

THE WAY WE MOVE

# BICYCLE LANES 2012

TRANSFORMING | **EDMONTON**

BRINGING OUR CITY VISION TO LIFE



**STRATEGY** – Bicycle Transportation Plan

**CONCEPT** – City-wide on-street Bike Network

**DESIGN** – Consistent with National Design Guidelines

**BUILD** (where we are today) –

1. Bicycle Lanes 2012 Information Sessions (March-April)
2. Bicycle Lanes 2012 Pre-construction Sessions (May)
3. Construction 2012

**OPERATE** – Open for Use 2012



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**The City is committed to involving stakeholders and interested members of the public in the implementation of cycling facilities.**

## LEVEL OF INVOLVEMENT

National Design Guidelines direct the design of bicycling facilities; however local knowledge and concerns from the end-users need to be considered in the detailed design.

### TODAY WE WILL:

- Share information about the upcoming on street bike route installation and its benefits.
- Provide information about potential impacts and changes that may be required to accommodate the new facilities.
- Solicit local knowledge and input from residents, community groups, and other road users for consideration in the detailed design of the street bike route.



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### BICYCLE TRANSPORTATION PLAN

#### VISION:

“Communities that are bicycle friendly are seen as places with a high quality of life. This often translates into increased property values, business growth, and increased tourism. Bicycle friendly communities are places where people feel safe and comfortable riding their bikes for fun, fitness, and transportation. More bicycling in communities results in reduced traffic demands, better air quality, and improved public health.”

—from *Your Guide to Becoming a Bicycle Friendly Community*,  
The League of American Bicyclists

### CITY-WIDE ON STREET BIKE NETWORK

To accommodate the wide-ranging skills of bicycle users throughout Edmonton, a two-level system is envisioned:

#### CITY-WIDE SYSTEM

- Act as the ‘skeleton’ of the network, providing access for movement by bicycle throughout Edmonton along direct corridors
- Provide principal access links to and from major destinations

#### CONNECTOR SYSTEM

- Provide links within neighbourhoods, and is integrated with the City-Wide System
- Provide access to neighbourhood destinations, points of interest and local recreational opportunities

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## BICYCLE TRANSPORTATION PLAN

There are five principles considered in the geographic location of the routes for the cycling network:

- Connectivity
- Integration
- Accessibility
- Distribution
- Affordability

### PRIORITIES CONSIDERED:

- Coordination with City rehabilitation projects
- Consideration of stakeholder and public input
- Areas currently under-served by functional continuous bike facilities

- Where higher cycling demand is anticipated and shared-use pathway
- Providing connections to the system
- Providing regional cycling connections between Edmonton, St. Albert, and Sherwood Park

It is important that facilities are built in a connected manner so that meaningful sections are constructed to connect network elements or destinations.