

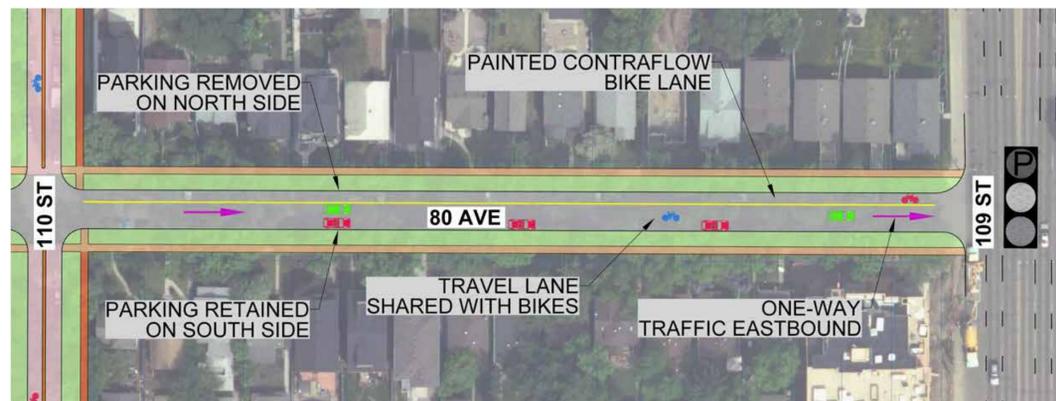
# 80 Avenue – 109 Street to 110 Street Bike Lane Connector

Please review the two bike facility options for an 80 Avenue connector between 109 Street and the new 110 Street bike lane and let us know what you think.

*Note: 80 Avenue would provide the designated westbound connection and 81 Avenue the designated eastbound connection (bikes will be able to ride with vehicle traffic in the opposite direction of the designated lane).*

## OPTION 1

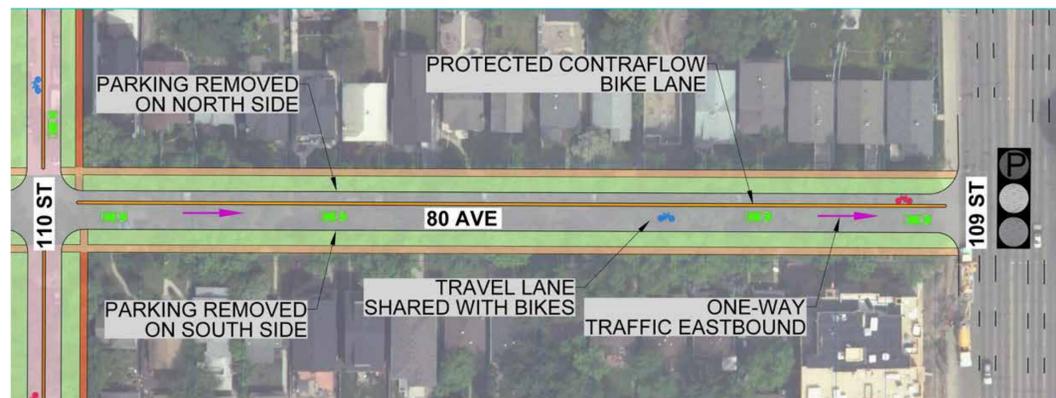
**Designated Painted Westbound Bike Lane** (eastbound bikes share with vehicle traffic)



## OPTION 2

**Protected Westbound Bike Lane** (eastbound bikes share with vehicle traffic)

Protected bike facility type to be determined



### Benefits

- + Consistent facility type with 80 Avenue east of 109 Street
- + On-street parking retained (south side)
- + No additional medians for people who walk

### Tradeoffs

- + No physical barrier between bikes and cars
- + No snow clearing priority, lanes will be cleared at the same priority as the road

### Shared benefits of both options:

- + Provides east/west connection to Queen Alexandra and the 106 Street bike lane
- + No trees removed

### Shared tradeoffs of both options:

- + Loss of on-street parking (north side)
- + Loss of westbound vehicle travel

### Benefits

- + Protected, contraflow bike lane, comfortable for all ages and abilities (westbound)
- + Snow clearing priority (westbound bike lane only)

### Tradeoffs

- + People who walk may need to step over a median
- + All on-street parking is removed

## OPTION 1



## OPTION 2



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# 80 Avenue – 109 Street to 110 Street Bike Lane Connector

## What we heard

- + Consider east-west connections from 109 Street to new 110 Street bike lane
- + Trees and parking are important
- + People who bike want a designated space for comfort in all seasons

## What we are showing

OPTION 1: Designated Painted Westbound Bike Lane	OPTION 2: Protected Westbound Bike Lane
<p><b>1. Review the two bike facility options for the 80 Avenue connector and tell us what would best meet the needs of users and area residents.</b></p> <p><b>2. Are there any additional benefits or tradeoffs?</b></p> <p><b>3. Does this design leave anyone out?</b></p>	
Option 1	Option 2

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# 81 Avenue – 109 Street to 110 Street Bike Lane Connector

Please review the two bike facility options for an 81 Avenue connector between 109 Street and the new 110 Street bike lane and let us know what you think.

Note: 80 Avenue would provide the designated westbound connection and 81 Avenue the designated eastbound connection (bikes will be able to ride with vehicle traffic in the opposite direction of the designated lane).

## OPTION 1

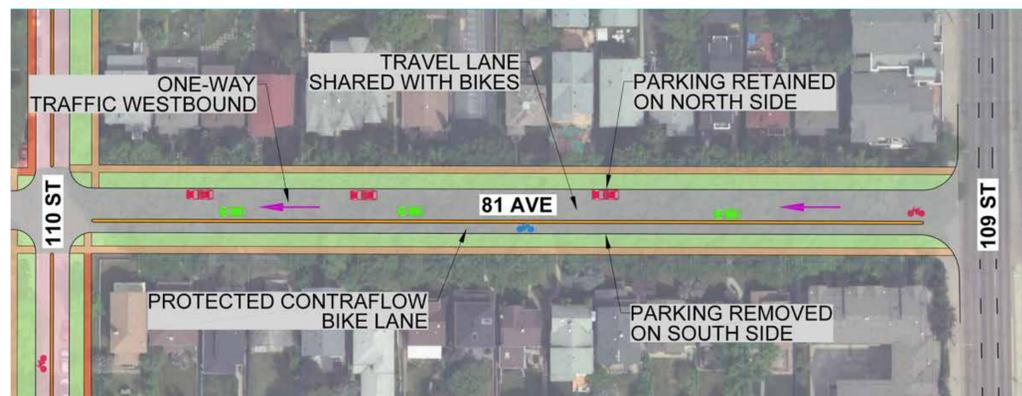
**Designated Painted Eastbound Bike Lane** (westbound bikes share with vehicle traffic)



## OPTION 2

**Protected Eastbound Bike Lane** (westbound bikes share with vehicle traffic)

Protected bike facility type to be determined



### Benefits

- + Consistent facility type with 81 Avenue east of 109 Street
- + Two-way vehicle traffic retained
- + No additional medians for people who walk

### Tradeoffs

- + No physical barrier between bikes and cars
- + No snow clearing priority, lanes will be cleared at the same priority as the road

### Shared benefits of both options:

- + Provides east/west connection to Queen Alexandra and the 106 Street bike lane
- + On-street parking retained (north side)
- + No trees removed

### Shared tradeoffs of both options:

- + Loss of on-street parking (south side)

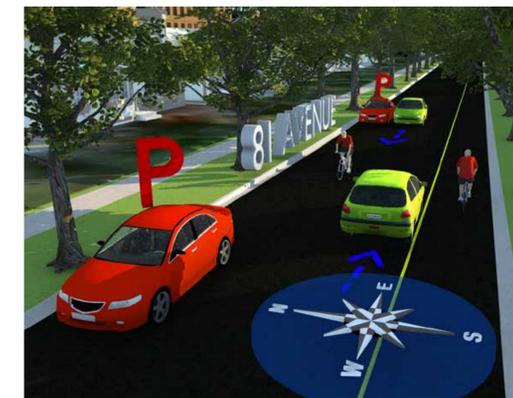
### Benefits

- + Protected, contraflow bike lane, comfortable for all ages and abilities (eastbound)
- + Snow clearing priority (eastbound bike lane only)

### Tradeoffs

- + Loss of eastbound vehicle travel
- + People who walk may need to step over a median

## OPTION 1



## OPTION 2



Learn more about this project: [edmonton.ca/BuildingGarneau](http://edmonton.ca/BuildingGarneau)

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# 81 Avenue – 109 Street to 110 Street Bike Lane Connector

## What we heard

- + Consider east-west connections from 109 Street to new 110 Street bike lane
- + Trees and parking are important
- + People who bike want a designated space for comfort in all seasons

## What we are showing

OPTION 1: Designated Painted Eastbound Bike Lane	OPTION 2: Protected Eastbound Bike Lane
<p><b>1. Review the two bike facility options for the 81 Avenue connector and tell us what would best meet the needs of users and area residents.</b></p> <p><b>2. Are there any additional benefits or tradeoffs?</b></p> <p><b>3. Does this design leave anyone out?</b></p>	
Option 1	Option 2

Learn more about this project:  
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# 83 Avenue Bike Lane Connection to 112 Street

Please review the two route options to connect the 83 Avenue bike lane to 112 Street and let us know what you think.

## OPTION 1

83 Avenue direct to 112 Street



## OPTION 2

83 Avenue via 111 Street to 84 Avenue to 112 Street



### Benefits

- + Direct path to 112 Street

### Tradeoffs

- + Trees removed (west of parkade entrance)
- + On-street parking removed (north side)
- + People who walk and bike share space (west of parkade entrance)

### Shared benefits of both options:

- + Protected connection to 112 Street

### Shared tradeoffs of both options:

- + Some on-street parking removed

### Benefits

- + No trees removed

### Tradeoffs

- + On-street parking removed (south side of 84 Avenue)
- + On-street parking removed 111 Street between 83 Avenue and 84 Avenue
- + Indirect route to 112 Street

OPTION 1



OPTION 2



Learn more about this project: [edmonton.ca/BuildingGarneau](http://edmonton.ca/BuildingGarneau)

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# 83 Avenue Bike Lane Connection to 112 Street

## What we heard

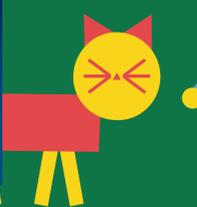
- + Complete connection between the 83 Avenue bike lane and 112 Street
- + Trees and parking are important
- + People who bike want a designated space for comfort in all seasons

## What we are showing

OPTION 1: 83 Avenue direct to 112 Street	OPTION 2: 83 Avenue via 111 Street to 84 Avenue to 112 Street
<p><b>1. Review the two options for the 83 Avenue to 112 Street connector and tell us what would best meet the needs of users and area residents.</b></p> <p><b>2. Are there any additional benefits or tradeoffs?</b></p> <p><b>3. Does this design leave anyone out?</b></p>	
Option 1	Option 2

Learn more about this project:  
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# 84 Avenue – 109 Street to 112 Street

Please review the four options for 84 Avenue and use the maps and option pieces provided to show us which option, or combination of options, would best meet the needs of road users and area residents.

*Note: All options can be applied to each block on 84 Avenue between 109 Street and 112 Street. They can increase on-street parking, encourage slower speeds and provide beautification (landscaped chicanes) depending on the option or combination of options that are chosen.*

## OPTION 1:

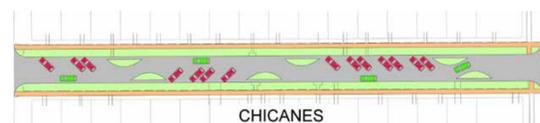
### Chicanes

#### Benefits

- + May discourage speeding and shortcutting
- + Can be landscaped / beautified
- + Can accommodate either angle parking or parallel parking between the chicanes

#### Tradeoffs

- + Reduced on-street parking as compared to a street with no chicanes
- + Additional maintenance required on, in or around chicanes (snow clearing, street sweeping and landscaping)
- + Potential diversion of traffic to other roads



## OPTION 2:

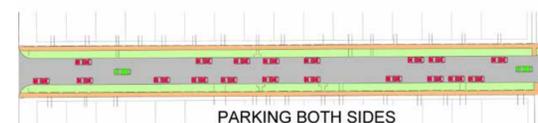
### Parallel on-street parking on both sides

#### Benefits

- + Increased on-street parking
- + On-street parking both sides narrows the driving space when parking is full, and may encourage lower speeds

#### Tradeoffs

- + If parking is not full there may be potential for increased speeds



## OPTION 3:

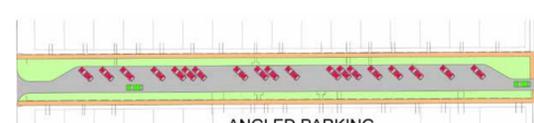
### Angle on-street parking on one side

#### Benefits

- + Increased on-street parking
- + Narrows driving space when parking is full and may encourage lower speeds

#### Tradeoffs

- + Additional signage to designate angle parking
- + Reduced sight lines when backing up
- + If parking is not full, there may be potential for increased speeds



## OPTION 4:

### Leave as is (109 to 110 Street – chicanes; 110 to 111 Street – parking north side; 111 to 112 Street – parking both sides)

#### Benefits

- + Existing chicanes (109 Street and 110 Street) may discourage shortcutting and encourage lower speeds
- + Existing parallel parking both sides (111 Street and 112 Street) narrows driving space when parking is full, and may encourage lower speeds

#### Tradeoffs

- + Current concrete chicanes have been reported as not aesthetically pleasing
- + Does not address current speeding / shortcutting concerns
- + If parking is not full, there may be potential for increased speeds

Note: If 84 Avenue between 111 Street and 112 Street is chosen as the bike lane connection to 112 Street, then that portion will have a protected, two-way bike lane and none of the options above will be applicable.

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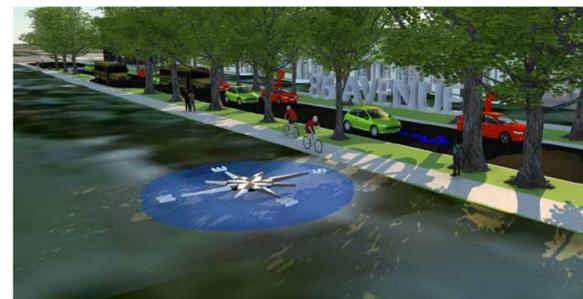
# 86 Avenue – Garneau School Area

Please review the options for the 86 Avenue Garneau School area and tell us what you think.

## OPTION 1: No Parking Bays added



## OPTION 2: One Parking Bay added



## OPTION 3: Two Parking Bays added



### OPTION 1

#### Benefits

- + Fewer trees removed

#### Tradeoffs

- + Buses may block the road during drop-off

#### Shared benefits of each option:

- + Improved crosswalk provides increased safety and visibility of people walking and driving
- + Shared-use path provides additional space for people accessing the school and playground
- + Shared-use path provides a safe connection from new 110 Street bike lane to the school and playground

### OPTION 2

#### Benefits

- + Additional parking for buses/drop-off
- + Additional residential parking outside of school hours

#### Tradeoffs

- + Tree removed

### OPTION 3

#### Benefits

- + Additional parking for buses/drop-off
- + Additional residential parking outside of school hours

#### Tradeoffs

- + More trees removed

Learn more about this project: [edmonton.ca/BuildingGarneau](http://edmonton.ca/BuildingGarneau)

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# 86 Avenue – Garneau School Area

## What we heard

- + Congestion occurs on 86 Avenue at school drop-off and pick-up times
- + Need an improved pedestrian crossing from the alley behind Upper Crust to the school
- + The playground at the school is a primary destination for families in the area

## What we are showing

- |  |   |  |
|--|---|--|
| <ul style="list-style-type: none"> <li>+ Shared-use path that provides:           <ul style="list-style-type: none"> <li>+ Space for pedestrians accessing the school and playground</li> <li>+ A bike connection between 109 Street and 110 Street</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>+ An enhanced 86 Avenue mid-block crossing (west of the alley) to increase safety and provide greater visibility for people walking and driving</li> </ul> | <ul style="list-style-type: none"> <li>+ Three options for drop-off/pick-ups:           <ul style="list-style-type: none"> <li><b>OPTION 1:</b> Leave As Is, No Parking Bays</li> <li><b>OPTION 2:</b> One Parking Bay</li> <li><b>OPTION 3:</b> Two Parking Bays</li> </ul> </li> </ul> |
|--|---|--|

1. Review the proposed design for the 86 Avenue Garneau School area and tell us what you think.
2. Are there any additional benefits or tradeoffs?
3. Does this design leave anyone out?

1. Review the three options for drop-offs/pick-ups on 86 Avenue and tell us what best meets the needs of users and area residents and why.

Option 1: Leave As Is	Option 2: One Parking Bay	Option 3: Two Parking Bays

Learn more about this project:  
[edmonton.ca/BuildingGarneau](http://edmonton.ca/BuildingGarneau)

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# 88 Avenue – 109 to 110 Street Bike Lane Connector

Please review the four bike facility options for the 88 Avenue connector and let us know what you think.

## OPTION 1: Raised, Protected, Two-way Bike Lane (north side)



### Benefits

- + Protected, comfortable for all ages and abilities
- + Boulevard trees retained
- + On-street parking retained in front of businesses
- + Snow clearing priority (bike lane only)

### Tradeoffs

- + On-street parking removed (west of businesses)

## OPTION 2: Raised, Protected Two-way Bike Lane (sidewalk attached–north side)



### Benefits

- + Protected, comfortable for all ages and abilities
- + On-street parking retained
- + New trees planted
- + Snow clearing priority (bike lane only)

### Tradeoffs

- + Boulevard trees are removed (north side)

## OPTION 3: Shared-use Path



### Benefits

- + Protected, comfortable for all ages and abilities
- + On-street parking retained and increased
- + Boulevard trees retained
- + Snow clearing priority (shared-use path)

### Tradeoffs

- + People who bike and walk share the same space
- + Impacts to private landscaping / fencing that is within City road right-of-way

## OPTION 4: Raised, Protected Westbound Bike Lane (north side); Eastbound bikes share with vehicles



### Benefits

- + On-street parking retained
- + Boulevard trees retained
- + Two-way vehicle traffic to alley (behind theatre)
- + Snow clearing priority (westbound bike lane only)

### Tradeoffs

- + People who bike eastbound share road with those who drive
- + Traffic direction changes on 88 Avenue to eastbound

### Shared benefits of each option:

- + Provides continuous route (no need to cross 88 Avenue to proceed north over High Level Bridge)
- + Snow clearing priority (bike lane only)

Learn more about this project: [edmonton.ca/BuildingGarneau](http://edmonton.ca/BuildingGarneau)

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# 88 Avenue – 109 to 110 Street Bike Lane Connector

## What we heard

- + Consider east-west connections from 109 Street to new 110 Street bike lane:
  - + 88 Avenue is a preferred and well-established connection
  - + An 89 Avenue connection was not preferred as it is not as direct of a connection for people who bike
- + Trees and parking are important
- + People who bike want a designated space for comfort in all seasons

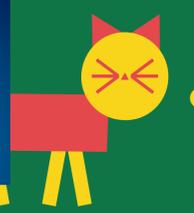
## What we are showing

OPTION 1: Raised, Protected, Two-way Bike Lane (north side)	OPTION 2: Raised, Protected Two-way Bike Lane (sidewalk attached-north side)	OPTION 3: Shared-use Path	OPTION 4: Raised, Protected Westbound Bike Lane (north side); Eastbound bikes share with vehicle traffic
<p><b>1. Review the four bike facility options for the 88 Avenue connector and tell us what would best meet the needs of users and area residents.</b></p> <p><b>2. Are there any additional benefits or tradeoffs?</b></p> <p><b>3. Does this design leave anyone out?</b></p>			
Option 1	Option 2	Option 3	Option 4

Learn more about this project:  
[edmonton.ca/BuildingGarneau](http://edmonton.ca/BuildingGarneau)

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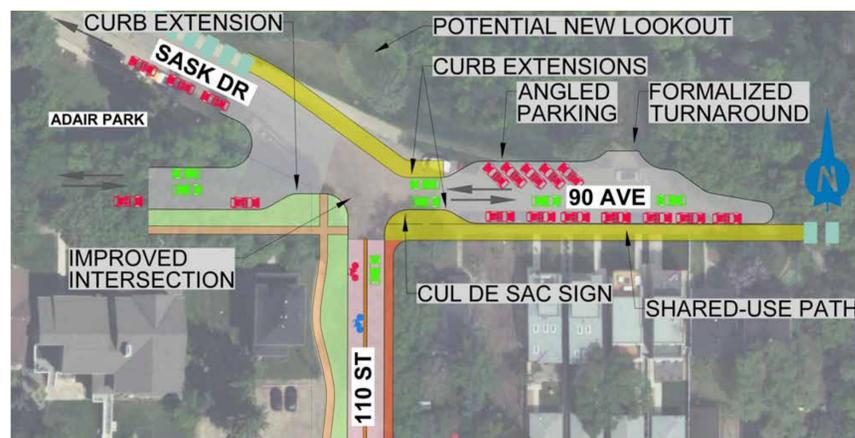


# 90 Avenue and Saskatchewan Drive Area

Review the 90 Avenue/Saskatchewan Drive design and shared-use path options and let us know what you think.

## OPTION 1

### South Side Shared-use Path



## OPTION 2

### North Side Shared-use Path



#### Benefits

- + On-street parking increased from current
- + Shared-use path is comfortable for all ages and abilities
- + Formal vehicle turnaround reduces conflicts between people who walk and bike and those who drive

#### Tradeoffs

- + People who bike and walk share the same space

#### Shared benefits of both options:

- + Curb extensions shorten crossing distances and slow traffic speeds
- + Improved walking and biking connections to the stairs leading to the High Level Bridge and river valley
- + Safer intersection crossing for people who bike and walk
- + Signage added to identify the cul-de-sac and reduce confusion
- + Snow clearing priority (shared-use path only)

#### Benefits

- + Shared-use path is comfortable for all ages and abilities (until the turnaround)
- + Continuity from existing shared-use path on the north side

#### Tradeoffs

- + Potential conflicts between people who walk and bike and those who drive (protected facility ends at the formalized vehicle turnaround)
- + Less on-street parking (from current)
- + Snow clearing of shared-use path ends at turnaround

## OPTION 1



## OPTION 2



Learn more about this project: [edmonton.ca/BuildingGarneau](http://edmonton.ca/BuildingGarneau)

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# 90 Avenue and Saskatchewan Drive Area

## What we heard

- + 90 Avenue/Saskatchewan Drive intersection is confusing for all users
- + Crossing locations are not clear to all users
- + Parking challenges in the area
- + Missing connection between shared-use path, and the High Level Bridge and river valley trails
- + High traffic volumes from drivers looking for alley access and parking

## What we are showing

- + Intersection improvements to clarify movements for all users
- + Curb extensions to shorten crossing distances and slow traffic speeds, increase pedestrian safety and provide greater visibility for people walking and driving
- + Enhanced cul-de-sac signage to reduce confusion
- + Shared-use path to complete the east-to-west connection to the High Level Bridge and river valley trails, and separates people who walk and bike from those that drive
- + Two options for a shared-use path location:  
**OPTION 1: South Side** **OPTION 2: North Side**

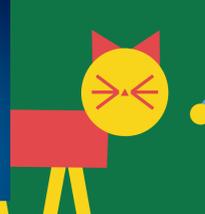
1. Review the proposed design for the 90 Avenue/Saskatchewan Drive area and tell us what you think.
2. Are there any additional benefits or tradeoffs?
3. Does this design leave anyone out?

1. Review the two options for the shared-use path location and tell us which best meets the needs of users and area residents and why.

Option 1: South Side	Option 2: North Side

Learn more about this project:  
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# 110 Street Bike Lane – University Avenue to Saskatchewan Drive

Please review the two bike facility options for the 110 Street bike lane between University Avenue and Saskatchewan Drive and let us know what you think.

## OPTION 1

### Raised Bike Facility



## OPTION 2

### On-street Bike Facility



#### Benefits

- + Fewer barriers for people who walk (no median, compared to Option 2)

#### Shared benefits of both options:

- + Protected; comfortable for all ages and abilities
- + Snow clearing priority (bike lane only)
- + Physical separation between people who drive and bike
- + No trees removed

#### Shared tradeoffs of both options:

- + Loss of on-street parking
- + Loss of southbound vehicle travel (between University Avenue and 82 Avenue)
- + Additional signage required

#### Benefits

- + Median provides location for snow storage

#### Tradeoffs

- + People who walk may be required to step over a median
- + More signage required than Option 1

Learn more about this project: [edmonton.ca/BuildingGarneau](https://edmonton.ca/BuildingGarneau)

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# 110 Street Bike Lane – University Avenue to Saskatchewan Drive

## What we heard

- + Support for 110 Street as the north-south bike lane connection to 76 Avenue
- + Trees are important
- + People who bike want a designated space for comfort in all seasons

## What we are showing

OPTION 1: Raised Bike Facility	OPTION 2: On-street Bike Facility
<p>1. Review the two bike facility options for the 110 Street – University Avenue to Saskatchewan Drive bike lane and tell us which would best meet the needs of users and area residents.</p> <p>2. Are there any additional benefits or tradeoffs?</p> <p>3. Does this design leave anyone out?</p>	
Option 1	Option 2

Learn more about this project:  
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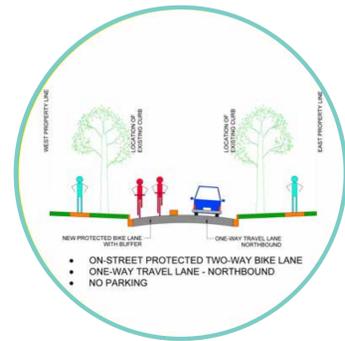


# 110 Street Bike Lane – University Avenue to 76 Avenue

As part of the Southside Bike Network, 110 Street will be the new location for a protected, two-way, north-south bike lane. Please review the five options for this section of the 110 Street bike lane and let us know what you think.

## OPTION 1:

**On-street Protected Bike Facility – No on-street parking/Trees retained**



### Benefits

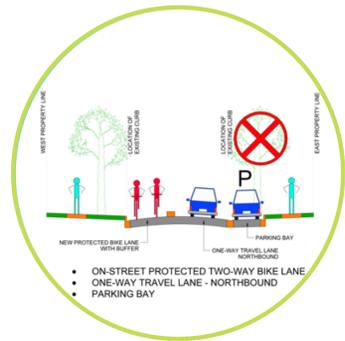
- + No trees removed
- + Median provides location for snow storage

### Tradeoffs

- + Loss of southbound vehicle travel
- + Loss of all on-street parking
- + Additional signage required
- + People who walk may be required to step over a median

## OPTION 2:

**On-street Protected Bike Facility – Some on-street parking/Some trees removed**



### Benefits

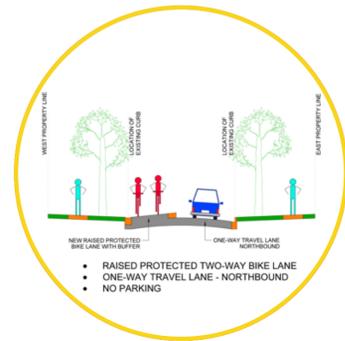
- + Some on-street parking retained on east side (parking bays added)
- + Median provides location for snow storage

### Tradeoffs

- + Loss of southbound vehicle travel
- + Some trees removed on east side
- + Additional signage required
- + People who walk may be required to step over a median

## OPTION 3:

**Raised Bike Facility – No on-street parking/Trees retained**



### Benefits

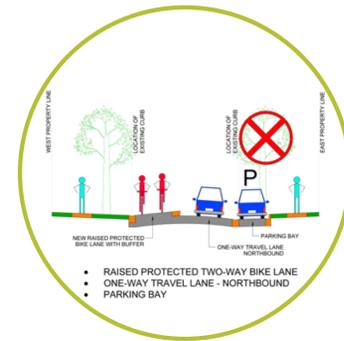
- + Fewer barriers for people who walk (no median)
- + No trees removed

### Tradeoffs

- + Loss of southbound vehicle travel
- + Loss of all on-street parking

## OPTION 4:

**Raised Bike Facility – Some on-street parking/Some trees removed**



### Benefits

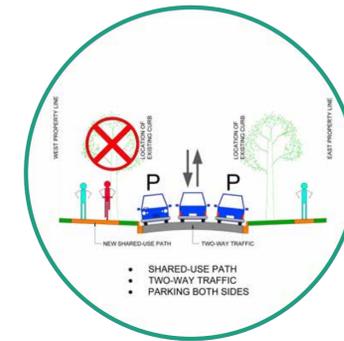
- + Fewer barriers for people who walk (no median)
- + Some on-street parking retained on east side (parking bays added)

### Tradeoffs

- + Loss of southbound vehicle travel
- + Some trees removed on east side

## OPTION 5:

**Shared-use Path – On-street parking retained/Some trees removed**



### Benefits

- + No additional barriers for people who walk
- + On-street parking retained on both sides
- + Two-way vehicle traffic retained

### Tradeoffs

- + Trees removed on west side
- + People who walk and bike share same space
- + People who bike must yield at intersections/ accesses
- + Not consistent with other bike facilities in area

### Shared benefits of all options:

- + Protected; comfortable for all ages and abilities
- + Physical separation between people who drive and bike
- + Two-way bike travel
- + Snow clearing priority (bike lanes only)

Learn more about this project: [edmonton.ca/BuildingGarneau](http://edmonton.ca/BuildingGarneau)

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# 110 Street Bike Lane – University Avenue to 76 Avenue

## What we heard

- + Support for 110 Street as the north-south connection to 76 Avenue
- + Trees and parking are important
- + People who bike want a designated space for comfort in all seasons

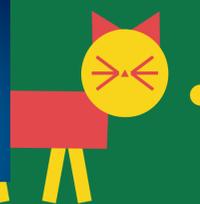
## What we are showing

<b>OPTION 1: On-street Protected Bike Facility</b> – No on-street parking/ Trees retained	<b>OPTION 2: On-street Protected Bike Facility</b> – Some on-street parking/ Some trees removed	<b>OPTION 3: Raised Bike Facility</b> – No on-street parking/ Trees retained	<b>OPTION 4: Raised Bike Facility</b> – Some on-street parking/ Some trees removed	<b>OPTION 5: Shared-use Path</b> – On-street parking retained/ Some trees removed
<p><b>1. Review the five options for a bike facility for the 110 Street – University Avenue to 76 Avenue bike lane and tell us what would best meet the needs of users and area residents.</b></p> <p><b>2. Are there any additional benefits or tradeoffs?</b></p> <p><b>3. Does this design leave anyone out?</b></p>				
<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>	<b>Option 4</b>	<b>Option 5</b>

Learn more about this project:  
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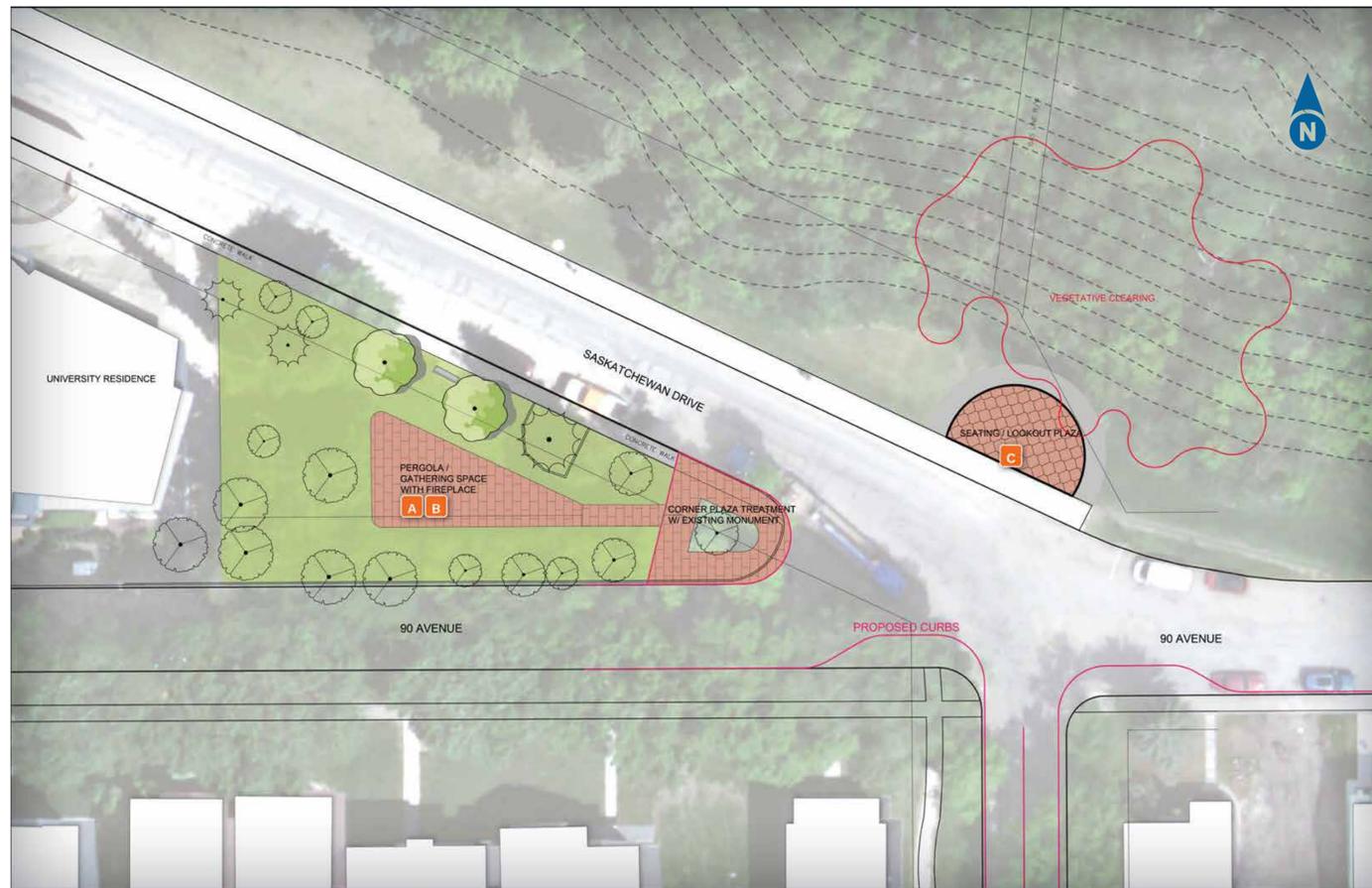
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# Adair Park and Lookout (Saskatchewan Drive/90 Avenue)

Please review the design suggestions for Adair Park and Lookout and let us know what you think.

## Adair Park Upgrades/Lookout Cleared



### Benefits

- + Neighbourhood gathering place in center of Adair Park
- + Monument upgraded (east side of park)
- + Seating plaza (northern end of 110 Street/Saskatchewan Drive)
- + Lookout clearing creates a new vista towards the High Level Bridge and/or downtown

### Tradeoffs

- + Extensive vegetation clearing down river valley bank may be required for view at lookout

Learn more about this project: [edmonton.ca/BuildingGarneau](http://edmonton.ca/BuildingGarneau)

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# Adair Park and Lookout (Saskatchewan Drive/90 Avenue)

## What we are showing

- + Neighbourhood gathering place in center of Adair Park
- + Monument upgraded (east side of park)
- + Seating plaza (northern end of 110 Street/Saskatchewan Drive)
- + Lookout clearing creates a new vista towards the High Level Bridge and/or downtown

1. Review the proposed improvements to Adair Park and the lookout and tell us what you think.
2. Are there any additional benefits or tradeoffs?
3. Does this design leave anyone out?

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# Bike Lanes, Connections and Facilities

## What we heard

- + Complete the north-south connection between 76 Avenue and Saskatchewan Drive
- + Consider east-west connections from new 110 Street bike lane to 109 Street
- + Complete connection between the 83 Avenue bike lane and 112 Street
- + People who bike want a designated space for comfort in all seasons

## What we are showing

Existing bike routes, new bike routes and new connections including:

- + A new 110 Street protected north-south connection from 76 Avenue to Saskatchewan Drive (see display board)
- + East-West connections between the new 110 Street bike lane and 109 Street (see display boards)
- + Connection between the 83 Avenue bike lane and 112 Street (see display board)
- + 90 Avenue shared-use path improvements (see display board at Driving station)
- + Removal of the painted bike lane on 111 Street (parking would be added)

## Considerations

- + 110 Street designated as the north-south connection to 76 Avenue as per the Southside Bike Network
- + Facilities that can accommodate all ages and abilities, year round, today and in the future
- + Connections to key destinations in the neighbourhood and beyond
- + Impact to nearby properties - including accesses and parking
- + Tree preservation

## Benefits

- + Improves safety and comfort of people who bike
- + Improves connections between bike facilities
- + Encourages slower vehicle speeds
- + Potential for additional on-street parking along 111 Street once bike lane is removed

## Tradeoffs

- + Some restrictions to vehicle traffic (one-way streets)
- + Potential loss of on-street parking in some areas

**Review the proposed bike map and tell us what else we should be considering.  
Leave a comment with a sticky note on the table map or on the applicable display board.**

Learn more about this project:  
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# Braithwaite Park

Please review the two design options for Braithwaite Park and let us know what you think.

## OPTION 1

### Dog Park



#### Benefits

- + Dog park may encourage more activity in the park, more users
- + Fenced dog park separates dogs and other park users

#### Tradeoffs

- + Dog park requires significant dedicated open space
- + Dependent on mode of travel, parking in area may increase

#### Shared benefits of both options:

- + Open space retained for informal recreation
- + Memorial plaza relocated to open area
- + New pathways following current pedestrian travel patterns increase connectivity
- + Tree-lined boulevard along 82 Avenue at the curve provides buffer from wind and road
- + Sidewalk upgrade along 82 Avenue at the curve (west end)

#### Benefits

- + Preserves undesignated open space for all park users

#### Tradeoffs

- + People with dogs and other park users share the same space



A FENCED IN DOG AREA



B NEW BOULEVARD TREES



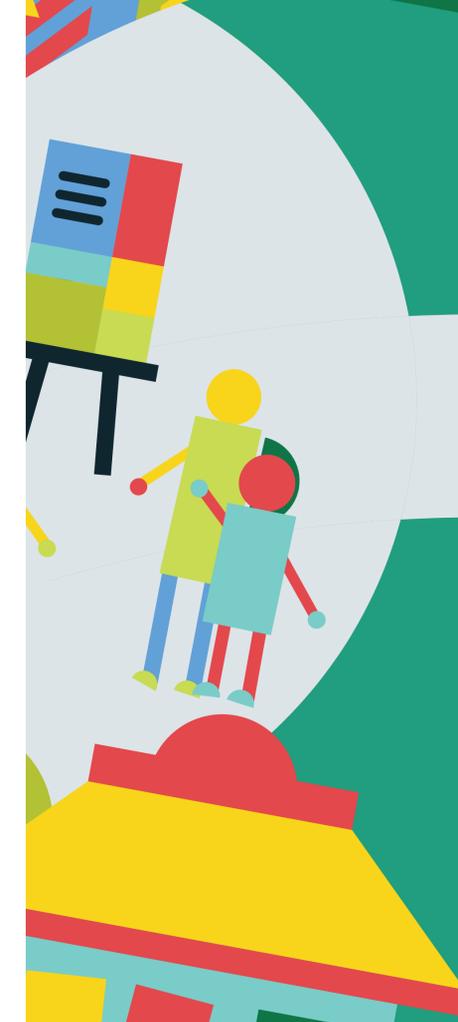
C PLAZA / SEATING AREA



D NEW PATHWAYS

## OPTION 2

### Open Undesignated Space



Learn more about this project: [edmonton.ca/BuildingGarneau](http://edmonton.ca/BuildingGarneau)

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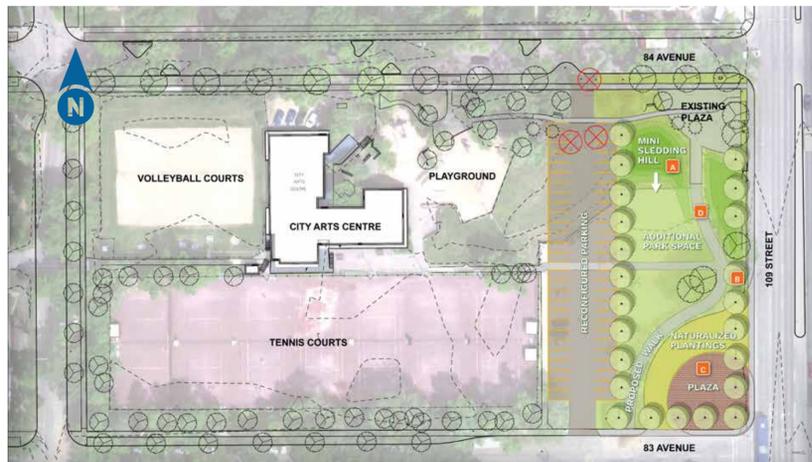


# City Arts Centre/Bus Turnaround

Please review the two design options for the City Arts Centre/Bus Turnaround and let us know what you think.

## OPTION 1

### Long Linear Park/84 Avenue Access



#### Benefits

- + 84 Avenue provides additional vehicle access to parking lot
- + Most efficient use of parking space
- + Aligns with 109 Streetscape Design Vision (removing accesses from 109 Street)

#### Tradeoffs

- + Existing trees and furnishings removed
- + Hill regrade and retaining wall removal will be required

#### Shared benefits of both options:

- + Large increase in park space
- + Boulevard trees planted along 109 Street
- + Improved pedestrian connectivity through park

#### Benefits

- + 109 Street access provide another route for vehicles to access the parking lot
- + Avoids regrading and retaining wall (compared to Option 1)

#### Tradeoffs

- + Smaller usable park space (compared to Option 1)
- + Parking space less efficient (compared to Option 1)

## OPTION 2

### Split Green Spaces/109 Street Access



Learn more about this project: [edmonton.ca/BuildingGarneau](http://edmonton.ca/BuildingGarneau)

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# City Arts Centre/Bus Turnaround

## What we heard

- + Support for consolidating area to add more green/park space
- + Open spaces to make users feel safe
- + Parking is important

## What we are showing

OPTION 1: Long Linear Park/84 Avenue Access	OPTION 2: Split Green Spaces/109 Street Access
<p>1. Review the two options for the City Arts Centre/Bus Turnaround and tell us what would best meet the needs of users and area residents.</p> <p>2. Are there any additional benefits or tradeoffs?</p> <p>3. Does this design leave anyone out?</p>	
Option 1	Option 2

Learn more about this project:  
[edmonton.ca/BuildingGarneau](http://edmonton.ca/BuildingGarneau)

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# Improved Intersections

## Roundabout



### Benefits

- + Reduces vehicle speed
- + Reduces the potential for serious vehicle collisions
- + Potential for landscaping in center (depending on size)

### Tradeoffs

- + Additional land may be required
- + Loss of parking stalls (2-3) on each street / avenue approaching the intersection
- + Not as friendly for people who walk
- + May be difficult for large trucks to turn around
- + May cause user confusion on how to properly yield / navigate

## Raised and Patterned Crosswalk



### Benefits

- + Localized speed reduction
- + Improved driver awareness of the pedestrian crossing
- + People who walk using mobility aids may be able to cross more easily

### Tradeoffs

- + May cause discomfort for people on buses and those who bike when crossing
- + May cause braking and accelerating traffic noise
- + May impact ability to clear snow in the vicinity of the crosswalk

## Curb Extensions



### Benefits

- + Shorter crossing distances for people who walk
- + Improves sight lines by preventing parking too close to the intersections
- + Slow traffic through the intersections
- + Opportunity for aesthetic improvements / landscaping

### Tradeoffs

- + Loss of 1-2 on-street parking spaces at each location
- + People who bike must "take the lane" to navigate around the feature
- + Additional maintenance (snow clearing, landscaping) may be required

Learn more about this project: [edmonton.ca/BuildingGarneau](https://edmonton.ca/BuildingGarneau)

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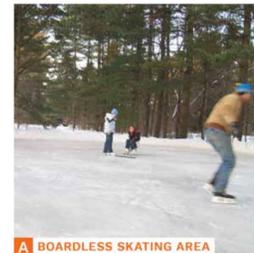
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# Park Space at 107 Street/86 Avenue (NW of Granite Curling Club)

Please review the options for the park space north/west of the Granite Curling Club and let us know what you think.

## OPTION 1

### Half-court Basketball/More Parking



#### Benefits

- + Half-court basketball provided
- + More parking for users, reducing demand for parking on residential streets
- + Half-court basketball could be used as parking in winter

#### Tradeoffs

- + Increased parking space reduces available park space

#### Shared benefits of both options:

- + Increased green space and new amenities
- + Increased trees and greenery
- + Improved access to existing playground

#### Benefits

- + Full-court basketball provided
- + Additional park space for small skating rink or other uses

#### Tradeoffs

- + Less parking than Option 1, may encourage users to park on residential streets

## OPTION 2

### Full-court Basketball/More Park Space



Learn more about this project: [edmonton.ca/BuildingGarneau](http://edmonton.ca/BuildingGarneau)

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# Park Space at 107 Street/ 86 Avenue (NW of Granite Curling Club)

## What we heard

- + Improved connections through park are supported
- + Add amenities

## What we are showing

OPTION 1: Half-court Basketball/More Parking	OPTION 2: Full-court Basketball/More Park Space
<p>1. Review the two options for the park space at 107 Street/86 Avenue and tell us what would best meet the needs of users and area residents.</p> <p>2. Are there any additional benefits or tradeoffs?</p> <p>3. Does this design leave anyone out?</p>	
Option 1	Option 2

Learn more about this project:  
[edmonton.ca/BuildingGarneau](http://edmonton.ca/BuildingGarneau)

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# Driving/Traffic

## What we heard

- + Speeding and shortcutting are a concern
- + Garneau School area has congestion issues during peak times
- + Current traffic calming measures should be reassessed (84 Avenue)
- + 90 Avenue/Saskatchewan Drive intersection is confusing for all users
- + Accessing/exiting neighbourhood can be difficult

## What we are showing

- + 81 Avenue/110 Street intersection curb extension addition
- + 81 Avenue/111 Street intersection traffic calming options
- + 86 Avenue – two-way vehicle travel added between 112 Street and 111 Street to improve access

See additional display boards for details on:

- + 84 Avenue traffic calming options
- + 86 Avenue (Garneau School) pedestrian access and drop-off parking options
- + 90 Avenue/Saskatchewan Drive traffic, on-street parking and pedestrian options

## Considerations

- + An overall traffic calming network that works together to encourage reduced speeds in the neighbourhood
- + A plan that balances driver behavior and access concerns for residents
- + Integration with new bike facility location and designs
- + Visibility improvements for people walking and driving

### Benefits

- + Improved visibility for people walking and biking
- + May discourage shortcutting
- + May discourage speeding

### Tradeoffs

- + Potential changes to existing traffic patterns
- + Potential loss of on-street parking

**Review the proposed traffic map on the table and tell us what else we should be considering. Leave a comment with a sticky note on the table map or on the applicable display board.**

Learn more about this project:  
[edmonton.ca/BuildingGarneau](http://edmonton.ca/BuildingGarneau)

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# Walking/Pedestrian Experience

## What we heard

- + Sidewalk connections to primary destinations within the neighbourhood are missing
- + Walking and the pedestrian experience are a priority
- + People living in assisted living facilities in the area have difficulty navigating curb ramps

## What we are showing

- + Missing sidewalk connections
- + 86 Avenue (Garneau School) shared-use path
- + Locations where enhanced pedestrian crossings are desired:
  - + 111 Street/86 Avenue
  - + Mid-block crossings at alleys: 84 Avenue, 85 Avenue, 86 Avenue between 109-110 Streets
  - + 90 Avenue/Saskatchewan Drive shared-use path options
- + Shared-use path in the rail corridor from 106 Street to 108A Street with connection to 109 Street

## Considerations

- + Facilities that can accommodate all ages and abilities, year round, today and in the future
- + Connections for people to reach key destinations in the neighbourhood
- + Impacts to nearby properties and the street
- + Maintenance: new sidewalks will need to be cleared of snow and ice by nearby property owners as per the current Snow and Ice Policy

### Benefits

- + Improves accessibility for people with different mobility needs
- + Improve connections throughout the neighbourhood
- + May reduce speeding

### Tradeoffs

- + Some trees may be removed to accommodate the new sidewalk or shared-use path
- + New sidewalks will need to be cleared of snow and ice by nearby property owners

**Review the proposed walking map and tell us what else we should be considering. Leave a comment with a sticky note on the table map or [here](#).**

## Show us your walking routes!

We would like to have a better understanding of how people walk through Garneau; what are the most popular routes you are currently taking?

**Use maps provided and highlight your prime walking routes.**

Learn more about this project:  
[edmonton.ca/BuildingGarneau](http://edmonton.ca/BuildingGarneau)

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