

# BIKING

## Proposed changes:

The proposed Garneau bike network plan will provide a consistent bike connection north-south along 110 Street from the 76 Avenue bike lane to the Saskatchewan Drive shared-use path, and provide east-west connections to and from 109 Street. It will also connect the 83 Avenue bike lane to 112 Street.

Location	Bike Lane Type
<a href="#">80 Avenue between 109 and 110 Street*</a>	Painted and shared-use road
<a href="#">81 Avenue between 109 and 110 Street*</a>	Painted and shared-use road
<a href="#">84 Avenue between 111 and 112 Street*</a>	Protected on-street
86 Avenue between 110 Street and Garneau School - north side	Shared-use path
<a href="#">88 Avenue between 109 Street and 110 Street*</a>	Protected raised
<a href="#">90 Avenue east of 110 Street*</a>	Shared-use road and shared-use path
<a href="#">110 Street from 76 Avenue to Saskatchewan Drive*</a>	Protected on-street
<a href="#">111 Street between 83 and 84 Avenue*</a>	Protected on-street
Rail Trail (south side of rail corridor 107 to 109 Street)	Shared-use path

\*Click to go directly to details



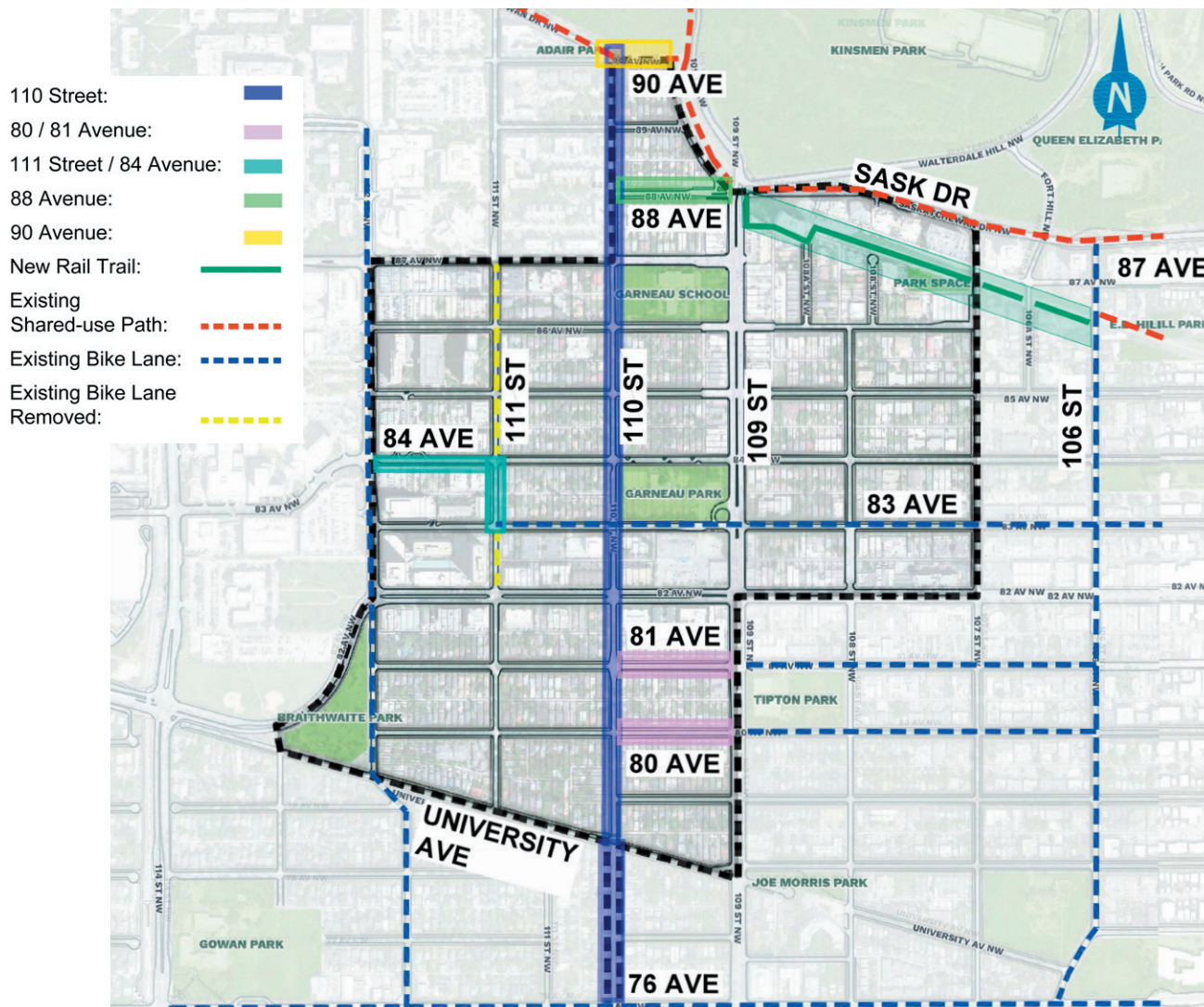
### Biking input opportunity

Please review the bike plans on the following pages and tell us what you think in our online survey.

*(continued on next page)*

[Click here for bike lane definitions](#)

## Garneau's new bike network



### What we heard about biking in Garneau:

- + People support the addition of safe, consistent bike lanes connecting to key destinations and other biking routes.
- + People want the City to consider tree preservation, on-street public parking needs, and accessibility needs of residents located near bike lanes.

# BIKING

## 110 Street bike lane – Saskatchewan Drive to 76 Avenue

### Proposed changes:

110 Street will be the location of a protected, on-street, two-way bike lane directly linking the Saskatchewan Drive shared-use path and the 76 Avenue bike lane.



View a video mock up of  
the 110 Street bike lane

### The 110 Street bike lane decision – Why not 109 Street?

A Council directed feasibility study of 109 Street bike lanes showed that while protected bike lanes are feasible on 109 Street between Saskatchewan Drive and 76 Avenue, they are not in alignment with the 2009 Bike Transportation Plan and 2016 Main Streets Guideline. The policies support a network for “all ages and abilities” and the busy 109 Street road was found not best suited as it is a high volume traffic arterial with many conflict points. Council accepted the report and the City was tasked with implementing a bike lane along 110 Street.

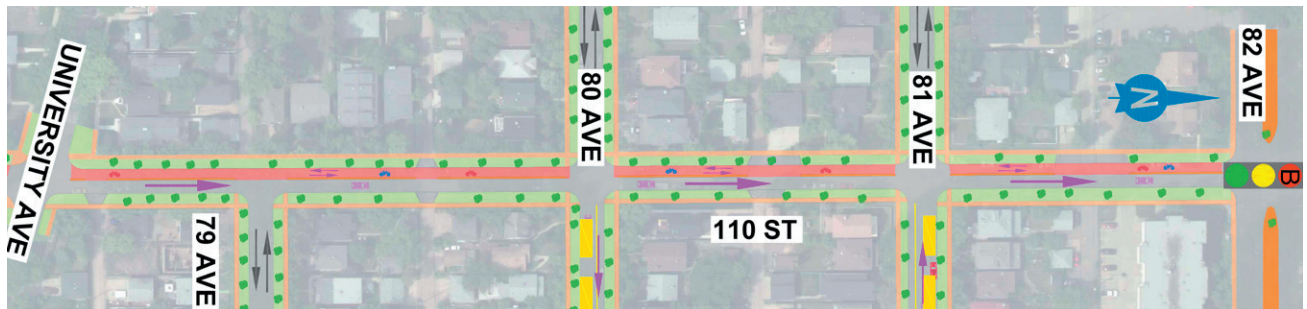
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# 110 Street bike lane

## 76 AVENUE TO UNIVERSITY AVENUE



## UNIVERSITY AVENUE TO 82 AVENUE



## 82 AVENUE TO 85 AVENUE



- NEW TWO-WAY PROTECTED BIKE LANE:  EXISTING BIKE LANE:  BIKE CONNECTION TO QUEEN ALEXANDRA: 
- EXISTING TREES:  PARKING:  NEW BIKE SIGNAL: 
- NEW ONE-WAY TRAFFIC:  EXISTING TRAFFIC DIRECTION: 

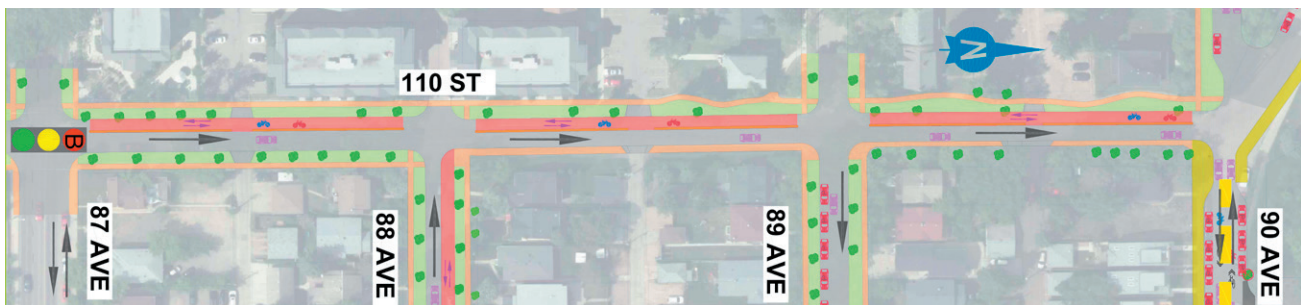
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# 110 Street bike lane

## 85 AVENUE TO 87 AVENUE



## 87 AVENUE TO 90 AVENUE



- NEW TWO-WAY PROTECTED BIKE LANE:
- BIKE CONNECTION TO HIGH LEVEL BRIDGE:
- EXISTING TRAFFIC DIRECTION:
- NEW SHARED-USE PATH:
- EXISTING TREES:
- PARKING:
- NEW BIKE SIGNAL:

### PROTECTED, ON-STREET, TWO-WAY BIKE LANE



# BIKING

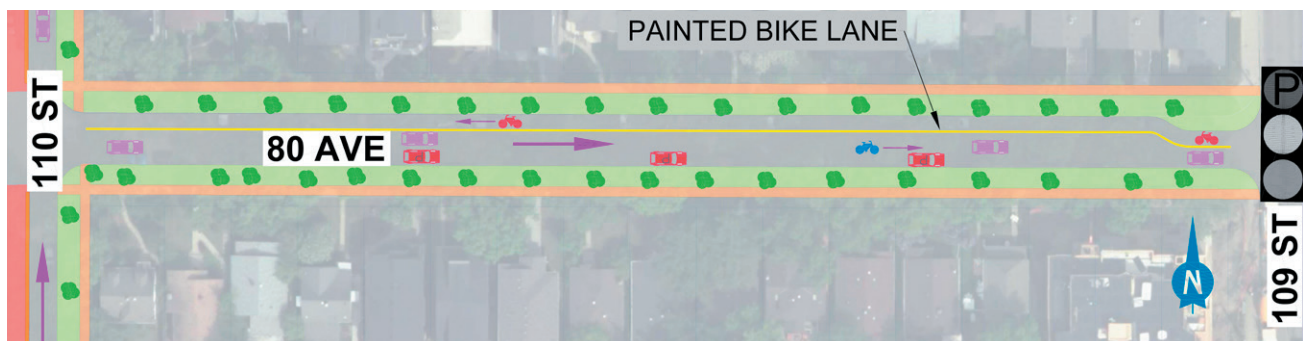
## 80 and 81 Avenue bike lane connectors

### Proposed changes:

80 Avenue and 81 Avenue will each provide a connection between the 110 Street bike lane and 109 Street. 80 Avenue will be contraflow painted westbound with shared-use road eastbound; 81 Avenue will be contraflow painted eastbound with shared-use road westbound. These lanes are consistent with the existing lanes east of 109 Street in Queen Alexandra.

Traffic direction on 80 Avenue will change to one way eastbound and on 81 Avenue to one way westbound. Public parking will be retained on the south side of 80 Avenue and the north side of 81 Avenue.

#### 80 AVENUE

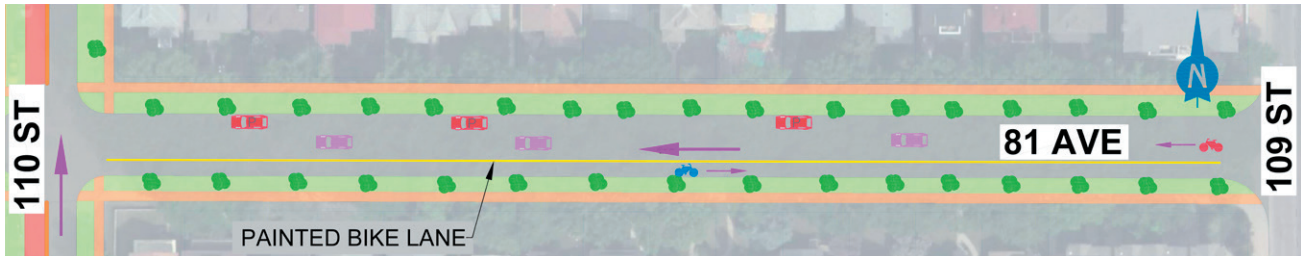


NEW TRAFFIC DIRECTION: EXISTING PEDESTRIAN ACTIVATED SIGNAL:

PARKING:

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### 81 AVENUE



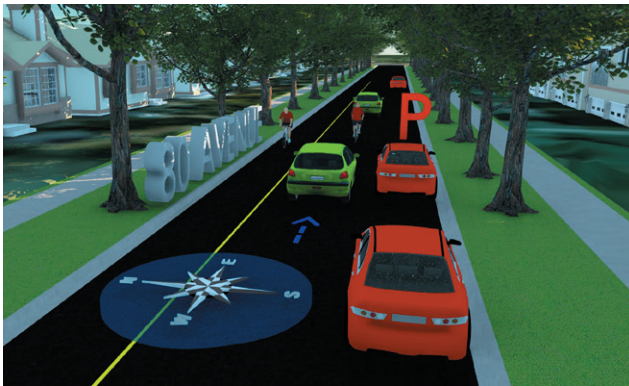
NEW TRAFFIC DIRECTION:



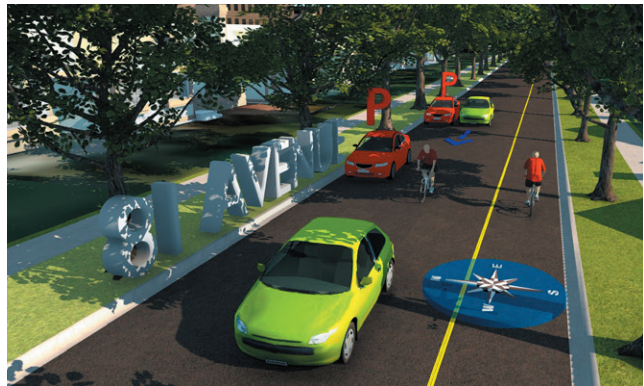
PARKING:



### 80 AVENUE



### 81 AVENUE



### PAINTED AND SHARED-USE ROAD BIKE LANES



# BIKING

## 111 Street and 84 Avenue connecting the 83 Avenue bike lane to 112 Street

### Proposed changes:

The existing 83 Avenue protected, on-street bike lane will continue its connection to 112 Street via 111 Street and 84 Avenue.



- NEW TWO-WAY PROTECTED BIKE LANE:  EXISTING BIKE LANE:  PARKING: 
- EXISTING TRAFFIC DIRECTION:  EXISTING TREES: 
- EXISTING AMBER FLASHER:  EXISTING TRAFFIC SIGNAL: 

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**PROTECTED, ON-STREET BIKE LANE**



# BIKING

## 88 Avenue bike lane connector

### Proposed changes:

88 Avenue will provide a connection between the 110 Street bike lane and 109 Street, with a protected, raised, two-way bike lane.

Some public parking will be retained on the north side in front of the commercial area.



NEW TWO-WAY PROTECTED BIKE LANE: EXISTING TRAFFIC DIRECTION:

BIKE PARKING RACK: PARKING: EXISTING TREES:

EXISTING TRAFFIC SIGNAL:

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**PROTECTED, RAISED, TWO-WAY BIKE LANE**



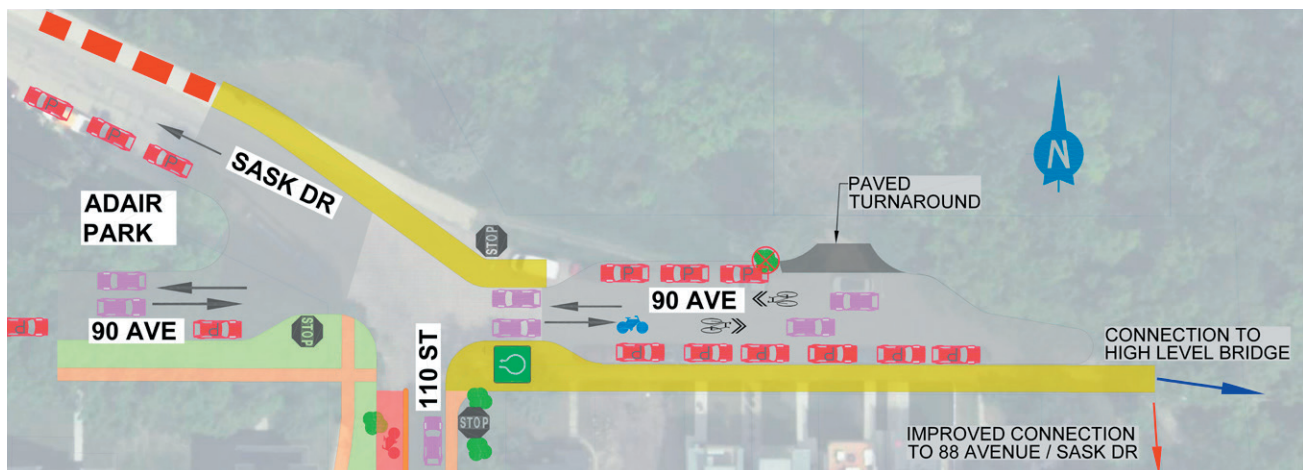
# BIKING

## 90 Avenue bike lane connector

### Proposed changes:

On 90 Avenue (east of 110 Street), a shared-use road will provide a connection between the Saskatchewan Drive shared-use path and destinations east such as the High Level Bridge.

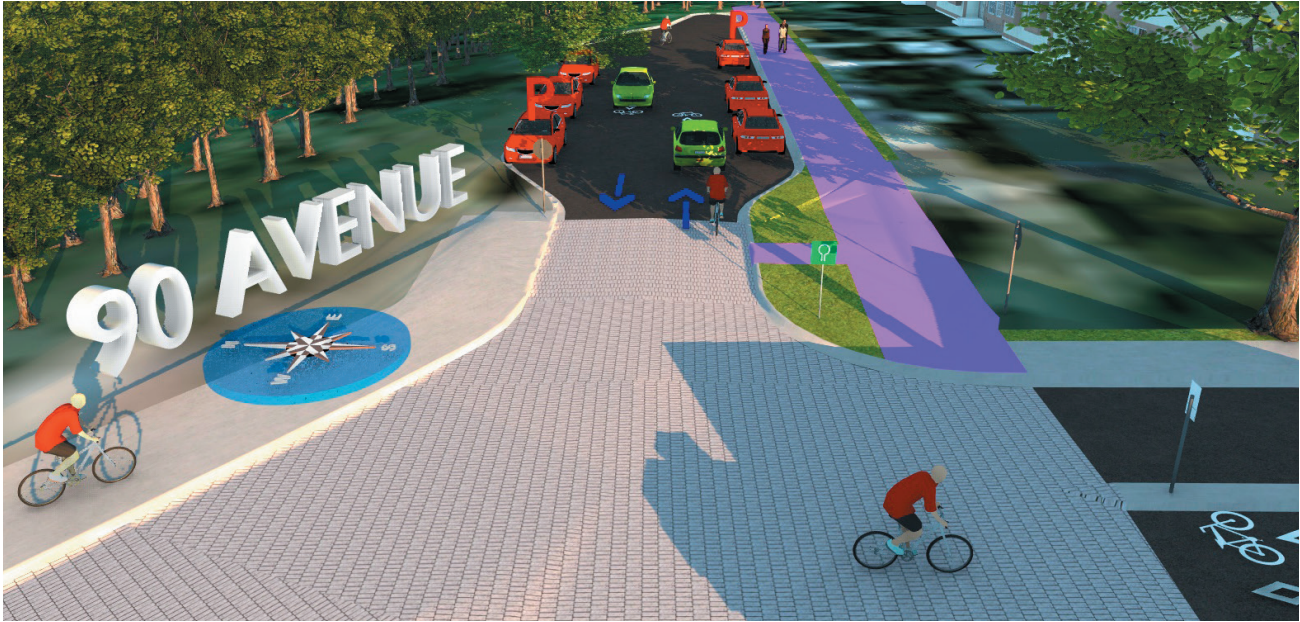
A shared-use path will be added on the south side of 90 Avenue.



- NEW TWO-WAY PROTECTED BIKE LANE:
- NEW SHARED-USE PATH:
- NEW CUL DE SAC SIGN:
- SHARED-USE ROAD:
- EXISTING TRAFFIC DIRECTION:
- EXISTING STOP SIGN:
- PARKING:
- EXISTING TREE REMOVED:
- EXISTING SHARED-USE PATH:

*(continued on next page)*

**SHARED-USE ROAD AND SHARED-USE PATH**



**Just Bikes input opportunity**

Once you have had the opportunity to review all the bike plans, please tell us what you think in our online survey.

# JUST BIKES

## Input opportunities

Bike lanes can change how residents live in their neighbourhood and use their streets. In some locations, residents will experience a reduction in public parking and/or raised medians near their properties.

To help accommodate these changes, residents can suggest locations where it may be beneficial to add:

- Parking bays (110 Street, 111 Street, 88 Avenue)
  - Loading zones (110 Street, 111 Street, 88 Avenue)
  - Mid-block crossings (110 Street, 84 Avenue)
- + **Parking bays:** Available for resident and visitor parking but it may be occupied when delivery vehicles need it.
- + **Loading zones:** Available for delivery vehicles or short term stays but would not be available for long term resident or visitor parking.

Note: Boulevard tree removal may be required to accommodate parking bays or loading zones.

**Mid-block crossings:** In locations where a protected, on-street bike lane includes a protective raised median, residents may suggest locations for breaks in the infrastructure, or mid-block crossings to aid in accessibility.