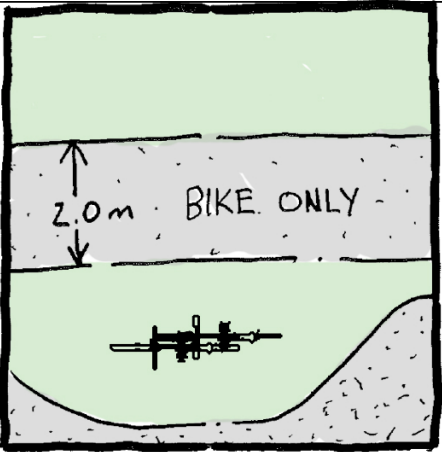


Proposed 83 Avenue Bicycle Boulevard - Possible Route Features



SEPARATED CONTRA-FLOW

- 83 Avenue will be one-way eastbound (may be two-way crossing rail tracks)
- allows safe interaction with on-coming traffic
- design should also apply to 110 and 111 Streets



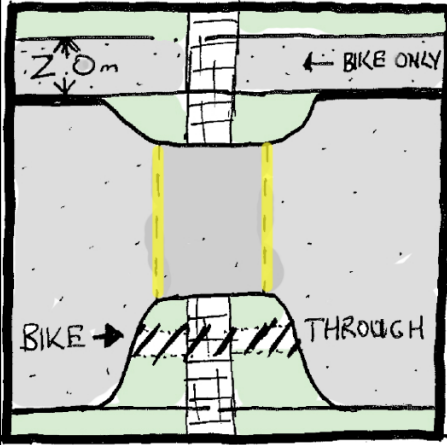
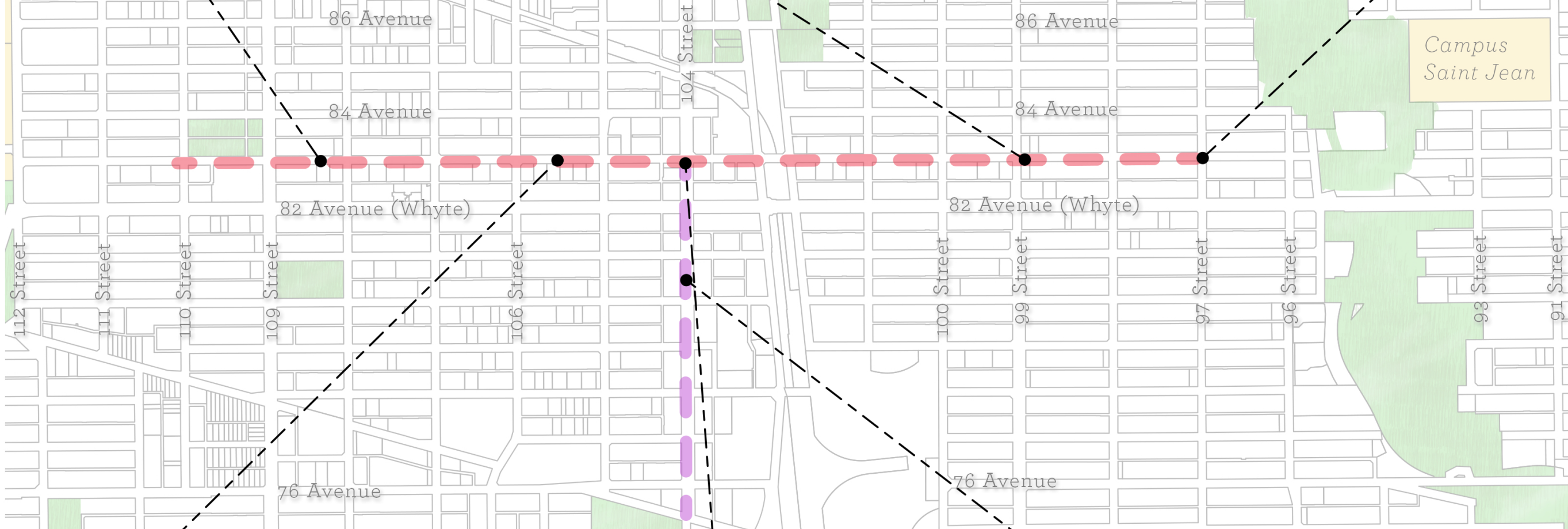
CURB BULBS WITH BIKE PARKING

- reduces traffic speed
- incorporates convenient bike parking into route design
- increases visibility of street as a Bicycle Boulevard



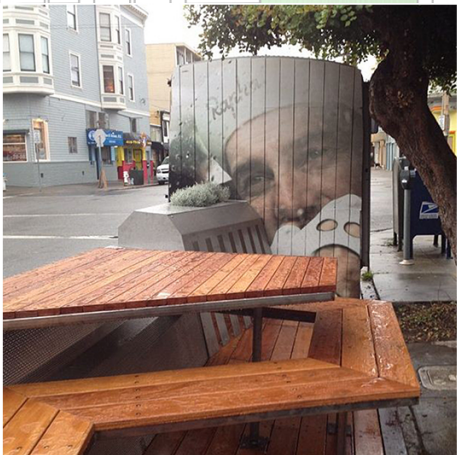
SINGLE LANE TRAFFIC CIRCLE

- use where 83 Avenue meets existing bike routes
- must design contra-flow bike lane into traffic circle
- planting adds to community aesthetic and ownership of space



MID-BLOCK CROSSINGS

- reduces traffic speed
- design to allow cyclists to 'travel through'
- reduces Jaywalking if designed well
- supports 'retail' use of 83 Avenue, if ever pursued



ROADSIDE BIKE PARKLET

- highlights two important cycle routes
- connects cycle infrastructure and placemaking
- option to be movable (to Whyte Ave for special events)

ENLARGED SIDEWALK

- 104 Street contra-flow lane closed to traffic allows for two-way cycle track & more sidewalk space
- additional pedestrian space for events and festivals
- opportunity to encourage pedestrian-oriented development south of Whyte Ave

WAYFINDING SIGNAGE

- priority at each end of 83 Avenue: to University LRT & Mill Creek crossing
- use to connect to neighbourhoods south & east