



2013 ON-STREET BIKE ROUTES: WHAT WE HEARD APRIL 2013

PUBLIC INVOLVEMENT PROCESS

In 2013, the City of Edmonton will add nearly 23 km of on-street cycling routes. The locations for these routes were identified in the 2009 Bicycle Transportation Plan, which was approved by City Council as part of the *Active Transportation Policy*. The budget for 2013 installations is estimated at \$1.5 million, or about 0.20% of the City's 2013 roadway budget.

Public involvement is an integral part of this project. With the routes approved, the focus of the public involvement is to solicit local knowledge that is used to refine the design to best fit these routes into local areas. For the 2013 installations, the process includes the following activities:

- *January/February 2013*: Nine stakeholder meetings were held to solicit feedback from community leagues, immediately adjacent businesses, churches and schools.
- *February 12 and 20, 2013*: Two open houses were held to solicit feedback from residents and the public-at-large. An online survey was also available for those who could not attend these sessions.
- *April 17, 2013*: A pre-construction information session is being held to report back on what was modified as a result of the consultation, and to share more information about the upcoming routes.

A total of 1,547 people participated from January to February 2013. This includes 384 people who attended the open house; 1,067 who filled out online feedback forms; and 96 who phoned, emailed, or wrote letters to city administration.

MAJOR THEMES

Many of the comments, ideas and concerns raised are specific to the local geographic areas. However, a few themes were raised that were common to all locations.

- Some embraced the addition of new facilities that would encourage cycling, connect more routes, and result in a healthier city, while others felt the city should focus investment on maintaining existing road infrastructure before investing in cycling infrastructure.
- Some felt the cycling routes would inconvenience drivers by slowing down traffic and congesting streets, while others felt bike routes would have a traffic calming influence that would benefit local residents.
- Some felt the addition of the lanes would encourage cycling by giving people a dedicated space to cycle along the roadways that reach major destinations. Others expressed concern the roads were too congested to offer a safe space for cyclists and suggested cycling routes should be located off-road or on quiet residential roads. Concerns were also raised about safety for children and cyclists on proposed routes near school drop-off zones.
- In areas where on-street parking could not be maintained with the addition of bike infrastructure, many residents, businesses, and churches noted concerns about the impact this change would have on their guests, family members and patrons. Some suggested these changes could not be accepted, and others noted different options needed to be pursued to add parking to side streets or to lift parking limitations during designated hours.
- Many noted a need to ensure snow is removed from the new cycling lanes in the winter, while others suggested the cost of removing snow from these lanes would be significant and potentially prohibitive.
- Many feel education about how to use the bike routes and enforcing bylaws is necessary to ensure cyclists, motorists, and pedestrians are able to move safely.



- Many expressed frustration that the consultation process was not aligned to discuss options or changes to the route locations.

LOCATION-BASED RESPONSE

Many of the comments had specific suggestions pertaining to geographic areas. A number of requests for **new marked crosswalks**, and for **new traffic signals** or **adjustments to traffic signal timing** were made. These requests are being assessed and changes that can be made will be incorporated with the bike route installations.

Also, there were suggestions on all routes that **signage is needed** to clearly indicate where the cyclist needs to be located in the bike lane when it is adjacent to parking. This action will also be pursued. Other significant changes because of public input are below.

115 STREET/116 STREET

- Connecting the bike route to the LRT shared-use pathway on the west side of 114 Street was suggested. As a result, shared use lanes will be added on 71 Avenue from 116 Street to connect to the pathway.

106 STREET

- Participants indicated that reducing the traffic lane in this area would require a left-turn bay to access the parking lot at St. Augustine School and the Duggan Community League at 106 Street and 38 Avenue. This turn bay will be constructed in the existing median at this location.

40 AVENUE

- Concerns were raised about the school drop-off locations at St. Boniface School at 40 Avenue and 119 Street. Staff went to observe the drop-off activities, and observed illegal u-turns in two locations. Signage will be installed in these locations. As well, a recommendation has been made to shorten the School Bus Zone to allow for more parent drop-off space.

95 AVENUE

- Some suggested the route on 95 Avenue should continue along 95 Avenue from 142 Street to 146 Street (instead of 96 Avenue as was proposed). Other suggestions included:
 - replacing the stop signs with yield signs on the 142 Street service roads,
 - reducing the potential for cyclist/vehicle conflict at the Crestwood Centre (96 Avenue and 142 Street), and
 - cyclist access to MacKinnon Ravine is better on the east side of 142 Street.
- A decision has been made to continue the route on 95 Avenue from 142 Street to 145 Street. This gives cyclists better crossing options.
- A yield sign will replace the existing stop sign on the east service road at 97 Avenue. To address concerns about cyclist/vehicle conflicts and ravine access, north and southbound shared-use lanes will be marked on the eastern 142 Street service road north of 96 Avenue. The shared used lane on the western 142 Street service road north of 96 Avenue has been removed from the plan.

OTHER ROUTES

Plans for bike infrastructure on 76 Avenue, 121 Avenue and 132 Avenue were previously presented.

- Following City Council direction, work is being undertaken to review parking concerns along the 121 Avenue corridor.
- Later this year, additional public consultation will begin along the 76 Avenue corridor to work towards mitigating issues in the area.
- Work along 132 Avenue has been deferred so it can be reviewed and planned as a component of a longer and more connected corridor in coordination with roadway rehabilitation. This consultation is anticipated to get underway in 2014.