

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



City Vision

A creative description of Edmonton's future, the city vision guides decisions, helps set direction and encourages us to align our priorities as we work to make Edmonton the city we want it to become in 2040.

Take a drive from downtown Edmonton, the world's largest urban park to the north. From the river, look up and consider the skyline, the bridge over the river and the river and the city. The people on the sidewalks and roads, from downtown to the north. What is a common purpose? — to live, prosper, and achieve. Take the LRT to the north and look at the heart of the city, the heart of the city. Welcome to Edmonton, the capital of Alberta, a northern city of art, ideas, research and energy.

Edmonton is an energy city. Energy flows from the ground and from above, from the sun and wind. But the true power of Edmonton is the spirit in its people.

Edmonton is a city of design: urban design, architectural design, and environmental design. Walk to the heart of the city, the heart of the city. The city has given us a new way to build, to live.

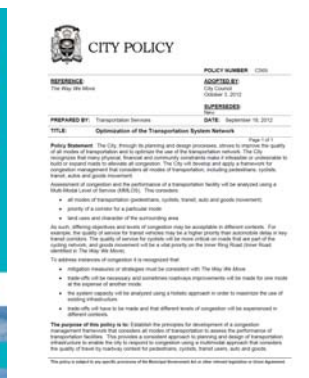
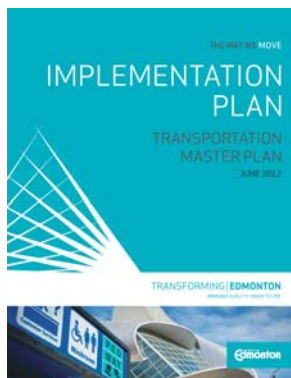
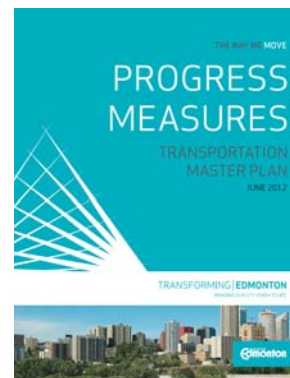
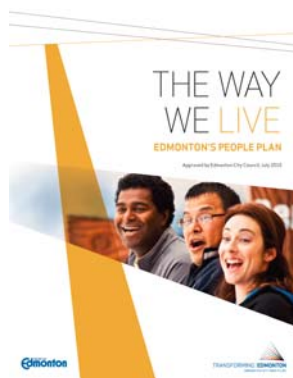
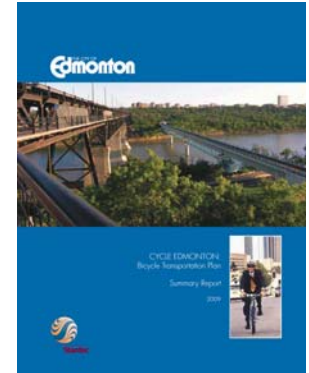
Edmonton is a regional economy that is powerful and diverse, oriented toward the future. Visit the universities and colleges, the business research parks, the downtown office towers. Edmonton is a destination for advanced technology, health care, and government.

Edmonton is a creative city, an arts city. It is a city that embraces all people. But, like all cities, it has its challenges. It is a city that is growing, that is changing, that is evolving. It is a city that is moving forward.

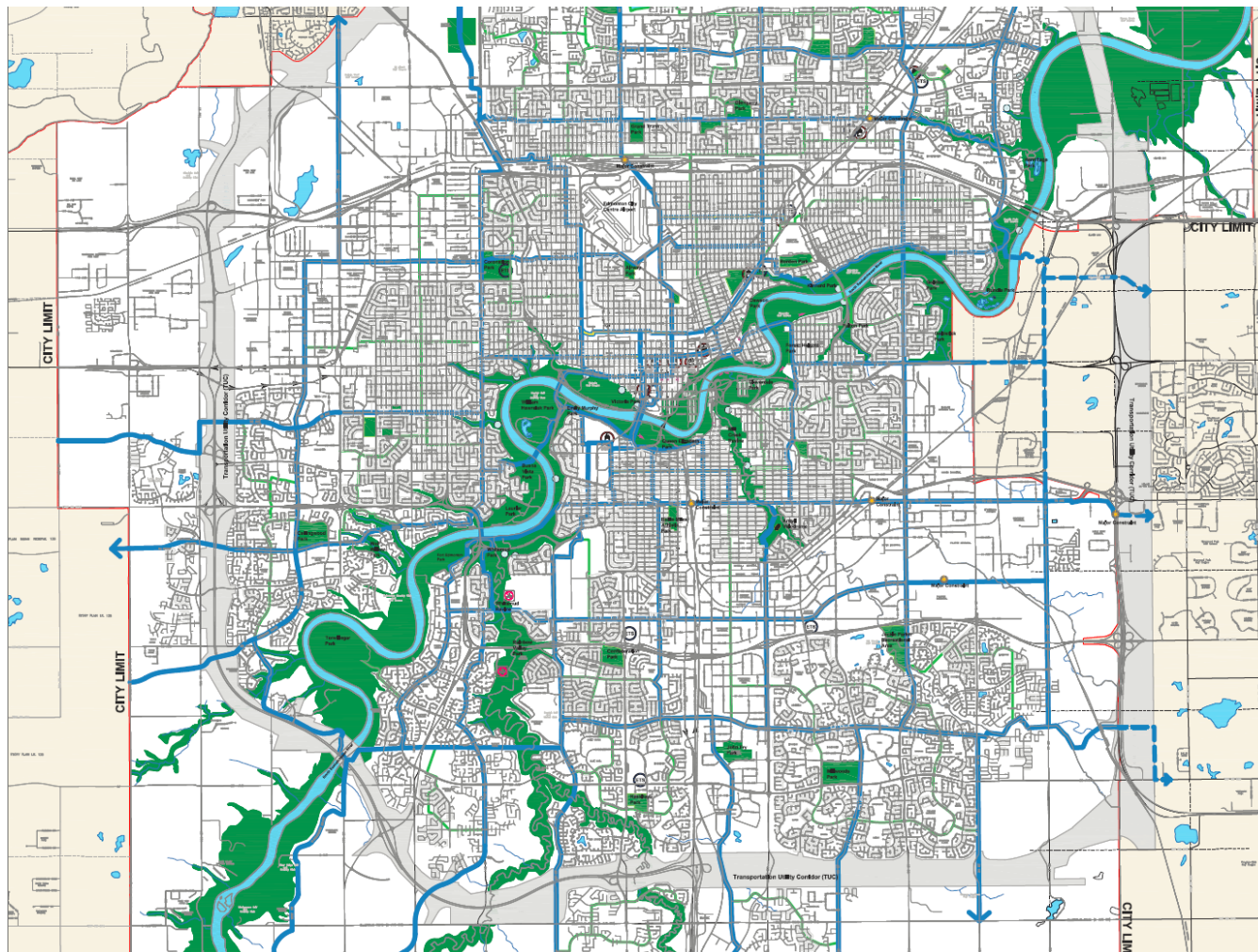
Edmonton is a city of innovation, a city of ideas. It is a city that is growing, that is changing, that is evolving. It is a city that is moving forward.

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Bicycle Transportation Plan (2009)



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

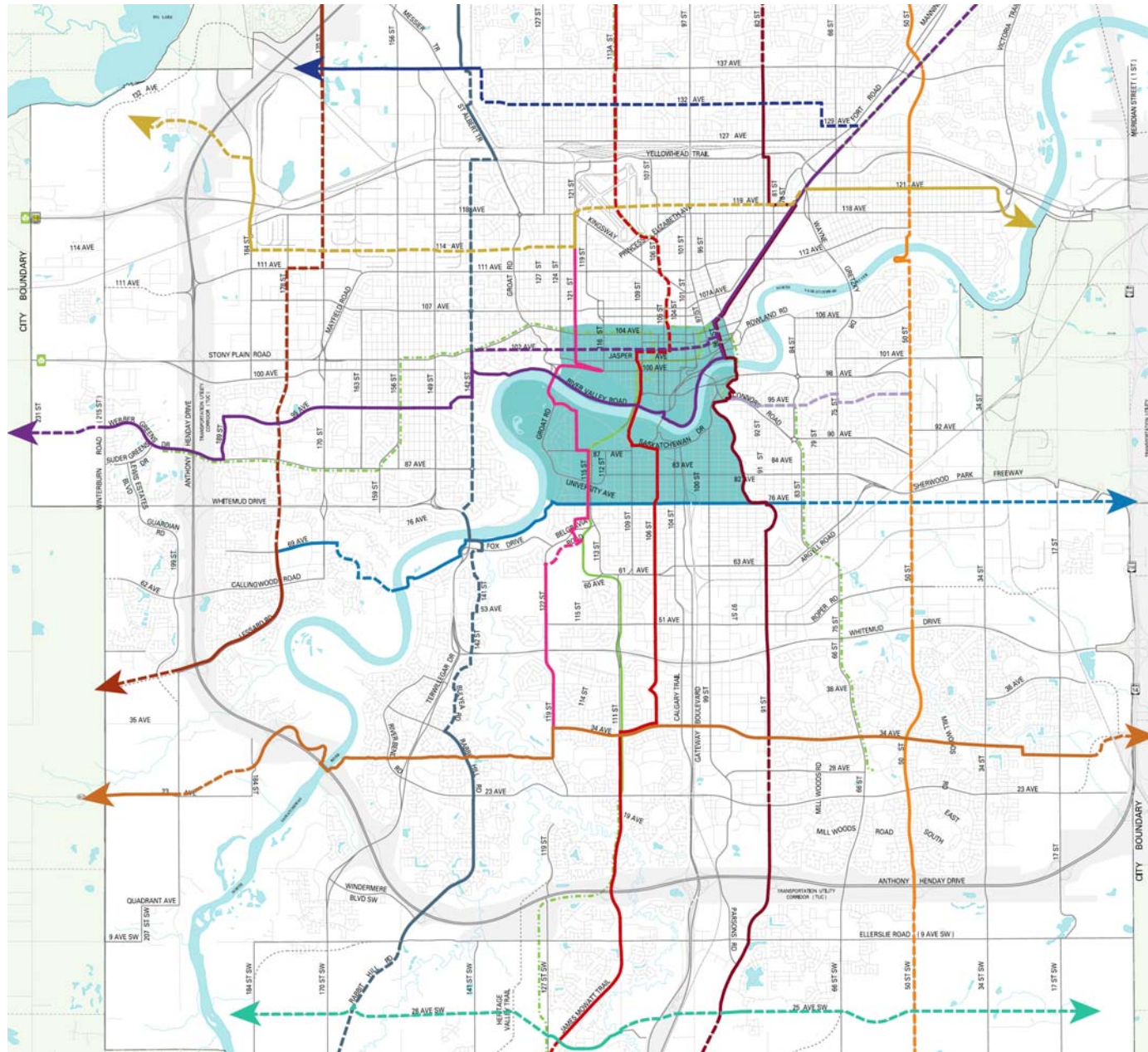
Key corridors built include:

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

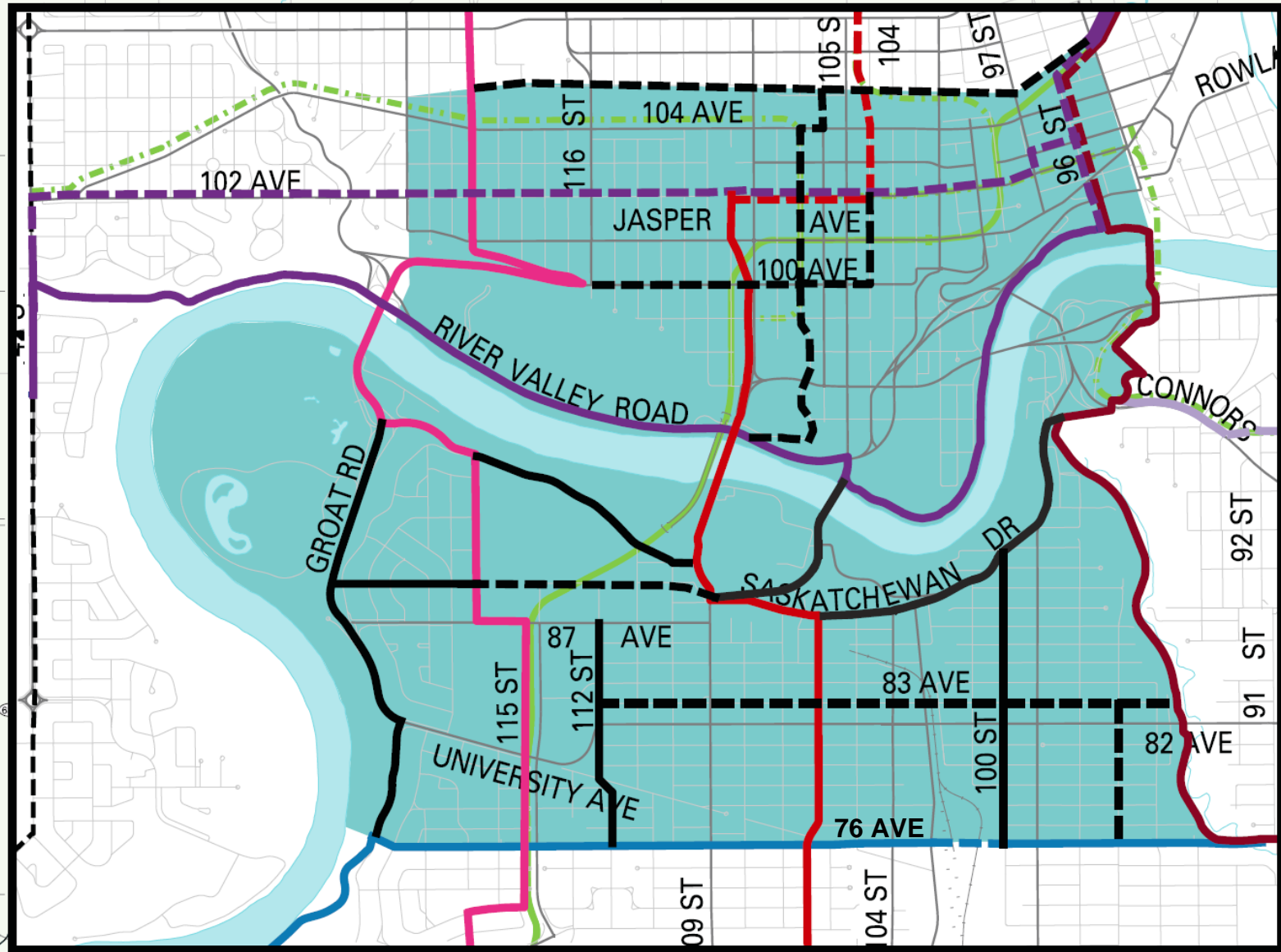
Cost of On-Street Bicycle Facilities

- \$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



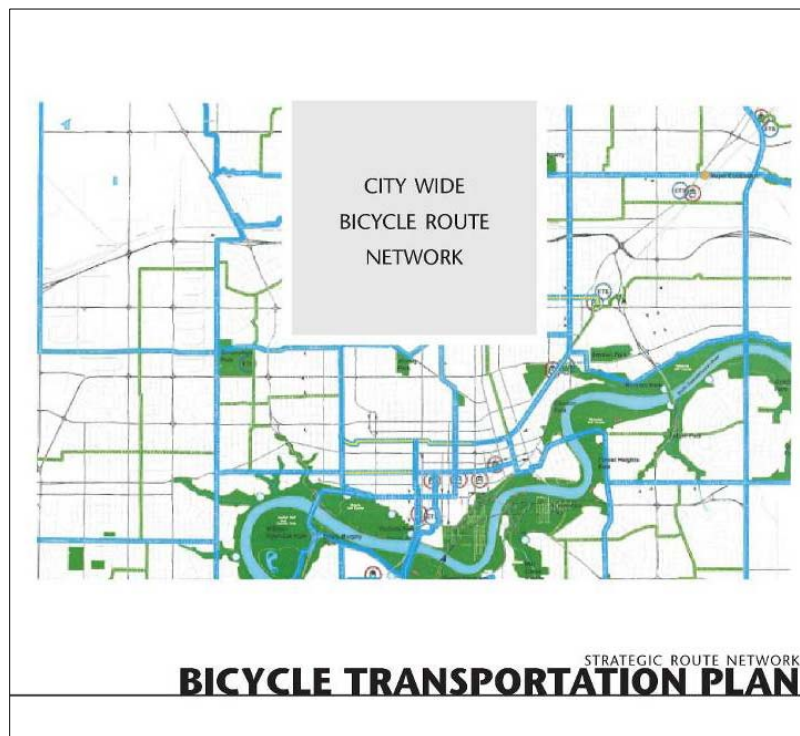
Going Forward - Priority Network



Building the Priority Network

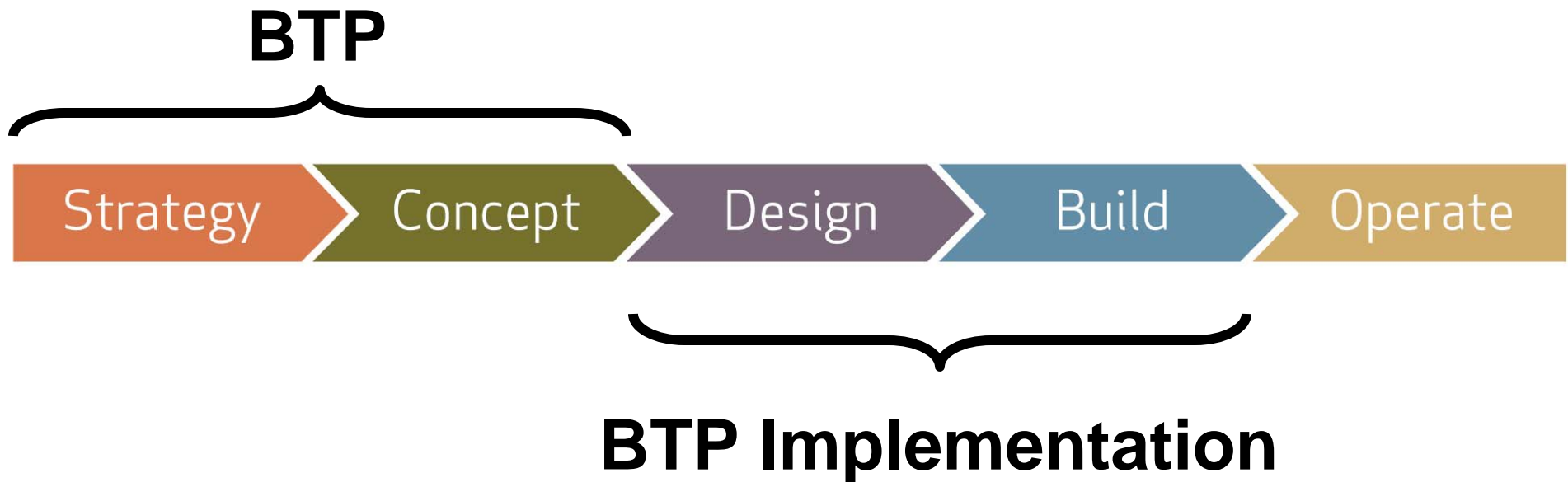


BTP Consultation



- 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

Common Themes from Feedback

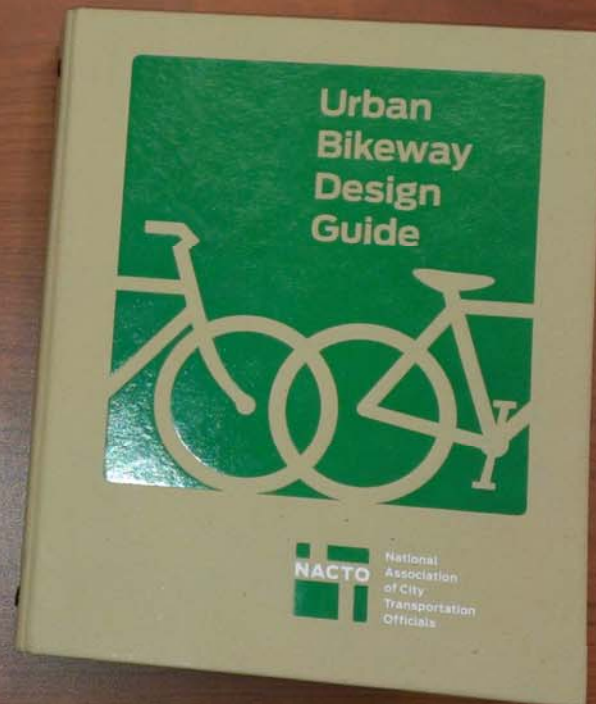
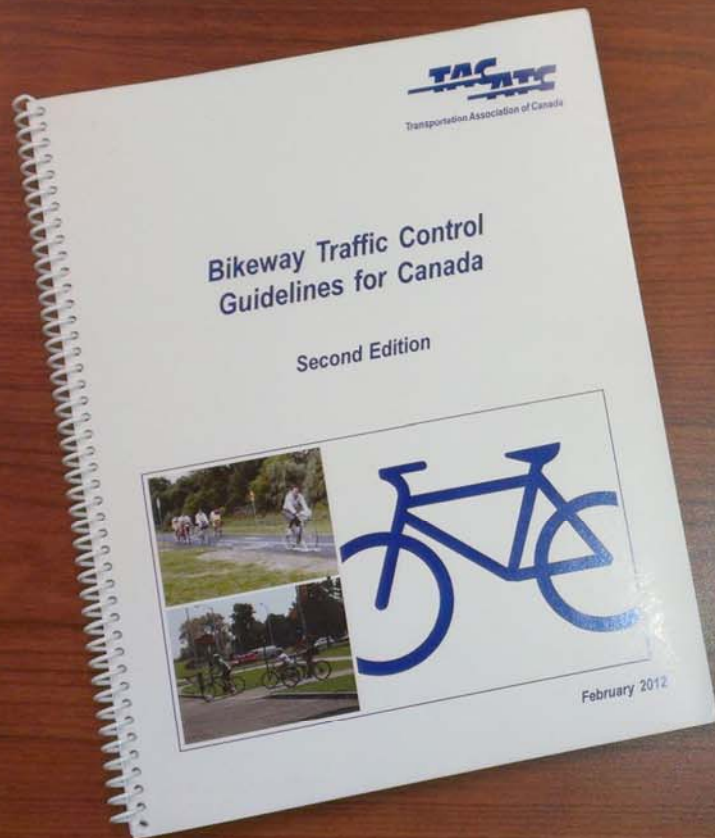
Benefits

- 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

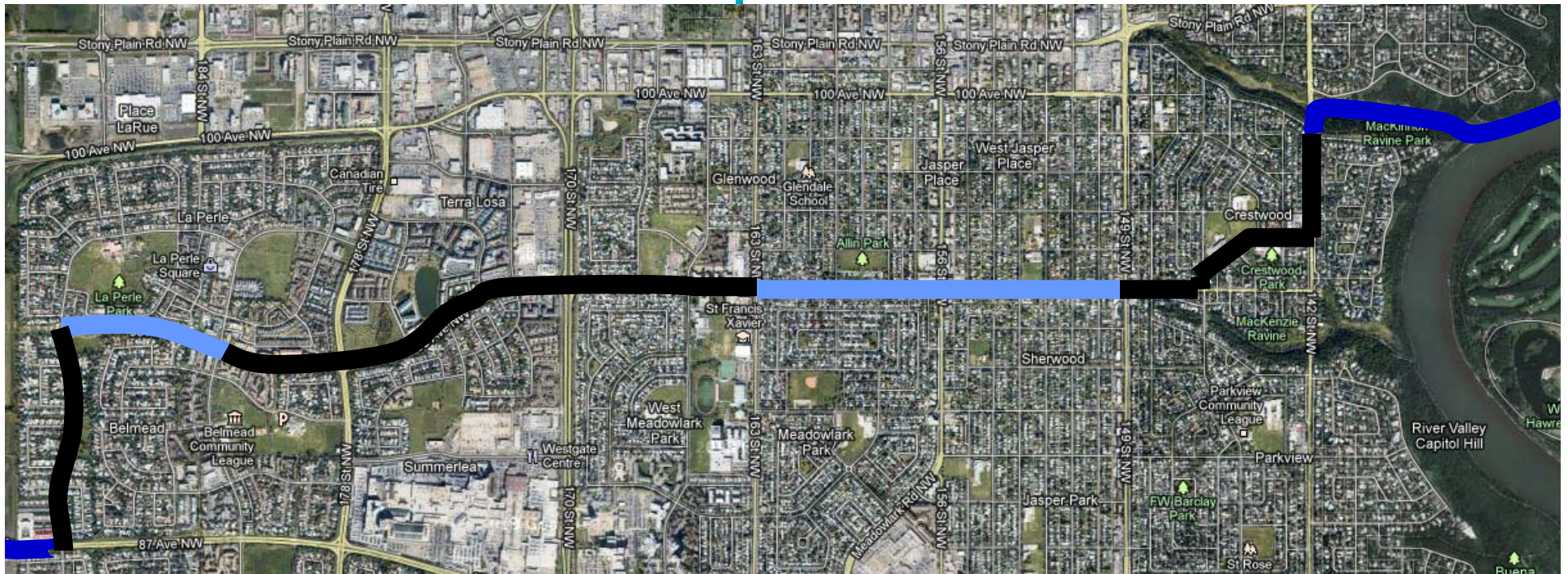
Design Guidelines






Design Techniques

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

95 Avenue Example



-  Shared-use path
-  Reduced number of lanes with turn bays
-  Same number of lanes but narrower

Design Techniques

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

76 Avenue Example



76 Ave at 99 St

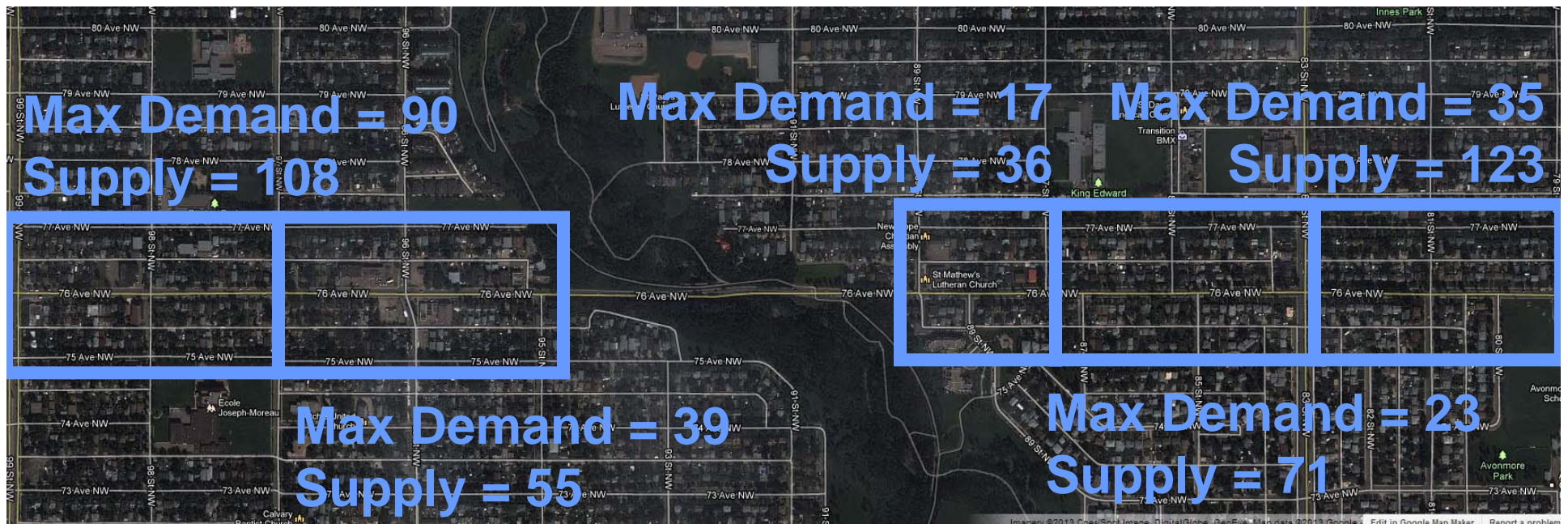
76 Ave at 96 St



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+**

76 Avenue Parking Analysis



Supply is the number of stalls after implementation of bike lanes

Public Input is Critical



100 St at 78 Ave

Public Input is Critical



76 Ave at 95 St

Public Input is Critical

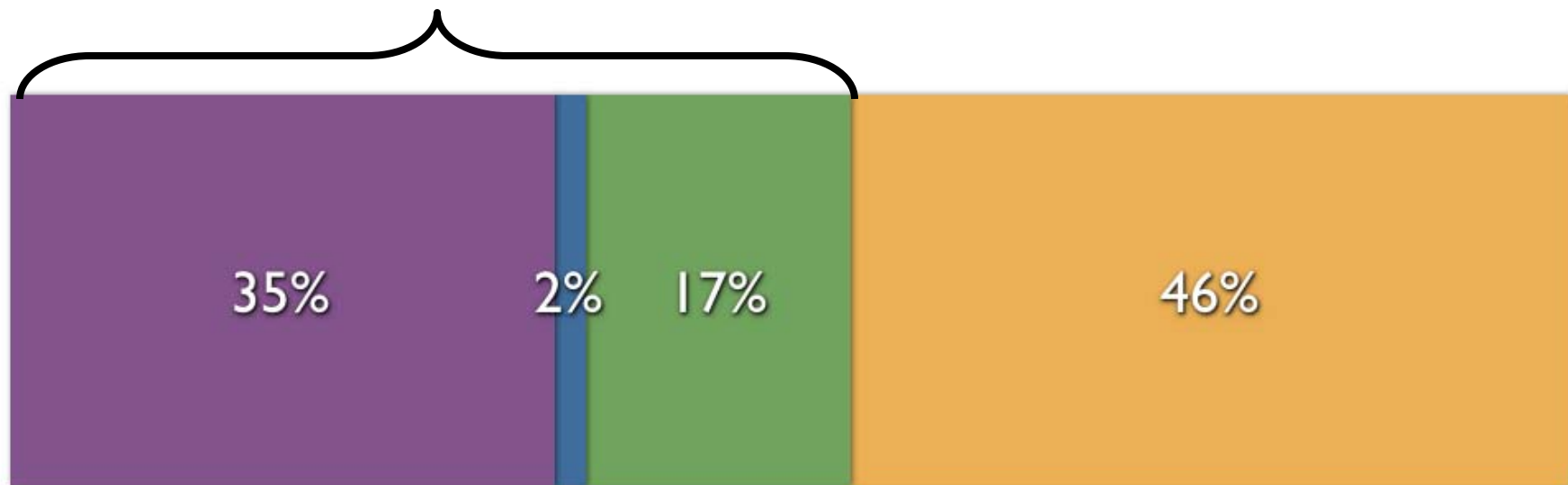


76 Ave at 98 St

Keeping the Momentum Going

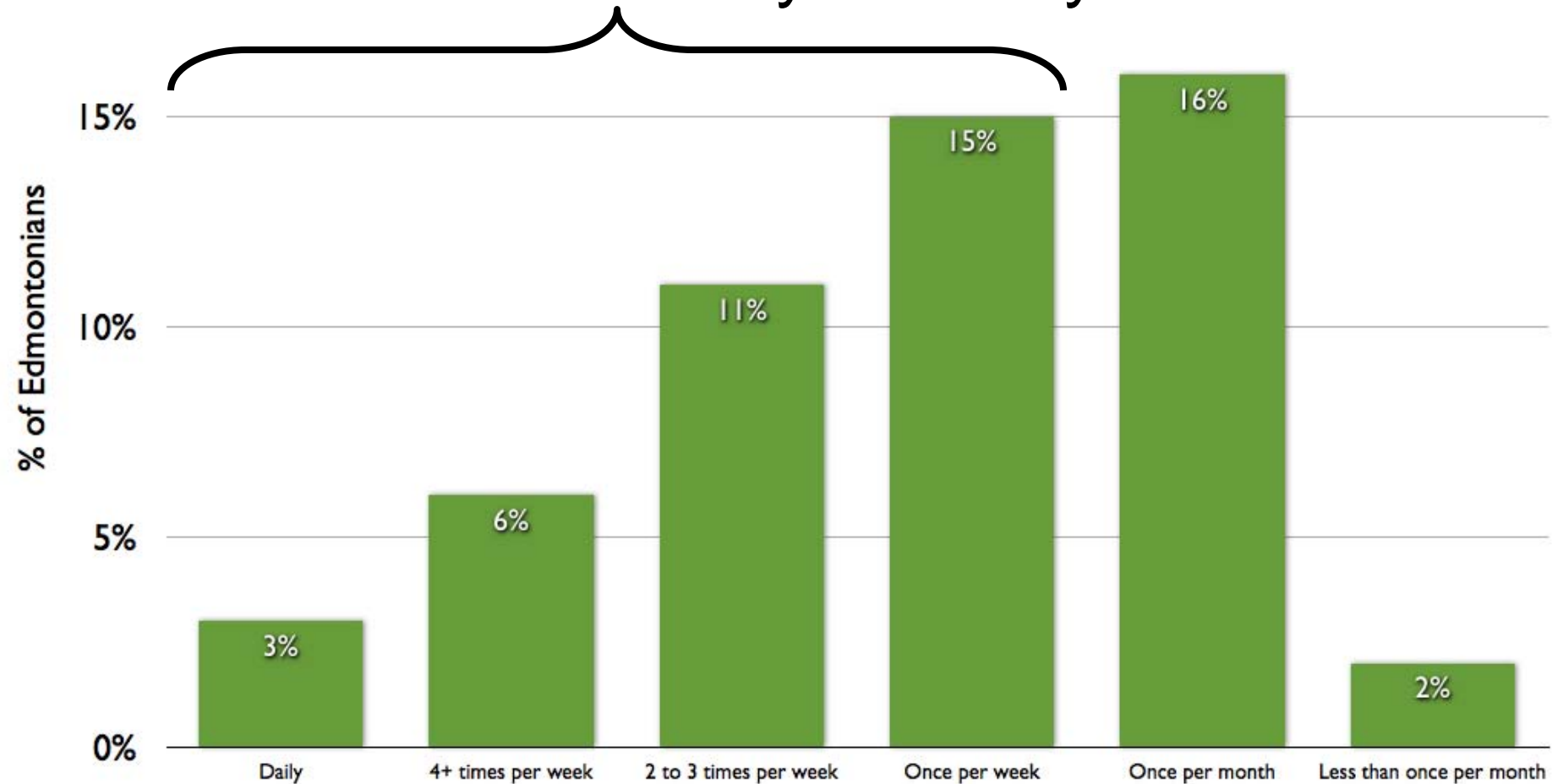
**Edmontonians ride bikes
and want to ride more**

54% of Edmontonians are cycling



■ Recreation Only ■ Transportation Only ■ Transportation & Recreation ■ Don't Currently Cycle

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)

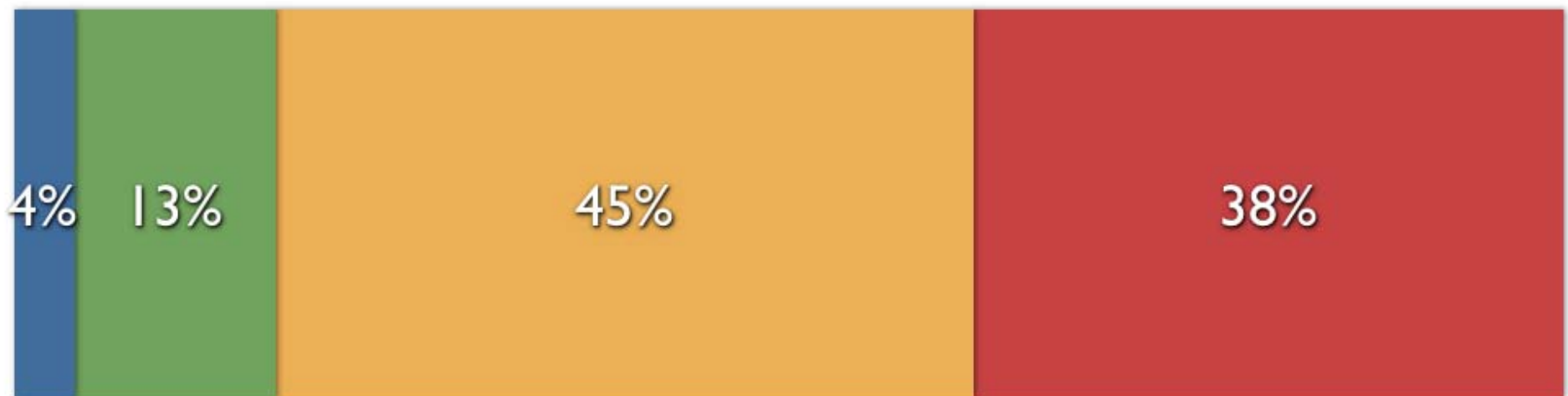
- 10% commute
- 20% cycle multiple times per week
- 51% cycle for recreation

Motorists are cyclists
&
Cyclists are motorists

Edmontonians want to bicycle more but are afraid

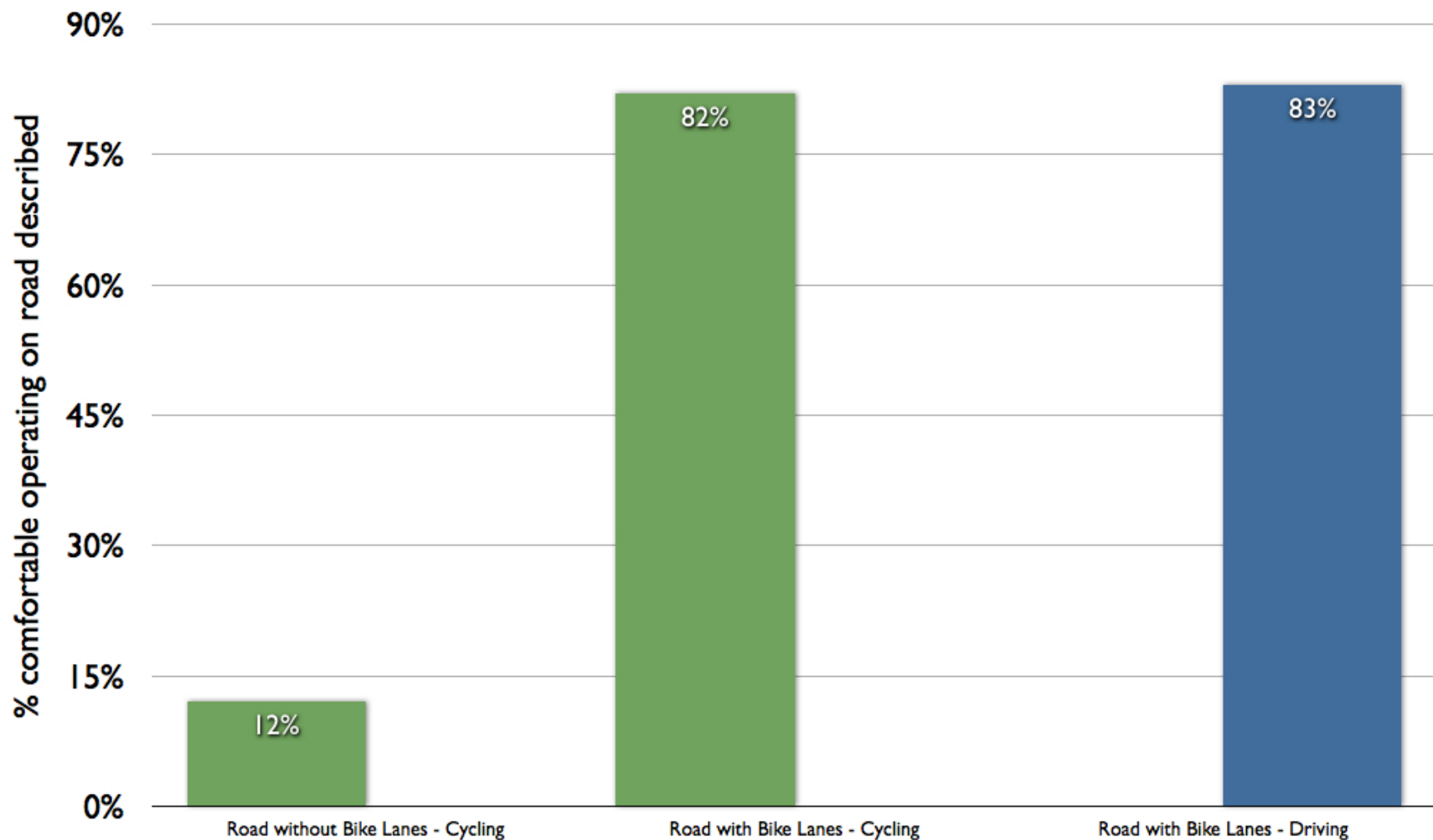


TYPES OF CYCLISTS



■ Strong & Fearless ■ Enthused & Confident ■ Interested but Concerned ■ No Way No How

BICYCLE FACILITIES NEEDED TO INCREASE CYCLING



Bicycle Facilities Increase Cycling

106 St, 20 Ave to 82 Ave ↑32% on average

76 Ave, 104 to 115 St ↑30% on average

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