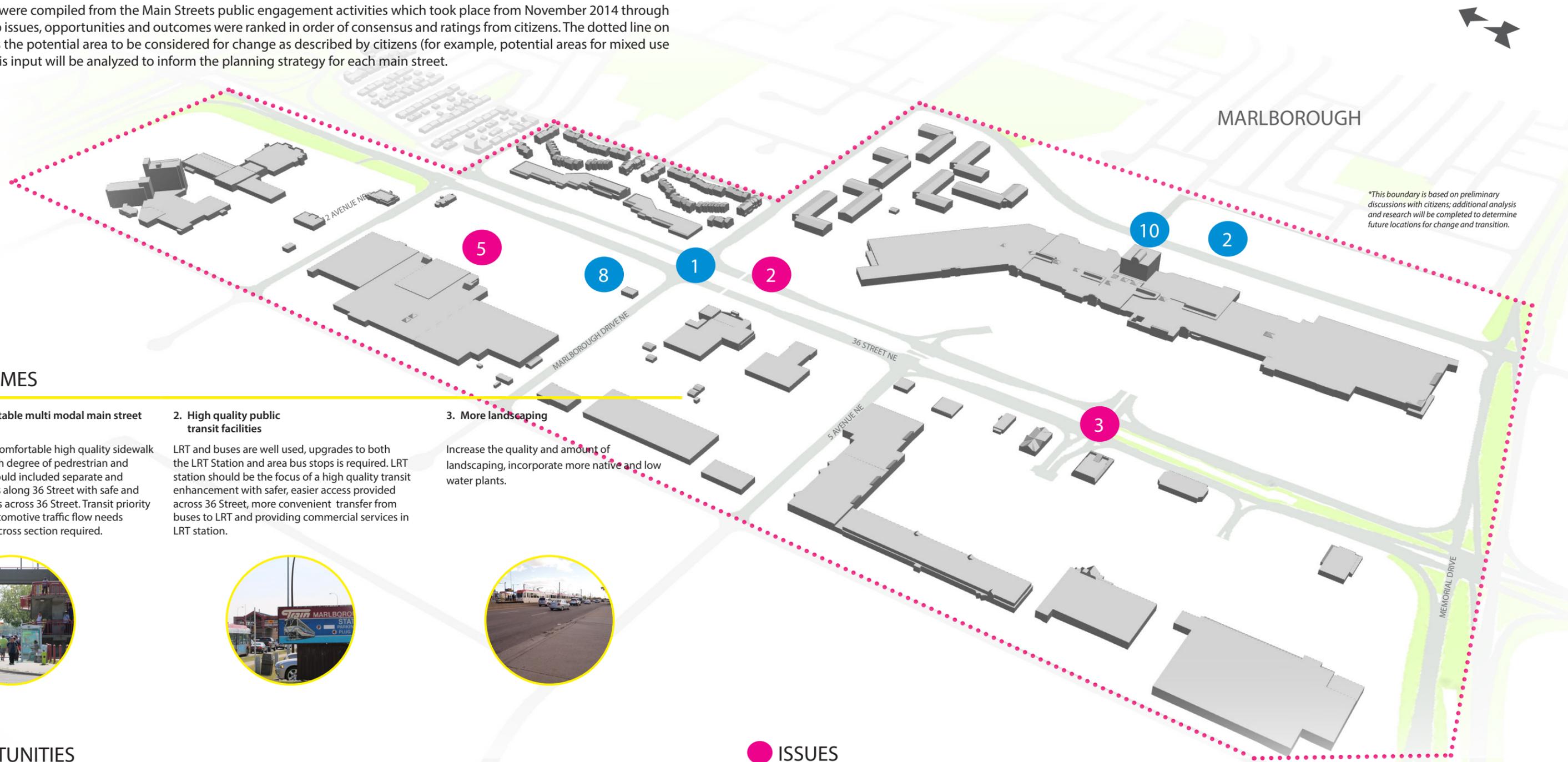


36 Street NE – What we've heard

These comments were compiled from the Main Streets public engagement activities which took place from November 2014 through May 2015. The top issues, opportunities and outcomes were ranked in order of consensus and ratings from citizens. The dotted line on the map indicates the potential area to be considered for change as described by citizens (for example, potential areas for mixed use development). This input will be analyzed to inform the planning strategy for each main street.



**This boundary is based on preliminary discussions with citizens; additional analysis and research will be completed to determine future locations for change and transition.*

OUTCOMES

1. Safe and comfortable multi modal main street

An active, safe and comfortable high quality sidewalk area providing a high degree of pedestrian and bicycle mobility. Should include separate and dedicated bike lanes along 36 Street with safe and easy ped/bike access across 36 Street. Transit priority design for buses, automotive traffic flow needs redesign. New road cross section required.



2. High quality public transit facilities

LRT and buses are well used, upgrades to both the LRT Station and area bus stops is required. LRT station should be the focus of a high quality transit enhancement with safer, easier access provided across 36 Street, more convenient transfer from buses to LRT and providing commercial services in LRT station.



3. More landscaping

Increase the quality and amount of landscaping, incorporate more native and low water plants.



OPPORTUNITIES

- | | | | |
|---|---|---|-------------------------|
| 1. New intersection design at Marlborough Dr | 5. More buses linking the north east to communities like Inglewood and link with Sunridge and Marlborough | 8. Secondary institutions combined satellite campus – near LRT just north west of LRT station | 11. Underground parking |
| 2. More residential development along 36 St; get less people driving | 6. Much, much safer pedestrian improvements | 9. Medical facilities | |
| 3. Convert and rezone large parking lots and strip malls to higher intensity and mixed uses | 7. Senior housing within a variety of housing types | 10. Want a 3-way stop sign behind Marlborough Mall and Maryvale Dr | |
| 4. Higher density along corridor but | | | |

ISSUES

- | | | | |
|---|--|---|---|
| 1. Can't get a walk signal heading east to west – lights not synced and too short especially for seniors and kids | 4. Marbank Intersection - especially turning left | 8. LRT is not walkable. Needs more pedestrian over passes and mobility access along 36 street | 11. 36 St is a barrier – wait-times and speed |
| 2. Transit station bottle neck - too concentrated in one spot (bus stops too close to the intersection) | 5. T&T Market generates a lot of traffic | 9. Loitering in parks | 12. Congestion on the LRT as well |
| 3. No bike infrastructure – scary to cycle especially along 36 St | 6. Relationship with LRT makes it challenging to drive | 10. Improve vehicle flow – particularly at intersections | |
| | 7. Corridors are pretty drab and looks very dated - need new facades | | |