

CITE 2018



## Main Streets Mobility in Edmonton



Edmonton



# Agenda

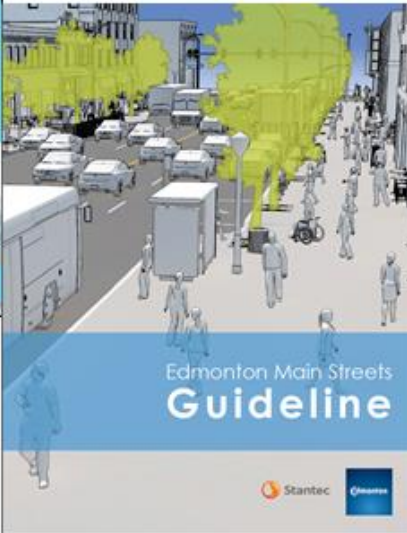
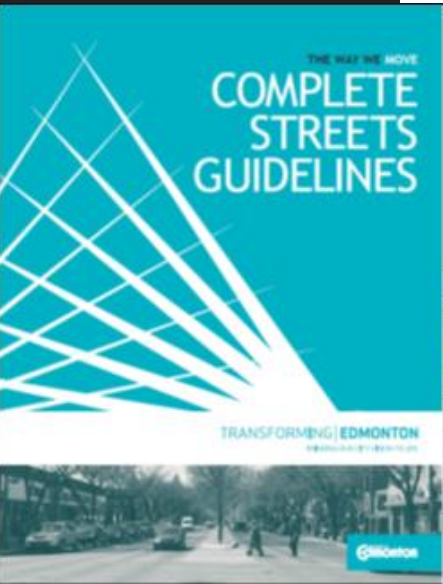
- Developing Main Street Guidelines
- Using Main Street Guidelines
- Improving Main Street Guidelines



# Edmonton's Main Streets Guidelines



# Edmonton's Main Streets Guidelines



- What is a Main Street?
  - Links and Places
  - Supports mix of street-oriented land uses
  - Designed and maintained to an enhance standard
- The Main Streets Guideline:
  - Builds off 2013 Complete Streets Guidelines
  - Provides a framework for planning and designing main streets in Edmonton
  - Permits flexibility to design streets according to their local context and extensive public engagement

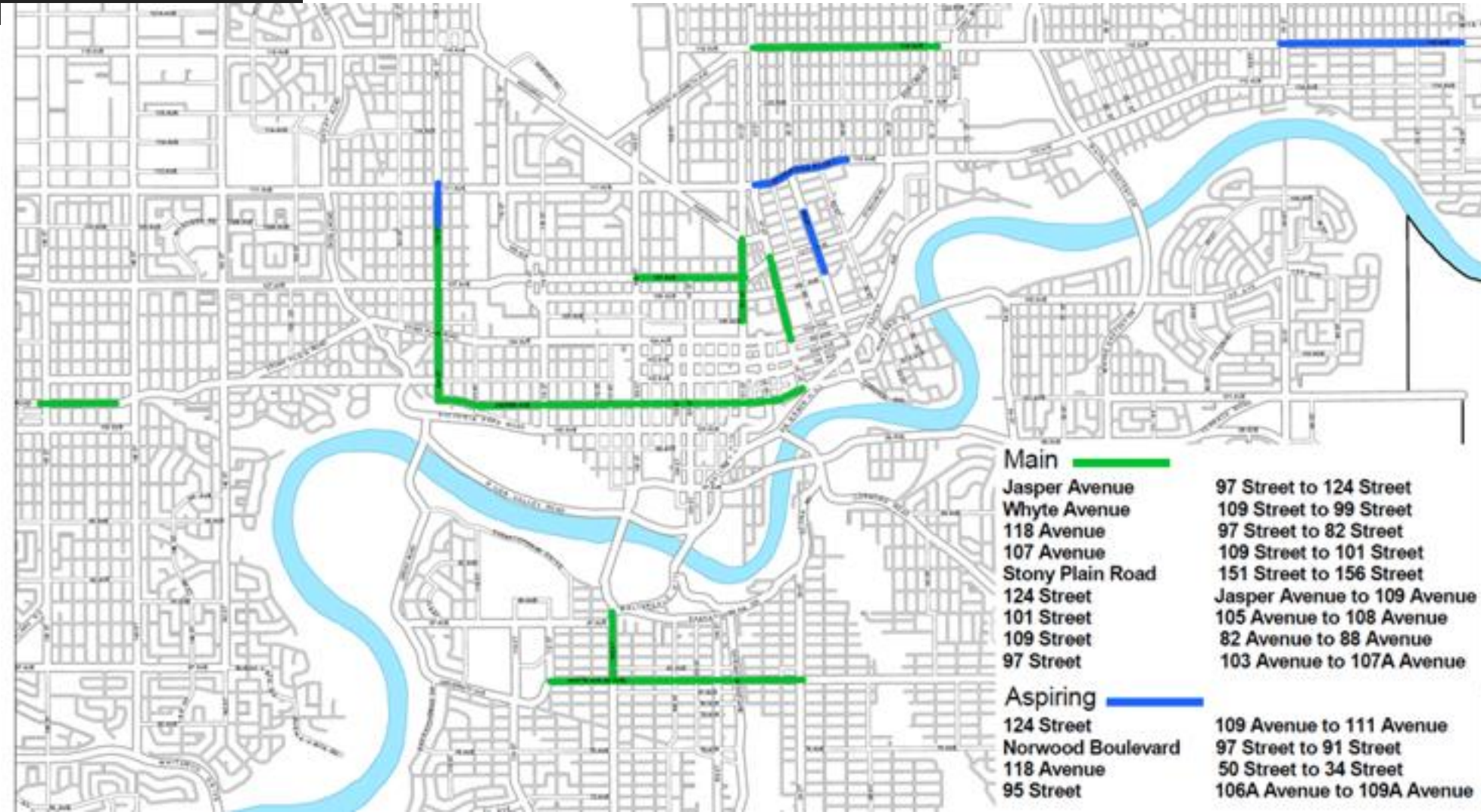


# Main Streets Criteria & Characteristics

- Both a Link & Place
- Street Oriented Buildings
- Active Land Uses
- Land Use Density
- Land Use Mix
- Character
- Transit Service
- On-Street Parking
- Two Way Street



# Edmonton's Main and Aspiring Main Streets



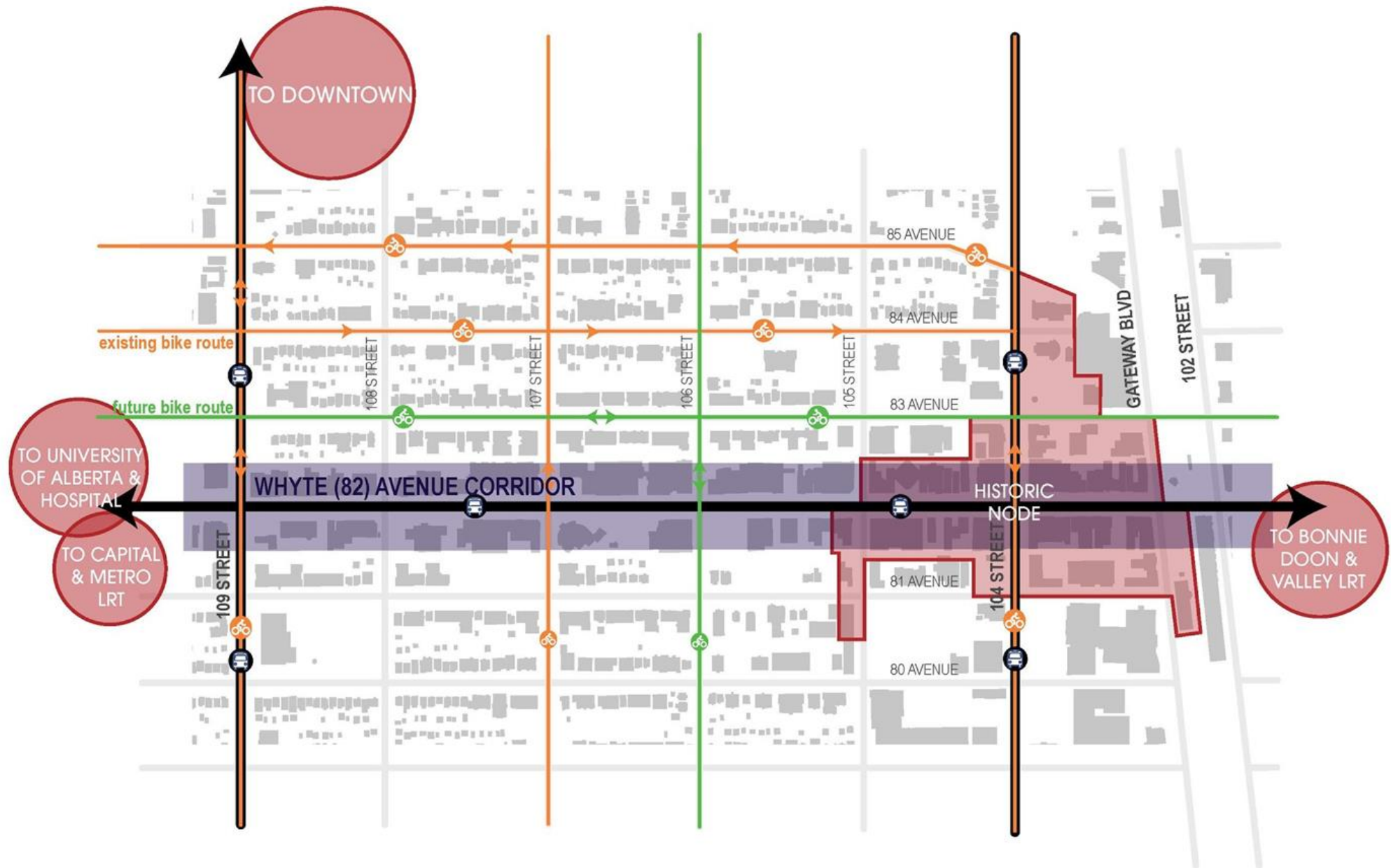
# What's Special About a Main Street?



Main Streets in Action

Plan Whyte and Norwood Boulevard





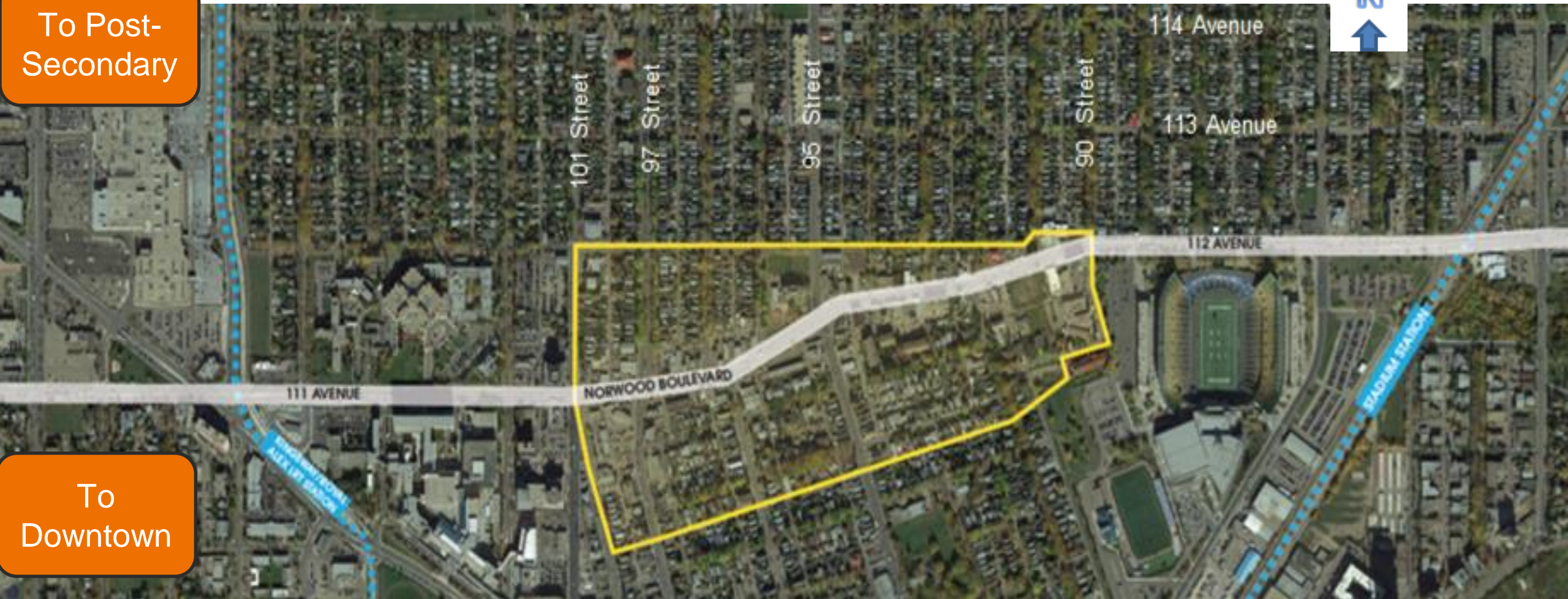
Whyte Avenue

# Norwood Boulevard



To Post-  
Secondary

To  
Downtown

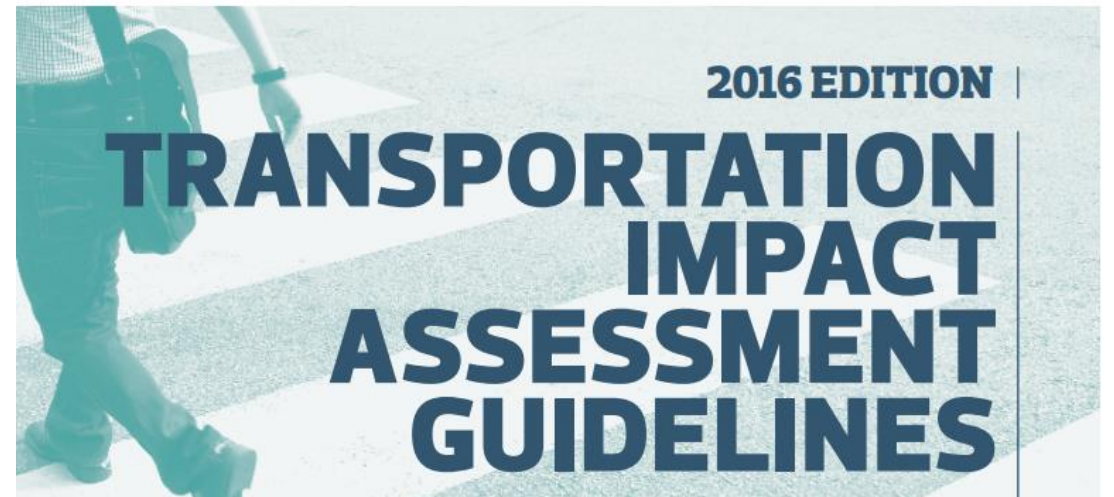




# Applying the Main Streets Guidelines



- Design parameters vs. level of service criteria
- Integrating land use planning, transportation planning and design
- Constrained spaces that require trade-offs.
- Guidelines vs. requirements



# Evaluation Criteria For Everyone

	Good	Fair	Poor	Gap/Barrier
<b>Driving</b>	v/c ratio < 0.85	$0.85 \leq \text{v/c ratio} \leq 1.0$	v/c ratio > 1.0	No vehicle access provided
<b>Walking</b>	<ul style="list-style-type: none"> <li>• Pedestrian through zone width <math>\geq 3\text{m}</math></li> <li>• Buffer from moving traffic all day</li> <li>• Pedestrian-oriented lighting</li> </ul>	<ul style="list-style-type: none"> <li>• Pedestrian through zone width <math>&lt; 3\text{m}</math> and <math>&gt; 2\text{m}</math></li> <li>• Buffer from moving traffic but may be narrow or not all day</li> <li>• Street lighting</li> </ul>	<ul style="list-style-type: none"> <li>• Pedestrian through zone width <math>&lt; 2\text{m}</math></li> <li>• No buffer</li> <li>• No lighting</li> </ul>	<ul style="list-style-type: none"> <li>• No sidewalk</li> </ul>



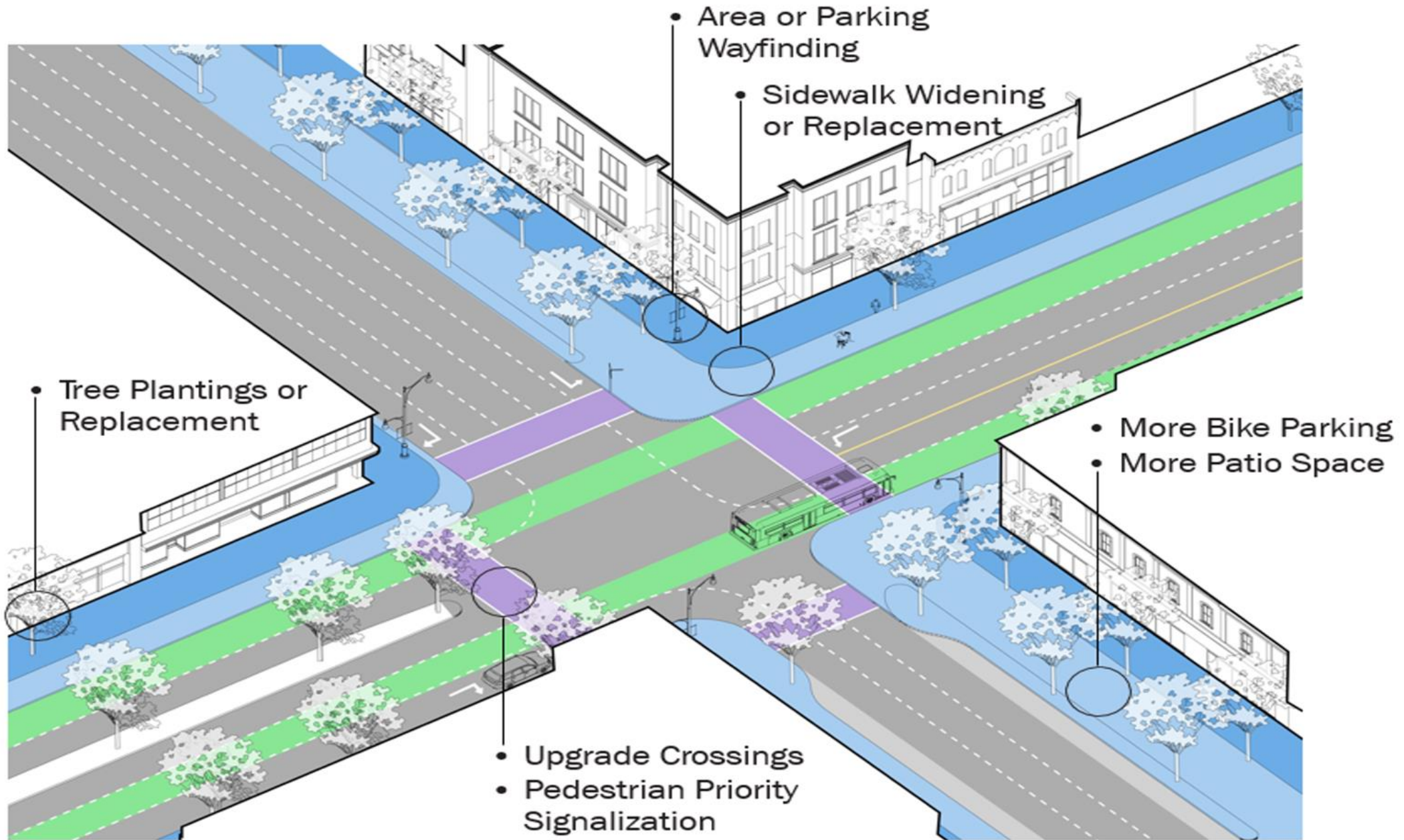
# Whyte Avenue

- Busy Main Street
- Major arterials create pedestrian barriers
- Driving volumes need to switch to other modes

Dealing with Demand



Applying



Whyte  
Avenue



# Norwood Boulevard

- Traffic volumes below capacity, and street is not expected to become a major driving arterial
- Depressed area requires improved pedestrian realm
- Access to transit and characterized by high transit ridership



Realizing Potential





Norwood  
Boulevard



What's Next for Main Streets

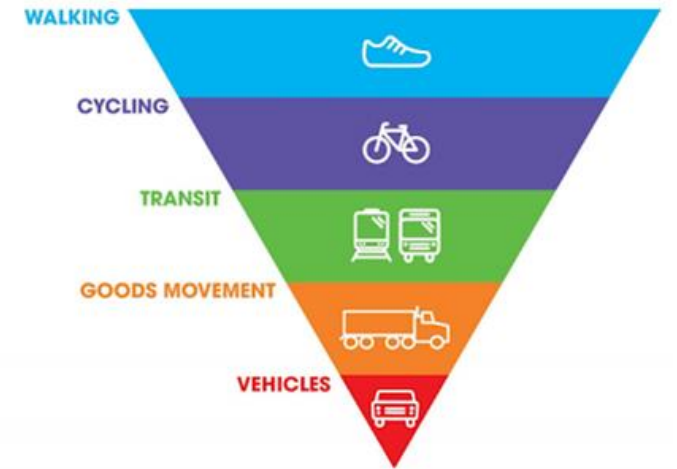
# Implementation Gaps

- Delivering these visions are not always simple
- There are many road blocks to making these arterials more liveable
- Need to provide a decision making framework (the current planning framework is simply not doing the job)
- Lack of teeth to support the various design trade-offs that are required

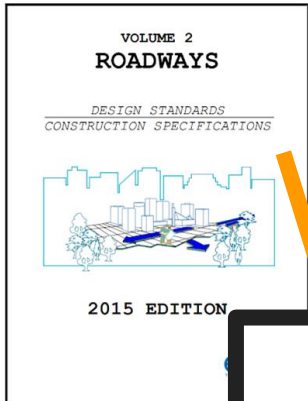




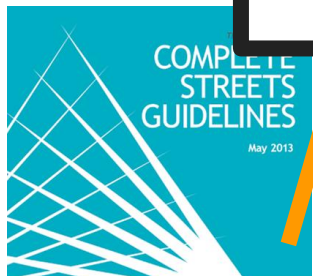
# Complete Streets evolve...



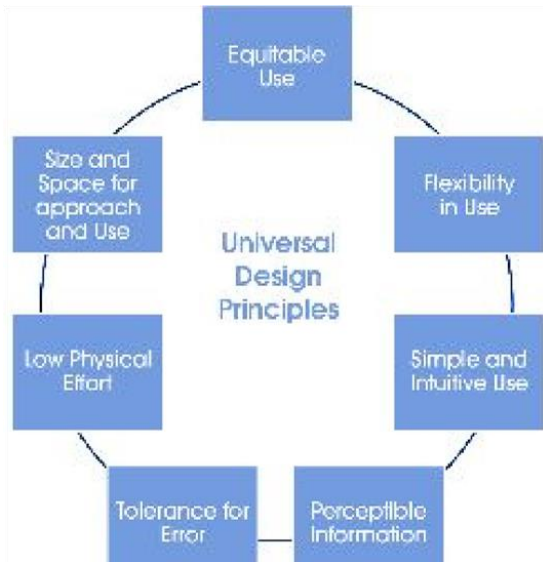
- The City is currently working to bring together:
  - Engineering Design Standards
  - Complete Street Guidelines
- This document opens with design goals, objectives and principles to build great streets
- Introduces the concepts of:
  - Pedestrian-focused transport hierarchy
  - Link & Place
  - Safety
  - Design Domain



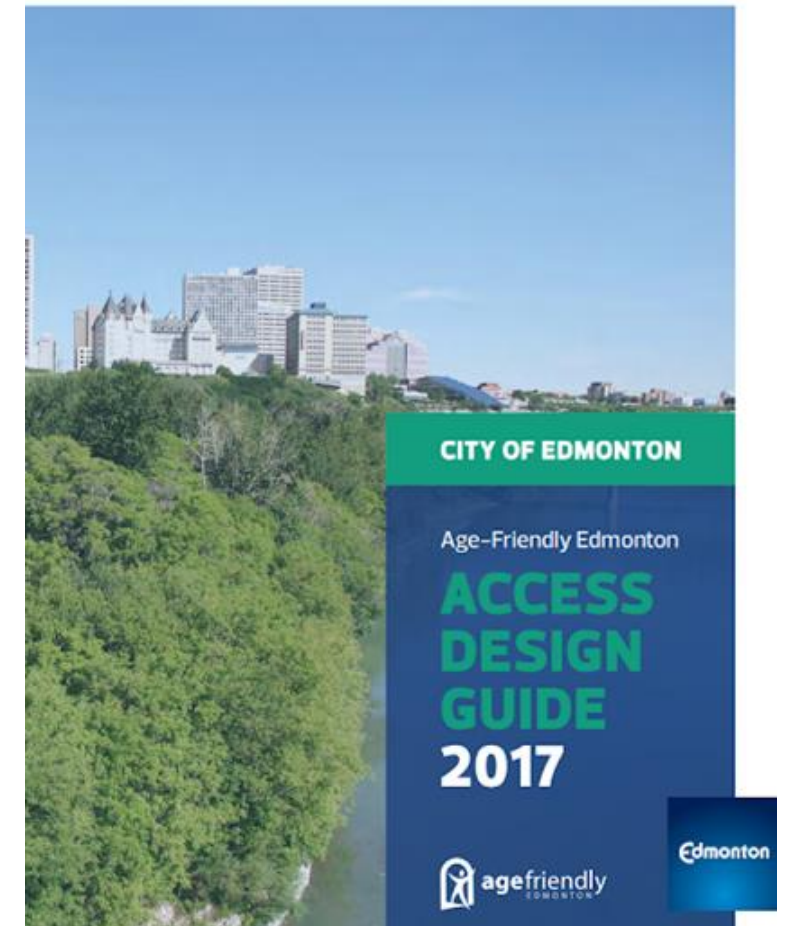
Complete Streets  
Design &  
Construction  
Standards



# Universal Design is in the mix...



- The Complete Streets Design & Construction Standards include a whole section on universal design, including the principles
- The City's Age Friendly team just recently completed the Access Design Guide 2017 which focuses on delivering/enhancing:
  - Parks, outdoor spaces, communities, streets and buildings to be designed and maintained to ensure ongoing access by people of all ages and abilities.





## Winter Design principles as well...

- The Complete Streets Design & Construction Standards also included a section about designing with a winter lens including the principles of:
  - Design and provide infrastructure that supports winter activities
  - Create visual interest with light
  - Incorporate design strategies to block wind
  - Maximize exposure to sunshine
  - Use colour to enliven the winterscape



# Funding Gaps



- Funding was provided to the Norwood Boulevard Corridor Study in the form of hiring a consultant to complete a Market and a Mobility Assessment
- Unfortunately once those funds were spent there was nothing left to actually do any of the work to change the street
- Will need to consider other ideas till some funding comes along...

Norwood Boulevard Corridor Study  
Real Estate Development Market Assessment  
Edmonton, Alberta

Prepared for:  
City of Edmonton, Sustainable Development Department  
November 2016

Prepared by:  
Site Economics Ltd.  
701 West Georgia Street – Suite 1500  
Vancouver, BC V7Y 1C6  
and Sub Consultant Stantec Consulting Ltd.  
File #16-44

## Norwood Boulevard Mobility Assessment



Stantec

Edmonton



## Other Ideas

# Ideas to progress...

- There are low budget options available out there to simply trial some ideas
- Look at tightening turning radii at intersections
- Reduce 'stupid space' in our streets
- Try parklets to fill-up some of this unused road space
- Perhaps cycle corrals as well... and so much more



## Questions/Comments?

For additional information please feel free to contact:

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