

Jasper Avenue New Vision Project Update

Edmonton

June 14, 2018

The Future of Jasper Avenue

Two related projects are underway aimed at making Jasper Avenue a key destination.

- **Jasper Avenue New Vision**
92 Street–109 Street
- **Imagine Jasper Avenue**
109 Street–124 Street

Both projects aim to redevelop Jasper Avenue with a unified vision. To achieve this, both projects share common goals:

- Create a consistent look and feel
- Improve the pedestrian space
- Maintain the commuter connection into downtown
- Widen and provide unobstructed sidewalks
- Add trees and other landscaping

Designs for Jasper Avenue east and west of 109 Street are influenced by the context of each area:

- West of 109 Street will be community focused as it is central to the Oliver neighbourhood
- East of 109 Street will be designed to be part of the downtown business core

Jasper Avenue New Vision

Jasper Avenue New Vision (JANV) is a major catalyst project identified in the Capital City Downtown Plan (2010). It includes Jasper Avenue from 92 Street to 109 Street, and the streets half a block north and south.

Design and construction of Jasper Avenue applies a multi-phased approach based on funding approvals and City Council priorities.

Construction took place on Jasper Avenue from 100 Street to 102 Street in 2013. Construction from 97 Street to 100 Street will begin in 2019 to coincide with the rehabilitation of the Shaw Conference Centre roof structure and removal of Frank Oliver Pedway tunnel, both of which are under Jasper Avenue.

Where We Are At

Today we are presenting the:

Preliminary Design Plan for:

- **97 Street and 100 Street**

We invite you to provide any final comments to help us fine-tune this plan prior to construction.

Draft Concept Plans for:

- **92 Street to 96 Street***
- **102 Street to 109 Street**

We invite you to provide input to help shape the final concept plans for 92 to 96 Street and 102 - 109 Street, which will be shared in the near future.

Construction timelines for these segments have not yet been determined and are subject to funding allocation.

*Concept plan for 96 Street to 97 Street was completed in Spring 2018, but construction of this block will not proceed in 2019/2020 due to private development work east of 97 Street happening in the near future.

Project Status



What We Heard During Engagement

Since October 2017, the Project Team has been talking with property and business owners, residents, and area stakeholders to understand the character and context of the project area. We are also meeting with various social agencies as we want to ensure Jasper Avenue is inclusive to all Edmontonians.

The table that follows summarizes the feedback received and how it has been considered as part of the planning and design process.

What We Heard	City Response
Making more space for pedestrians and cyclists may create more vehicle congestion	The same number of through traffic lanes has been maintained on Jasper Avenue.
Concern about already escalating downtown congestion	Improving overall people-moving capacity is essential to accommodating the City's growth. It is important to manage congestion by improving access to different modes of transportation rather than only increasing capacity for vehicles.
Concern that other roads will not be able to support perceived increase in traffic resulting from changes to Jasper Avenue	The same number of through traffic lanes has been maintained on Jasper Avenue.
Desire to separate pedestrians from traffic to enhance safety	Where possible a 1.7m wide furnishing zone will separate pedestrians from the traffic. Boulevard trees are planned to provide visual and physical separation between pedestrians and vehicles. Where possible, curbs have been extended at intersections to shorten crossing distances for pedestrians.
Some intersections east of 100 Street can be complicated for users	Intersection modifications are proposed at Thornton Court, 95A Street, 95 Street, 94 Street and 103A Avenue.
Support for new flex spaces, introduction of landscaping and furniture	Flex space which can be used for short term parking, loading, mini-parks, and patios has been provided. Trees, planted medians, improved highlights and furniture are proposed.
Desire for walkways to be wide, clear from obstruction	Where possible, a 3.0m clear space for pedestrians is provided.
Need to maintain short term on-street parking for access to businesses/services	Flex space which can be used for short-term parking is provided. Overall number of parking spaces is being examined as part of the concept study.
Need to maintain right and left turn lanes at all major intersections	All current turning movements are still permitted with the proposed plan. In some locations separate turn lanes have been removed.
Need for accessible loading zones	Flex space for parking and loading has been maintained.
Concern that increased pedestrian/cycle space is not necessary, given our winter climate	Increased pedestrian and cycle space helps create a safe and comfortable place within the road right-of-way for non-motorized users, and aligns with the City's Active Transportation Policy which strives to make Edmonton pedestrian and bicycle friendly. Also, as Edmonton grows, finding ways to move people other than by cars is necessary for sustainable growth.
Concern that removing transit pull-out lanes will slow down the overall flow of traffic	Transit is reviewing and changing the downtown bus route network. With the proposed changes, bus stops will be farther apart and buses will stop less frequently. Removing transit pull out lanes improves safety for buses and efficiency of transit services. More efficient transit helps improve overall people-moving capacity.

Overall Highlights

- No vehicle through lanes will be removed as part of this project, however some lane widths, turning lanes, and parking lanes will be reconfigured
- 3.0m unobstructed pedestrian sidewalks, along with a 1.7m furnishing zone that will separate pedestrians from traffic where possible.
- New trees, planters and other greenery, where possible
- New furniture, including benches, bike racks, waste receptacles, and wayfinding signage
- New streetlights and pedestrian lighting
- New pavement and sidewalk treatments
- No net loss of parking or loading zones from 92 to 109 Street, however, there will be a loss of five parking spaces between 97 and 100 Street to enhance the pedestrian space
- Introduction of flex space that can be used for patios, food trucks, event space or parking
- Public art will be included and developed over time considering the history of the area and the experience of users
- Introduction of curb extensions, where possible at intersections to reduce the width of pedestrian crossings, slow traffic and improve safety for all users
- Improved cycle connectivity between the 102 Avenue bike route and the Funicular
- Buses will load/unload from travel lanes improving service and safety, and increasing sidewalk space

109 Street - 102 Street:

Draft Concept Plan Highlights

- Scramble intersection proposed at Jasper Avenue and 108 Street allows pedestrians to cross in all directions at the same time
- Existing separated bike facility remains on 103 Street

Centre medians between 102 Street and 109 Street under review.

100 Street - 97 Street:

Preliminary Plan Highlights

- Improved pedestrian and cycle connections along 100 Street to the Funicular
- New median at 100 Street access to Macdonald Hotel will improve safety by eliminating left turns in/out

97 Street - 92 Street:

Draft Concept Plan Highlights

- Reconfigured 92 Street intersection to remove left turn from 103A Avenue eastbound to 92 Street and improve safety for all users
- Reconfigured 94 Street/102 Avenue intersection to create island for future green space and allow two-way traffic on 102A Avenue; pedestrian crosswalk added
- Wider pedestrian space increases safety and comfort for pedestrian



100 Street/
Jasper Avenue
Perspective

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