



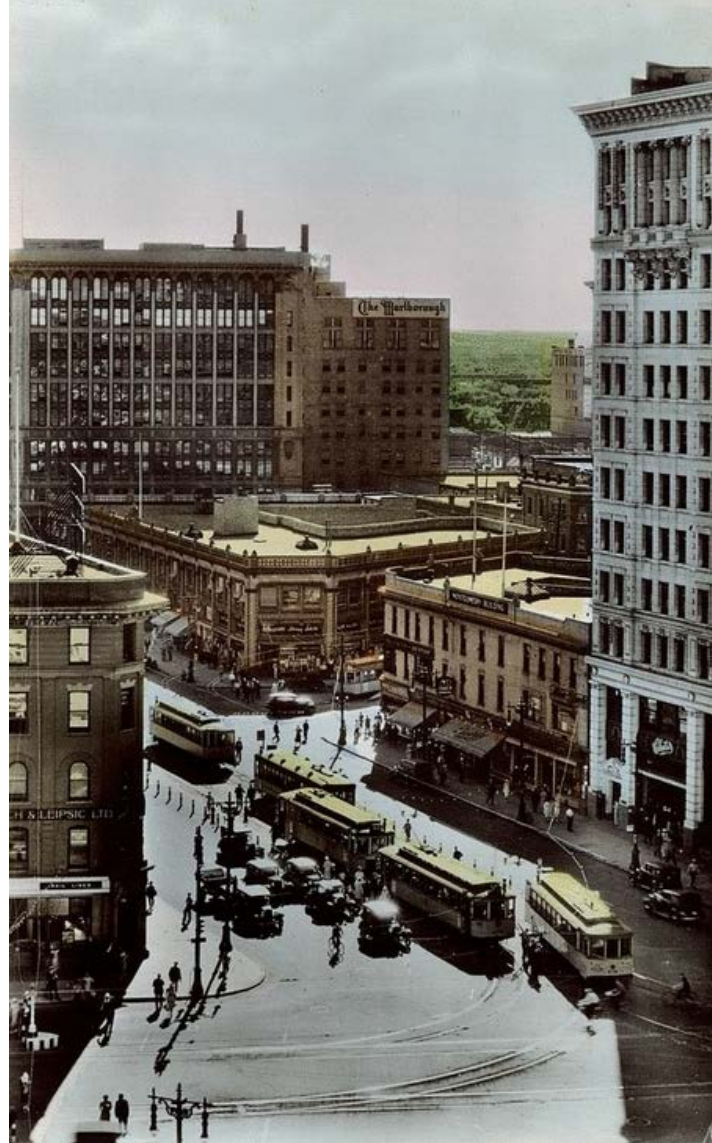
PORTAGE + MAIN

SEPTEMBER 2017



Source: University of Alberta Libraries

VISION



PORTAGE + MAIN: THEN



PORTAGE + MAIN: NOW

An aerial photograph of a city street grid. A semi-transparent blue banner is overlaid horizontally across the center of the image. The banner contains the text "HOW CAN WE RESTORE THE SENSE OF PLACE?". The background shows various buildings, parking lots, and streets. A baseball field is visible in the bottom right corner.

HOW CAN WE RESTORE THE SENSE OF PLACE?



CELEBRATE
THE HISTORY AND
HERITAGE

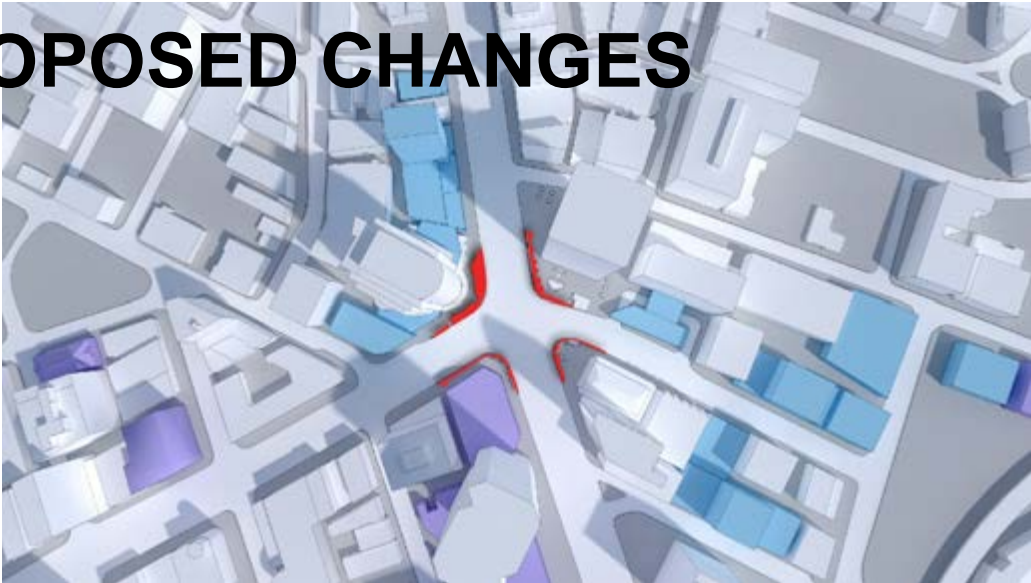
RESTORE
THE VIBRANCY OF
P+M

ENHANCE
THE
CONNECTIVITY

TRANSFORM
THE
INTERSECTION
BEYOND JUST
MOVEMENT

CREATE A WELCOMING AND VIBRANT PUBLIC REALM

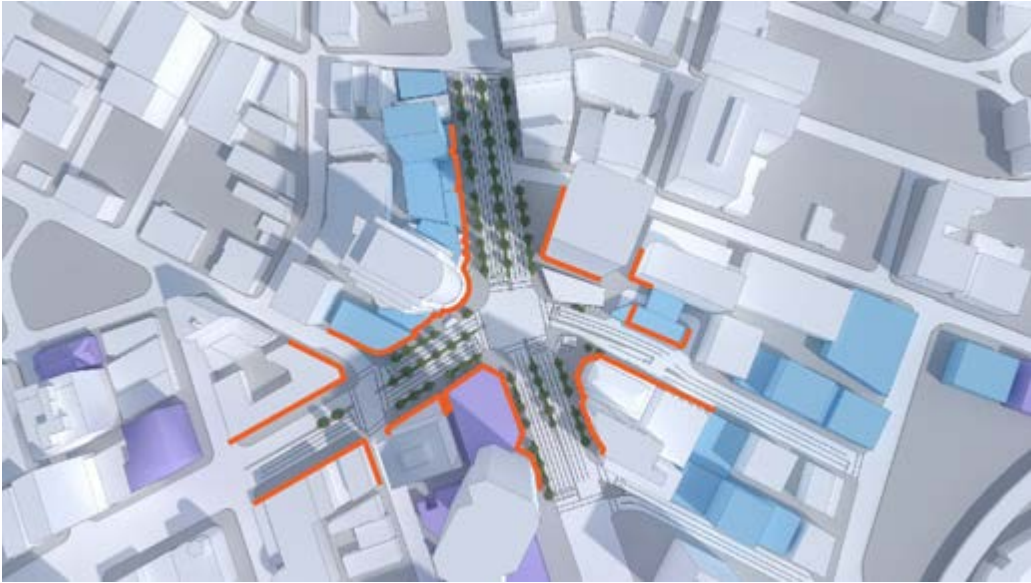
PROPOSED CHANGES



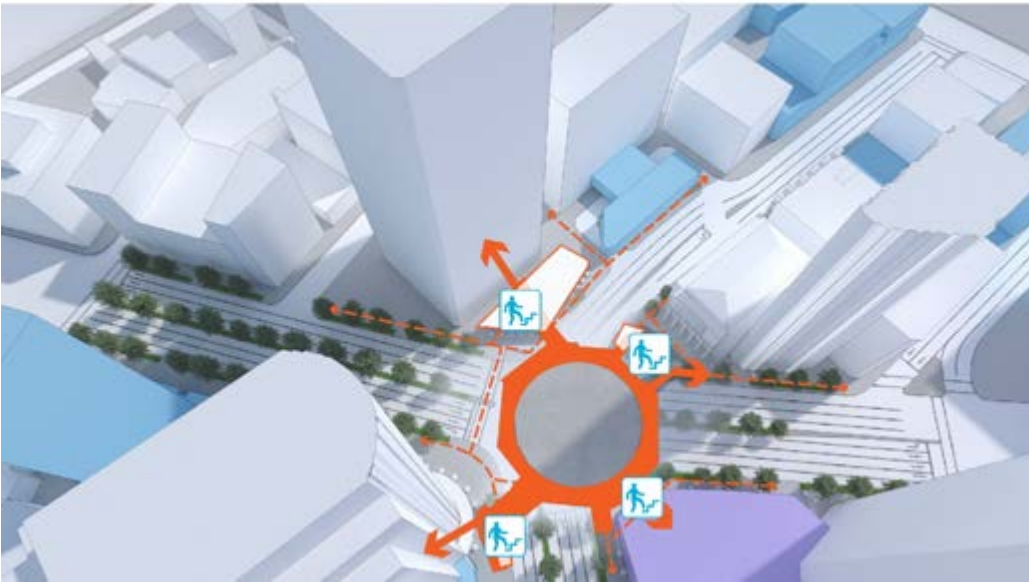
REMOVE PHYSICAL BARRIERS



ENHANCE STREET LEVEL ACTIVITY



ACTIVATE STREET EDGES



CONNECT CONCOURSE TO STREET

PROPOSED CHANGES

Remove existing barrier
Introduce crosswalk
Expand sidewalk
realign median
Pavilion to connect concourse & create active edge to the plaza

RICHARSON

201
PORTAGE
AVE.

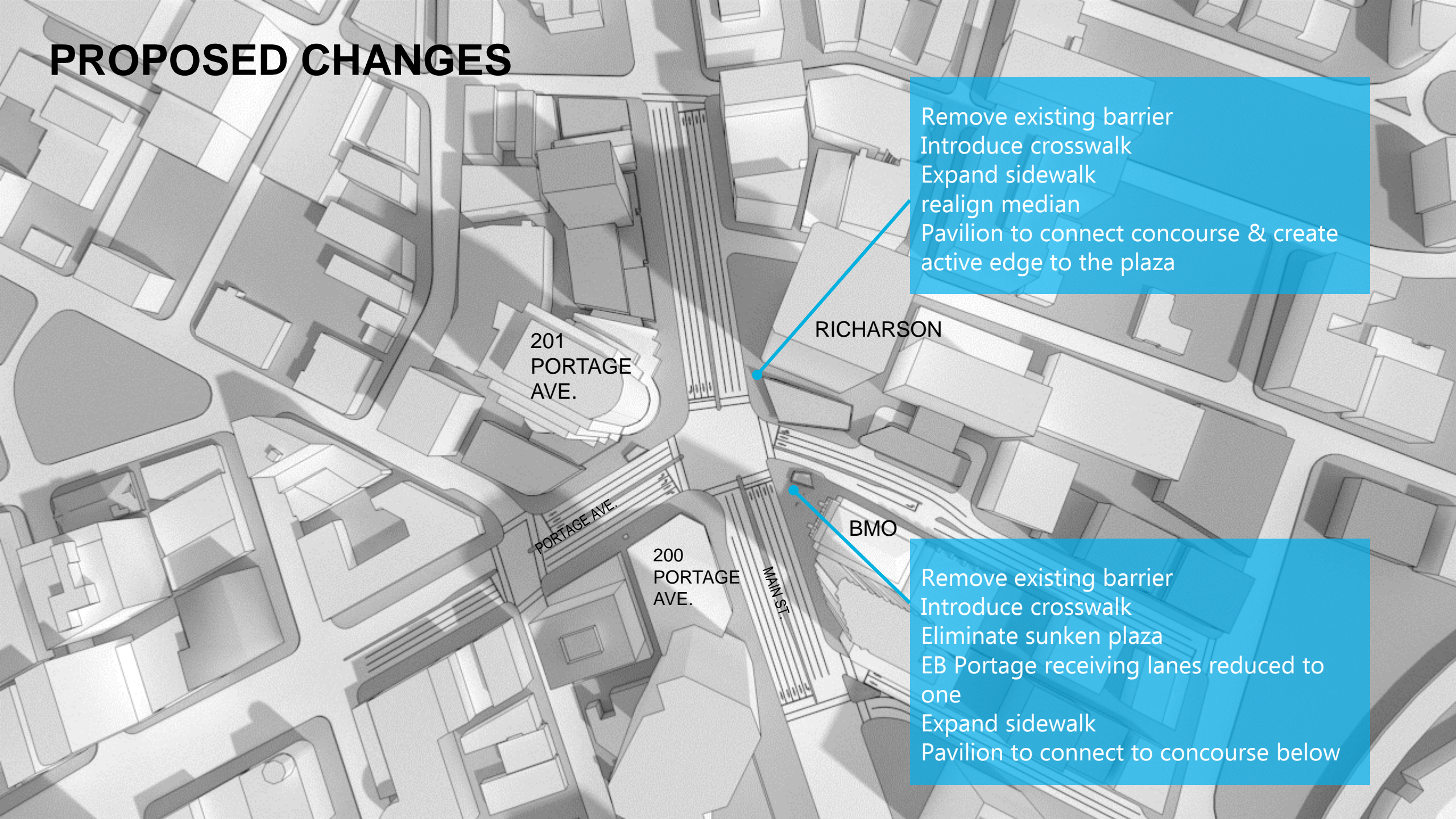
BMO

Remove existing barrier
Introduce crosswalk
Eliminate sunken plaza
EB Portage receiving lanes reduced to one
Expand sidewalk
Pavilion to connect to concourse below

200
PORTAGE
AVE.

MAIN ST

PORTAGE AVE.



PROPOSED CHANGES

Remove existing barrier
Introduce crosswalk
Expand sidewalk
Widened & planted median
Pavilion to connect to concourse below
SB Main St. Right Turn Lane reduced to one

201
PORTAGE
AVE.

RICHARSON

PORTAGE AVE.

200
PORTAGE
AVE.

MAIN ST

BMO

Remove existing barrier
Introduce crosswalk
Eliminate sunken plaza
EB Portage Right Turn Lane reduced to one
Expand sidewalk
Bulb out at SW Corner
Widened & planted median

PORTAGE AVE LOOKING EAST



PLANTED MEDIAN
INCREASE URBAN TREE CANOPY

SIDEWALK CAFE SEATING
TO ACTIVATE STREET

PAVILIONS TO ACTIVATE PLAZA
& CONNECT TO CONCOURSE

HISTORIC TOUR MEETING POINT

ACTIVE EDGES THAT
ANIMATE STREETScape

BIKE RACKS- PROMOTE ACTIVE LIFESTYLE

WAYFINDING / INFORMATION

PORTAGE AVE LOOKING EAST



MAIN ST. LOOKING NORTH

ACTIVE EDGES THAT ANIMATE STREETSCAPE

BIKE RACKS- PROMOTE ACTIVE LIFESTYLE

PLANTING STRIPS

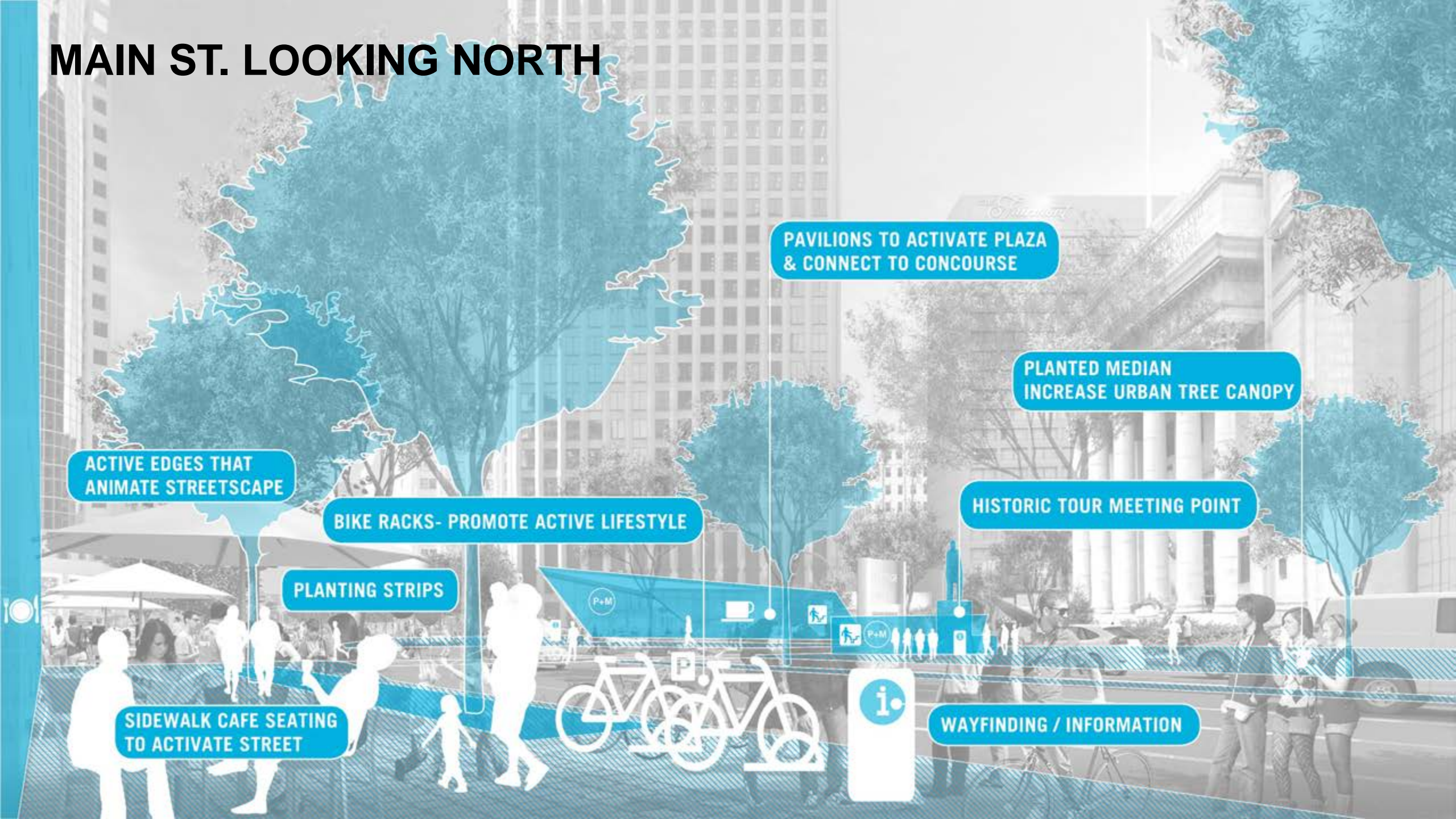
SIDEWALK CAFE SEATING TO ACTIVATE STREET

PAVILIONS TO ACTIVATE PLAZA & CONNECT TO CONCOURSE

PLANTED MEDIAN INCREASE URBAN TREE CANOPY

HISTORIC TOUR MEETING POINT

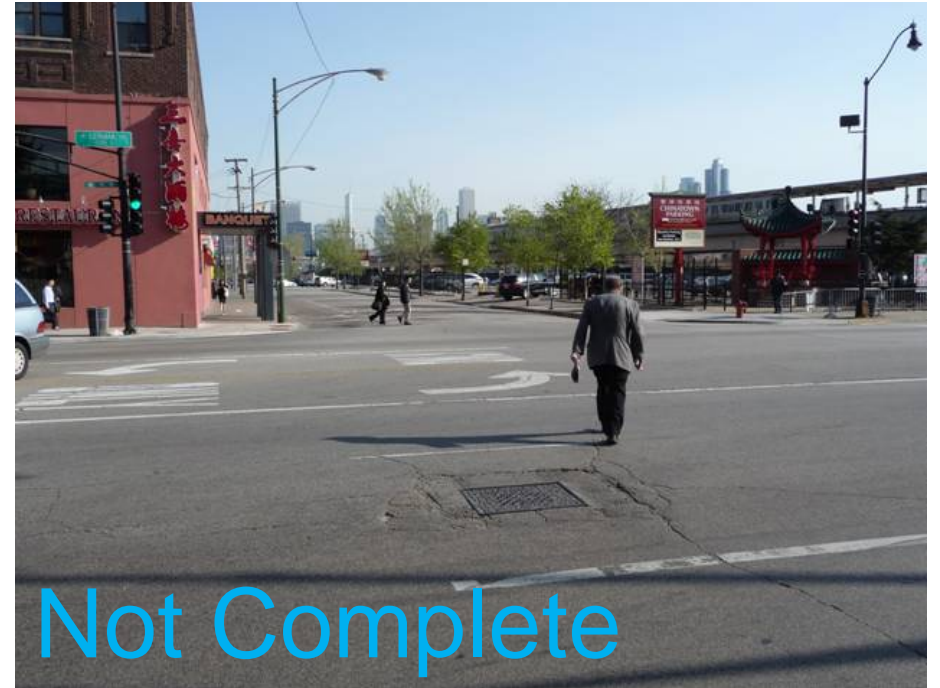
WAYFINDING / INFORMATION



MAIN ST. LOOKING NORTH



COMPLETE STREETS



Our streets should be places where everyone, regardless of travel mode, can operate safely and comfortably to access the goods and services they need

ACCOMODATING ALL TRAVEL MODES



BENEFITS OF COMPLETE STREETS

Provides healthy transportation options

Allows the economy to grow

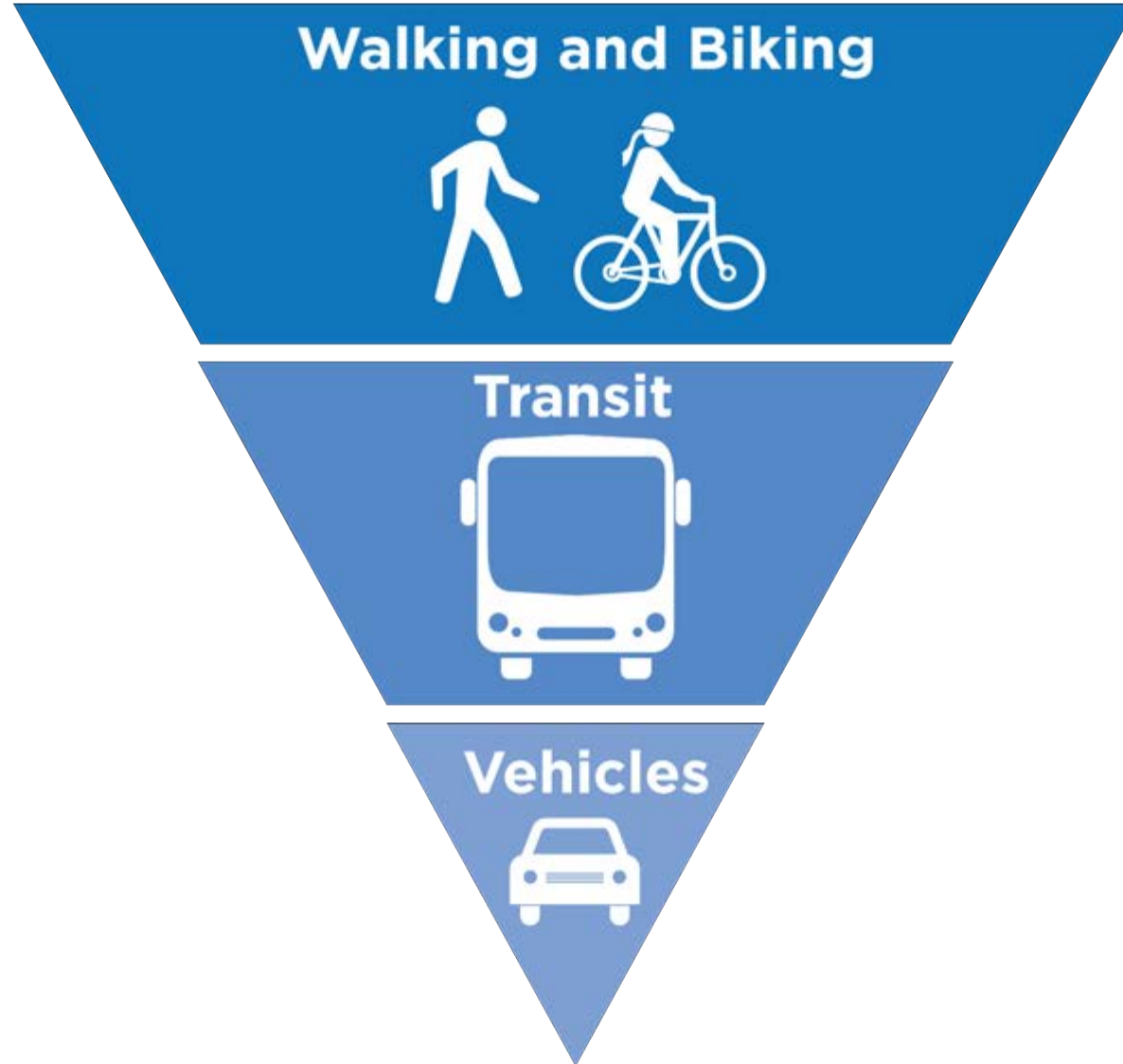
Protects and improves our environment

Supports vibrant, walkable neighborhoods

Improves safety and comfort



ESTABLISH STREET & MODE HEIRARCHY



COST EFFICIENT SPENDING OF LIMITED TRANSPORTATION \$\$

MOVING CARS

VS

MOVING PEOPLE

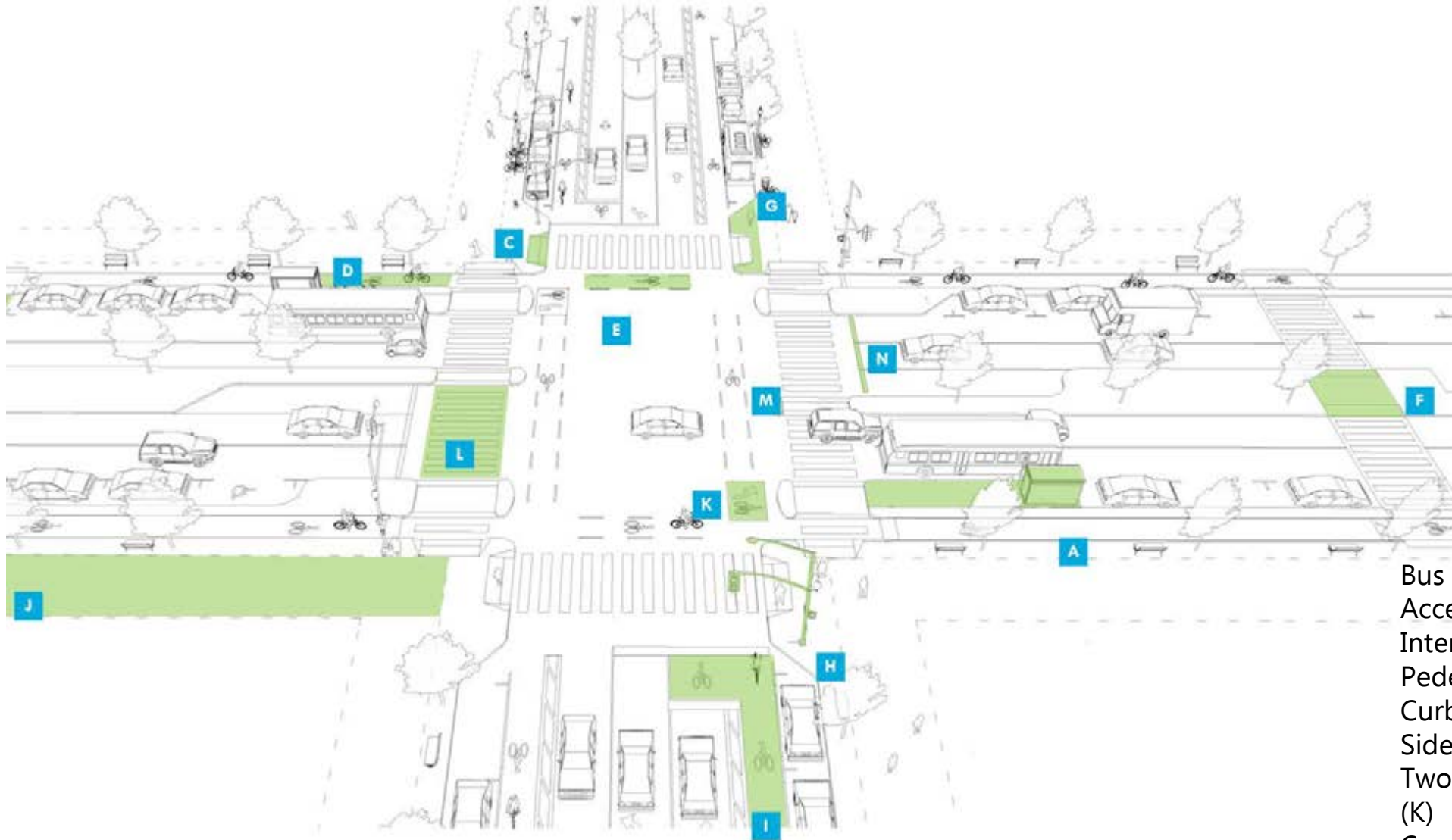


28.4 PEOPLE
PER BLOCK



1,000 PEOPLE
PER BLOCK

COMPLETE INTERSECTIONS



- Bus bulb out (A)
- Accessible curb ramps (C)
- Intersection bicycle crossing (E)
- Pedestrian refuge islands (F)
- Curb extensions (G)
- Sidewalks (H)
- Two-stage turn bike queue boxes (K)
- Crosswalks (L)
- Advanced stop bars (N)

ENHANCED STREETSCAPING



PROVIDE HIGH VISIBILITY CROSSINGS



CREATE PEDESTRIAN REFUGES & MEDIAN EXTENSIONS



BETTER INTEGRATE TRANSIT & BICYCLES



Steve Morgan

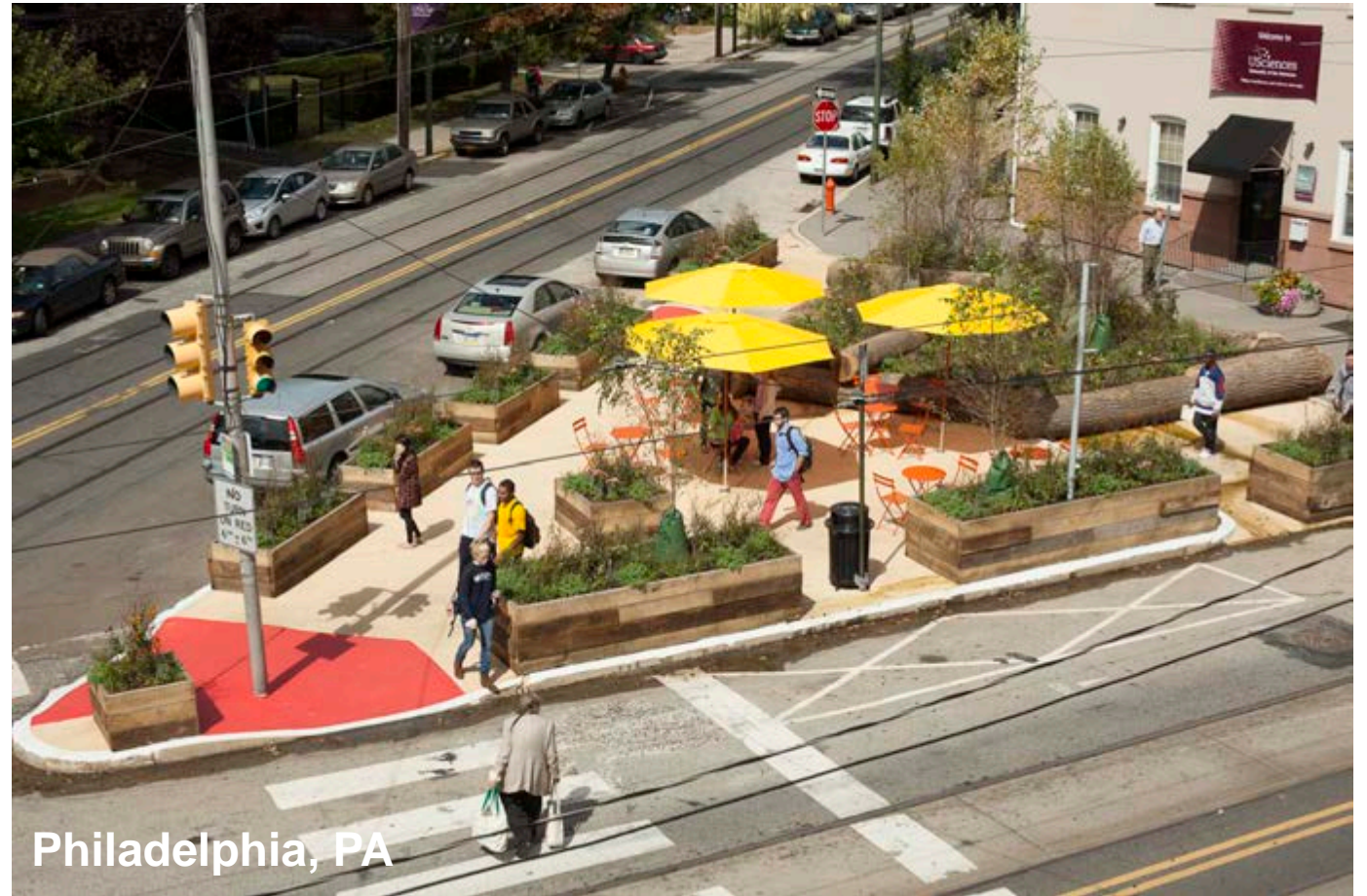


Paul Kruger

LANE REALLOCATION/ ROAD DIET



BUSINESS PARTNERSHIPS: PARKLETS



PORTAGE + MAIN

