

ADAPTABLE ONE-WAY PROTECTED BIKE LANES

ADAPTABLE ONE-WAY PROTECTED BIKE LANES CREATE A DESIGNATED SPACE FOR PEOPLE TO BIKE. THEY ARE LOCATED ON BOTH SIDES OF THE ROAD, WITH A CURB PROVIDING A PHYSICAL BARRIER THAT SEPARATES PEOPLE WHO DRIVE AND PEOPLE WHO BIKE.

HERE IS A PHOTO OF A ONE-WAY PROTECTED BIKE LANE LOCATED ON 105 AVENUE BETWEEN 105 STREET AND 109 STREET, AS PART OF THE 105 AVENUE STREETSCAPE PROJECT.

ADAPTABLE TWO STAGE CROSSING

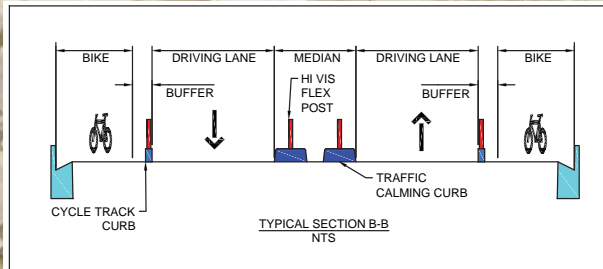
ADAPTABLE TWO-STAGE CROSSINGS ARE ISLANDS IN THE CENTRE OF A ROADWAY AT A PEDESTRIAN CROSSING TO ALLOW PEOPLE TO PAUSE BETWEEN CROSSING EACH DIRECTION OF TRAFFIC. THEY SHORTEN CROSSING DISTANCES AND SLOW TRAFFIC.

HERE IS A PHOTO OF AN ADAPTABLE TWO STAGE CROSSING THAT WAS INSTALLED IN CARTER CREST IN 2022, AS PART OF THE CARTER CREST STREET LAB AND CONVERTED INTO A PERMANENT INSTALLATION IN 2023.

ADAPTABLE CENTRE MEDIAN

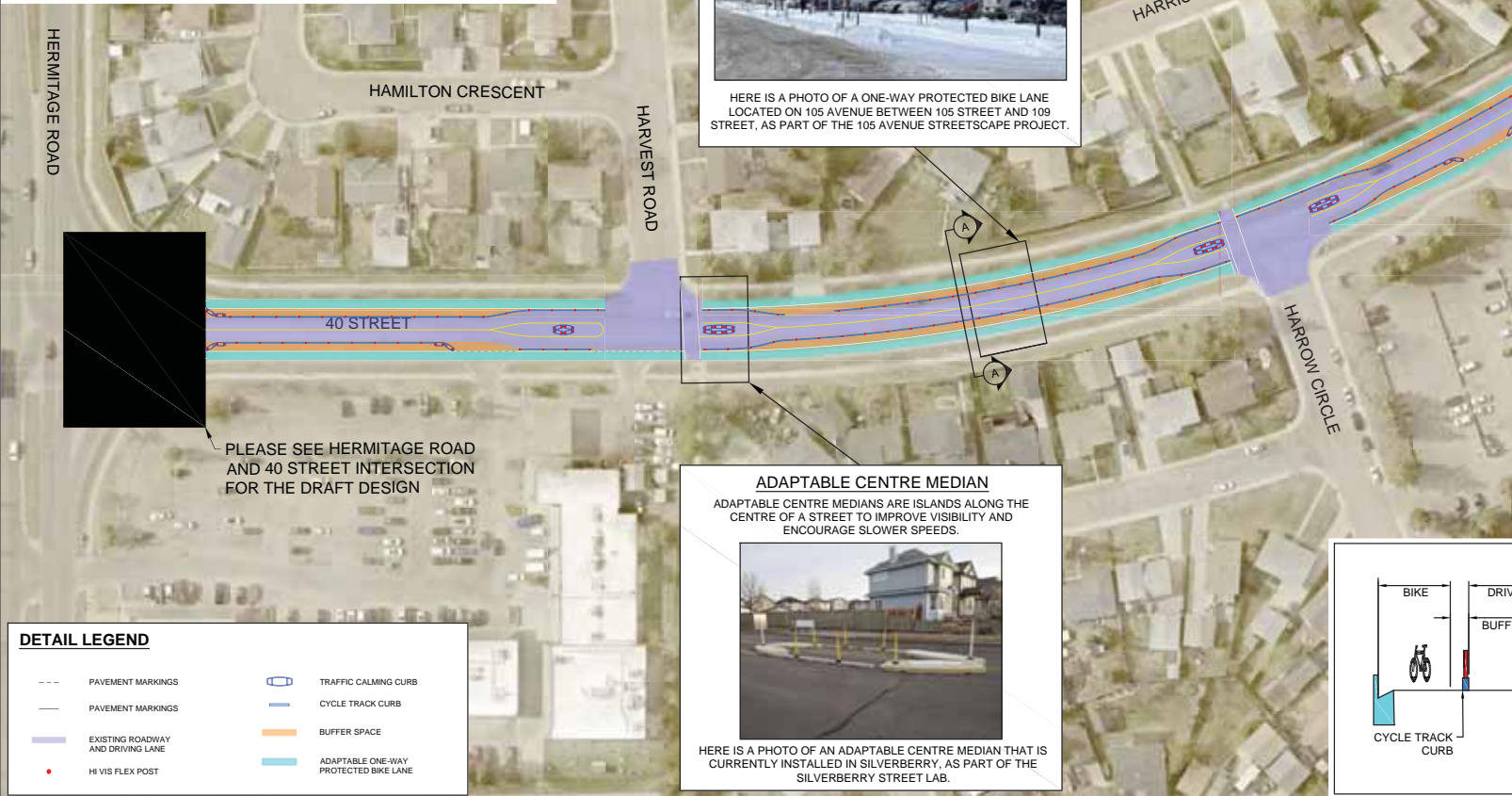
ADAPTABLE CENTRE MEDIANS ARE ISLANDS ALONG THE CENTRE OF A STREET TO IMPROVE VISIBILITY AND ENCOURAGE SLOWER SPEEDS.

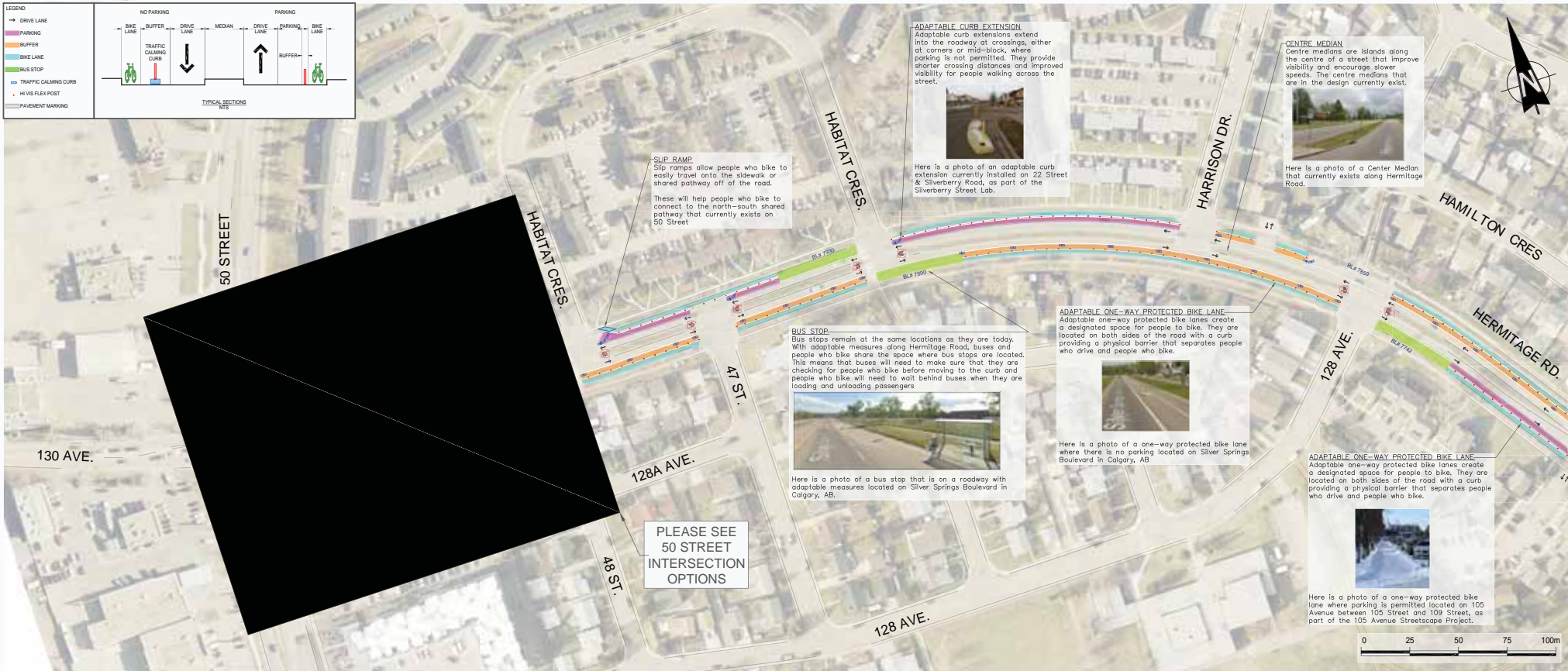
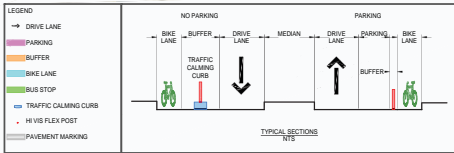
HERE IS A PHOTO OF AN ADAPTABLE CENTRE MEDIAN THAT IS CURRENTLY INSTALLED IN SILVERBERRY, AS PART OF THE SILVERBERRY STREET LAB.



DETAIL LEGEND

---	PAVEMENT MARKINGS		TRAFFIC CALMING CURB
---	PAVEMENT MARKINGS		CYCLE TRACK CURB
---	EXISTING ROADWAY AND DRIVING LANE		BUFFER SPACE
•	HI VIS FLEX POST		ADAPTABLE ONE-WAY PROTECTED BIKE LANE





SLIP RAMP
Slip ramps allow people who bike to easily travel onto the sidewalk or shared pathway off of the road. These will help people who bike to connect to the north-south shared pathway that currently exists on 50 Street

ADAPTABLE CURB EXTENSION
Adaptable curb extensions extend into the roadway at crossings, either at corners or mid-block, where parking is not permitted. They provide shorter crossing distances and improved visibility for people walking across the street.

CENTRE MEDIAN
Centre medians are islands along the centre of a street that improve visibility and encourage slower speeds. The centre medians that are in the design currently exist.

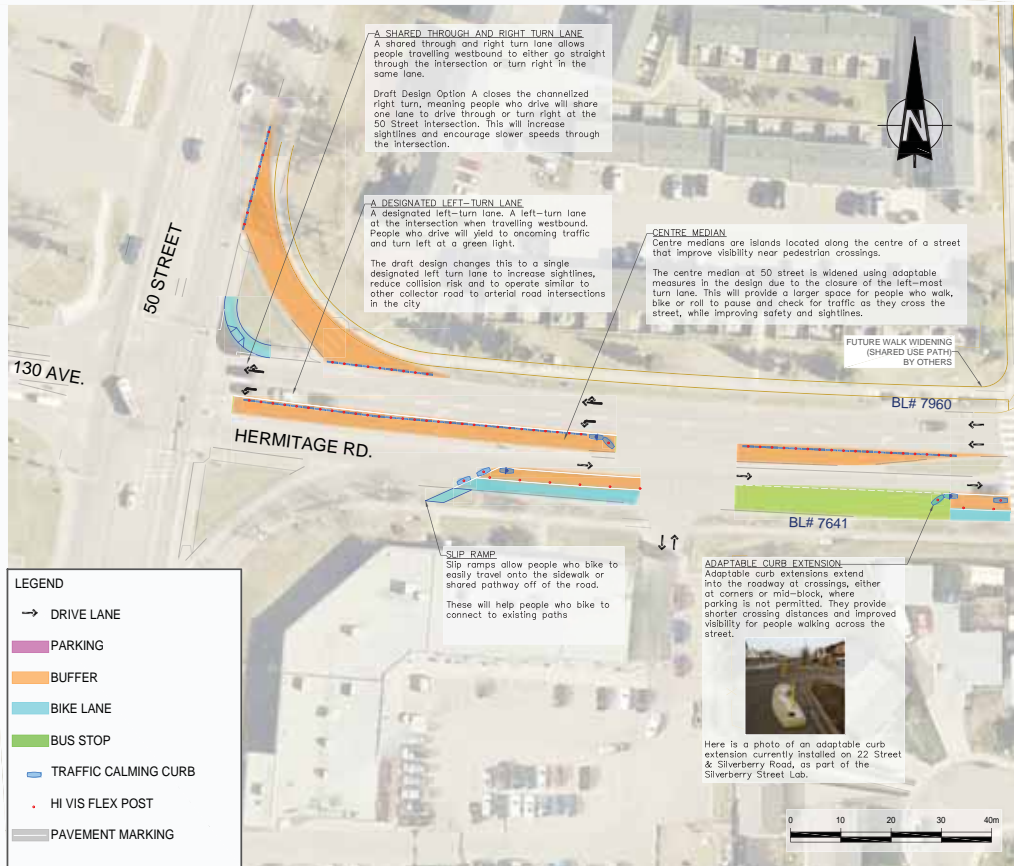
BUS STOP
Bus stops remain at the same locations as they are today. With adaptable measures along Hermitage Road, buses and people who bike share the space where bus stops are located. This means that buses will need to make sure that they are checking for people who bike before moving to the curb and people who bike will need to wait behind buses when they are loading and unloading passengers

ADAPTABLE ONE-WAY PROTECTED BIKE LANE
Adaptable one-way protected bike lanes create a designated space for people to bike. They are located on both sides of the road with a curb providing a physical barrier that separates people who drive and people who bike.

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PLEASE SEE 50 STREET INTERSECTION OPTIONS

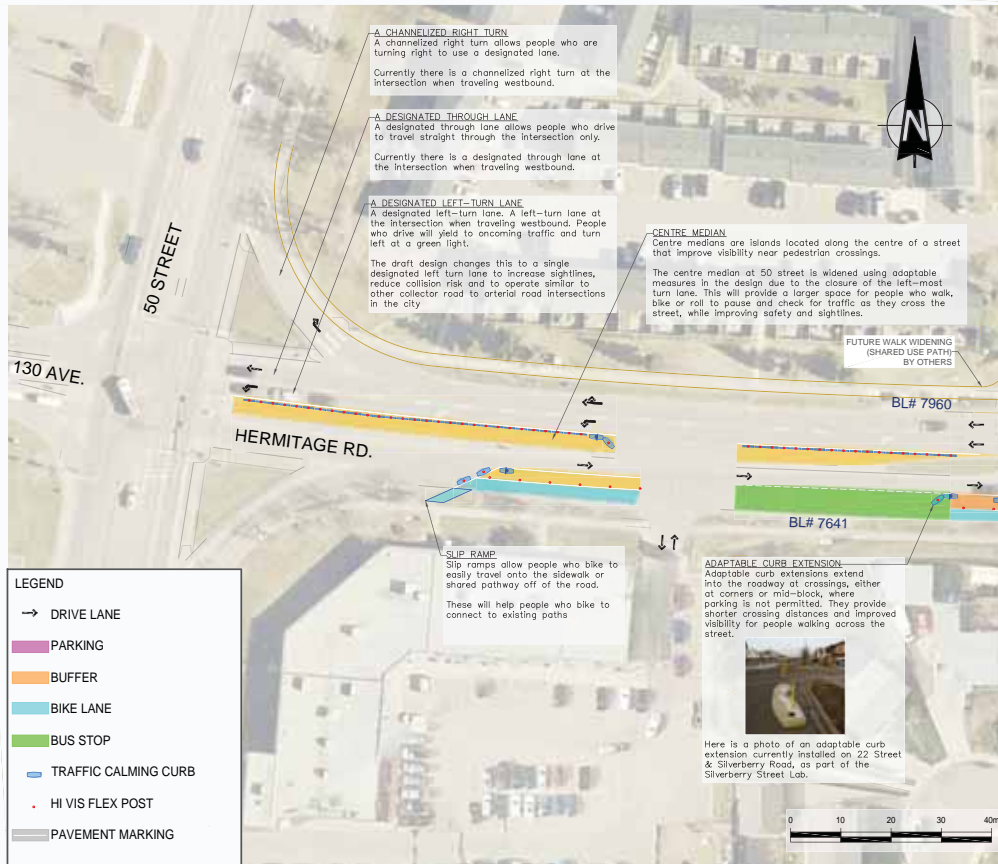




TOWARDS 40
HERMITAGE ROAD DRAFT DESIGN
50 STREET INTERSECTION - OPTION A



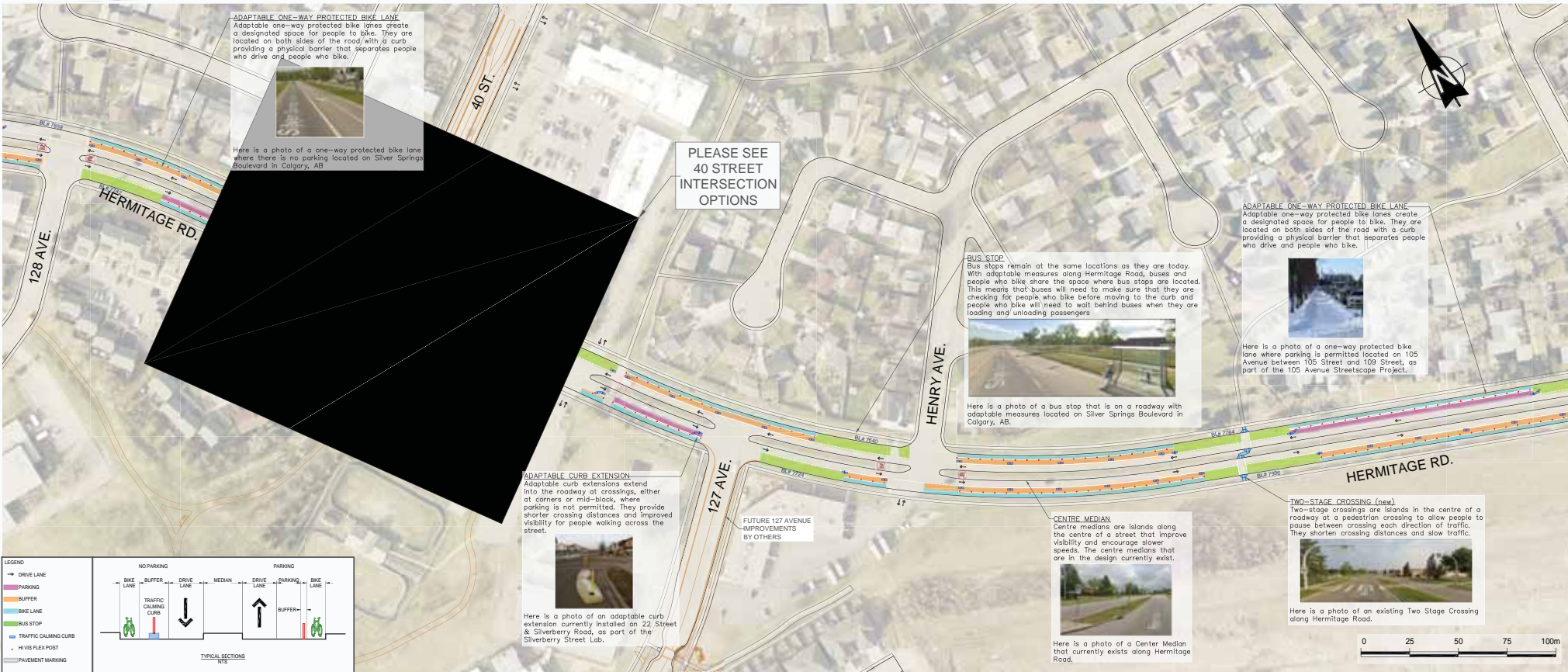
March 21, 2024



TOWARDS 40
HERMITAGE ROAD DRAFT DESIGN
50 STREET INTERSECTION - OPTION B



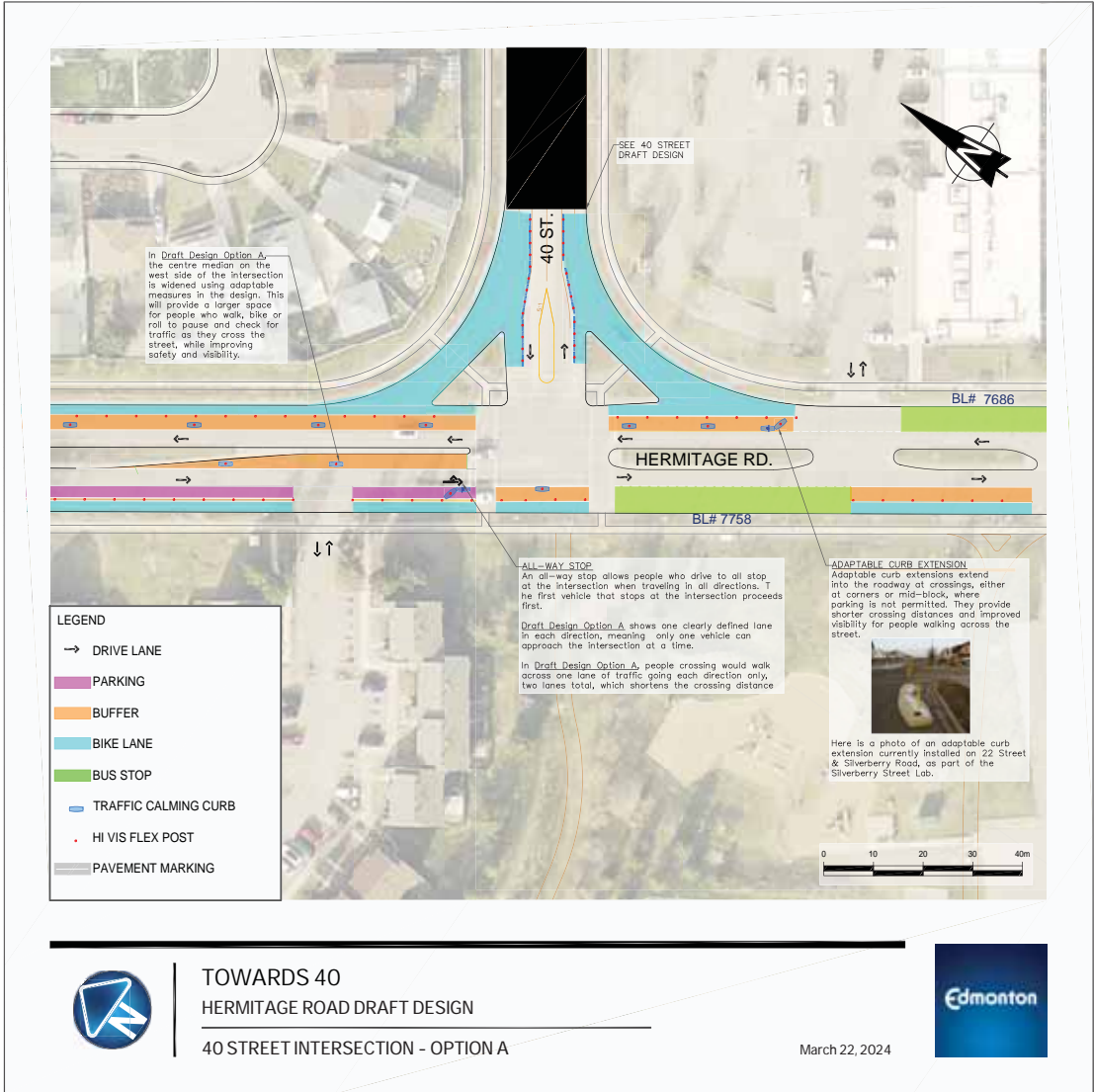
March 21, 2024

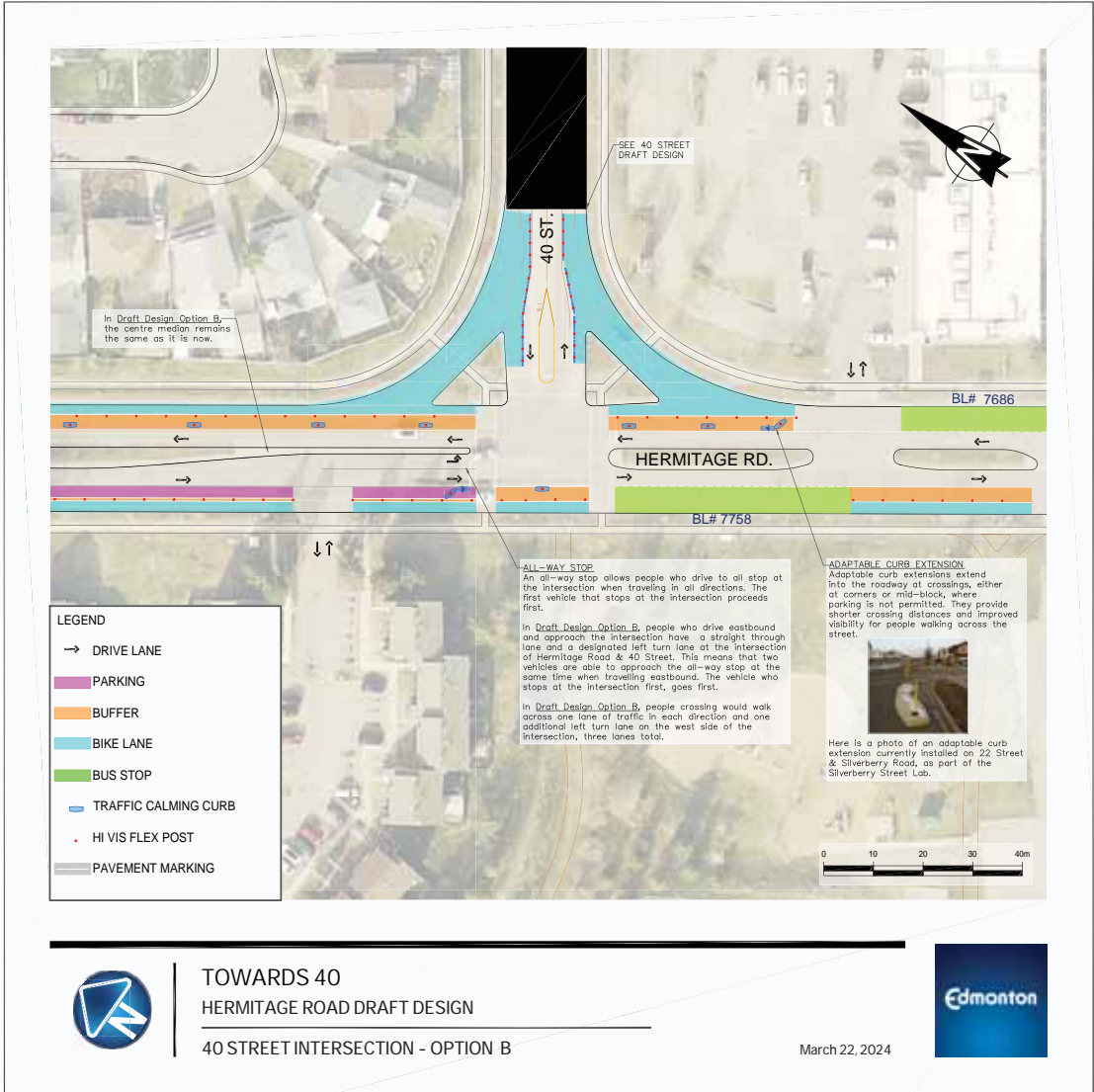


**TOWARDS 40
HERMITAGE ROAD DRAFT DESIGN
128 AVENUE TO HOMESTEAD CR.**

March 22, 2024



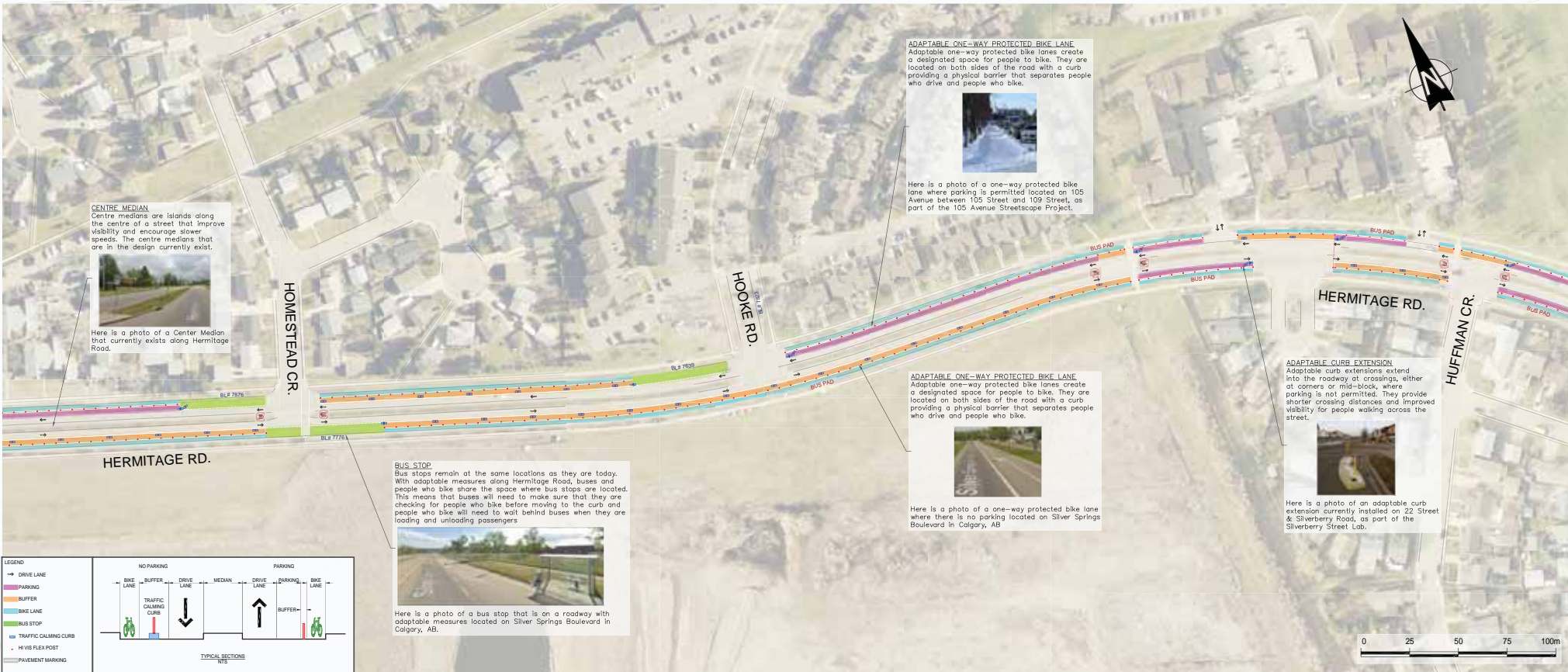




TOWARDS 40
HERMITAGE ROAD DRAFT DESIGN
40 STREET INTERSECTION - OPTION B



March 22, 2024



CENTRE MEDIAN
Centre medians are islands along the centre of a street that improve visibility and encourage slower speeds. The centre medians that are in the design currently exist.



Here is a photo of a Center Median that currently exists along Hermitage Road.

ADAPTABLE ONE-WAY PROTECTED BIKE LANE
Adaptable one-way protected bike lanes create a designated space for people to bike. They are located on both sides of the road with a curb providing a physical barrier that separates people who drive and people who bike.



Here is a photo of a one-way protected bike lane where parking is permitted located on 105 Avenue between 105 Street and 109 Street, as part of the 105 Avenue Streetscape Project.

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Here is a photo of a one-way protected bike lane where there is no parking located on Silver Springs Boulevard in Calgary, AB.

ADAPTABLE CURB EXTENSION
Adaptable curb extensions extend into the roadway at crossings, either at corners or mid-block, where parking is not permitted. They provide shorter crossing distances and improved visibility for people walking across the street.

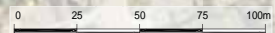
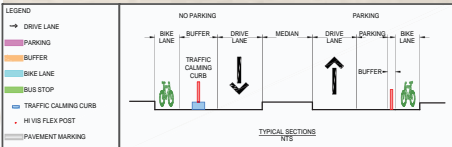


Here is a photo of an adaptable curb extension currently installed on 22 Street & Silverberry Road, as part of the Silverberry Street Lab.

BUS STOP
Bus stops remain at the same locations as they are today. With adaptable measures along Hermitage Road, buses and people who bike share the space where bus stops are located. This means that buses will need to make sure that they are checking for people who bike before moving to the curb and people who bike will need to wait behind buses when they are loading and unloading passengers.



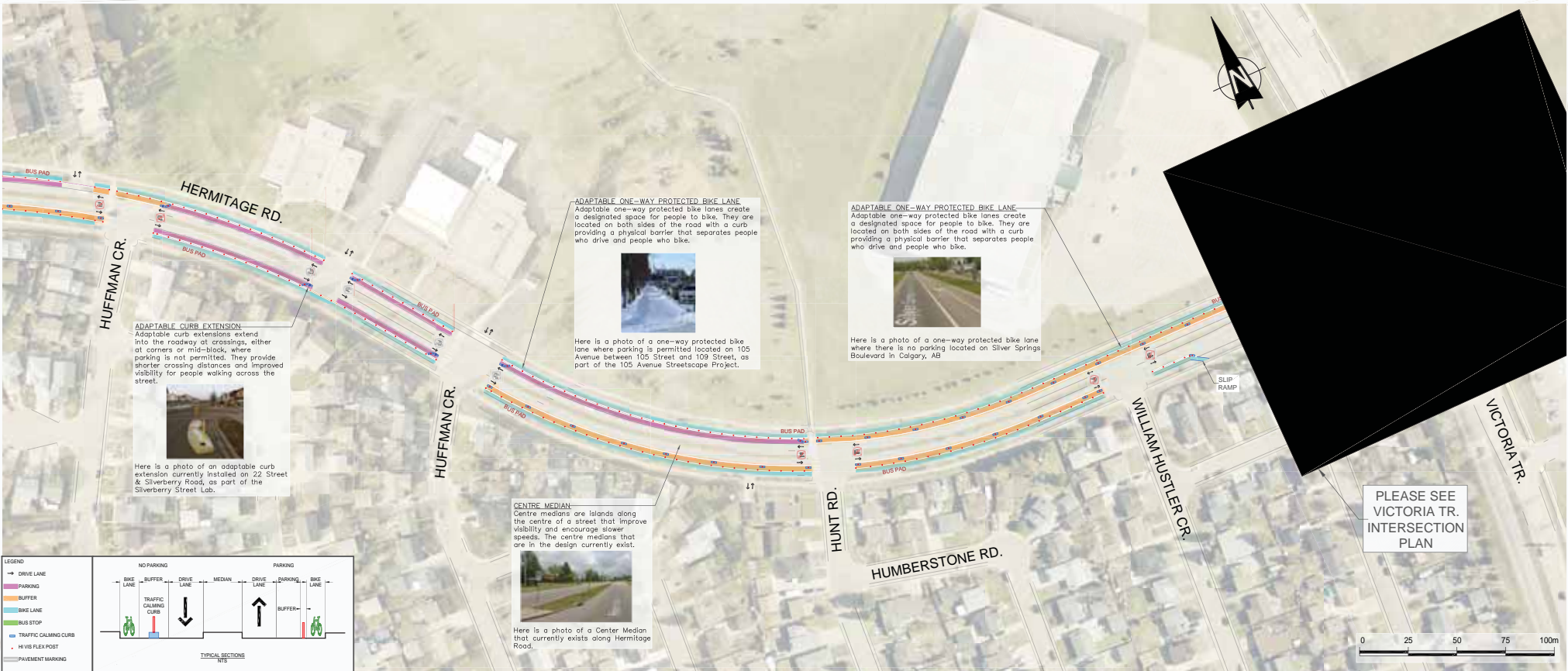
Here is a photo of a bus stop that is on a roadway with adaptable measures located on Silver Springs Boulevard in Calgary, AB.



TOWARDS 40
HERMITAGE ROAD DRAFT DESIGN
HOMESTEAD CR. TO HUFFMAN CR.

March 22, 2024

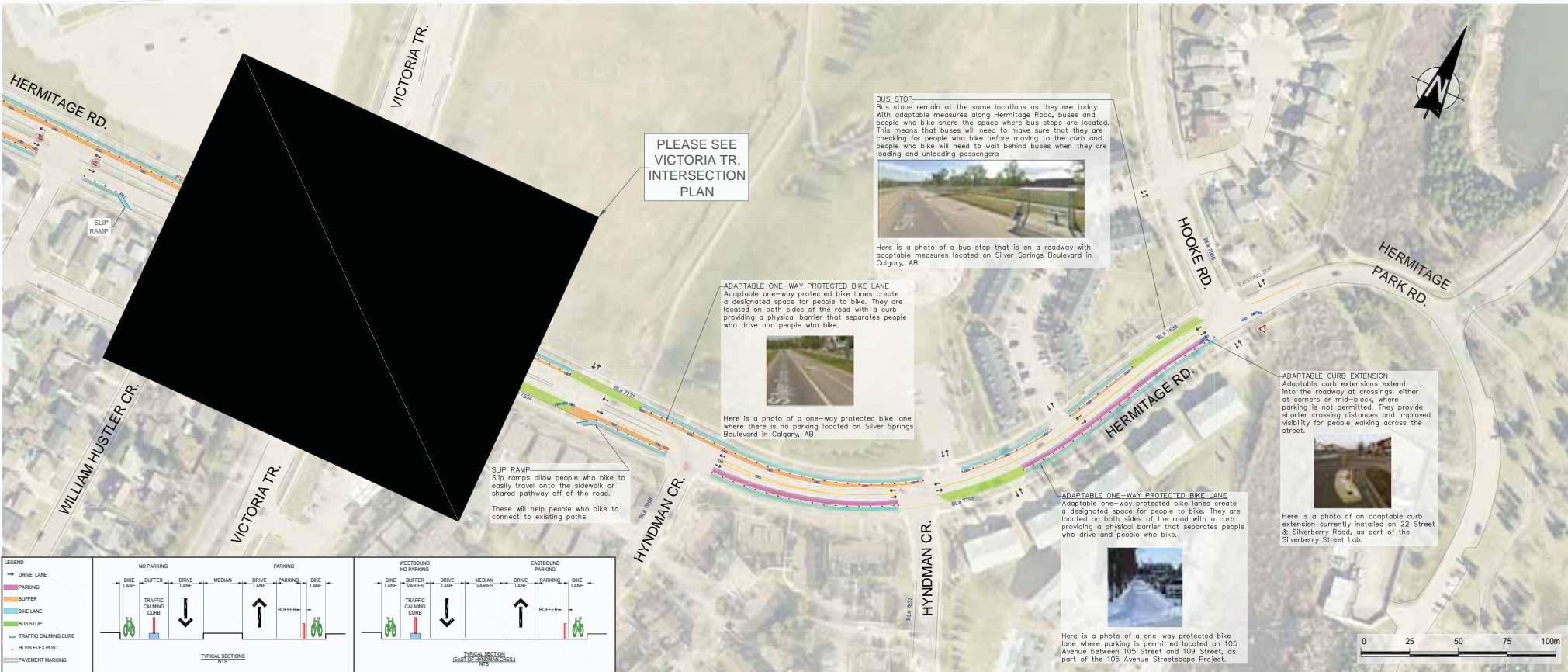




TOWARDS 40
HERMITAGE ROAD DRAFT DESIGN
HUFFMAN CR. TO VICTORIA TRAIL

March 21, 2024





PLEASE SEE VICTORIA TR. INTERSECTION PLAN

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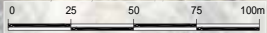
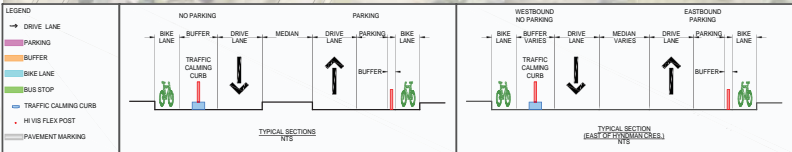


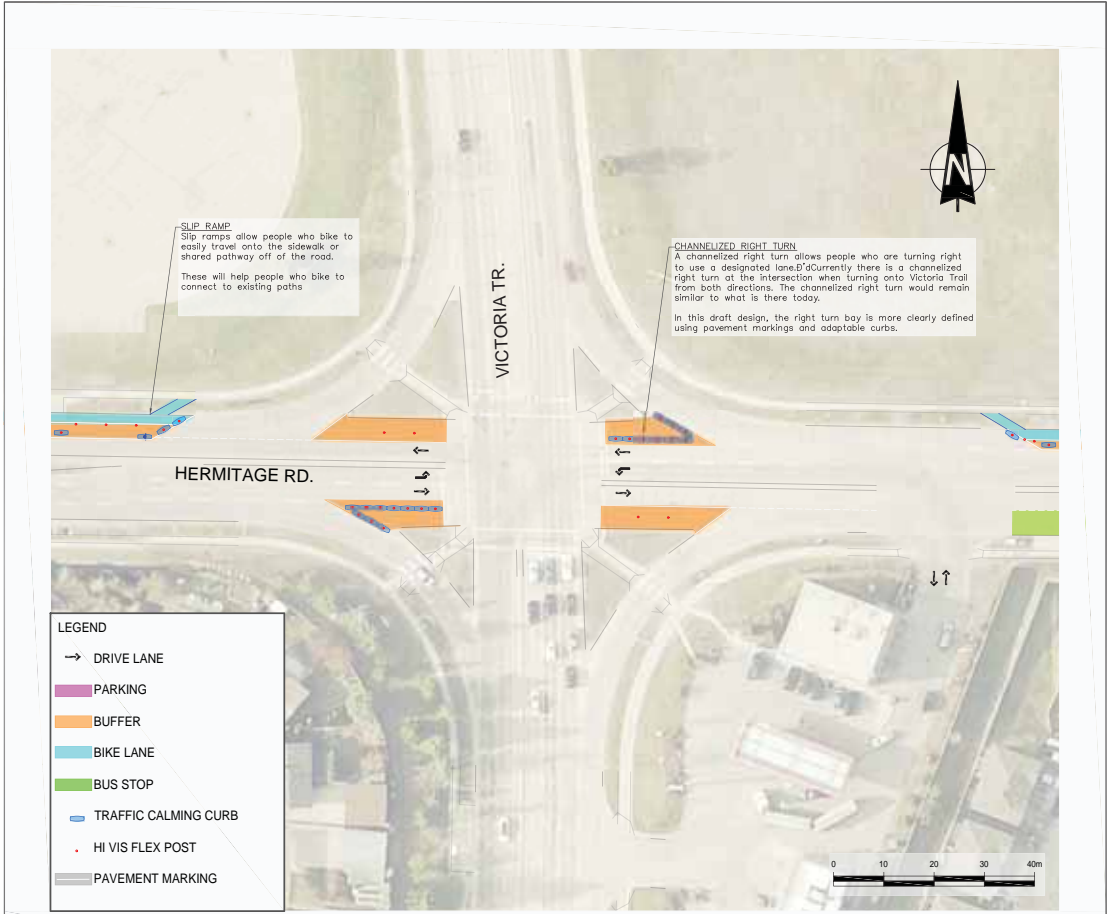
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TOWARDS 40
HERMITAGE ROAD DRAFT DESIGN
VICTORIA TRAIL INTERSECTION



March 21, 2024