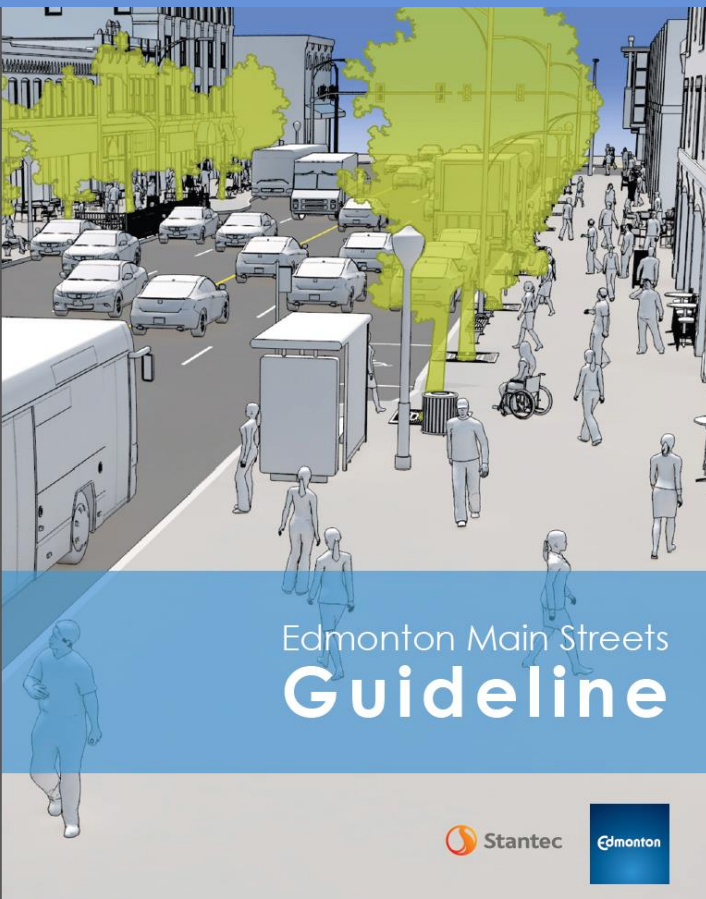


City of Edmonton Main Streets Program

Presented by:
Erin Toop | Senior Engineer | City of Edmonton



Presentation Outline



1. Project Background

2. Project Progress

- Main Streets Identification
- Main Streets Guideline
- Prioritization

3. Implementation and Next Steps



Main Streets History

At the November 26, 2014 City Council Budget meeting, a motion was made to:

Amend the Complete Streets policy to clarify the implementation program, and provide for the designation of certain streets as “Main” streets. This includes:

- a) Enhanced standards for streetscaping, pedestrian accommodation and active transportation.
- b) Requirements that any designated “Main” streets would be reconstructed and rehabilitated to the enhanced standards.

Complete Streets Policy Amendment



CITY POLICY

POLICY NUMBER: C573A

REFERENCE:

City Council 2013 05 22

ADOPTED BY:

City Council

SUPERSEDES:

C573

PREPARED BY: Transportation Services

DATE:

TITLE: Complete Streets

Policy Statement:

Streets that reflect the surrounding area, are safe and welcoming to all users are important for the quality of life, competitiveness and growth of our city. The City of Edmonton will utilize the principles of Complete Streets in all new and rehabilitation projects that take place on public road right-of-way.

Complete Streets are intended to:

- Provide travel options for all users and trip purposes in a safe, accessible, context sensitive manner in all seasons;
- Form a network of streets that together accommodate all users and allow for efficient and high quality travel experiences;
- Be adaptable by accommodating the needs of the present and future through effective space allocation for the many functions of the street;
- Contribute to the environmental sustainability and resiliency of the city;
- Consider both direct and indirect costs, as well as the value of the roadway and the adjacent real estate; and
- Be vibrant and attractive people places in all seasons that contribute to an improved quality of life.

The City of Edmonton will implement the Complete Streets principles by:

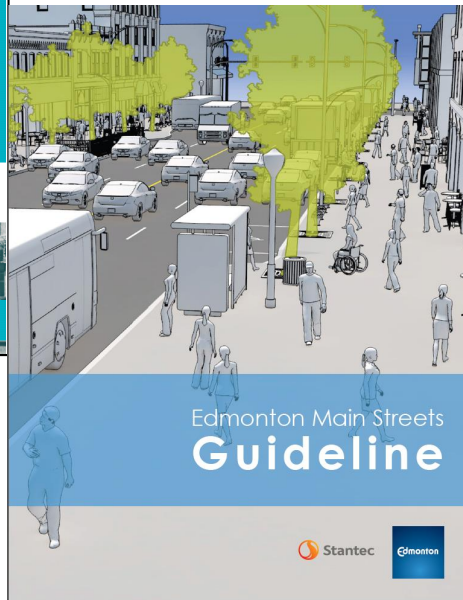
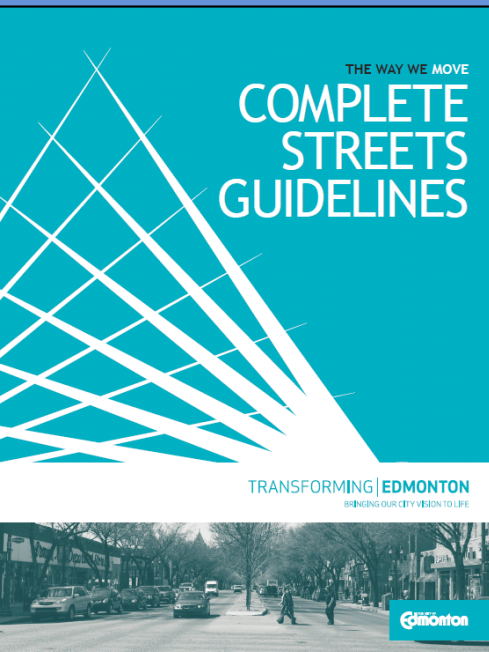
1. Enacting bylaws, procedures, directives, processes, programs, guidelines and standards.
2. Promoting, collaborating, cooperating and partnering with developers, communities and surrounding jurisdictions.
3. Identifying existing or future streets as Main Streets and designing these streets in consultation with the public to an enhanced urban standard.

The City of Edmonton provides for the designation of certain streets as "Main Streets". Main Streets are not only transportation links, they are streets that will be designed to act as strong community places and often have a tie to business and community revitalization. Main Streets support a mix of street-oriented land uses. Main Streets are designed and maintained to an enhanced standard as specified in the Complete Streets Guidelines.

This policy is subject to any specific provisions of the Municipal Government Act or other relevant legislation or Union Agreement.

October 20, 2015: Council approved the Main Streets update to the Complete Streets Policy

Complementing Complete Streets



The Main Streets Guideline:

- Aligns with Complete Streets principles
- Provides process guidance
- Enhances streetscaping elements and pedestrian accommodation

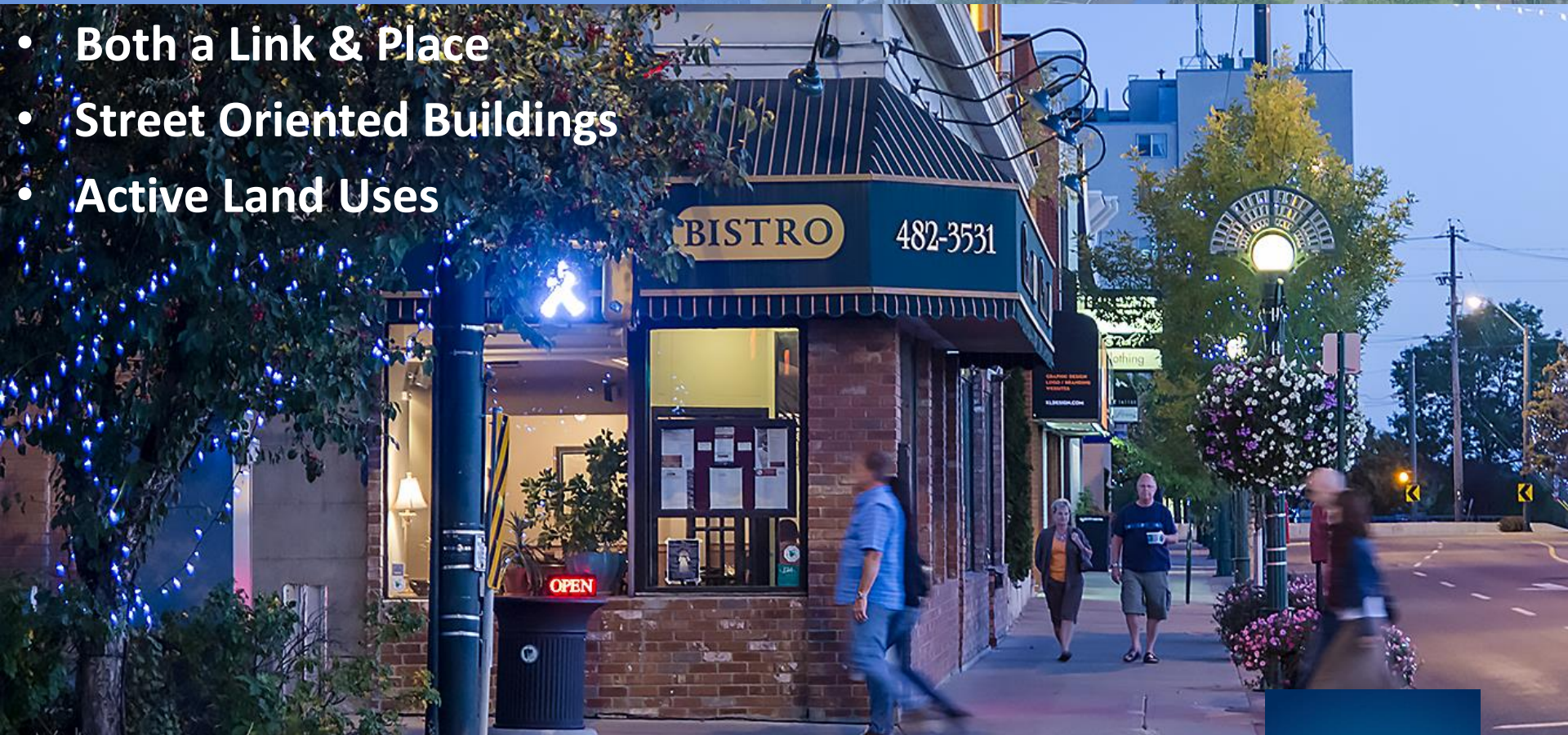
Main Street Principles



- Vibrant All Seasons People Places
- Travel Options
- Network of Streets
- Adaptable
- Contribute to Sustainability
- Cost Effective & Provide Value

Main Streets Criteria

- Both a Link & Place
- Street Oriented Buildings
- Active Land Uses



Main Streets Supporting Characteristics



- Land Use Density
- Land Use Mix
- Character
- Transit Service
- On-Street Parking
- Two-Way Street

Main Street Analysis Process



Measuring Main Streets Criteria

Street Oriented Buildings

45% of the buildings are fronting the street

At least 4 doorways for every 100m

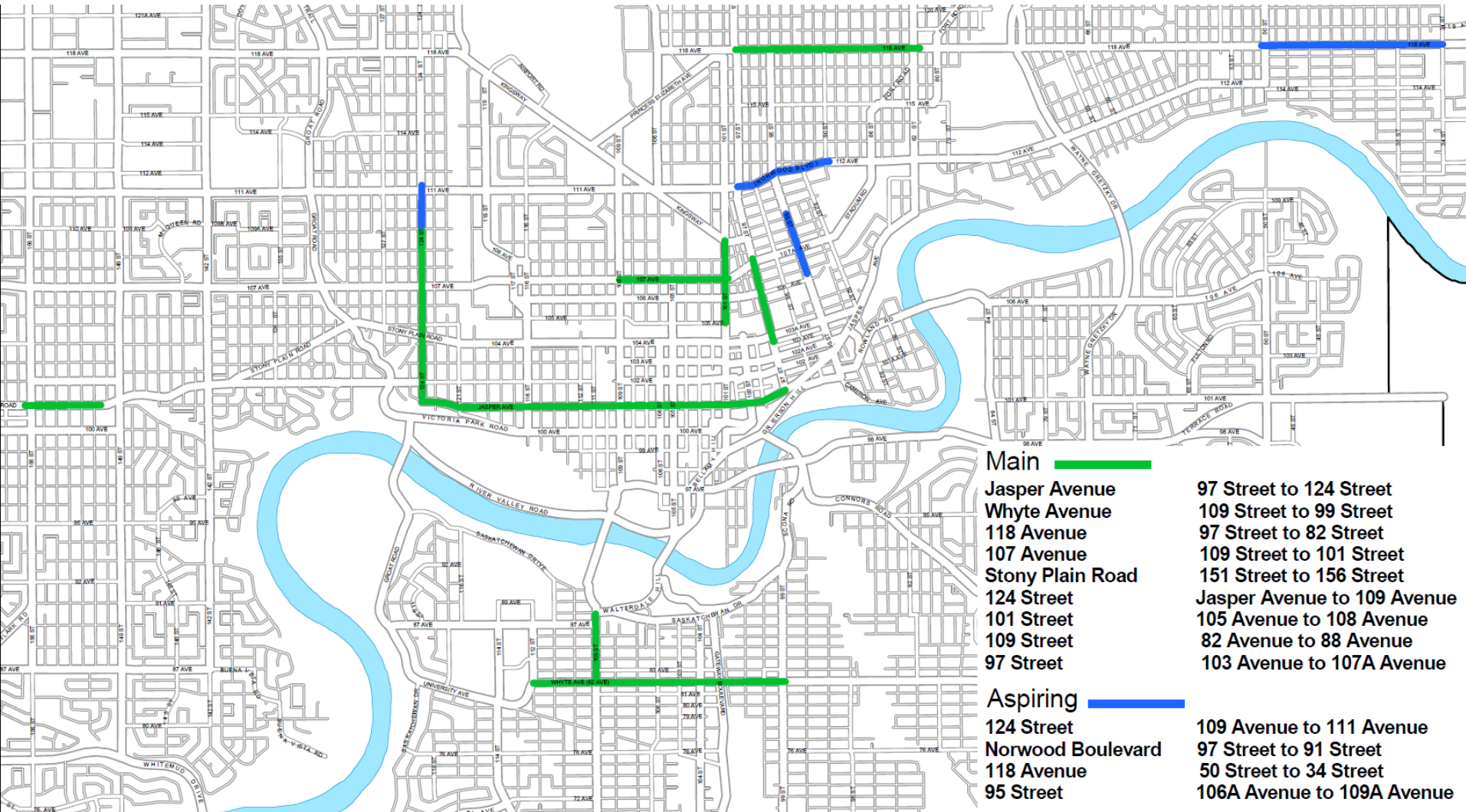
Active Land Uses

At least 3 commercial business for every 100m

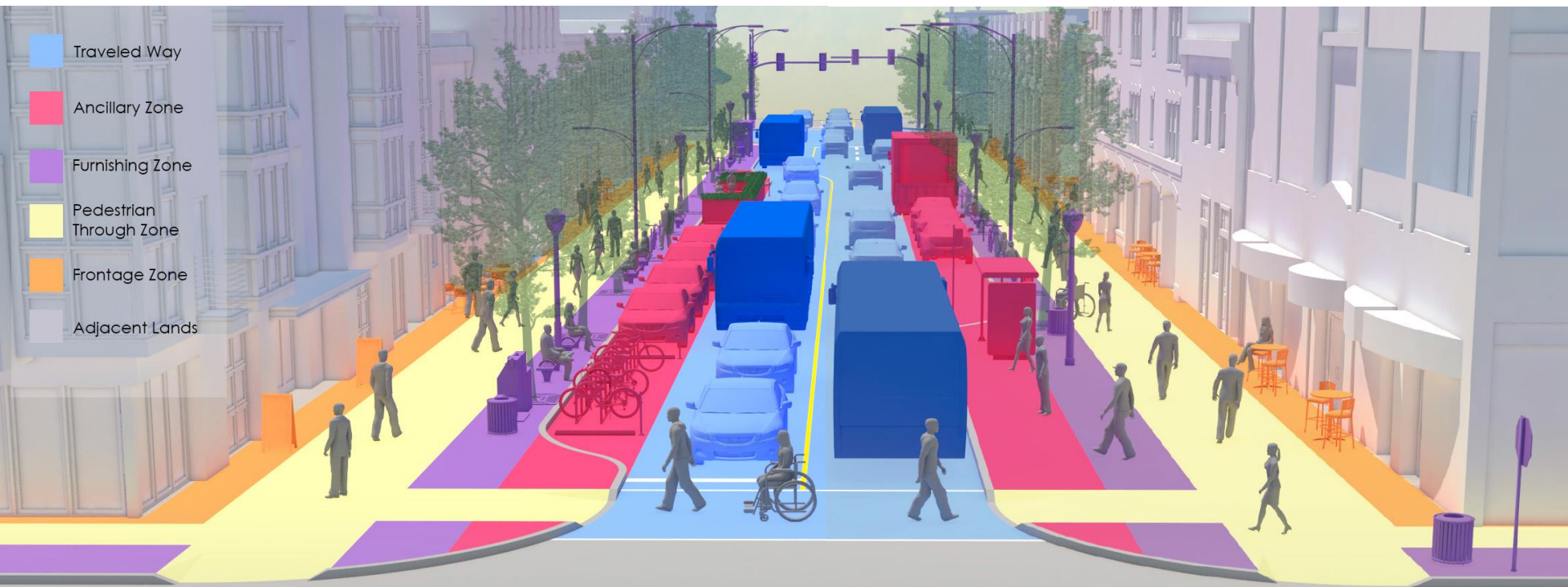
Link

Daily Traffic
10,000 – 35,000
vpd

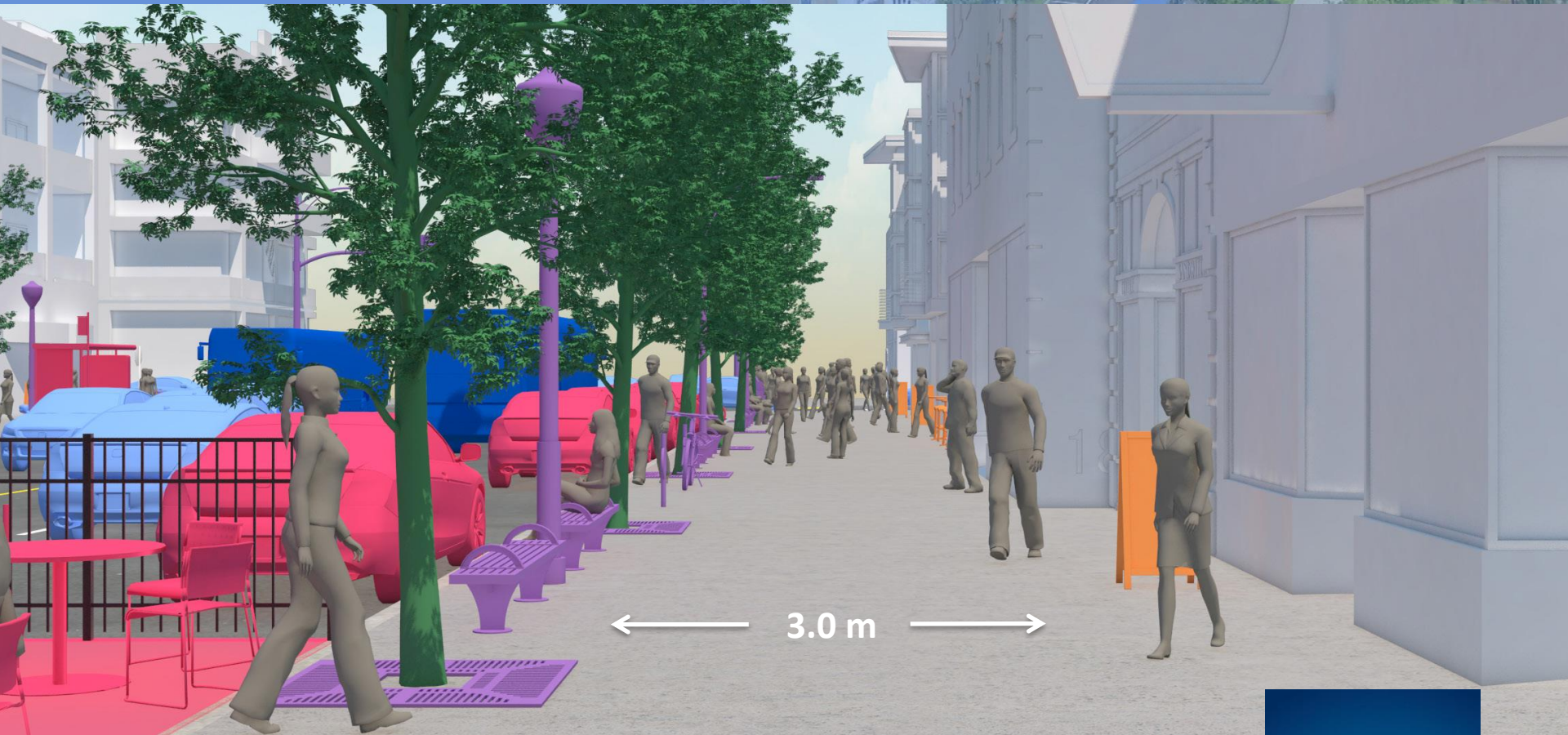
Current Main Street Inventory



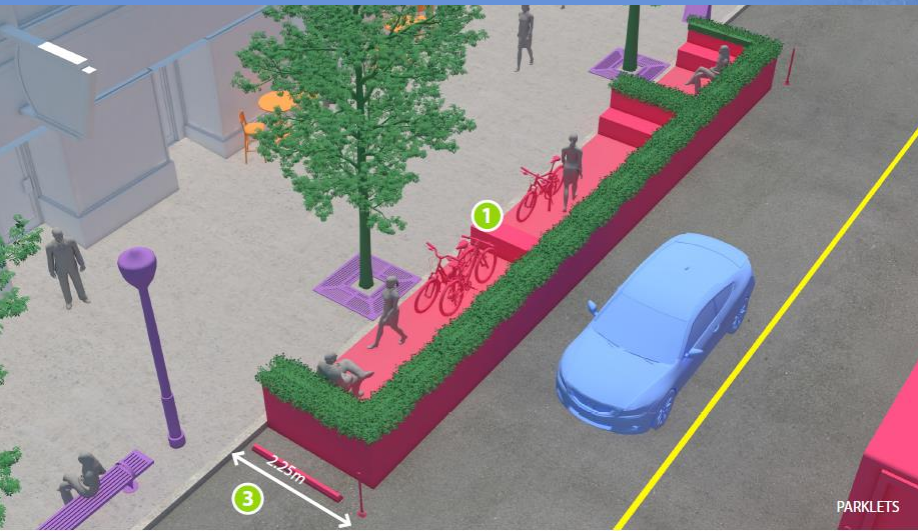
Main Street Design Elements



Pedestrian Through Zone



Ancillary Zone



3.5.7 Parklets & Patios

Description

- 1 Parklets are small scale public parks while
- 2 Patios are typically associated with an adjacent business. Parklets and patios are located in the flexible space provided by the ancillary zone and provide additional public congregating space along Main Streets to support them as destinations and places for people.

Requirements

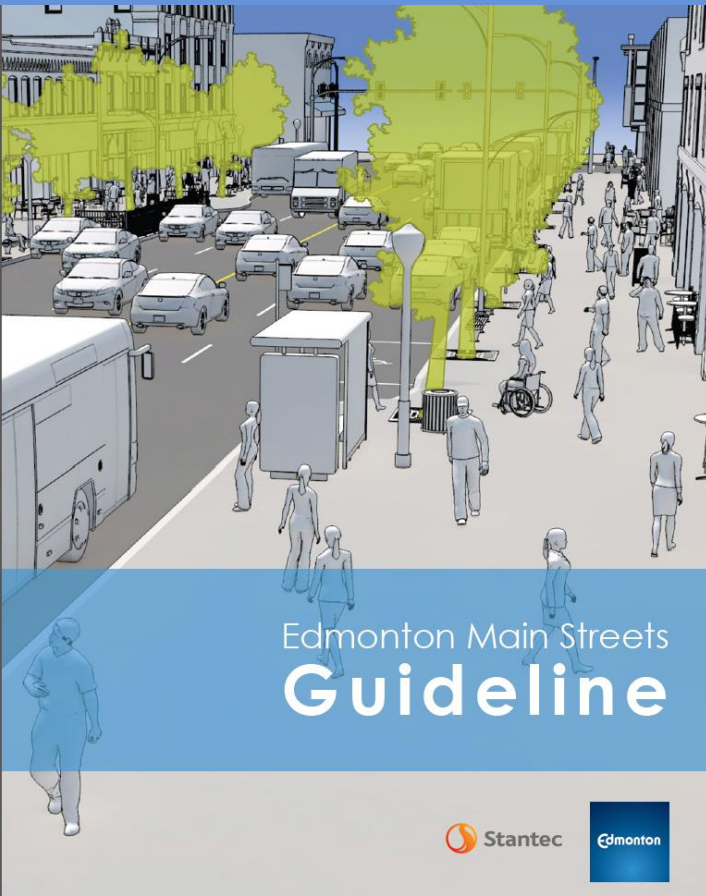
Parklets and patios can be temporary or permanent structures and should include a flush transition from the curb to avoid tripping hazards or, in the case of parklets, may include ramps to

transition from the sidewalk to the street. Parklets may, and patios typically, include a wood surface and railing around their edge (i.e., along the edge between the ancillary zone and travelled way) and may also include curb stops and flex posts with reflective tape at each end. For some temporary installations, the surface may be the asphalt or paving material of the ancillary zone. Seating and tables or other street furniture (e.g., flower pots) can be added to parklets and patios.

- 3 Parklets and patios are typically 2.25m wide (measured from face of curb) while their length varies by location. The design of a parklet or patio structure should not impede surface stormwater drainage from flowing along the

- Parking, Loading, Deliveries
- Accessible Parking
- Curb Extensions
- Transit Platforms
- Boardwalks
- Parklets and Patios
- Bicycle Parking Corrals

Main Street Design Process



1. Available ROW Width
2. Number of Through Lanes
3. Intersection Geometry
4. Reserved Lanes
5. Pedestrian Through Zone Width
6. Ancillary Zone
7. Furnishing Zone Width
8. Frontage Zone

Main Street Project Prioritization Framework



- Infrastructure Renewal Schedule
- Public Interest
- Transformation Potential
- Planning Work Program
- Constructability
- Financial Feasibility
- Main Street Criteria Evaluation

Main Street Implementation



- Develop process for updating the living Main Street inventory
- Work with Jasper Avenue team to test implementation tools
- Evaluate and prioritize Main Street projects beyond Jasper Ave and 109 St
- Develop funding options for Main Streets program



Thank You!



Erin Toop

Policy Implementation and Evaluation
City Planning | Sustainable Development | City of Edmonton

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