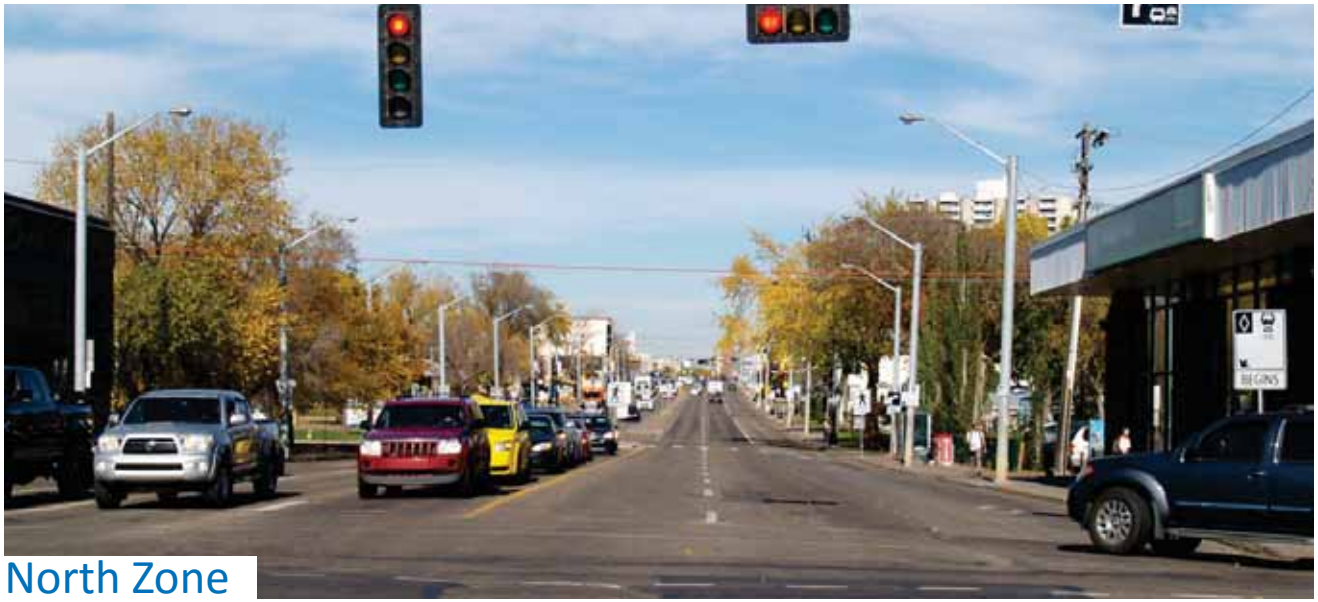
EXISTING CONDITIONS



North Zone

South Zone

PEDESTRIAN SPACE AND SAFETY
- Narrow sidewalk: 1.5 – 3.0 m
- Signalized crossings at major intersections only
- No separation between pedestrians and vehicles
- Poor visibility/delineation of crosswalks

TRANSIT SPACE
- Dedicated bus/bike lane in peak travel times

VEHICLE SPACE
- Six lanes
- Wide lane widths
- Includes left turn lanes at major intersections

CYCLE SPACE
- Dedicated bus/bike lane in peak travel times
- No separation between bikes and vehicles

AESTHETICS
- Limited street trees – 8 Elms near 77 Avenue
- Lack of identify, character or street furnishings

PARKING
- Limited off-peak parking in commercial areas

MOVEMENT OF PEOPLE
- The 109 Street corridor is a key arterial road corridor and an important vehicular connection north-south across the City of Edmonton.
- The corridor is busy today, particularly in the northern sections (north of 72 Avenue). Directional flows are pronounced in the morning and afternoon peak hours.
- The project team is undertaking traffic impact analysis to assess the capacity of the road corridor and anticipated travel times through the corridor under different roadway scenarios and configurations. Full results of the analysis will be published once complete; some initial analysis results are provided in this public meeting.
- The intersection of 109 Street / 88 Avenue / Saskatchewan Drive / Walterdale Hill operates at close to its theoretical capacity today. In addition, the non-automobile environment at this intersection is poor. Recommended improvements to this intersection, such as consolidating/improving pedestrian crossings and increasing refuge islands, will likely affect the capacity of this intersection for vehicles and represent a 'valve' for the capacity of the corridor, but will significantly improve the pedestrian and cyclist realm at this key location on the 109 Street corridor. The potential impacts on all modes of travel at this intersection will be considered through the traffic analysis.
- In the future, as the City of Edmonton continues to grow, travel demand from all modes will increase pressure on 109 Street and the adjacent road network. It will be important to consider, and plan for, ways to accommodate increases in travel demand, particularly through non-auto modes of travel including walking, cycling and transit.

DESIGN APPROACH 1: Focus on Walkability

North Zone

South Zone

Pedestrian space improved with buffer from fast moving vehicles

PEDESTRIAN SPACE AND CROSSING SAFETY

- **Significantly increased sidewalk width**
  - Pro: People will feel more safe and comfortable walking
    Pedestrian friendly environment
  - Con: Wider sidewalks result in narrower lanes for vehicles
- **Improves crosswalk safety with:**
  a. Pedestrian signals at every intersection
  b. Special paving to highlight crosswalks
  c. Curb extensions at all intersections to minimize crossing distance
  - Pro: People will feel safer crossing and more people may choose to walk!
  - Con: Drivers may have to stop for crossing pedestrians
- **Separates pedestrians from vehicles by trees, furnishings and, in South Zone, landscaped boulevards**
  - Pro: Pedestrians feel safer when further away from vehicles
  - Con: Reduces space for vehicles

TRANSIT SPACE

- **Requires bus to share lane with vehicles and cyclists, possible transit prioritization signals**
  - Pro: Better use of traveled space, avoiding need for lane changes
    Buses move efficiently when measures such as queue jumps are included
  - Con: May delay personal vehicle movement

VEHICLE SPACE

- **Reduces lanes from six to four**
  - Pro: Off peak driving times are not expected to change
    Encourages commuters to travel by other methods (transit, cycling, walking)
    Allows more space for other users
  - Con: May increase commute time in the order of 0.5 to 5 minutes during peak hours
- **Includes left turn lanes only at major intersections (restricted at other intersections)**
  - Pro: Reduces shortcutting through local neighbourhoods
    Maintains better traffic flow
  - Con: May need to drive slightly further to reach destinations

CYCLE SPACE

- **Cyclists travel in vehicle lanes**
  - Pro: Space is utilized for parking
  - Con: Safety for cyclists is compromised; conflict between cyclists and moving and parked vehicles
    No opportunities for families and children to cycle
    Does not encourage people to leave vehicles at home

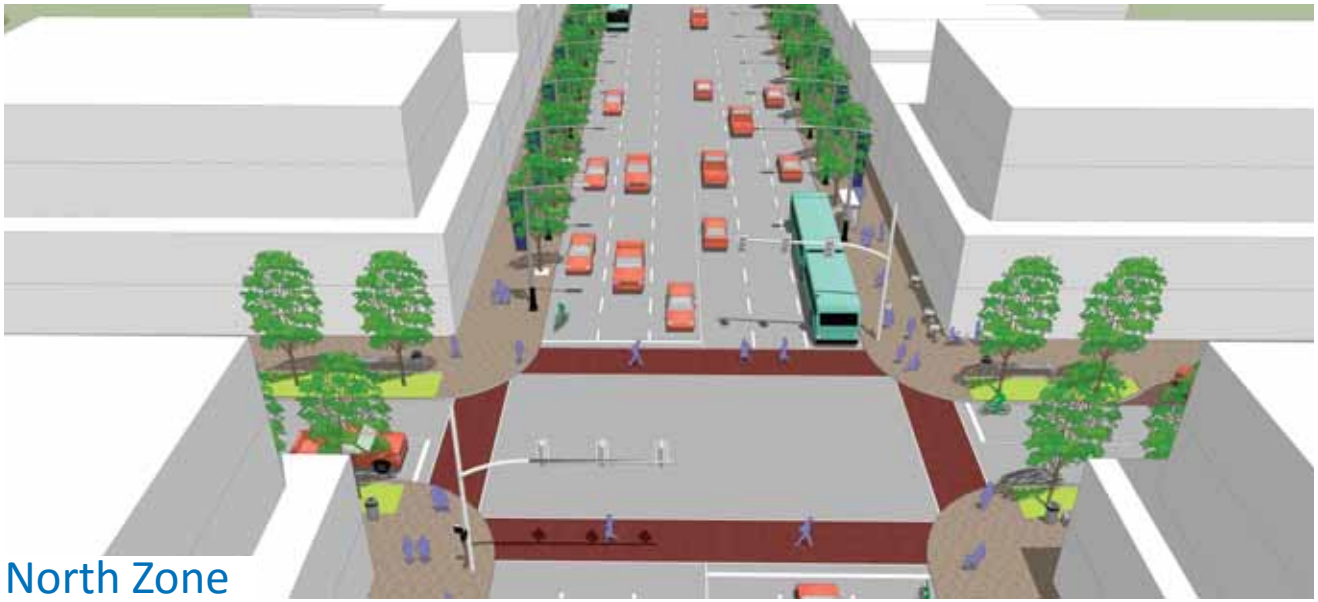
AESTHETICS

- **Adds street trees along both sides for entire length**
- **Adds street furnishings, paving, landscaping**
- **Adds curb extensions at intersections to create gathering and decorative spaces**
  - Pro: Creates street character and identity
    Makes the street more attractive for people to visit and linger
    Creates sense of pride and belonging
  - Con: Reduces space dedicated to travelling

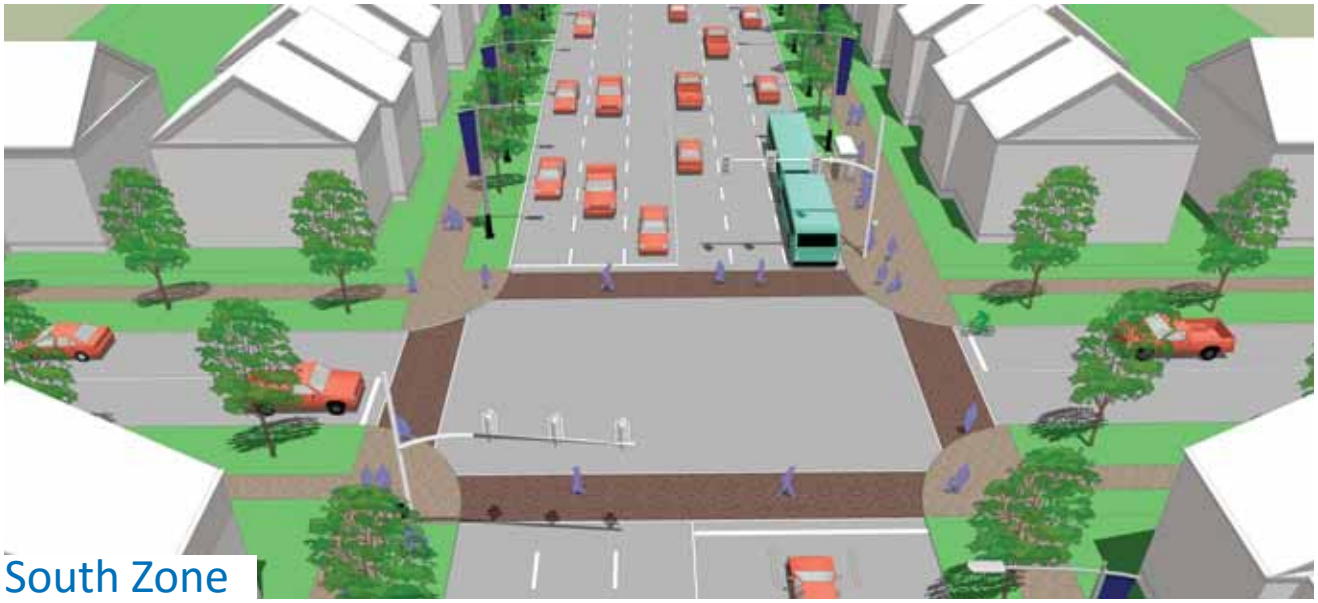
PARKING

- **Provides addition of 24-hour parking on both sides of street**
  - Pro: Encourages people to visit the area, and local businesses
    Parking acts as buffer between pedestrians and fast moving vehicles
  - Con: May result in more people choosing to use cars rather than other methods of travel
    Space dedicated to storage of vehicles only

DESIGN APPROACH 2: Focus on Vehicle Travel



North Zone



South Zone

Minimal changes to existing vehicle lanes

PEDESTRIAN SPACE AND CROSSING SAFETY

- **Marginal increase of sidewalk width**
  - Pro: People will feel safer and more comfortable walking
  - Con: Wider sidewalks result in narrower lanes for vehicles

- **Improves crosswalk safety with:**
  a. Pedestrian signals at every other intersection
  b. Special paving to highlight crosswalks
  - Pro: People will feel safer crossing and more people may choose to walk!
  - Con: Drivers may have to stop for crossing pedestrians
    Lack of curb extensions results in long crossing distances
    East-west crossings are less frequent than other approaches

- **Separates pedestrians from vehicles by trees, furnishings and, in South Zone, landscaped boulevards**
  - Pro: Pedestrians feel safer when further away from vehicles
  - Con: Reduces space for cars

TRANSIT SPACE

- **Possible dedicated bus/bike lane in peak travel times (lane widths are reduced)**
  - Pro: Maintaining current conditions for transit and vehicles
    Possible off-peak parking
  - Con: Safety of cyclists is compromised; conflict between cyclists and moving transit vehicles
    Space is dedicated to vehicle transportation; less space for pedestrians

VEHICLE SPACE

- **Maintains 6 lanes of traffic (lane widths are reduced)**
  - Pro: Does not impact vehicle travel times
  - Con: Negatively impacts cyclists and pedestrians
    Does not address safety concerns
    Insufficient space for achieving main street character
- **Includes left turn lanes only at major intersections (restricted at other intersections)**
  - Pro: Reduces shortcutting through local neighbourhoods
    Maintains better traffic flow
  - Con: May need to drive slightly further to reach destinations

CYCLE SPACE

- **Possible dedicated bus/bike lane in peak travel times (lane widths are reduced)**
  - Pro: Prioritizes vehicular traffic
  - Con: Safety of cyclists is compromised; conflict between cyclists and moving transit vehicles

AESTHETICS

- **Adds street trees along both sides for entire length**
- **Adds street furnishings, paving, landscaping**
  - Pro: Creates street character and identity
    Makes the street more attractive for people to visit and linger
    Creates sense of pride and belonging
  - Con: Reduces space dedicated to travelling

PARKING

- **Possible off-peak parking in commercial areas**
  - Pro: Encourages people to visit the area and local businesses
    Parking acts as buffer between pedestrians and fast moving vehicles
  - Con: May result in more people choosing to use cars rather than other methods of travel

DESIGN APPROACH 3: Focus on Sustainability and Health Benefits

North Zone

South Zone

Improved landscaping, cyclists and pedestrians are separated from fast-moving traffic

PEDESTRIAN SPACE AND CROSSING SAFETY

- **Significantly Increased sidewalk width**
  - Pro: People will feel more safe and comfortable walking
    Pedestrian friendly environment
  - Con: Wider sidewalks result in narrower lanes for vehicles
- **Improves crosswalk safety with:**
  a. Pedestrian signals at every intersection
  b. Special paving to highlight crosswalks
  - Pro: People will feel safer crossing and more people may choose to walk!
  - Con: Drivers may have to stop for crossing pedestrians
- **Separates pedestrians from vehicles by trees, furnishings and, in South Zone, landscaped boulevards**
  - Pro: Pedestrians feel safer when further away from vehicles
  - Con: Reduces space for vehicles

TRANSIT SPACE

- **Requires bus to share lane with vehicles and cyclists, with possible transit prioritization signals**
  - Pro: Better utilization of traveled space, avoiding need for lane changes
  - Con: May delay personal vehicle movement

VEHICLE SPACE

- **Reduces lanes from six to four**
  - Pro: Off peak driving times are not expected to change
    Encourages commuters to travel by other methods (transit, cycling, walking)
    Allows more space for other users
  - Con: May increase commute time in the order of 0.5 to 5 minutes during peak hours
- **Includes left turn lanes only at major intersections (restricted at other intersections)**
  - Pro: Reduces shortcutting through local neighbourhoods
    Maintains better traffic flow
  - Con: May need to drive slightly further to reach destinations
- **Includes left turn lanes (at every other intersection)**
  - Pro: Reduces shortcutting through local neighbourhoods
    Maintains better traffic flow
  - Con: May need to drive slightly further to reach destinations
- **Includes landscaped median**
  - Pro: Improves appearance and adds to green open space of 109 Street
    Creates a safety buffer
    Provides space for snow storage
    Creates refuge area for pedestrian crossings
  - Con: Reduces space for travelling
    Inactive space

CYCLE SPACE

- **Provides dedicated bike lane on each side with buffer from vehicles**
  - Pro: Cyclists will travel in safer environment
    Encourages more people to cycle, including children
    Increases local access to 109 street businesses
    Cyclists are potential shoppers, and are more likely to visit the local businesses
  - Con: Removes on-street parking

AESTHETICS

- **Adds street trees along both sides for entire length**
- **2Adds street furnishings, paving, landscaping**
  - Pro: Creates street character and identity
    Makes the street more attractive for people to visit and linger
    Creates sense of pride and belonging
  - Con: Reduces space dedicated to travelling

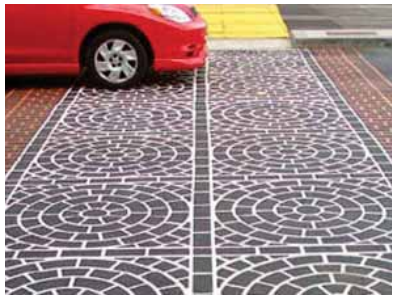
PARKING

- **Removes on-street parking**
  - Pro: May result in people choosing to leave the car at home
    Businesses currently operate with very limited on-street parking
    Prioritizes space for active transportation - pedestrians and cyclists
  - Con: May discourage drivers from visiting the area
    May increase demand for parking in adjacent areas – parking should be provided in alternate location to mitigate this effect

SHORT TERM INITIATIVES

Following completion of final long-term Streetscape Concept Design, the City will determine what elements can be achieved in the short-term, based on cost, public input, and feasibility and constructability. The short-term initiatives may differ, depending upon the approach chosen.

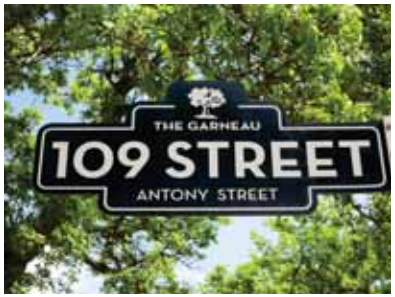

Signalized Crossings


Improved Crosswalks


Improvements to Sask. Dr. Intersection


Gateway Features


New Lighting



Themed Signage and Wayfinding


Street Furniture


Public Art


Decorative Banners on Light Poles


Removal of Overhead Powerlines


Planter Boxes


Improved Bus Stop Amenities


Increased Off-peak Parking


Curb Extensions with Planting


Highlight History