



OUR BIKE NETWORK IS GROWING
**SOUTHSIDE
ON-STREET
BIKE ROUTES
2013**

**BIKE ROUTE INSTALLATIONS
IN YOUR NEIGHBOURHOOD**



ABOUT the PROJECT

This year, the City is installing seven new on-street bike routes adding to the existing 46 km built since 2010. These routes connect to 100+ km of signed-only street bike facilities and 275 km of shared-use paths and sidewalks.

It's all part of a larger plan to install close to 500 km of on-street bike facilities creating an integrated bicycle network as envisioned in the City's 2009 Bicycle Transportation Plan. These bike routes will make it easier for Edmontonians to cycle more often and to connect to the places they want to go. Cycling offers an opportunity to:



IMPROVE
health and
reduce stress



REDUCE
traffic congestion



REDUCE
vehicle pollution



LOWER
your cost of
transportation

Building bike infrastructure makes good sense. It increases comfort for motorists and cyclists alike. Studies show that cycling infrastructure increases bike usage and decreases collision and fatality rates. 14% of Edmontonians already report more bike usage because of the bike lanes installed in their neighbourhoods.

Let's build on this success and stay safe on the roads.



20 km of on-street bike routes are being installed this summer in Edmonton

BIKE LANES and SHARED-USE LANES

Selecting the best bike infrastructure for any given street can be challenging; factors that are taken into account include the road width and grade, traffic volume, surrounding land use and on-street parking. Edmonton installs two types of on-street bike facilities: a bike lane which is dedicated exclusively to bikes and a shared-use lane which indicates a road is to be shared between motorists and cyclists.



Bike Lane



Buffered
Bike Lane



Bike Lane Sign



Sharrows



Shared-Use
Lane Sign

» Bike Lanes

Bike lanes separate the bicycle right-of-way from motor vehicle traffic and parking. They are separated by a solid white line and marked with an image of a bicycle and a white diamond. If parking is permitted, bike lanes will appear along the left side of parked cars. If parking is prohibited, bike lanes are installed along the curb.

» Buffered Bike Lanes

New to Edmonton's streets is the buffered bike lane. It is also a dedicated bicycle right-of-way with pavement markings that consist of a bicycle with a white diamond. However, in contrast to the white lines on a regular bike lane, one or both sides are marked by a buffer of cross hatching. The buffered zone creates added space between cyclists and motor vehicles.

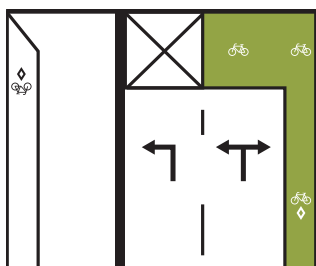
» Shared-Use Lanes (Sharrows)

Shared-use lanes are indicated by signs and sharrows – pavement markings of a bicycle capped by a pair of arrows. The sharrows guide cyclists on the road and remind drivers to expect cyclists in their travel lane. Cyclists are not required to ride over the sharrows; they are only a guide.

BIKE BOX

The bike box makes intersections better for everyone. It allows cyclists to pull in front of waiting traffic at a signalized intersection. It is intended to make cyclists more visible and to give cyclists a head start when turning. When used correctly, bike boxes significantly reduce the number of collisions between right-turning motorists and cyclists travelling straight through the intersection. They also improve safety for pedestrians.

The City is installing two bike boxes at the intersection of 106 Street and 40 Avenue this year, adding to the one built in 2012 at 116 Street and 87 Avenue.



» How to use the Bike Box

IF THE LIGHT IS GREEN

Cyclists and motorists proceed as usual. Cyclists making a left turn should move into the left-turn lane. Cyclists making a right turn should proceed from the right side of the bike box.

IF THE LIGHT IS AMBER OR RED

Motorists stop at the stop line behind the green bike box.

Cyclists enter the bike box from the bike lane and position yourself according to the direction you will be travelling. For example, if you are turning left, align yourself in the left side of the bike box.

Motorists and cyclists cannot turn right at the red light.

WHEN THE LIGHT TURNS GREEN

Cyclists proceed through the intersection first, followed by drivers.

For more information and to watch the demonstration video, visit:
Edmonton.ca/BikeBox



DRIVING & RIDING on BIKE ROUTES — FAQs

» **How do I cycle in a bike lane?**

Always travel in the same direction as traffic unless the bike lane is clearly marked as a contra-flow bike lane. You may use the other travel lanes when necessary to avoid hazards, to pass other vehicles or to make left turns.

» **Do cyclists have to ride in the dedicated bike lane?**

No. Cyclists have the same rights and responsibilities as motor vehicles and may therefore ride outside the bike lane. For example, a cyclist making a left turn may join the flow of vehicle traffic turning from the left-turn lane.

» **Can I cross the solid white bike lane lines in my motor vehicle?**

Motor vehicles may cross the bike lane when turning into access ways or driveways, or when parking is permitted between the curb and the bike lane. Before crossing the bike lane, motorists should shoulder check for cyclists in the bike lane and ensure it is safe to cross the lane. Motorists cannot encroach, stop or park in the bike lane.

» **Why is the bike lane dashed in some instances?**

Bike lanes are dashed to show that motorists may cross the bike lane for certain manoeuvres provided they have checked and it is safe to do so. Bike lanes are dashed before intersections:

- to allow motor vehicles to move to the right to make a right turn
- to indicate to cyclists where a left turn bay starts ahead of an intersection
- at bus stops

» **What happens to bike lanes at bus stops?**

At bus stops the bike lane is dashed to indicate that the bus can pull across or into the bike lane, and to notify cyclists that buses will be pulling over when it is safe to do so. When a bus is at a bus stop, cyclists should either wait behind the bus or legally pass it on the left by making a proper lane change. Cyclists should not pass the bus on the right, as they may conflict with people getting on or off the bus.

DRIVING & RIDING on BIKE ROUTES — FAQs

» **How do I turn left when I'm cycling in a bike lane?**

You can turn left using hand signals and manoeuvring into the left turn lane when safe to do so. You can also proceed through the intersection and cross at the crosswalk as a pedestrian. Bike Boxes are being installed in the city, to make it safer and easier to turn as a cyclist.

» **What do I need to know about cycling beside parked cars?**

When cycling alongside parked cars, always be aware that car doors may suddenly open. Cycle along the left side of the bike lane when parked vehicles are present to avoid riding in the "door zone."

Do not hesitate to leave the bike lane when necessary for your safety, provided you have checked for other vehicles prior to manoeuvring.

» **Is it legal to ride my bike on a sidewalk?**

A bike can be ridden on a sidewalk as long as the bike has a wheel diameter of 50 cm or less. For adults, cycling on sidewalks is not recommended. There is greater risk of being in a collision, as motorists may not be watching for or able to see quick moving bikes coming from the sidewalk at intersections and driveways. Always dismount your bike and walk it when using crosswalks and sidewalks that are not designated as shared-use. Some sidewalks, with minimal intersections, have been designated as shared-use paths and may be used by cyclists.



Shared-Use
Path Sign



DRIVING & RIDING on BIKE ROUTES — FAQs

» **What do I need to know about parking beside an on-street bike route?**

According to the Alberta *Traffic Safety Act*, a motorist “shall not open a door of a vehicle unless it is reasonably safe to do so”. Motorists must be especially careful when parking next to bike lanes or shared-use lanes to check their mirrors and shoulder check before opening their vehicle door. As a driver, opening the car door with your right hand can help you remember to look over your shoulder before you open the door.

» **Will bike lanes be closed in the winter?**

No. Bike lanes provide cycling options for all seasons. We will be piloting an improved winter maintenance approach for the 106 Street bike route this year to help inform an update to the City’s Snow and Ice Control Policy. This policy update is intended to improve the quality of the Bicycle Transportation Network in all seasons.

» **Why do you need to remove parking to make room for some bike routes?**

As we connect the different routes of the Bicycle Transportation Network, we need to build some routes in areas with limited road width. In some places this means removing parking to ensure that the road can safely accommodate both motorized vehicles and bicycles. This can affect both residents and businesses. Recognizing this, we work to avoid parking bans and to minimize the impact of bans when they are unavoidable, such as adding parking to intersecting streets.

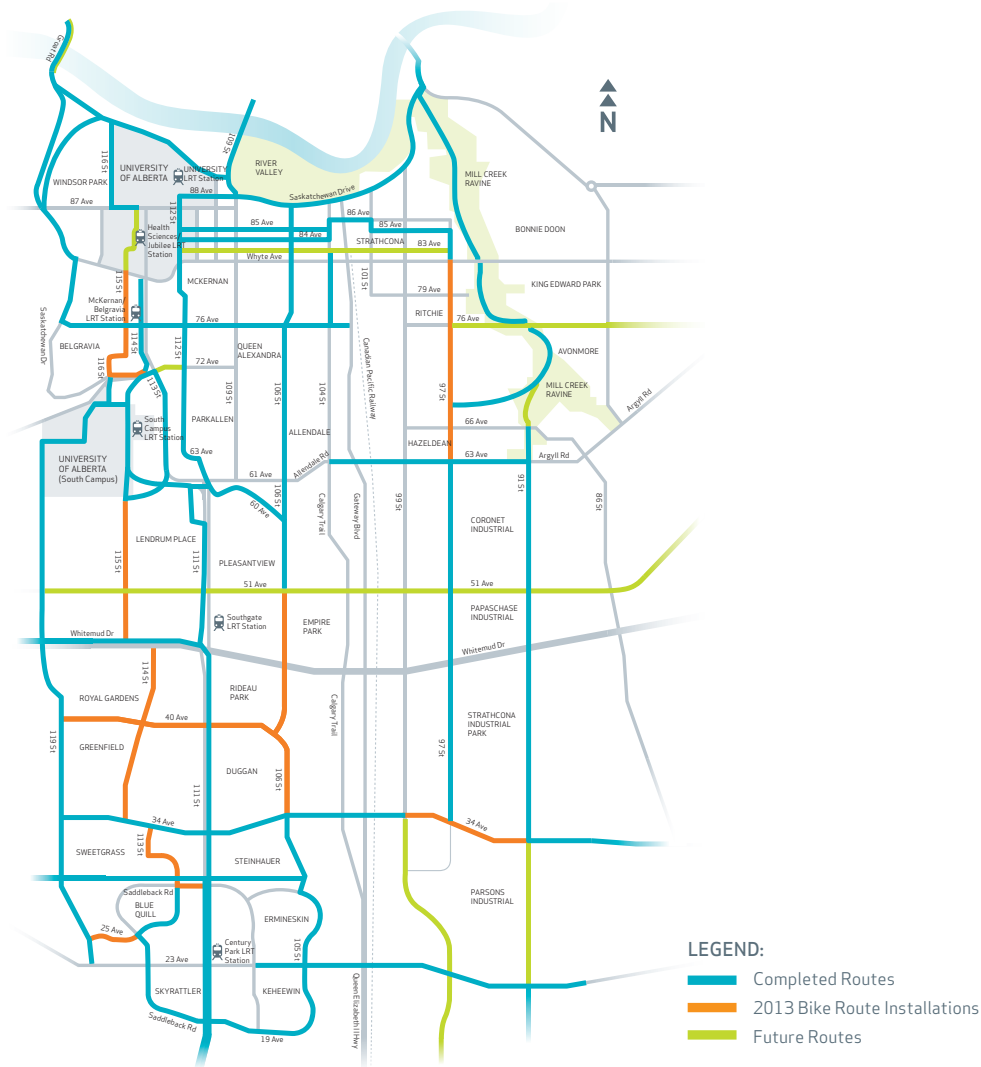
» **How are laws enforced for cyclists?**

Cyclists are vehicles and have the same rights and responsibilities as motor vehicles. There is enforcement in place as well as educational programs to help users to follow the law.

SOUTHSIDE BIKE ROUTES

12.6 km of new on-street bike routes are scheduled to be installed on the Southside between July and September. The new routes (indicated in orange) will allow cyclist to travel from the southside of the city to Old Strathcona and the River Valley.

A bike route will be installed on 97 Street from 61 Avenue to Whyte Avenue, in coordination with Neighbourhood Renewal in Hazeldean. A shared-use path is being installed along 34 Avenue to complete this major east-west route that stretches from east of Millwoods to neighbourhoods west of Anthony Henday.



» ROAD CONFIGURATIONS

Bike Lane Adjacent to Curb



Buffered Bike Lane

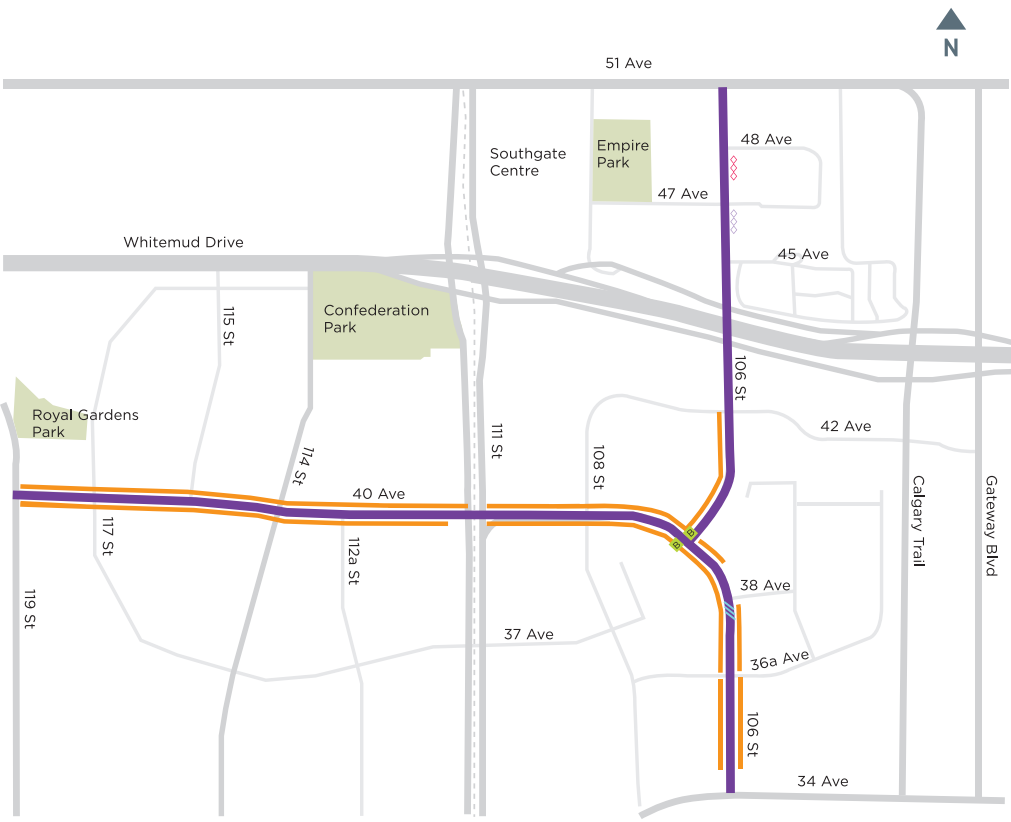


Bike Lane Adjacent to Parking











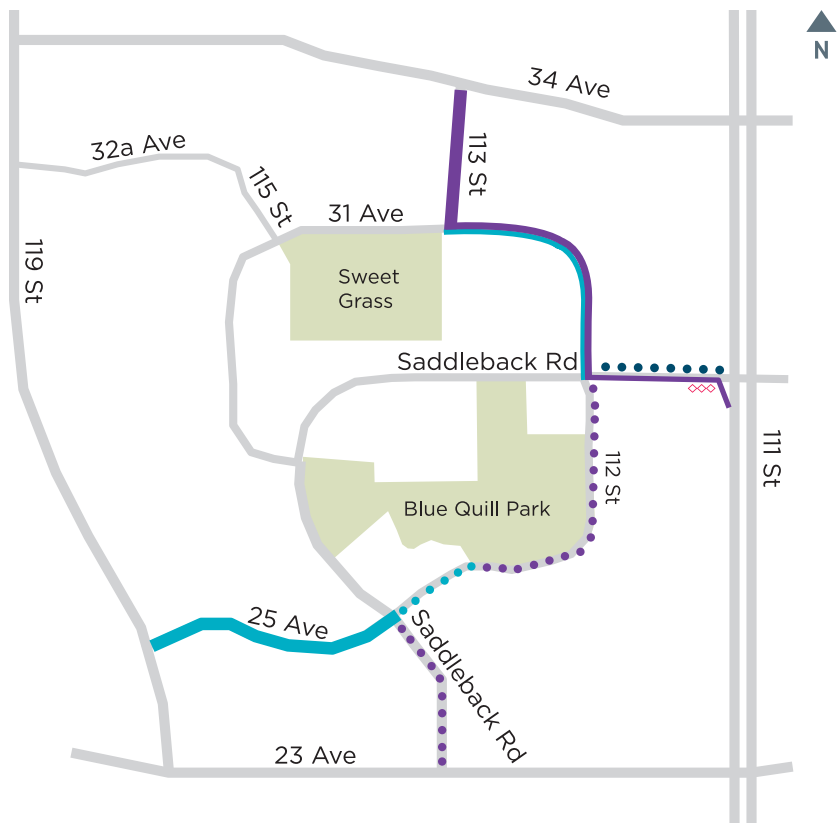
Shared-Use Lane





LEGEND:

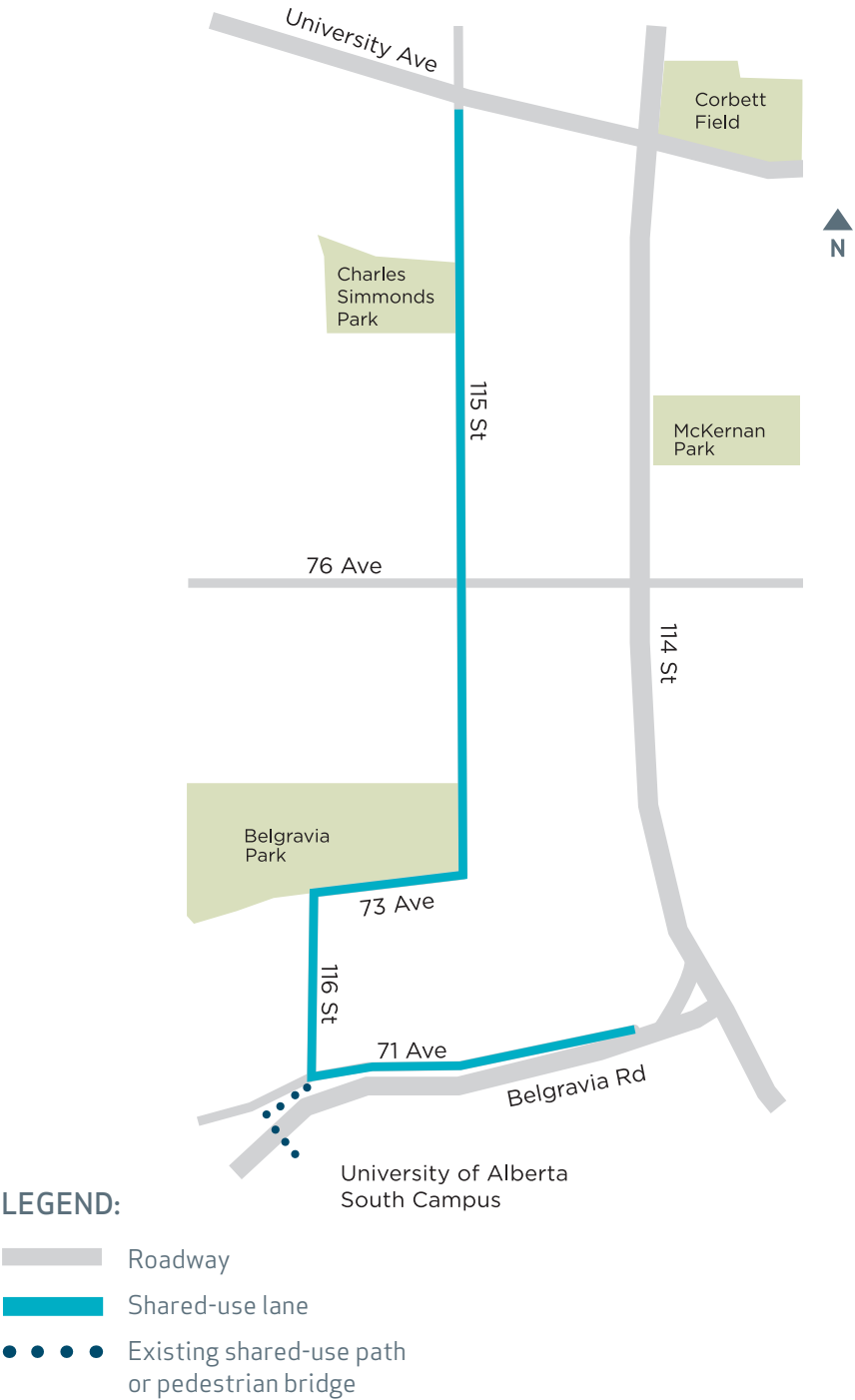
- | | | | |
|--|---------------------------|---|---|
|  | Roadway |  | Bike box |
|  | Dedicated bike lane |  | LRT line |
|  | On street parking added |  | Reduced to single through lane with accomodation for left turns |
|  | On street parking removed | | |
|  | Add left turn bay | | |



LEGEND:

- | | | | |
|--|--------------------------|---|---|
|  | Roadway |  | Existing dedicated bike lane |
|  | Shared-use lane |  | Existing shared-use path or pedestrian bridge |
|  | Existing shared-use lane |  | On street parking removed |
|  | Dedicated bike lane | | |







LEGEND:

-  Roadway
-  Shared-use lane
-  On street parking added
-  Roundabout
-  Stop signs changed to east/west

LET'S GET THERE TOGETHER

The City of Edmonton's bike awareness and education program "Let's Get There Together" is building awareness of shared road space and educating users about on-street biking signage. It encourages cyclists and motorists to share the road as they navigate the streets.

Each year the campaign reaches out to all road users through social media and advertising.

Throughout the summer, the campaign will premiere a series of five new attitude and awareness videos. The videos deliver information about riding and driving along on-street bike routes in a fun and engaging way.

This summer, watch the videos, get on your bike, share the road and have fun.

» TO LEARN MORE

Visit edmonton.ca/together

Call 780-496-1795

E-mail cycling@edmonton.ca