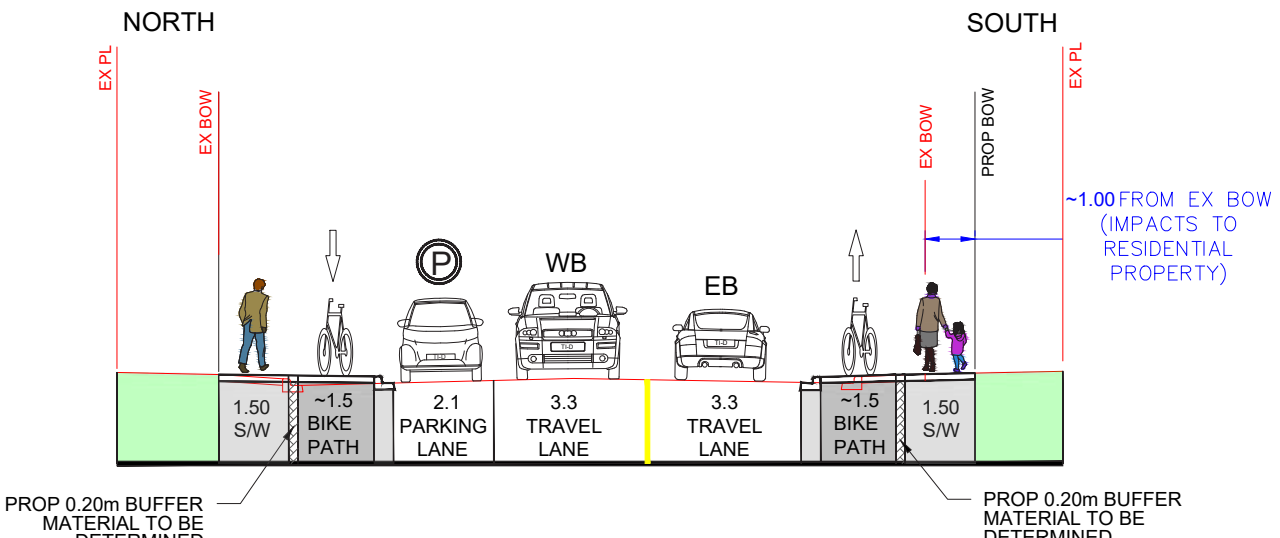
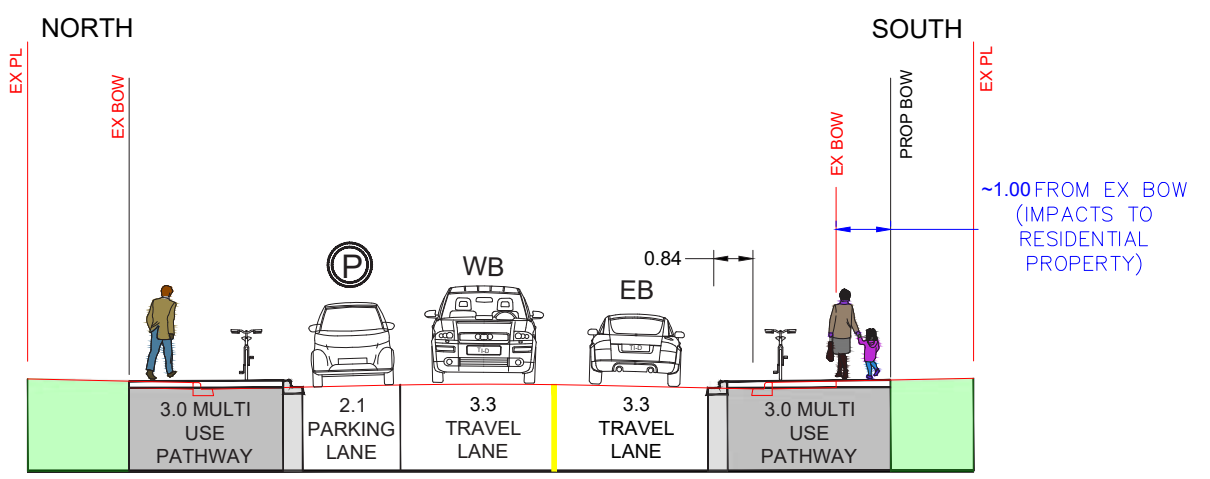


24 Avenue N.W. - Preferred design options

<p>Legend:</p> <p>Existing —</p> <p>Proposed —</p> <p>Asphalt </p> <p>Concrete </p>	<p>Option #1</p> 	<p>Option #2</p> 
<p>Design description</p>	<ul style="list-style-type: none"> New sidewalks next to bike paths (with a buffer between the sidewalk and the bike path) Parking on one side 	<ul style="list-style-type: none"> New multi-use pathway on both sides Parking on one side
<p>Safety</p>	<ul style="list-style-type: none"> Wider sidewalks Curb extensions and bike paths shorten crossing distance Improved pavement markings, signs and signals make it easier and safer for people to cross 24 Ave Dedicated space for people who walk and wheel (people who cycle, use scooters, use skateboards, use in-line skates) Greater separation between the sidewalk and the traffic lane 	<ul style="list-style-type: none"> People who walk and wheel are separated from traffic Curb extensions shorten crossing distance Bi-directional pathways mean people who wheel may be moving in an unexpected direction for motorists, with an increased risk of right or left-hook collisions Risk of collision on multi-use pathway between users travelling in opposite directions, or between people who walk and wheel
<p>Ease of travel</p>	<ul style="list-style-type: none"> Dedicated space for people who walk, wheel and drive Number of travel lanes does not change; roadway operates as it currently do for people driving 	<ul style="list-style-type: none"> People walking and wheeling have a shared space away from motor-vehicle traffic, with bi-directional, multi-modal travel permitted on both sides of 24 Ave Number of travel lanes does not change - the roadway operates as it currently does for people driving People walking and wheeling have a shared space away from motor vehicle traffic, with bi-directional, multi-modal travel permitted on both sides of 24 Ave Number of travel lanes does not change - the roadway operates as it currently does for people driving
<p>Parking</p>	<ul style="list-style-type: none"> Parking consolidated on one side of the road with a priority on maintaining parking for houses that front onto 24 Ave, and also maximizing the number of remaining parking spots Parking restrictions and other parking management strategies can be applied to balance the needs of residents and visitors parking on 24 Ave and on side streets 	<ul style="list-style-type: none"> Parking consolidated on one side of the road, with a priority on maintaining parking for houses that front onto 24 Ave Parking restrictions and other parking management strategies can be applied to balance the needs of residents and visitors parking on 24 Ave and on side streets
<p>Streetscape</p>	<ul style="list-style-type: none"> Width of roadway will be narrower - more space available for people walking and wheeling Combined width of the sidewalk and bike path is more than 3.0m - makes for a more pleasant walking and wheeling environment As development occurs, it will be possible to add street furniture and make other improvements to the streetscape 	<ul style="list-style-type: none"> Opportunities exist for the addition of street furniture and other streetscape improvements adjacent to development Multi-use pathways increase the space allocated to non-vehicular users on one side of the road
<p>Trees</p>	<ul style="list-style-type: none"> Design minimizes impacts to mature trees Some impacts to trees at different locations 	<ul style="list-style-type: none"> Design minimizes impacts to mature trees Trees can be included at development sites
<p>Property impacts</p>	<ul style="list-style-type: none"> All work will be done on public road right-of-way ~ 1m of additional space will be required on one side of the street Some retaining walls, driveways and stairs will need to be reconstructed, and some landscaping will need to be redone 	<ul style="list-style-type: none"> All work will be done on public road right-of-way ~ 1m of additional space will be required on one side of the street Some retaining walls will need to be rebuilt, some driveways and stairs will need to be reconstructed, and some landscaping will need to be redone
<p>Winter maintenance</p>	<ul style="list-style-type: none"> Residents will be responsible for clearing the sidewalk next to their property, just as it is now The City will be responsible for clearing the bike path Additional space for snow storage will be available next to the bike path Road will be narrower - means less snow will accumulate and be pushed into windrows With parking on only one side, it will be easier for City crews to keep the roadway clear of snow Where there is no on-street parking, larger City equipment may be able to clear the bike path from the travel lane 	<ul style="list-style-type: none"> Residents will be responsible for clearing half of the multi-use pathway The City will be responsible for clearing the remainder of the pathway Additional space for snow storage will be available at the edge of the pathway The road will be narrower - meaning less snow will accumulate and be pushed into windrows
<p>Cost/Scope</p>	<ul style="list-style-type: none"> Medium-High (\$\$\$) Requires construction on both sides of the roadway (in addition to roadway resurfacing) 	<ul style="list-style-type: none"> Medium-High (\$\$\$) Requires construction on both sides of the roadway (in addition to roadway resurfacing)
<p>Accessibility</p>	<ul style="list-style-type: none"> Bike paths will provide a safe, smooth and direct way to travel along 24 Ave without encroaching on the sidewalks Wheelchair ramps and crosswalks will make it easier for people who walk to cross 24 Ave 	<ul style="list-style-type: none"> Asphalt surface of the multi-use pathway does not have dedicated space for pedestrians and may be more difficult to decipher for persons with visual disabilities Wheelchair ramps and crosswalks will make it easier for people walking to cross 24 Ave
<p>Multi-modal impacts</p>	<ul style="list-style-type: none"> Dedicated space for people walking and wheeling Sidewalks wide enough for people to walk side-by-side Bike paths will present a smoother and easier surface for wheeled users to travel upon (instead of sidewalks) Bike paths will provide a safe, smooth and direct way to travel along 24 Ave without encroaching on the sidewalks or roadway Wheelchair ramps will be reconstructed to new standards Drainage issues would be repaired, reducing water ponding at crosswalks 	<ul style="list-style-type: none"> Multi-use pathways shared between people who walk and wheel Pathways will provide more space and a smooth surface for users with mobility challenges Wheelchair ramps will be reconstructed to new standards Drainage issues would be repaired, reducing water ponding at crosswalks
<p>All ages and abilities</p>	<ul style="list-style-type: none"> All modes have dedicated infrastructure Suitable for all ages and abilities 	<ul style="list-style-type: none"> Multi-use pathways on both sides would be shared Could be considered as an all ages and abilities facility if volumes of people walking and wheeling are low