

# Wihkwêntôwin ᐃᓄᓐᓂᓐᓂᓐ (Oliver) Neighbourhood Renewal Exploring Options and Tradeoffs

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## Wihkwêntôwin ᐃᓄᓐᓂᓐᓂᓐ (Oliver) Neighbourhood Renewal

Neighbourhood Renewal in Wihkwêntôwin ᐃᓄᓐᓂᓐᓂᓐ (Oliver) has begun! The program will reconstruct roads and curbs, replace street lights and sidewalks and, where possible, complete active transportation (walk, roll, bike) links. Opportunities to improve City-owned parks and public spaces will also be explored. This new infrastructure will provide enhancements to the neighbourhood for the next 30 to 50 years.

Planning and design is currently underway. The project is in the **Exploring Options and Tradeoffs** stage, where the Project Team works collaboratively with residents to understand the community's priorities as we work towards the final neighbourhood design.

There may be changes to roads, sidewalks, active transportation lanes or open spaces proposed near your residence or property that may affect how you walk, bike, roll, drive and gather in the neighbourhood.

### Share your thoughts!

Please review the design options and their tradeoffs, as well as the project's draft Vision and Guiding Principles in this booklet and complete the online survey between June 25 and July 25, 2024. Design options for other Wihkwêntôwin ᐃᓄᓐᓂᓐᓂᓐ (Oliver) locations will be presented in a future round of public engagement. Watch for updates later in 2024.

[ONLINE SURVEY](#)

# Exploring Options and Tradeoffs

## 2024

We are now in the **Exploring Options and Tradeoffs** stage.

Directed by City policy, guided by technical findings and considering public input, the Project Team has created design options for your neighbourhood. Your feedback will help us understand preferences and concerns and identify what the neighbourhood, as a whole, deems important. With the large number of opportunity areas being considered for enhancements, public engagement will take place in two rounds. We are currently in Round 1. Watch for details about Round 2 later this year. We encourage you to take part in both rounds of engagement.

During this round of engagement, we are also sharing the draft project Vision and Guiding Principles for feedback. These summarize the voice of neighbourhood residents and stakeholders and will help guide project decisions.

## What is a tradeoff?

A tradeoff is a compromise that needs to be made when adding something new to an existing space as it may be necessary to decide between one factor or another to make a new element fit.

Example: When adding missing sections of sidewalk into the design to align with the City's Complete Streets Design and Construction Standards, we need your input to help understand how these connections can be accommodated based on neighbourhood priorities. Tradeoffs to fit in the missing sidewalk might be:

- + Remove on-street parking
- + Remove existing trees
- + Remove a travel lane and convert road to one-way



# Decision making process

## City policy and standards

### Does it align with City Policy and Standards?

City policies and standards such as City Plan, Complete Streets Design and Construction Standards, Safe Mobility Strategy and Winter Design Policy direct the Project Team in creating the neighbourhood design. These policies prioritize what should be considered such as traffic safety, green infrastructure and new active transportation connections.

Additional policies and standards:

- + Active Transportation Policy – improve and support active transportation
- + Access Design Guide – include access and use for people of all ages and abilities
- + Climate Resilience Policy – adapt, prepare for and respond to a changing climate
- + Snow and Ice Control Policy – how snow clearing is prioritized by the City
- + Vision Zero – support safe and livable streets in Edmonton to help eliminate fatalities and major injuries from motor vehicle collisions
- + The Bike Plan – enhance the vision of a connected city by providing options to help people feel safe and comfortable riding their bikes
- + Corporate Tree Management Policy – guidance for the protection and preservation of City trees

## Technical requirements

### Can it physically be built?

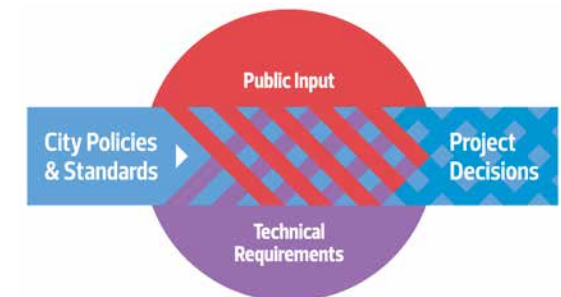
Each road, sidewalk, park and open space is unique, which is why the Project Team conducts technical reviews to determine if and where new infrastructure can be built. Challenges include narrow roadway widths, underground and above ground utilities, property impacts and mature trees and roots. This process helps ensure the decisions we make are fiscally responsible; align with best practices; consider the existing public and private infrastructure, land uses and activities in the neighbourhood; and result in the best outcomes for our city. Other technical reviews provide important information on traffic flow, parking use and intersection concerns the team uses to make design decisions.

## Public input

### What can the public influence?

Local knowledge is important in helping the Project Team understand how the neighbourhood is used today and how it can be improved for the future.

Public engagement feedback is not a vote, nor is it a statistical representation of all residents. It does, however, provide an indication of local concerns and desires. It is important to note that input received through Neighbourhood Renewal engagement cannot change policy direction. For example, the Project Team cannot remove active transportation lanes or change road widths because of public feedback alone. However, the Project Team will listen to concerns and work to address them by designing changes, where possible, based on the public's feedback on priorities and desired tradeoffs.



# Draft Vision and Guiding Principles

During the previous engagement stage, we met with residents, property owners and community organizations to gather local knowledge and desires for the future of the neighbourhood.

The Project Team used this input to **CREATE** a draft Vision and Guiding Principles for Wihkwêntôwin ᐃᓄᓄᓄᓄᓄᓄᓄ (Oliver) Neighbourhood Renewal. The Vision will be used to guide project decision making. The Guiding Principles describe how the Vision is applied to the neighbourhood design.

Please review the draft Vision and Guiding Principles and provide feedback at [edmonton.ca/BuildingWihkwentowin](https://edmonton.ca/BuildingWihkwentowin)

## Draft Vision

Wihkwêntôwin ᐃᓄᓄᓄᓄᓄᓄᓄ (Oliver) provides spaces and opportunities for residents and visitors to come together to meet, gather and build community. Walking, rolling and biking are prioritized and are safe and convenient for all ages and abilities. Active transportation connections link key destinations both within and outside the neighbourhood. Trees and greenery beautify the neighbourhood and support environmental sustainability. The neighbourhood's location, design and walkability are celebrated and make it unique in the Edmonton context.

## Draft Guiding Principles



1. Provide for both casual and commuter oriented walking, rolling and biking connections that are clean, smooth, comfortable, convenient, safe and link to key destinations in and out of the neighbourhood for all users

### Supporting design principles:

Along with replacing all sidewalks, adding curb ramps and upgrading street lights, the Project Team will explore ways to:

- + Provide walking, rolling and biking connections to key destinations including transit stops
- + Prioritize City-owned spaces for those who walk, bike and roll
- + Improve crossing safety
- + Meet the active transportation needs of all ages, abilities, and identities
- + Improve wayfinding signage
- + Design infrastructure that is usable in all seasons
- + Include comfortable seating areas along highly used walking, rolling and biking routes
- + Enhance the urban tree canopy
- + Provide safe and convenient bike parking



2. Ensure parks and open spaces are green, welcoming, vibrant, accessible and provide an inviting and thriving extension of living spaces where residents and their visitors feel safe to relax, gather, socialize and play year round

#### Supporting design principles:

The Project Team will explore ways to:

- + Improve the visibility of users
- + Improve connections to and through public spaces
- + Enhance the urban tree canopy and naturalization
- + Create welcoming gathering areas
- + Incorporate active and passive recreation and activity areas
- + Explore opportunities to add additional green space within road right-of-way



3. Provide people driving with smooth, navigation-friendly roads that focus on taking them slowly and safely to destinations within the community rather than through it

#### Supporting design principles:

Along with replacing roads and upgrading street lights, the Project Team will explore ways to:

- + Enhance safety at intersections and reduce conflicts between people walking, rolling, biking and driving
- + Design roadways that encourage slow speeds
- + Improve wayfinding and traffic signage
- + Provide on-street public parking in priority areas



### WHAT WE HEARD REPORT

Click here to view the most recent What We Heard report: [Starting the Conversation, Building a Project Vision Together, Exploring Opportunities \(fall 2023\)](#).

## What is included in Neighbourhood Renewal?

The Project Team is directed to develop a neighbourhood design that is safe, accessible and enjoyable in all seasons for all ages, abilities and identities. Each street, avenue, intersection and public space is considered individually and as part of a network for walking, rolling, biking, driving and gathering.

As directed by City policies and standards, the design may include, where required and possible:

- + Sidewalk replacement (pending Local Improvement decision)
- + New sidewalk connections (where missing along residential streets)
- + Wider walking surfaces (where possible)
- + Crossing improvements
- + Curb ramps added/replaced on all residential streets
- + New and improved bike connections
- + New tree plantings
- + Full road pavement replacement
- + Intersection improvements
- + Oversized road widths narrowed to:
  - + Meet current City standards
  - + Support the posted speed limit
  - + Encourage slower vehicle speeds
  - + Provide space for other uses
- + Changes to parking
- + Changes to traffic control signage
- + Upgrades to street lighting (with LED luminaires)
- + Drainage improvements





# Design options for Wihkwêntôwin ᐃᓪᓱᓄᓪᓐᓴᓄᓪᓐ (Oliver): Round 1

This section provides the proposed Round 1 design options for the locations shown on the map below. In some areas there is only one possible design; in other areas there are multiple options. Design options for other Wihkwêntôwin ᐃᓪᓱᓄᓪᓐᓴᓄᓪᓐ (Oliver) locations will be presented in a future round of public engagement. Watch for updates later in 2024.



No.	Location
A	121 Street: 104 Avenue to Jasper Avenue
B	119 Street: 104 Avenue to 100 Avenue
C	118 Street: 104 Avenue to 100 Avenue
D	112 Street: North of 104 Avenue to 98 Avenue
E	111 Street: 98 Avenue to 97 Avenue
F	102 Avenue: 124 Street to 121 Street
G	98 Avenue: 112 Street to Alley East of 110 Street
H	116 Street: South of 100 Avenue
I	97 Avenue: 111 Street to 109 Street
J	99 Avenue: 114 Street to 110 Street

June / July Engagement

The following lists the Round 1 design options. Click on the link to go directly to the design pages.

[98 Avenue: 111 Street to alley east of 110 Street](#)

[99 Avenue: 114 Street to 110 Street](#)

[102 Avenue: 124 Street to 121 Street](#)

[Active transportation connection: 112 Street/98 Avenue/111 Street](#)

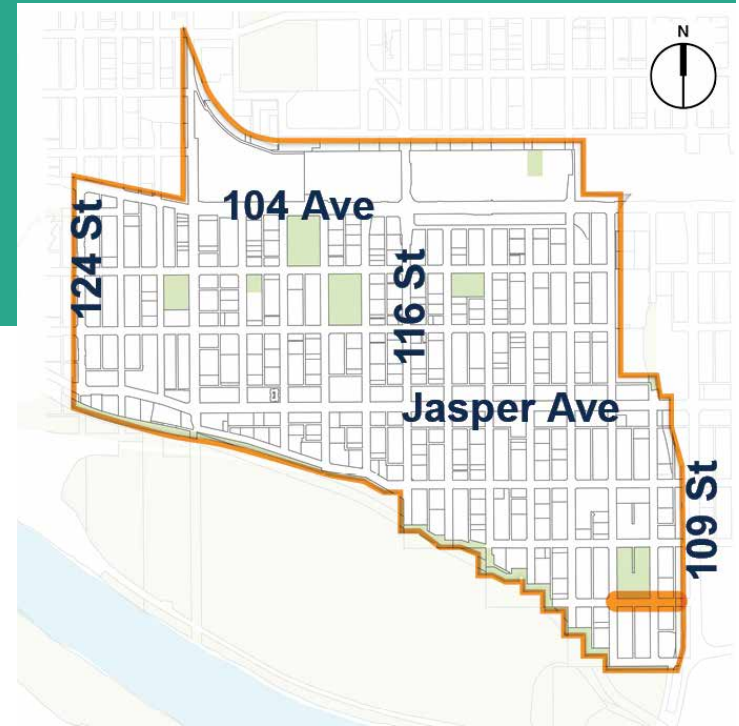
[116 Street: South of 100 Avenue](#)

[Active transportation connection: 118 Street or 119 Street](#)

[121 Street: 104 Avenue to Jasper Avenue](#)

*Note: Options will be further developed to confirm their technical feasibility, budget impacts and how well they fit into the network of other neighbourhood design decisions. Your input will help guide which options will be modified or further developed as part of the draft neighbourhood design.*

# 98 Avenue: 111 Street to alley east of 110 Street



## Key design influences:

- + The Bike Plan provides direction to build active transportation infrastructure for current and future demands and provide connections to the broader Edmonton bike network
- + Ties into the 112 Street bike connection / Ribbon of Steel shared pathway

There are two design options being considered for 98 Avenue: 111 Street to the alley east of 110 Street:

## OPTION 1: Local street bikeway\*, increased public space

### DESIGN INCLUDES:

- + A significant increase in new public space available for improvements
- + A local street bikeway\* with traffic calming measures
- + 111 Street to 110 Street
  - + One-way eastbound vehicle traffic
  - + Two-way bikes
  - + A parking bay, south side
- + 110 Street to alley east of 110 Street
  - + Two-way vehicle traffic
  - + Two-way bikes
  - + On-street parking, as exists
- + Traffic calming measures as follows:
  - + A raised intersection at 111 Street
  - + Curb extensions at most intersections, where feasible

## OPTION 2: Shared pathway, increased public space

### DESIGN INCLUDES:

- + A slight increase in new public space available for improvements
- + A shared pathway on the north side
- + 111 Street to 110 Street
  - + One-way eastbound traffic
  - + A parking bay, south side
- + 110 Street to alley east of 110 Street
  - + Two-way vehicle traffic
  - + On-street parking, as exists
- + Traffic calming measures as follows:
  - + A raised intersection at 111 Street
  - + Curb extensions at most intersections, where feasible

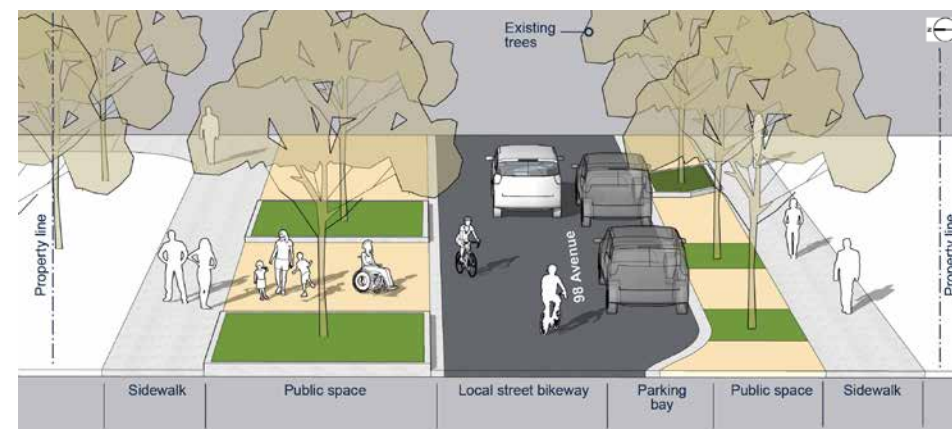
\*Local street bikeway: A street where people who bike and people who drive share the street without separated bike infrastructure. Modifications such as traffic calming and diversion elements to reduce vehicle volumes and speed maximize the safety and comfort for people who bike to appeal to users of all ages and abilities. The bikeway typically includes pavement markings and signage.

## OPTION 1: Local street bikeway\*, increased public space

### 111 Street to alley east of 110 Street



### View 1



#### Benefits

- + Option 1 provides more new public space than Option 2 for improvements such as new trees, wider sidewalks, landscaping and street furniture
- + Local street bikeways\*:
  - + Provide connections to other area bike routes
  - + Incorporate traffic calming measures to make them comfortable for people to drive and bike together
  - + Use signage and pavement markings to increase awareness of people biking and driving
- + Raised intersections:
  - + Encourage slower traffic
  - + Improve visibility of people crossing the street
  - + Provide a level surface for crossing, which improves accessibility for all ages and abilities in all seasons
- + Curb extensions:
  - + Encourage slower traffic
  - + Shorten the crossing distance
  - + Improve visibility of people crossing the street by preventing parking too close to the intersection or crossing
  - + Create an opportunity for beautification and landscaping

#### Tradeoffs

- + Local street bikeways\*:
  - + Provide no physical barrier between people biking and people driving
  - + Are cleared of snow at the same service levels of the roadway
- + The change to one-way traffic direction requires new traffic patterns for drivers
- + Removes most on-street parking on the south side between 111 Street and 110 Street

\*Local street bikeway: A street where people who bike and people who drive share the street without separated bike infrastructure. Modifications such as traffic calming and diversion elements to reduce vehicle volumes and speed maximize the safety and comfort for people who bike to appeal to users of all ages and abilities. The bikeway typically includes pavement markings and signage.

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## OPTION 2: Shared pathway, increased public space

### 111 Street to alley east of 110 Street



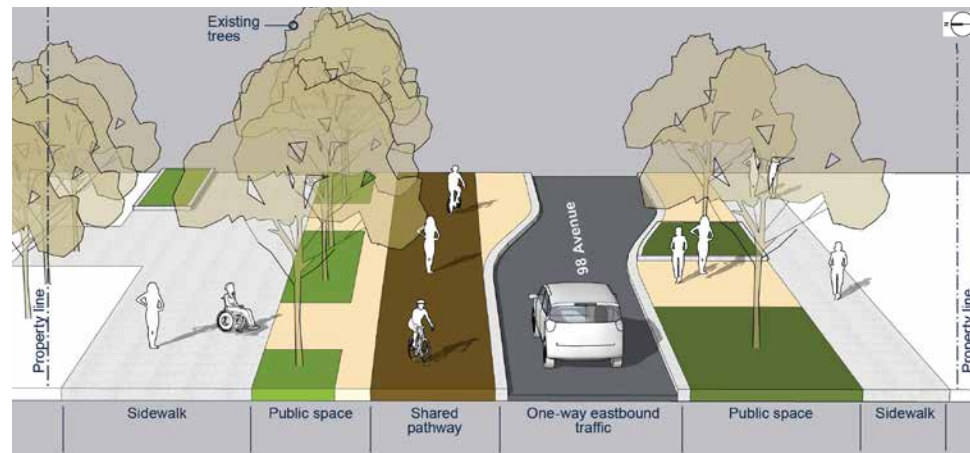
#### Benefits

- + Option 2 provides a slight increase in new public space for improvements such as new trees, wider sidewalks, landscaping and street furniture
- + Shared pathways:
  - + Provide more space for people walking, rolling and biking
  - + Separate people biking from people driving
  - + Are snow cleared by the City
- + Raised intersections:
  - + Encourage slower traffic
  - + Improve visibility of people crossing the street
  - + Provide a level surface for crossing, which improves accessibility for all ages and abilities in all seasons
- + Curb extensions:
  - + Encourage slower traffic
  - + Shorten the crossing distance
  - + Improve visibility of people crossing the street by preventing parking too close to the intersection or crossing
  - + Create an opportunity for beautification and landscaping

#### Tradeoffs

- + Option 2 provides less new public space than Option 1 for improvements such as new trees, wider sidewalks, landscaping and street furniture
- + Shared pathways require people walking and rolling to share the same space with people biking
- + The change to one-way traffic direction requires new traffic patterns for drivers
- + Removes most of the on-street parking on the south side between 111 Street and 110 Street
- + Some existing trees are removed (*replacement trees will be planted, where feasible*)

### View 1



# 99 Avenue: 114 Street to 110 Street

## Key design influences:

- + ConnectEdmonton provides direction to create new green gathering spaces
- + Community Traffic Management Policy provides direction on the use of physical measures to minimize shortcutting and speeding

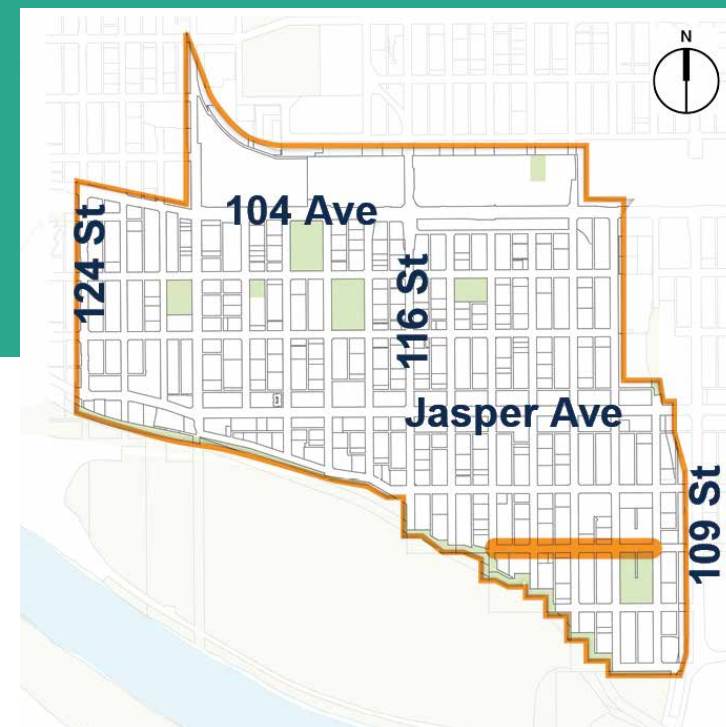
There are two design options being considered for 99 Avenue: 114 Street to 110 Street:

## OPTION 1: Traffic calming measures

### DESIGN INCLUDES:

- + Traffic calming measures as follows:
  - + A mini roundabout at 113 Street
  - + A raised intersection at 112 Street
  - + Chicanes\* between 112 Street and 111 Street
  - + Curb extensions at most intersections, where feasible
- + Two-way traffic, as exists
- + On-street parking as follows:
  - + As exists, except between 112 Street and 111 Street where parking bays are on both north and south sides to accommodate the chicanes
  - + School bus loading zone in front of Holy Child School

\*Chicanes: A series of curb extensions on alternating sides of the roadway, narrowing the roadway and requiring people who drive to steer from one side of the roadway to the other to travel through at slower speeds.



## OPTION 2: Road closure, parklet

### DESIGN INCLUDES:

Note: In this option, 114 Street to 112 Street will be reconstructed similar to what exists today.

- + Traffic calming measures as follows:
  - + A road closure from 112 Street to the alley east
  - + Curb extensions at most intersections, where feasible
  - + A raised intersection at 112 Street
- + A new parklet added at 112 Street with a shared pathway connection from 112 Street to the alley east
- + A two-way traffic connection from 111 Street to the alley west
- + On-street parking as follows:
  - + South side between 111 Street to 110 Street
  - + School bus loading zone in front of Holy Child School

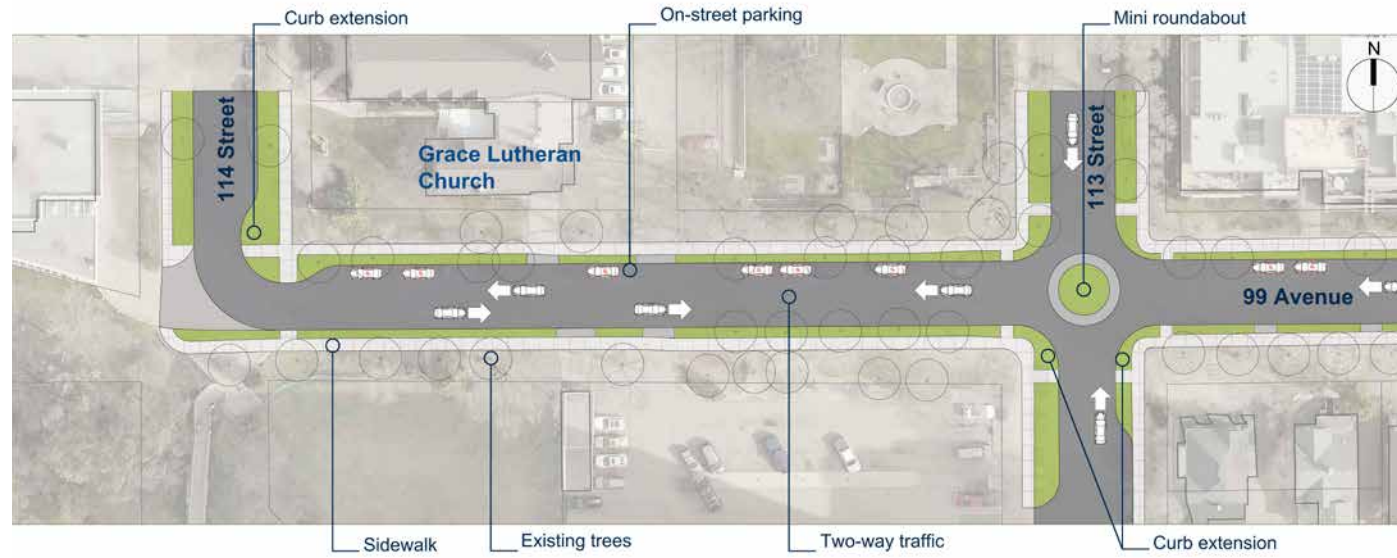
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## OPTION 1: Traffic calming measures

### 114 Street to 113 Street



### 113 Street to 112 Street



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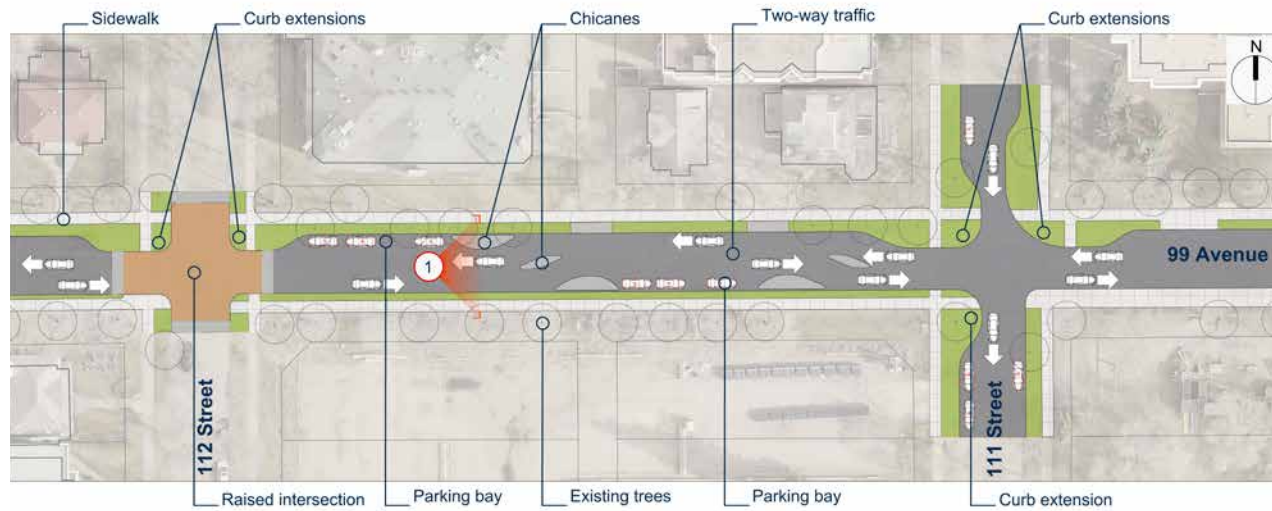
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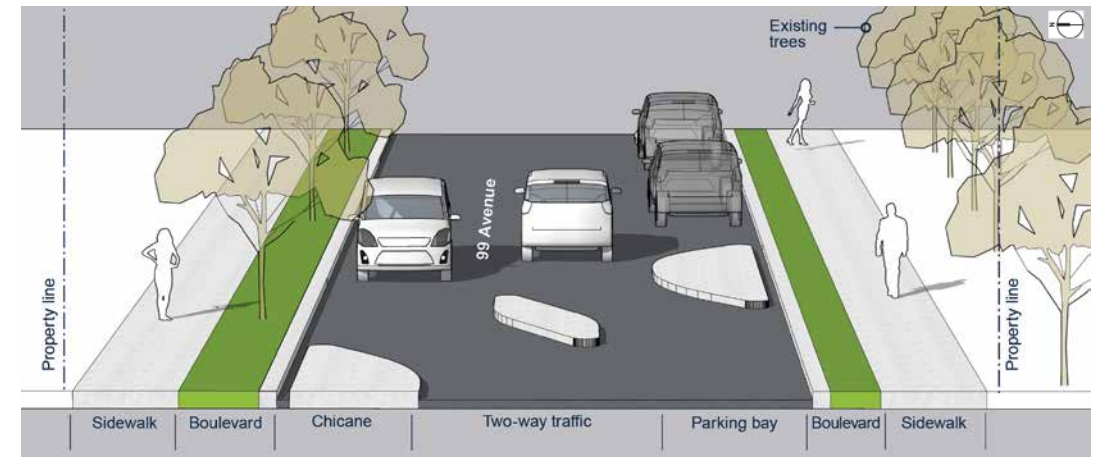


## OPTION 1: Traffic calming measures

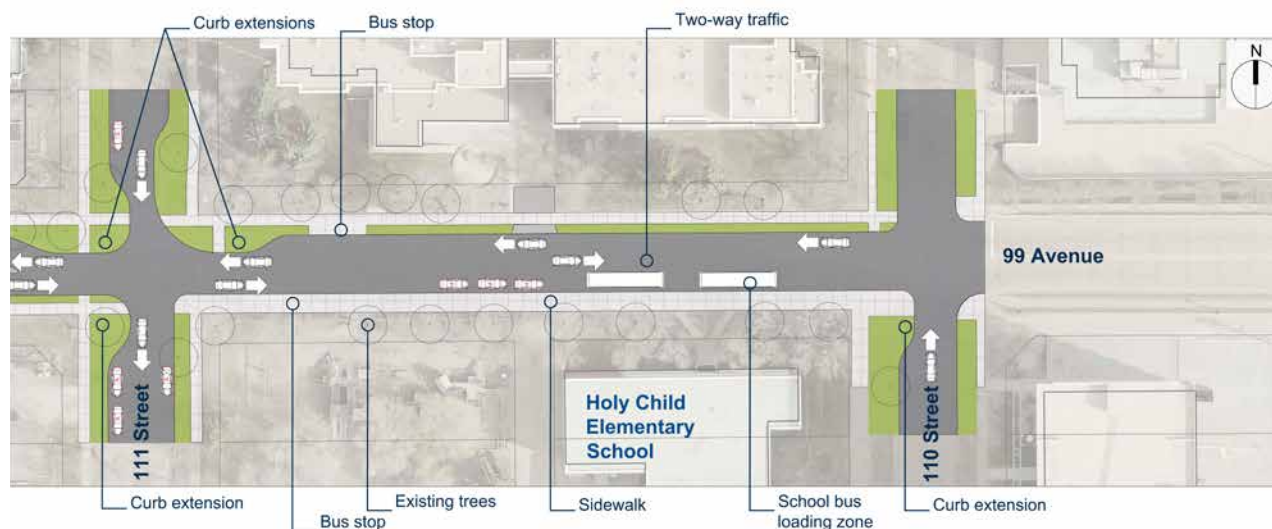
### 112 Street to 111 Street



### View 1



### 111 Street to 110 Street



### Benefits

- + Mini roundabouts:
  - + Encourage slower traffic
- + Chicanes\*:
  - + Encourage slower traffic
  - + Create an opportunity for beautification and landscaping
- + Raised intersections:
  - + Encourage slower traffic
  - + Improve visibility of people crossing the street
  - + Provide a level surface for crossing, which improves accessibility for all ages and abilities in all seasons
- + Curb extensions:
  - + Encourage slower traffic
  - + Shorten the crossing distance
  - + Improve visibility of people crossing the street by preventing parking too close to the intersection or crossing
  - + Create an opportunity for beautification and landscaping

### Tradeoffs

- + Option 1 provides no opportunity to add a parklet
- + On-street parking is slightly reduced near chicanes

\*Chicanes: A series of curb extensions on alternating sides of the roadway, narrowing the roadway and requiring people who drive to steer from one side of the roadway to the other to travel through at slower speeds.

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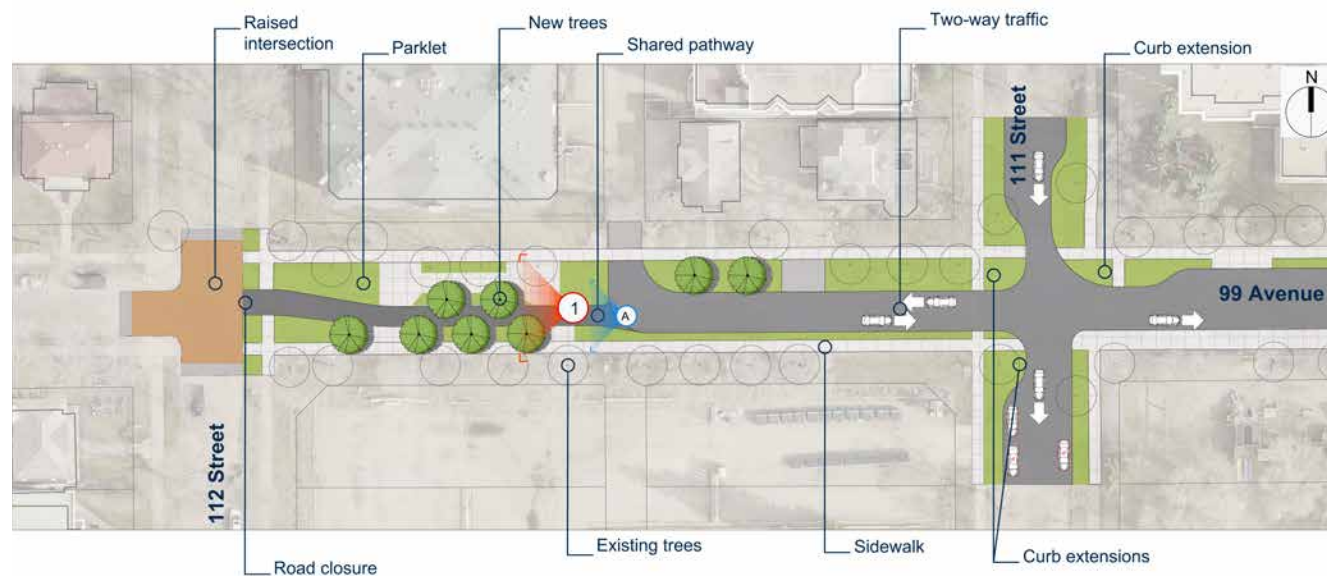
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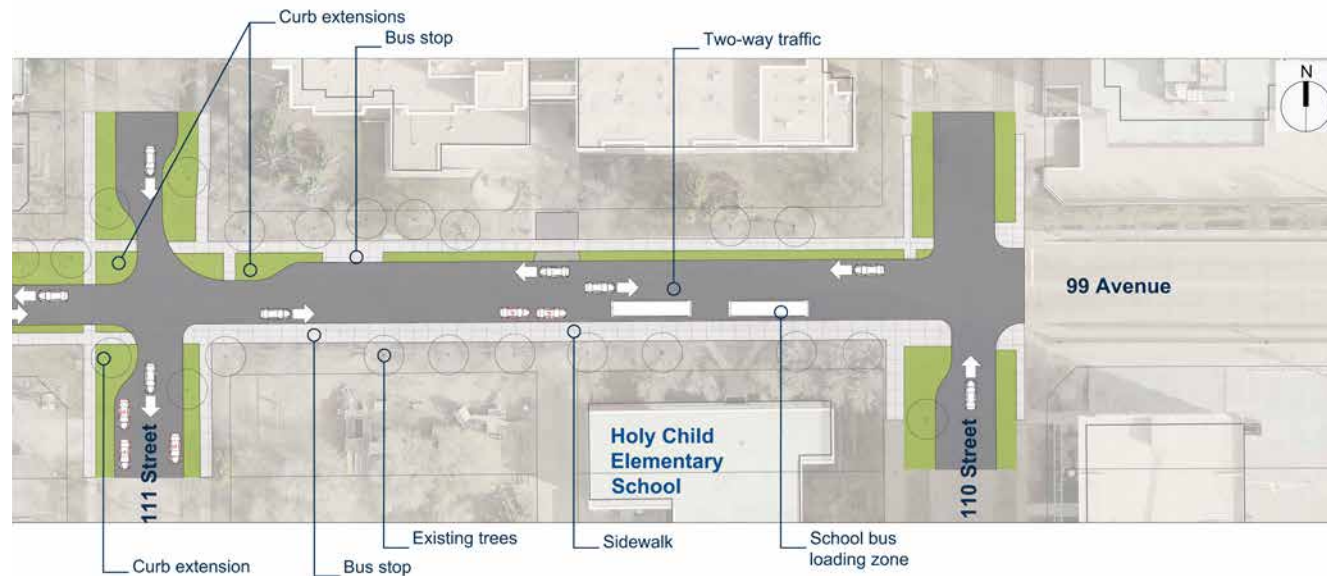


## OPTION 2: Road closure, parklet

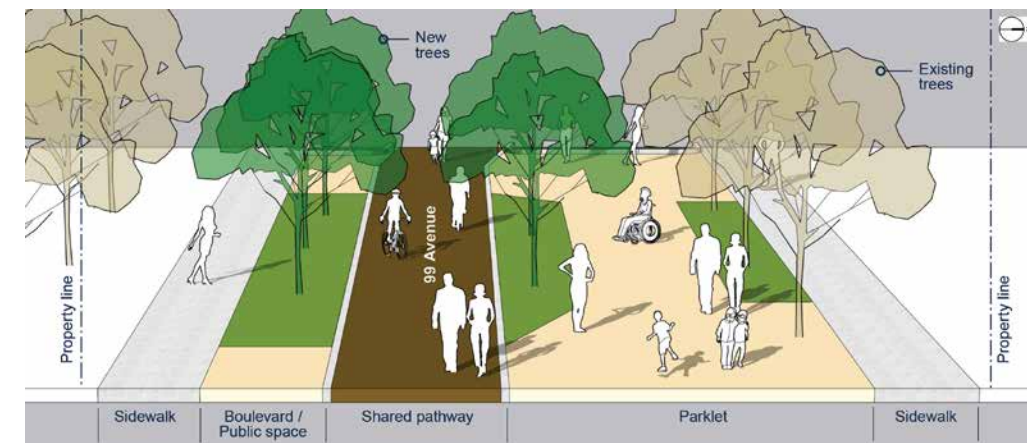
### 112 Street to 111 Street



### 111 Street to 110 Street



### View 1



View rendering **A** on the following page.

Note: In this option, 114 Street to 112 Street will be reconstructed similar to what exists today.

## OPTION 2: Road closure, parklet

Rendering A



### Benefits

- + Option 2 adds a new parklet providing opportunity for improvements such as new trees, a shared pathway connection, landscaping and street furniture
- + The road closure at 112 Street discourages shortcutting and significantly reduces traffic volumes along 99 Avenue
- + Raised intersections:
  - + Encourage slower traffic
  - + Improve visibility of people crossing the street
  - + Provide a level surface for crossing which improves accessibility for all ages and abilities in all seasons
- + Curb extensions:
  - + Encourage slower traffic
  - + Shorten the crossing distance
  - + Improve visibility of people crossing the street by preventing parking too close to the intersection or crossing
  - + Create an opportunity for beautification and landscaping

### Tradeoffs

- + The road closure requires new traffic patterns for drivers



# 102 Avenue: 124 Street to 121 Street

## Key design influences:

- + ConnectEdmonton provides direction to create new green, gathering spaces
- + The Bike Plan directs for an all ages and abilities bike lane along 102 Avenue
- + 124 Grand Market current location

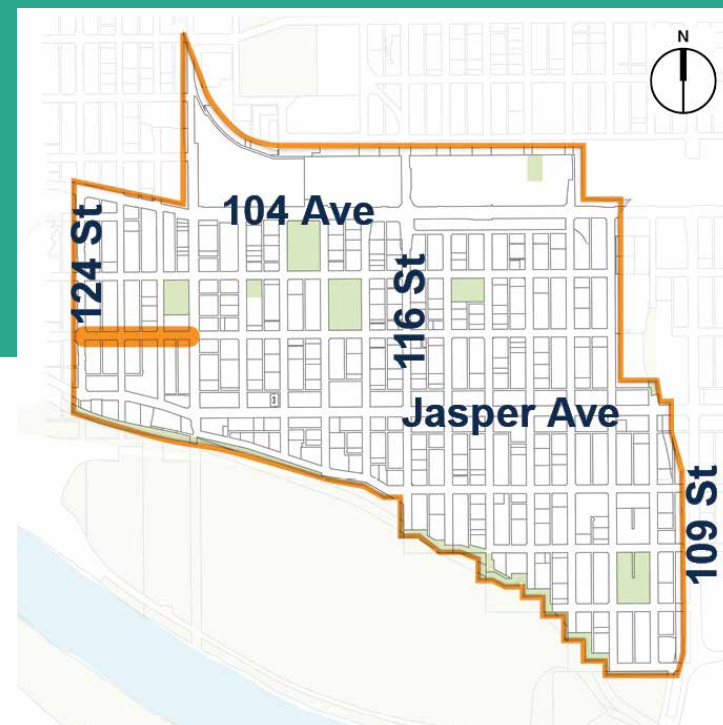
There are two design options being considered for 102 Avenue: 124 Street to 121 Street:

## OPTION 1: Improved public space, two-way traffic

### DESIGN INCLUDES:

- + A **slight** increase in new public space available for improvements
- + A two-way bike lane on the north side, with protective medians
- + Two-way traffic, as exists
- + A right-in/right-out island\* at 122 Street
- + On-street parking between 123 Street and 121 Street:
  - + North side, as exists
  - + South side parking bay
- + Improved crossings at:
  - + 123 Street
  - + 121 Street
- + Bus stops, as exists

\*A right-in/right-out island is a raised median that diverts traffic to make right turn movement in and out of a street.



## OPTION 2: Increased and improved public space, one-way traffic\*\*

### DESIGN INCLUDES:

- + A **significant** increase in new public space available for improvements
- + A two-way bike lane on the north side, with protective medians
- + On-street parking as follows:
  - + 124 Street to 123 Street - parking bays on both sides
  - + 123 Street to 121 Street - north side
- + One-way westbound traffic
- + Improved crossings at:
  - + 123 Street
  - + 122 Street
  - + 121 Street
- + Bus stops, as exists

\*\*This option is only feasible if 121 Street's Option 1 proceeds. [Click here](#) to view 121 Street Option 1.

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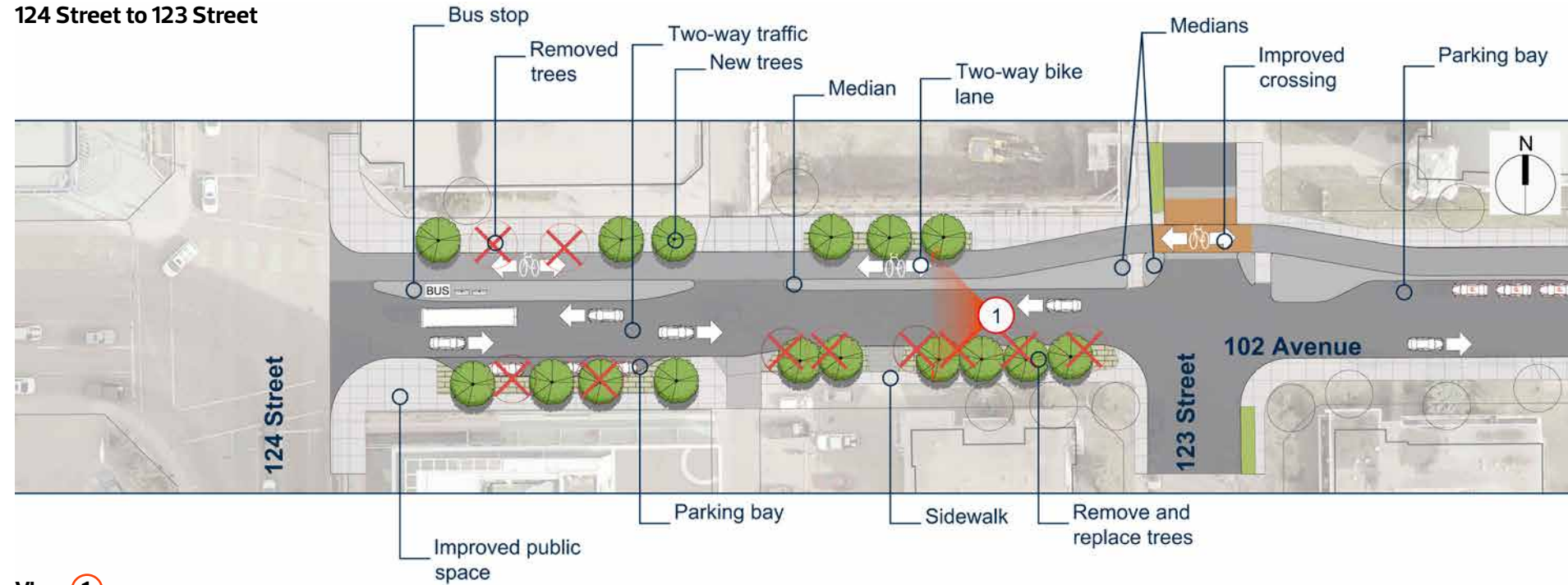
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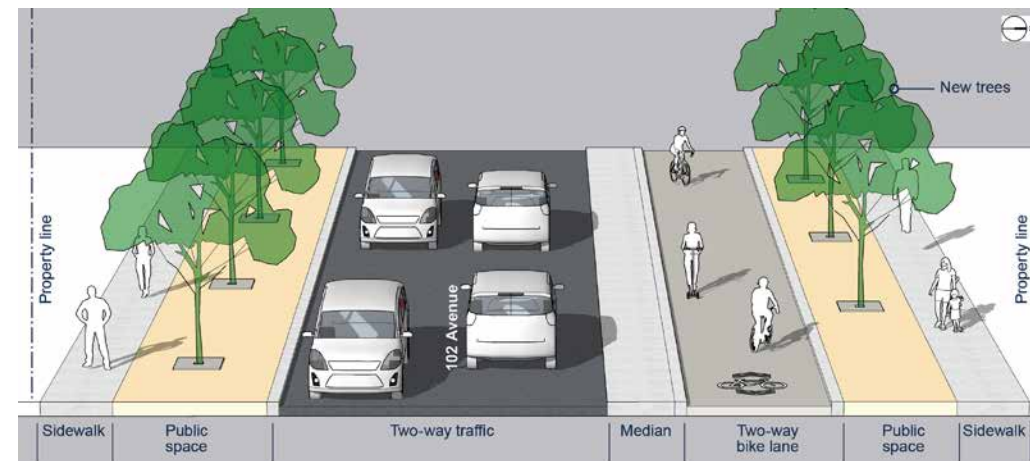
# 102 Avenue: 124 Street to 121 Street

## OPTION 1: Improved public space, two-way traffic

124 Street to 123 Street



View 1



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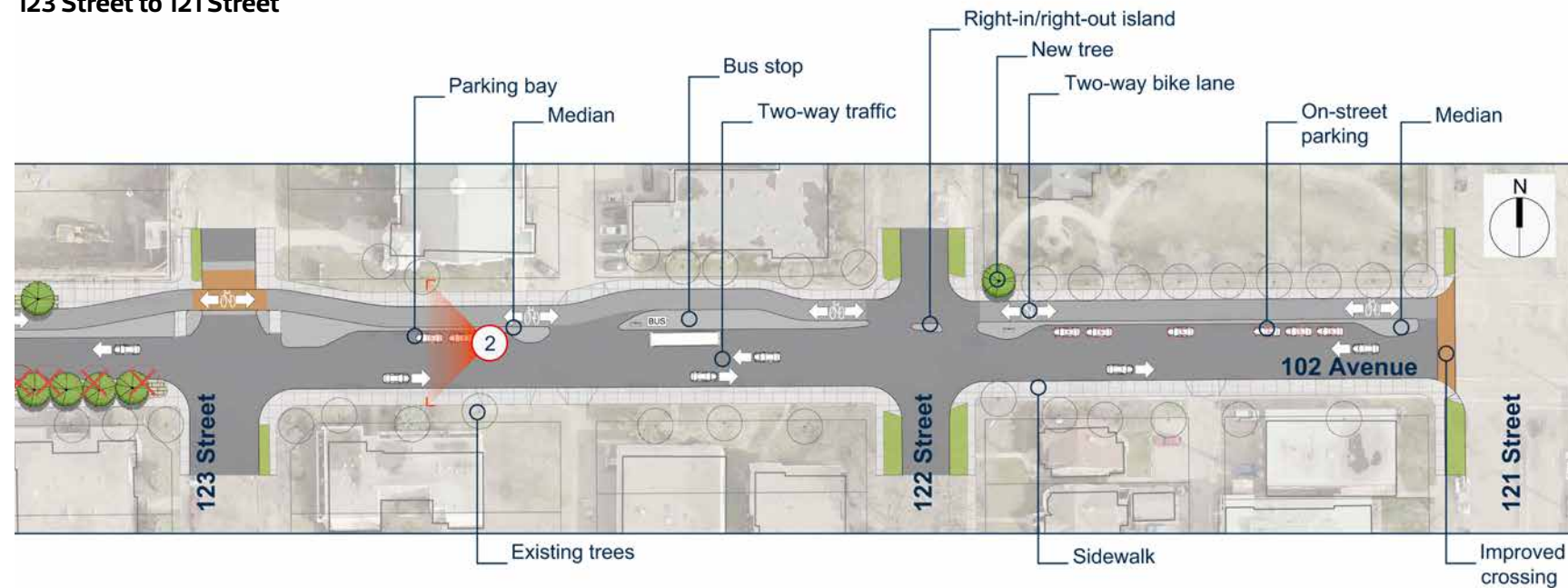
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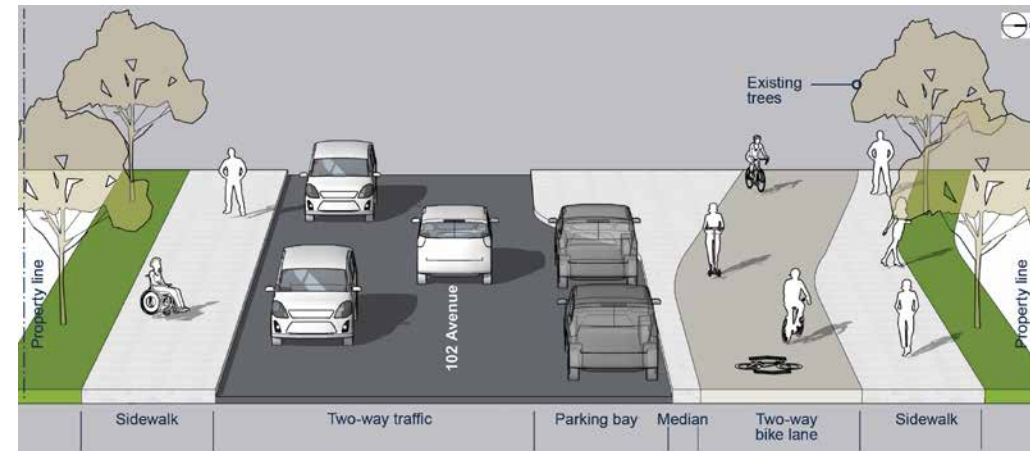


## OPTION 1: Improved public space, two-way traffic

### 123 Street to 121 Street



### View 2



#### Benefits

- + Option 1 provides a slight increase in new public space for improvements such as new trees, wider sidewalks, landscaping and street furniture
- + Reduces conflicts by providing separate spaces for people walking, rolling, biking and driving
- + Protected bike lanes:
  - + Provide a safe, all ages and abilities, bike connection with medians that separate bike lane users from traffic and buses
  - + Are snow cleared by the City
- + Right-in/right-out vehicle movements on the north side at 122 Street reduce conflicts by removing left vehicle turns over the bike lane
- + Improved crossings enhance visibility

#### Tradeoffs

- + Option 1 provides less new public space than Option 2 for improvements such as new trees, wider sidewalks, landscaping and street furniture
- + Removes most on-street parking on the south side
- + Removes some existing trees (*replacement trees will be planted where feasible*)

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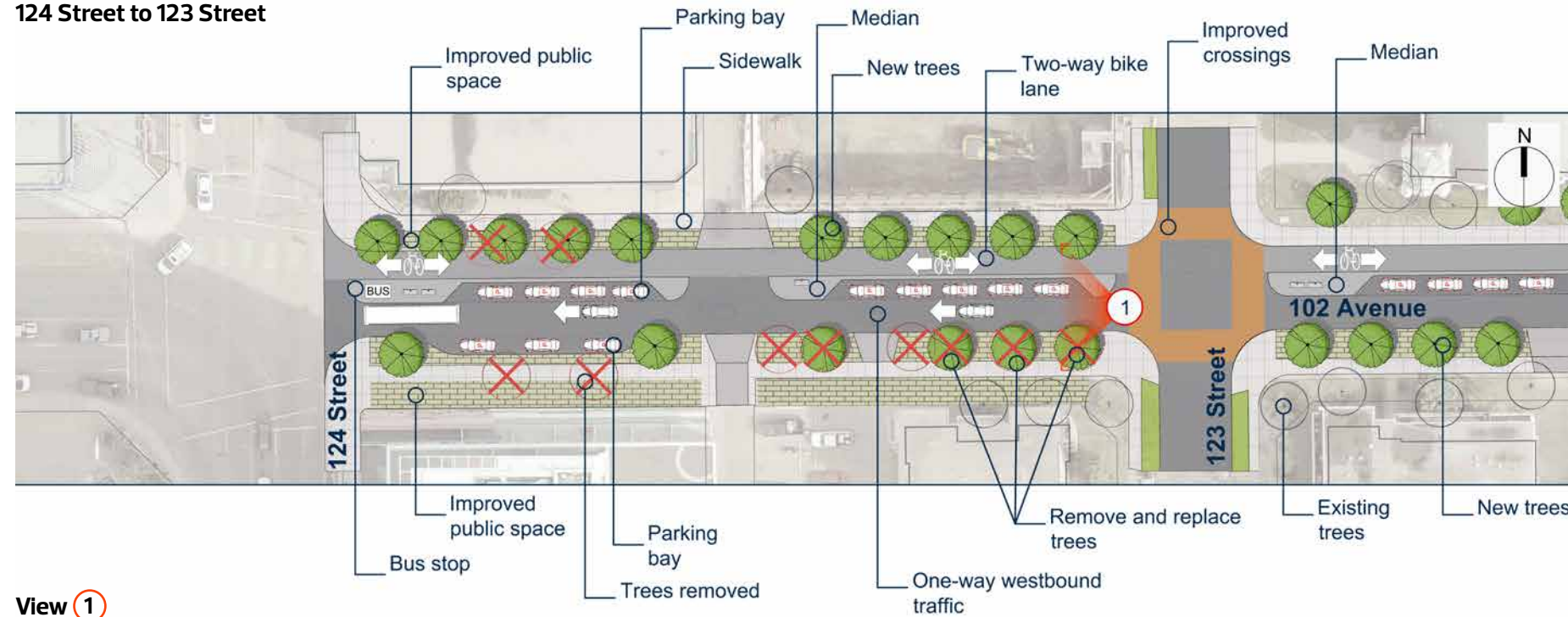
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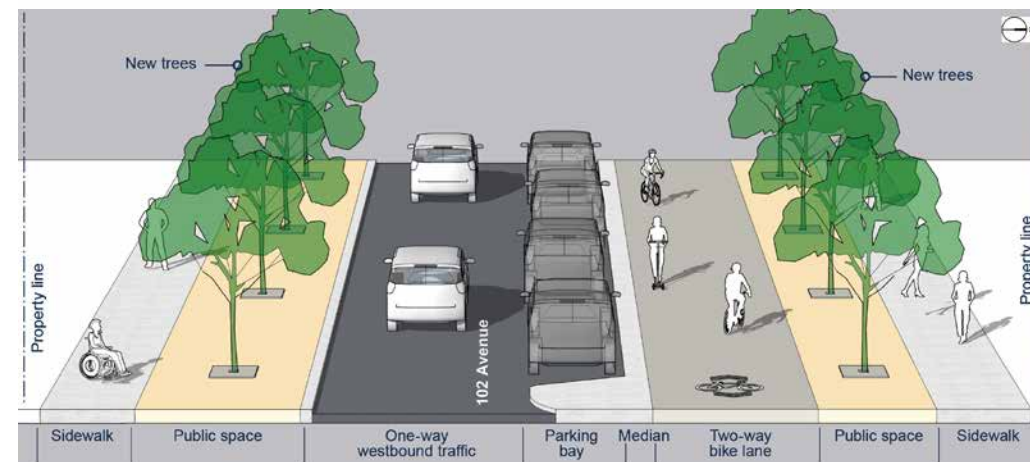
# 102 Avenue: 124 Street to 121 Street

## OPTION 2: Increased and improved public space, one-way traffic

### 124 Street to 123 Street



### View 1



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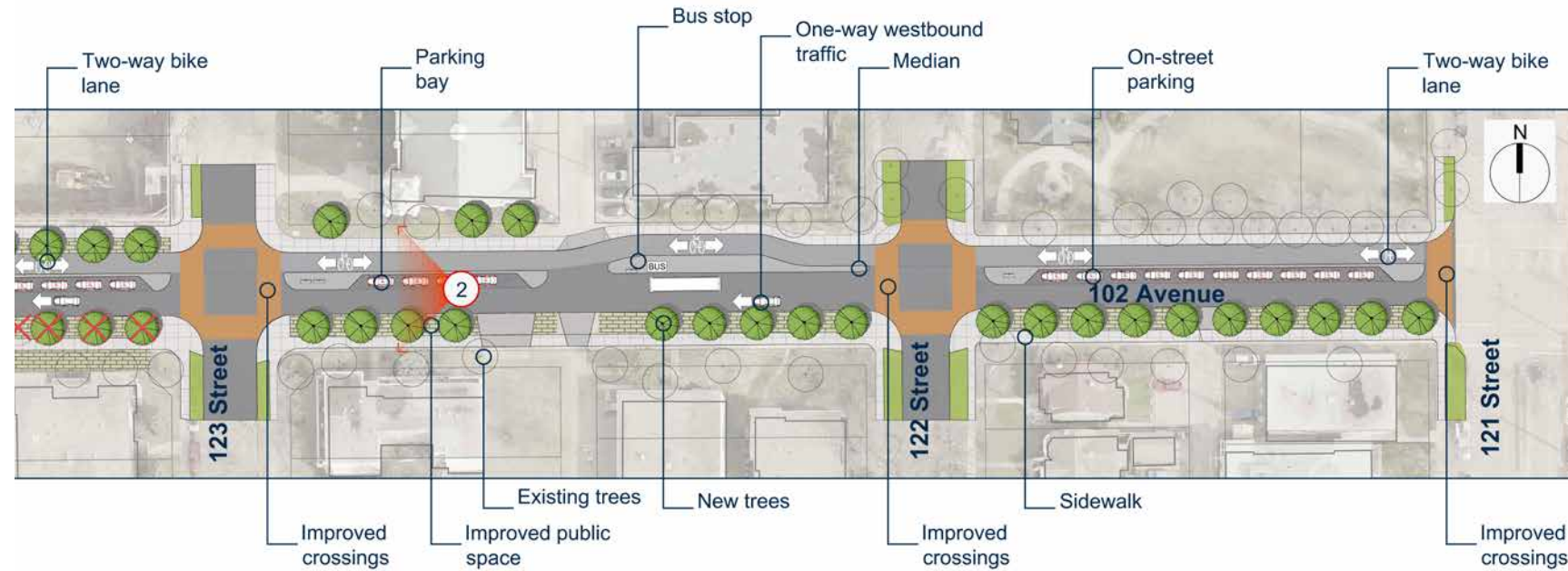
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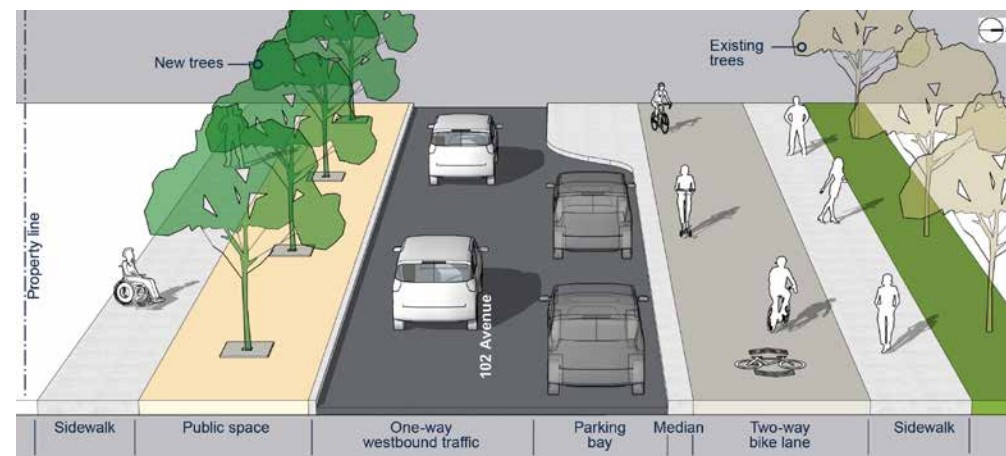


## OPTION 2: Increased and improved public space, one-way traffic

### 123 Street to 121 Street



### View 2



- Benefits**
- + Reduces conflicts by providing separate spaces for people walking, rolling, biking and driving
  - + Option 2 provides significantly more new public space than Option 1 for improvements such as new trees, wider sidewalks, landscaping and street furniture
  - + Two-way protected bike lanes:
    - + Provide a safe, all ages and abilities, bike connection with medians that separate bike lane users from traffic and buses
    - + Are snow cleared by the City
  - + One-way traffic improves safety by removing left vehicle turn conflicts with the bike lane
  - + Improved crossings enhance visibility

- Tradeoffs**
- + The change to one-way traffic direction requires new traffic patterns for drivers
  - + Removes most on-street parking on the south side
  - + Removes existing trees on the south side (*replacement trees will be planted where feasible*)

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# Active transportation connection: 112 Street/98 Avenue/111 Street

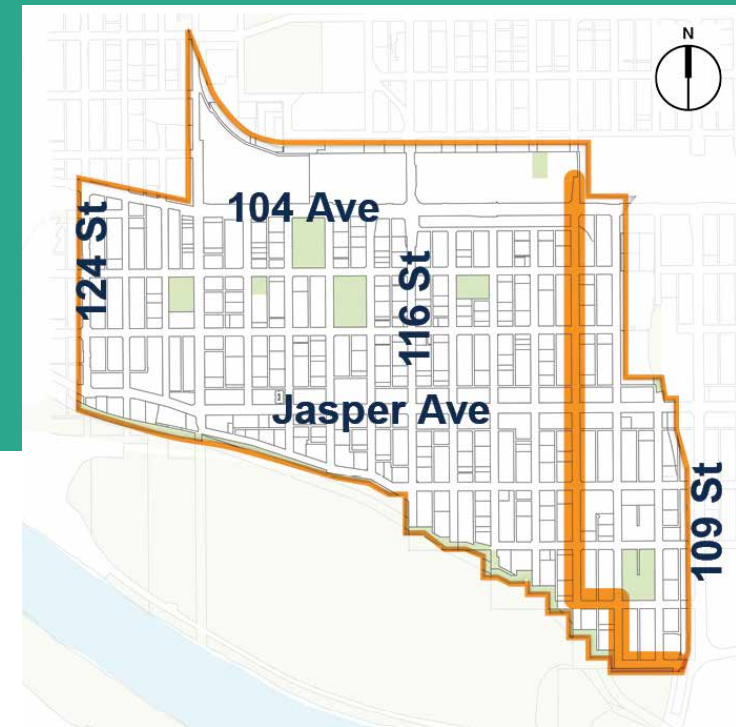
## Key design influences:

- + The Bike Plan directs for additional north-south, all ages and abilities bike connections in Wihkwentôwin ᐃᓐᓴᓐᓴᓐ (Oliver)
- + Approved designs for the Valley Line West LRT (104 Avenue) and the completed work of Imagine Jasper Avenue
- + Future planning and coordination with the High Level Bridge Rehabilitation project

There are two design options being considered for the Active transportation connection: 112 Street/98 Avenue/111 Street

**OPTION 1: Two-way bike lane, one-way streets**

**OPTION 2: Local street bikeway, road closures**



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# Active transportation connection: 112 Street/98 Avenue/111 Street

## OPTION 1: Two-way bike lane, one-way streets

### DESIGN INCLUDES:

- + See map for details on the following:
  - + A two-way bike lane with protective medians
  - + One-way and two-way traffic direction
  - + One road closure
  - + Raised intersections
  - + Raised crossings
- + A new parklet at 97 Avenue east of 110 Street with a shared pathway connecting Ribbon of Steel shared pathway to the High Level Bridge
- + On-street parking as follows:
  - + 112 Street:
    - 103A Avenue to 103 Avenue - parking bays on east and west side
    - 103 Avenue to Jasper Avenue - on-street parking on the west side and parking bays on east side
    - Jasper Avenue to 100 Avenue - a parking bay on the west side
  - + 97 Avenue: 111 Street to 112 Street - parking on north side (as exists), parking added to the south side
- + Improved crossing:
  - + North of 104 Avenue (Unity Square entrance)
- + Curb extensions at most intersections, where feasible
- + Boulevards on the east side of 112 Street between 104 Avenue and Jasper Avenue
- + New trees



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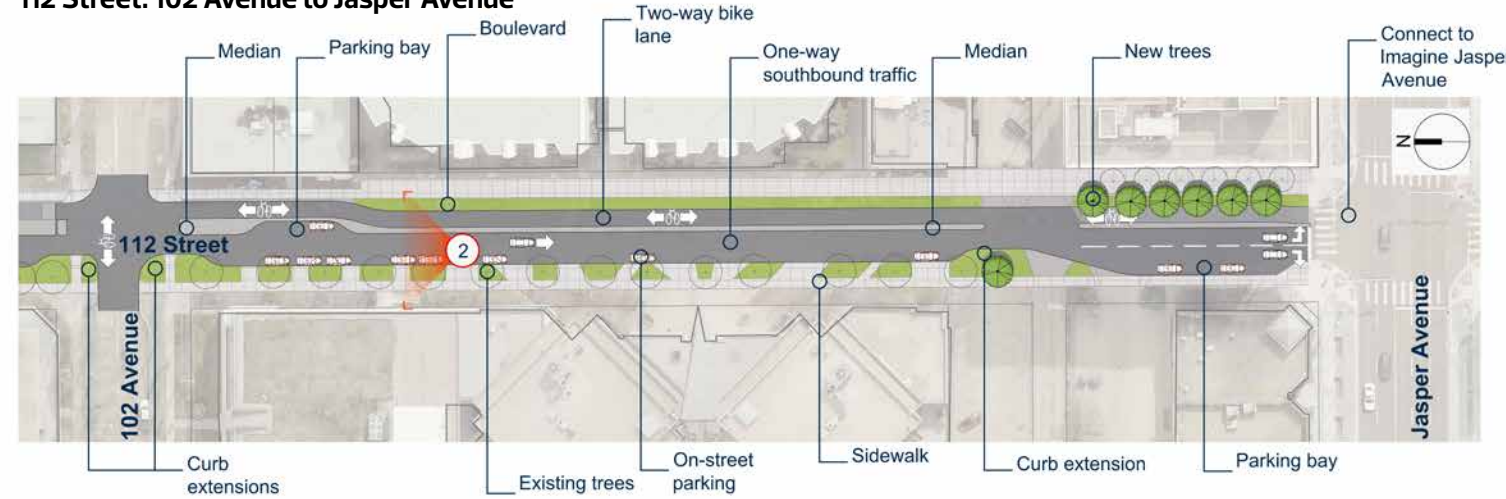




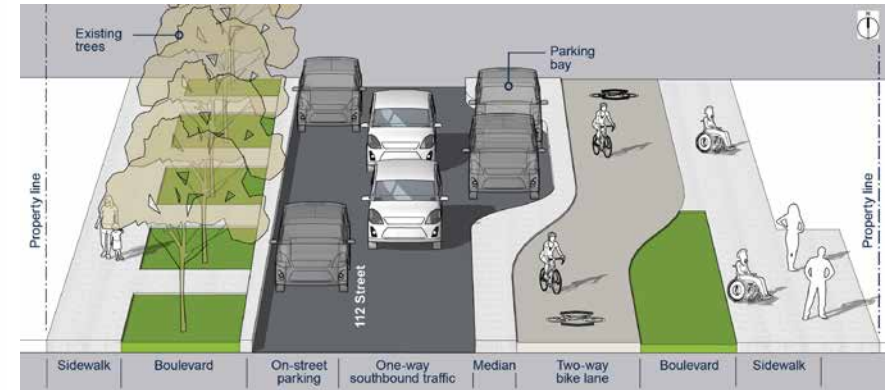
# Active transportation connection: 112 Street/98 Avenue/111 Street

## OPTION 1: Two-way bike lane, one-way streets

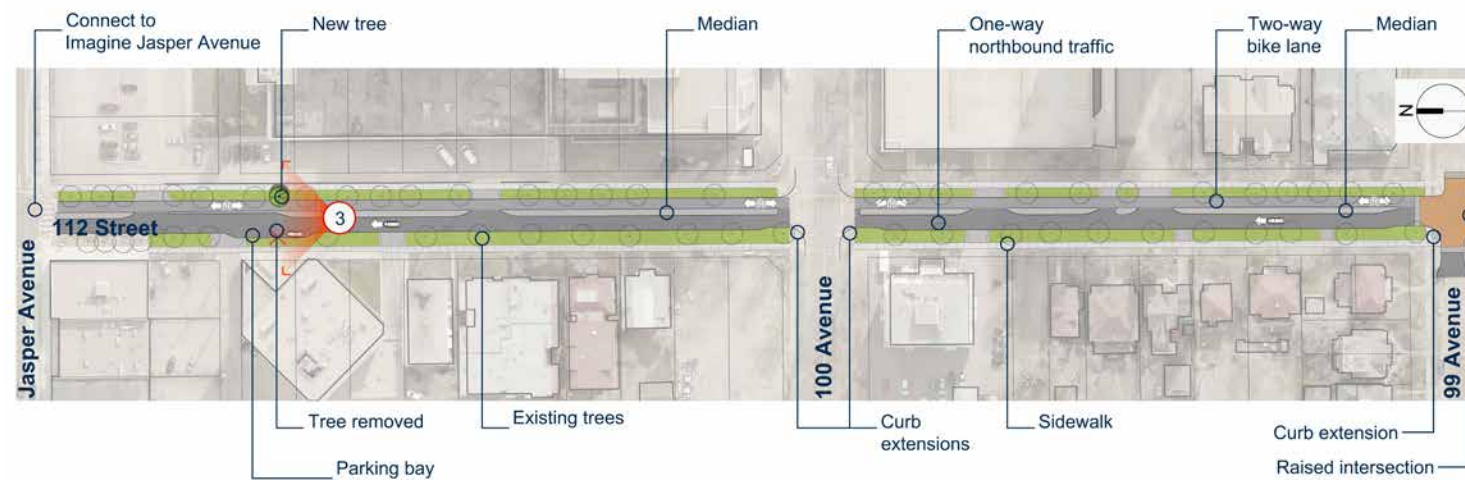
### 112 Street: 102 Avenue to Jasper Avenue



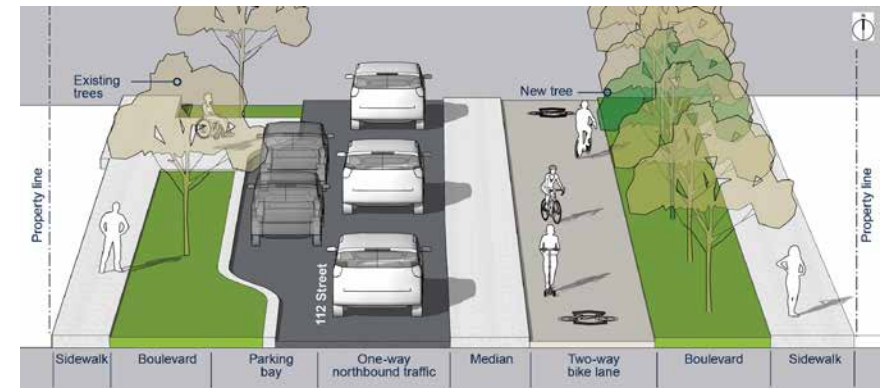
View 2



### 112 Street: Jasper Avenue to 99 Avenue



View 3



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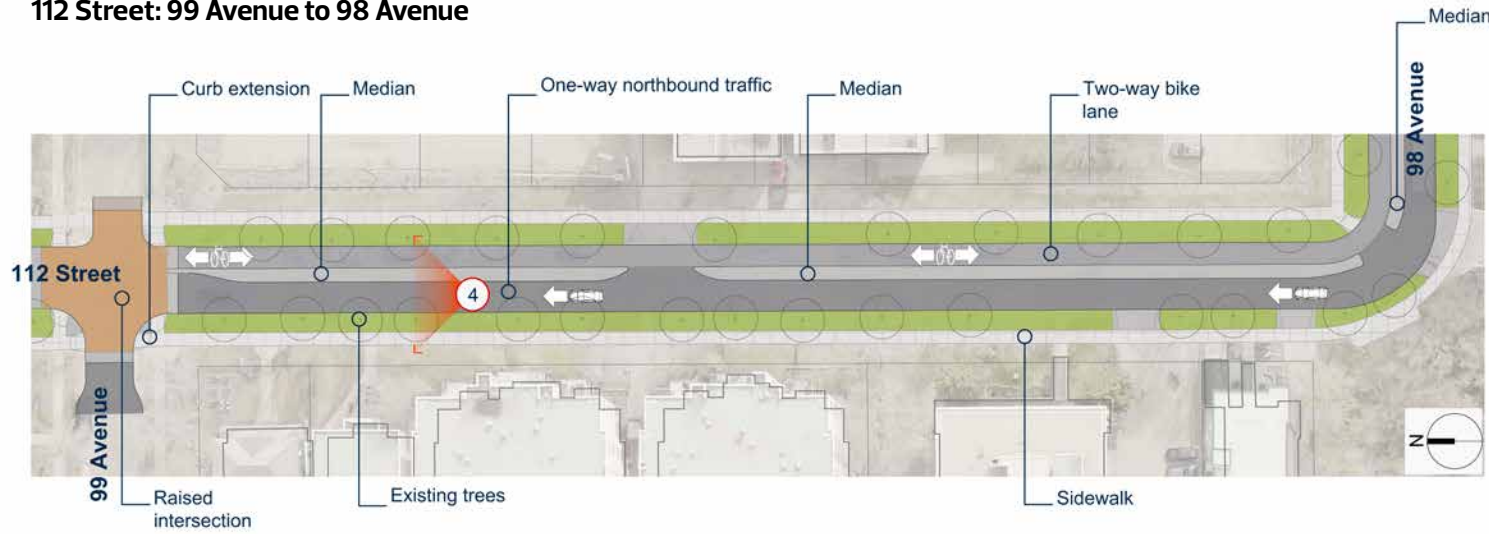




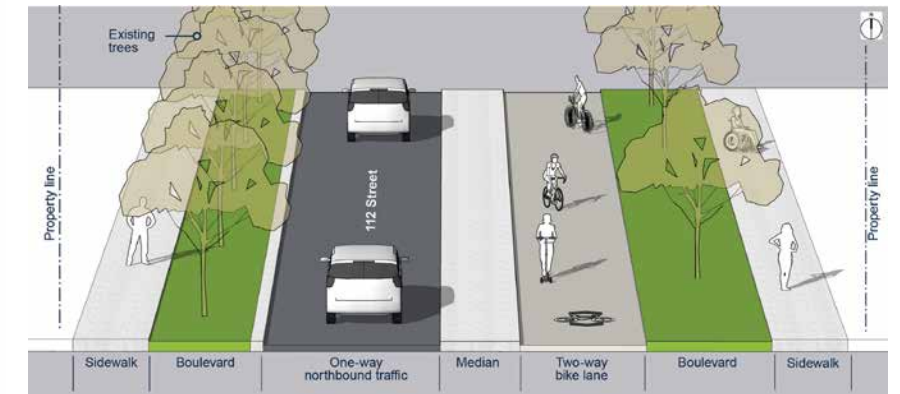
# Active transportation connection: 112 Street/98 Avenue/111 Street

## OPTION 1: Two-way bike lane, one-way streets

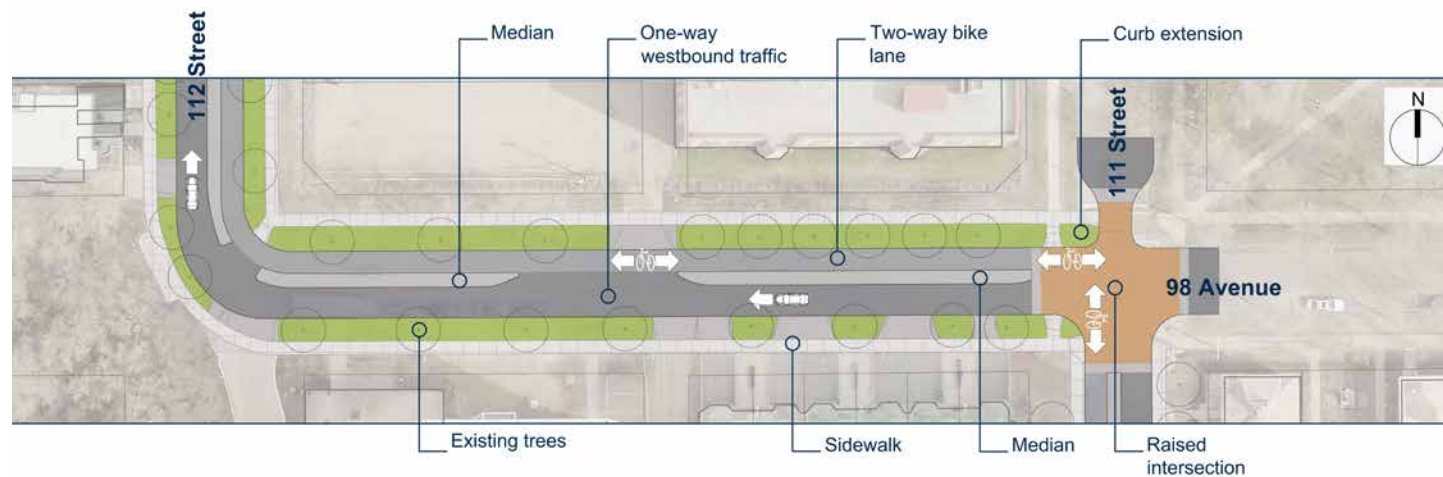
### 112 Street: 99 Avenue to 98 Avenue



View 4



### 98 Avenue: 112 Street to 111 Street



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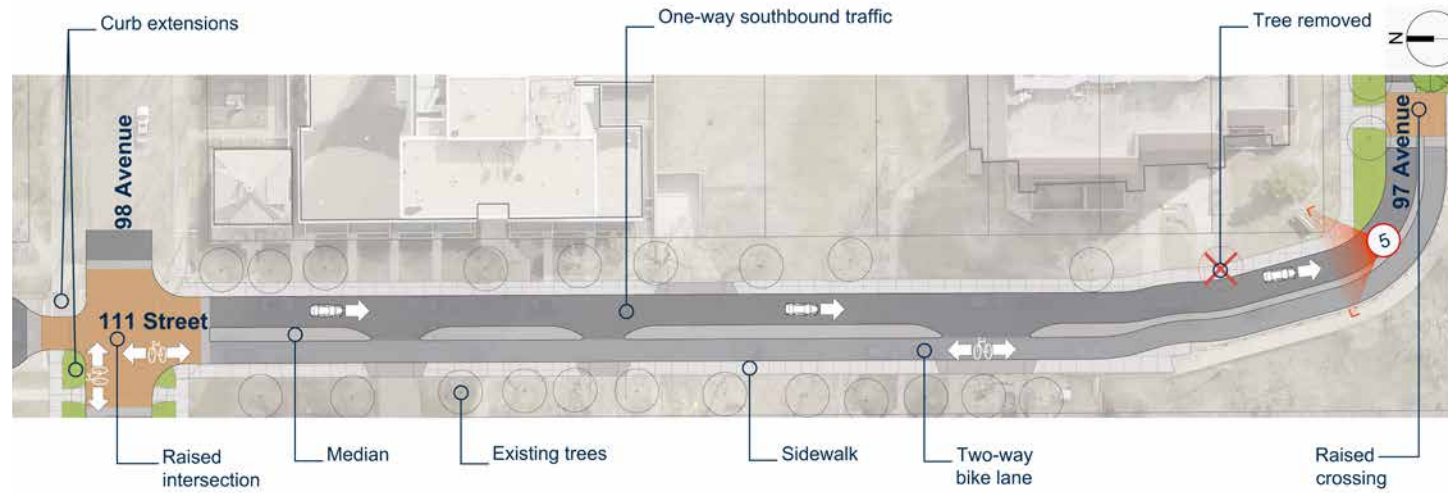
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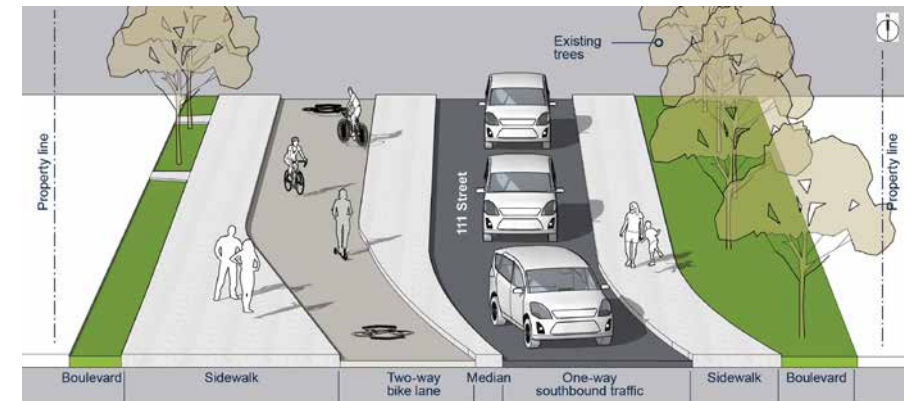
# Active transportation connection: 112 Street/98 Avenue/111 Street

## OPTION 1: Two-way bike lane, one-way streets

### 111 Street: 98 Avenue to 97 Avenue



View 5



View rendering A on the following page.

### 97 Avenue: 111 Street to 110 Street



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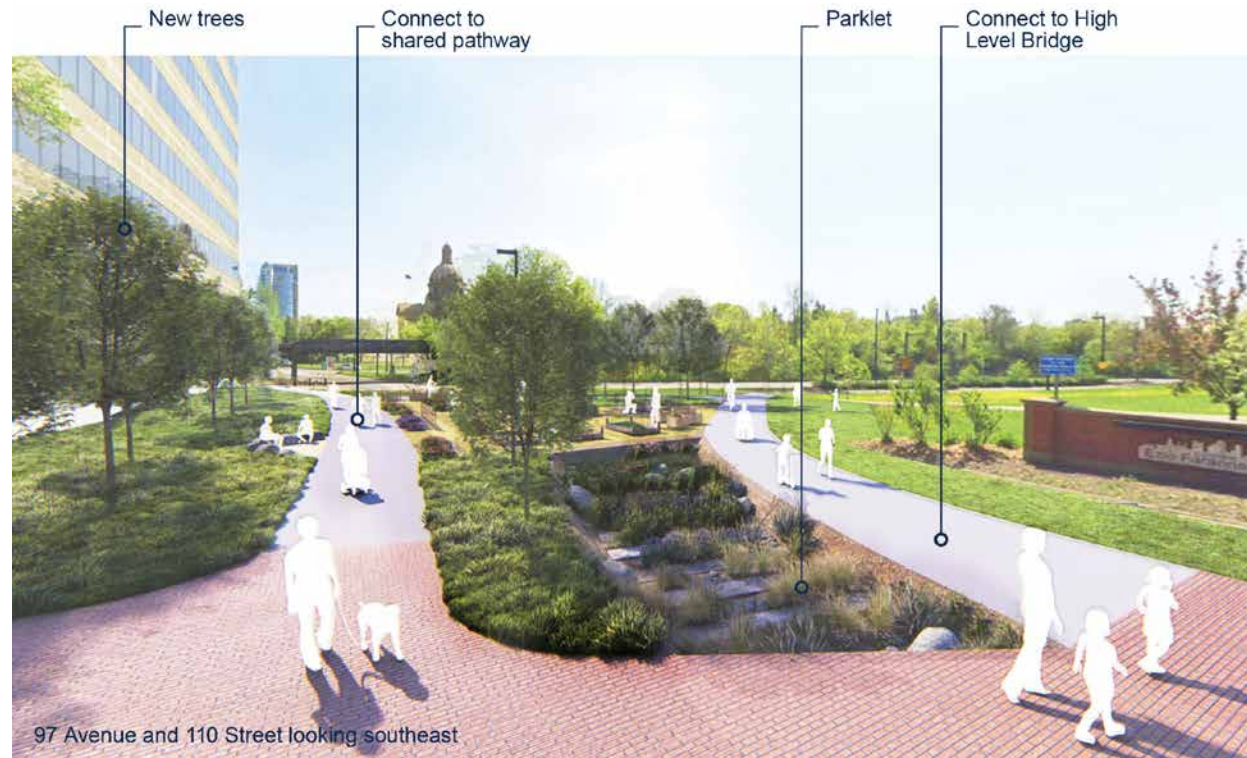




# Active transportation connection: 112 Street/98 Avenue/111 Street

## OPTION 1: Two-way bike lane, one-way streets

### Rendering A



#### Benefits

- + Reduces conflicts by providing separate spaces for people walking, rolling, biking and driving
- + The two-way protected bike lanes:
  - + Provide a safe, all ages and abilities, bike connection with medians that separate bike lane users from traffic
  - + Are snow cleared by the City
- + The road closure at 97 Avenue and 110 Street significantly reduces shortcutting through the neighbourhood
- + The parklet at 97 Avenue provides the opportunity for additional green space, new trees and a shared pathway
- + The one-way southbound traffic between 103 Avenue and Jasper Avenue discourages shortcutting and reduces conflicts with users of the 102 Avenue bike lane
- + The opposing one-way traffic direction north and south of Jasper Avenue discourages shortcutting
- + Improved crossings enhance visibility
- + Parking added on south side of 97 Avenue
- + Raised intersections and crossings:
  - + Encourage slower traffic
  - + Improve visibility of people crossing the street
  - + Provide a level surface for crossing, which improves accessibility for all ages and abilities in all seasons
- + Curb extensions:
  - + Encourage slower traffic
  - + Shorten the crossing distance
  - + Improve visibility of people crossing the street by preventing parking too close to the intersection or crossing
  - + Create an opportunity for beautification and landscaping
- + Boulevards:
  - + Create opportunity for new trees
  - + Provide a comfortable separation of people walking/rolling from people driving
  - + Improve the active transportation experience by adding greenery and trees for shade and wind breaks

#### Tradeoffs

- + The change to one-way traffic direction requires new traffic patterns for drivers
- + The road closure on 97 Avenue at 110 Street requires new traffic patterns for drivers
- + Removes most on-street parking
- + Raised crossings:
  - + May cause discomfort for those who bike when crossing
  - + May cause braking and accelerating traffic noise
- + Removes a few existing trees (*replacement trees will be planted where feasible*)

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# Active transportation connection: 112 Street/98 Avenue/111 Street

## OPTION 2: Local street bikeway\*, road closures

### DESIGN INCLUDES:

- + See map for details on the following:
  - + A local street bikeway\* with traffic calming measures
  - + One-way and two-way traffic direction
  - + Two road closures
  - + A mini roundabout
  - + Raised intersections
  - + Raised crossings
- + A parklet on 112 Street north of 102 Avenue with a shared pathway connecting 112 Street to 102 Avenue
- + A parklet at 97 Avenue east of 110 Street with a shared pathway connecting the Ribbon of Steel shared pathway to the High Level Bridge
- + On-street parking as follows:
  - + 112 Street: 103A Avenue to 98 Avenue – both sides
  - + 98 Avenue: 112 Street to 111 Street – both sides
  - + 111 Street: 98 Avenue to 97 Avenue – west side
  - + 97 Avenue: 111 Street to 110 Street – north side, as exists
- + Curb extensions at most intersections, where feasible
- + Medians at:
  - + North of 104 Avenue (landscaped)
  - + 103A Avenue
  - + Jasper Avenue
- + Improved crossing:
  - + North of 104 Avenue (Unity Square entrance)
- + Boulevards on the east side of 112 Street between 104 Avenue and Jasper Avenue
- + New trees



	One-way traffic		Road closure
	Existing one-way traffic		Mini roundabout
	Two-way traffic		Raised intersection
	One-way bike lane		Raised crossing
	One-way local street bikeway		
	Two-way local street bikeway		

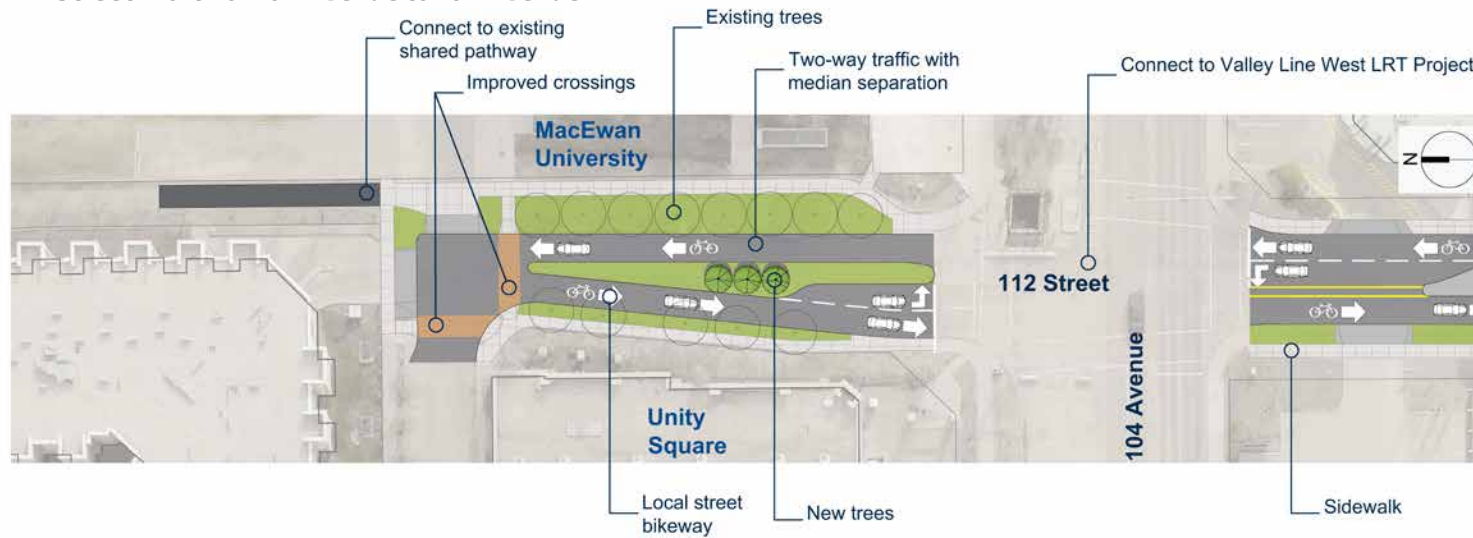
\*Local street bikeway: A street where people who bike and people who drive share the street without separated bike infrastructure. Modifications such as traffic calming and diversion elements to reduce vehicle volumes and speed maximize the safety and comfort for people who bike to appeal to users of all ages and abilities. The bikeway typically includes pavement markings and signage.

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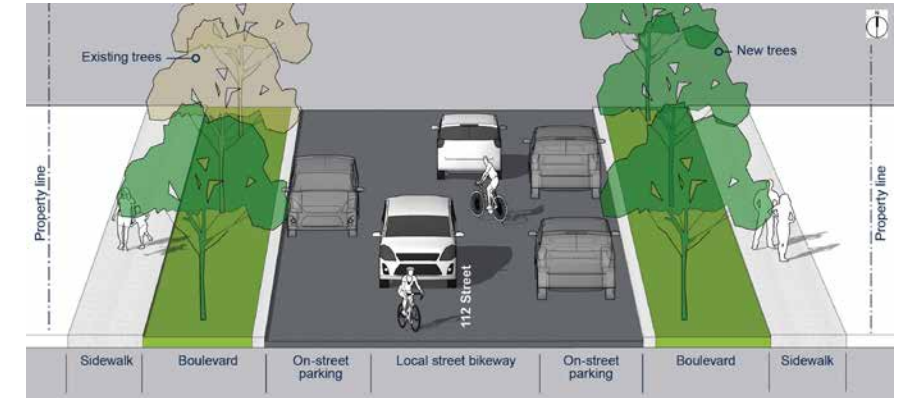
# Active transportation connection: 112 Street/98 Avenue/111 Street

## OPTION 2: Local street bikeway, road closures

### 112 Street: North of 104 Avenue to 104 Avenue



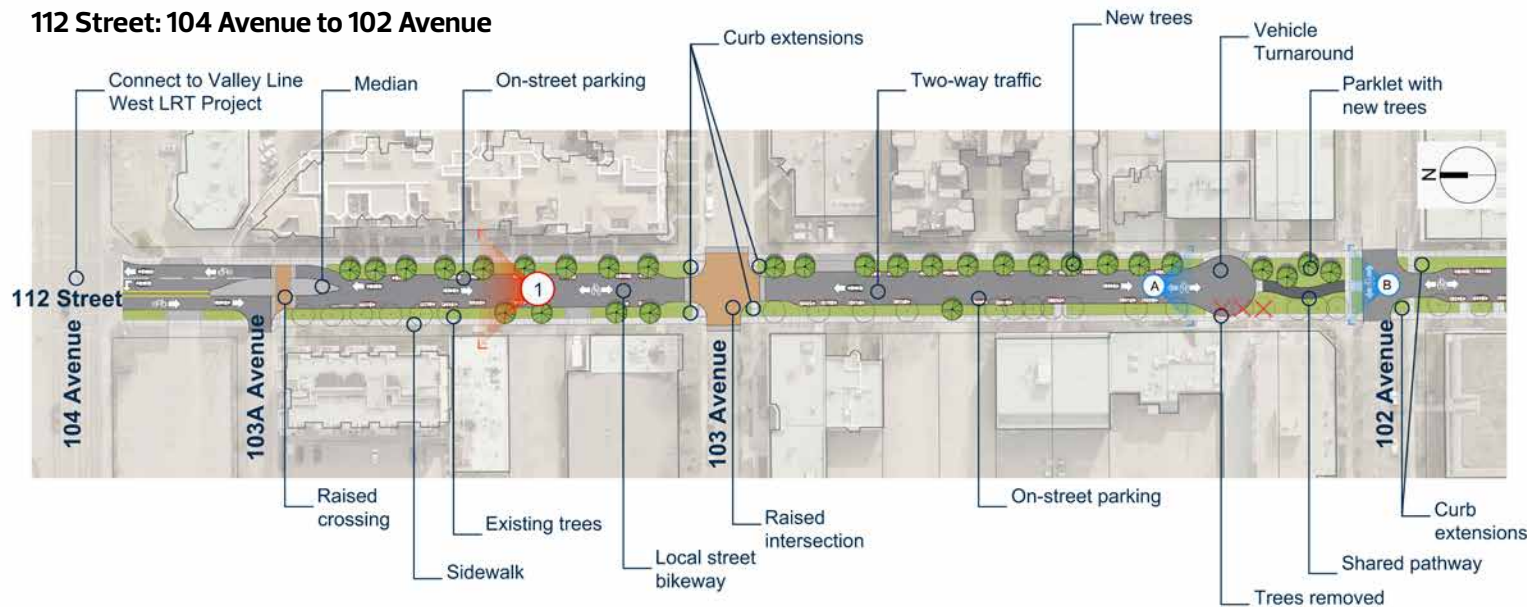
View 1



Rendering A 112 Street vehicle turnaround looking south



### 112 Street: 104 Avenue to 102 Avenue

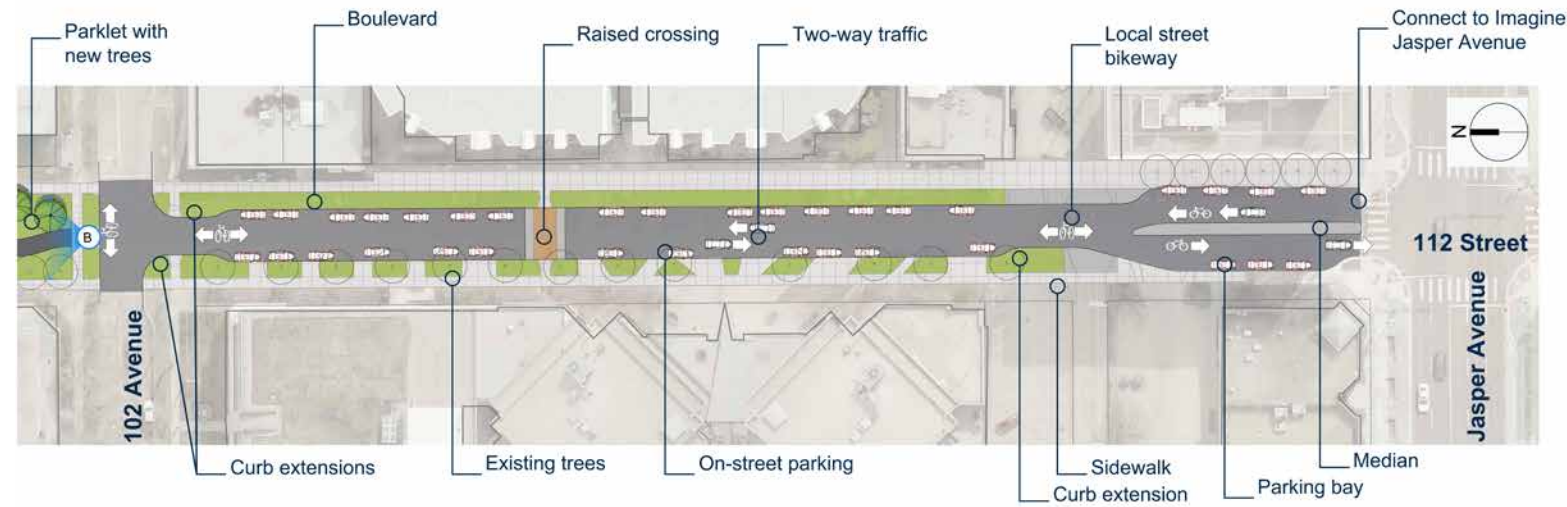




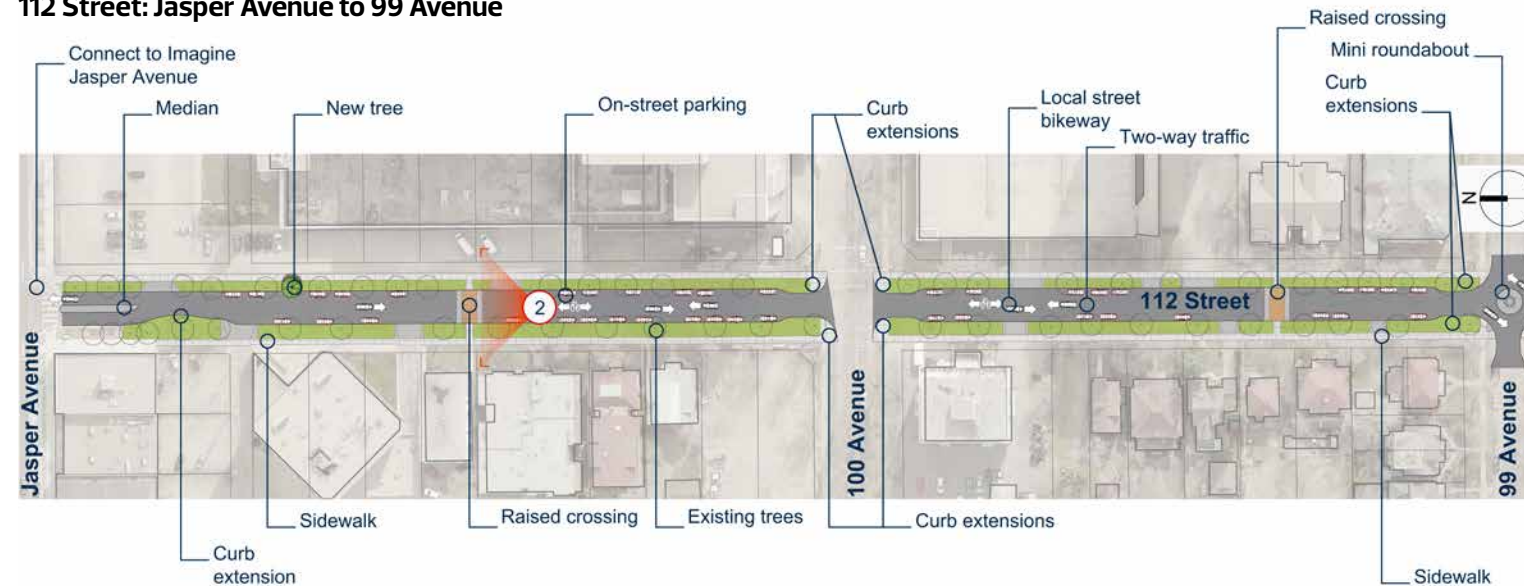
# Active transportation connection: 112 Street/98 Avenue/111 Street

## OPTION 2: Local street bikeway, road closures

### 112 Street: 102 Avenue to Jasper Avenue



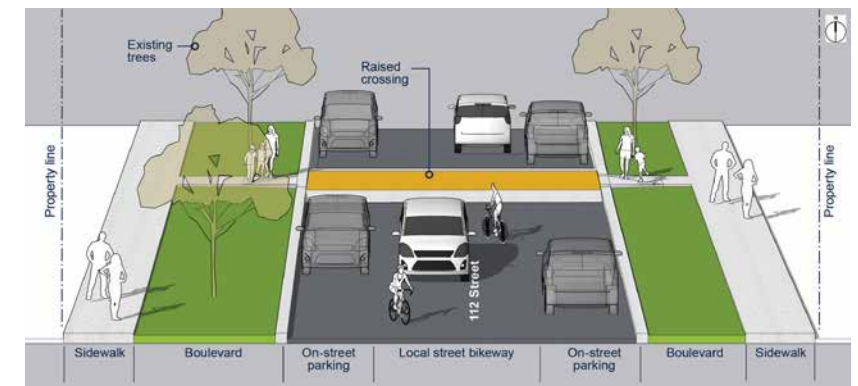
### 112 Street: Jasper Avenue to 99 Avenue



### Rendering (B) 112 Street parklet looking north



### View (2)



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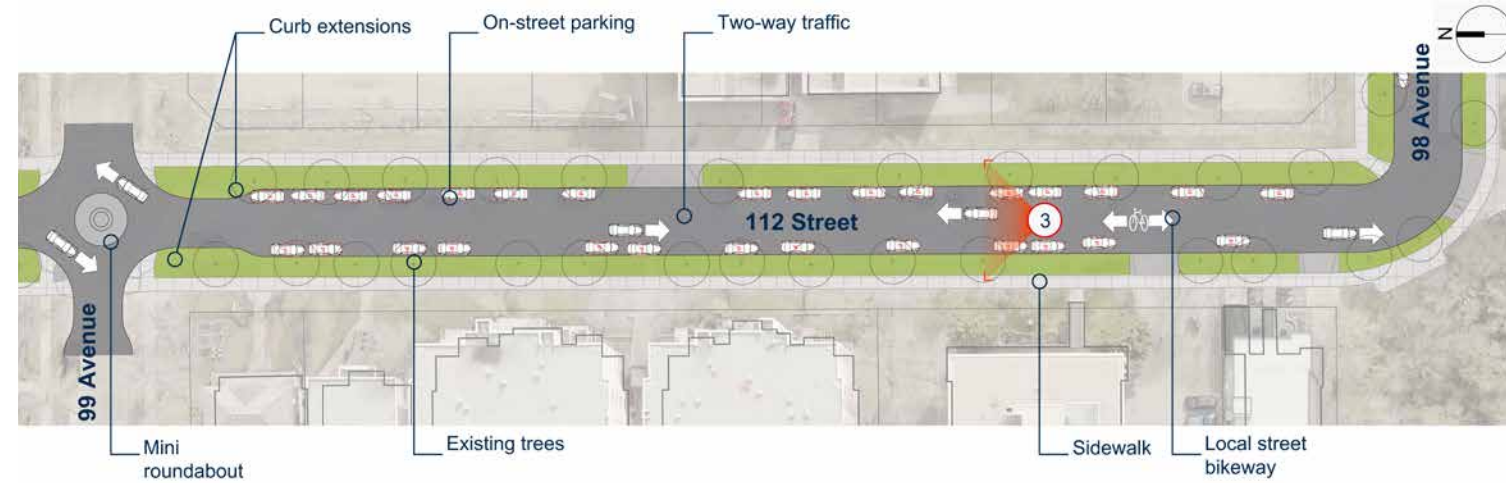




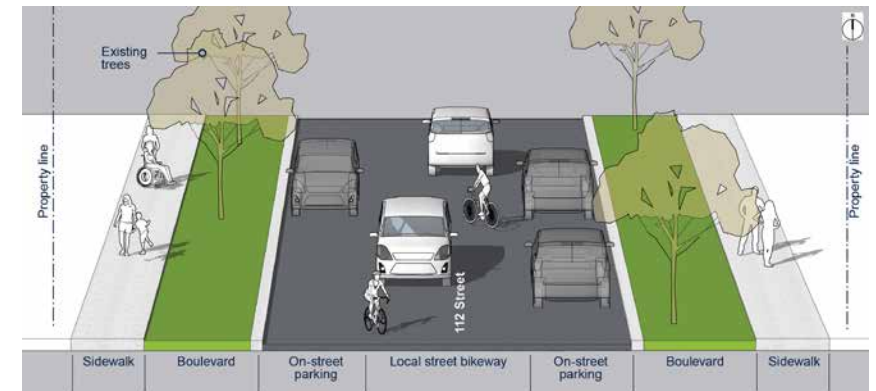
# Active transportation connection: 112 Street/98 Avenue/111 Street

## OPTION 2: Local street bikeway, road closures

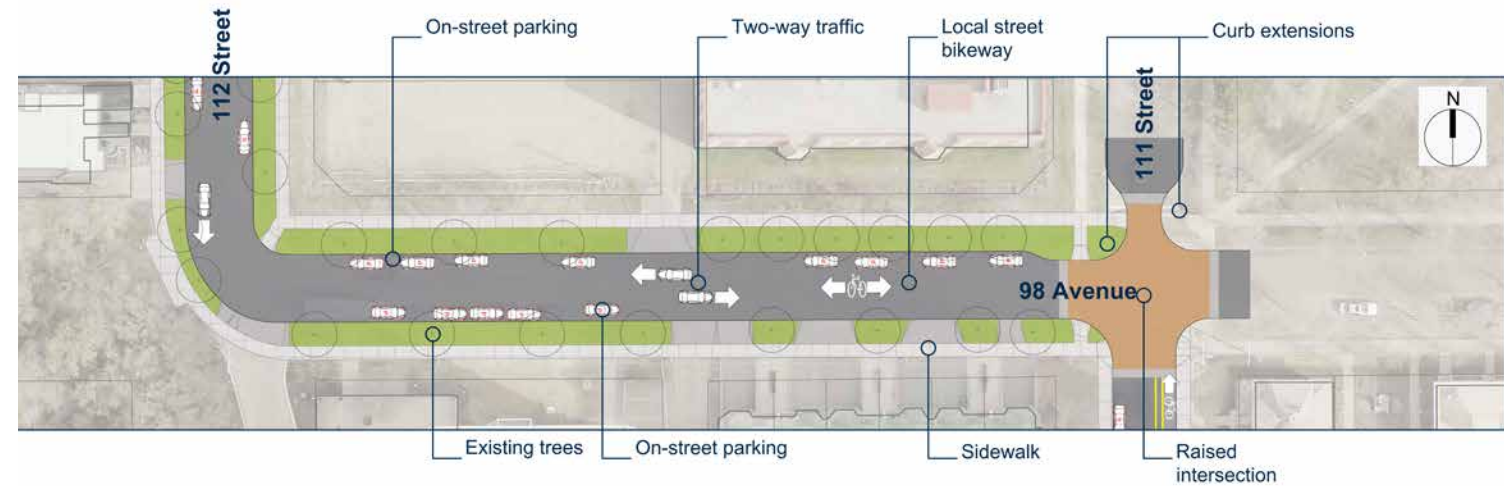
### 112 Street: 99 Avenue to 98 Avenue



### View ③



### 98 Avenue: 112 Street to 111 Street



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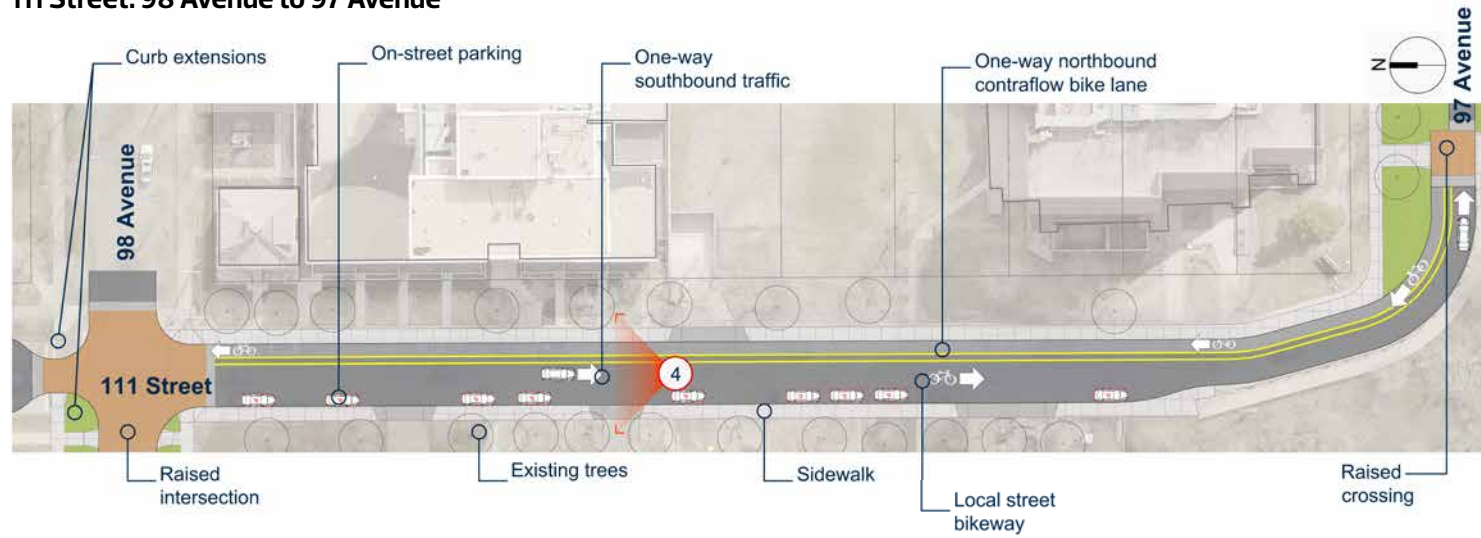
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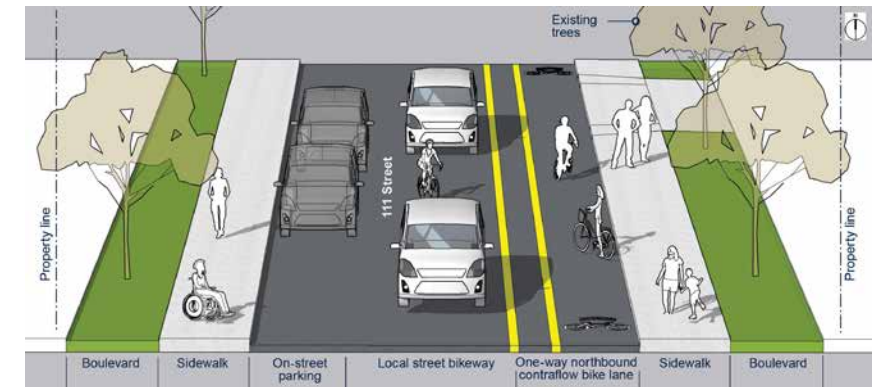
# Active transportation connection: 112 Street/98 Avenue/111 Street

## OPTION 2: Local street bikeway, road closures

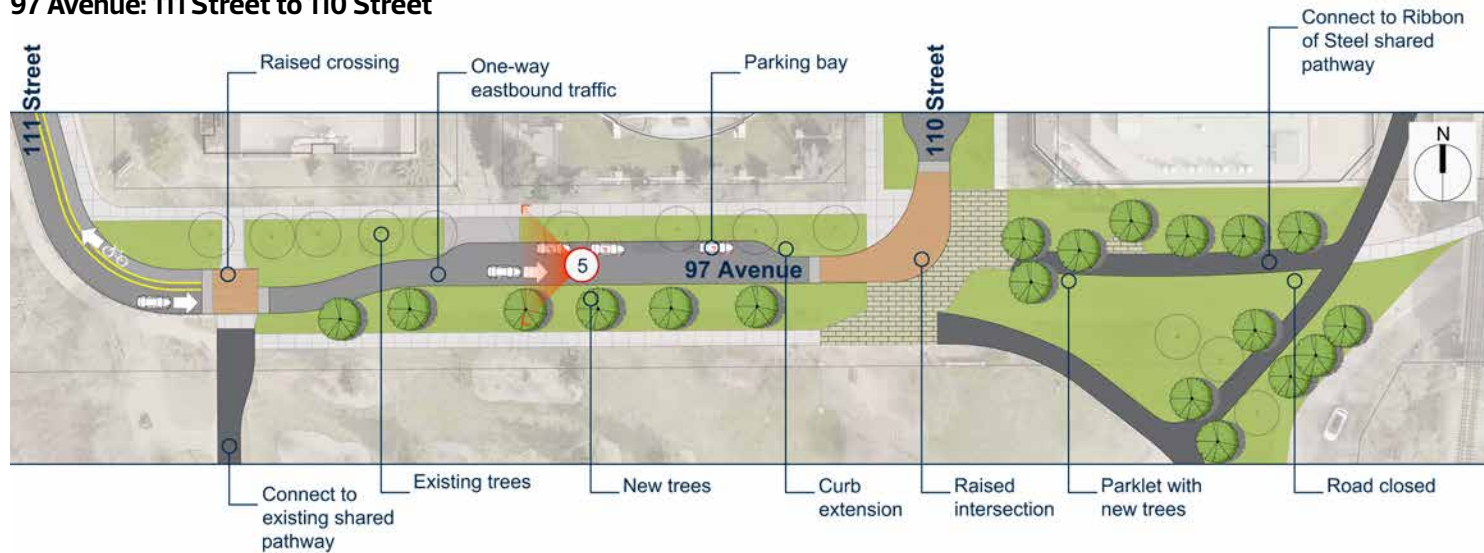
### 111 Street: 98 Avenue to 97 Avenue



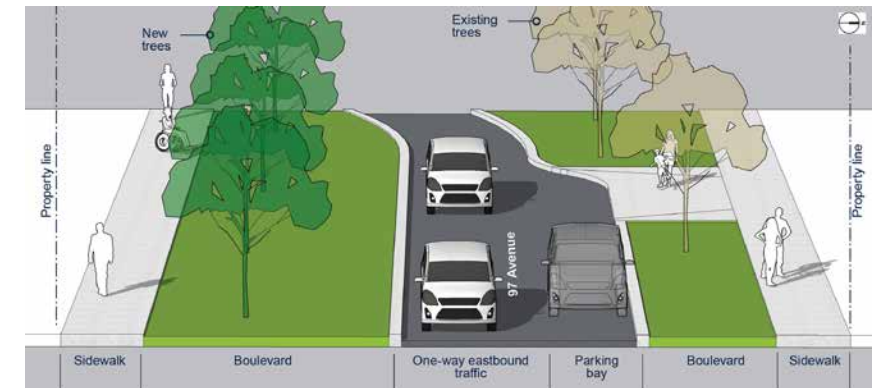
View 4



### 97 Avenue: 111 Street to 110 Street



View 5



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# Active transportation connection: 112 Street/98 Avenue/111 Street

## OPTION 2: Local street bikeway, road closures

### Benefits

- + Local street bikeways\*:
  - + Provide connections to other area bike routes
  - + Incorporate traffic calming measures to make them comfortable for people to drive and bike together
  - + Use signage and pavement markings to increase awareness of people biking and driving
- + The road closure at 112 Street and 102 Avenue significantly reduces traffic volumes along 112 Street between 104 Avenue and Jasper Avenue
- + The road closure at 97 Avenue and 110 Street significantly reduces traffic volumes along the local street bikeway and discourages shortcutting through the neighbourhood
- + The parklets at 102 Avenue and 97 Avenue provide the opportunity for additional green space, new trees and a shared pathway
- + Improved crossings enhance visibility
- + Parking added south of Jasper Avenue on 112 Street and on 98 Avenue between 112 Street and 111 Street
- + Curb extensions:
  - + Encourage slower traffic
  - + Shorten the crossing distance
  - + Improve visibility of people crossing the street by preventing parking too close to the intersection or crossing
  - + Create an opportunity for beautification and landscaping
- + Mini roundabouts encourage slower traffic
- + Raised intersections and crossings:
  - + Encourage slower traffic
  - + Improve visibility of people crossing the street
  - + Provide a level surface for crossing, which improves accessibility for all ages and abilities in all seasons
- + Medians:
  - + Improve traffic movements by physically defining driving lanes
  - + Provide physical refuge for people crossing roadways
- + Boulevards:
  - + Create opportunity for new trees
  - + Provide a comfortable separation of people walking/rolling from people driving
  - + Improve the active transportation experience by adding greenery and trees for shade and wind breaks

### Tradeoffs

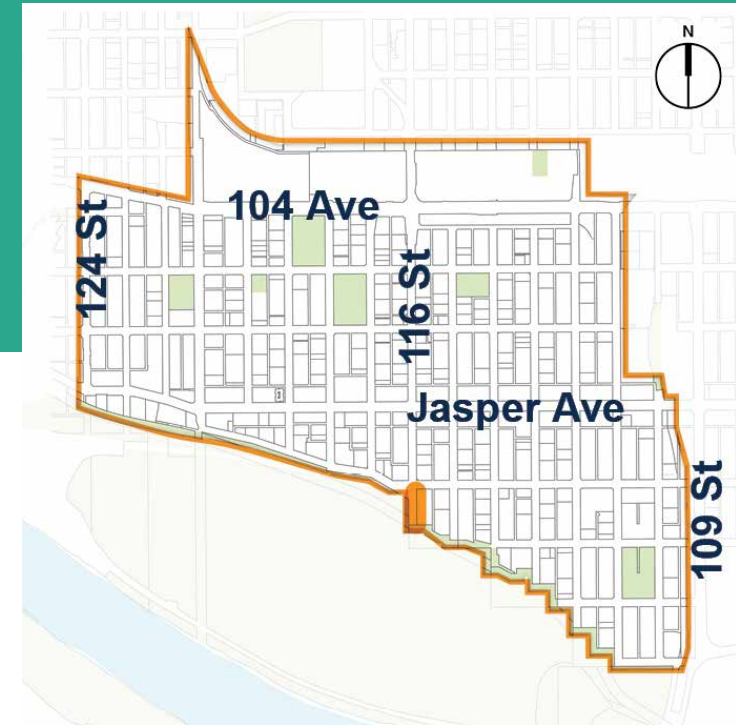
- + Local street bikeways\*:
  - + Have no physical barrier between people biking and people driving
  - + Are cleared of snow at the same service levels of the roadway
- + The road closures on 112 Street at 102 Avenue and on 97 Avenue at 110 Street require new traffic patterns for drivers
- + Raised crossings:
  - + May cause discomfort for those who bike when crossing
  - + May cause braking and accelerating traffic noise
- + The addition of parking will narrow driving lanes requiring people who drive to yield by pulling into open parking spaces to allow on-coming vehicles to pass on 112 Street between 104 Avenue and 98 Avenue and on 98 Avenue between 112 Street and 111 Street
- + Reduces some on-street parking
  - + 112 Street: removed north of 104 Avenue
  - + 112 Street: slight reduction at 102 Avenue road closure
  - + 111 Street: removed from east side
- + Removes a few existing trees (*replacement trees will be planted where feasible*)

*\*Local street bikeway: A street where people who bike and people who drive share the street without separated bike infrastructure. Modifications such as traffic calming and diversion elements to reduce vehicle volumes and speed maximize the safety and comfort for people who bike to appeal to users of all ages and abilities. The bikeway typically includes pavement markings and signage.*

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# 116 Street: South of 100 Avenue



## Key design influences:

- + ConnectEdmonton provides direction to create new green, gathering spaces

There are two design options being considered for 116 Street: South of 100 Avenue

## OPTION 1: Increased and improved public space, parallel parking

### DESIGN INCLUDES:

- + Curb extensions at 100 Avenue
- + A **significant** increase in new public space available for improvements
- + On-street parallel parking
- + A vehicle turnaround

## OPTION 2: Improved public space, perpendicular parking

### DESIGN INCLUDES:

- + Curb extensions at 100 Avenue
- + A **slight** increase in new public space available for improvements
- + On-street perpendicular parking
- + A vehicle turnaround

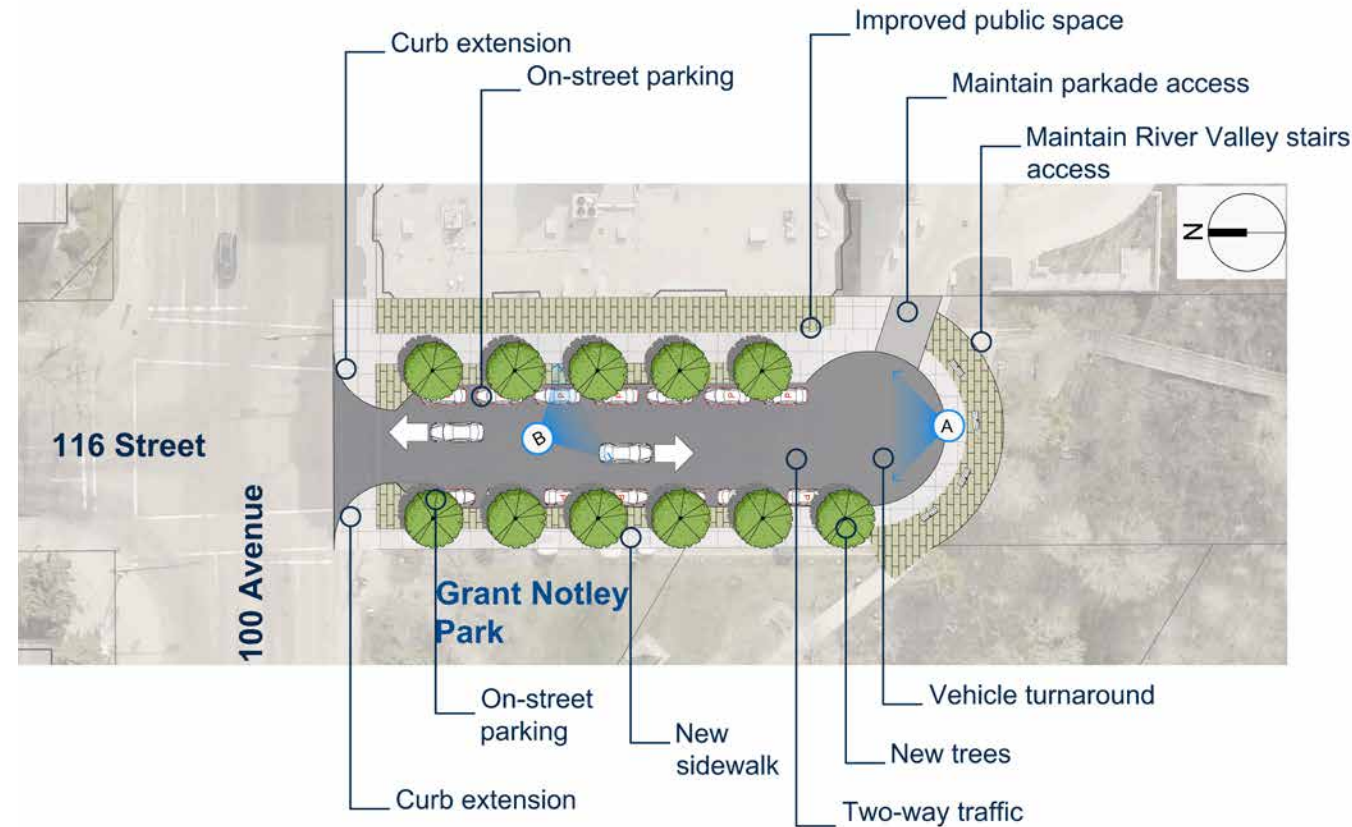
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## OPTION 1: Increased and improved public space, parallel parking

116 Street south of 100 Avenue



Rendering A



Rendering B



### Benefits

- + Option 1 provides significantly more new public space than Option 2 for improvements such as River Valley viewing areas with seating, new trees, wider sidewalks, landscaping and street furniture
- + The defined turnaround reduces driver conflicts
- + Parallel parking reduces conflicts (*no reverse movement*) and allows for more new public space

- + Curb extensions:
  - + Encourage slower traffic
  - + Shorten the crossing distance
  - + Improve visibility of people crossing the street by preventing parking too close to the intersection or crossing
  - + Create an opportunity for beautification and landscaping

### Tradeoffs

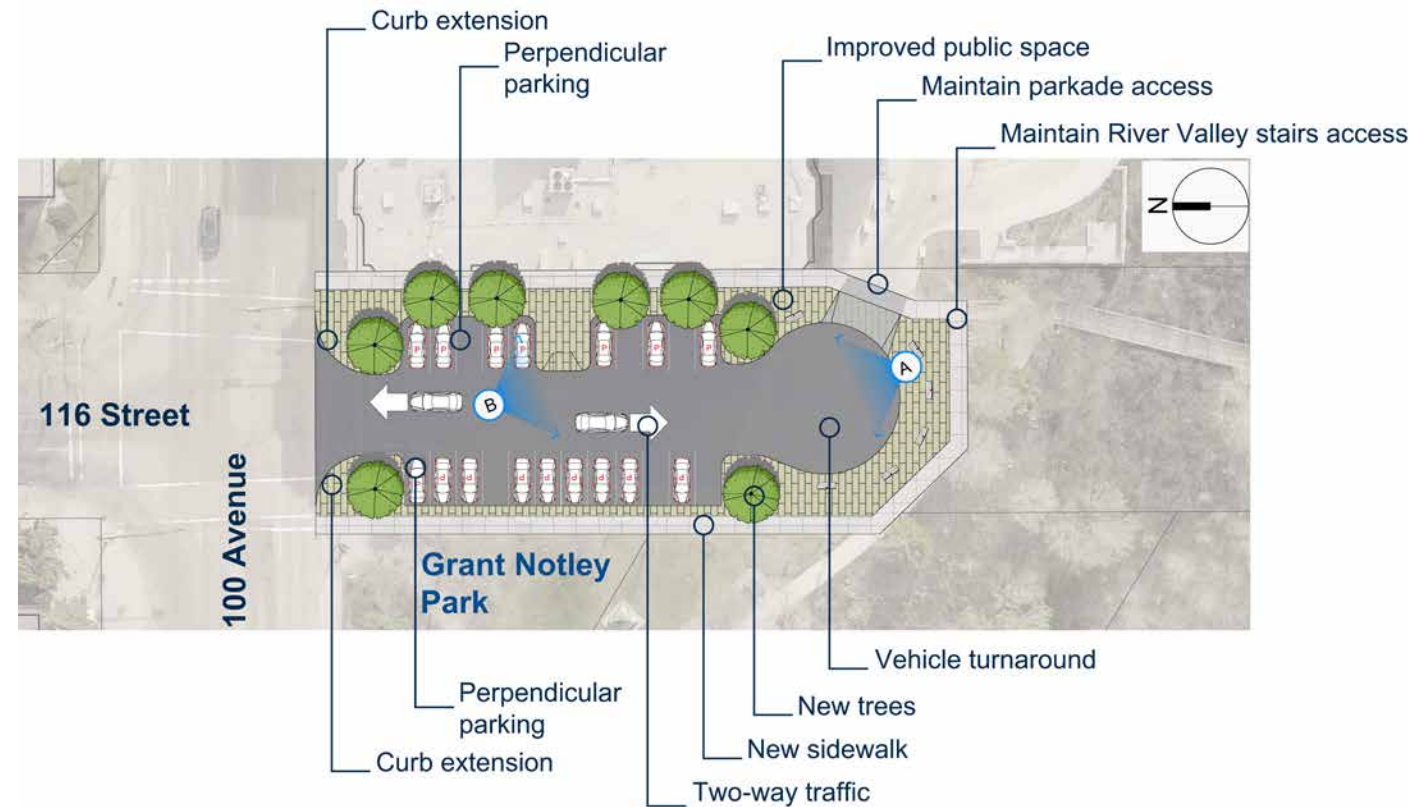
- + Change to parallel parking reduces some on-street parking (*more reduced than Option 2*)



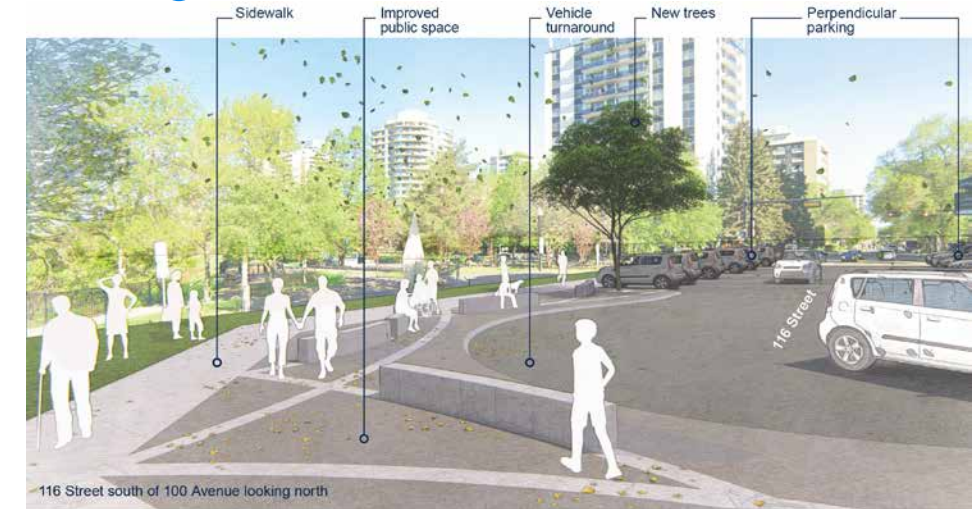
# 116 Street: South of 100 Avenue

## OPTION 2: Improved public space, perpendicular parking

116 Street south of 100 Avenue



Rendering A



Rendering B



**Benefits**

- + Provides some new public space for improvements such as River Valley viewing areas with seating, new trees, wider sidewalks, landscaping and street furniture
- + The defined turnaround reduces driver conflicts
- + Curb extensions:
  - + Encourage slower traffic
  - + Shorten the crossing distance
  - + Improve visibility of people crossing the street by preventing parking too close to the intersection or crossing
  - + Create an opportunity for beautification and landscaping

**Tradeoffs**

- + Option 2 provides less new public space than Option 1 for improvements such as viewing areas, seating, new trees, wider sidewalks, landscaping and street furniture
- + Reduces some on-street parking (*less reduction than Option 1*)



# Active transportation connection: 118 Street or 119 Street

## Key design influences:

- + The Bike Plan directs for additional north-south, all ages and abilities bike connections in Wihkwentôwin ᐃᐱᐱᐱᐱᐱᐱ (Oliver)
- + Approved designs for the Valley Line West LRT (104 Avenue) and the planned work of Imagine Jasper Avenue

There are three design options being considered for the Active transportation connection: 118 Street or 119 Street

### OPTION 1: 118 Street: 104 Avenue to 100 Avenue – Two-way bike lane, one-way traffic

#### DESIGN INCLUDES:

- + A two-way bike lane on the west side with protective medians
- + A shared pathway on the southwest corner of 104 Avenue connecting the two-way bike lane to the future 104 Avenue shared pathway
- + A new sidewalk connection on the west side between 103 Avenue and 104 Avenue next to Oliver Park
- + On-street parking on the east side with bus loading zone in front of the Wihkwentôwin ᐃᐱᐱᐱᐱᐱᐱ School and a parking bay on the west side
- + Traffic calming measures as follows:
  - + Raised midblock crossings between:
    - 104 Avenue and 103 Avenue
    - 103 Avenue and 102 Avenue
  - + Curb extensions at most intersections, where feasible
- + One-way northbound traffic
- + New trees

### OPTION 2: 118 Street: 104 Avenue to 100 Avenue – Shared pathway, two-way traffic

#### DESIGN INCLUDES:

- + A shared pathway on the west side connecting to the future 104 Avenue shared pathway
- + Two-way traffic, as exists
- + On-street parking as follows:
  - + 103 Avenue to 102 Avenue – some on west side with a school bus loading zone on east side, as exists
  - + 102 Avenue to 100 Avenue – west side, as exists
- + Traffic calming measures as follows:
  - + Raised crossings:
    - At 103 Avenue
    - Midblock between 104 Avenue and 103 Avenue
    - Midblock between 103 Avenue and 102 Avenue
  - + Curb extensions at most intersections, where feasible
- + New trees

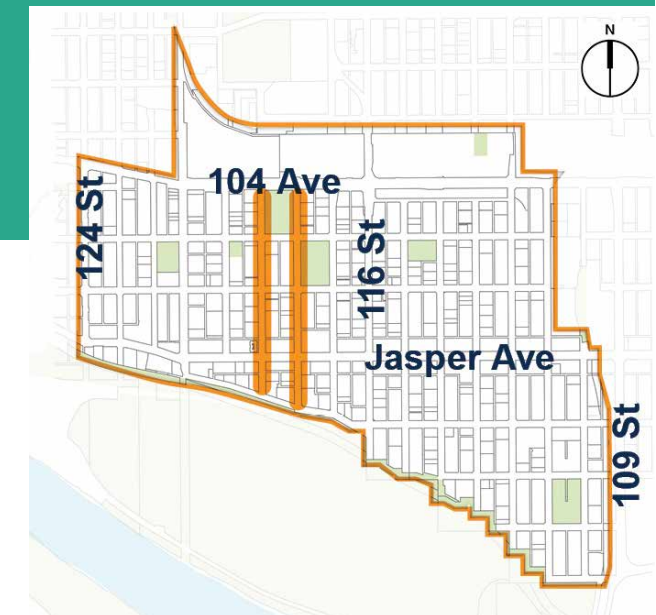
### OPTION 3: 119 Street: 104 Avenue to 100 Avenue – Local street bikeway\*, two-way traffic

#### DESIGN INCLUDES:

- + Gathering area at the Wihkwentôwin ᐃᐱᐱᐱᐱᐱᐱ Outdoor Pool entrance. **This gathering area is included as a feature regardless of which option is chosen**
- + A local street bikeway\* with traffic calming measures
- + Two-way traffic, as exists
- + Traffic calming measures as follows:
  - + Raised crossings:
    - Midblock between 103 Avenue and 102 Avenue
    - Midblock between 102 Avenue and Jasper Avenue
- + A diagonal traffic diverter\*\* at 103 Avenue (*no through traffic across 103 Avenue*)
- + Curb extensions at most intersections, where feasible
- + On-street parking as follows:
  - + 104 Avenue to 103 Avenue – both sides, as exists
  - + 103 Avenue to 100 Avenue – both sides (added to east side)
- + A shared pathway at 104 Avenue to allow for safe crossing movements across the LRT line

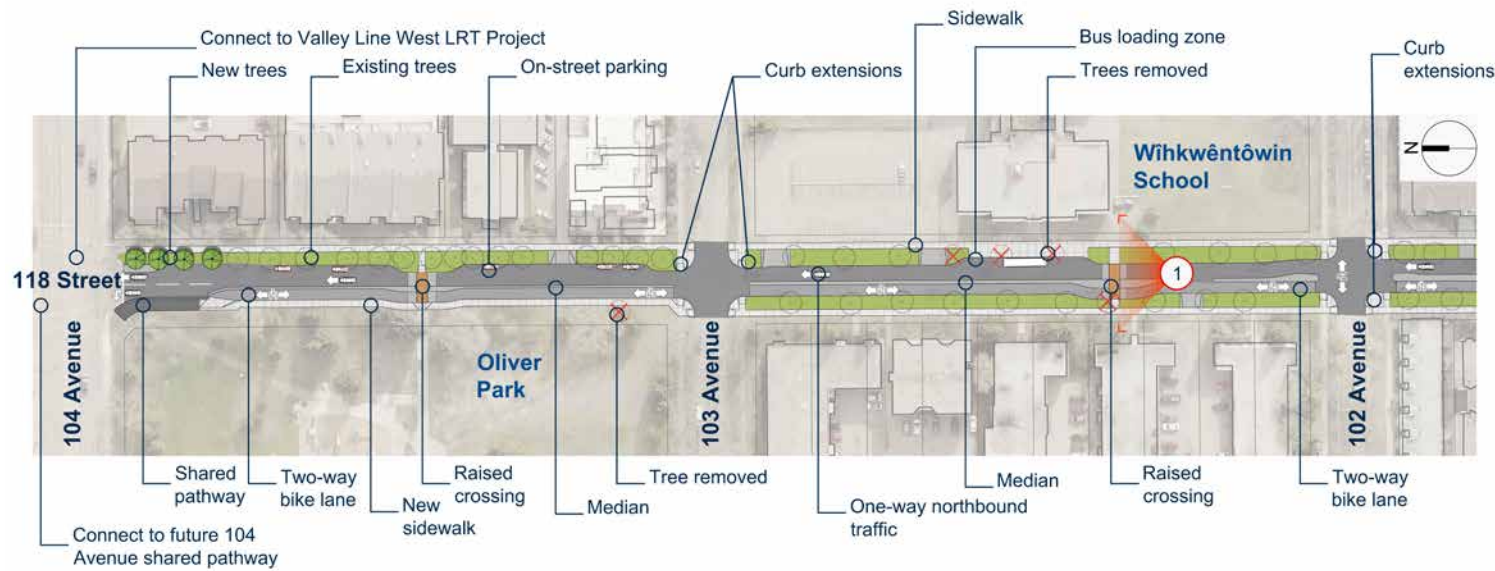
\*Local street bikeway: A street where people who bike and people who drive share the street without separated bike infrastructure. Modifications such as traffic calming and diversion elements to reduce vehicle volumes and speed maximize the safety and comfort for people who bike to appeal to users of all ages and abilities. The bikeway typically includes pavement markings and signage.

\*\*Diagonal traffic diverter: A permanent barrier placed diagonally across an intersection that blocks through vehicle traffic but still allows access for people walking and biking.

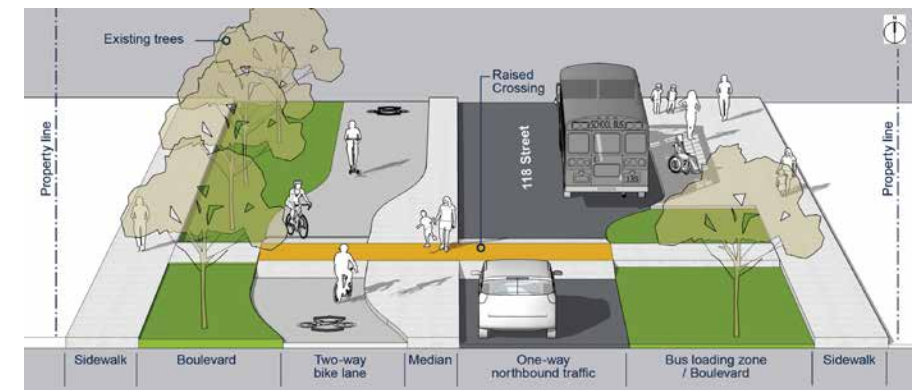


## OPTION 1: 118 Street: 104 Avenue to 100 Avenue – Two-way bike lane, one-way traffic

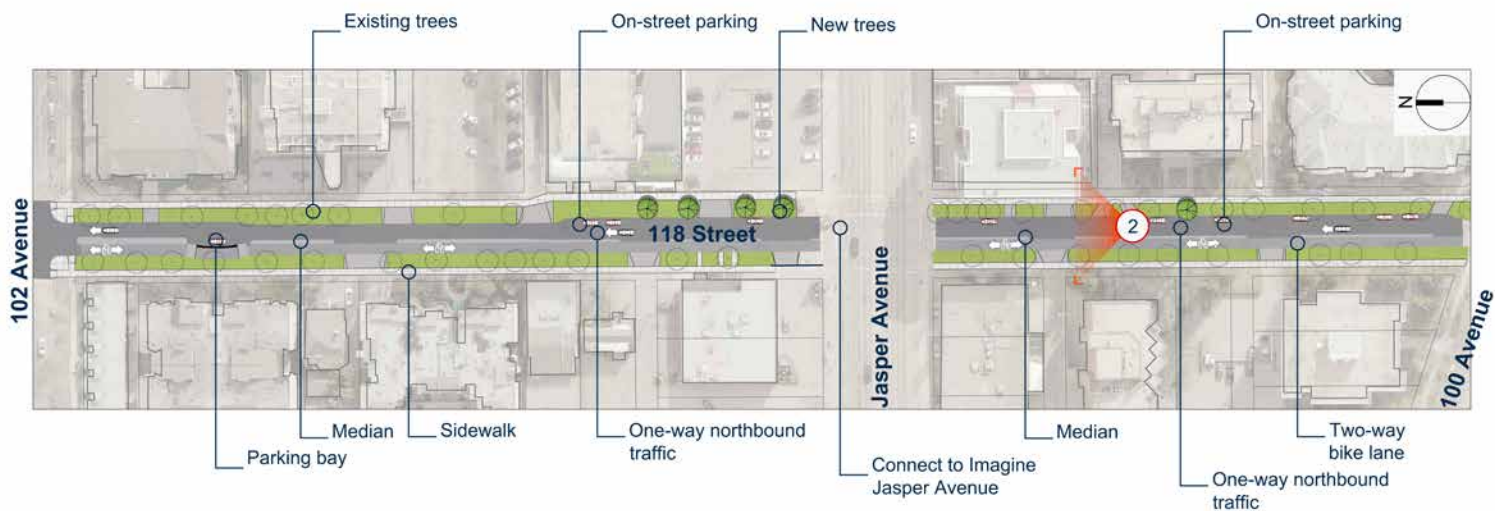
### 104 Avenue to 102 Avenue



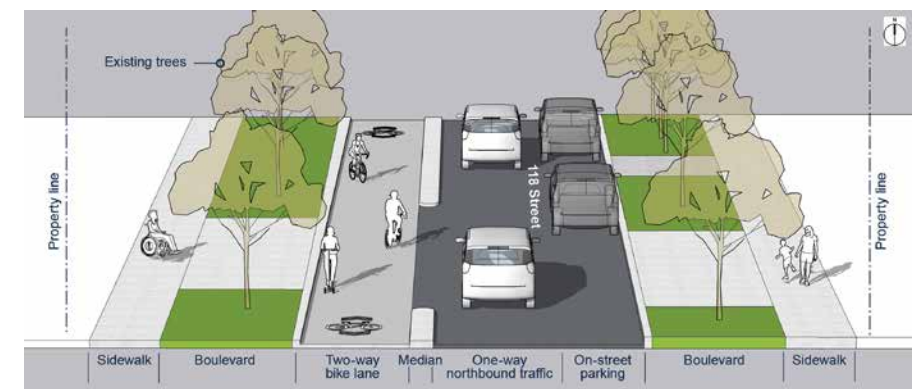
View ①



### 102 Avenue to 100 Avenue



View ②



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## OPTION 1: 118 Street: 104 Avenue to 100 Avenue – Two-way bike lane, one-way traffic

### Benefits

- + Reduces conflicts by providing separate spaces for people walking, rolling, biking and driving
- + The two-way protected bike lanes:
  - + Provide safe, all ages and abilities, bike connections with medians that separate bike lane users from traffic
  - + Are snow cleared by the City
- + The shared pathway at 104 Avenue provides a safe crossing connection for people walking, rolling and biking
- + The new sidewalk along Oliver Park improves accessibility for all ages and abilities
- + Raised mid-block crossings:
  - + Improve east-west connectivity to access Oliver Park and Wihkwentôwin ᐃᐱᐱᐱᐱᐱᐱ School
  - + Encourage slower traffic
  - + Improve visibility of people crossing the street
  - + Provide a level surface for crossing, which improves accessibility for all ages and abilities in all seasons
- + Curb extensions:
  - + Encourage slower traffic
  - + Shorten the crossing distance
  - + Improve visibility of people crossing the street by preventing parking too close to the intersection or crossing
  - + Create an opportunity for beautification and landscaping

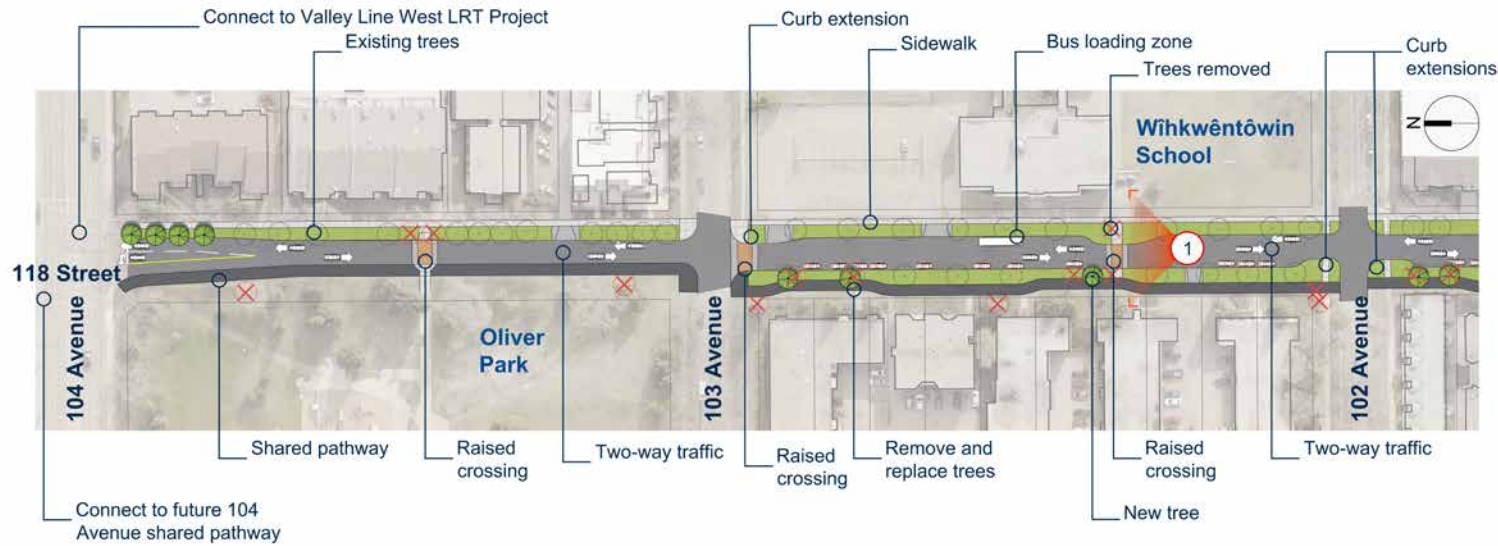
### Tradeoffs

- + Removes on-street angle parking at Jasper Avenue on east side and most parking between 104 Avenue and Jasper Avenue
- + The change to one-way traffic direction requires new traffic patterns for drivers
- + Raised crossings:
  - + May cause discomfort for those who bike when crossing
  - + May cause braking and accelerating traffic noise
- + Removes some existing trees (*replacement trees will be planted where feasible*)

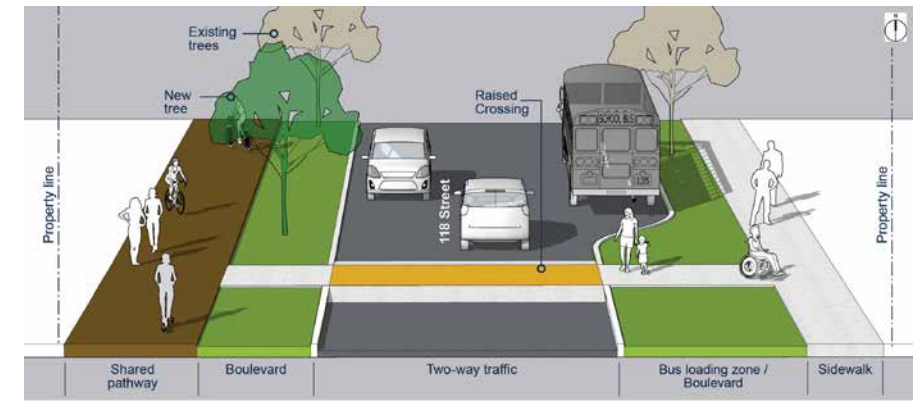


## OPTION 2: 118 Street: 104 Avenue to 100 Avenue – Shared pathway, two-way traffic

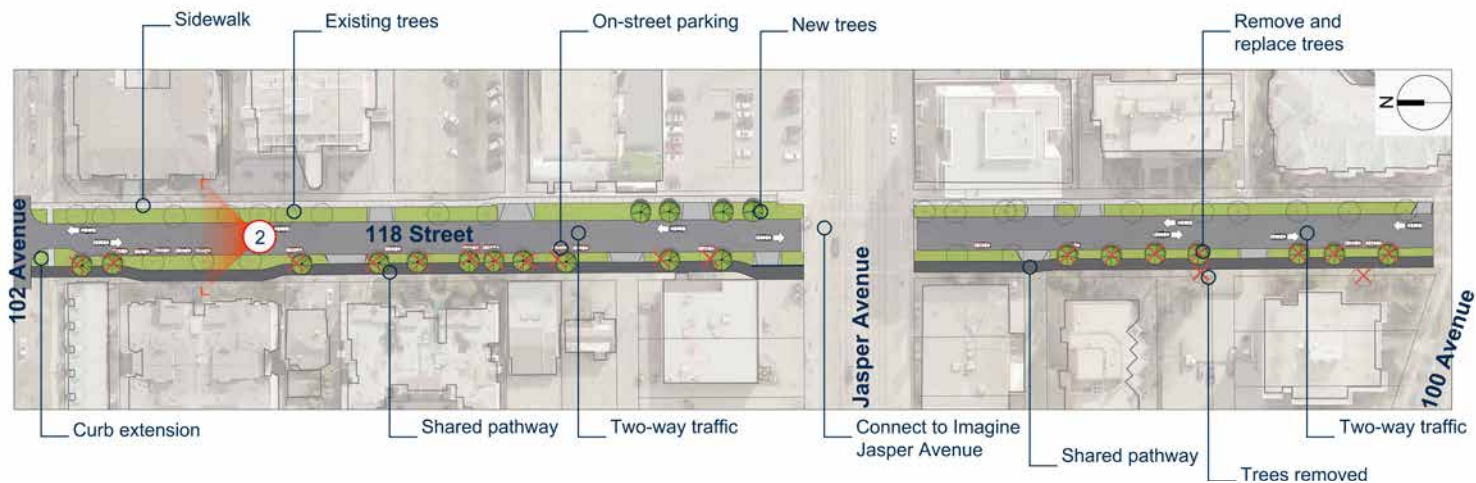
### 104 Avenue to 102 Avenue



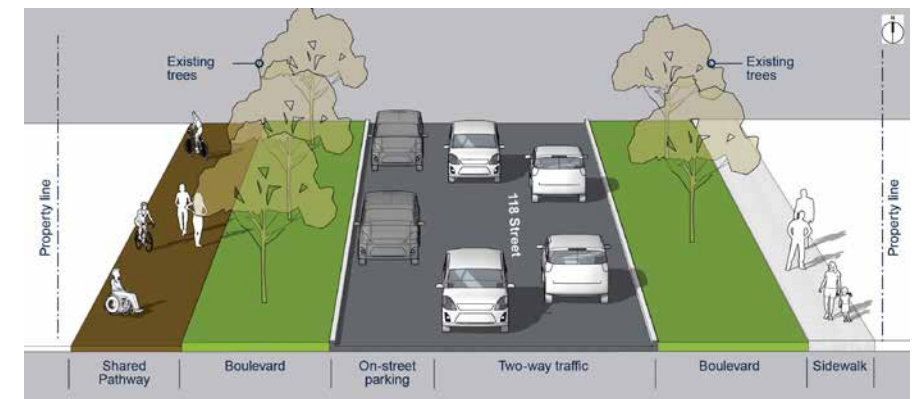
View ①



### 102 Avenue to 100 Avenue



View ②



# Active transportation connection: 118 Street or 119 Street

## OPTION 2: 118 Street: 104 Avenue to 100 Avenue – Shared pathway, two-way traffic

### Benefits

- + Shared pathways:
  - + Provide more space for people walking, rolling and biking
  - + Separate people biking from people driving
  - + Are snow cleared by the City
- + Raised crossings:
  - + Encourage slower traffic
  - + Improve visibility of people crossing the street
  - + Provide a level surface for crossing, which improves accessibility for all ages and abilities in all seasons

- + Curb extensions:
  - + Encourage slower traffic
  - + Shorten the crossing distance
  - + Improve visibility of people crossing the street by preventing parking too close to the intersection or crossing
  - + Create an opportunity for beautification and landscaping

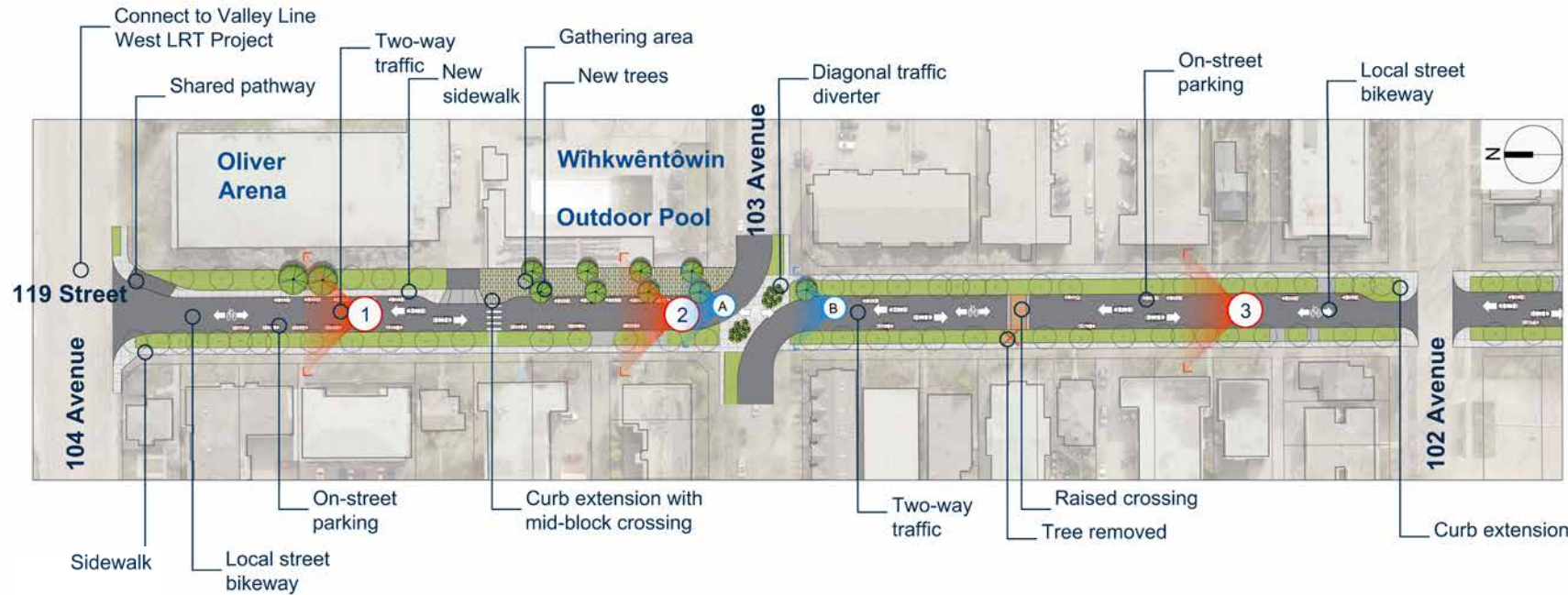
### Tradeoffs

- + Shared pathways require people walking and rolling to share the same space with people biking
- + Removes on-street angle parking at Jasper Avenue on east side and all parking between 104 Avenue and 103 Avenue
- + Raised crossings:
  - + May cause discomfort for those who bike when crossing
  - + May cause braking and accelerating traffic noise
- + Removes most existing trees on the west side of 118 Street from 104 Avenue to 100 Avenue (*replacement trees will be planted, where feasible*)

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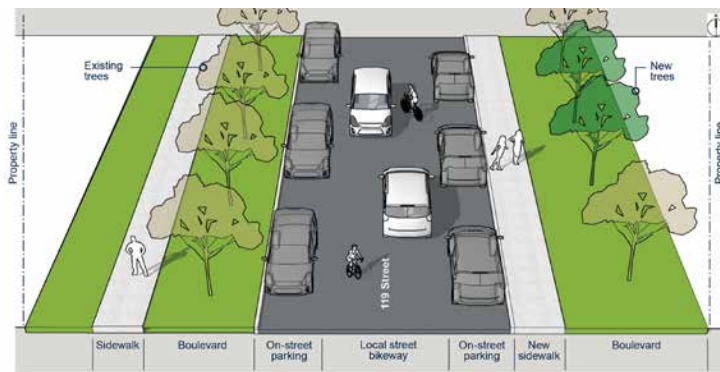
## OPTION 3: 119 Street: 104 Avenue to 100 Avenue – Local street bikeway, two-way traffic

### 104 Avenue to 102 Avenue

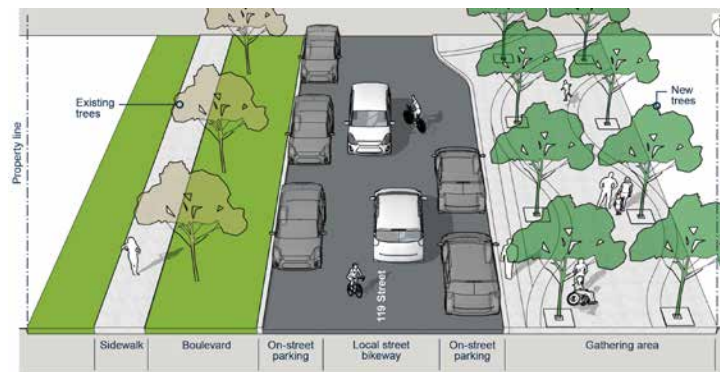


View rendering **A** and rendering **B** on the following page.

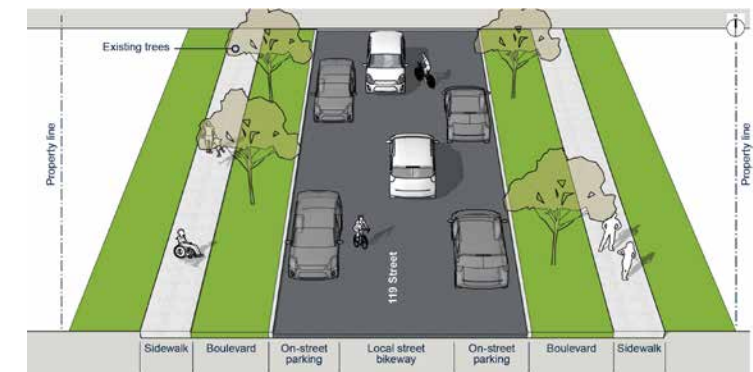
View ①



View ②



View ③



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## OPTION 3: 119 Street: 104 Avenue to 100 Avenue – Local street bikeway, two-way traffic

Rendering A



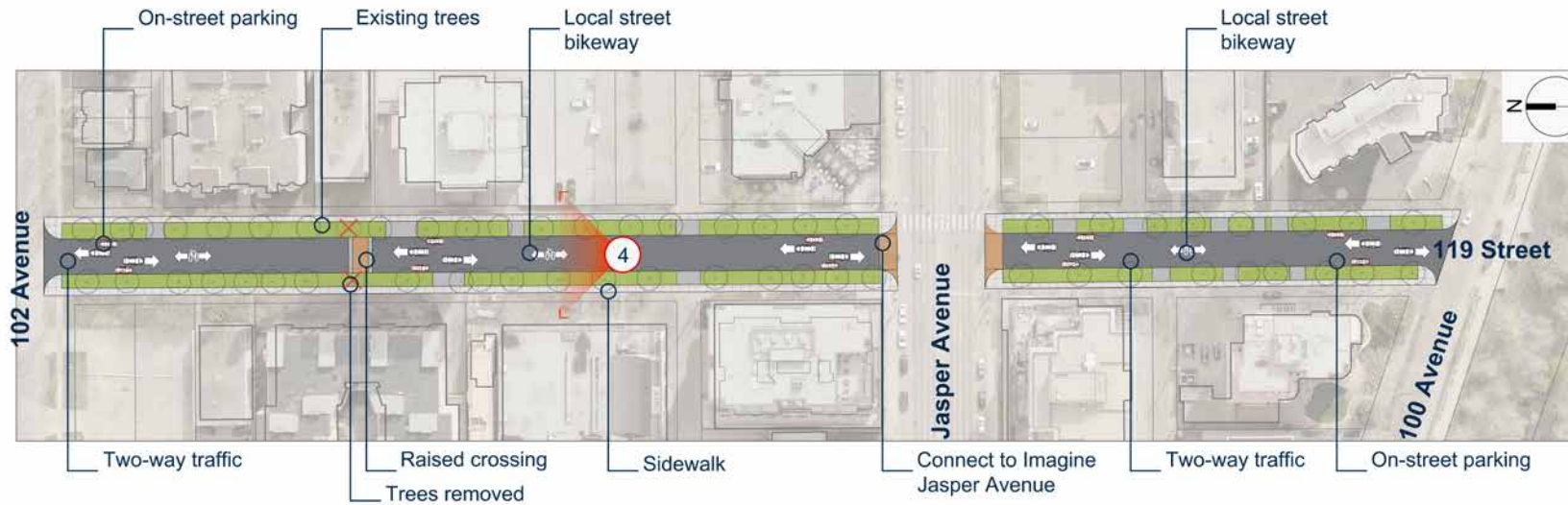
Rendering B



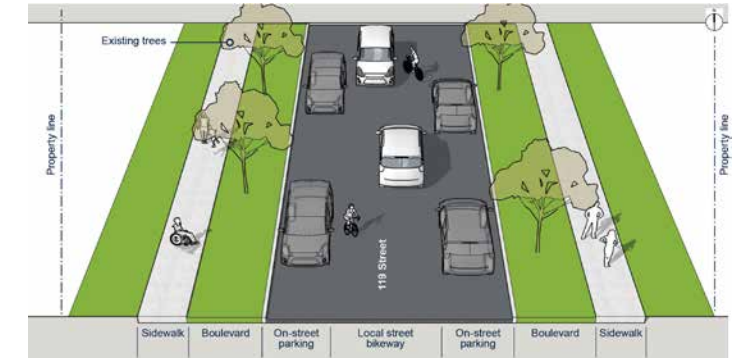
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## OPTION 3: 119 Street: 104 Avenue to 100 Avenue – Local street bikeway, two-way traffic

### 102 Avenue to 100 Avenue



View 4



#### Benefits

- + Opportunity for a gathering area at the Wihkwēntōwin ᐃᓐᓱᓐᓂᐃᓐᓂ Outdoor Pool entrance that could include, new trees, seating, wider sidewalks and landscaping. **This gathering area is included as a feature regardless of which option is chosen**
- + New sidewalk connection along Oliver Arena improves accessibility for all ages and abilities
- + Local street bikeways\*:
  - + Provide connections to other area bike routes
  - + Incorporate traffic calming measures to make them comfortable for people to drive and bike together
  - + Use signage and pavement markings to increase awareness of people biking and driving
- + On-street parking added to the east side
- + The diagonal traffic diverter\*\* at 103 Avenue significantly reduces traffic volumes and discourages shortcutting along 103 Avenue and 119 Street supporting safe active transportation
- + Raised crossings:
  - + Encourage slower traffic
  - + Improve visibility of people crossing the street
  - + Provide a level surface for crossing, which improves accessibility for all ages and abilities in all seasons
- + Curb extensions:
  - + Encourage slower traffic
  - + Shorten the crossing distance
  - + Improve visibility of people crossing the street by preventing parking too close to the intersection or crossing
  - + Create an opportunity for beautification and landscaping

#### Tradeoffs

- + The diagonal traffic diverter\*\* prohibits through traffic across 103 Avenue and requires new traffic patterns for drivers
- + Local street bikeways\*:
  - + Have no physical barrier between people biking and people driving
  - + Are cleared of snow at the same service levels of the roadway
- + The addition of parking will narrow driving lanes requiring people who drive to yield by pulling into open parking spaces to allow on-coming vehicles to pass on 119 Street
- + Raised crossings:
  - + May cause discomfort for those who bike while crossing
  - + May cause braking and accelerating traffic noise
- + Removes some existing trees (replacement trees will be planted, where feasible)

\*Local street bikeway: A street where people who bike and people who drive share the street without separated bike infrastructure. Modifications such as traffic calming and diversion elements to reduce vehicle volumes and speed maximize the safety and comfort for people who bike to appeal to users of all ages and abilities. The bikeway typically includes pavement markings and signage.

\*\*Diagonal traffic diverter: A permanent barrier placed diagonally across an intersection that blocks through vehicle traffic but still allows access for people walking and biking.

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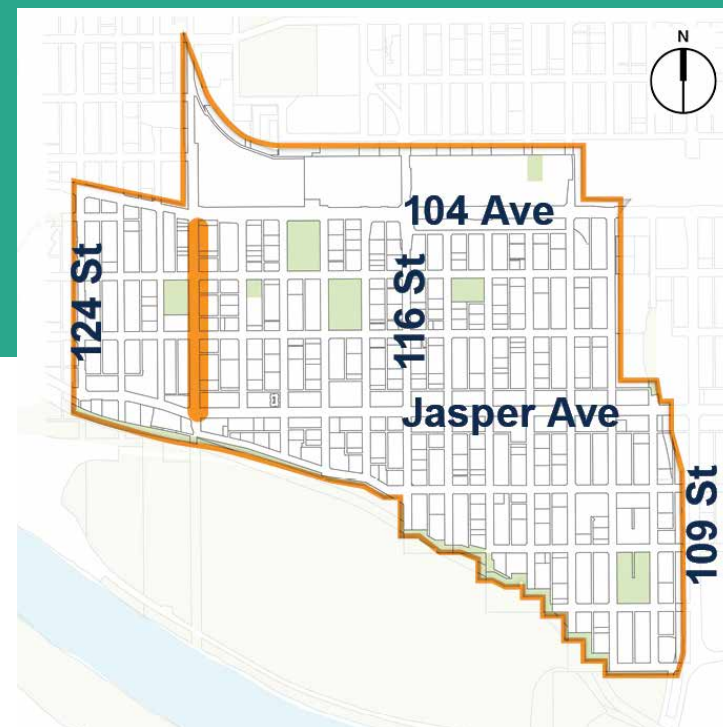
# 121 Street: 104 Avenue to Jasper Avenue

## Key design influences:

- + The Bike Plan directs for an all ages and abilities bike lane along 121 Street
- + ConnectEdmonton provides direction to create new green, gathering spaces
- + The City Plan provides direction to add green spaces and enhance the city's urban tree canopy to encourage and promote the enjoyment of nature by residents and visitors
- + Approved designs for the Valley Line West LRT (104 Avenue) and the planned work of Imagine Jasper Avenue

Designs have been broken down as follows:

- + 104 Avenue to 103 Avenue (1 design)
- + 103 Avenue to 102 Avenue (2 options)
- + 102 Avenue to Jasper Avenue (1 design)



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# 121 Street: 104 Avenue to Jasper Avenue

## 104 Avenue to 103 Avenue

### DESIGN INCLUDES:

- + Bike lanes with protective medians (northbound on the east side and southbound on the west side)
- + Centre median with trees, as exists
- + Two-way traffic direction separated by centre median, as exists
- + No parking

## 103 Avenue to 102 Avenue

### OPTION 1: Linear park, partial road closure with one-way traffic

#### DESIGN INCLUDES:

- + A linear park on the east side (less new public space than Option 2)
- + See map for details on the following:
  - + Bike lanes with protective median (northbound on the east side and southbound on the west side)
  - + One-way southbound traffic
  - + A mid-block raised crossing
- + Improved crossings at:
  - + 103 Avenue
  - + 102 Avenue
- + No parking
- + New trees



### OPTION 2: Linear park, full road closure

#### DESIGN INCLUDES:

- + A linear park (more new public space than Option 1)
- + See map for details on the following:
  - + Bike lanes (northbound on the east side and southbound on the west side)
  - + A full road closure
  - + A mid-block shared street\* east-west connection
- + Improved crossing at 102 Avenue
- + New trees



## 102 Avenue to Jasper Avenue

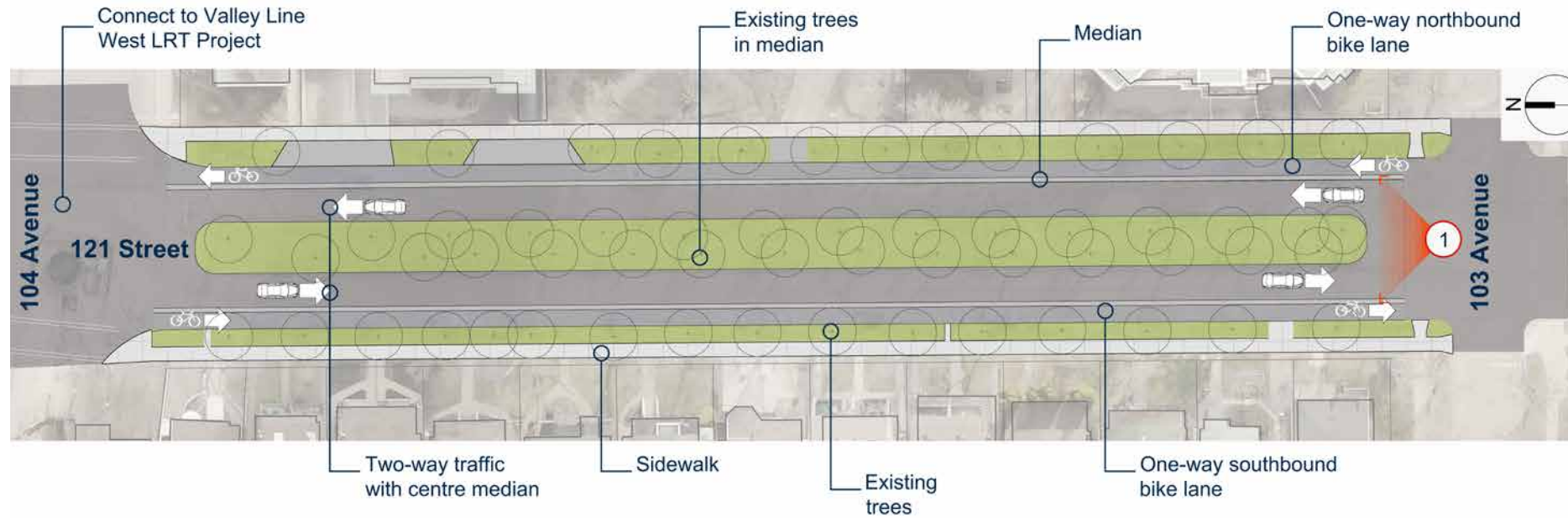
### DESIGN INCLUDES:

- + An increase in new public space available for improvements
- + Bike lanes with protective medians (northbound on the east side and southbound on the west side)
- + Improved crossing at:
  - + 102 Avenue
- + Two-way traffic direction (*centre median removed*)
- + Curb extensions at most intersections, where feasible
- + Parking on both sides
- + New trees

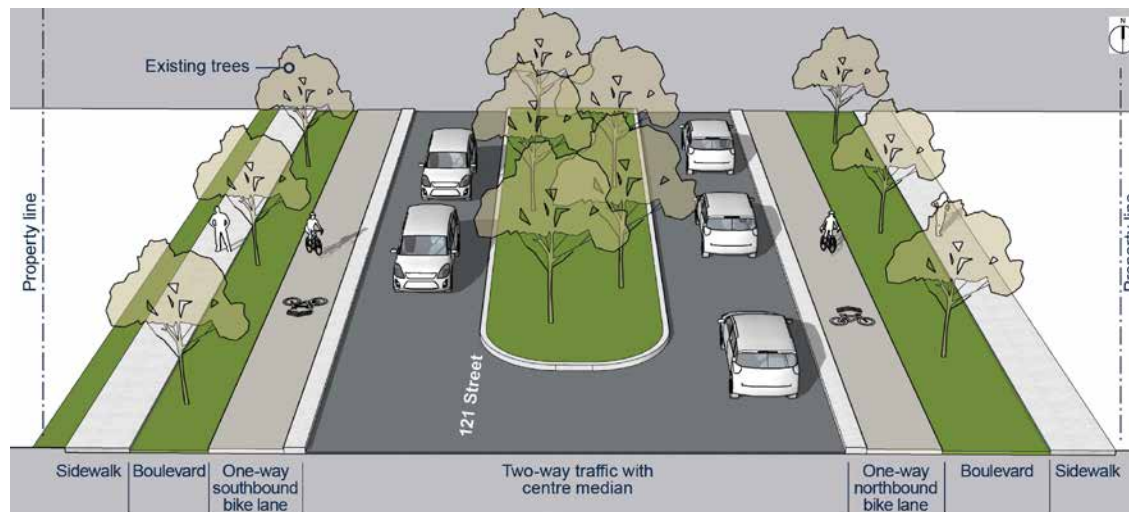
\*Shared street: Provides a comfortable connection for people walking, rolling, biking and driving between the alley access on the east side and private driveway accesses on the west side of 121 Street. The design will encourage slower vehicle speeds by increasing awareness of shared users in the area through pavement treatments, signage and/or lighting.

# 121 Street: 104 Avenue to Jasper Avenue

## 104 Avenue to 103 Avenue



### View 1



**Benefits**

- + Protected bike lanes:
  - + Provide a safe, all ages and abilities, bike connection with medians that separate bike lane users from traffic
  - + Are snow cleared by the City

**Tradeoffs**

- + Removes all on-street parking
- + Removes dedicated northbound to eastbound right turn lane at 104 Avenue

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# 121 Street: 104 Avenue to Jasper Avenue

## 103 Avenue to 102 Avenue

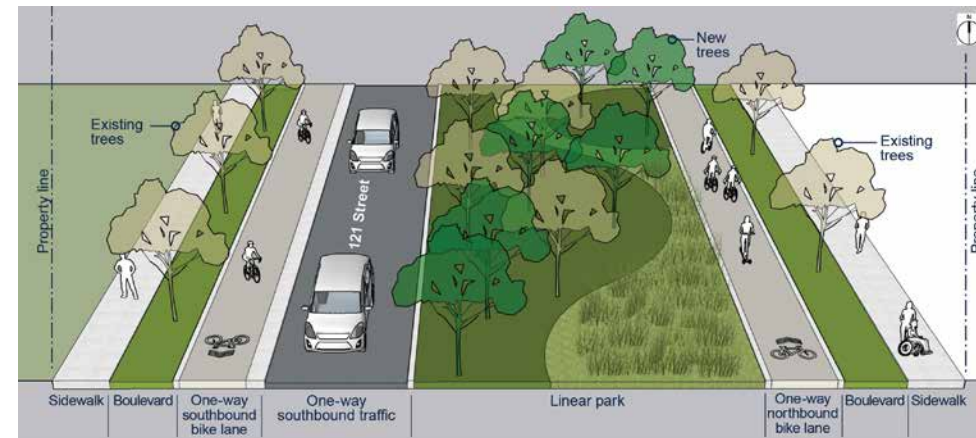
### OPTION 1: Linear park, partial road closure with one-way traffic

103 Avenue to 102 Avenue



View rendering **A**  
and rendering **B**  
on the following page.

View **1**



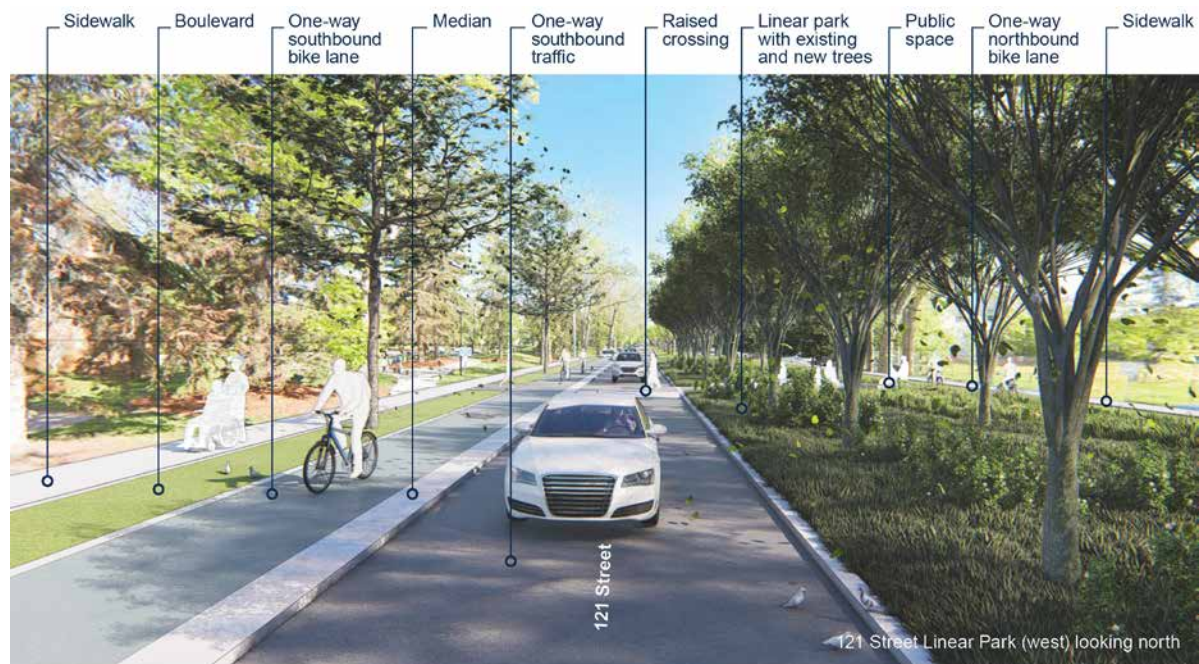
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## 103 Avenue to 102 Avenue

### OPTION 1: Linear park, partial road closure with one-way traffic

Rendering A



Rendering B



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## 103 Avenue to 102 Avenue

### OPTION 1: Linear park, partial road closure with one-way traffic

#### Precedent images



#### Benefits

- + Option 1 provides linear park space for new trees, naturalized plantings and other public space improvements (less than Option 2)
- + Protected bike lanes:
  - + Provide a safe, all ages and abilities, bike connection with medians that separate bike lane users from traffic
  - + Are snow cleared by the City
- + The change to one-way traffic discourages shortcutting through the neighbourhood
- + Raised crossings:
  - + Encourage slower traffic
  - + Improve visibility of people crossing the street
  - + Provide a level surface for crossing, which improves accessibility for all ages and abilities in all seasons
- + Improved crossings enhance visibility

#### Tradeoffs

- + Option 1 provides less space for additional green space, trees, and naturalized plantings and public space improvements than Option 2
- + Removes all on-street parking
- + The traffic direction change to one-way requires new traffic patterns for drivers
- + Raised crossings:
  - + May cause discomfort for those who bike while crossing
  - + May cause braking and accelerating traffic noise
- + Some tree removal required (*replacement trees will be planted, where feasible*)

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# 121 Street: 104 Avenue to Jasper Avenue

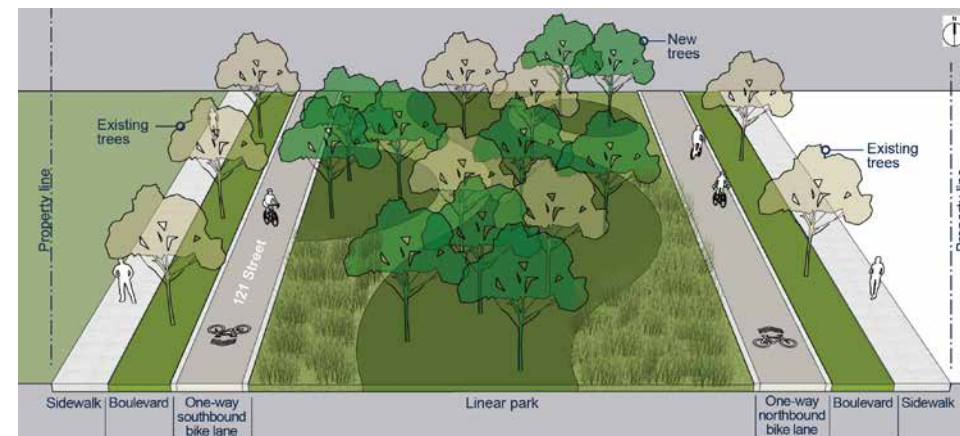
## 103 Avenue to 102 Avenue OPTION 2: Linear park, full road closure

### 103 Avenue to 102 Avenue



View rendering **A**  
and rendering **B**  
on the following page.

### View 1



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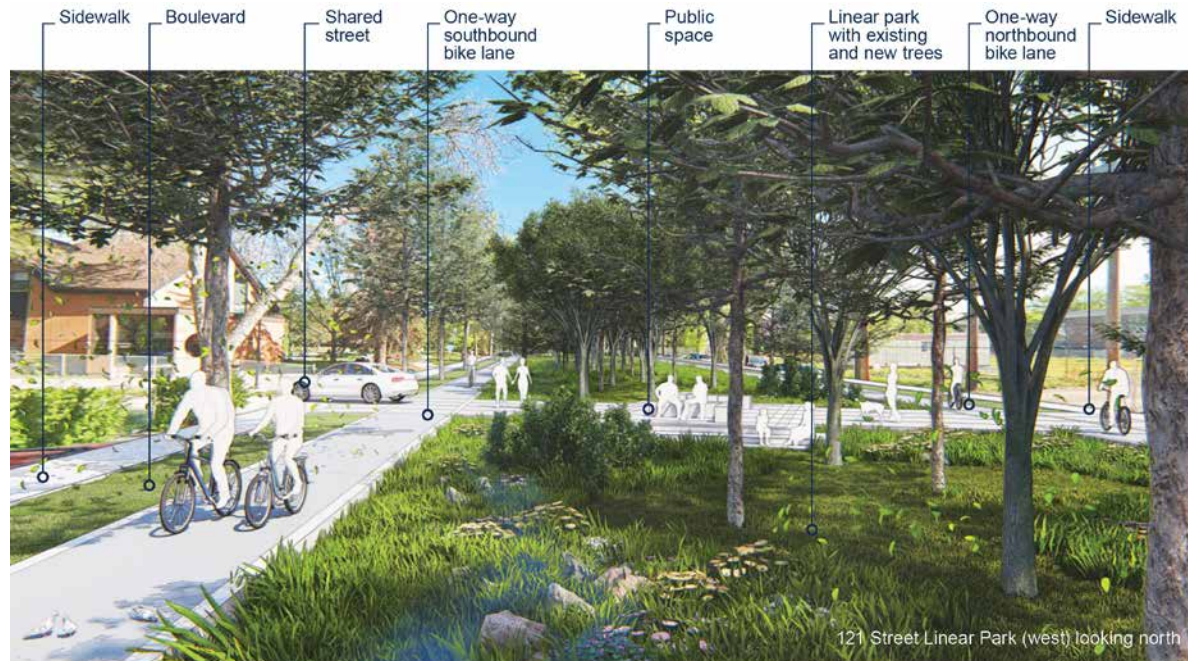
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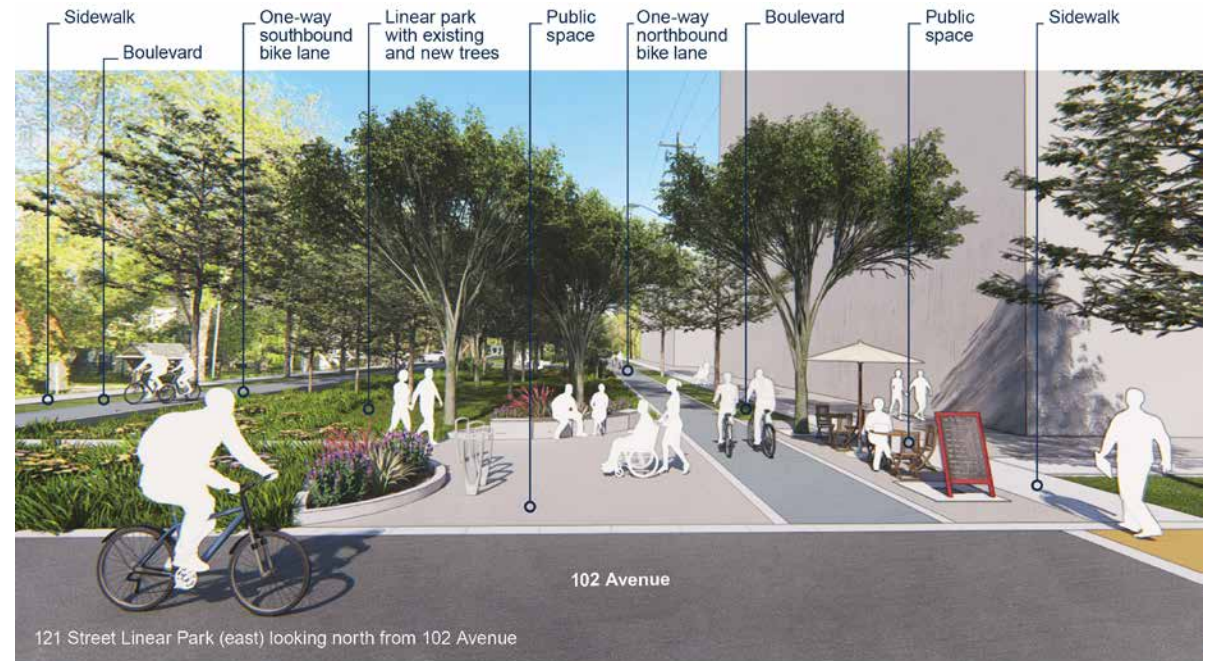


## 103 Avenue to 102 Avenue OPTION 2: Linear park, full road closure

Rendering A



Rendering B



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## 103 Avenue to 102 Avenue OPTION 2: Linear park, full road closure

### Precedent images



#### Benefits

- + Option 2 provides significant linear park space for new trees, naturalized plantings and other public space improvements (more than Option 1)
- + Protected bike lanes:
  - + Provide a safe, all ages and abilities, bike connection with medians that separate bike lane users from traffic
  - + Are snow cleared by the City
- + The road closure discourages shortcutting and speeding through the neighbourhood
- + The mid-block shared street\* provides an east-west connection to Paul Kane Park and to the properties south of Paul Kane Park
- + Improved crossings enhance visibility

#### Tradeoffs

- + The road closure requires new traffic patterns for drivers
- + Removes all on-street parking
- + Some tree removal required (*replacement trees will be planted, where feasible*)

\*Shared street: Provides a comfortable connection for people walking, rolling, biking and driving between the alley access on the east side and private driveway accesses on the west side of 121 Street. The design will encourage slower vehicle speeds by increasing awareness of shared users in the area through pavement treatments, signage and/or lighting.



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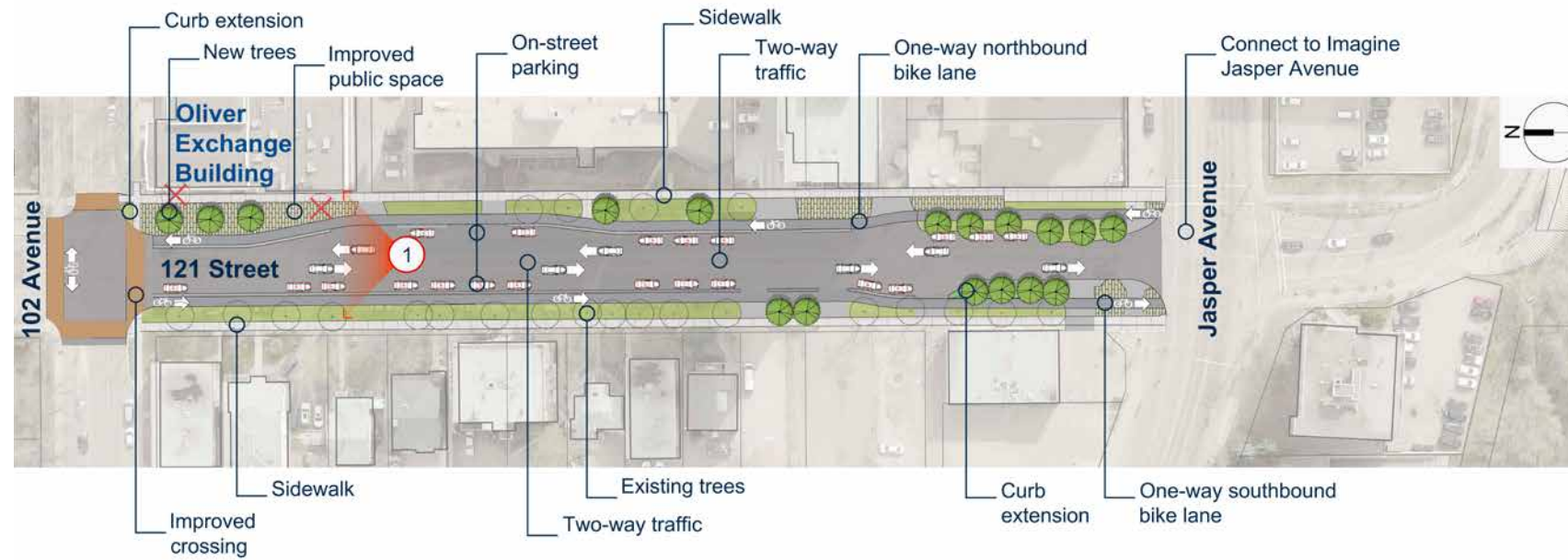
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## 102 Avenue to Jasper Avenue

### 102 Avenue to Jasper Avenue



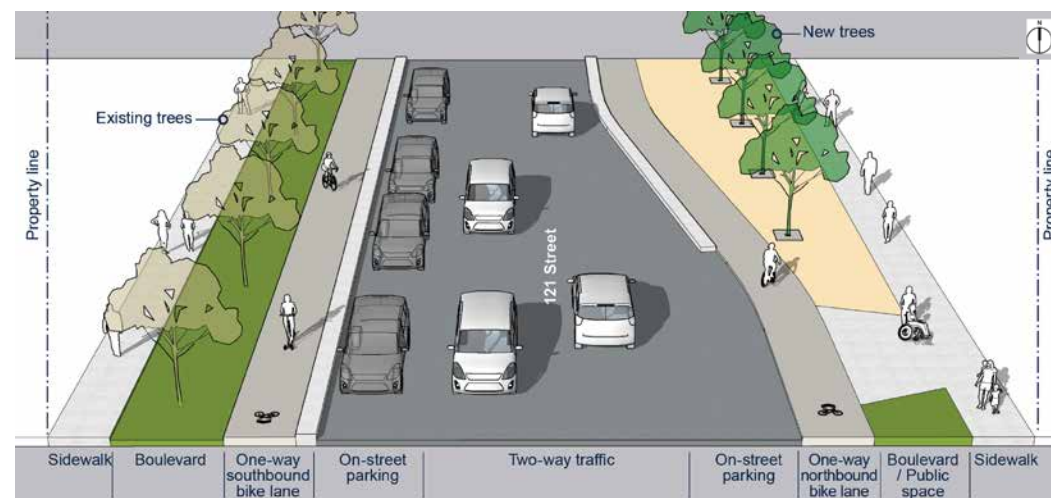
#### Benefits

- + Increase in public space provides opportunity for improvements at the Oliver Exchange Building such as seating or planting
- + Protected bike lanes:
  - + Provide a safe, all ages and abilities, bike connection with medians that separate bike lane users from traffic
  - + Are snow cleared by the City
- + Curb extensions:
  - + Encourage slower traffic
  - + Shorten the crossing distance
  - + Improve visibility of people crossing the street by preventing parking too close to the intersection or crossing
  - + Create an opportunity for beautification and landscaping

#### Tradeoffs

- + Removes some on-street parking on the east side, near the improved public space

#### View 1



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