



# BUILDING GREAT NEIGHBOURHOODS

## SPRUCE AVENUE WORKSHOP - BIKE INFRASTRUCTURE ON 114 AVENUE

January 16, 2018 6:00-8:00 PM

The Spruce Avenue neighbourhood is scheduled to undergo neighbourhood renewal in 2018 and 2019. This work is expected to include road reconstruction and paving, as well as replacement of streetlights and reconstruction of sidewalks, curb, and gutter.

In previous consultation regarding Spruce Avenue neighbourhood renewal, we received requests to include the implementation of bicycle infrastructure through construction. We held a workshop on Tuesday January 16, 2018 regarding potential changes along 114 Avenue between 106 Street and 97 Street. This targeted workshop was focused on those that would be most impacted by changes to 114 Avenue and general community stakeholders.

Mail-drop invitations were extended to both residents and property owners along 114 Avenue between 97 Street and 106 Street.

Additional stakeholders were contacted through email including both St. Basil School and Spruce Avenue School, as well as representatives of the community league and the citizens that expressed interest in bicycle infrastructure in earlier engagement meetings. City staff were available to discuss and receive further input from the broader community and those that were unable to attend the workshop.

The workshop focused on 3 options for bike infrastructure along 114 Avenue and the operations and impacts of each option. Participants had the opportunity to comment on the options they felt most excited about and the options they had the most concerns about.

The following provides a general overview of comments and questions from the workshop discussions:

### WHICH OPTION ARE YOU MOST EXCITED ABOUT AND WHY?

All participants selected the shared use path and gave the following reasons:

- It is familiar to many and residents for the most part respect each other
- Not “excited” per se, but best compromise option provides facility with least impact
- Familiar, like bike routes in river valley
- Good separation from traffic
- Least impact on existing infrastructure
- Would be the most beneficial to the neighbourhood due to the small impact it would have while also providing a safe option for bikes and pedestrians

### WHICH OPTION ARE YOU MOST CONCERNED ABOUT AND WHY?

All participants selected the protected bike lane option and gave the following reasons:

- Worried about the restrictions to parking and flow of traffic due to the one-way
- Would be very disappointing to lose parking because we chose to live here for parking accommodation
- Not perfectly safe, still potential for conflicts with auto traffic
- Significant impact on existing infrastructure



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- Not well accepted by non-cyclists
- “Overkill” here impacts on road access and parking
- Not really needed in terms of capacity
- Would limit traffic on one route in/out of the neighbourhood (neighbourhood access is already constrained)
- Not too enamoured with changing current traffic flow to one way
- Much resistance from homeowners
- I believe the street is not busy enough to put protected bike lanes in
- Not an appropriate use of space and financial resources
- Impacts parking around 101/97 Street which is already constrained

## WHAT SHOULD WE THE CITY CONSIDER AS WE MAKE A DECISION ABOUT WHICH BICYCLE INFRASTRUCTURE TO BUILD?

- Parking, traffic flow, safety
- How about “calming” all vehicular traffic by imposing a 40km/h speed limit on all residential streets instead of dedicated bike lanes
- Where do people go when they get to the end of the bike route?
- What is the direct north-south connection into downtown for the east end of the neighbourhood?
- Systematic routing that is consistent for multi-users. Adaptation to different options can be quite confusing
- Motorists may not abide by road changes