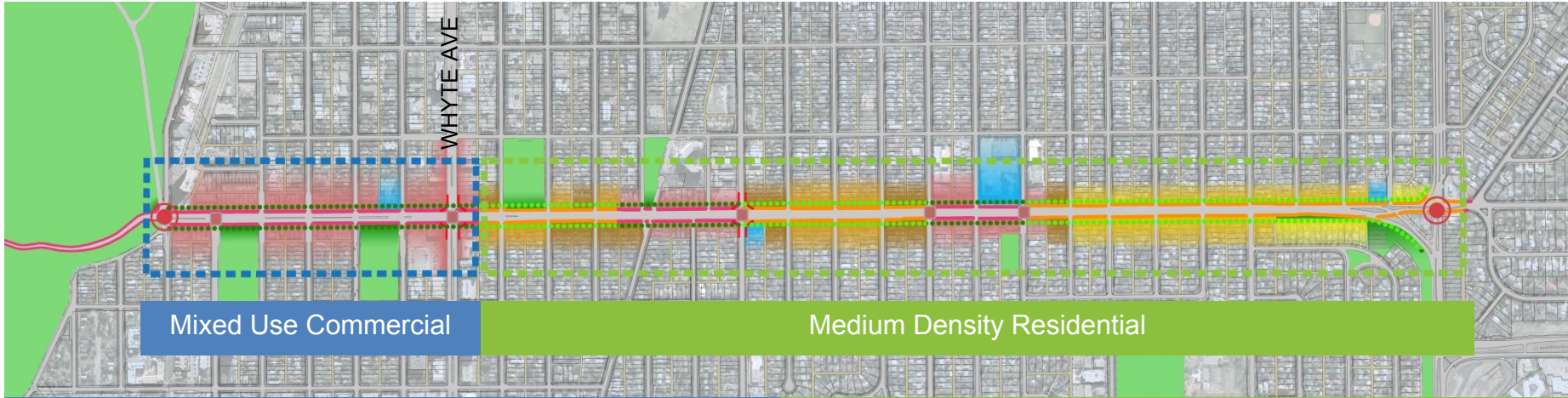


Vehicle Space/Traffic Movements

- The design will maintain street's arterial function while improving pedestrian experience. This may include:
 - Narrowed lanes
 - Use of curb extension
 - On-street parking

Streetscape Design Approaches

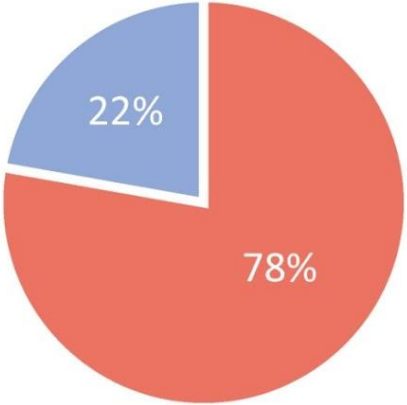
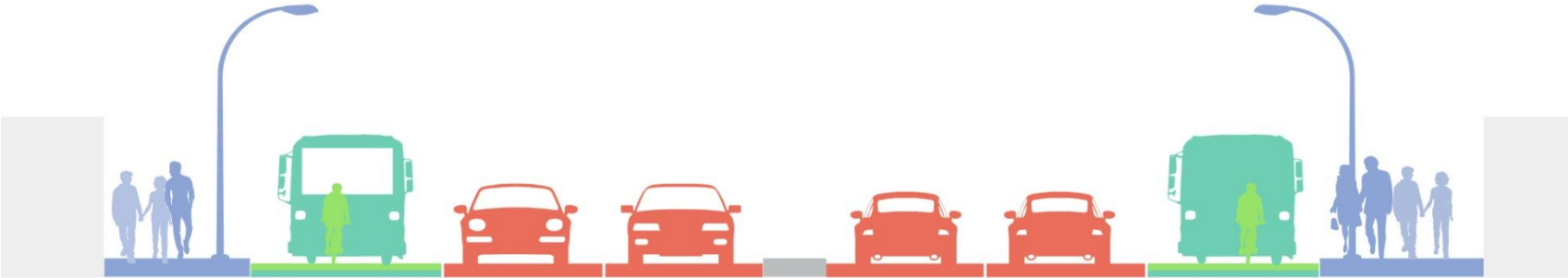




North/South Concept



Existing Conditions



- Pedestrian Zone
- Travelled Way

Three Design Approaches



Design Approach

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 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 INPUTS

SPATIAL REQUIREMENTS
 OF TRANSPORTATION
 MODES

DESIGN APPROACHES

Design Approach 1: Focus on Walkability





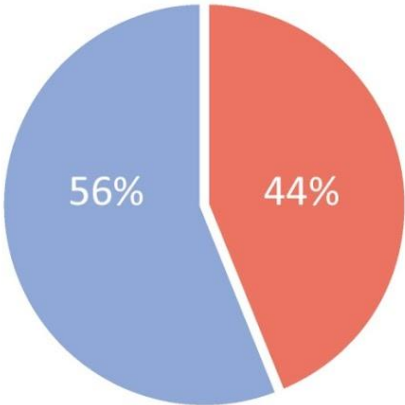
North of Whyte Avenue



South of Whyte Avenue

Design Approach 1 Focus on Walkability

- Wider pedestrian space
- Boulevard with trees
- Space for parking (or other uses such as temporary patios)
- Two vehicle lanes in each direction
- Transit shares lane with traffic
- Cyclists use vehicle lane
- Turn lanes at major intersections
- Shorter pedestrian crossing distances
- Spaces for sidewalk patios
- A street for people



■ Pedestrian Zone
■ Travelled Way

Design Approach 2: Focus on Vehicle Travel





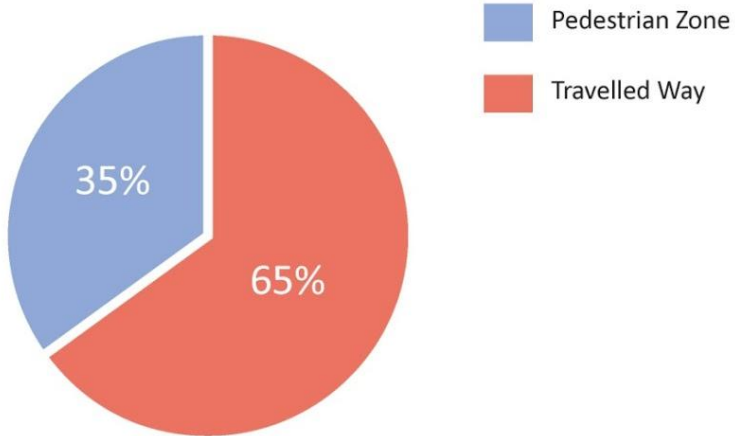
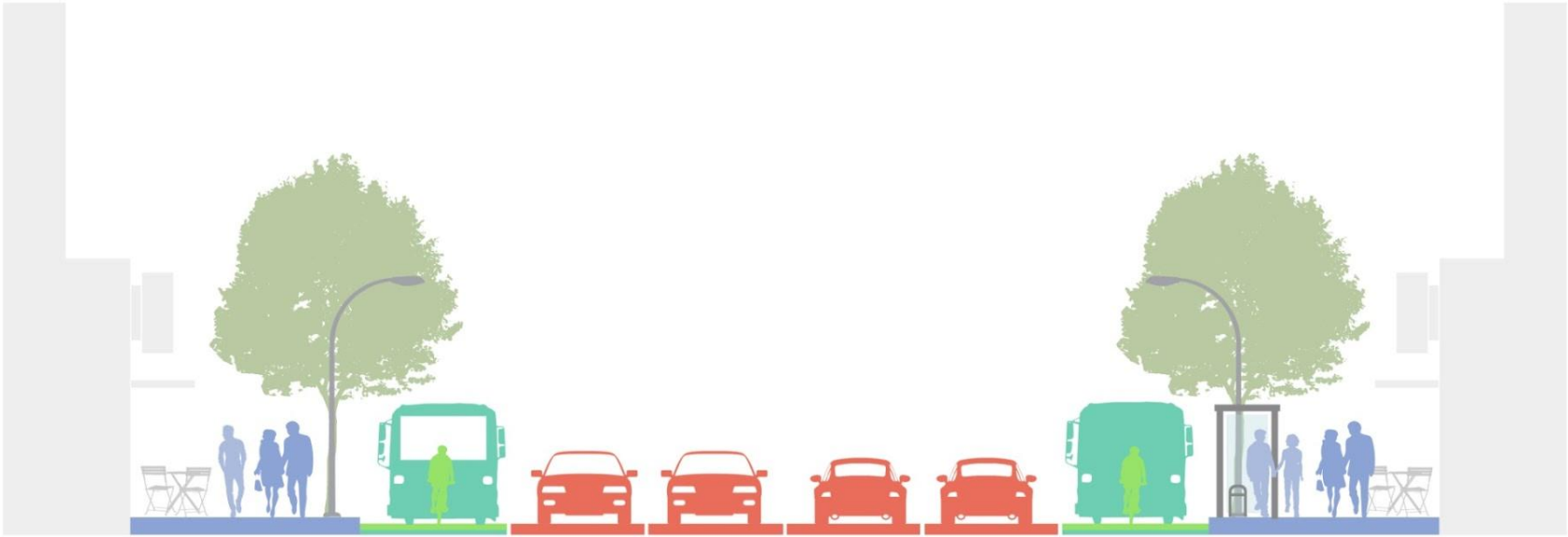
North of Whyte Avenue



South of Whyte Avenue

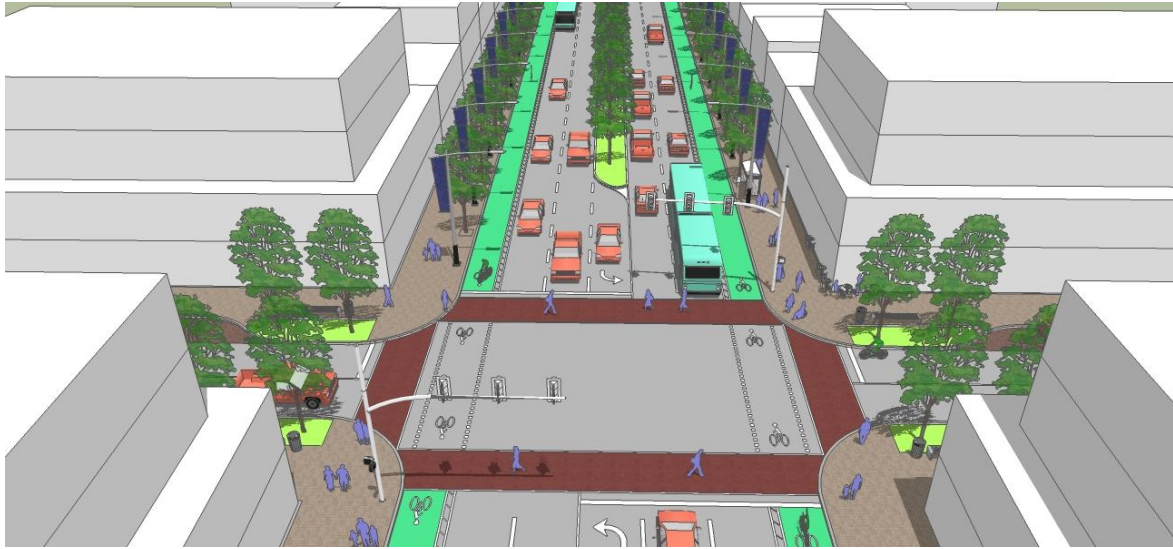
Design Approach 2 Focus on Vehicle Travel

- Slightly wider pedestrian space
- Boulevard with trees
- Possible off-peak parallel parking
- Three vehicle lanes in each direction
- Transit shares traffic lanes
- Cyclists use vehicle lane
- Maintains street as
- Predominantly automobile function
- Longer distances for pedestrian crossings



Design Approach 3: Focus on Sustainability and Health Benefits





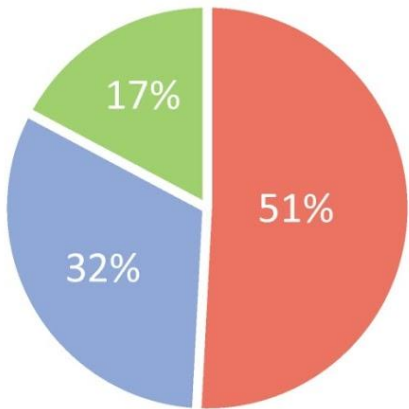
North of Whyte Avenue



South of Whyte Avenue

Design Approach 3 Focus on Sustainability and Health Benefits

- Wider pedestrian space
- Boulevard with trees
- No addition of parking
- Two vehicle lanes in each direction
- Central median with trees and left-turn lane
- Transit shares traffic lanes
- Separated lane for cyclists
- Street for people



-  Bicycle Zone
-  Pedestrian Zone
-  Travelled Way

Short Term: What's Possible?



Potential Short-term

Enhancements

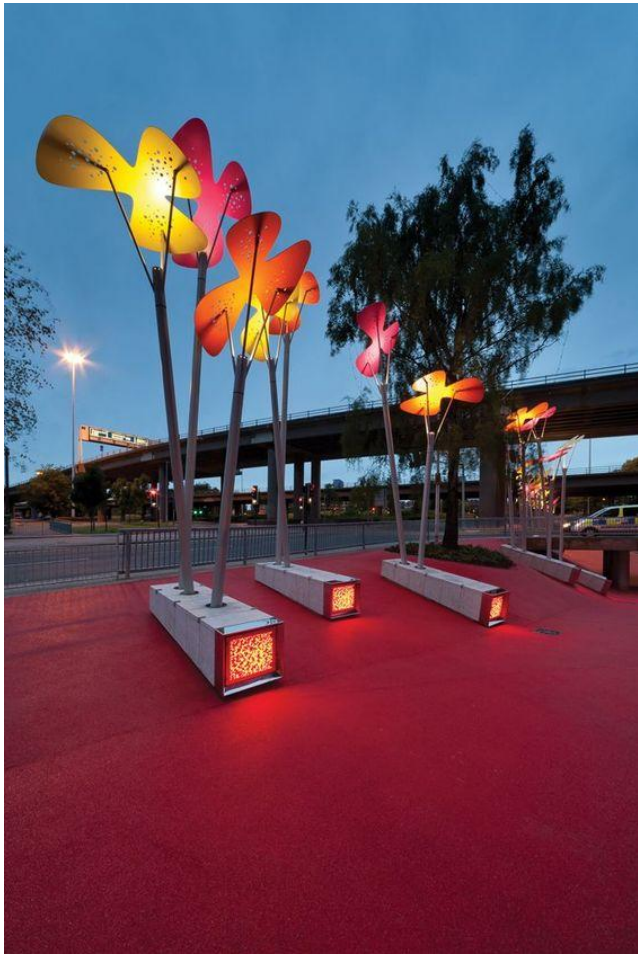
- Planting, greenery
- Street furniture (benches, bike racks, waste receptacles)
- Bus stop enhancements
- Way-finding
- Curb extensions (with benches, plantings)
- Crosswalk safety improvements (markings, signals, curb extensions)
- Public art
- Street identity
- Other

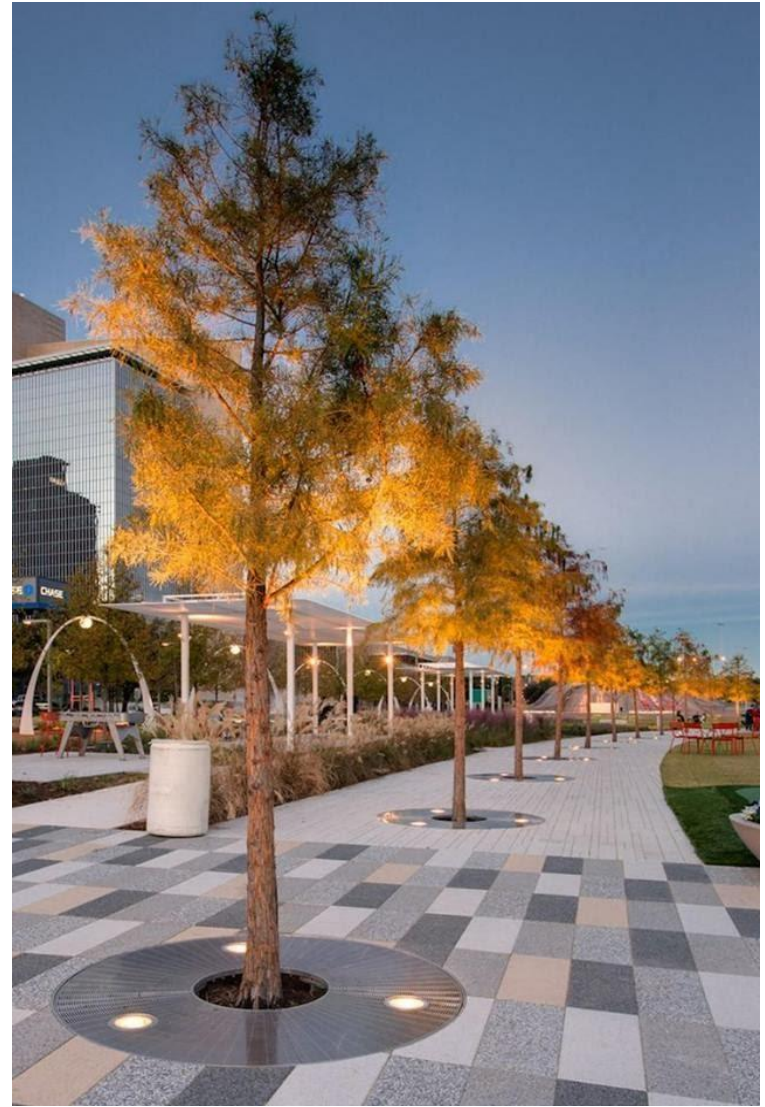
Identity











Questions?

