

THE WAY WE MOVE

Bicycle Transportation Plan Implementation & Consultation

TRANSFORMING | EDMONTON

BRINGING OUR CITY VISION TO LIFE



Transportation Committee March 13, 2013



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Mandate from City Council

Edmonton

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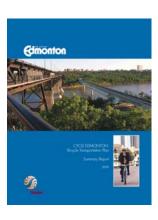
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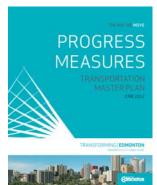












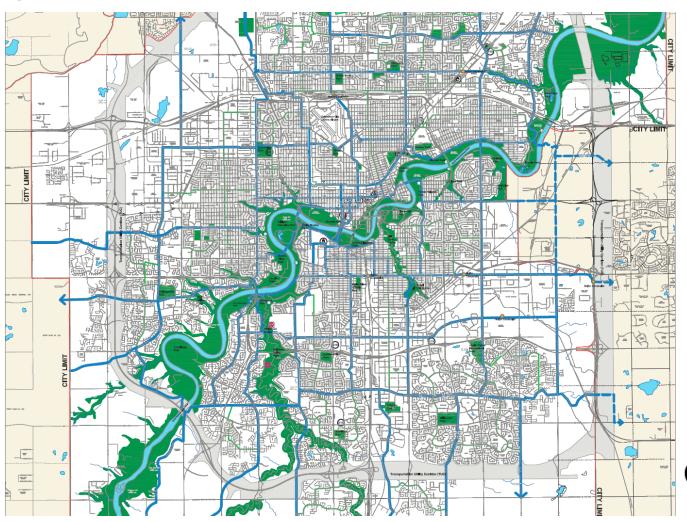








Bicycle Transportation Plan (2009)





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Progress to Date

Year	Kilometres Built or Proposed	
2010	15.6 km on-street	
	8.8 km off-street	
2011	20.5 km on-street	
	3.6 km off-street	
2012	10.2 km on-street	
	5.7 km off-street	
2013	23 km on-street	
	3 km off-street	

Key corridors built include:

- 76 Avenue in Belgravia/McKernan
- 106 Street in Strathcona/Queen Alexandra/Pleasantview
- 97 Street from Argyll Road to 34 Avenue

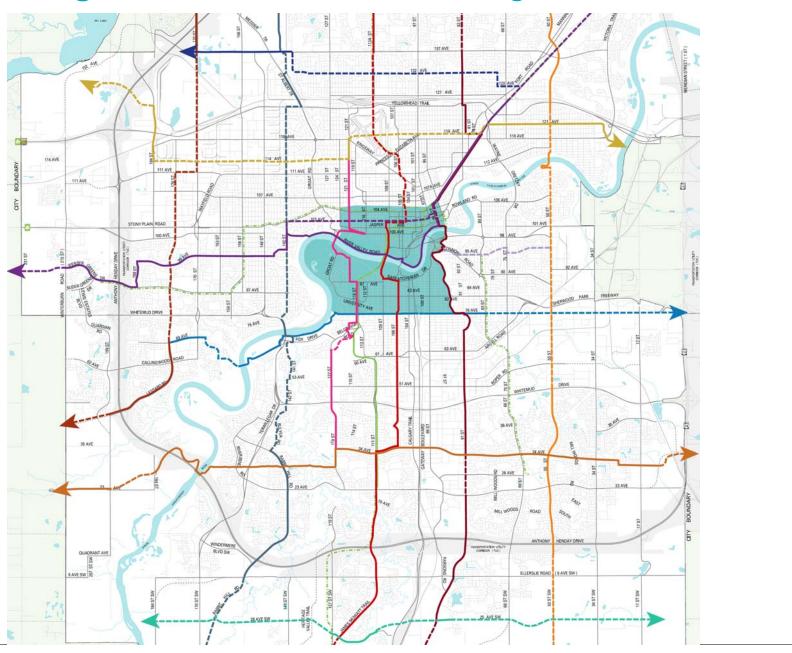
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Cost of On-Street Bicycle Facilities

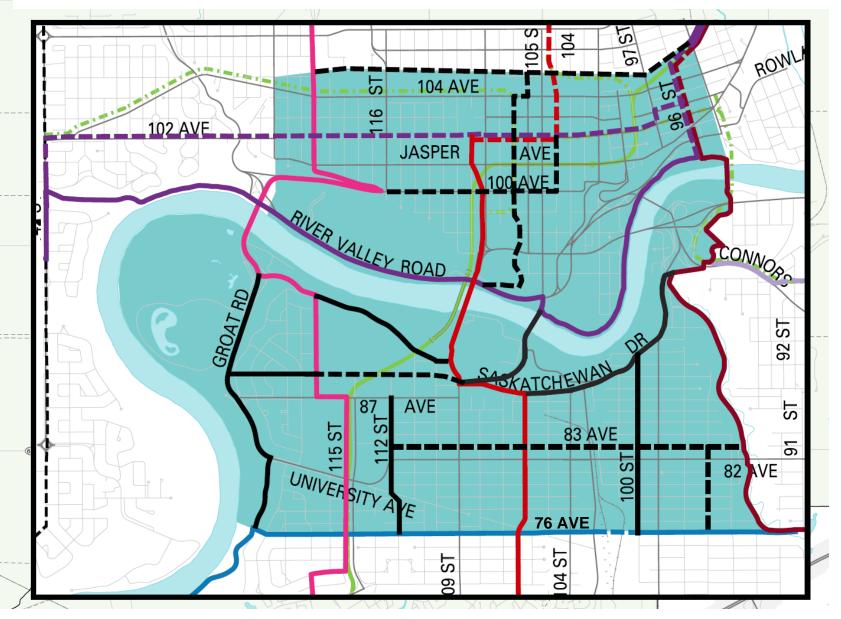
- \$3 million spent on on-street bike lanes (4 years)
- 5% of the \$3 million for bike lane markings;
 the rest goes to fixing the road
- 15% of Active Transportation Budget
- 0.35% of Transportation Budget for roads



Going Forward - Priority Network



Going Forward - Priority Network





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Building the Priority Network









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BTP Consultation

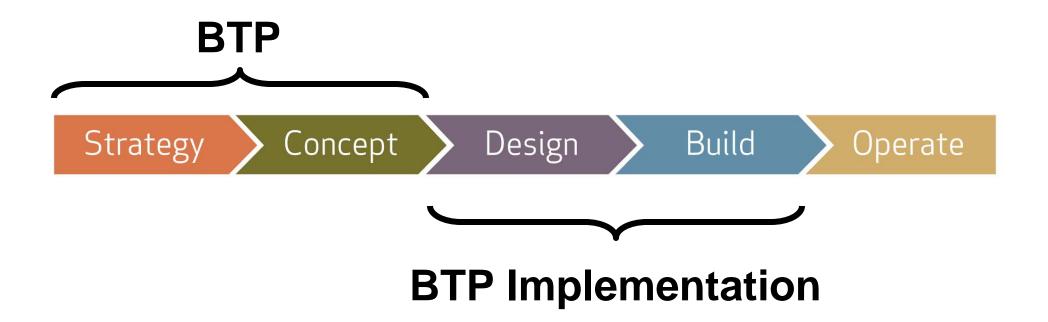


- Defined 500km network of bicycle routes
- 3-year project with public consultation (7 workshops, 2 open houses)
- 400 People attended meetings
- Input received via email, phone, fax, and mail





Consultation & the Design Process





Consultation for 2013 Routes

- 9 stakeholder meetings
- 60 stakeholder meeting attendees and 25 online surveys completed
- 2 open houses
- 45,000 brochures direct mailed
- 384 open house attendees
- 350+ notes on plans and 145 evaluation forms
- 1000+ online surveys completed



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Common Themes from Feedback

Benefits

- Bicycle lanes will make cyclists feel safer
- Creating a better/healthier city
- Better connectivity and new routes will encourage more cyclists

Concerns

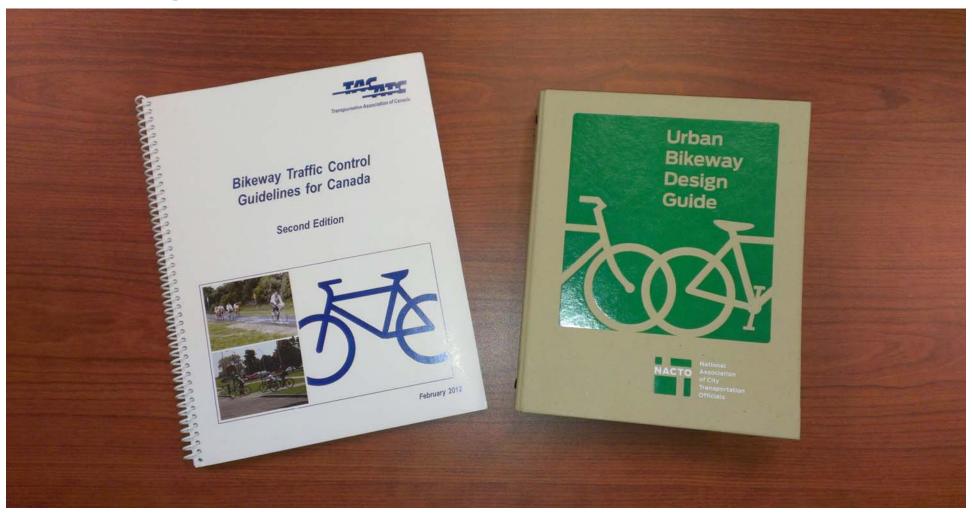
- Parking bans and limitations will cause inconveniences
- Concern for cyclist safety
- Inconvenience by slowing traffic and congesting streets





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Design Guidelines



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Design Techniques

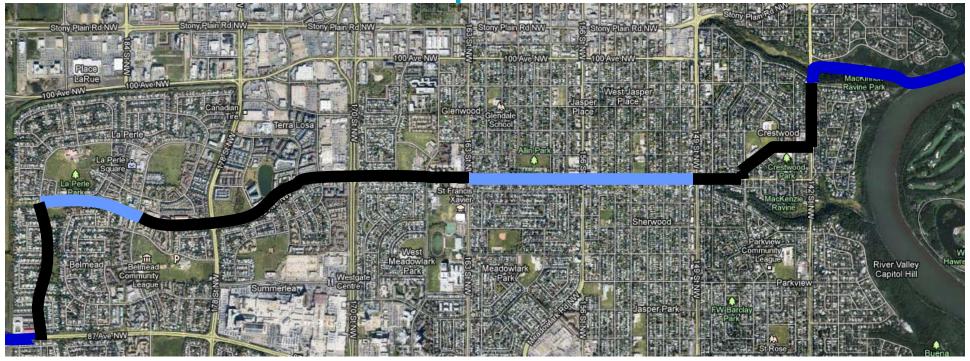
- Narrow Existing Travel Lanes
- Reduce the Number of Travel Lanes





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95 Avenue Example



Shared-use path

Reduced number of lanes with turn bays

Same number of lanes but narrower



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Design Techniques

- Narrow Existing Travel Lanes
- Reduce the Number of Travel Lanes
- Remove Parking



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76 Avenue Example



76 Ave at 96 St

76 Ave at 99 St

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76 Avenue Parking Analysis

- Existing Supply = 624 spaces
- Spaces added to side streets = 43
- Spaces removed to accommodate bikes = 180
- Remaining supply = 487 spaces
- Peak Demand = 259 spaces
- Excess capacity with bike lanes = 200+





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76 Avenue Parking Analysis



Supply is the number of stalls after implementation of bike lanes





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Public Input is Critical



100 St at 78 Ave





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Public Input is Critical



76 Ave at 95 St





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Public Input is Critical



76 Ave at 98 St



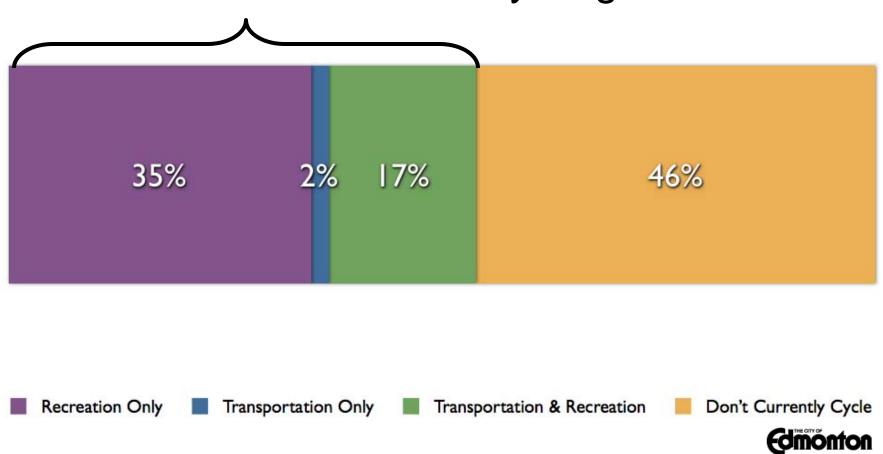


Keeping the Momentum Going

Edmontonians ride bikes and want to ride more

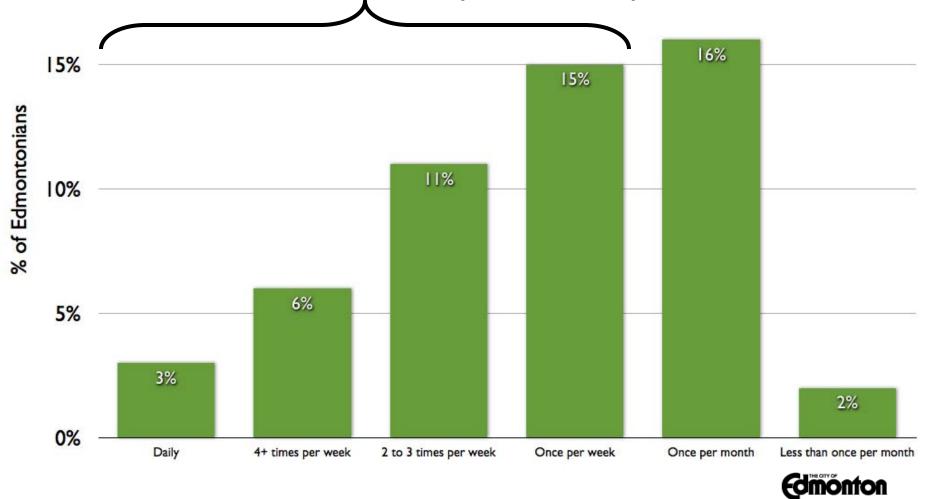


54% of Edmontonians are cycling



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35% of Edmontonians cycle every week



Survey Findings Are Consistent

Leger Marketing (2011)

- 9% regularly commute
- 15% regularly cycle

AB Tourism (2008)

• 50% cycle for recreation

Banister Research (2012)

- 10% commute
- 20% cycle multiple times per week

51% cycle for recreation





Motorists are cyclists

&

Cyclists are motorists





Edmontonians want to bicycle more but are afraid

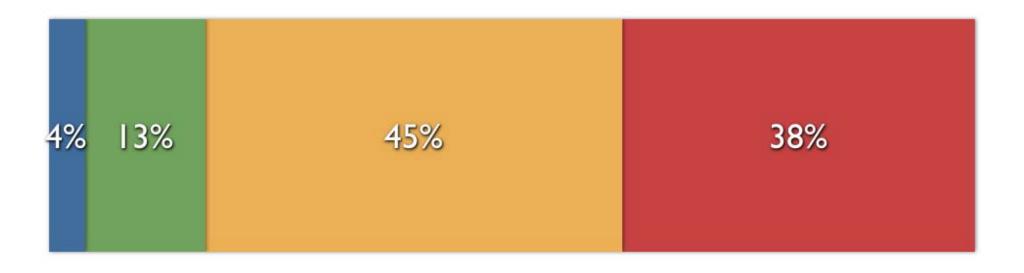








TYPES OF CYCLISTS

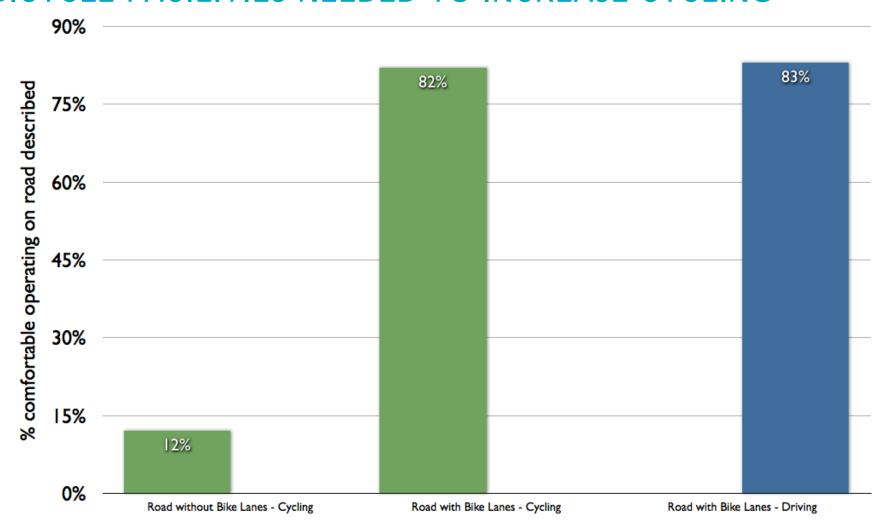








BICYCLE FACILITIES NEEDED TO INCREASE CYCLING





Bicycle Facilities Increase Cycling

106 St, 20 Ave to 82 Ave 132% on average

76 Ave, 104 to 115 St 130% on average



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