

Wihkwêntôwin ᐃᓄᓐᓂᓐᓂᓐ (Oliver) Neighbourhood Renewal Exploring Options and Tradeoffs: Round 2

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Share your thoughts!

Please review the design options and their benefits and tradeoffs in this booklet and complete the online survey between Thursday, November 14 and Friday, December 13.

[ONLINE SURVEY](#)

Wihkwêntôwin ᐃᓄᓄᓄᓄᓄ (Oliver) Neighbourhood Renewal

Planning and design for Wihkwêntôwin ᐃᓄᓄᓄᓄᓄ (Oliver) is underway!

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 and may be included if funding is available. This new infrastructure will provide enhancements to the neighbourhood and be in place for the next 30 to 50 years, so it is important to plan for not only how we move today but also for what we expect of future generations.

We are currently in Round 2 of the **Exploring Options and Tradeoffs** stage, where the Project Team shares design options for several locations within the neighbourhood, explains the benefits and tradeoffs of each and reaches out to residents to understand community priorities. You can view the neighbourhood map on Page 7 to see which locations were presented in Round 1, as well as those being shared in Round 2.

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



Exploring Options and Tradeoffs

June – December 2024

We are now in Round 2 of the **Exploring Options and Tradeoffs** stage (see neighbourhood map on Page 7 for Round 2 locations).

The design options have been developed by the Project Team who were directed by City policy and guided by technical requirements. Public input helped identify opportunities for livability and transportation in your neighbourhood. Your feedback from both Round 1 and Round 2 of the **Exploring Options and Tradeoffs** stage will be used to understand overall preferences and concerns and identify what the neighbourhood, as a whole, deems important.

The next step will be to determine which option, or blend of options, will be further developed to create a holistic neighbourhood draft design. Analysis will continue to confirm technical feasibility, budget impacts and how the preferred options work together as a system to maintain necessary movement and flow for all modes of transportation and connect to destinations both in and outside the neighbourhood.

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?

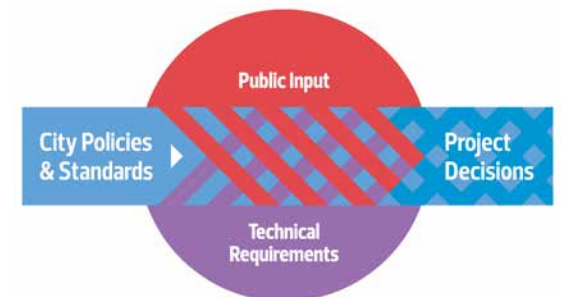
Each road, sidewalk and open space is unique, which is why the Project Team conducts technical reviews to determine if and where new infrastructure can be built. Challenges include narrow roadway widths, underground and above ground utilities, property impacts and mature trees and roots. This process verifies 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; accommodate emergency services and result in the best outcomes for our city. Other technical reviews the team uses to make design decisions provide important information on traffic flow, parking use and intersection concerns.

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 should not be seen as a vote or 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.



Vision and Guiding Principles

During the previous engagement stages, 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 ᐃᓐᓴᓐᓴᓐ (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.

In Round 1 of the **Exploring Options and Tradeoffs** stage, we asked the public if the draft Vision and Guiding Principles expressed what is important to them as a Wihkwêntôwin ᐃᓐᓴᓐᓴᓐ (Oliver) resident or user of this area.

What we heard

About two thirds of respondents believe the draft Vision and Guiding Principles express what is important to them. Those who do not agree want the City to recognize the importance of minimizing impacts of bike lane infrastructure, one-way streets and closed roads to residents who drive and park in the neighbourhood.

The Vision and Guiding Principles have been modified to reflect this feedback and are shared as final below. Changes are highlighted in **bold green text**.

Vision

Wihkwêntôwin ᐃᓐᓴᓐᓴᓐ (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. **The transportation network works together to connect key places in and around the neighbourhood, making it easy for everyone to get around—whether walking/rolling, biking, or driving.** 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.



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 people 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. Provide green, welcoming, vibrant and accessible parks and open spaces that are 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 **and minimize shortcutting**
- + **Maintain driver access to destinations within and outside the neighbourhood, while preserving on-street parking, where feasible**
- + Improve wayfinding and traffic signage
- + Provide on-street public parking in priority areas

What is included in Neighbourhood Renewal?

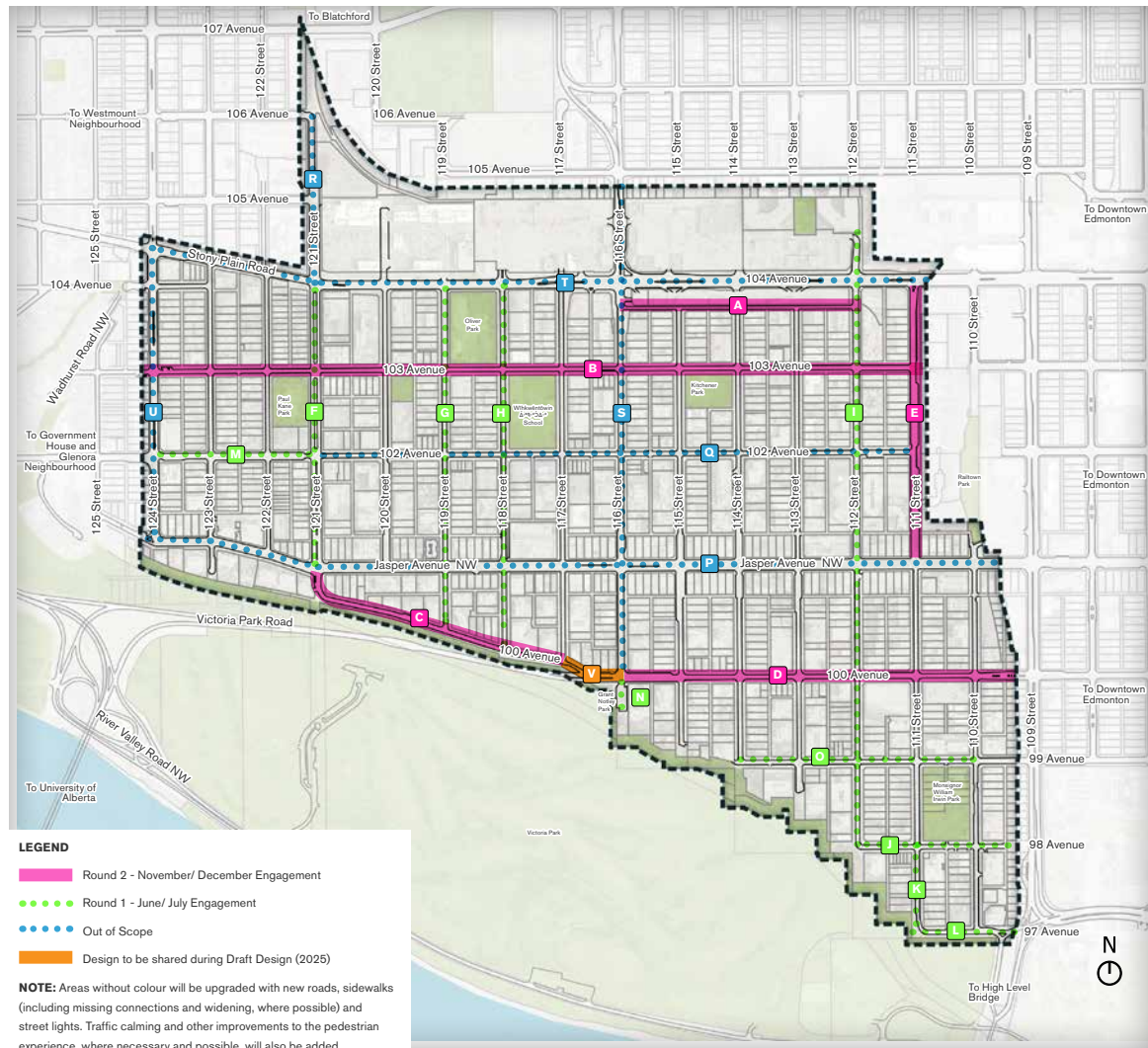
The Project Team is directed to develop a neighbourhood design that is safe, accessible and enjoyable in all seasons for all ages, abilities and identities. Each street, avenue, intersection and public space is considered individually and as part of a network for walking/rolling, biking, driving and 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 feasible)
- + New shared pathways
- + 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 Wîhkwêntôwin ᐃᓄᓐᓂᓐᓂᓐ (Oliver): Round 2



LEGEND

- Round 2 - November/ December Engagement
- Round 1 - June/ July Engagement
- Out of Scope
- Design to be shared during Draft Design (2025)

NOTE: Areas without colour will be upgraded with new roads, sidewalks (including missing connections and widening, where possible) and street lights. Traffic calming and other improvements to the pedestrian experience, where necessary and possible, will also be added.

No.	Location
A	103A Avenue: 116 Street to 112 Street
B	103 Avenue: 124 Street to 111 Street
C	100 Avenue: 121 Street to 117 Street
D	100 Avenue: 116 Street to 109 Street
E	111 Street: 104 Avenue to Jasper Avenue
F	121 Street: 104 Avenue to Jasper Avenue
G	119 Street: 104 Avenue to 100 Avenue
H	118 Street: 104 Avenue to 100 Avenue
I	112 Street: North of 104 Avenue to 98 Avenue
J	98 Avenue: 112 Street to Alley East of 110 Street
K	111 Street: 98 Avenue to 97 Avenue
L	97 Avenue: 111 Street to 109 Street
M	102 Avenue: 124 Street to 121 Street
N	116 Street: South of 100 Avenue
O	99 Avenue: 114 Street to 110 Street
P	Jasper Avenue
Q	102 Avenue: East of 121 Street
R	121 Street: North of 104 Avenue
S	116 Street: 105 Avenue to 100 Avenue
T	104 Avenue / Stony Plain Road
U	124 Street
V	100 Avenue: 117 Street to 116 Street

This section provides the proposed Round 2 design options for the locations shown in pink on the map. There are multiple design options presented for each area.



The following lists the Round 2 design options.
Click on the link to go directly to the design pages.

(A) 103A Avenue: 116 Street to 112 Street

OPTION 1: One-way vehicle traffic (eastbound), on-street parking

OPTION 2: Two parklets, two-way vehicle traffic, two road closures

OPTION 3: Conversion to an alley, one parklet, two-way vehicle traffic, one road closure

OPTION 4: Shared street, three parklets, two-way vehicle traffic, three road closures

(B) 103 Avenue: 124 Street to 111 Street

OPTION 1: One-way vehicle traffic with traffic calming

OPTION 2: Two-way vehicle traffic with traffic diversions

(C) 100 Avenue West: 121 Street to 117 Street

OPTION 1: Two-way bike lane, on-street parking

OPTION 2: Two-way bike lane, on-street parking, additional row of trees

OPTION 3: Two-way bike lane, parking bays, wider promenade

OPTION 4: One-way bike lanes, no on-street parking

OPTION 5: One-way bike lanes, parking bays

(D) 100 Avenue East: 116 Street to 109 Street

OPTION 1: Two-way bike lane, two-way vehicle traffic, tree removals

OPTION 2: One-way bike lanes, two-way vehicle traffic, tree removals

OPTION 3: One-way bike lanes, one-way vehicle traffic (eastbound)

OPTION 4: One-way bike lanes, two-way vehicle traffic, new trees

(E) 111 Street: 104 Avenue to Jasper Avenue

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

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

Next Steps

A What We Heard report including feedback received for the design options from Round 1 and 2 of **Exploring Options and Tradeoffs** will be available online in 2025.

Your next opportunity to provide input will be during our **Community Feedback on Draft Design** engagement stage when design options from Round 1 and Round 2 will be brought together into one neighbourhood draft design. Watch for details in 2025.

Stay informed

For more information and to sign up for project updates, visit edmonton.ca/BuildingWihkwentowin*

**Residents who signed up for updates at edmonton.ca/BuildingOliver do not need to sign up again.*

(A) 103A Avenue: 116 Street to 112 Street

Key design influences:

- + The City Plan sets the strategic direction for the way Edmonton grows. This includes implementing a variety of transportation options that creates a connected and accessible city for people of all ages and abilities in all seasons
- + ConnectEdmonton provides direction to create new or renewed gathering spaces, adding trees on boulevards and in open spaces and reallocating paved roads as open space or boulevard

There are four design options being considered for 103A Avenue: 116 Street to 112 Street:

OPTION 1: One-way vehicle traffic (eastbound), on-street parking

OPTION 2: Two parklets*, two-way vehicle traffic, two road closures

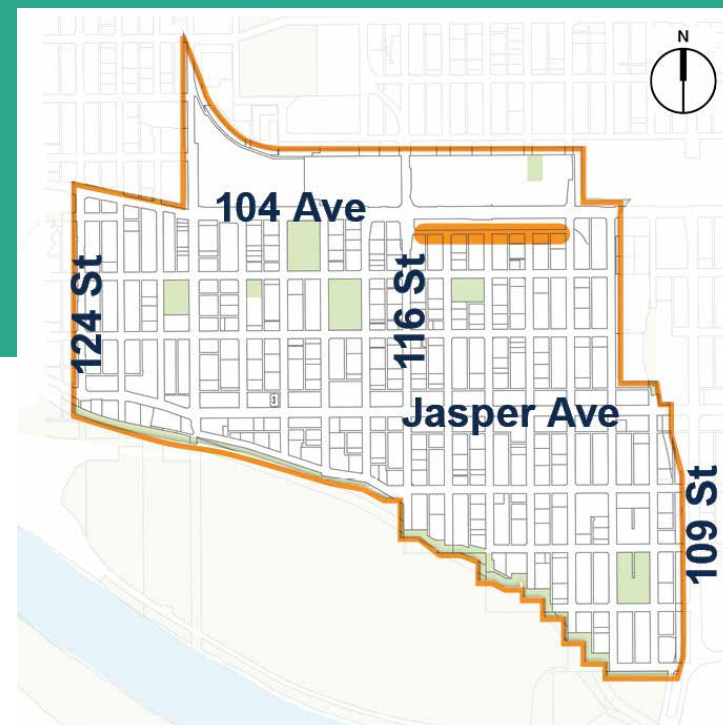
OPTION 3: Conversion to an alley, one parklet*, two-way vehicle traffic, one road closure

OPTION 4: Shared street, three parklets*, two-way vehicle traffic, three road closures**

*Parklet: a small scale green space and seating area, created as a public amenity usually in an area formerly used for vehicle traffic

**Shared street: designed to prioritize people walking/rolling while still permitting people who drive and bike to use the space at low volumes and speeds. It may include visual cues such as signage or physical cues such as special paving to alert drivers they are entering a shared space

Wihkwentōwin ᐃᐱᐱᐱᐱᐱᐱ (Oliver) Neighbourhood Renewal **Exploring Options and Tradeoffs: Round 2** November 2024



Share your thoughts!

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[ONLINE SURVEY](#)

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton

(A) 103A Avenue: 116 Street to 112 Street

Design option comparisons

Details including maps, renderings and the benefits and tradeoffs of each design option follow this comparison chart.

	OPTION 1: One-way vehicle traffic (eastbound), on-street parking	OPTION 2: Two parklets*, two-way vehicle traffic, two road closures	OPTION 3: Conversion to an alley, one parklet*, two-way vehicle traffic, one road closure	OPTION 4: Shared street**, three parklets*, two-way vehicle traffic, three road closures
Public spaces May include improvements such as green areas, new trees, sidewalk connections, landscaping and street furniture	Minor increase in new public space available for improvements: + Along the boulevard west of 115 Street to east of 114 Street	Significant increase in new public space available for improvements: + Two new parklets added on 103A Avenue: + East of 116 Street + East of 114 Street	Some increase in new public space available for improvements: + One new parklet added on 103A Avenue: + East of 116 Street	Most significant increase in new public space available for improvements: + Three new parklets added on 103A Avenue: + East of 116 Street + East of 114 Street + West of 112 Street
Active transportation walking/rolling, biking	+ A new sidewalk connection on the north side from 116 Street to the mid-block stair access west of 115 Street + Wide landings at the bottom of stair accesses to commercial properties	+ Shared pathways through the 116 Street and 114 Street new parklets + Wide landings at the bottom of stair accesses to commercial properties	+ Removal of existing sidewalk on the south side to accommodate the shift in road alignment + A shared pathway through the new 116 Street parklet + Wide landings at the bottom of stair accesses to commercial properties	+ A shared street connection for people walking/rolling, biking and driving + Shared pathways through the 116 Street, 114 Street and 112 Street new parklets + New accessible ramps to access commercial properties + Wide landings at the bottom of stair accesses to commercial properties
Vehicle traffic direction	+ One-way eastbound vehicle traffic	+ Two-way vehicle traffic	+ Two-way vehicle traffic (conversion to alley)	+ Two-way vehicle traffic, shared street
Traffic calming measures	+ Curb extensions at most intersections, if feasible + One-way vehicle traffic	+ Two vehicle traffic road closures: + East of 116 Street + East of 114 Street	+ One vehicle traffic road closure: + East of 116 Street + Defined vehicle traffic entrances at connecting streets alerting to the transition from a street to an alley	+ Conversion of street to a shared street + Three vehicle traffic road closures: + East of 116 Street + East of 114 Street + West of 112 Street + Defined vehicle traffic entrances at connecting streets alerting to the transition from a street to a shared street
Parking	+ On-street parking added to south side between 114 Street and 112 Street	+ No on-street parking	+ No on-street parking	+ No on-street parking
Trees New trees planted in improved growing conditions (i.e., soil cells)	+ New trees to fill in the gaps in the tree canopy, where feasible	+ New trees to fill in the gaps in the tree canopy, where feasible	+ Less opportunity for new trees to fill in the gaps in the tree canopy, where feasible (land remains available on north side for future commercial development as per the Central District Plan)	+ New trees to fill in the gaps in the tree canopy, where feasible

*Parklet: a small scale green space and seating area, created as a public amenity usually in an area formerly used for vehicle traffic

**Shared street: designed to prioritize people walking/rolling while still permitting people who drive and bike to use the space at low volumes and speeds.

It may include visual cues such as signage or physical cues such as special paving to alert drivers they are entering a shared space

(A) 103A Avenue: 116 Street to 112 Street

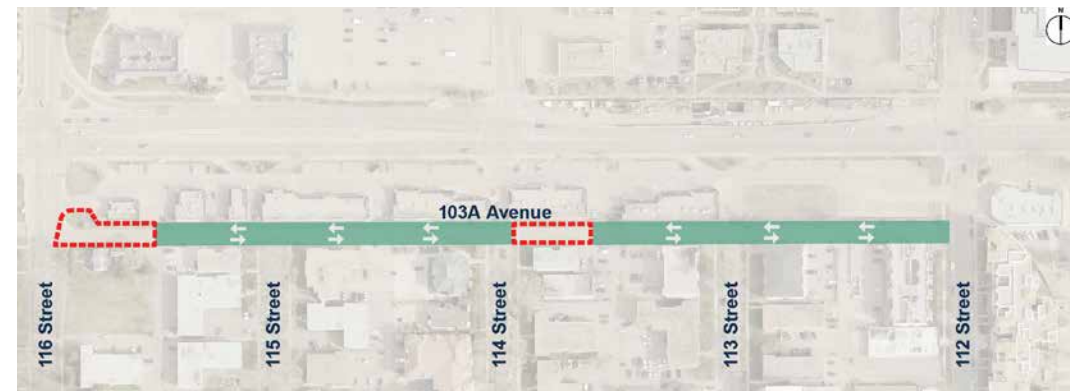
Design option comparisons

- One-way traffic
- Two-way traffic
- Existing two-way traffic
- Commercial alley
- Shared street
- One-way bike lane
- Two-way bike lane
- Existing two-way bike lane
- One-way bike path
- Diagonal traffic diverter
- Road closure
- Raised intersection
- Raised crossing
- Two-stage crossing

OPTION 1:
One-way vehicle traffic (eastbound), on-street parking



OPTION 2:
Two parklets*, two-way vehicle traffic, two road closures



OPTION 3:
Conversion to an alley, one parklet*, two-way vehicle traffic, one road closure



OPTION 4:
Shared street**, three parklets*, two-way vehicle traffic, three road closures



OPTION 1: One-way vehicle traffic (eastbound), on-street parking

DESIGN INCLUDES:

- + A minor increase in new public space available for improvements:
 - + Along the boulevard west of 115 Street to east of 114 Street
- + A new sidewalk connection on the north side from 116 Street to the mid-block stair access west of 115 Street
- + Wide landings at the bottom of stair accesses to commercial properties
- + One-way eastbound vehicle traffic
- + Traffic calming measures as follows:
 - + Curb extensions at most intersections, if feasible
- + On-street parking as follows:
 - + South side between 114 Street and 112 Street
- + New trees to fill in the gaps in the tree canopy, where feasible

Benefits

- + Provides minor increase in public space for improvements such as new trees, wider sidewalks, landscaping, street furniture
- + The new sidewalk on the north side from 116 Street to the staircase provides accessibility for all ages and abilities
- + Wide landings at stair accesses provide refuge for people adjacent to traffic
- + Provides new parking on the south side between 114 Street and 112 Street
- + One-way vehicle traffic:
 - + Reduces conflicts as people cross only one direction of traffic
 - + Discourages shortcutting
- + Curb extensions:
 - + Encourage slower traffic
 - + Shorten the crossing distance and improve visibility of people crossing the street
 - + Prevent parking too close to the intersection or crosswalk
- + New trees can be added to fill in the gaps in the tree canopy

Tradeoffs

- + Change to one-way traffic direction requires new traffic patterns for people who drive
- + Provides less public space for improvements than the other options
- + No available space to add accessible ramps connecting the street to the commercial properties

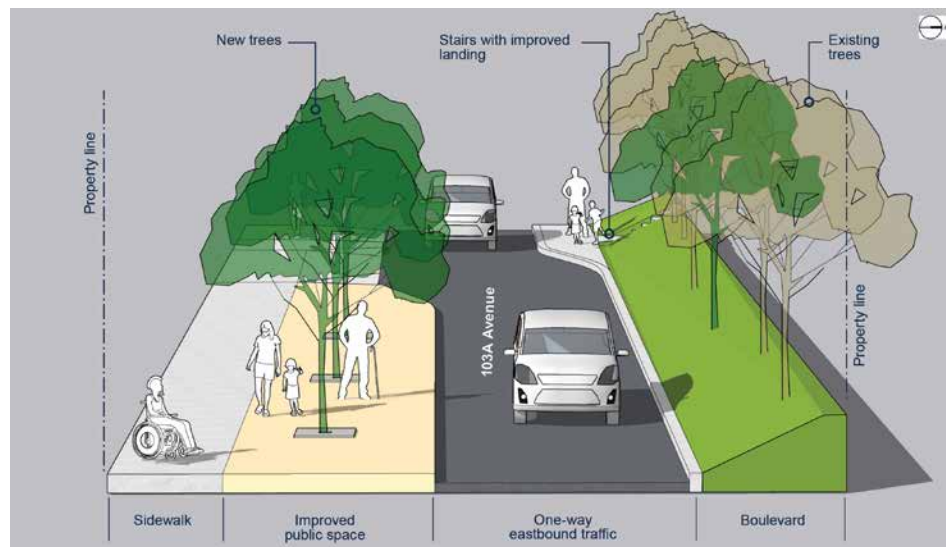
(A) 103A Avenue: 116 Street to 112 Street

OPTION 1: One-way vehicle traffic (eastbound), on-street parking

116 Street to 114 Street



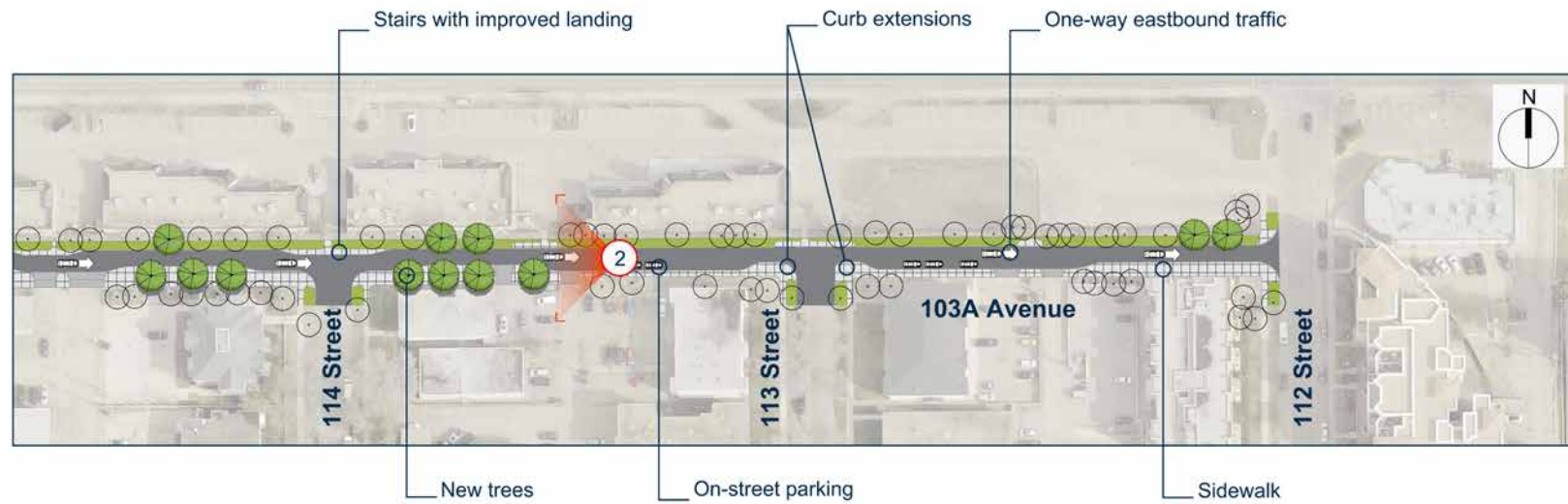
View 1



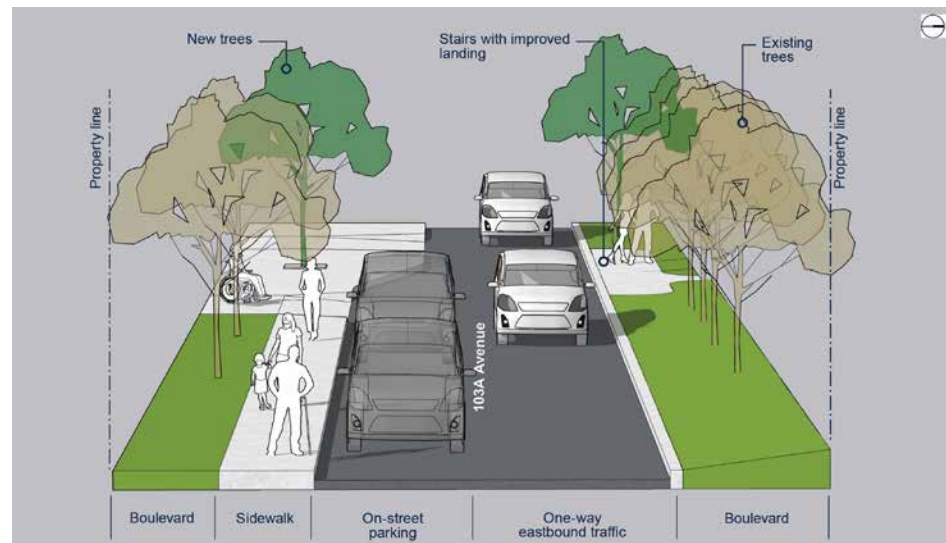
(A) 103A Avenue: 116 Street to 112 Street

OPTION 1: One-way vehicle traffic (eastbound), on-street parking

114 Street to 112 Street



View ②



(A) 103A Avenue: 116 Street to 112 Street

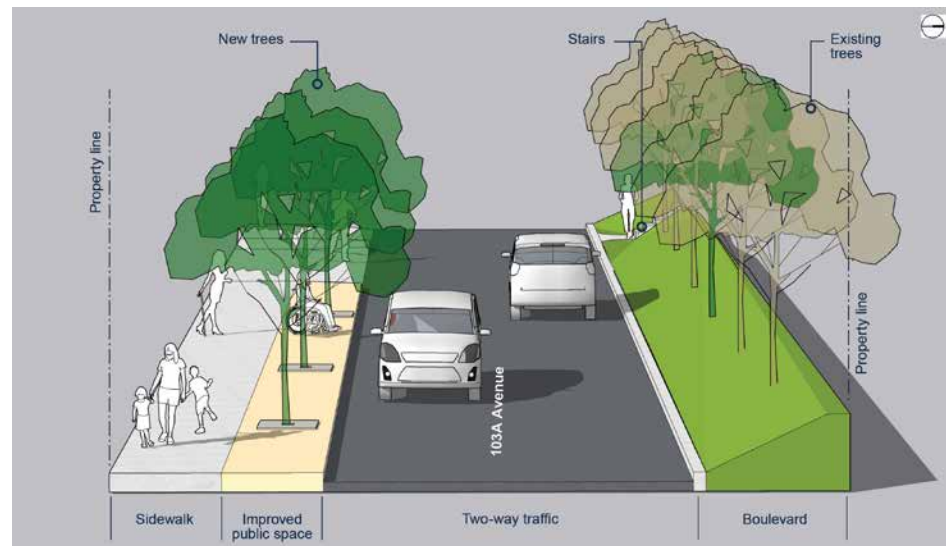
OPTION 2: Two parklets*, two-way vehicle traffic, two road closures

116 Street to 114 Street



*Parklet: a small scale green space and seating area, created as a public amenity usually in an area formerly used for vehicle traffic

View 1



Rendering A

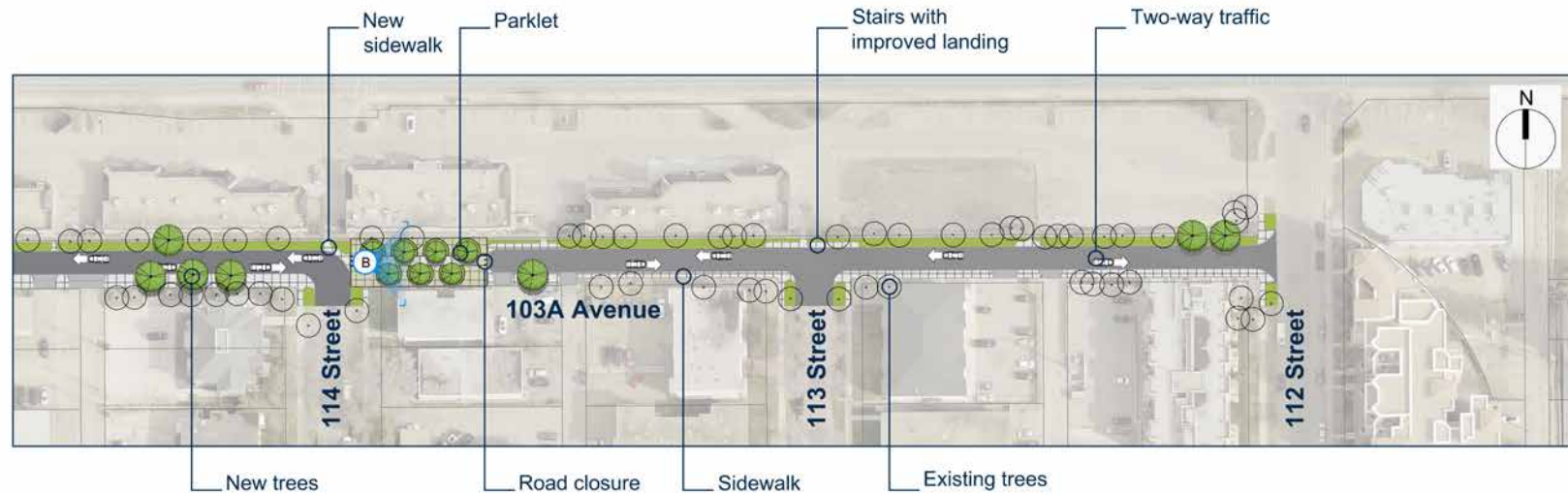


View rendering B on the following page.

(A) 103A Avenue: 116 Street to 112 Street

OPTION 2: Two parklets*, two-way vehicle traffic, two road closures

114 Street to 112 Street



Rendering B



*Parklet: a small scale green space and seating area, created as a public amenity usually in an area formerly used for vehicle traffic

(A) 103A Avenue: 116 Street to 112 Street

OPTION 3: Conversion to an alley, one parklet*, two-way vehicle traffic, one road closure

DESIGN INCLUDES:

- + Some increase in new public space available for improvements:
 - + One new parklet added on 103A Avenue:
 - + East of 116 Street
- + Removal of existing sidewalk on the south side (to accommodate the shift in road alignment)
- + A shared pathway through the new 116 Street parklet
- + Wide landings at the bottom of stair accesses to commercial properties
- + Two-way vehicle traffic (conversion to alley)
- + Traffic calming measures as follows:
 - + One vehicle traffic road closure: East of 116 Street
 - + Defined vehicle traffic entrances at connecting streets alerting to the transition from a street to an alley
- + No on-street parking
- + Less opportunity for new trees to fill in the gaps in the tree canopy, where feasible (land remains available on north side for future commercial development as per the Central District Plan)

Benefits

- + The new parklet adds greenspace and provides some opportunity for improvements such as new trees, shared pathway connections, landscaping and street furniture
- + Wide landings at stair accesses provide refuge for people adjacent to traffic
- + The road closure at 116 Street discourages shortcutting and significantly reduces vehicle traffic volumes along 103A Avenue
- + Shifting the road alignment south (requires the removal of the existing southside sidewalk) frees up available land on the north side for future business development, per Central District Plan

Tradeoffs

- + People who walk/roll, bike or drive all share the same space
- + No available space to add accessible ramps connecting the alley to the commercial properties
- + Road closure at 116 Street requires new vehicle traffic patterns for people who drive
- + No on-street parking
- + Less opportunity to plant new trees to fill in the gaps in the tree canopy, where feasible

*Parklet: a small scale green space and seating area, created as a public amenity usually in an area formerly used for vehicle traffic

(A) 103A Avenue: 116 Street to 112 Street

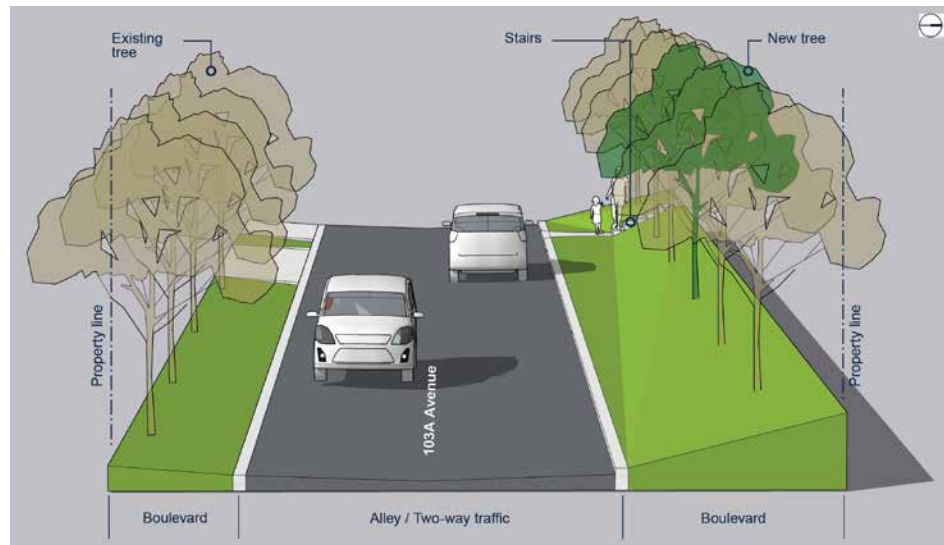
OPTION 3: Conversion to an alley, one parklet*, two-way vehicle traffic, one road closure

116 Street to 114 Street



*Parklet: a small scale green space and seating area, created as a public amenity usually in an area formerly used for vehicle traffic

View 1



Rendering A



(A) 103A Avenue: 116 Street to 112 Street

OPTION 3: Conversion to an alley, one parklet*, two-way vehicle traffic, one road closure

114 Street to 112 Street



*Parklet: a small scale green space and seating area, created as a public amenity usually in an area formerly used for vehicle traffic

OPTION 4: Shared street**, three parklets*, two-way vehicle traffic, three road closures

DESIGN INCLUDES:

- + Most significant increase in new public space available for improvements:
 - + Three new parklets added on 103A Avenue:
 - + East of 116 Street
 - + East of 114 Street
 - + West of 112 Street
- + A shared street* connection for people walking/rolling, biking and driving
- + Shared pathways through the 116 Street, 114 Street and 112 Street new parklets
- + New accessible ramps to access commercial properties
- + Wide landings at the bottom of stair accesses to commercial properties
- + Two-way vehicle traffic on a shared street
- + Traffic calming measures as follows:
 - + Conversion of the street to a shared street including:
 - + Three vehicle traffic road closures:
 - + East of 116 Street
 - + East of 114 Street
 - + West of 112 Street
 - + Defined vehicle traffic entrances at connecting streets alerting to the transition from a street to a shared street
- + No on-street parking
- + New trees to fill in the gaps in the tree canopy, where feasible

Benefits

- + Three new parklets add green space and provide the most significant opportunity for improvements such as new trees, shared pathway connections, landscaping and street furniture
- + The shared street connection:
 - + Discourages shortcutting and significantly reduces vehicle traffic volumes and speeds with:
 - + Road closures at 116 Street, 114 Street and 112 Street
 - + Surface treatments to alert people who drive they are entering a shared space
 - + Signage to alert users of the shared space
 - + Uses enhanced lighting to improve visibility
- + Provides space to add accessible ramps connecting the shared street to the commercial properties
- + Wide landings at stair accesses provide refuge for people entering/exiting
- + Improved vehicle traffic entrances will define the transition from connecting street to the shared street
- + New trees can be added to fill in the gaps in the canopy

Tradeoffs

- + No on-street parking
- + Road closures at 116 Street, 114 Street and 112 Street require new vehicle traffic patterns for people who drive
- + People walking/rolling, biking and driving all share the same space

*Parklet: a small scale green space and seating area, created as a public amenity usually in an area formerly used for vehicle traffic

**Shared street: designed to prioritize people walking/rolling while still permitting people who drive and bike to use the space at low volumes and speeds. It may include visual cues such as signage or physical cues such as special paving to alert drivers they are entering a shared space

(A) 103A Avenue: 116 Street to 112 Street

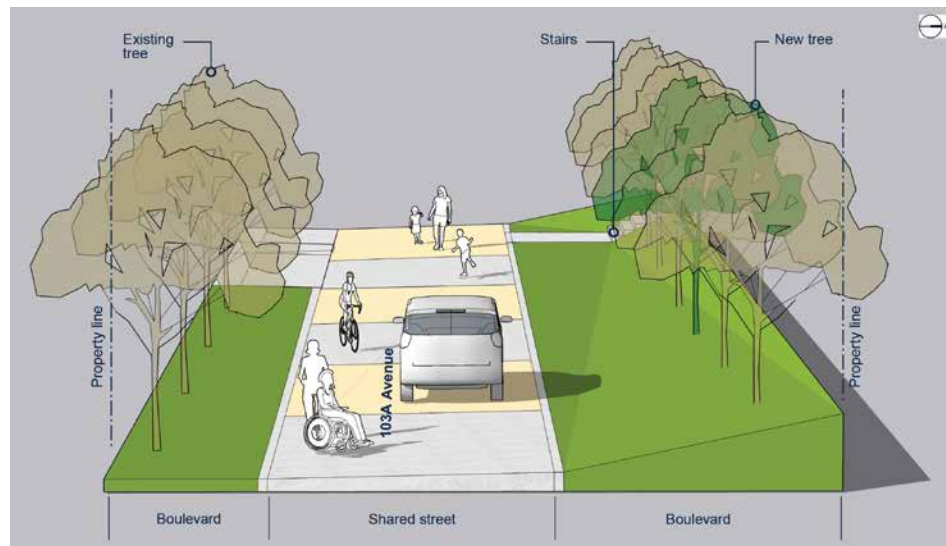
OPTION 4: Shared street**, three parklets*, two-way vehicle traffic, three road closures

116 Street to 114 Street



*Parklet: a small scale green space and seating area, created as a public amenity usually in an area formerly used for vehicle traffic
 **Shared street: designed to prioritize people walking/rolling while still permitting people who drive and bike to use the space at low volumes and speeds. It may include visual cues such as signage or physical cues such as special paving to alert drivers they are entering a shared space

View 1



Rendering B



(A) 103A Avenue: 116 Street to 112 Street

OPTION 4: Shared street**, three parklets*, two-way vehicle traffic, three road closures

114 Street to 112 Street



*Parklet: a small scale green space and seating area, created as a public amenity usually in an area formerly used for vehicle traffic
 **Shared street: designed to prioritize people walking/rolling while still permitting people who drive and bike to use the space at low volumes and speeds. It may include visual cues such as signage or physical cues such as special paving to alert drivers they are entering a shared space

Rendering B



Rendering C



(B) 103 Avenue: 124 Street to 111 Street

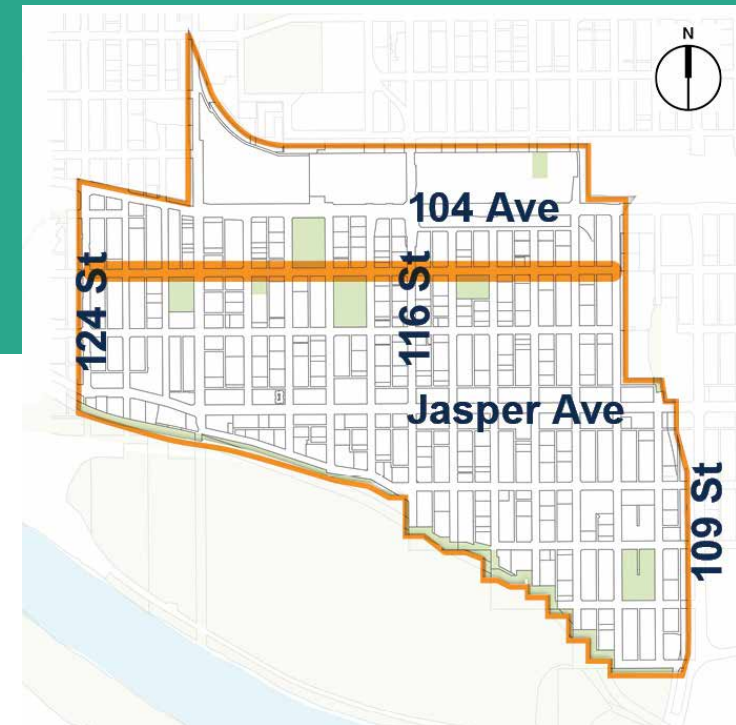
Key design influences:

- + Climate Resilient Edmonton supports the partnership with EPCOR to implement low impact development facilities (LID) to reduce the risk of flooding in the neighbourhood
- + Safe Mobility Strategy supports the identification of traffic safety issues and the opportunities to redesign streets and crossings to be safe for all modes of transportation, including separating modes, designing to lower speeds and volumes, narrowing roadways and improving crossings
- + Active Transportation Policy encourages the evaluation of the current active transportation networks within a neighbourhood and the opportunity to enhance the safety and accessibility of the infrastructure

There are two design options being considered for 103 Avenue: 124 Street to 111 Street:

OPTION 1: One-way vehicle traffic with traffic calming

OPTION 2: Two-way vehicle traffic with traffic diversions



Share your thoughts!

Please review the design options and their benefits and tradeoffs in this booklet and complete the online survey between Thursday, November 14 and Friday, December 13.

[ONLINE SURVEY](#)

(B) 103 Avenue: 124 Street to 111 Street

Design option comparisons

Details including maps, renderings and the benefits and tradeoffs of each design option follow this comparison chart.

	OPTION 1: One-way vehicle traffic with traffic calming	OPTION 2: Two-way vehicle traffic with traffic diversions
Active transportation walking/rolling, biking	+ A two-way bike lane on the north side with protective medians between 112 Street and 111 Street, connecting to Railtown Park	+ Widened sidewalks
Vehicle traffic direction	+ One-way eastbound vehicle traffic: 124 Street to 121 Street + One-way westbound vehicle traffic: 121 Street to 111 Street	+ Two-way vehicle traffic
Traffic calming measures	+ Raised intersections at: + 122 Street + 120 Street + 118 Street + Raised crossings at most intersections + Curb extensions at most intersections, if feasible	+ Two diagonal traffic diverters*, no through traffic across: + 119 Street + 114 Street + Raised intersections at: + 122 Street + 120 Street + 118 Street + Raised crossings at most intersections (<i>fewer than Option 1</i>) + Curb extensions at most intersections, if feasible
Parking	+ On-street parallel parking: Both sides - + 124 Street to 115 Street + 114 Street to 112 Street North side, as exists - + 115 Street to 114 Street	+ On-street parallel parking: + North side - 124 Street to 111 Street
Trees New trees planted in improved growing conditions (i.e., soil cells)	+ New trees between 112 Street and 111 Street on the south side	+ New trees between 112 Street and 111 Street on the south side

*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

(B) 103 Avenue: 124 Street to 111 Street

Design option comparisons

OPTION 1:

One-way vehicle traffic with traffic calming



- One-way traffic
- Two-way traffic
- Existing two-way traffic
- Commercial alley
- Shared street
- One-way bike lane
- Two-way bike lane
- Existing two-way bike lane
- One-way bike path
- Diagonal traffic diverter
- Road closure
- Raised intersection
- Raised crossing
- Two-stage crossing

OPTION 2:

Two-way vehicle traffic with traffic diversions



OPTION 1: One-way vehicle traffic with traffic calming

DESIGN INCLUDES:

- + A two-way bike lane on the north side with protective medians between 112 Street and 111 Street, connecting to Railtown Park
- + One-way eastbound vehicle traffic: 124 Street to 121 Street
- + One-way westbound vehicle traffic: 121 Street to 111 Street
- + Traffic calming measures as follows:
 - + Raised intersections at:
 - + 122 Street
 - + 120 Street
 - + 118 Street
 - + Raised crossings at:
 - + 123 Street
 - + 121 Street
 - + 119 Street
 - + 117 Street
 - + 116 Street
 - + 115 Street
 - + 114 Street
 - + 113 Street
 - + Curb extensions at most intersections, if feasible
- + On-street parallel parking:
 - + Both sides:
 - + 124 Street to 115 Street
 - + 114 Street to 112 Street
 - + North side, as exists:
 - + 115 Street to 114 Street
- + New trees between 112 Street and 111 Street on the south side, maintains existing trees

Benefits

- + A two-way bike lane on the north side with protective medians between 112 Street and 111 Street, connecting to Railtown Park
- + One-way vehicle traffic:
 - + Reduces conflicts as people cross only one direction of traffic
 - + Discourages shortcutting
- + Parking added on south side from 124 Street to 115 Street and from 114 Street to 112 Street
- + Parallel parking east of 124 Street improves safety (*no reverse movement*)
- + Raised intersections and 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
- + Adds new trees while maintaining the existing trees

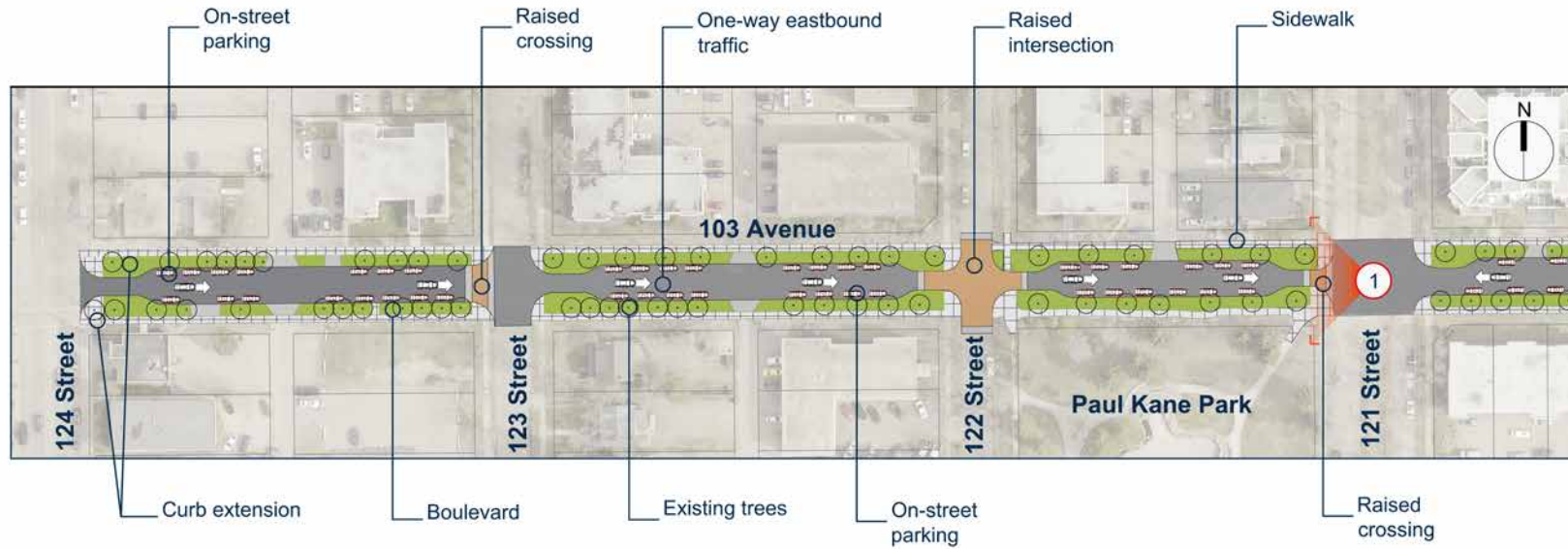
Tradeoffs

- + Eastbound bikes must use bike lane on 102 Avenue between 124 and 112 Street
- + Change to one-way vehicle traffic direction requires new traffic patterns for people who drive and people who bike
- + East of 124 Street parking is slightly reduced when angle parking changes to parallel parking (*new parking added to the south side of 103 Avenue, where feasible*)
- + Raised crossings:
 - + May cause discomfort for people who bike while crossing
 - + May cause braking and accelerating traffic noise

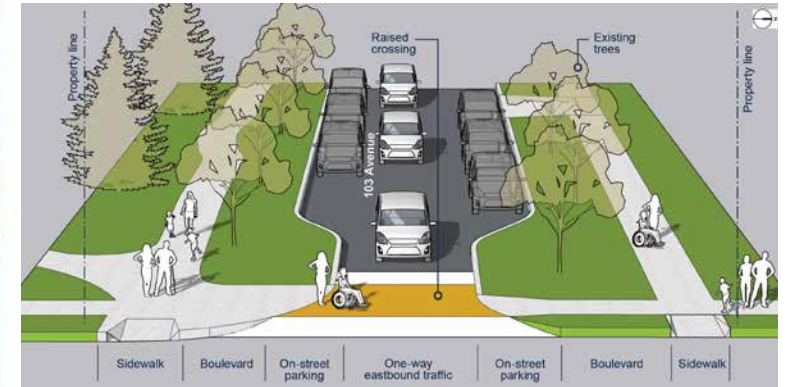
(B) 103 Avenue: 124 Street to 111 Street

OPTION 1: One-way vehicle traffic with traffic calming

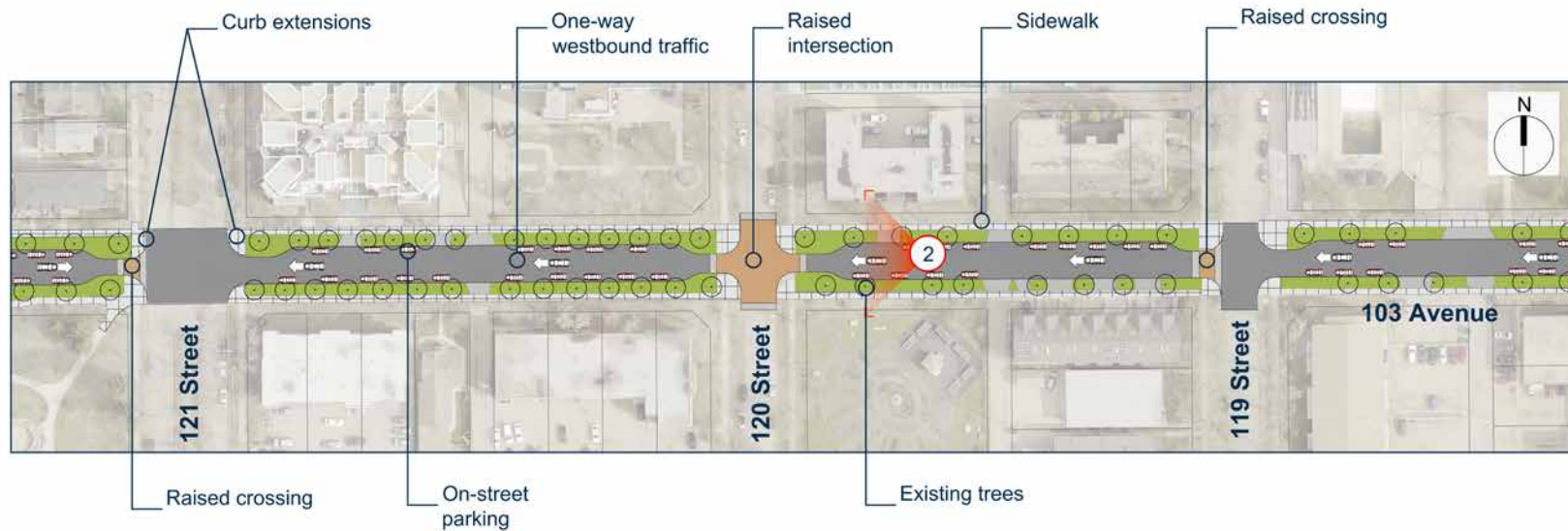
124 Street to 121 Street



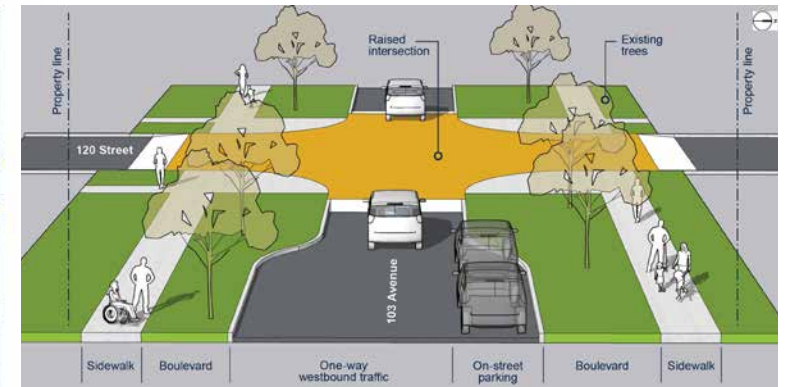
View 1



121 Street to 119 Street



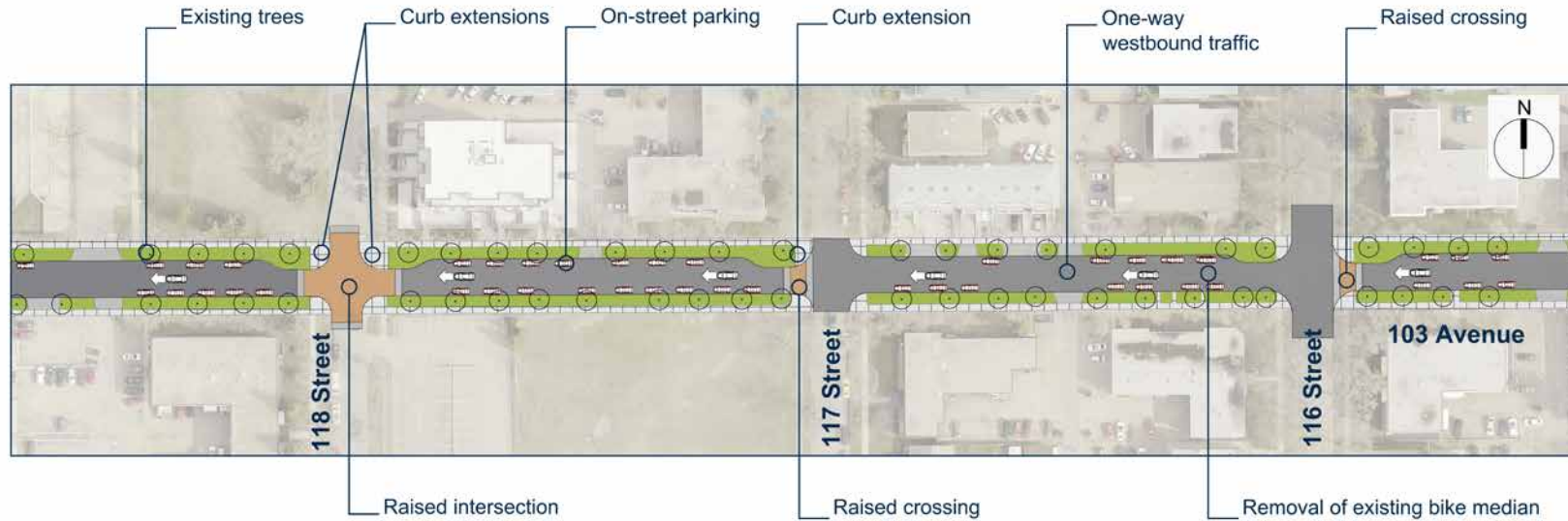
View 2



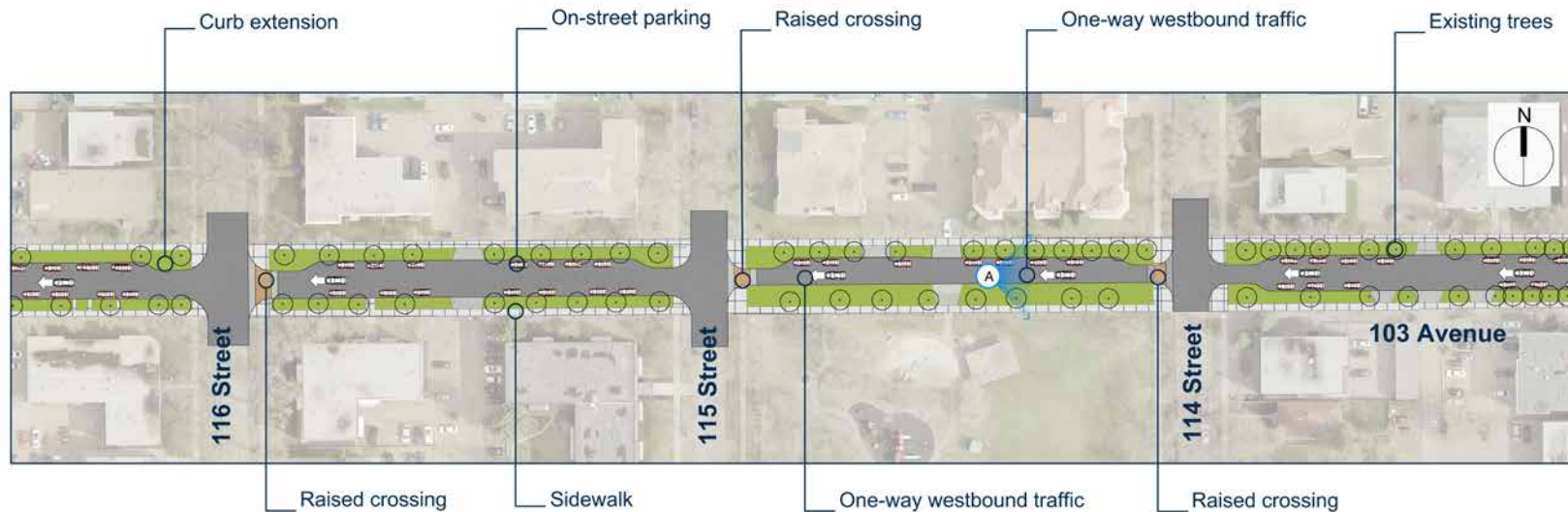
(B) 103 Avenue: 124 Street to 111 Street

OPTION 1: One-way vehicle traffic with traffic calming

119 Street to 116 Street



116 Street to 114 Street



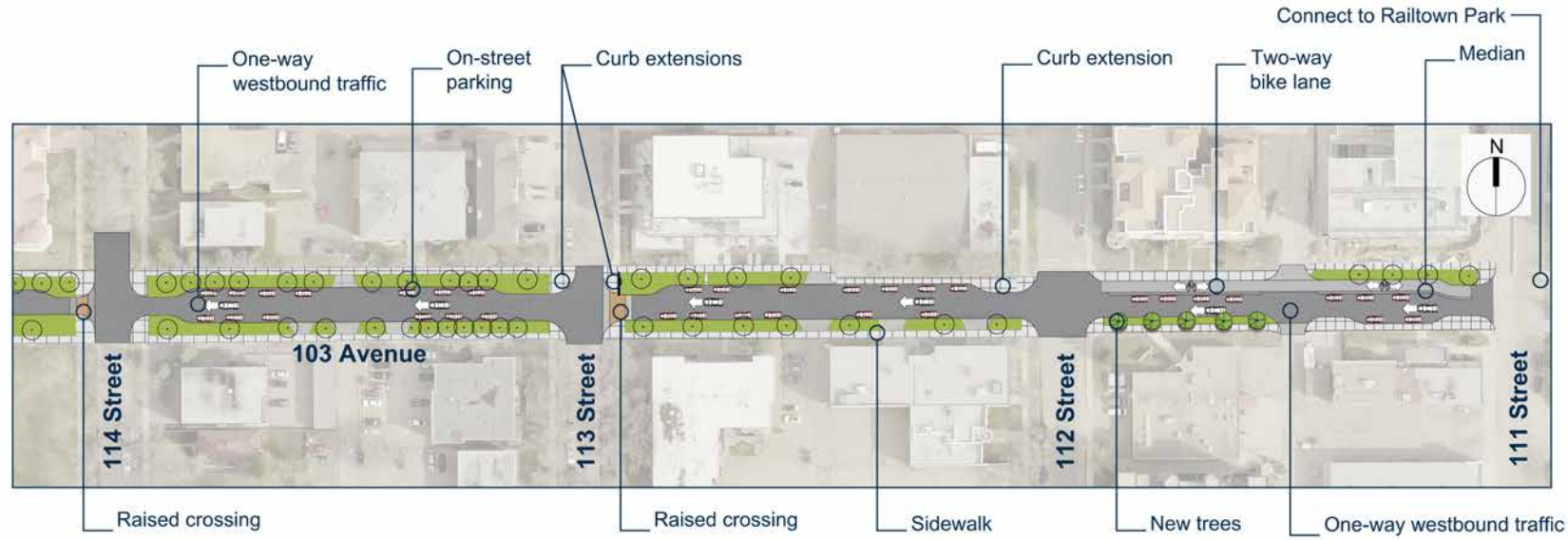
Rendering A



(B) 103 Avenue: 124 Street to 111 Street

OPTION 1: One-way vehicle traffic with traffic calming

114 Street to 111 Street



Option 2: Two-way vehicle traffic with traffic diversions

DESIGN INCLUDES:

- + Widened sidewalks
- + Two-way vehicle traffic
- + Traffic calming measures as follows:
 - + Two diagonal vehicle traffic diverters*, no through traffic across:
 - + 119 Street
 - + 114 Street
 - + Raised intersections at:
 - + 122 Street
 - + 120 Street
 - + 118 Street
 - + Raised crossings at:
 - + 123 Street
 - + 121 Street
 - + 117 Street
 - + 116 Street
 - + 115 Street
 - + 113 Street
 - + Curb extensions at most intersections, if feasible
- + On-street parallel parking (*no angle parking*) on the north side
- + New trees between 112 Street and 111 Street on the south side, maintains existing trees

Benefits

- + The diagonal traffic diverters* at 119 Street and 114 Street significantly reduce traffic volumes and encourage slower traffic along 103 Avenue
- + Raised intersections and 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
- + Parallel parking reduces conflicts (*no reverse movement*)
- + Adds new trees while maintaining the existing trees

Tradeoffs

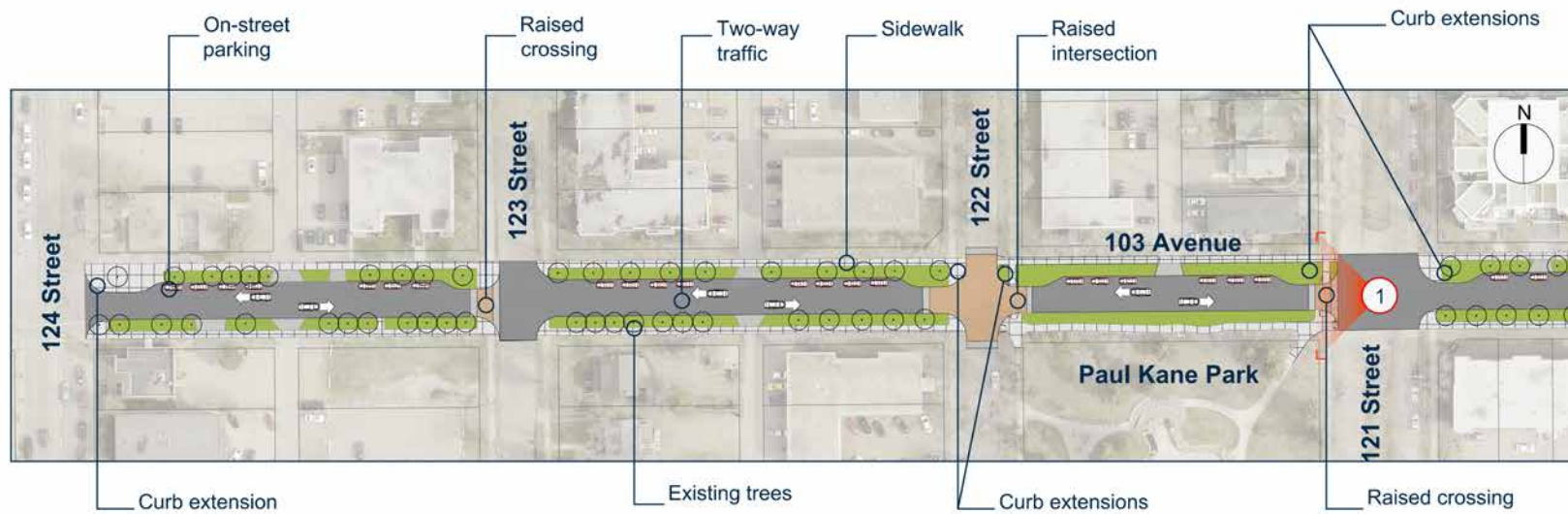
- + The diagonal vehicle traffic diverters* prohibit through traffic across 119 Street and 114 Street and require new traffic patterns for people who drive
- + East of 124 Street parking is slightly reduced when angle parking changes to parallel parking (*new parking added to the south side of 103 Avenue, where feasible*)
- + No additional parking can be added to the south side of the street
- + Raised crossings:
 - + May cause discomfort for people who bike while crossing
 - + May cause braking and accelerating traffic noise

*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

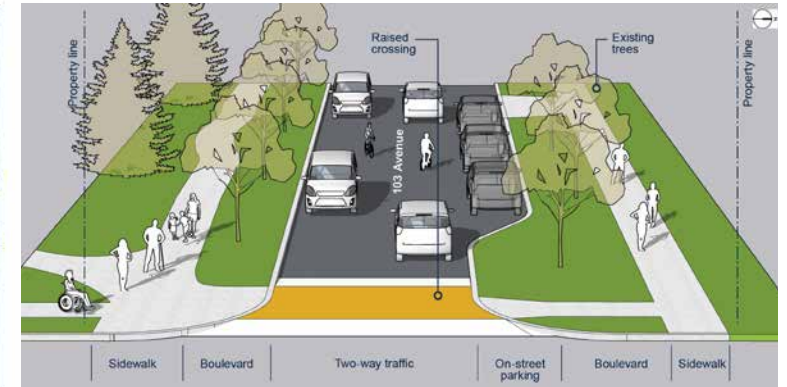
(B) 103 Avenue: 124 Street to 111 Street

Option 2: Two-way vehicle traffic with traffic diversions

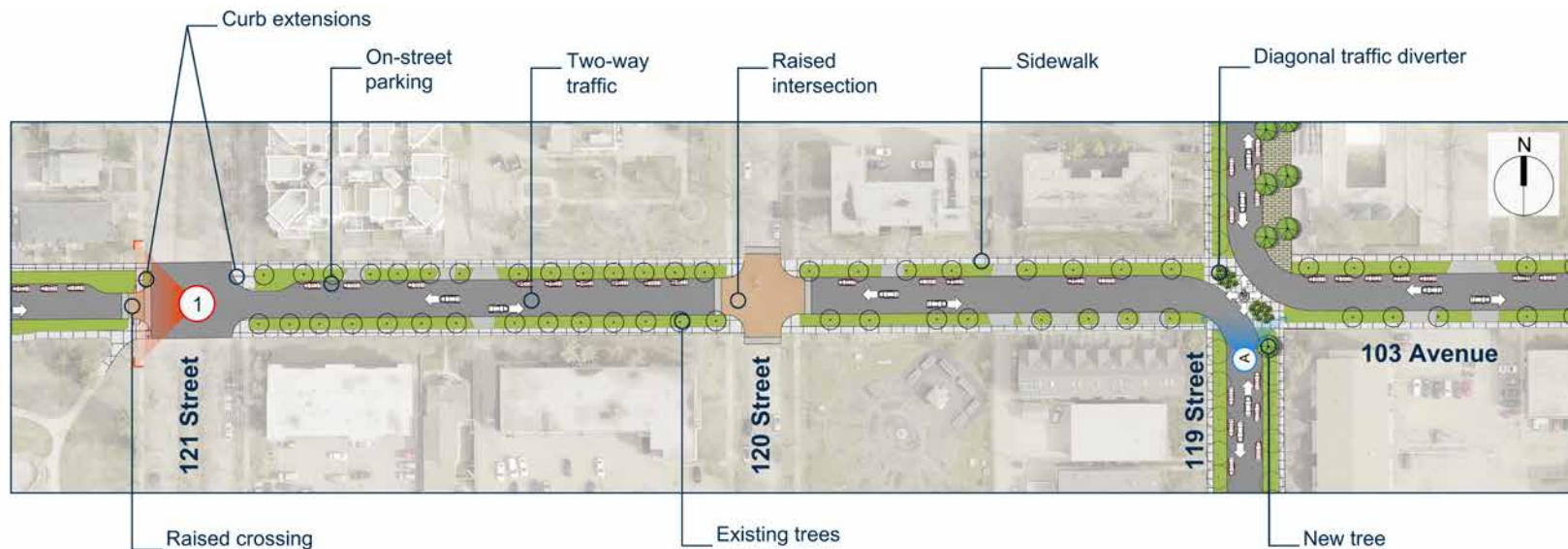
124 Street to 121 Street



View 1



121 Street to 119 Street



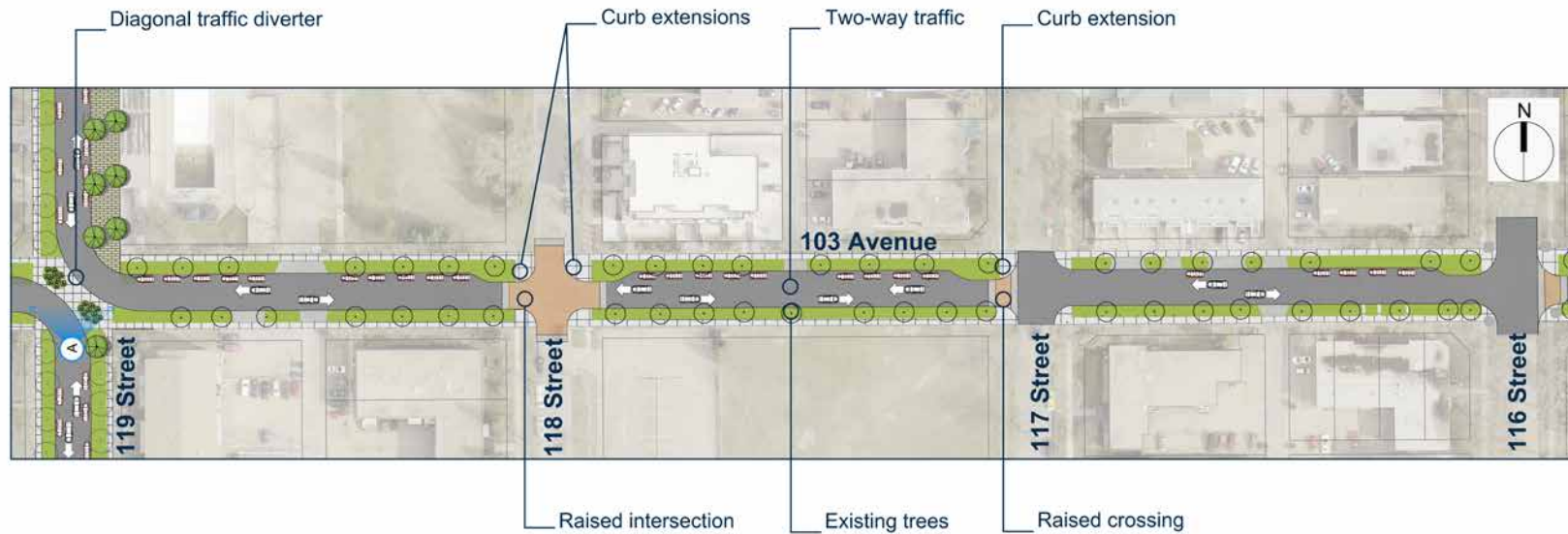
Rendering A



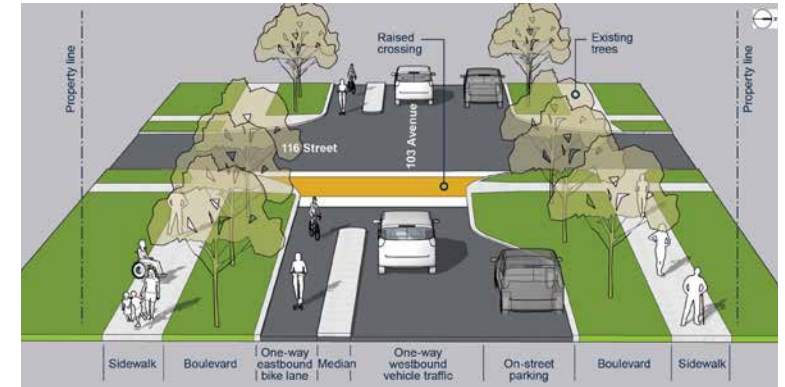
(B) 103 Avenue: 124 Street to 111 Street

Option 2: Two-way vehicle traffic with traffic diversions

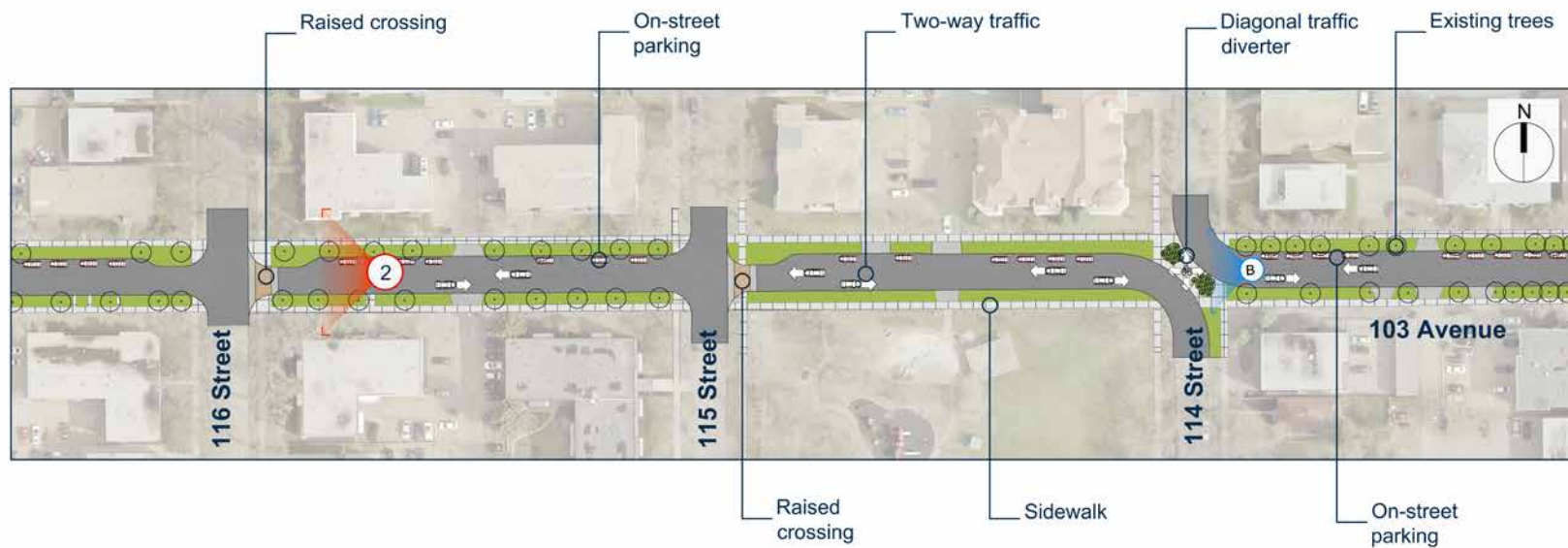
119 Street to 116 Street



View 2



116 Street to 114 Street



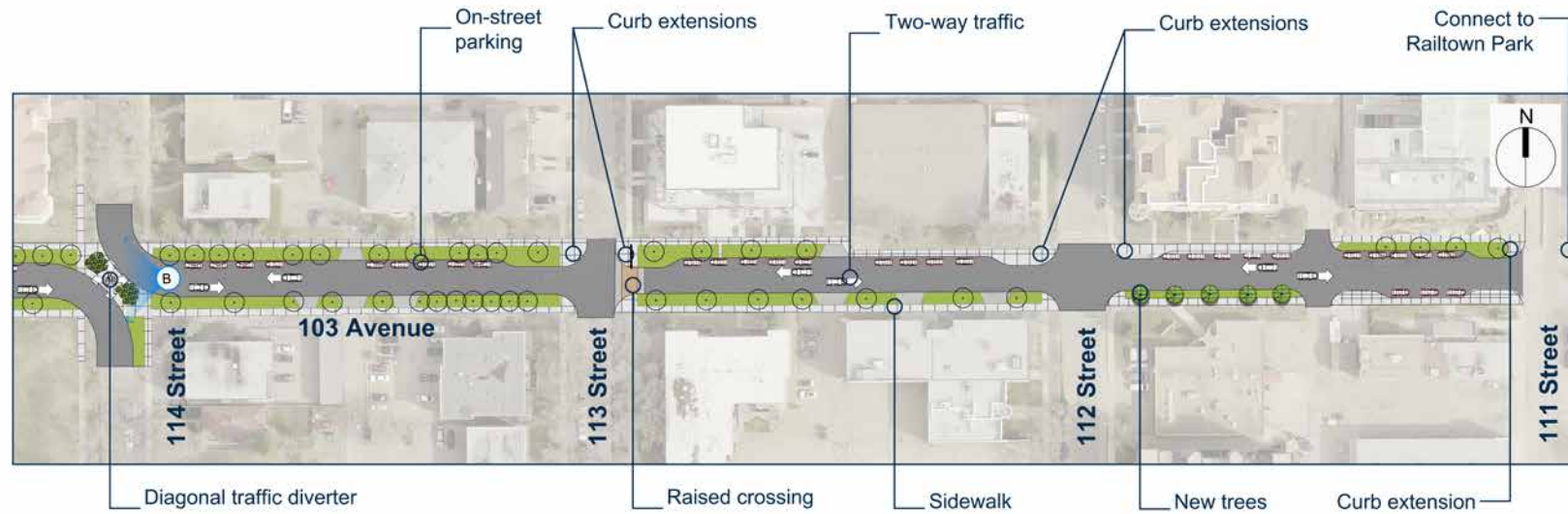
Rendering B



(B) 103 Avenue: 124 Street to 111 Street

Option 2: Two-way vehicle traffic with traffic diversions

114 Street to 111 Street



Rendering B



(C) 100 Avenue west: 121 Street to 117 Street



Key design influences:

- + City Plan – The Neighbourhood Renewal Program contributes directly to several moves that support a future population of two million people
- + Rebuildable City
 - Rebuild infrastructure in neighbourhoods to support and anticipate changing use by residents over the next 50 years
 - Make improvements to the public realm and active transportation network to support and anticipate increased sidewalk activity and improve quality of life as redeveloping areas densify and public infrastructure is more heavily used
- + A Community of Communities
 - Add missing links in the active transportation network and all ages and abilities infrastructure to provide safe and direct connections to district destinations
 - Add amenities such as seating, lighting and wayfinding to support all seasons, all ages and abilities use of the active transportation network
- + Inclusive and Compassionate
 - Add missing links in the active transportation network and all ages and abilities infrastructure to support transit and active transportation as a convenient, safe and cost effective choice
- + The Bike Plan provides direction to build active transportation infrastructure for current and future demands and provide connections to the broader Edmonton bike network

Victoria Promenade features



Share your thoughts!

Please review the design options and their benefits and tradeoffs in this booklet and complete the online survey between Thursday, November 14 and Friday, December 13.

ONLINE SURVEY

There are five design options being considered for 100 Avenue west: 121 Street to 117 Street:

- OPTION 1: Two-way bike lane, on-street parking**
- OPTION 2: Two-way bike lane, on-street parking, additional row of trees**
- OPTION 3: Two-way bike lane, parking bays, wider promenade**
- OPTION 4: One-way bike lanes, no on-street parking**
- OPTION 5: One-way bike lanes, parking bays**

*Rolling includes people using wheelchairs, scooters or strollers

(C) 100 Avenue west: 121 Street to 117 Street

Design option comparisons

Details including maps, renderings and the benefits and tradeoffs of each design option follow this comparison chart.

	OPTION 1: Two-way bike lane, on-street parking	OPTION 2: Two-way bike lane, on-street parking, additional row of trees	OPTION 3: Two-way bike lane, parking bays, wider promenade	OPTION 4: One-way bike lanes, no on-street parking	OPTION 5: One-way bike lanes, parking bays
Victoria Promenade features	The promenade will incorporate both a space for people walking/rolling (wheelchairs, strollers, scooters, etc.) free from obstructions and a public space for trees, memorial benches, water features and statues. Public space configuration to be determined at the next project phase.				
Victoria Promenade width	+ Close to existing width	+ Significantly narrower than existing	+ Wider than existing	+ Narrower than existing	+ Narrower than existing
Traffic calming/crossings	+ Raised intersections at: + 118 Street + 119 Street + The alleyway between 121 Street and 119 Street + 121 Street at the curve + Curb extensions, if feasible	+ Raised intersections at: + 118 Street + 119 Street + The alleyway between 121 Street and 119 Street + 121 Street at the curve + Curb extensions, if feasible	+ Raised intersections at: + 118 Street + 119 Street + The alleyway between 121 Street and 119 Street + 121 Street at the curve + Curb extensions, if feasible	+ Raised intersections at: + 118 Street + 119 Street + The alleyway between 121 Street and 119 Street + 121 Street at the curve	+ Raised intersections at: + 118 Street + 119 Street + The alleyway between 121 Street and 119 Street + Improved crossing at 121 Street
Driving/parking All options include one-way westbound vehicle traffic	+ On-street parking maintained on north side	+ On-street parking maintained on north side	+ On-street parking removed, parking bays added (<i>approximately 50 per cent parking reduction</i>)	+ No on-street parking	+ On-street parking removed, parking bays added (<i>approximately 50 per cent parking reduction</i>)
Bike lane type 100 Avenue is considered a district connector	+ Two-way protected, south side of roadway	+ Two-way protected, south side of roadway	+ Two-way protected, south side of roadway	+ One-way protected + Westbound on north side + Eastbound on south side	+ One-way, protected and painted segments + Westbound on north side + Eastbound on south side
Bike lane width Bike lane widths are approximate and are provided for comparison purposes only	+ 3.0m	+ 3.0m between 119 Street and 121 Street + 3.6m between 117 Street and 119 Street	+ 4.0m	+ 2.1m per lane	+ 2.1m per lane
121 Street bike lane transition (The 117 Street/116 Street transitions will be determined once the east and west portions of 100 Avenue are narrowed down to a single option)	+ Bike lane switches from two-way to one-way at 121 Street + Requires transition across traffic	+ Bike lane switches from two-way to one-way at 121 Street + Requires transition across traffic	+ Bike lane switches from two-way to one-way at 121 Street + Requires transition across traffic	+ One-way bike lanes, consistent with 121 Street bike lanes	+ One-way bike lanes, consistent with 121 Street bike lanes
Trees Trees on south side in all options will be removed and replaced with new trees in improved growing conditions (soil cells), where feasible	+ Two rows of canopy and ornamental trees	+ Two rows of canopy and ornamental trees; three rows between 117 Street and 119 Street	+ Two rows of canopy and ornamental trees; select trees on the north side will be removed to create parking bays	+ Two rows of canopy and ornamental trees	+ Two rows of canopy and ornamental trees; select trees on the north side will be removed to create parking bays

(C) 100 Avenue west: 121 Street to 117 Street

Design option comparisons

OPTION 1:
Two-way bike lane, on-street parking



OPTION 2:
Two-way bike lane, on-street parking, additional row of trees



OPTION 3:
Two-way bike lane, parking bays, wider promenade



OPTION 4:
One-way bike lanes, no on-street parking



OPTION 5:
One-way bike lanes, parking bays



- One-way traffic
- Existing one-way traffic
- One-way bike lane
- Existing one-way bike lane
- Two-way bike lane
- On-street parking
- Parking bay
- Raised intersection

OPTION 1: Two-way bike lane, on-street parking

DESIGN INCLUDES:

- + South side:
 - + A promenade (*close to existing width*) including:
 - + An obstruction free walking/rolling space
 - + A public space for trees, memorial benches, water features, statues (configuration to be determined at next phase)
 - + Canopy trees and ornamental trees planted in improved growing conditions (soil cells), where feasible
- + North side:
 - + A wider sidewalk, if feasible
 - + Canopy trees and ornamental trees
 - + New trees to complete the canopy, including between 119 Street and 121 Street where existing parking bay is changed to on-street parking, where feasible
- + A two-way, district connector bike lane next to the south side of the roadway with protective medians
- + One-way westbound vehicle traffic, as exists
- + On-street parking, north side
- + Traffic calming measures as follows:
 - + Raised intersections at
 - + 118 Street
 - + 119 Street
 - + The alleyway between 121 Street and 119 Street
 - + 121 Street at the curve
 - + Curb extensions, if feasible

Benefits

- + Provides a promenade (*close to existing width*) for incorporation of a walking/rolling space and a public space for trees, memorial benches, water features, statues (configuration to be determined at next phase)
- + 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 physical medians or buffers that separate bike lane users from vehicle traffic
 - + Are snow cleared by the City
- + Provides two rows of canopy and ornamental trees to improve the user experience by adding greenery, shade and wind breaks
- + Provides opportunity to enhance soil conditions and water retention for new trees along the promenade (soil cells)
- + Maintains on-street parking
- + 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

- + Bike infrastructure type is inconsistent with the connecting one-way 121 Street bike lanes
- + Westbound bikes will need to transition across traffic at 121 Street
- + Removes all existing trees on the south side of the road (*new replacement trees will be planted with improved soil conditions, where feasible*)

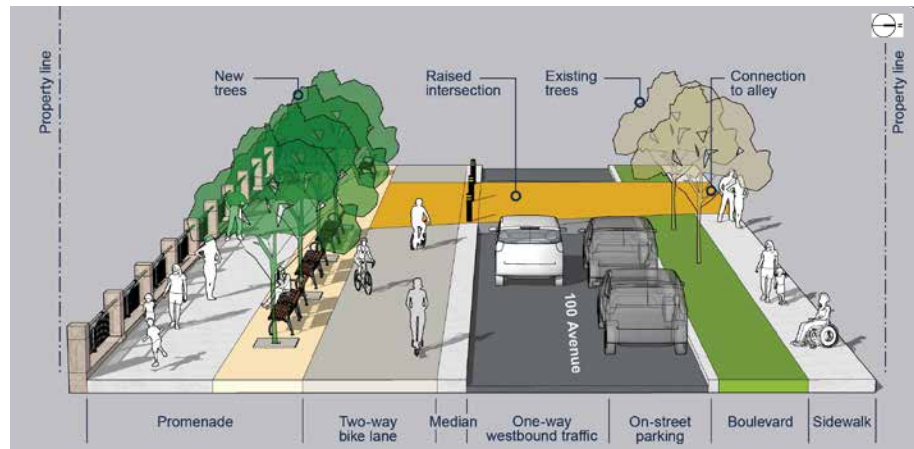
(C) 100 Avenue west: 121 Street to 117 Street

OPTION 1: Two-way bike lane, on-street parking

121 Street to 119 Street



View 1



Rendering A

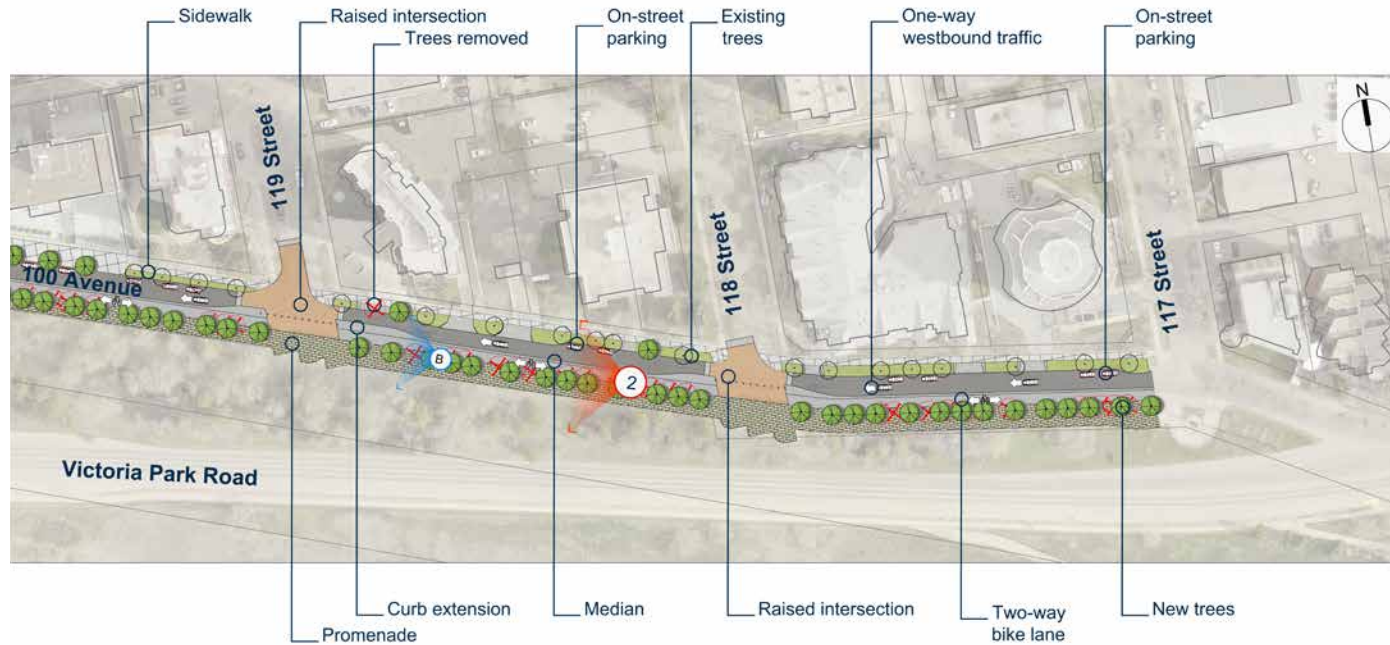


View rendering **B** on the following page.

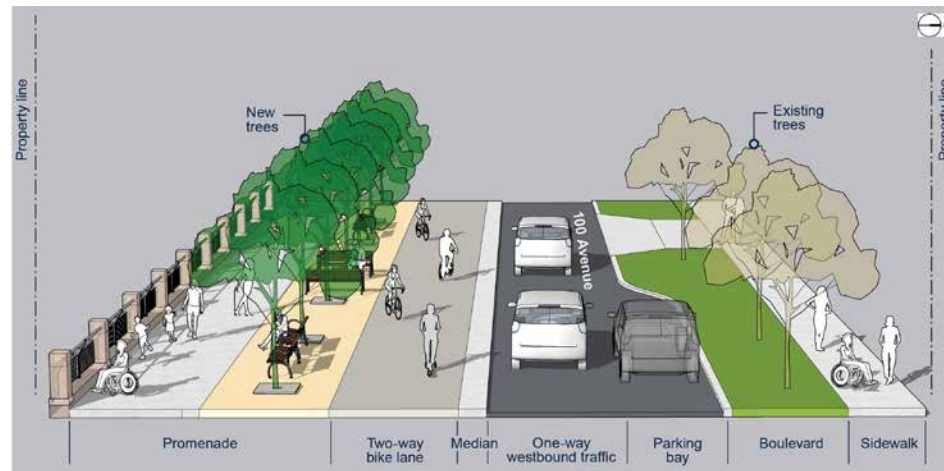
(C) 100 Avenue west: 121 Street to 117 Street

OPTION 1: Two-way bike lane, on-street parking

119 Street to 117 Street



View 2



Rendering B



OPTION 2: Two-way bike lane, on-street parking, additional row of trees

DESIGN INCLUDES:

- + South side:
 - + A promenade (*significantly narrower than existing width*) including:
 - + An obstruction free walking/rolling space
 - + A public space for trees, memorial benches, water features, statues (*configuration to be determined at next phase*)
 - + Canopy trees and ornamental trees planted in improved growing conditions (soil cells), where feasible
- + North side:
 - + Wider sidewalk, if feasible
 - + Canopy trees and ornamental trees
 - + New trees to complete the canopy, including between 119 Street and 121 Street where existing parking bay is changed to on-street parking, where feasible
- + A two-way, district connector bike lane on the south side of the roadway with protective treed median
- + An additional row of new trees separating the bike lane from the promenade between 117 Street and 119 Street
- + One-way westbound vehicle traffic, as exists
- + On-street parking, as exists
- + Traffic calming measures as follows:
 - + Raised intersections at
 - + 118 Street
 - + 119 Street
 - + The alleyway between 121 Street and 119 Street
 - + 121 Street at the curve
 - + Curb extensions, if feasible

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 a row of trees to separate bike lane users from vehicle traffic
 - + Are snow cleared by the City
- + Provides two and three rows of canopy trees to improve the user experience by adding greenery, shade and wind breaks
- + Provides opportunity to enhance soil conditions and water retention for new trees along the promenade (soil cells)
- + Maintains on-street parking
- + 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

- + Provides a significantly narrower promenade (*than existing*) for incorporation of a walking/rolling space and a public space for trees, memorial benches, water features, statues (*configuration to be determined at next phase*)
- + Bike infrastructure type is inconsistent with one-way 121 Street bike lanes
- + Westbound bikes will need to transition across traffic at 121 Street
- + Removes all existing trees on the south side of the road (*new replacement trees will be planted with improved soil conditions, where feasible*)
- + No trees can be planted adjacent to the promenade between 119 Street and 121 Street (*row of new trees added to north side of bike lane instead*)

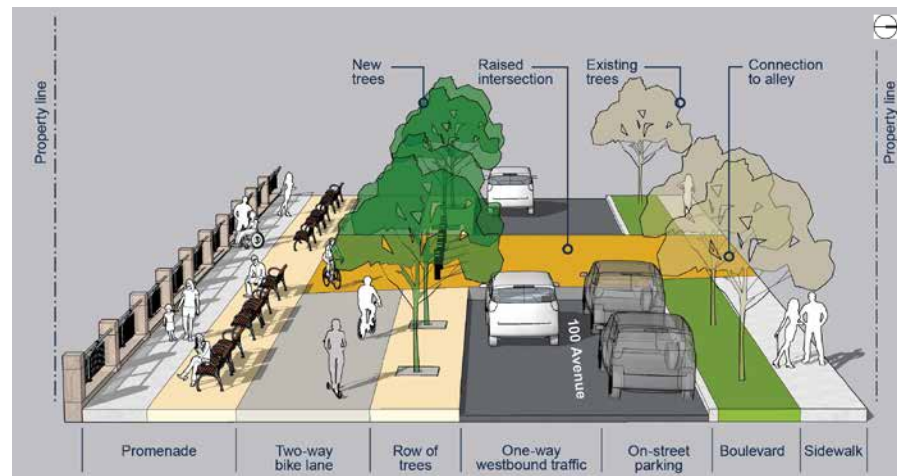
(C) 100 Avenue west: 121 Street to 117 Street

OPTION 2: Two-way bike lane, on-street parking, additional row of trees

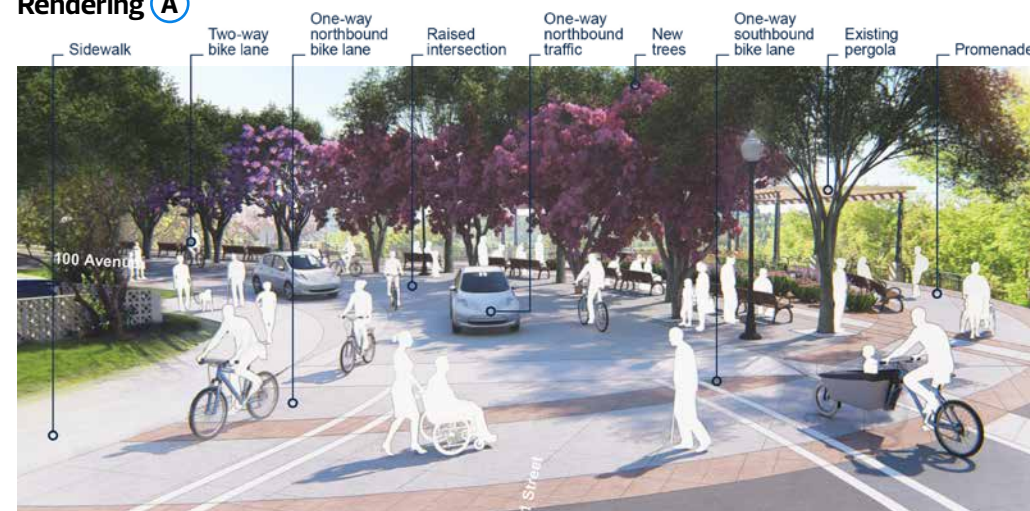
121 Street to 119 Street



View 1



Rendering A



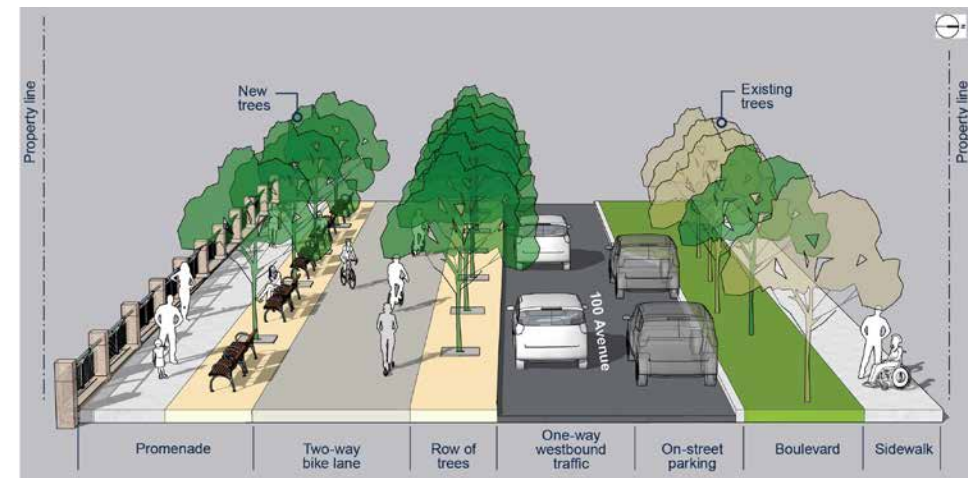
(C) 100 Avenue west: 121 Street to 117 Street

OPTION 2: Two-way bike lane, on-street parking, additional row of trees

119 Street to 117 Street



View 2



Rendering B



OPTION 3: Two-way bike lane, parking bays, wider promenade

DESIGN INCLUDES:

- + South side:
 - + A promenade (*wider than existing width*) including:
 - + An obstruction free walking/rolling space
 - + A public space for trees, memorial benches, water features, statues (configuration to be determined at next phase)
 - + Canopy trees and ornamental trees planted in improved growing conditions (soil cells), where feasible
- + North side:
 - + A wider sidewalk, if feasible
 - + Canopy trees and ornamental trees
- + A two-way, district connector bike lane on the south side of the roadway with protective medians (wider than other options)
- + One-way westbound vehicle traffic, as exists
- + Parking bays
- + Traffic calming measures as follows:
 - + Raised intersections at
 - + 118 Street
 - + 119 Street
 - + The alleyway between 121 Street and 119 Street
 - + 121 Street at the curve
 - + Curb extensions, if feasible

Benefits

- + Provides a wider promenade (*from existing*) for incorporation of a walking/rolling space and a public space for trees, memorial benches, water features, statues; configuration to be determined at next phase
- + Reduces conflicts by providing separate spaces for people walking/rolling, biking and driving
- + This two-way protected bike lane is the widest of all options
- + The two-way protected bike lanes:
 - + Provide a safe, all ages and abilities, bike connection with physical medians or buffers that separate bike lane users from vehicle traffic
 - + Are snow cleared by the City
- + Provides two rows of canopy trees to improve the user experience by adding greenery, shade and wind breaks
- + Provides opportunity to enhance soil conditions and water retention for new trees along the promenade (soil cells)
- + Parking bays added, if feasible
- + 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

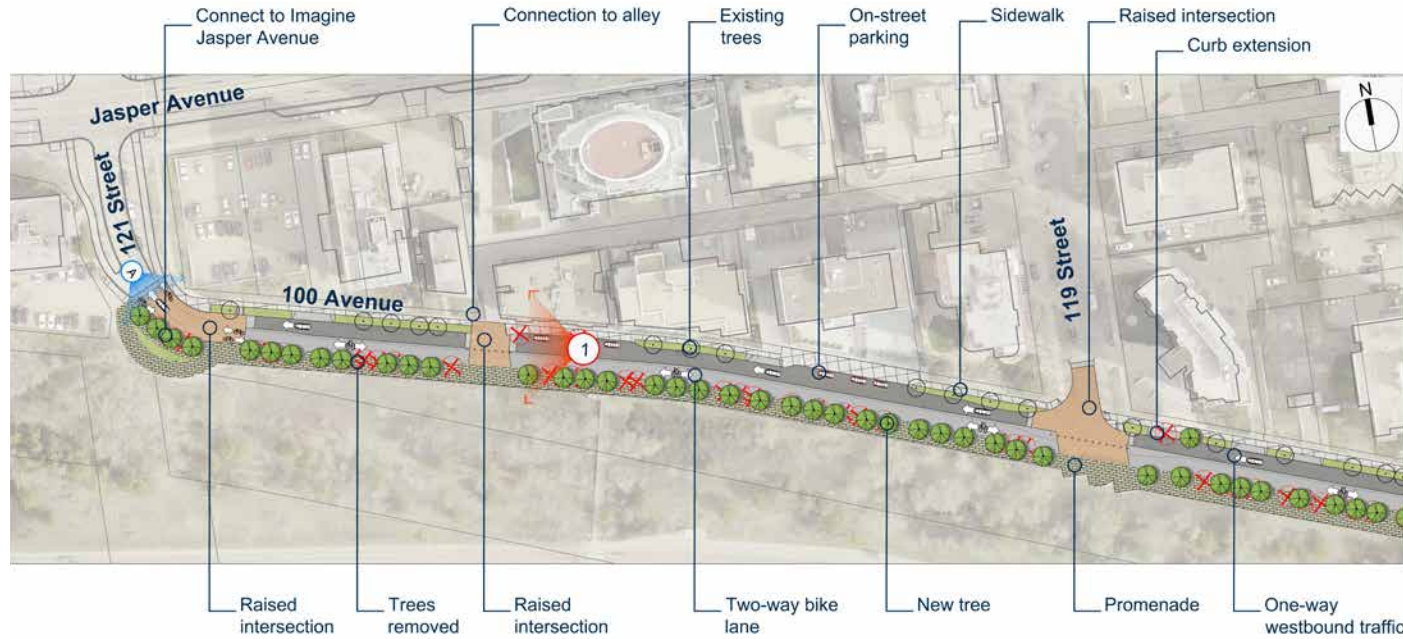
Tradeoffs

- + Bike infrastructure type is inconsistent with the connecting one-way 121 Street bike lanes
- + Westbound bikes will need to transition across traffic at 121 Street
- + On-street parking is reduced by approximately 50 per cent (*parking bays added, where feasible*)
- + Removes all existing trees on the south side of the road (*new replacement trees will be planted with improved soil conditions, where feasible*)
- + Selective removal of trees on the north side for new parking bays (*new replacement trees will be planted, where feasible*)

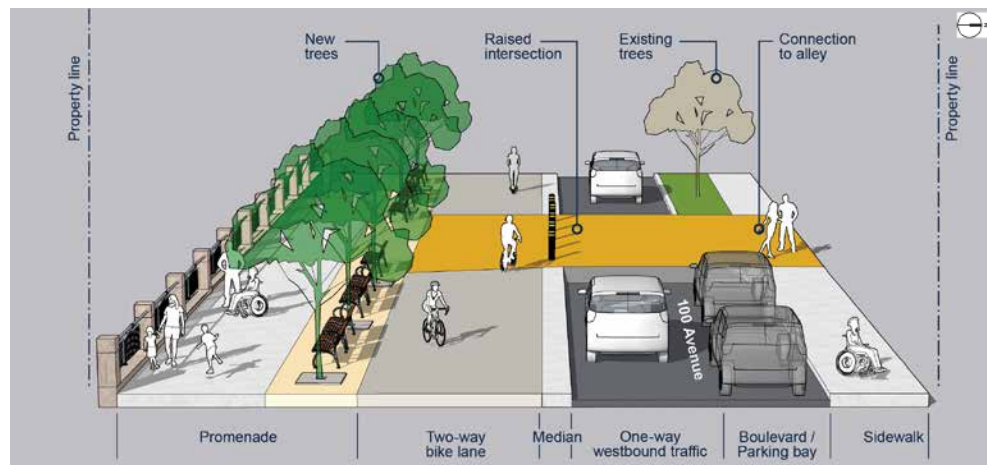
(C) 100 Avenue west: 121 Street to 117 Street

OPTION 3: Two-way bike lane, parking bays, wider promenade

121 Street to 119 Street



View 1



Rendering A



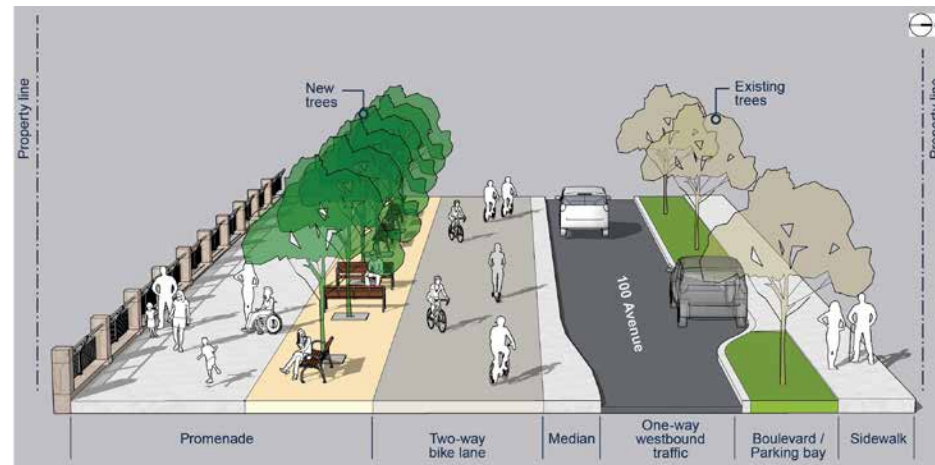
(C) 100 Avenue west: 121 Street to 117 Street

OPTION 3: Two-way bike lane, parking bays, wider promenade

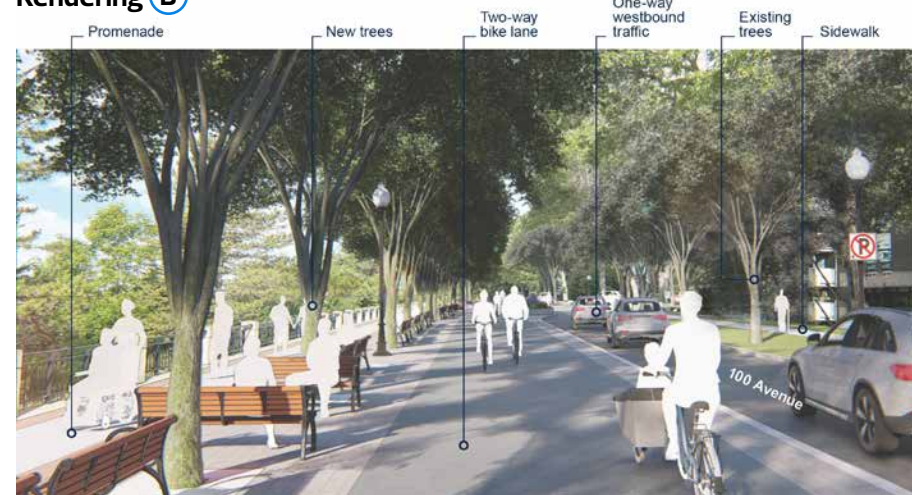
119 Street to 117 Street



View ②



Rendering B



OPTION 4: One-way bike lanes, no on-street parking

DESIGN INCLUDES:

- + South side:
 - + A promenade (*narrower than existing width*) including:
 - + An obstruction free walking/rolling space
 - + A public space for trees, memorial benches, water features, statues (*configuration to be determined at next phase*)
 - + Canopy trees and ornamental trees planted in improved growing conditions (soil cells), where feasible
 - + North side:
 - + A wider sidewalk, if feasible
 - + Canopy trees and ornamental trees
 - + New trees to complete the canopy, including between 119 Street and 121 Street where existing parking bay is removed, where feasible
 - + One-way, district connector bike lanes with protective medians (*westbound on north side, eastbound on south side*)
 - + One-way westbound vehicle traffic, as exists
 - + No on-street parking
- Traffic calming measures as follows:**
- + Raised intersections at
 - + 118 Street
 - + 119 Street
 - + The alleyway between 121 Street and 119 Street
 - + 121 Street at the curve

Benefits

- + Reduces conflicts by providing separate spaces for people walking/rolling, biking and driving
- + The one-way protected bike lanes:
 - + Provide a safe, all ages and abilities bike connection with physical medians that separate bike lane users from vehicle traffic, except where driveways are present
 - + Are snow cleared by the City
- + Provides a consistent bike infrastructure type to connect to the 121 Street bike lanes
- + 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
- + Provides two rows of canopy trees improving the user experience by adding greenery, shade and wind breaks
- + Provides opportunity to enhance soil conditions and water retention for new trees along the promenade (soil cells)

Tradeoffs

- + Provides a narrower promenade (*from existing*) for incorporation of a walking/rolling space and a public space for trees, memorial benches, water features, statues (*configuration to be determined at next phase*)
- + Westbound bikes face more conflicts with vehicle traffic at driveways and intersections (*right turning cars*)
- + Removes all on-street parking
- + Removes all existing trees on the south side of the road (*new replacement trees will be planted with improved soil conditions, where feasible*)

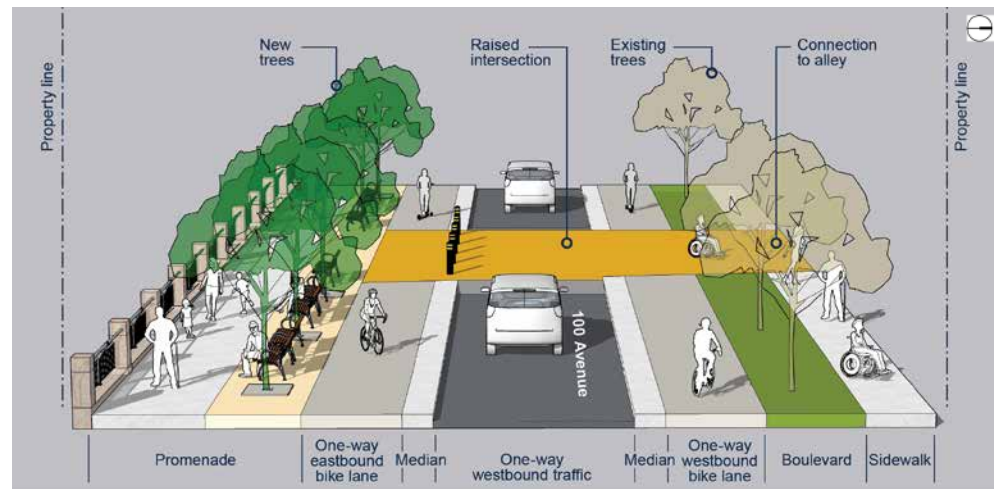
(C) 100 Avenue west: 121 Street to 117 Street

OPTION 4: One-way bike lanes, no on-street parking

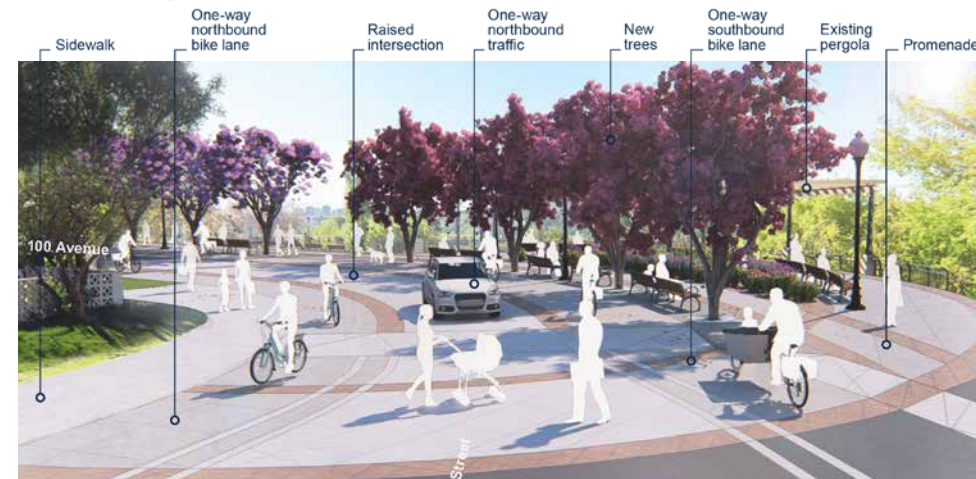
121 Street to 119 Street



View 1



Rendering A



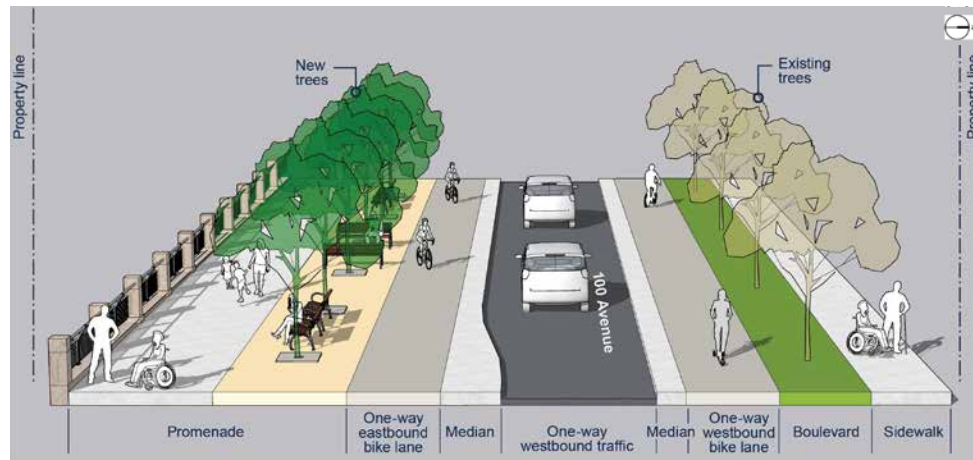
(C) 100 Avenue west: 121 Street to 117 Street

OPTION 4: One-way bike lanes, no on-street parking

119 Street to 117 Street



View 2



Rendering B



OPTION 5: One-way bike lanes, parking bays

DESIGN INCLUDES:

- + South side:
 - + A promenade (*narrower than existing width*) including:
 - + An obstruction free walking/rolling space
 - + A public space for trees, memorial benches, water features, statues (*configuration to be determined at next phase*)
 - + Canopy trees and ornamental trees planted in improved growing conditions (soil cells), where feasible
- + North side:
 - + A wider sidewalk, if feasible
 - + Canopy trees and ornamental trees
- + One-way district connector bike lanes with a mix of protected medians and painted buffers (*westbound on north side, eastbound on south side*)
- + One-way westbound vehicle traffic, as exists
- + Parking bays
- + Traffic calming measures as follows:
 - + Raised intersections/crossings at
 - + 118 Street
 - + 119 Street
 - + The alleyway between 121 Street and 119 Street
 - + Improved crossing at 121 Street

Benefits

- + Reduces some conflicts by providing separate spaces for people walking/rolling, biking and driving
- + One-way protected bike lanes:
 - + Provide a safe, all ages and abilities bike connection with physical medians that separate bike lane users from vehicle traffic, except where driveways and parking bays are present
 - + Are snow cleared by the City
- + Provides a consistent bike infrastructure type to connect to the 121 Street bike lanes
- + Parking bays added, where feasible
- + 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
- + Improved crossings:
 - + Improve visibility of people crossing the street
- + Provides two rows of canopy trees improving the user experience by adding greenery, shade and wind breaks
- + Provides opportunity to enhance soil conditions and water retention for new trees along the promenade (soil cells)

Tradeoffs

- + Provides a narrower promenade (*from existing*) for incorporation of a walking/rolling space and a public space for trees, memorial benches, water features, statues (*configuration to be determined at next phase*)
- + Physical constraints required some segments of the westbound bike lane to not be fully protected; painted buffers will be used in these locations
- + Westbound bikes face more conflicts with vehicle traffic at driveways, parking bays, and intersections (*right turning cars*)
- + Physical constraints require bike lanes to meander around parking
- + On-street parking is reduced by 50 per cent (*parking bays added, where feasible*)
- + Removes all existing trees on the south side of the road (*new replacement trees will be planted with improved soil conditions, where feasible*)
- + Selective removal of trees on the north side for new parking bays (*new replacement trees will be planted, where feasible*)

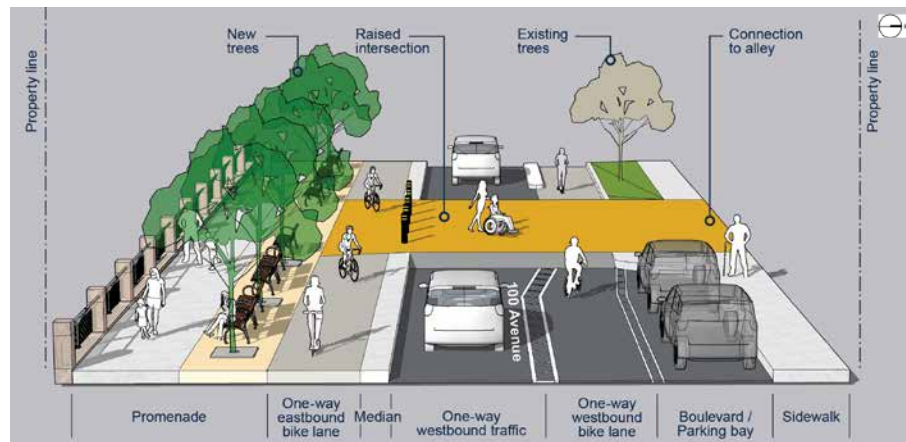
(C) 100 Avenue west: 121 Street to 117 Street

OPTION 5: One-way bike lanes, parking bays

121 Street to 119 Street



View 1



Rendering A

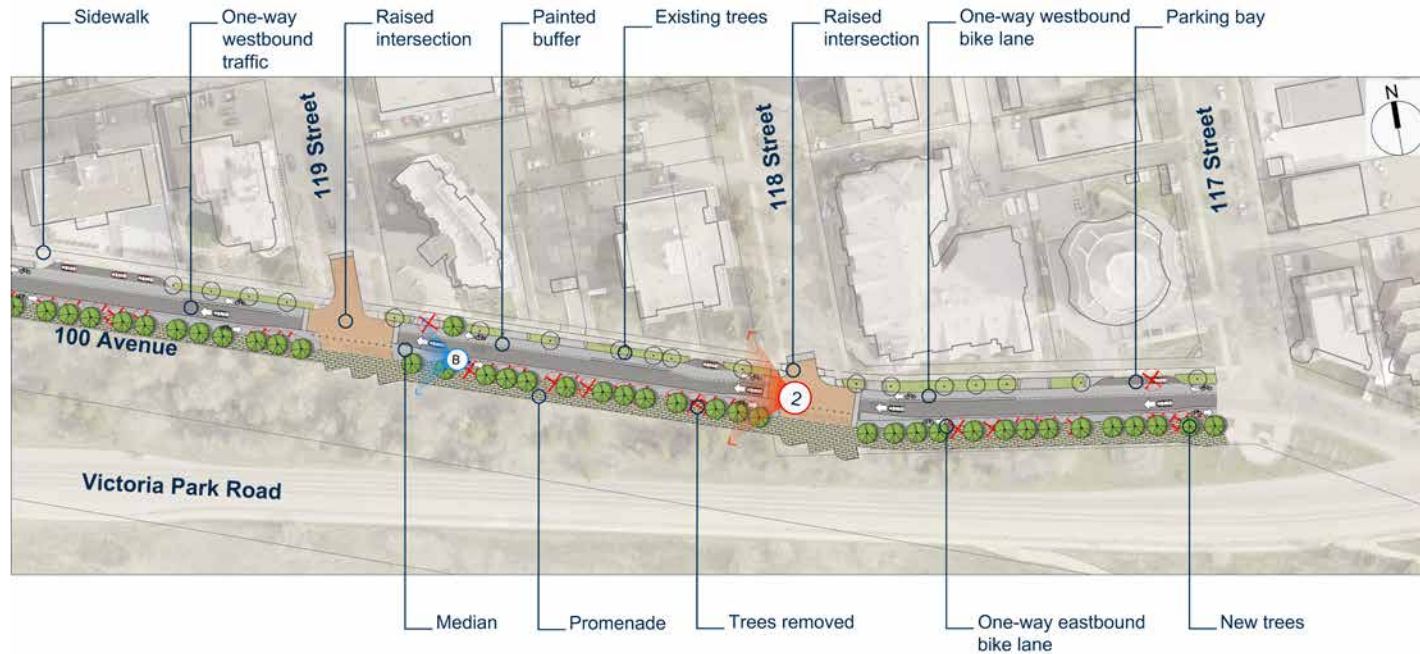


View rendering **B** on the following page.

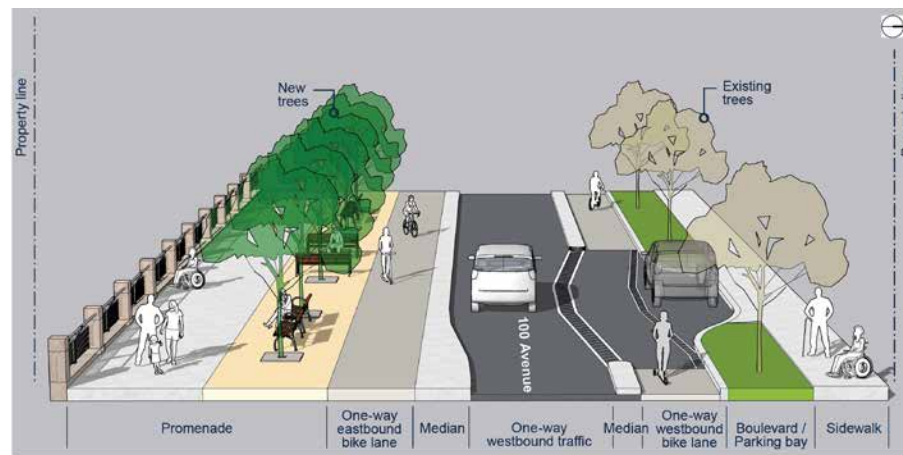
(C) 100 Avenue west: 121 Street to 117 Street

OPTION 5: One-way bike lanes, parking bays

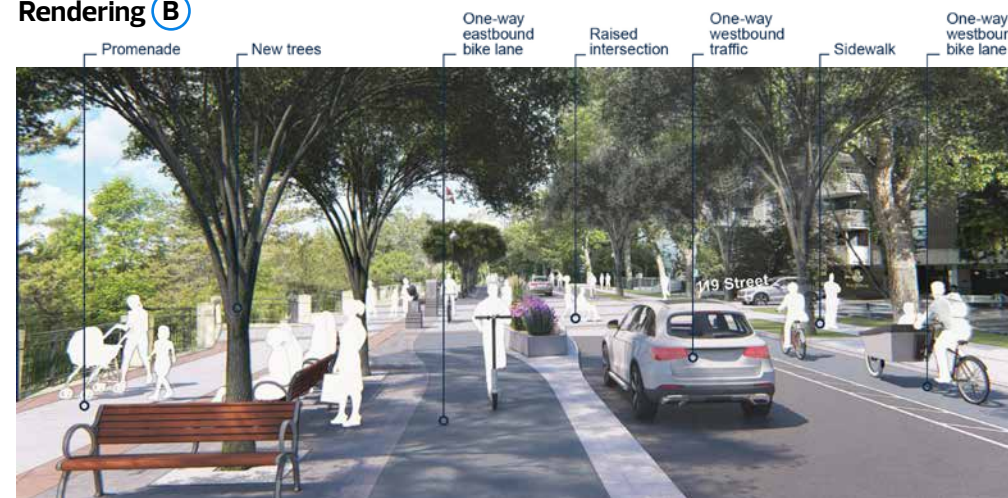
119 Street to 117 Street



View ②



Rendering B



(D) 100 Avenue East: 116 Street to 109 Street

Key design influences:

- + ConnectEdmonton provides direction to bridge missing links in active transportation networks
- + The Bike Plan provides direction to build active transportation infrastructure for current and future demands and provide connections to the broader Edmonton bike network

There are four design options being considered for 100 Avenue East: 116 Street to 109 Street:

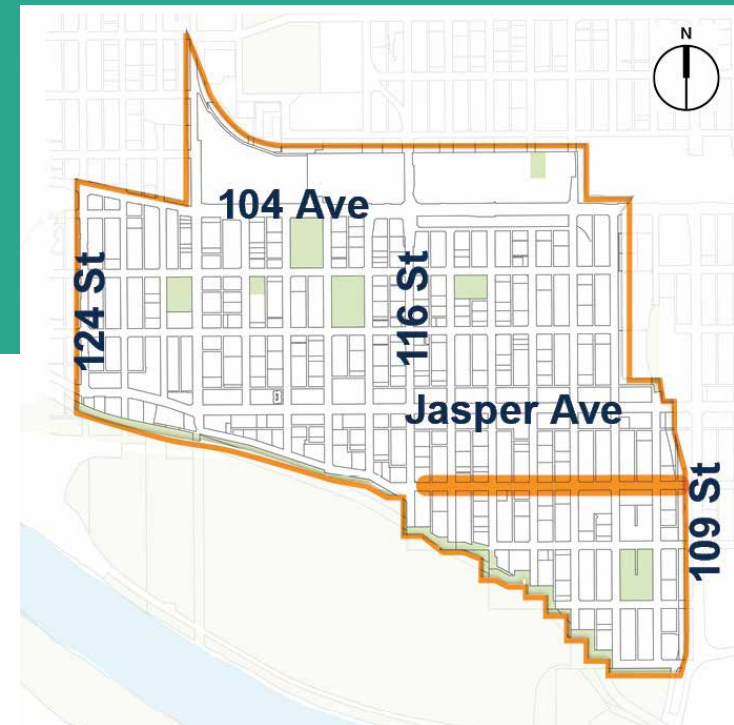
OPTION 1: Two-way bike lane, two-way vehicle traffic, tree removals

OPTION 2: One-way bike lanes, two-way vehicle traffic, tree removals

OPTION 3: One-way bike lanes, one-way vehicle traffic (eastbound)

OPTION 4: One-way bike lanes, two-way vehicle traffic, new trees

Note: The design for 100 Avenue from 116 Street to 117 Street will be shared during the next stage (draft design) as it is dependent on the outcome of the options for both 100 Avenue east and 100 Avenue west.



Share your thoughts!

Please review the design options and their benefits and tradeoffs in this booklet and complete the online survey between Thursday, November 14 and Friday, December 13.

[ONLINE SURVEY](#)

(D) 100 Avenue East: 116 Street to 109 Street

Design option comparisons

Details including maps, renderings and the benefits and tradeoffs of each design option follow this comparison chart.

	OPTION 1: Two-way bike lane, two-way vehicle traffic, tree removals	OPTION 2: One-way bike lanes, two-way vehicle traffic, tree removals	OPTION 3: One-way bike lanes, one-way vehicle traffic (eastbound)	OPTION 4: One-way bike lanes, two-way vehicle traffic, new trees
Public spaces May include improvements such as green areas, new trees, sidewalk connections, landscaping and street furniture	+ Some new public space added for improvements between 116 Street and 115 Street	+ No new public space added for improvements	+ No new public space added for improvements	+ No new public space added for improvements
Active transportation walking/rolling, biking	+ A two-way, district connector bike lane on the north side of the roadway with protective medians + A two-stage crossing* (north-south) between 110 Street and 109 Street	+ One-way, district connector bike lanes with protective medians: + Westbound on north side, eastbound on south side + A two-stage crossing* (north-south) between 110 Street and 109 Street	+ One-way, district connector bike lanes with protective medians: + Westbound on north side, eastbound on south side + 109 Street intersection: New bike lane crossings to transition from one-way to two-way bike lanes	+ One-way district connector bike lanes: + North side: with protective medians + South side: + 116 Street to 115 Street - with protective medians + 115 Street to west of 109 Street - bike path** + A two-stage crossing* (north-south) between 110 Street and 109 Street + Raised crossings on the south side at: + 114 Street + 113 Street + 112 Street + 111 Street
Vehicle traffic direction and intersections movements	+ Two-way vehicle traffic, as exists + Dedicated left turn lanes + Eastbound and westbound at 115 Street, 114 Street and 113 Street + Eastbound at 112 Street and 110 Street + Westbound at 116 Street + 109 Street intersection reconfiguration: + Removal of dedicated right turn lane for eastbound vehicle traffic	+ Two-way vehicle traffic, as exists + Dedicated left turn lane westbound at 116 Street + 109 Street intersection reconfiguration: + Removal of dedicated left turn lane for westbound vehicle traffic + Removal of dedicated right turn lane for eastbound vehicle traffic + Adding bike lane crossings to transition infrastructure from one-way to two-way bike lanes	+ Two-way vehicle traffic: 116 Street to 115 Street, as exists + One-way eastbound vehicle traffic: 115 Street to 109 Street + Dedicated left turn lane westbound at 116 Street + 109 Street intersection reconfiguration: + Removal of westbound vehicle traffic + Removal of dedicated right turn lane for eastbound vehicle traffic + Adding bike lane crossings to transition infrastructure from one-way to two-way bike lanes	+ Two-way vehicle traffic + Dedicated left turn lane westbound at 116 Street + 109 Street intersection reconfiguration: + Removal of dedicated right turn lane for eastbound vehicle traffic + Adding bike lane crossings to transition infrastructure from one-way to two-way bike lanes
Traffic Calming	+ N/A	+ A narrowed road width using treed medians between 115 Street and 116 Street	+ A narrowed road width using treed medians between 115 Street and 116 Street	+ Raised crossings on the south side at: + 114 Street + 112 Street + 113 Street + 111 Street
Parking	+ Parking bay on the south side between 116 Street and 115 Street	+ No on-street parking	+ On-street parking on north side between 112 Street and 111 Street	+ On-street parking, north side between 112 Street and 111 Street
Trees New trees planted in improved growing conditions (i.e., soil cells)	+ New tree plantings on the south side, where feasible + Removes most trees on the north side, no additional space for new tree plantings	+ New tree plantings on south side, where feasible + Removes most trees on the north side (replacement trees will be planted, where feasible)	+ A few tree removals on the south side (replacement trees will be planted, where feasible) + New tree plantings on the north side, where feasible	+ A few tree removals on the south side (replacement trees will be planted, where feasible) + New tree plantings on the north side, where feasible

*Two stage crossing: Provide people a mid-way safe place to wait so they can cross one direction of traffic at a time

**Bike path: A bike facility located next to a sidewalk with visual and physical cues separating the bike path from the sidewalk

(D) 100 Avenue East: 116 Street to 109 Street

Design option comparisons

- One-way traffic
- Two-way traffic
- Existing two-way traffic
- Commercial alley
- Shared street
- One-way bike lane
- Two-way bike lane
- Existing two-way bike lane
- One-way bike path
- Diagonal traffic diverter
- Road closure
- Raised intersection
- Raised crossing
- Two-stage crossing

OPTION 1:
Two-way bike lane, two-way vehicle traffic, tree removals



OPTION 2:
One-way bike lanes, two-way vehicle traffic, tree removals



OPTION 3:
One-way bike lanes, one-way vehicle traffic (eastbound)



OPTION 4:
One-way bike lanes, two-way vehicle traffic, new trees



(D) 100 Avenue East: 116 Street to 109 Street

OPTION 1: Two-way bike lane, two-way vehicle traffic, tree removals

DESIGN INCLUDES:

- + Some new public space available for improvements between 116 Street and 115 Street
- + A two-way, district connector bike lane on the north side of the roadway with physical medians or buffers (Will require a left turn signal for vehicle traffic)
- + A two-stage crossing between 110 Street and 109 Street
- + Two-way vehicle traffic, as exists
 - + Dedicated left turn lanes with new traffic signals*:
 - + Eastbound and westbound at 115 Street, 114 Street and 113 Street
 - + Eastbound at 112 Street and 110 Street
 - + Westbound at 116 Street
 - + Removal of dedicated right turn lane eastbound at 109 Street
- + Parking bay on the south side between 116 Street and 115 Street
- + New tree plantings on the south side, where feasible
- + Removes most trees on the north side, no additional space for new tree plantings

Benefits

- + Provides new public space for improvements such as new trees, landscaping and street furniture
- + Conflicts are reduced by providing separate spaces for people walking/rolling, biking and driving
- + The two-stage crossing provides people a safe, mid-way place to wait so they can cross one direction of traffic at a time
- + The two-way protected bike lanes:
 - + Provide a safe, all ages and abilities bike connection with physical medians or buffers that separate bike lane users from vehicle traffic
 - + Are snow cleared by the City
 - + Are consistent with the two-way bike lanes east of 109 Street
 - + Reduce conflicts by requiring a left turn signal for vehicle traffic
- + Dedicated left turn lanes improve traffic flow by providing space for people who drive to wait to turn left without impeding through traffic

Tradeoffs

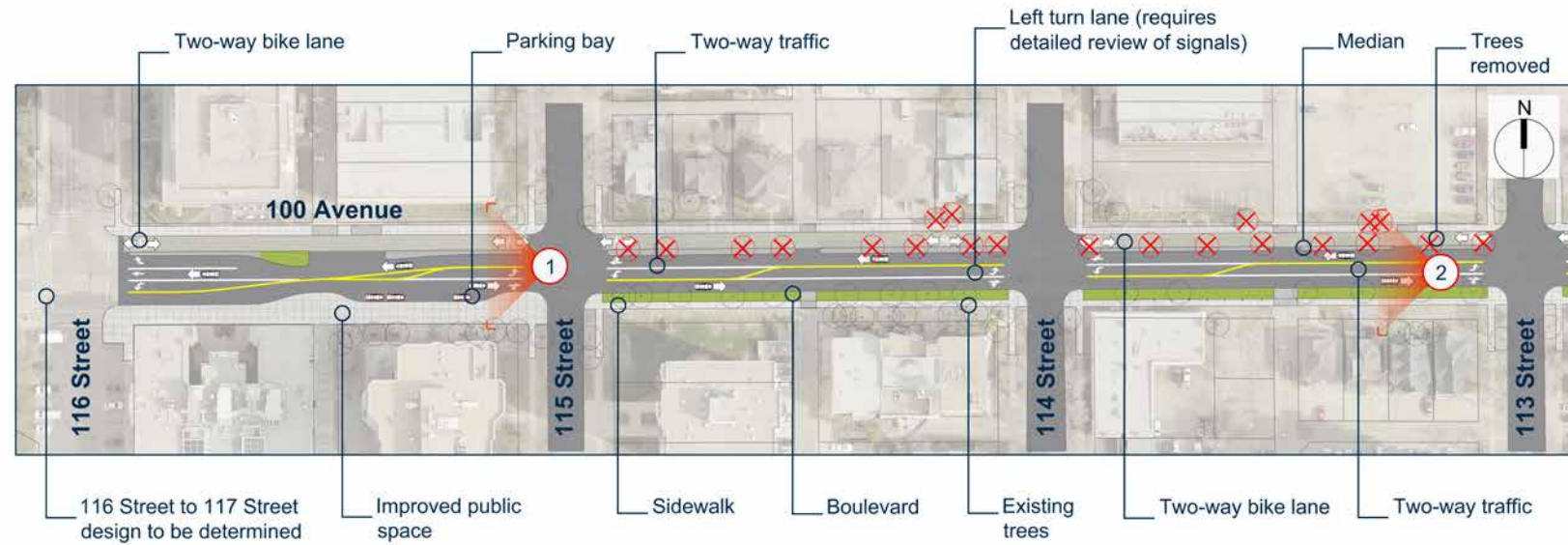
- + New bike lanes introduce more turning conflicts between people who bike and people who drive. Managing safe crossings may require signal installation or the removal of turn movements, which could lead to new traffic patterns or potential delays
- + The removal of the eastbound dedicated right turn lane at 109 Street may cause traffic delays
- + Requires all parking to be removed on the north side
- + Requires removal of most trees on the north side; no additional space for new tree plantings
- + New bike lanes introduce more turning conflicts between people who bike and people who drive. Managing safe crossings may require signal installation or the removal of turn movements, which could lead to new traffic patterns or potential delays.

*The inclusion of left turn traffic signals is still in the review process. If it is determined that traffic signals are not an option, left turns will be removed from these locations.

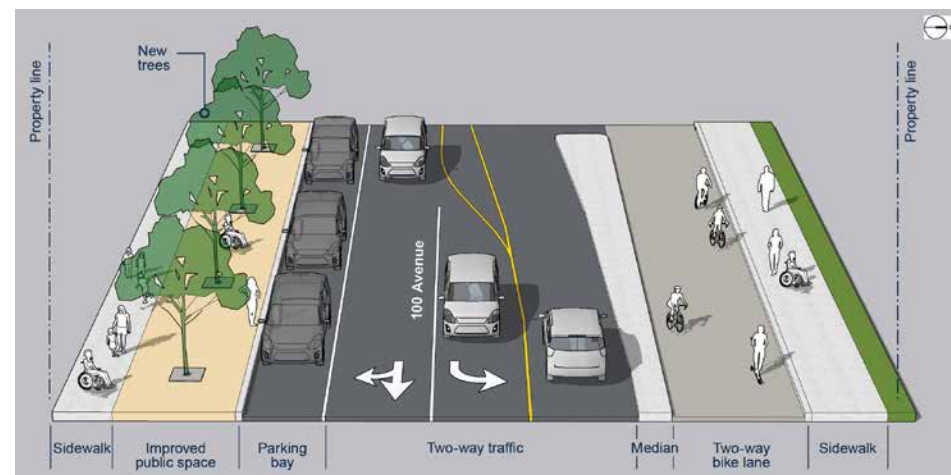
(D) 100 Avenue East: 116 Street to 109 Street

OPTION 1: Two-way bike lane, two-way vehicle traffic, tree removals

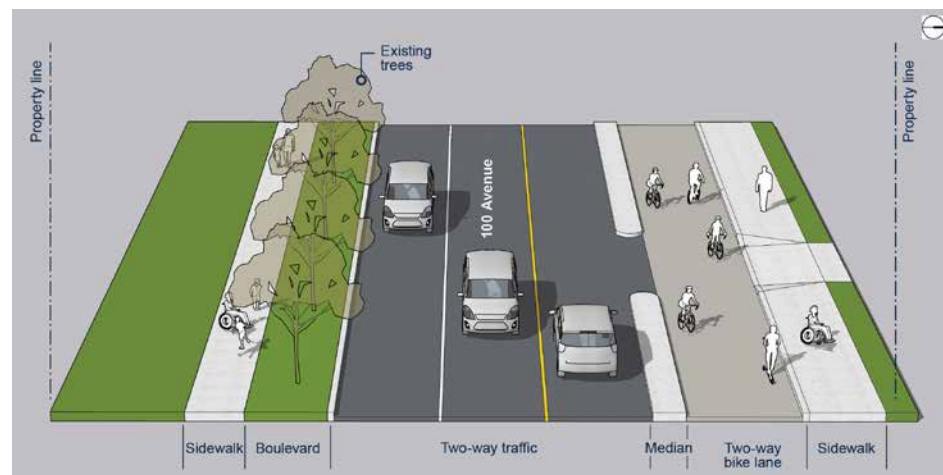
116 Street to 113 Street



View ①



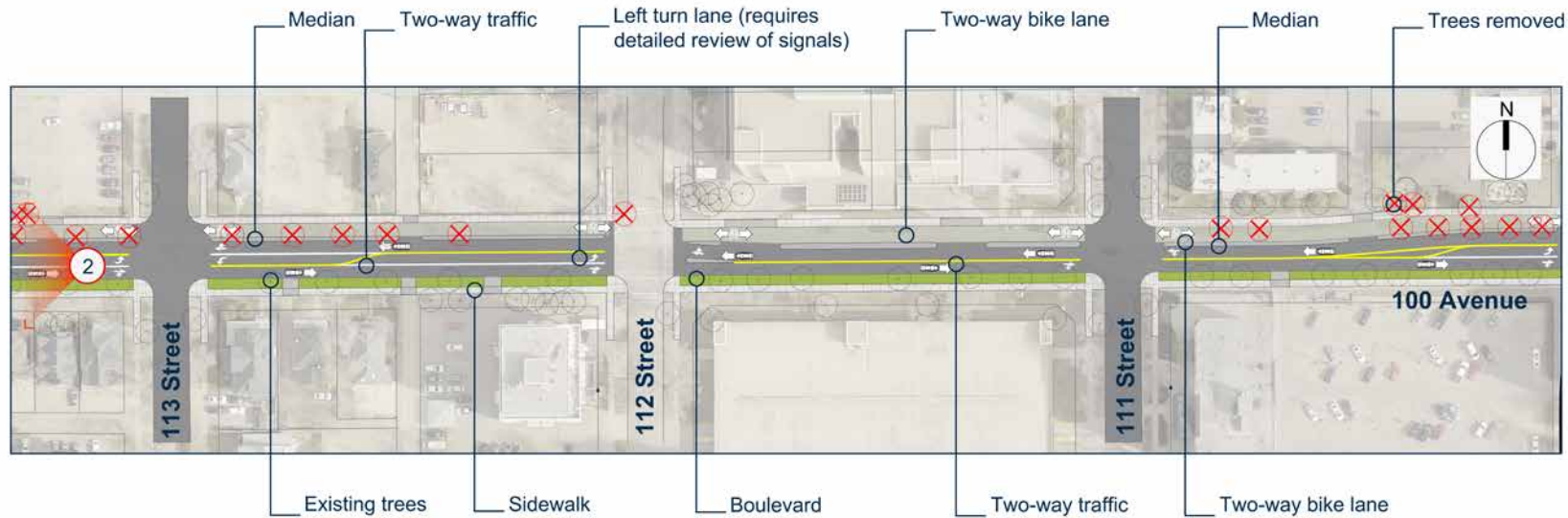
View ②



(D) 100 Avenue East: 116 Street to 109 Street

OPTION 1: Two-way bike lane, two-way vehicle traffic, tree removals

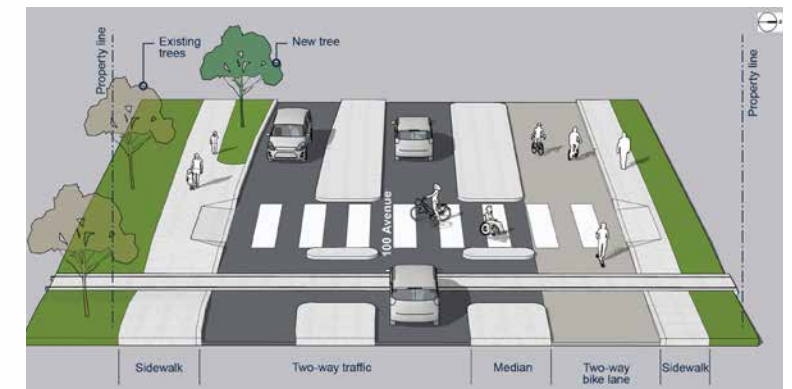
113 Street to 111 Street



111 Street to 109 Street



View 3



OPTION 2: One-way bike lanes, two-way vehicle traffic, tree removals

DESIGN INCLUDES:

- + No new public space added for improvements
- + One-way, district connector bike lanes with protective medians: Westbound on north side, eastbound on south side
- + A two-stage crossing between 110 Street and 109 Street
- + 109 Street intersection reconfiguration to including bike lane crossings to transition infrastructure from one-way to two-way bike lanes
- + Two-way vehicle traffic, as exists
- + A dedicated left turn lane westbound at 116 Street
- + 109 Street intersection reconfiguration including:
 - + Removal of dedicated westbound left turn lane
 - + Removal of dedicated eastbound right turn lane
 - + Bike lane crossings to transition infrastructure from one-way to two-way bike lanes
- + Traffic calming measures, as follows:
 - + Narrowed road width using treed medians between 115 Street and 116 Street
- + No on-street parking
- + New tree plantings on south side, where feasible
- + Removal of most trees on the north side (*replacement trees will be planted, where feasible*)

Benefits

- + Conflicts are reduced by providing separate spaces for people walking/rolling, biking and driving
- + The two-stage crossing provides people a safe, mid-way place to wait so they can cross one direction of traffic at a time
- + 109 Street intersection reconfiguration provides a comfortable active transportation crossing
- + The one-way protected bike lanes:
 - + Provide a safe, all ages and abilities bike connection with physical medians or buffers that separate bike lane users from vehicle traffic
 - + People who drive (turning vehicles) need to look only one direction for people who bike
 - + Are snow cleared by the City
- + The narrowed road width encourages slower vehicle traffic
- + The dedicated left turn lane at 116 Street improves traffic flow by providing space for people who drive to wait to turn left without impeding through traffic

Tradeoffs

- + One-way bike lanes are not consistent with the two-way bike lanes east of 109 Street
- + The removal of the eastbound dedicated right turn lane and the westbound dedicated left turn lane 109 Street may cause traffic delays
- + No available road space to add more left turn lanes along the corridor
- + All parking removed on the north side
- + Removes most trees on the north side (*replacement trees will be planted, where feasible*)

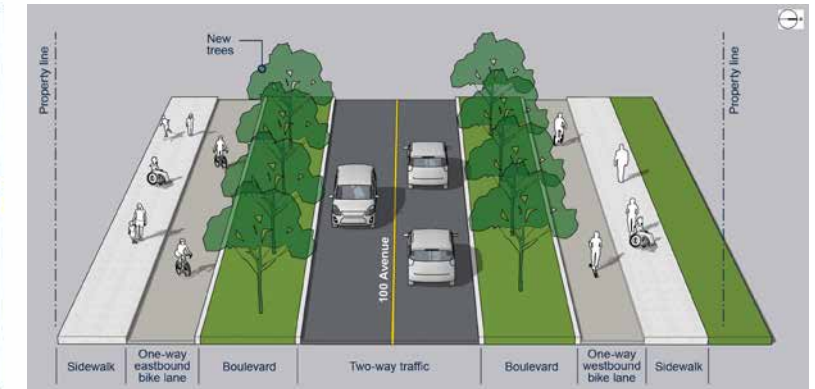
(D) 100 Avenue East: 116 Street to 109 Street

OPTION 2: One-way bike lanes, two-way vehicle traffic, tree removals

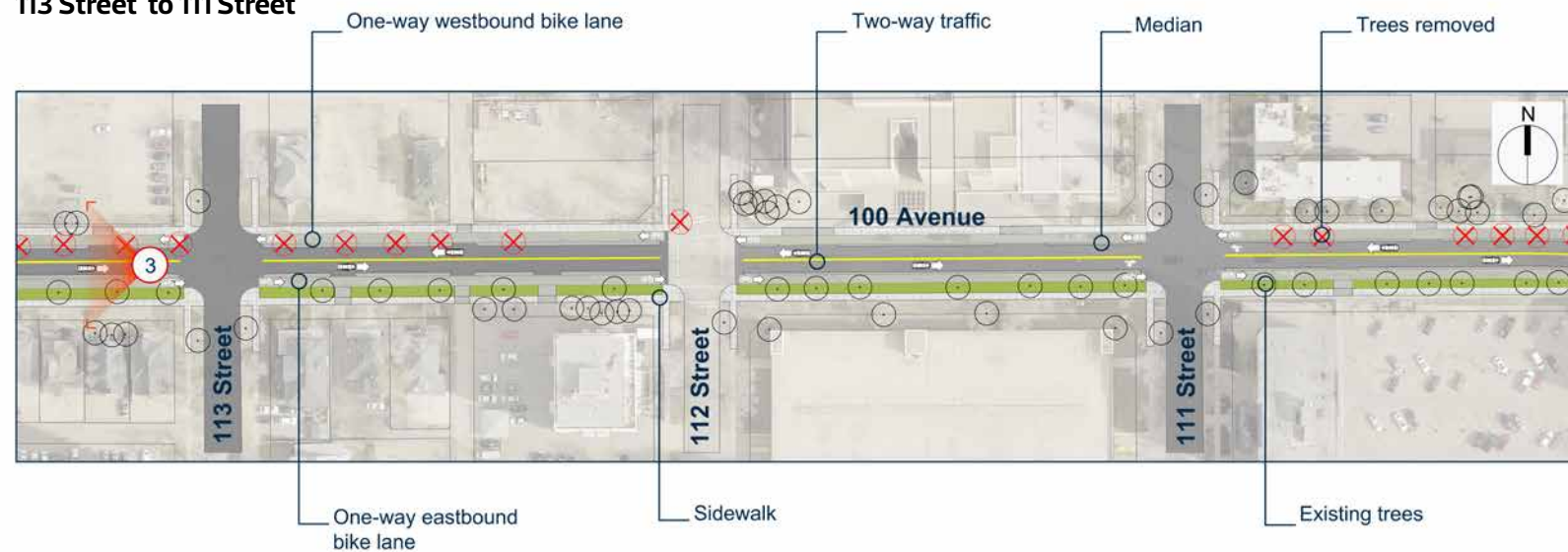
116 Street to 113 Street



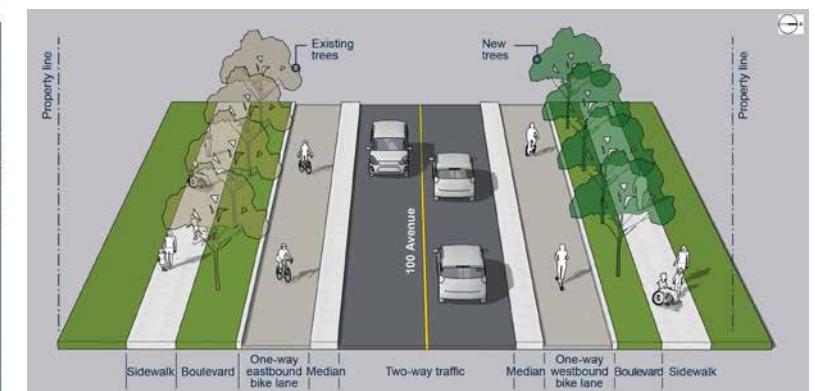
View ①



113 Street to 111 Street



View ②

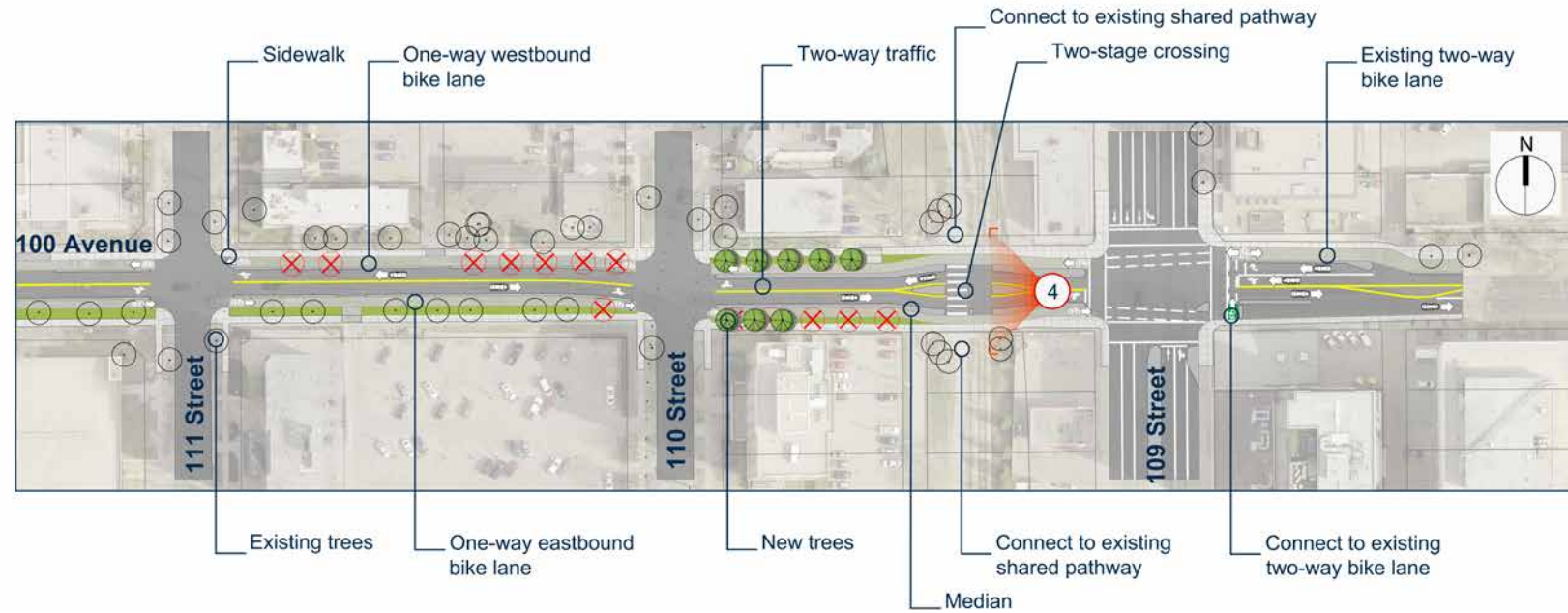


See view ③ on the following page.

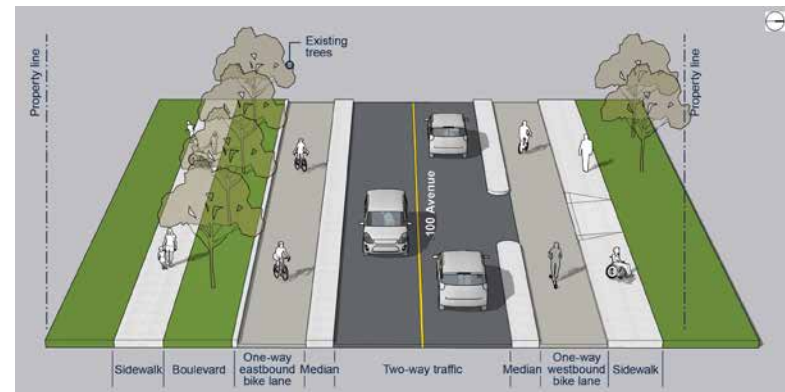
(D) 100 Avenue East: 116 Street to 109 Street

OPTION 2: One-way bike lanes, two-way vehicle traffic, tree removals

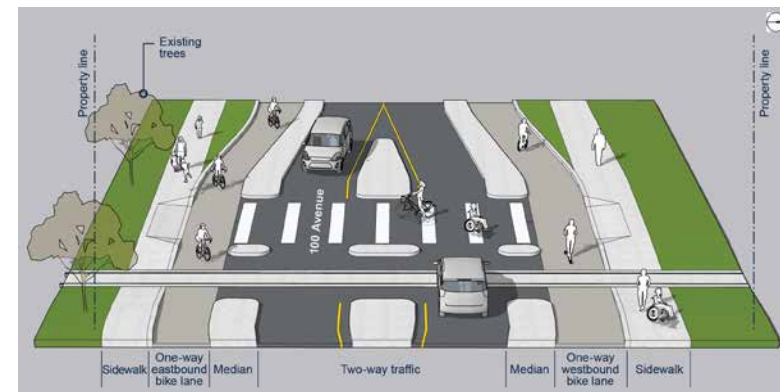
111 Street to 109 Street



View 3



View 4



OPTION 3: One-way bike lanes, one-way vehicle traffic (eastbound)

DESIGN INCLUDES:

- + No new public space added for improvements
- + One-way, district connector bike lanes with protective medians: Westbound on north side, eastbound on south
- + 109 Street intersection reconfiguration including new bike crossings to transition from one-way to two-way bike lanes
- + Two-way vehicle traffic: 116 Street and 115 Street, as exists
- + One-way eastbound vehicle traffic: 115 Street and 109 Street
- + A dedicated left turn lane at 116 Street westbound
- + 109 Street intersection reconfiguration including the removal of:
 - + Westbound through lane
 - + The eastbound dedicated right turn lane
- + Traffic calming measures as follows:
 - + A narrowed road width using treed medians between 115 Street and 116 Street
- + On-street parking on north side between 112 Street and 111 Street
- + New tree plantings on the north side, where feasible
- + A few tree removals on the south side (*replacement trees will be planted, where feasible*)

Benefits

- + Conflicts are reduced by providing separate spaces for people walking/rolling, biking and driving
- + 109 Street intersection reconfiguration provides a comfortable active transportation crossing
- + The one-way protected bike lanes:
 - + Provide a safe, all ages and abilities bike connection with physical medians or buffers that separate bike lane users from vehicle traffic
 - + Less conflict as people who drive (*turning vehicles*) need to look in only one direction for people who bike
 - + Are snow cleared by the City
- + One-way vehicle traffic:
 - + Reduces conflicts as people cross only one direction of traffic
 - + Discourages shortcutting
- + The narrowed road width encourages slower vehicle traffic
- + The dedicated left turn lane improves traffic flow at 116 Street by providing space for people who drive to wait to turn left without impeding through traffic
- + Maintains most of the on-street parking
- + Adds new trees while maintaining most of the existing trees

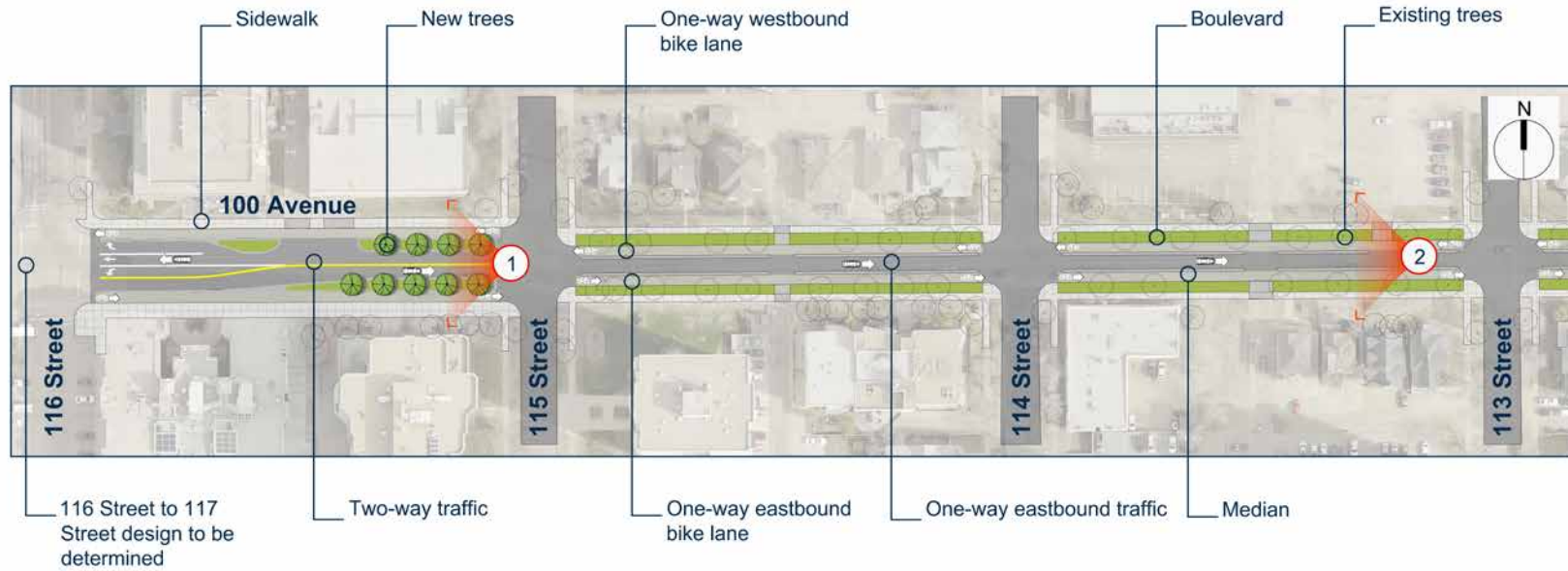
Tradeoffs

- + The change to one-way traffic direction and the removal of westbound vehicle traffic at 109 Street will require new traffic patterns for people who drive
- + The removal of the eastbound dedicated right turn lane and westbound through lane at 109 Street may cause traffic delays
- + One-way bike lanes are not consistent with the two-way bike lanes east of 109 Street
- + Requires removal of a few trees on the south side (*replacement trees will be planted, where feasible*)

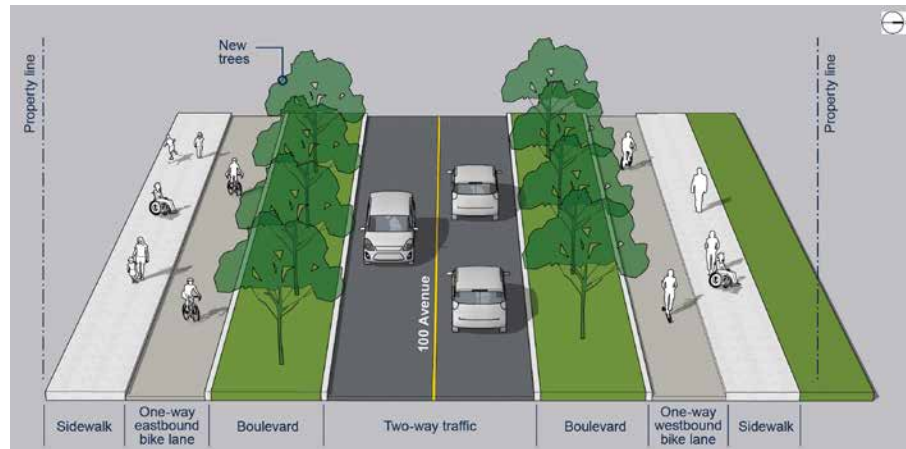
(D) 100 Avenue East: 116 Street to 109 Street

OPTION 3: One-way bike lanes, one-way vehicle traffic (eastbound)

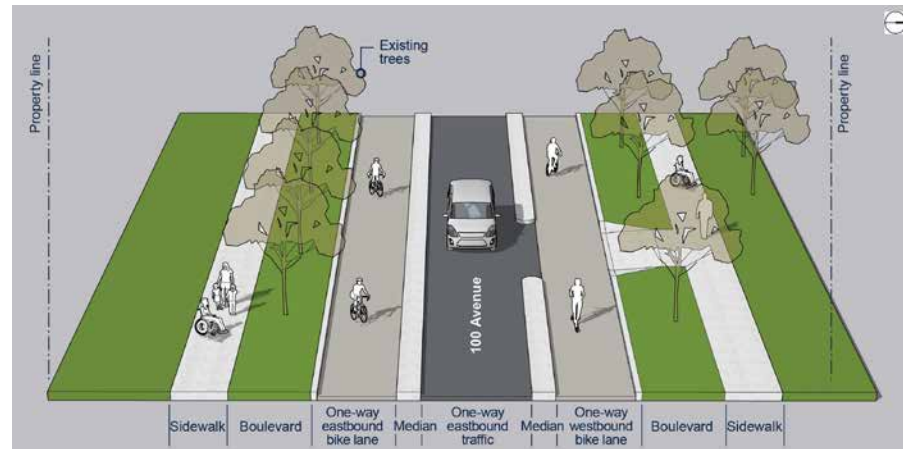
116 Street to 113 Street



View ①



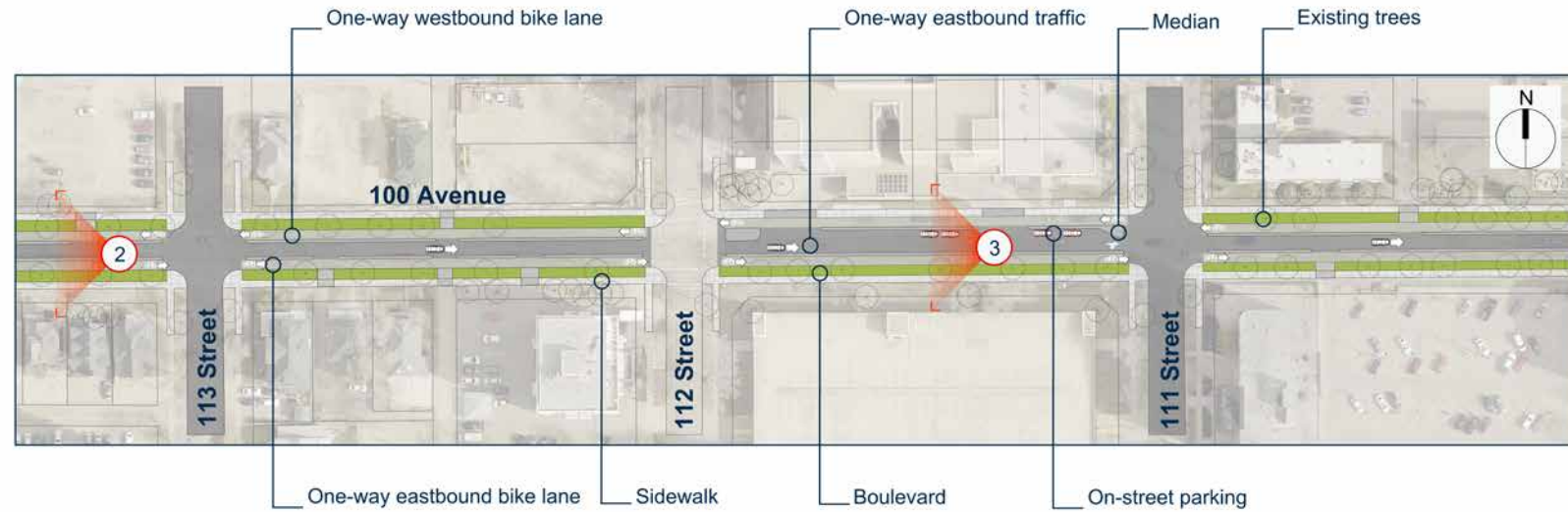
View ②



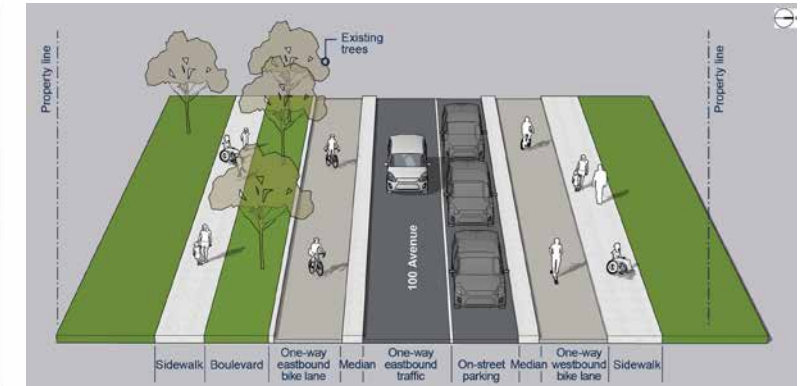
(D) 100 Avenue East: 116 Street to 109 Street

OPTION 3: One-way bike lanes, one-way vehicle traffic (eastbound)

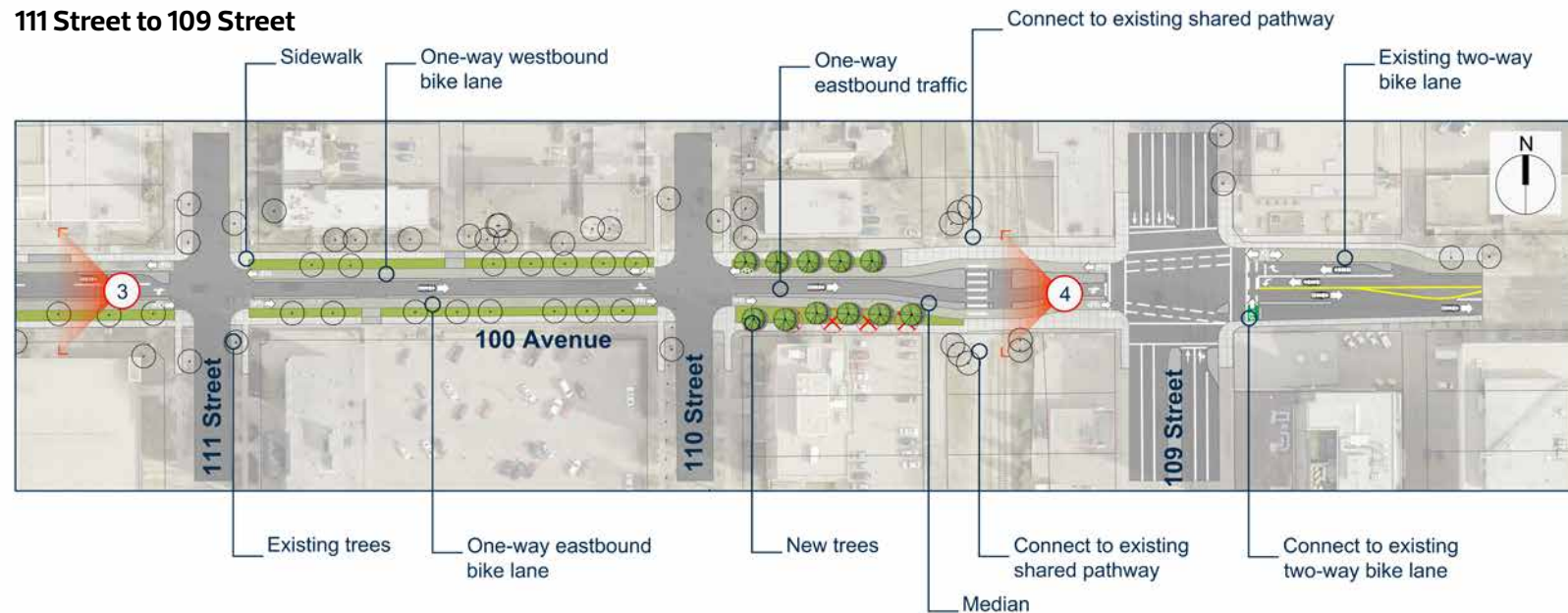
113 Street to 111 Street



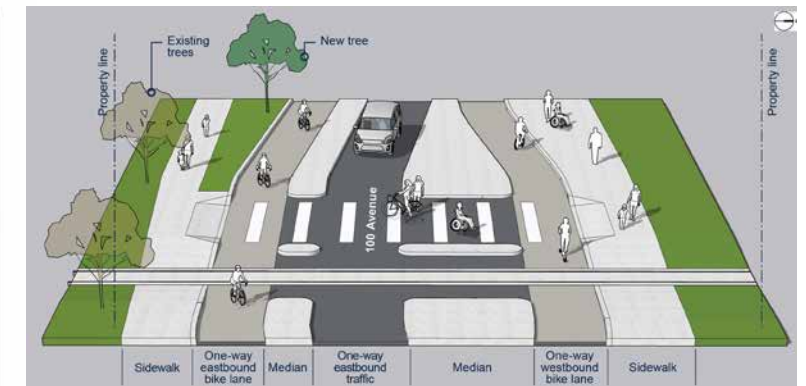
View 3



111 Street to 109 Street



View 4



OPTION 4: One-way bike lanes, two-way vehicle traffic, new trees

DESIGN INCLUDES:

- + No new public space added for improvements
- + A one-way, westbound district connector bike lane on the north side, with protective medians
- + A one-way, eastbound bike path next to the sidewalk on the south side (*visual and physical cues delineating the bike path from the sidewalk*)
- + A two-stage crossing between 110 Street and 109 Street
- + 109 Street intersection reconfiguration including new bike crossings to transition from one-way to two-way bike lanes
- + Two-way vehicle traffic
- + A dedicated left turn lane at 116 Street, westbound
- + 109 Street intersection reconfiguration requires the removal of the eastbound dedicated right turn lane
- + Traffic calming measures as follows:
 - + Raised crossings on the south side at:
 - + 114 Street
 - + 113 Street
 - + 112 Street
 - + 111 Street
- + On-street parking on the north side between 112 Street and 111 Street
- + New tree plantings on the north side, where feasible
- + Requires removal of some trees on the south side (*replacement trees will be planted, where feasible*)

Benefits

- + Conflicts are reduced by providing separate spaces for people walking/rolling, biking and driving
- + The two-stage crossing provides people a safe, mid-way place to wait so they can cross one direction of traffic at a time
- + 109 Street intersection reconfiguration provides a comfortable active transportation crossing
- + The one-way protected bike lanes and the bike path:
 - + Provide a safe, all ages and abilities bike connection with physical medians or buffers that separate bike lane users from vehicle traffic
 - + Are snow cleared by the City
- + Maintains most of the on-street parking
- + 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
- + Adds new trees while maintaining the existing trees on the north side

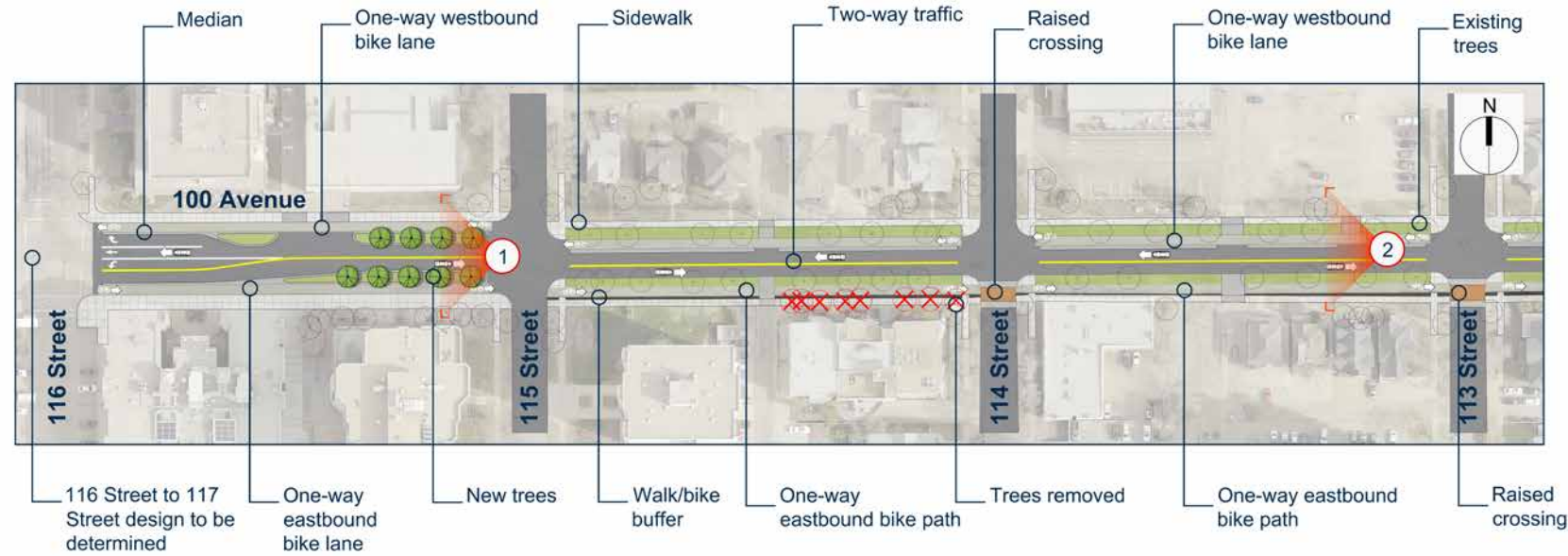
Tradeoffs

- + The bike path next to the sidewalk on the south side increases opportunity for conflicts between people who bike and people who walk/roll
- + One-way bike lanes and the bike path infrastructure is not consistent with the two-way bike lanes east of 109 Street (*eastbound bikes would need to cross at the two-stage crossing between 110 Street and 109 Street*)
- + The removal of the eastbound dedicated right turn lane and westbound dedicated left turn lane at 109 Street may cause traffic delays
- + There is no space for more left turn lanes to be added along the corridor (*without impacting trees*)
- + Requires removal of some trees on the south side (*replacement trees will be planted, where feasible*)

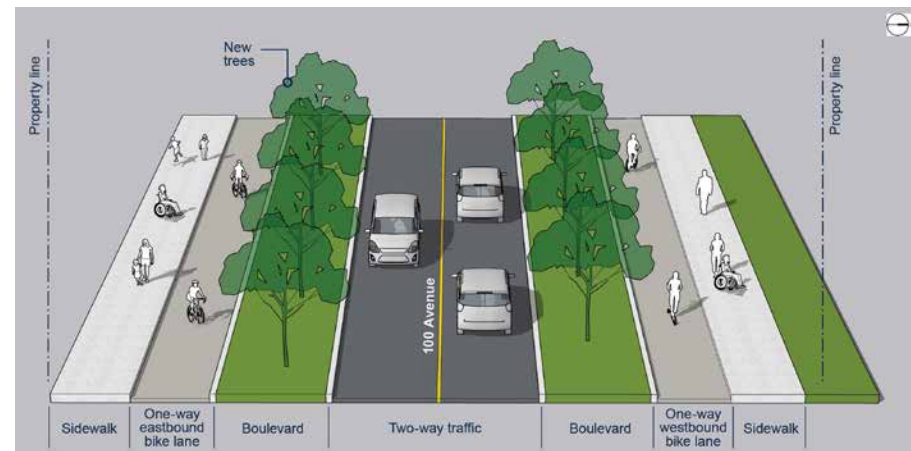
(D) 100 Avenue East: 116 Street to 109 Street

OPTION 4: One-way bike lanes, two-way vehicle traffic, new trees

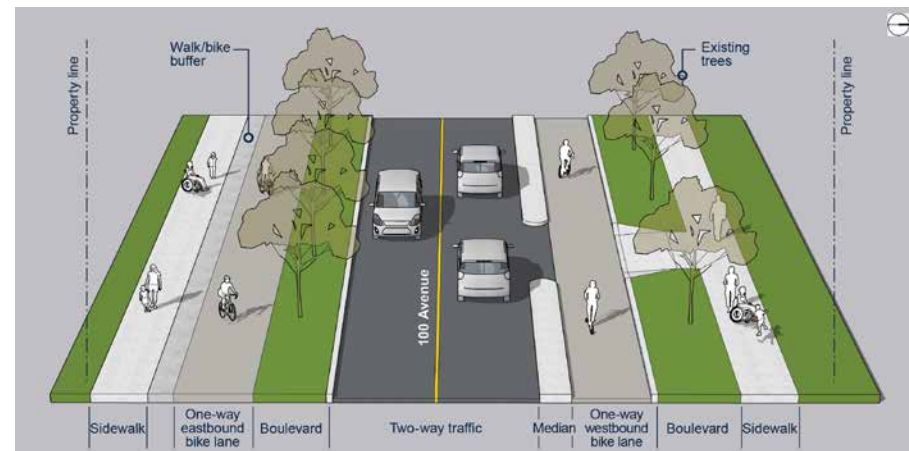
116 Street to 113 Street



View ①



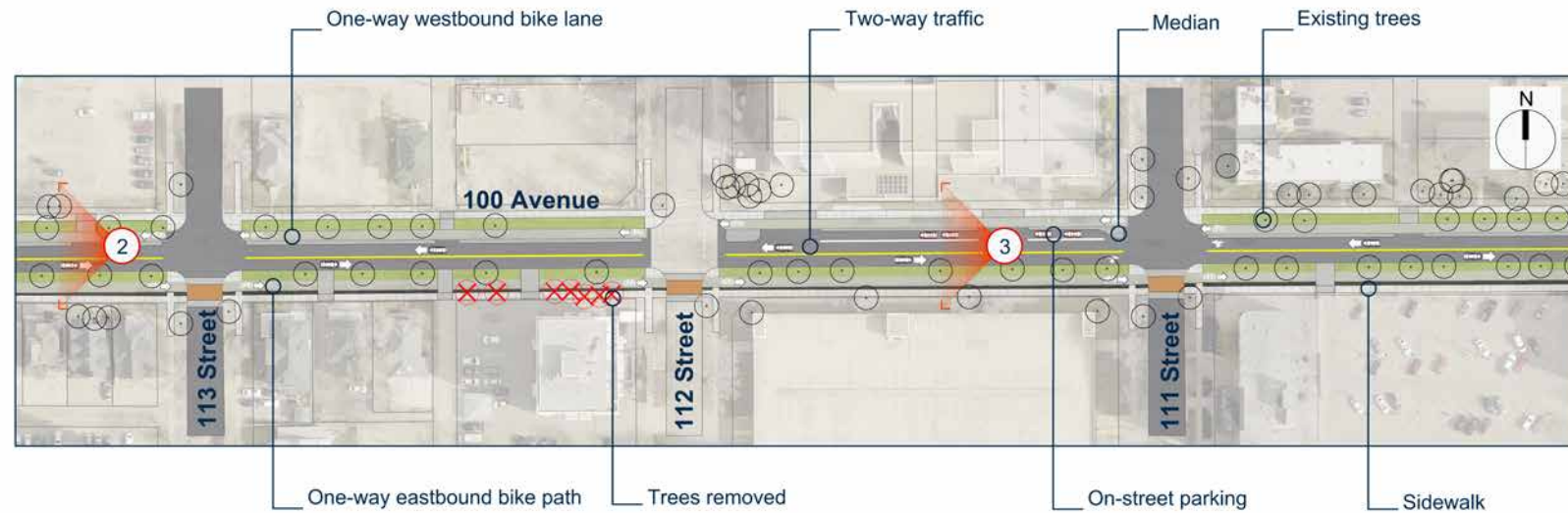
View ②



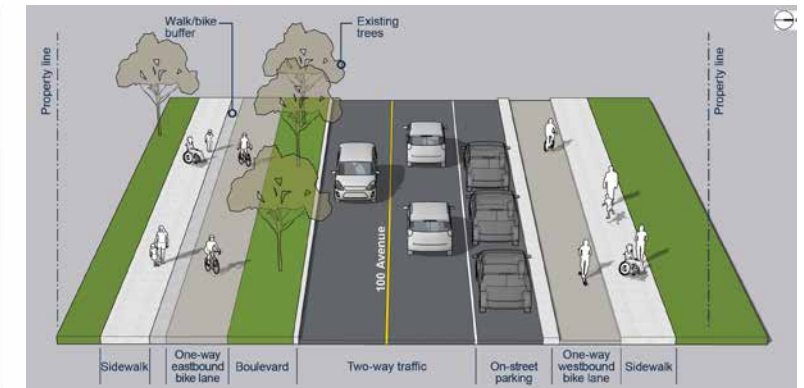
(D) 100 Avenue East: 116 Street to 109 Street

OPTION 4: One-way bike lanes, two-way vehicle traffic, new trees

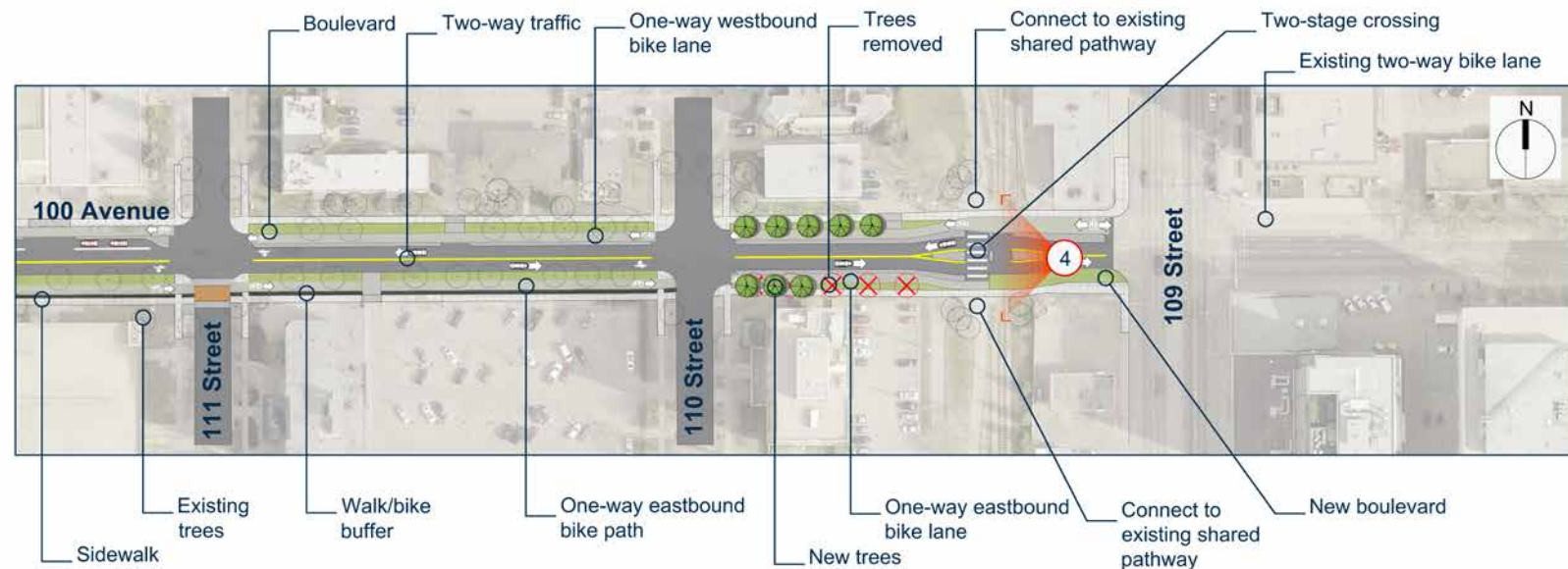
113 Street to 111 Street



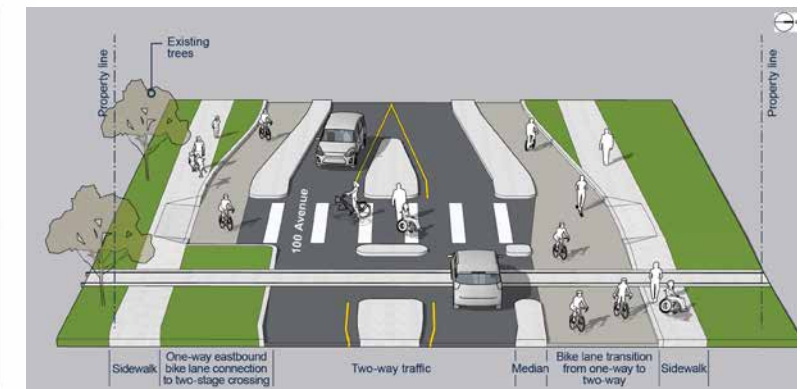
View 3



111 Street to 109 Street



View 4



(E) 111 Street: 104 Avenue to Jasper Avenue

Key design influences:

- + Safe Mobility Strategy supports the identification of traffic safety issues and the opportunities to redesign streets and crossings to be safe for all modes of transportation, including separating modes, designing to lower speeds and volumes, narrowing roadways and improving crossings
- + City Plan – The Neighbourhood Renewal Program contributes directly to several moves that support a future population of two million people
 - + Rebuildable City
 - Rebuild infrastructure in neighbourhoods to support and anticipate changing use by residents over the next 50 years
 - Make improvements to the public realm and active transportation network to support and anticipate increased sidewalk activity and improve quality of life as redeveloping areas densify and public infrastructure is more heavily used
- + A Community of Communities
 - Add missing links in the active transportation network and all ages and abilities infrastructure to provide safe and direct connections to district destinations
 - Add amenities such as seating, lighting and wayfinding to support all seasons, all ages and abilities use of the active transportation network
- + Inclusive and Compassionate
 - Add missing links in the active transportation network and all ages and abilities infrastructure to support transit and active transportation as a convenient, safe and cost effective choice
- + ConnectEdmonton provides direction to create new or renewed gathering spaces, adding trees in boulevards and open spaces and reallocating paved road as open space or boulevard
- + The completed work of Imagine Jasper Avenue



Share your thoughts!

Please review the design options and their benefits and tradeoffs in this booklet and complete the online survey between Thursday, November 14 and Friday, December 13.

[ONLINE SURVEY](#)

There are two design options being considered for 111 Street: 104 Avenue to Jasper Avenue

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

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

(E) 111 Street: 104 Avenue to Jasper Avenue

Design option comparisons

Details including maps, renderings and the benefits and tradeoffs of each design option follow this comparison chart.

	OPTION 1: Improved public space, two-way vehicle traffic	OPTION 2: Increased and improved public space, one-way and two-way vehicle traffic
Public spaces May include improvements such as green areas, new trees, sidewalk connections, landscaping and street furniture	+ A slight increase in new public space available for improvements	+ A significant increase in new public space available for improvements
Active transportation walking/rolling, biking	+ A two-stage crossing (east-west) at 102 Avenue and 111 Street + Completes the missing sidewalk link on the west side south of 104 Avenue	+ Completes the missing sidewalk link on the west side south of 104 Avenue
Vehicle traffic direction	+ Two-way vehicle traffic, as exists	+ Two-way vehicle traffic: 104 Avenue to 103 Avenue + One-way vehicle traffic northbound: 103 Avenue to alley south of 102 Avenue + Two-way vehicle traffic: Alley south of 102 Avenue to Jasper Avenue
Traffic calming measures	+ A raised crossing at 103 Avenue + Curb extensions at most intersections, if feasible	+ A raised intersection at 102 Avenue + A raised crossing at 103 Avenue + Curb extensions at most intersections, if feasible
Parking	+ On-street parallel parking as follows: + Both sides - 104 Avenue to Jasper Avenue + East side - 103 Avenue to Jasper Avenue (<i>changes to parallel</i>) + Removes approximately 30 per cent of the on-street parking	+ On-street parking as follows: + Both sides - 104 Avenue to Jasper Avenue + East side - 103 Avenue to Jasper Avenue (<i>changes to parallel</i>) + Removes approximately 30 per cent of the on-street parking
Trees New trees planted in improved growing conditions (i.e., soil cells)	+ Some tree removal required (<i>replacement trees will be planted, where feasible</i>)	+ Two new rows of trees planted on the west side + Additional new trees planted, where feasible

*Two stage crossing: Provide people a mid-way safe place to wait so they can cross one direction of traffic at a time

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

DESIGN INCLUDES:

- + A slight increase in new public space available for improvements
- + A two-stage crossing at 102 Avenue and 111 Street
- + Completion of missing sidewalk link on the west side south of 104 Avenue
- + Two-way vehicle traffic, as exists
- + Traffic calming measures, as follows:
 - + A raised crossing at:
 - + 103 Avenue
 - + Curb extensions at most intersections, if feasible
- + On-street parallel parking as follows:
 - + 104 Avenue to Jasper Avenue: Both sides
 - + 103 Avenue to Jasper Avenue: East side (changes to parallel)
- + Removes approximately 30 per cent of the on-street parking
- + Some tree removal required, new trees planted, where feasible

Benefits

- + Provides public space for improvements such as new trees, wider sidewalks, landscaping, street furniture
- + The two-stage crossing provides people a safe, mid-way place to wait so they can cross one direction of traffic at a time
- + Parallel parking reduces conflicts (no reverse movement)
- + Curb extensions:
 - + Encourage slower traffic
 - + Shorten the crossing distance and improve visibility of people crossing the street
 - + Prevent parking too close to the intersection or crosswalk
 - + Create an opportunity for beautification and landscaping
- + 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

Tradeoffs

- + Provides less public space for improvements than Option 2
- + A two-stage crossing at 102 Ave will not allow eastbound vehicles on 102 Avenue to turn left onto 111 Street
- + Removes approximately 30 per cent of on-street parking
- + Raised crossings:
 - + May cause discomfort for people who bike while crossing
 - + May cause braking and accelerating traffic noise
- + Some tree removal required (*replacement trees will be planted, where feasible*)

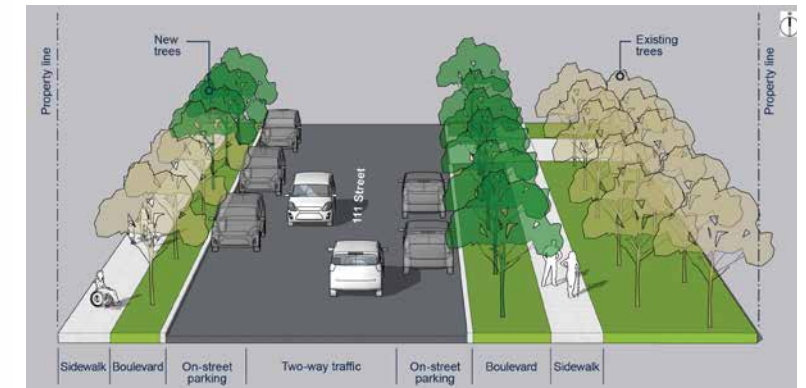
(E) 111 Street: 104 Avenue to Jasper Avenue

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

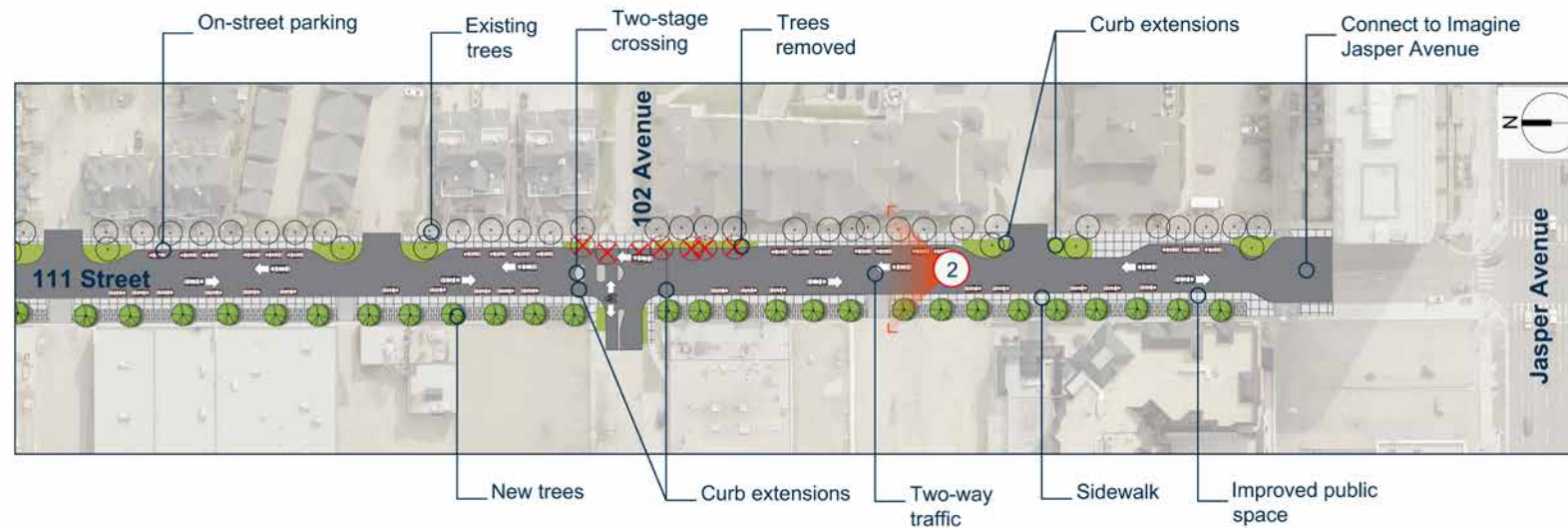
104 Avenue to 102 Avenue



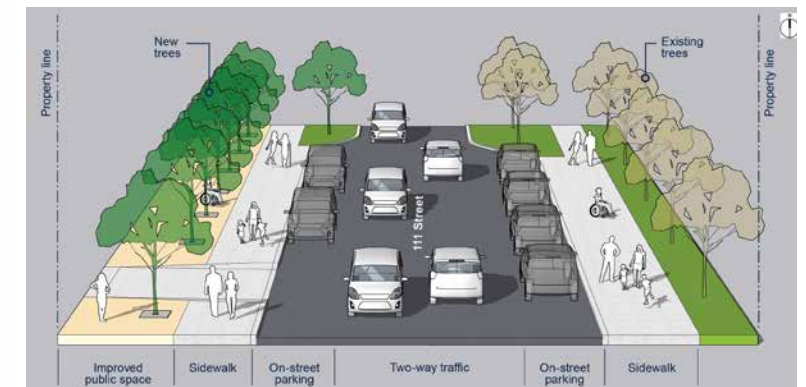
View ①



102 Avenue to Jasper Avenue



View ②



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

DESIGN INCLUDES:

- + A significant increase in new public space available for improvements
- + Completion of the missing sidewalk link on the west side south of 104 Avenue
- + Two-way vehicle traffic: 104 Avenue to 103 Avenue
- + One-way vehicle traffic northbound: 103 Avenue to alley south of 102 Avenue
- + Two-way vehicle traffic: Alley south of 102 Avenue to Jasper Avenue
- + Traffic calming measures as follows:
 - + A raised intersection at 102 Avenue
 - + A raised crossing at 103 Avenue
 - + Curb extensions at most intersections, if feasible
- + On-street parking as follows:
 - + Both sides – 104 Avenue to Jasper Avenue
 - + East side (changes to parallel) – 103 Avenue to Jasper Avenue
- + Removes approximately 30 per cent of the on-street parking
- + New trees planted, where feasible

Benefits

- + Provides more public space than Option 1 for improvements such as new trees, wider sidewalks, landscaping, street furniture
- + One-way vehicle traffic:
 - + Reduces conflicts as people cross only one direction of traffic
 - + Discourages shortcutting
- + Parallel parking reduces conflicts (*no reverse movement*)
- + Curb extensions:
 - + Encourage slower traffic
 - + Shorten the crossing distance and improve visibility of people crossing the street
 - + Prevent parking too close to the intersection or crosswalk
 - + Create an opportunity for beautification and landscaping
- + Raised intersections and 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
- + Provides two new rows to improve the user experience by adding greenery, shade and wind breaks

Tradeoffs

- + Change to one-way vehicle traffic direction requires new traffic patterns for people who drive and people who bike
- + Removes approximately 30 per cent of the on-street parking
- + Raised crossings:
 - + May cause discomfort for people who bike while crossing
 - + May cause braking and accelerating traffic noise

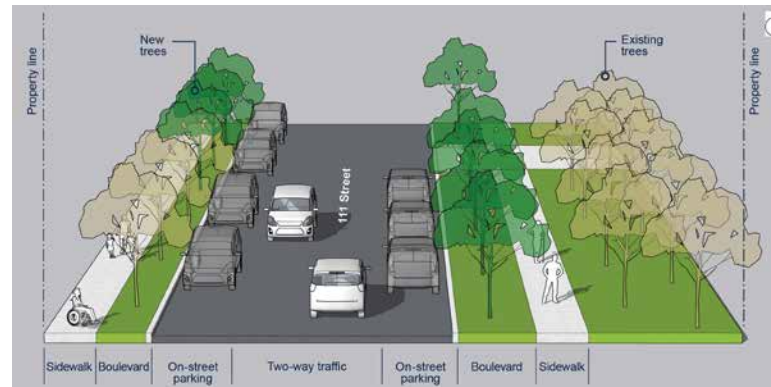
(E) 111 Street: 104 Avenue to Jasper Avenue

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

104 Avenue to 102 Avenue



View 1



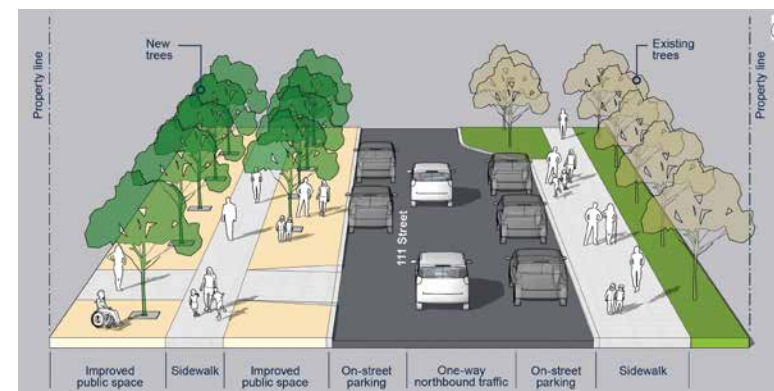
(E) 111 Street: 104 Avenue to Jasper Avenue

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

102 Avenue to Jasper Avenue



View 2



Rendering A

