

The background is a stylized illustration of a residential street in winter. It features several bare trees with intricate branch structures, snow-covered lawns, and houses with gabled roofs. The overall color palette is muted, with greys, browns, and soft blues, creating a serene and quiet atmosphere.

Dedicated Bike Lane for 110 Street North of 76 Avenue

part of the Garneau Neighbourhood Renewal Plan

A Proposed Cost Saving Alternative

presented by Mark Stephens on behalf of

The McKernan and Garneau for All Coalition

Edmonton City Council Meeting, December 3, 2020

McKernan and Garneau for All

- Who we are
 - A coalition of Garneau and McKernan residents advocating for a safe and inclusive community based on a commuting and accessibility plan that addresses the diverse needs of families and individuals of all ages and abilities
 - Supporters of expanded bicycle use and the development of supporting infrastructure
 - Seekers of a balanced approach that fairly addresses the sometimes-conflicting needs and desires of commuters and residents
 - Cognizant of the financial burden that COVID-19 is placing on the City of Edmonton

The Issue To Be Addressed

The 110 Street redevelopment plan - as proposed in the current Garneau Neighbourhood Renewal Plan for 2021

- Two-way bike lane separated from car traffic by concrete median
- Car traffic converted to one-way northbound
- All street parking eliminated
- The ongoing concern
 - The current design presents significant resident, visitor and home support service accessibility problems

The Alternative Plan

as proposed by McKernan and Garneau for All

- The goal: operate 110 Street as a shared use street
 - Pedestrians and cyclists can use the street for travel in both directions
 - Cars restricted to northbound travel only
 - Install loading zones as needed
 - Accommodate street parking on one side
 - Prioritize snow removal
- How to achieve goal: simple changes to current street renewal plan
 - Delete median curb separating bike lanes from traffic lane
 - Delete sidewalks on both sides of the street
 - Install simple traffic calming measures (e.g. speed bumps) for a target speed of 20 km/h
- How to evaluate outcome: monitor operation for two years
 - If operation proves satisfactory – leave as is
 - If not – install curbs and sidewalks as originally planned / remove parking / install signage

The Alternative Plan

as proposed by McKernan and Garneau for All

- Advantages of alternative configuration of 110 Street
 - Enhanced livability
 - Neighborhood resident home accessibility and street traversability concerns addressed
 - Lower cost
 - Save or at least defer the significant cost of separation medians and sidewalks