City of Edmonton Main Streets Program

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Presentation Outline

1. Project Background

2. Project Progress
   - Main Streets Identification
   - Main Streets Guideline
   - Prioritization

3. Implementation and Next Steps
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.
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
Pedestrian Through Zone

3.0 m
Ancillary Zone

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

3.5.7 Parklets & Patios

Description

1. Parklets are small scale public parks while 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

1. Parklets and patios can be temporary or permanent structures and should include a flush transition from the curb to avoid tripping hazards. In the case of parklets, may include ramps to transition from the sidewalk to the street. Parklets 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.
2. Parklets and patios are typically 2.5m 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...
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!

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