

## City of Edmonton

### Bike Lane Public Engagement – 2012



Prepared by Stantec

May 30, 2012

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## 1.0 OVERVIEW

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### 1.1 PROJECT UNDERSTANDING & BACKGROUND

As an outcome of The City of Edmonton's Bicycle Transportation Plan, approximately 500 km of new on-street bike routes will be installed over the next several years. The City of Edmonton has identified 20 km of new on-street bike routes dispersed over seven target areas.

A public involvement program was designed and implemented to support the 2012 on-street bike route implementation. Our program included three key approaches:

- To share information about the upcoming bike route installations and benefits;
- To provide balanced, timely and objective information about the impacts and changes that may be required to accommodate the new facilities;
- To solicit local knowledge and input from residents, community groups, and other road users to help project managers make informed and educated design decisions in areas where design parameters have to be modified due to local conditions.

When the Bicycle Transportation plan was developed, a rigorous public engagement program was utilized to engage as many community members as possible. However, now that the plan is being implemented and residents will see and experience the difference it will make in their day to day routines, the majority of stakeholders encountered in this project were engaged and involved residents who are passionate about their neighbourhood and their street(s).



## 2.0 PUBLIC ENGAGEMENT PROGRAM

This project involved two distinct phases of consultation with the residents within the project area(s). These phases more specifically consisted of:

### 2.1 PHASE I – PROJECT AWARENESS

One of the main goals of the public engagement plan was to ensure that all the property owners and residents were aware of the project and of their respective opportunities to provide input into the public engagement process. Phase I initiated the public engagement process with a modified open house format to display the respective concepts developed by the City. Phase I started on March 19 and ended on April 11, 2012. A comment sheet was available online and was distributed during the meeting for participants to note their concerns and input. Additionally, the feedback form included an opportunity to evaluate the consultation process overall. Phase I included:

- Flyer development and mail-outs to residents within the project areas
- Local newspaper advertising for the project and applicable dates for public engagement opportunities
- Community League notices
- A total of nine community meetings were arranged for and facilitated to address all seven geographic project locations. These sessions were for the public to review the proposed changes and to solicit appropriate local input for design considerations
- Development of display boards, representing project background, context, important informational points and graphic representation of bike facilities
- The sessions were in the form of a modified open house, with a rolling informational presentation as well as aerial design plans for participant's review, comments and mark-ups
- Comment Sheets were available at each session as well as online for participants to review and complete at their convenience
- The project team compiled a summary of the comment sheets, open board notes, and aerial plan mark-ups for each of the nine sessions

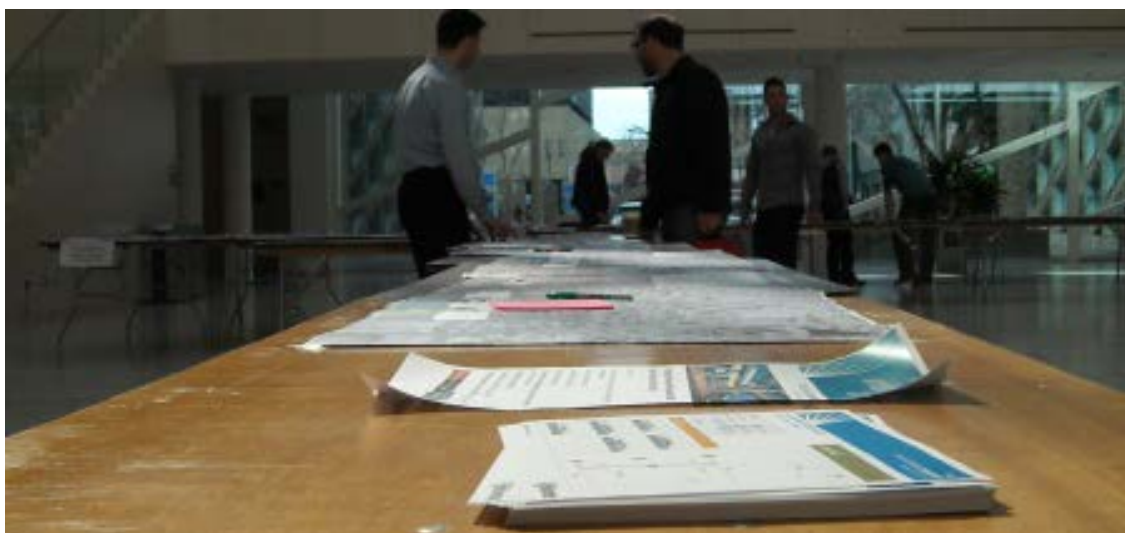




## 2.2 PHASE II – COMPREHENSIVE CITY HALL SESSIONS

Phase II concluded the public engagement process. A modified open house format was used to display the seven concepts developed by the City with consideration given to the comments received through Phase I of public engagement. The dates for these two sessions were May 3 and May 10, 2012. A comment sheet was distributed during the meeting for participants to note their concerns and applicable areas. Additionally, the feedback form included an opportunity to evaluate the consultation process overall. Phase II included:

- Local newspaper advertising for the project and applicable dates for public engagement opportunities
- Community League notices
- A total of two comprehensive City Hall meetings were arranged and facilitated to address all seven geographic locations. These sessions were for the public to review the proposed changes and review “What we have heard” so far in the process
- Development of display boards, representing project background, context, important informational points and graphic representation of bike facilities
- The sessions were in the form of a modified open house, with a rolling informational presentation as well as aerial design plans for participant’s review, comments and mark-ups
- Comment Sheets were available at each session as well as online for participants to review and complete at their convenience
- The project team compiled a summary of the comment sheets, open board notes, and aerial plan mark-ups for each of the two comprehensive sessions



## 3.0 PUBLIC ENGAGEMENT PROGRAM RESULTS

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### 3.1 OVERALL KEY THEMES

Throughout the sessions, a handful of reoccurring themes were shared by a significant percentage of the participants. It comes as no surprise that the major overall concern is the loss of residential parking. Additionally, the year-round maintenance of the bike lanes, inclusive of snow and gravel clearing, was voiced repeatedly and in nearly every session held. Bicyclist safety was a reoccurring concern as well.

A total of 242 interested members of the public participated through the eleven public sessions. Participants for specific sessions ranged from five to seventy-nine in attendance. A total of eighty-eight comment sheets were returned and additional letters (to Mayor and Council) were also received.

**Individual session summaries are provided in the sections below. For full session and comment sheet summaries please see APPENDIX A.**

### 3.2 LEGER ROAD (23 AVENUE TO LEGER WAY)

The Leger Road session was held at Brookside Community League building (5320 – 143 street) on Monday, March 19. A total of five participants attended and one comment sheet has been returned to the project team.

The proposed design follows the “looping” Leger Roadway and it was expressed that shortcutting, through the school and the Terwillegar Recreation Centre grounds should be considered in the final design of the bike lane. Concern with the loss of on-street parking and thus having to park in the overflow parking across the street was expressed. The connection of the schools and the Recreation Centre by a bike lane was noted to be of benefit to the facilities users as well as local residents.

### 3.3 121 AVENUE (VICTORIA TRAIL TO 77 STREET)

The 121 Avenue session was held at the Newton Community League building (5520 – 121 Avenue) on Wednesday, March 21. A total of nine participants attended and seven comment sheets have been returned to the project team.

It was expressed that the perceived “shortcutting” on 121 Avenue and the resulting issues, such as higher than desired traffic volumes, higher speeds, noise, and safety

were having a significant negative effect on the neighbourhood. The loss of on-street parking was of concern to the community league, which has no off-street parking, as well as the potential impacts on the higher density residential areas in the eastern portion of the project site. It was noted that there was a history of concern regarding neighbourhood traffic shortcutting.

### **3.4 WOLF WILLOW ROAD (EAST OF 170 STREET)**

The Wolf Willow Road session was held at the Wolf Willow Community League building (505 Wolf Willow Road) on Thursday, March 22. A total of six participants attended and two comment sheets have been returned to the project team.

There were no significant concerns expressed.

### **3.5 189 STREET (87 AVENUE TO 95 AVENUE)**

The 189 Street session was held at the Meadowlark Community League building (15961 – 92 Avenue) on Monday, April 2 with a total of twelve participants attending. Ten comment sheets have been returned to the project team.

In addition, 95 Avenue from 142 Street to 189 Street, was also presented for comment. This phase is being considered for the 2013 construction season.

A few detailed design considerations were offered by the participants. The overall response was positive regarding the proposed plan as well as the public process.

### **3.6 121 STREET (100 AVENUE TO 106 AVENUE)**

The initial 121 Street session was held at the Rossdale Community League building (10135 – 96 Avenue) on Tuesday, April 3 with a total of nine participants attending. Additionally, a second session was held at Stantec (10160 – 112 Avenue) on Tuesday, April 10. A total of twenty-three participants attended, and a cumulative total of eighteen comment sheets have been returned to the project team.

In addition, 100 Avenue from 102 Street to 121 Street, was also presented for comment. This phase is being considered for the 2013 construction season.

A few detailed design considerations were offered by the participants. The overall response was positive regarding the proposed plan as well as the public process. Bike lane maintenance was a key theme.

### **3.7 82 STREET (YELLOWHEAD TRAIL TO 137 AVENUE)**

The 82 Street session was held at the Delwood Community League building (7515 Delwood Road) on Wednesday, April 4. A total of eight participants attended and three comment sheets have been returned to the project team.

It was expressed that the public engagement efforts were appreciated. The bike lanes would be preferred to be on the main roadway as opposed to the frontage roads, as it is more mainstream.

### **3.8 116 STREET (87 AVENUE TO SASKATCHEWAN DRIVE)**

The initial 116 Street session was held at the Spruce Avenue Community League building (10240 – 115 Avenue) on Thursday, April 5. A total of ten participants attended. Additionally, a second session was held at the Windsor Park Community League building (11840 – 87 Avenue) on Tuesday, April 10. A total of seventy-nine participants attended, and a cumulative total of thirty-one comment sheets have been returned to the project team.

The loss of on-street parking and the potential reallocation of a portion of the lost parking were the key concern expressed by a majority of participants. Bike lane cleaning and bicyclist safety were other key issues expressed.

### **3.9 ALL PROPOSED 2012 BIKE LANES (CITY HALL)**

The initial Comprehensive session, regarding all seven proposed 2012 Bike Lane facilities, was held at City Hall on Thursday, May 3. A total of forty-four participants attended. A second session was subsequently held at City Hall on Thursday, May 10. A total of thirty-seven participants attended, bringing total attendance for these two sessions up to eighty-one, and a cumulative total of sixteen comment sheets have been returned to the project team.

The loss of on-street parking, bicyclist safety, bike lane maintenance and secure bike parking facilities at LRT / transit stations were key issues expressed.

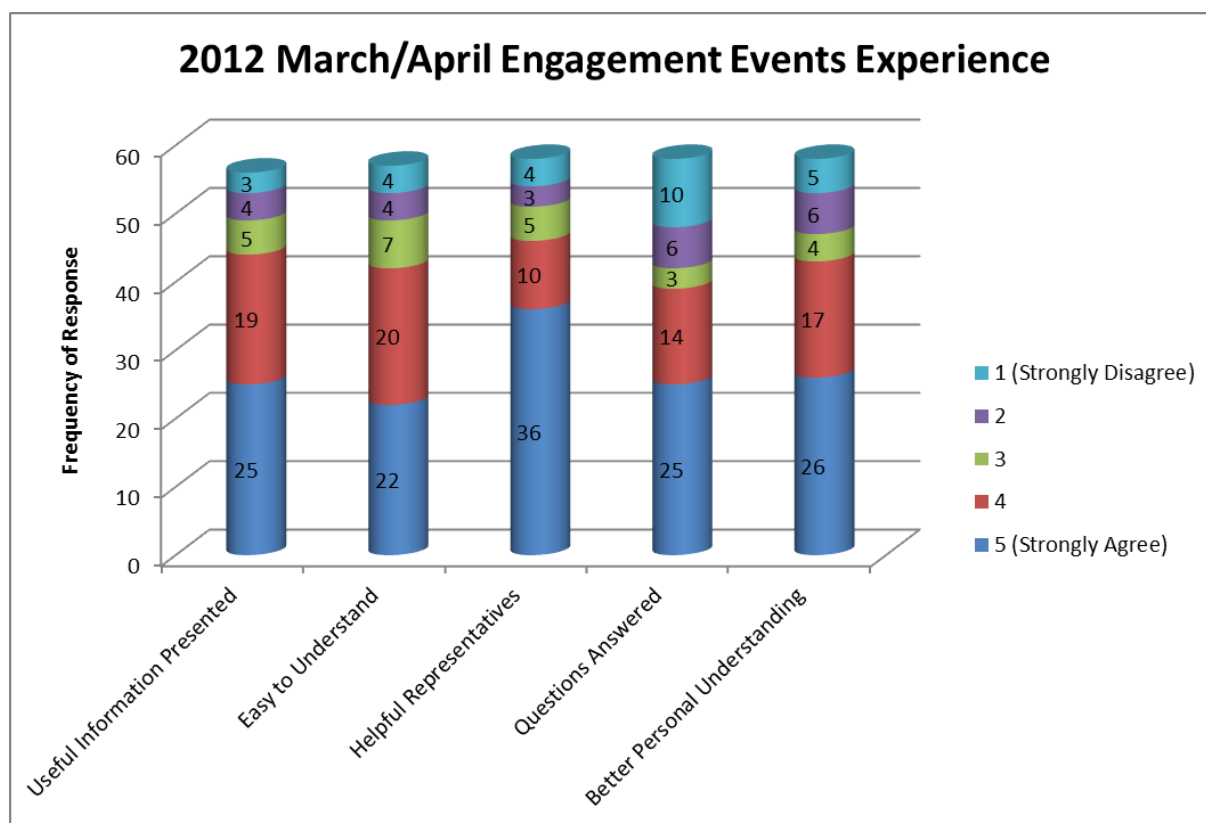


## 4.0 PHASE I - COMMENT SHEET SUMMARY

Of the project total of 242 Phase I and Phase II participants, approximately two-thirds (161) participated in the nine Phase I sessions. These sessions were strategically located on the project's "door-step" being the local neighbourhoods directly benefiting/impacted by the proposed facilities. Nearly 50% of these participants also provided feedback via the comment sheets. Their responses are graphically represented below.

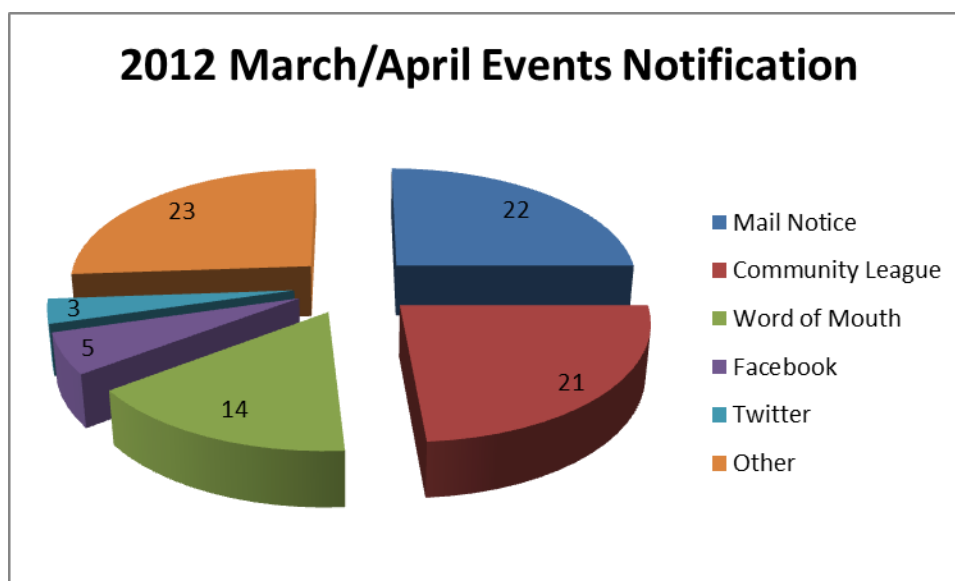
For complete comment sheet summaries, please see APPENDIX A.

Figure 4.1 shows the number of responses reflecting how the participants rated their open house experience.



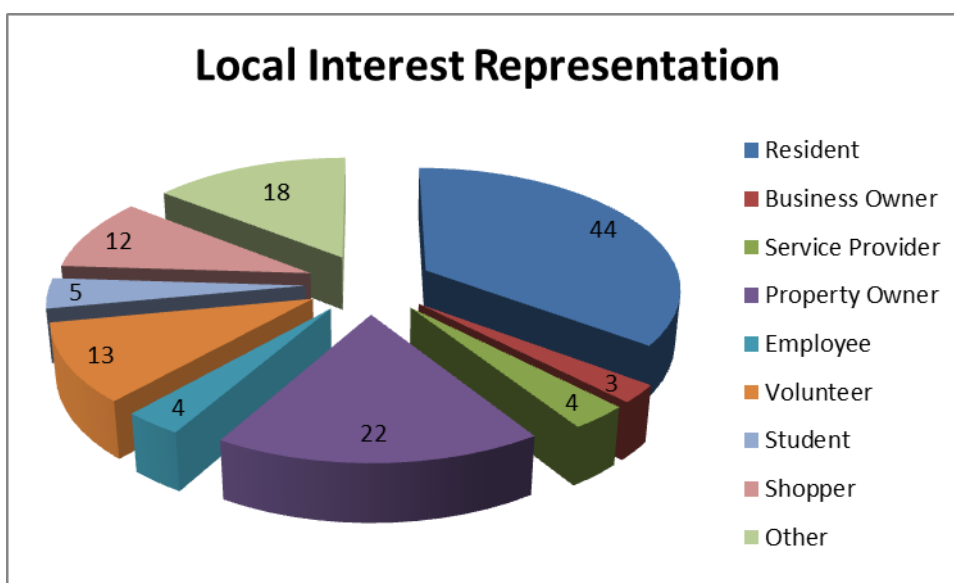
When asked about: useful information presented, easy to understand, helpful representatives, questions answered, better personal understanding, and understand community fit – forty-two to forty-six of the fifty-eight respondents “agreed” or “strongly agreed”.

Figure 4.2 indicates the number of responses regarding how they received notice about the project.



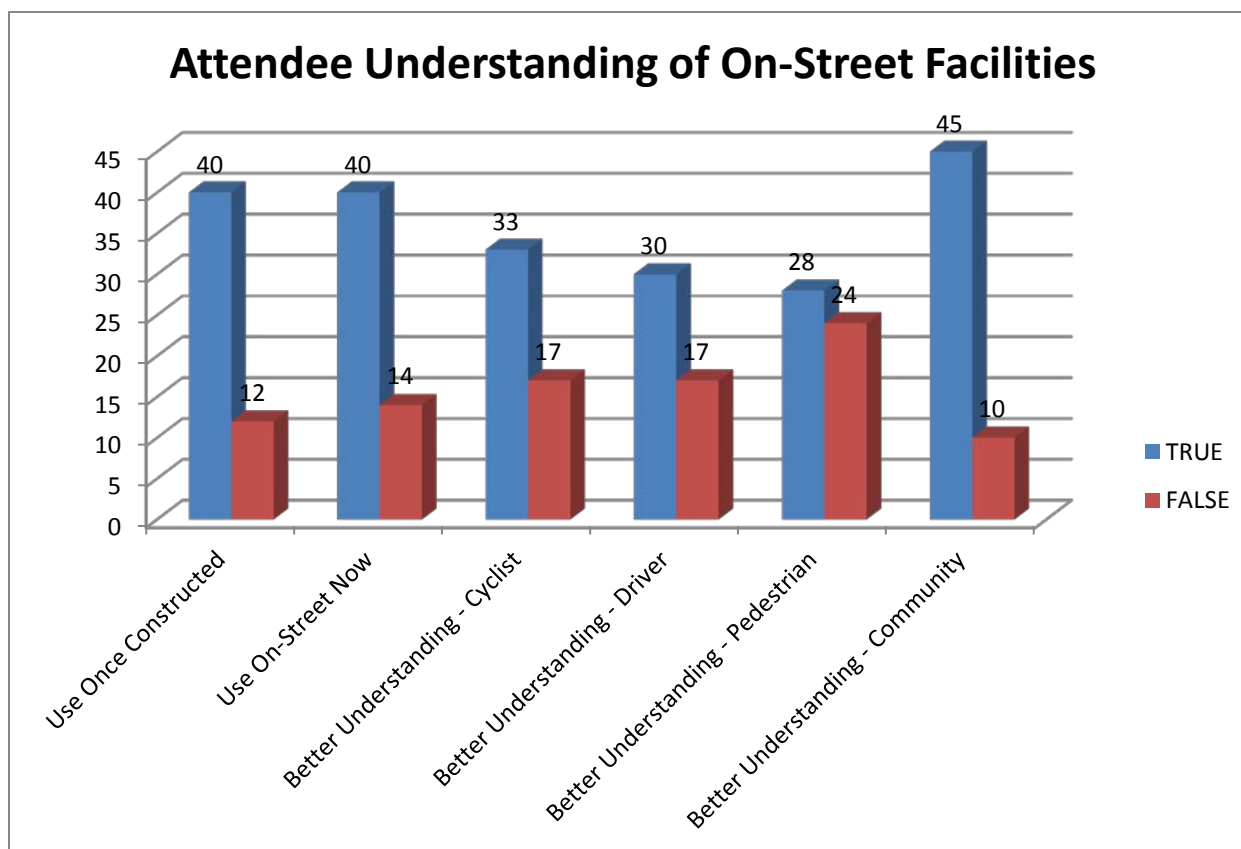
The project team utilized several different mediums to “get the word out”. Although there were some concerns with the event notification mailouts not being completed in certain neighbourhoods, attendees responded that the method of notification from the mailouts (22 respondents) fared comparably to the Community League notification (21) and other means (23). On-line mediums accounted for eight respondents of the total, about half of the word of mouth respondents.

Figure 4.3 numerically reflects the participant’s local interest(s).



The largest representation of participants were residents, which doubled the property owners. This reflects that tenants in the project areas, regardless of their ownership situation, were very engaged in the process concerning the neighbourhood where they live.

Figure 4.4 shows the number of responses stating their understanding of the project and its benefits/impacts.



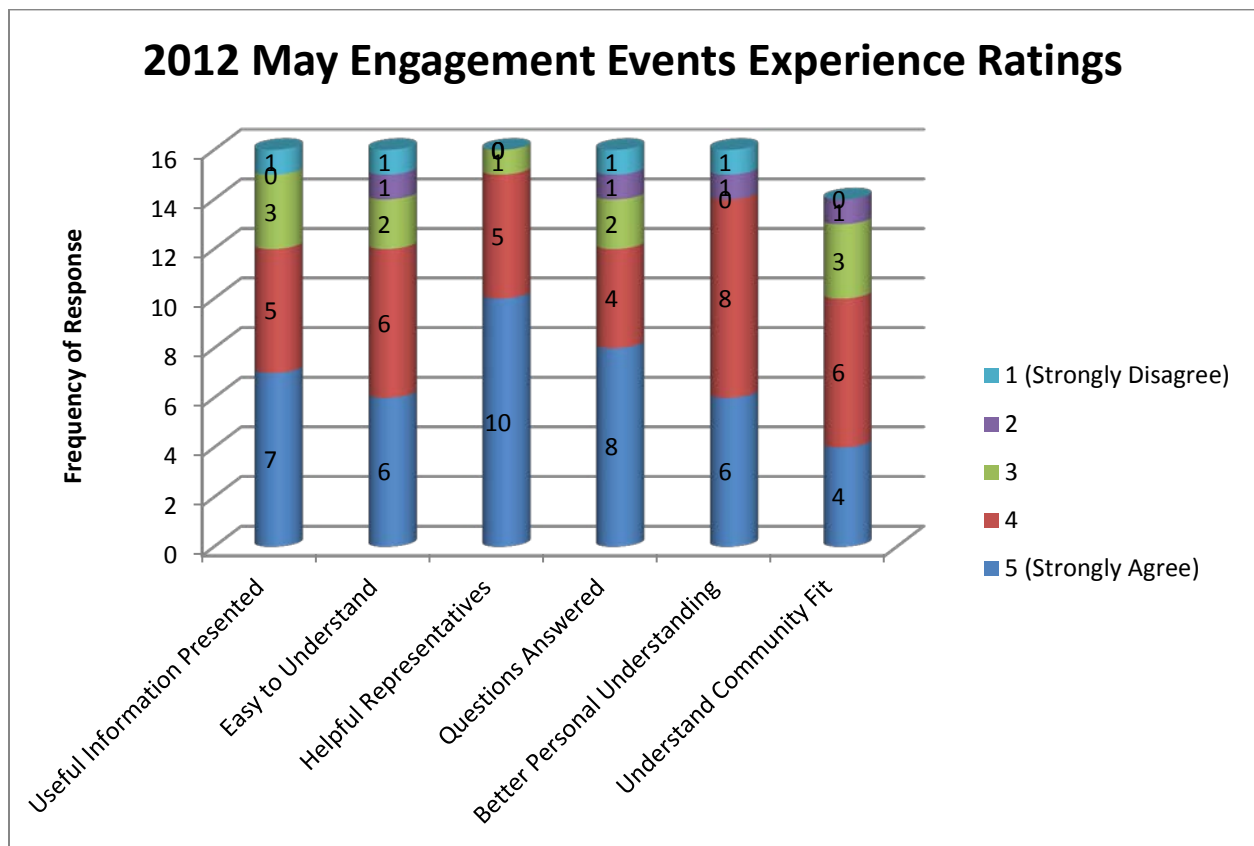
The vast majority of respondents (by 2.5 to 5 times) indicated their favourable understanding of the various components of the bike lane facilities and community impacts thereof.

## 5.0 PHASE II – COMMENT SHEET SUMMARY

Approximately one-third (81) of the project's total participants attended the Phase II comprehensive City Hall sessions. These sessions were centrally located to encourage as many participants as possible, including residents directly impacted by the project as well as other potential users of the bike lane facilities." Of these participants, nearly 20% provided feedback via the comment sheets (sixteen). Their responses are graphically represented below.

For complete comment sheet summaries, please see APPENDIX A.

Figure 5.1 shows the number of responses reflecting how the participants rated their open house experience.



When asked about their experience at the pre-construction engagement events at City Hall, ten to fifteen of the sixteen respondents "agreed" or "strongly agreed" that useful, easy to understand information was presented, that the project representatives were

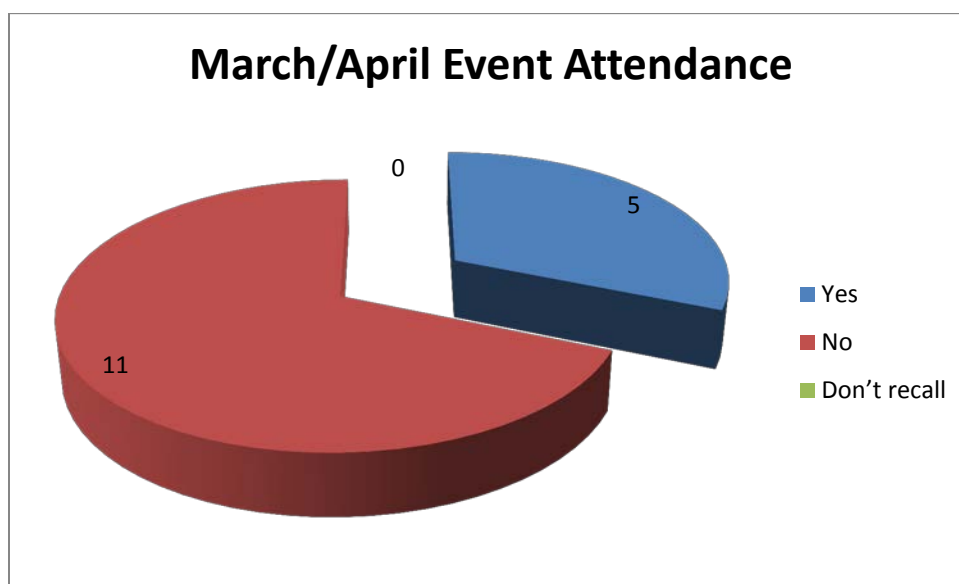
helpful and answered their questions, and that they had a better personal understanding of the project and better understand the community fit after attending.

Figure 5.2 indicates the number of responses regarding how they received notice about the project.



Although the statistical resource pool is fairly lean (only sixteen respondents), approximately one-third of respondents used the City of Edmonton's website to learn more about the project. Each of the other media saw comparable levels of use.

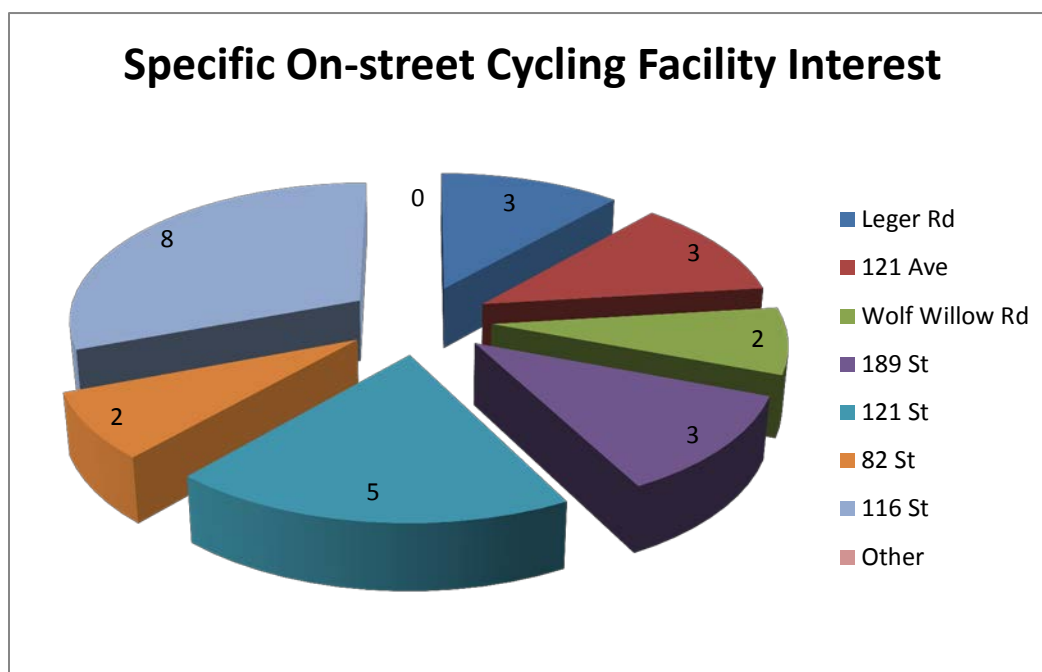
Figure 5.3 numerically reflects the participant's local interest(s).



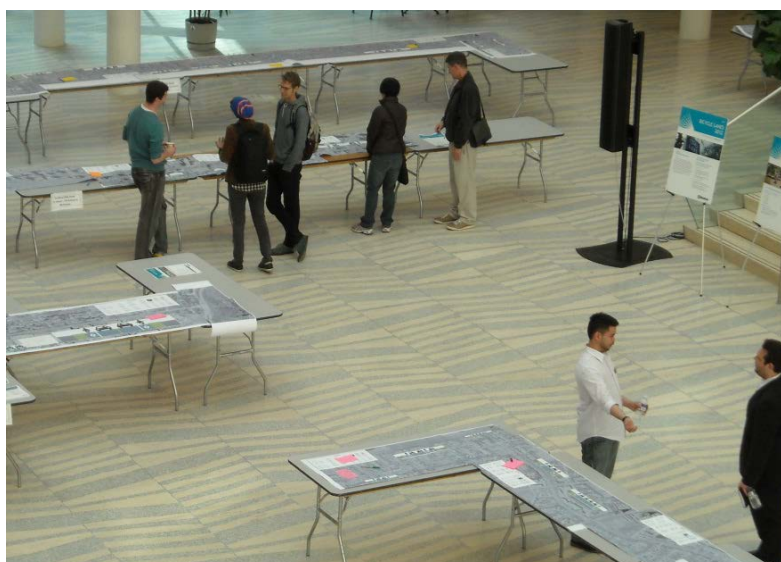


Almost three-quarters of the sixteen respondents were new to the public engagement program as the comprehensive City Hall Sessions were the first they had participated in. This is favourable to the project as it infused fresh eyes and additional perspectives to the project. Additionally, from the 161 Phase I participants, only five submitted a second comment sheet.

Figure 5.4 shows the number of responses of how many participants are specifically interested in each of the seven proposed facilities.



When asked which on-street cycling facilities were of most interest to the respondents, 116 Street and 121 Street (50% and 31% respectively) topped the list.



## 6.0 RECOMMENDATIONS AND NEXT STEPS

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Throughout the engagement process, there were a handful of reoccurring themes shared by many of the participants. It comes as no surprise that the major overall concern is the loss of residential parking. Additionally, the year-round maintenance of the bike lanes, inclusive of snow and gravel clearing, was voiced repeatedly and in every session held. Bicyclist safety was a reoccurring concern as well.

Throughout the public engagement sessions, three key themes were expressed consistently and emphatically.

1. The reduction of on-street parking is a challenge to affected residents
2. Year round maintenance of the bike lanes is critical, as both cyclists and motorists are negatively affected when the bike lanes are impassable due to snow and gravel. It was suggested that if the City were to adopt a policy of clearing bike lanes first and consistently, there would be a significant increase in users. Many expressed that once the facility becomes an obstacle, riders will mode change for the duration of the winter months – despite their willing ness to ride in the cold. Essentially, it is not the cold which deters cyclists; it is the lack of passable facilities.
3. Bicyclist safety is a concern for both cyclists and motorists. The need to provide safe facilities was understood and embraced by most if not all participants.





## Appendix A

### Comment Sheets and Summaries

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#### Comment sheets What we have heard summaries

## 2012 ON-STREET CYCLING FACILITIES MARCH & APRIL 2012 INFORMATION SESSIONS

1. Please help us prepare for future meetings by taking the time to answer a few questions about your experience. Please rate your level of agreement with the following statements, on a scale where 1 means Strongly Disagree and 5 means Strongly Agree.

	1 Strongly Disagree	2	3	4	5 Strongly Agree
The information presented was useful and informative.					
The information was easy to understand.					
The project representatives were helpful, friendly and accessible.					
I was able to find satisfactory answers to my questions.					
I have a better understanding of the project because of my attendance tonight.					

2. How did you hear about this session? (Please check all that apply)

- ☐ Notice in the mail
- ☐ From my community league
- ☐ Word of mouth
- ☐ Facebook
- ☐ Twitter
- ☐ Other (please specify) \_\_\_\_\_

3. What interests are you representing at tonight's meeting? (Please check all that apply)

- ☐ Resident of the community
- ☐ Business owner in the community
- ☐ Service provider in the community
- ☐ Property owner in the community
- ☐ Employee of an organization located in the community
- ☐ Volunteer in the community
- ☐ Post-secondary student
- ☐ Shopper at businesses in the community
- ☐ Other: please specify \_\_\_\_\_

4. Please answer the following questions by placing an "X" in the appropriate column.

	True	False
I will use these on-street cycling facilities once they are constructed		
I use on-street cycling facilities today		
I have a better understanding of how to use these facilities as a cyclist after attending this session		
I have a better understanding of how to interact with these facilities as a driver after attending this session		
I have a better understanding of how to interact with these facilities as a pedestrian after attending this session		
I have a better understanding of how these facilities will fit into my community		

5. Additional comments:

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For additional information please contact:  
 Transportation Planning  
 13th Floor, Century Place  
 9803 - 102A Avenue  
 Edmonton, Alberta  
 T5J 3A3  
[cycling@edmonton.ca](mailto:cycling@edmonton.ca)



## 2012 ON-STREET CYCLING FACILITIES MAY 2012 PRE-INSTALLATION INFORMATION SESSIONS

1. Please help us prepare for future meetings by taking the time to answer a few questions about your experience. Please rate your level of agreement with the following statements, on a scale where 1 means **Strongly Disagree** and 5 means **Strongly Agree**.

	1 Strongly Disagree	2	3	4	5 Strongly Agree
The information presented was useful and informative.					
The information was easy to understand.					
The project representatives were helpful, friendly and accessible.					
I was able to find satisfactory answers to my questions.					
I have a better understanding of the project because of my attendance.					
I have a better understanding of how these facilities will fit into my community.					

2. How did you hear about this session? (Please check all that apply)

- |   |   |
|---|---|
| <input type="checkbox"/> Notice in the mail       | <input type="checkbox"/> Word of mouth                |
| <input type="checkbox"/> Newspaper ad             | <input type="checkbox"/> Facebook/Twitter             |
| <input type="checkbox"/> Roadside signs           | <input type="checkbox"/> City of Edmonton web site    |
| <input type="checkbox"/> From my community league | <input type="checkbox"/> Other (please specify) _____ |

3. Did you attend any of the March/April sessions?

- ☐ Yes  
☐ No  
☐ Do not recall

For more information on the project, visit [www.edmonton.ca/cycling](http://www.edmonton.ca/cycling),  
or email: [cycling@edmonton.ca](mailto:cycling@edmonton.ca)

4. Which on-street cycling facility are you interested in? (Please check all that apply)

- ☐ Leger Road (23 Ave to Leger Way)
- ☐ 121 Ave (Victoria Trail to 77 St)
- ☐ Wolf Willow Road (East of 170 St)
- ☐ 189 St (87 Ave to 95 Ave)
- ☐ 121 St (100 Ave to 106 Ave)
- ☐ 82 St (Yellowhead Trail to 137 Ave)
- ☐ 116 St (87 Ave to Saskatchewan Drive)
- ☐ Other: please specify \_\_\_\_\_

4. Do you have any additional comments about the information session?

Please drop off your completed form at the welcome desk. Or, this form can also be completed online at [www.edmonton.ca/cycling](http://www.edmonton.ca/cycling) until Monday, May 14, 2012.

For more information on the project, visit [www.edmonton.ca/cycling](http://www.edmonton.ca/cycling), or email: [cycling@edmonton.ca](mailto:cycling@edmonton.ca)

“What we have heard”  
Bike Lane Public Engagement Summaries

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2012

# “What we have heard” Bike Lane Public Engagement Summaries

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2012

## **Leger Road (23 Avenue to Leger Way)**

**Monday, March 19**

5 Attended - 1 survey returned

### **Comments (summarized)**

- *More consideration should be given to providing shortcuts*

# **“What we have heard”**

## **Bike Lane Public Engagement Summaries**

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**2012**

### **121 Avenue (Victoria Trail to 77 Street)**

**Wednesday, March 21**

9 Attended - 7 surveys returned

#### **Comments (summarized) - specific to the proposed bike lanes**

- Good plan.
- Problems at 50 Street and 121 Avenue.
- Will be more traffic in the area with the bike lanes. Could be more crime?
- Great idea - hope it proceeds as planned.
- We support creating a "local street bikeway" or "bike boulevard" on 121 Avenue.
- I believe that 121 Avenue would be a safer and better choice for any bike lane, and has fewer areas where street parking is allowed.
- 121 Avenue route - move to 119 Avenue - connect off 30 Street/118 Avenue behind mall past bus terminal.
- Look at 123 Avenue for bike lanes vs. 121 Avenue as proposed (from 38 Street to 58 Street)
- Bike lanes 'striping' indicate more significant roads (i.e. collector) and thus misconception from a local road perception
- compatibility between large trucks and cyclists on 3 lane local roadway
- Parking very limited in this area already – i.e. Community League and apartment parking

#### **Comments (summarized) - other issues – current “shortcutting on 121 Avenue”**

- Bike lanes on 123 Avenue would reduce speeds and volumes
- Regarding 121 Avenue (Victoria Trail to 77 Street) this is a 3 lane local road that is now attracting excessive vehicle use since the traffic lights were installed at 50 Street.
- 121 Avenue has higher speeds and volumes. Result of 4-way stop conversion to signalized intersection, increase in noise and pollution, increase in crime
- 121 Avenue used for shortcutting
- Shortcutting from Yellowhead up off 66 Street over to 50 Street - high speed and high volume
- Noise from increased traffic on 121 Avenue is a concern for community



# “What we have heard”

## Bike Lane Public Engagement Summaries

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2012

- Trying to stay off 118 Avenue and 50 Street due to limitations on left-turns. Shortcuts use 112 Avenue, 58 Street, and 121 Avenue
- Does have buses here with speed/volume of vehicles - definite increase since signal went in (AM peak especially)

### **Comment Sheets (verbatim) - 121 Avenue (Victoria Trail to 77 Street)**

- *I am a bike rider year round and I think this is a good plan. The only problem I see is at 50 St. and 121 Ave.*
- *Will be more traffic in the area with the bike lanes. Could be more crime?*
- *Great idea - hope it proceeds as planned. Edwin Dening - BLANYO@gmail.com*
- *Regarding 121 Ave (Victoria Trail to 77 St.) bike lane, we are concerned about it being installed from 50 St. to 61 St., as this is a 3 lane local road that is now attracting excessive vehicle use since the traffic lights were installed at 50 St. We support creating a "local street bikeway" or "bike boulevard" on 121 Ave. from 50 St. to 61 St. that uses traffic calming strategies to reduce vehicular volume and speed on 121 Ave. from 50 St. to 61 St. and prioritizes cyclists and pedestrian use, with parking on street allowance for residents, St. Leo School, and Newton Community League and Skating Rink*
- *The choice of making a bike lane on 118 Avenue is not a wise one. The road is far too busy and is often used for parking in front of the many businesses on 118 Ave. I believe that 121 Avenue would be a safer and better choice for any bike lane, and has fewer areas where street parking is allowed.*

### **Open Board comments (verbatim) - 121 Avenue (Victoria Trail to 77 Street)**

- *121 Ave route - move to 119 Ave - connect off 30 St/118 Ave behind mall past bus terminal.*
- *Limited parking @ higher density complexes on bend @Abottsfield Rd transition to 121 Ave (change to sharrow here)*
- *Numerous communities (Abbottsfield, Beacon Heights, Berhman) did not receive notices*
- *Look at 123 Ave for bike lanes vs. 121 Ave as proposed (from 38 St to 58 St)*
- *Community consultation before implementation*
- *Bike lanes on 123 Ave would reduce speeds and volumes*

# “What we have heard”

## Bike Lane Public Engagement Summaries

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2012

- *Bike lanes 'striping' indicate more significant roads (i.e. collector) and thus misconception from a local road perception*
- *compatibility between large trucks and cyclists on 3 lane local roadway*
- *Parking loss disrupts Newton community League function as there is no off-street parking at community league*
- *121 Ave has higher speeds and volumes. Result of 4-way stop conversion to signalized intersection, increase in noise and pollution, increase in crime*
- *121 Ave used for shortcutting*

### **Aerial Plan comments (verbatim) - 121 Avenue (Victoria Trail to 77 Street)**

- *Extend bicycle lanes to shared-use pathways south of 118 Ave (Abbottsfield & Victoria Trail).*
- *WB 121 Ave - left turning lane and right-thru lane and no room for bikes (50 Street & 121 Avenue).*
- *Not enough parking on side streets (121 Avenue & 52 Street).*
- *Parking very limited in this area already - little facility parking (school, CL)(54 Street to 57 Street).*
- *Shortcutting from Yellowhead up off 66 Street over to 50 Street - high speed and high volume (55 Street).*
- *Noise from increased traffic on 121 Ave is a concern for community (55 Street).*
- *Trying to stay off 118 Ave and 50 St due to limitations on left-turns. Shortcuts use 112 Ave, 58 St, and 121 Ave (58 Street).*
- *Does have buses here with speed/volume of vehicles - definite increase since signal went in (AM peak especially) (west of 58 Street).*

**“What we have heard”  
Bike Lane Public Engagement Summaries**

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**2012**

**Wolf Willow Road (east of 170 Street)**

**Thursday, March 22**

6 Attended - 2 surveys returned

# “What we have heard”

## Bike Lane Public Engagement Summaries

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2012

### 189 Street (87 Avenue to 95 Avenue) & 95 Avenue (142 Street to 189 Street)

Monday, April 2

12 Attended - 10 surveys returned

#### Comments (summarized):

- I'm all for bike lanes; the more people are inspired to use their bikes, the better off we all are.
- Keep going - the faster the better
- Excellent work! This is what I like to see.
- No
- Very good - quick & informative
- Rush hour traffic has long backlog for left turns going south - No changes possible - existing left turn lanes
- Add right turn lane for westbound traffic
- Lane reduction east of 163<sup>rd</sup> Street will cause congestion
- Traffic bulbs cause bikes to have to move into traffic

#### Comment Sheets (verbatim) - 189 Street (87 Avenue to 95 Avenue) & 95 Avenue (142 Street to 189 Street)

- *The extra maps showing all the other projects help show how all the routes will connect the city together.*
- *My feeling is these info sessions are very useful, thank you for coming out and presenting the plan. I'm all for bike lanes; the more people are inspired to use their bikes, the better off we all are. (one suggestion might be to incorporate bike traffic signs & rules into Driver's license education) i.e. this information should be on the driver license test)*
- *Keep going - the faster the better*
- *Excellent work! This is what I like to see.*
- *No*
- *Very good - quick & informative*

# “What we have heard”

## Bike Lane Public Engagement Summaries

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2012

**Aerial Plan comments (verbatim)** - 189 Street (87 Avenue to 95 Avenue) & 95 Avenue (142 Street to 189 Street)

- *Rush hour traffic has long backlog for left turns going south - No changes possible - existing left turn lanes (172 Street & 175 Street)*
- *Add right turn lane for WB (167 Street)*
- *Lane reduction east of 163 St will cause congestion (163 Street)*
- *Traffic bulbs cause bikes to have to move into traffic (148 Street)*



# “What we have heard”

## Bike Lane Public Engagement Summaries

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2012

### 121 Street (100 Avenue to 106 Avenue)

Tuesday, April 3 & Tuesday, April 10

31 Attended - 18 Surveys returned

#### Comments (summarized)

- Sweep & clean street & associated trail/paths & routes right out to the curb.
- Should switch to cycle tracks from bike lanes
- 105 Avenue - connectivity (perhaps behind stores)
- Thanks for more & better bike facilities.
- Please always put safety 1<sup>st</sup> in your plans
- Awesome. Make it happen. I ride these exact routes every day.
- Oh yeah, can't wait! I cycle with the vehicles on streets.
- I am EAGERLY looking forward to bike lanes from 102<sup>nd</sup> Street to 121<sup>st</sup> Street on 100<sup>th</sup> Avenue
- Danger with bikes/car-door collisions?
- How do you go further west from here?
- Southbound bikes need crossing allowance
- Bike box candidate for both directions on 121 Street. Include bikes on the advance pedestrian signal.
- Add left turn allowed for southbound bike lane
- Add stairs to Victoria Road

#### Comment Sheets (verbatim) - 121 Street (100 Avenue to 106 Avenue)

- *All looks great, thank you very much :)*
- *I wish ETS was more involved in these sessions*
- *Sweep & clean street & associated trail/paths & routes right out to the curb.*
- *I still have more suggestions: the best option is always to have separate bike lanes; the next best is sharrows to separate cars and bicycles, on busy roads with a line. Sharrows without a line and now and then bicycles painted on road are not effective! Car drivers will NOT pay attention, or parked cars will NOT pay attention! Defensive driving lessons should be mandatory in driving schools before driving exams. If you have separate bike lanes on busy roads, on intersections: They need their own lights, RT turning of vehicles must be*

## “What we have heard” Bike Lane Public Engagement Summaries

2012

*prohibited. LRT should be expanded and bicycle parking should be in good condition at LRT stations and Bus stations well lit, and maybe decorative (Art). Bike commuters ride their bikes to go from A-B, they should be safe, and all drivers and bikes should be respectful of each other. More bridges should allow pedestrians and bikes to cross the river, separate lanes. There should be more enforcement of the law that bicycles have lights on at night, as a dark bicycle is not distinguishable from the road. The bicyclist should have to go for an education lesson mandatory after an offence. Do NOT expand city of Edmonton anymore! Fill out all the core regions of the city and build up. The city is a big city and deserves a heart(!) Also: keep the water of the city clean, do NOT allow dumping, keep the tapwater drinkable, which it is, so there will be no need for plastic waterbottles. (A lot end up in the ocean and make a mess out of it!)*

- *Already knew how to interact as a driver with these facilities. Thanks for more + better bike facilities. Please always put safety 1st in your plans - better not to have a bike lane than one that puts us in danger.*
- *Awesome. Make it happen. I ride these exact routes every day.*
- *Project information not really easy to understand, don't really have a better understanding after having attended. Oh yeah, can't wait! I cycle with the vehicles on streets. More confused about how to use these facilities as a cyclist. Better understanding of the facilities as a driver - N/A. I feel somewhat overwhelmed and befuddled by all the info.*

*Maps...yeah, not really a "map" person. I am EAGERLY looking forward to bike lanes from 102 St. to 121 St. on 100 Ave. It is currently my most USED bike route and hopefully, hopefully, this project is passed for 2013. Truly, I did hope this would've been passed for this 2012 season.*

- *It is difficult to describe bike routes; names would be very useful. We have some famous Edmontonian cyclists too! Street signs (i.e. "which street does this intersect?") would be nice. Updates, perhaps crowd-sourced, on bike lane conditions would be cool. Online, of course. Also, the ice build-up below Ramsey ravine is caused by a seep which used to empty into Ramsey Creek until it was blocked by the reinforced path in Ramsey.*
- *Keep up the good work, looking forward to more bike lanes. A media campaign at some point for driver/cyclist co-existence would be great. The existing materials are good; just need more people to read them! Perhaps approaching driving schools would be helpful too.*
- *Continue with public consultation, taking into account all needs of drivers, cyclists & pedestrians. Ensuring no one is put ahead and proposed routes affect/impact everyone equally.*

# “What we have heard”

## Bike Lane Public Engagement Summaries

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2012

- *Great job - nice to see the plans in detail as well as general comments about how the facilities operate. Awesome City employees, yahoo bike facilities!!!*

### **Open Board comments (verbatim) - 121 Street (100 Avenue to 106 Avenue)**

- *Bike maps need street names as do roads around LRT lines*
- *Should switch to cycle tracks from bike lanes*
- *need more/sooner maintenance of existing bike lanes - snow clearing, street sweeping, potholes*
- *Good road maintenance is good for all modes*
- *early spring sweeping just off on-road bike lanes and routes*
- *105 Ave - connectivity (perhaps behind stores)*
- *127 St - change from contraflow to dual flow - also should have eastbound bike lane warning signs on avenues closer to the street or even on/near stop sign.*
- *Need better crossing from north end of Gateway over Sask Drive.*

### **Aerial Plan comments (verbatim) - 121 Street (100 Avenue to 106 Avenue)**

- *Need to widen the ramp to improve turning radius for bikes exiting bike lane onto path. Take out t-bollard at entrance of SUP (121 Street & 106 Avenue)*
- *Possible alignment change of SUP access north of 106 Street (Shared Use Parking north of 106 Avenue)*
- *When connecting MUTs to other thoroughfares, consider how bikes will cross an intersection (shortest path, often at an angle). As well as peds. (Shared Use Parking north of 106 Avenue)*
- *Indicate directions in cross-sections*
- *Danger with bikes/car-door collisions? (121 Street & 104 Avenue to 105 Avenue)*
- *How do you go further west from here? (121 Street & 102 Avenue)*
- *102 Ave a better route for cyclists than Jasper Ave from 121 to 124 St. Intersection treatments at 124 St for eastbound cyclists (121 Street & 102 Avenue)*
- *Southbound bikes need crossing allowance (121 Street & Jasper Avenue)*
- *Bike box candidate for both directions on 121 Street. Include bikes on the advance pedestrian signal. (121 Street & Jasper Avenue)*
- *Add left turn allowed for southbound bike lane (121 Street & Jasper Avenue)*
- *Add stairs to Victoria Road (121 Street & 100 Avenue)*

# “What we have heard”

## Bike Lane Public Engagement Summaries

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2012

### 82 Street (Yellowhead Trail to 137 Avenue)

Wednesday, April 4

8 Attended - 3 surveys returned

#### Comments (summarized)

- Appreciate the outreach!
- Great Info session. Hope you listen to feedback, and revisit communities where bike lines have been installed and caused issues. Thank you for your consideration.
- Would like to see lanes on roadway (vs. frontage road sharrows). More mainstream

#### Open Board comments (verbatim) - 82 Street (Yellowhead Trail to 137 Avenue)

- *Would like to see lanes on roadway (vs. frontage road sharrows). More mainstream*

# “What we have heard”

## Bike Lane Public Engagement Summaries

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2012

### 116 Street (from 87 Avenue to Saskatchewan Drive)

Thursday, April 5 & Wednesday, April 11

89 Attended - 31 Surveys returned

#### Comments (summarized):

- Sharrows should replace the bike lanes
- Reduced parking an issue
- Bike lanes need to be cleared of snow/gravel to be used.
- Need parking in front of my house for visitors
- Put lanes on 117 Street, not 116 Street.
- Intersection with Emily Murphy road a problem
- Lots of on-site parking
- Visitor parking passes being abused
- Put bike lanes on University property (East side)
- Bike Box – great idea

#### Comments (verbatim) - 116 Street (from 87 Avenue to Saskatchewan Drive)

- *I won't use facilities if there is an obstruction like gravel/snow. I still want to see a plan for "what if" scenarios for residents when alleys/homes need to be accessed from the front to receive services.*
- *?? ?? Because I was well informed to begin with. Sharrow lanes should be installed on 116 street rather than dedicated bike lanes to keep parking.*
- *I ultimately feel these lanes will evolve into "use the lanes only" attitude among motorists. The fundamental laws governing moving vehicles on the roads will be confused. Leading to more problems.*
- *Do to the fact I never received anything in the mail about this and even if I did I probably can speak for almost everybody in this area that this bike trail is a really dumb idea.*
- *I feel there could be better routes for the bike path that would not be as disruptive. Could 117 St be used instead of 116 St? 117 St only has parking on one side of the street - it could be used all the way down to University Ave.*

## “What we have heard” Bike Lane Public Engagement Summaries

2012

- *I am not a cyclist. I'm very interested in any changes or alterations which may improve my community.*
- *116 St seems to have a lot of access/entry points - front driveways on west side, & on the east side entrance/exits for stadium & Windsor park parkades & laybys. May be difficult to travel on 116 St whether by car or bike to avoid collisions as 116 St is so busy. (collector/commuter car route) Would 117 St be safer for bikes & travel in the long run? 87 Ave is tough for bike riders as some cars/trucks travel very quickly.*
- *No issues with your plan. Appears to be well thought through and will address those with bicycles*
- *As a longtime resident (9126 - 116 street) and bike commuter on 116 in Windsor Park I have strongly significant with the proposed route. The route on 116 is unnecessary and unfortunately, unsafe. I have expressed my concerns to City Planners. Councilor Henderson & Mayor Mandel. This will cause further parking problems in Windsor Park. It is unfortunate that no consultation with residents was done before a decision was made.*
- *Get bike lanes cleared and swept! 1.5 m is not 1.5 m if it is half gravel. This lane is necessary to relieve bikes cutting through campus.*
- *Clear & sweep bike lanes. This bike lane is needed to get people to stop cutting through campus. Don't listen to people complaining about losing their parking - the lots are massive on this 8 block stretch and the majority has parking on their properties.*
- *I am a bit disturbed that transportation doesn't seem to really consider the potential danger on 116 St. I would not cycle on 116 St. One of the comments suggested using the wide sidewalk on the E side of 116 St. that's a possibility. Pedestrians on inner walks which disappears at 91 Ave. Please with University (ha!) to add walk 92 Ave to 116 St. Another choice is bike lane on 117 St - extend it to University Ave. Cyclists use that route to get to campus or close to Sask Dr.*
- *Bike lanes should really be put on 117 St; 116 St has too much traffic.*
- *Naming bike lanes would be nice; it is difficult to describe routes otherwise. More attention should be given to bicycle/motor vehicle traffic at 4-way intersections where one of the ways is a multi-use trail. E.g.: 108 St & 102 Ave/ these are often confusing.*
- *Banning parking on 116 St will push parking into community and increase traffic in the community. We do not want increased parking on the adjacent Avenues and 117 Street. Residents should be allowed parking in front of their houses. We do not want increased lane traffic. Negotiate with the University to use the sidewalk as a bike path. Don't decide they are too difficult to negotiate with. The University has built a second sidewalk along*



## “What we have heard” Bike Lane Public Engagement Summaries

2012

*most of 116 St so there can be bike/pedestrian separation. Use some imagination in this project. Don't just put a blueprint on top of the neighbourhood without looking at other possibilities.*

- The ONLY acceptable bike lane for 116 St would be shared use. Dedicated bike lanes are an unacceptable 'solution' to a non-problem. The bike traffic from Windsor Park is on 89 Ave to the UAlberta grounds. This project as currently stated unfairly penalizes 116 St Residents who wish to have visitors beyond one or two cars.*
- 116 St is far too busy with vehicle traffic to add cyclists into the mix. As 116 St is the interface between the University & the community, there is a lot of dropping-off and picking up of students & staff - the parking existing in front of residential homes accommodates this use. As well, residents should not lose their in-street parking - this erodes the residential character of this street, and rewards those owners who have converted their lawns and backyards into parking lots already. A shared bike & vehicle route on 117 St, 118 St or Sask Drive seems much safer. Parking should be preserved in front of residences on 117 St & 118 St with this option, as it is already allowed only on 1 side. A paved asphalt path through the historically significant flower park is not appropriate - and crosses the path of children entering the school yard. Why not have cyclists detour around Windsor Road to get from 89 Ave & 118 St to 89 Ave & 119 St - not a busy road. Please protect our neighbourhood from further parking pressures.*
- I'm surprised that no one from the City spoke to residents today about this issue, on a group basis and took note on their concerns. Today. How many cyclists do you expect will use 116 St? Does it justify the expense and disruption? Adding bike lanes to 116 St will only compound the problem of traffic diverting from 116 St to 117 St. Given the high level of traffic on 116 St and the usual disregard for pedestrians by many drivers, I'm sure cyclists will be at risk as well as from increased traffic coming from all directions. I am surprised that parking on 116 St will be moved to 117 St. I can't recall I've heard about this decision before. Moving resident, visitor and illegal parking from 116 St to 117 St. not all residents have parking in their backyards. There are numerous rental houses on 117 St with multiple passes to park, in addition to their use of visitor passes and friends/students parking there illegally and many users of the University who just assume they can park there all hours of the day. Adding more cars to this street, including residents who drive from other parts of the UA-4 area and don't want to pay to park at the U will compound the problem. Roving patrol enforcement will need to be increased, particularly if you move this parking to 117 St and add 91 & 92 Ave half block parking. There is a point at which*

## “What we have heard” Bike Lane Public Engagement Summaries

2012

*diluting the resident parking program becomes problematic for actual residents trying to park near their homes.*

- Bike lane in Windsor Park along 116 St might be better moved to 117 St which could be used as a shared route as it is a lot less busy. It could link with north end of 116 St via Edinboro Rd and could be extended south on 117 St as far as University Ave. Signs could be used to indicate the route and Sharrows used on 117 St itself and even on Edinboro Rd. Access to the University would be via 89 Ave bike lanes. This would be safer for cyclists, a more direct route to University Ave and would eliminate the need to take away on any street parking. The construction of a path across the park, linking the two parts of 89 Ave, which will be cleared in winter, will be a huge improvement for the mobility impaired, bike & strollers.*
- It is frustrating when you feel something is a 'done deal'. I would prefer it on 117 St. As a cyclist; I do not and will not bike down 116 to 87. It is too busy, bike lane or no bike lane. I prefer to bike through the University to 115. My suggestion would be to remove parking from 117 St and add a bike lane. Not only for commuter use but for Windsor Park students and neighbourhood. Connections to Sask. Drive and 87 are negligible concerns. My husband and I who are year round bikers who see this as a better solution. This is a residential neighbourhood! You are bringing more traffic onto 117 St making it more dangerous for my children. \*parking is already an issue in this neighbourhood. You are creating more issues.*
- 116 St 2 bike lanes on this stretch of road are utterly hare-brained. This piece of road is already heavily congested a cyclist would be an idiot to fight the traffic. Cycling up Emily Murphy to get to 116 St?? Most bike traffic diverts on to campus not 116.*
- An information session such as this one would have been more useful at the start of the process. Many issues we raised as residents (e.g. front yard parking) were answered with "not my department" which may be true, but does not recognize our concerns. Seem to be working on admirable principles, but not listening to the particularities! Please listen to the comments of the residents who live here year round & know the dynamics of 'the street'*
- Please listen to the neighbourhood - being informed that this plan 'is a done deal' is not helpful. Keep parking. Look at alternate bike options i.e. Sharrows with traffic calming, multi-use trail with University etc. do actual consultation going forward.*
- I will not use 116 St cycling lane it is too dangerous as proposed! I will keep using 117 St. The City has done a very poor job in educating any of the stakeholders about the usage of these new cycling lanes and Sharrows! I strongly disagree with the additional parking on*

## “What we have heard” Bike Lane Public Engagement Summaries

2012

92 Ave. This is a bus route and a main traffic route into the neighbourhood. According to the survey numbers the available parking on 117 St is sufficient. Why is it put in then? In general I think these cycling lanes along major traffic routes are very dangerous for the cyclists. They should be either complete separated or cyclists should share normal roads. These painted on cycling lanes give the cyclist a false sense of security and a lot of drivers pay no attention to the lanes and signage! See example 76 Ave/106 St.

- I have recently documented Windsor Park as one of the City of Edmonton's only remaining historic designed landscapes. Designation of Windsor Park as a municipal Historic Resource and as Edmonton's first designated cultural landscape are being pursued. In view of this new information, I trust you agree that the Windsor Park is not an appropriate place to pave a 2.5 metre wide asphalt multi-use trail, as it would have a negative impact on the original design and intent of this beautiful historic park. I am meeting with Robert Geldart, Edmonton's Principal Heritage Planner, and next week to discuss these issues and restoration and preservation of the park.

### Open Board comments (verbatim) - 116 Street (from 87 Avenue to Saskatchewan Drive)

- UN Research showing that on-street bike lanes are not a solution to safety!
- Put the bike lane on 117 St
- But 117 St doesn't go where I am going
- Is this a done deal?
- Restrict parking on 117 St to residents of 117 St
- 116 St is not a safe route for cyclists (esp. @ Sask Drive)
- There is an elegant, safe solution by using the EAST sidewalk on 116 St as a multi-use trail, extending it from Sask Drive, NOT crossing from 116 St west across Sask Drive & Emily Murphy Rd.
- As a resident on 116 St for the past 15 years I have witnessed numerous times the parking lane used as a passing lane as vehicles access University parkades - eliminating parking on the west side for use of the occasional bike is basically giving tardy students, profs or staff license to pass and speed to get to work on time. 116 St will now be a licensed freeway. Most cyclists use the multi-lane sidewalk already existing on UofA property for their own safety on the east side of 116 St. As a parent this is a serious issue.

# “What we have heard”

## Bike Lane Public Engagement Summaries

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2012

*Do we need a fatality to realize this concern! What measure has the city done to evaluate each designated route - beside looking on the map and deciding??*

- *As a cyclist I appreciate the bike box at 116 St and 87 Ave*
- *Use 117 St for bike lane - far less traffic*
- *Bike lane through the park is a bad plan - children crossing to school, playing in the park - move to 87 Ave until 117 St.*
- *Due diligence for care of Elm trees*
- *Residential parking pass should have address posted on it*
- *Parking enforcement should come*

### **Aerial Plan comments (verbatim) - 116 Street (from 87 Avenue to Saskatchewan Drive)**

- *Sharrows if possible as no current guarantee for street cleaning making bike lanes less useful*
- *Can the additional parking be extended just a little bit east of alley towards 116 Street to provide an extra 2 to 3 spots? RESPONSE: Transportation Operations said no as it would create conflict.*
- *Sharrows both directions all along will satisfy community Is it possible to widen the road*
- *Tree health -- south of 89 Ave. Elms on the Blvd. at risk? Forestry has assessed this location and are comfortable. Hand forming will be done.*
- *Bike lane dashing is counterproductive to the bike box. It would allow motorists to move to the curb.*
- *Add additional ramp for EB cyclists existing off bike path*
- *This is one of the not heavily used streets in the neighbourhood. It is the last to thaw each spring.*
- *Bike lanes or bike route?*
- *North south stops signs? How should westbound cyclists enter the road?*
- *Check and confirm pathway to be 2.5m in width. Why light this?*
- *What traffic rules apply for eastbound cyclists? Maybe a four-way stop?*
- *Need an additional curb ramp in-line with EB bike lane and short connection to 3m trail.*
- *Love the bike box :)*
- *Heavily used sidewalk does not narrow!*

## “What we have heard” Bike Lane Public Engagement Summaries

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2012

- *116 Street east-side should be shared use path. This is the best idea seen. There are already two lanes on the west side. One sidewalk next to the street and one path a bit further in for much of the way. One of these could be mixed use bikes/peds*
- *More sharrows in pull-out area and mark pull-out area*
- *Add a sharrow in the middle of the bus bay and at the Lister entry and 115 Street where lane widens where bus will be forced into the bus area*

# “What we have heard”

## Bike Lane Public Engagement Summaries

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2012

### City Hall – all segments

May 3 & May 10

81 Attended – 16 Surveys returned

#### Comments (summarized):

- Request more secure biker parking at transit/LRT stations
- Maintenance of bike lanes critical, all four seasons
- Loss of parking not acceptable
- Great plans for bike lanes
- Wayfinding signage needed
- 116 Street – widen east side sidewalk instead of installing bike lanes

#### Comments (verbatim) - City Hall

- *1. Please look at and actually create a "temporary parking program" for all residents affected by parking bans. Residents throughout Edmonton, in particular those without front facing drive ways, may need to access parking in front of their homes for one off situations i.e. moving, alley blocked, home can only receive services i.e. plumbing from front. An example of such a program could be an add-on to the current temporary parking program where a resident could make an application and place a permit on that vehicle. Additional safety measures may also need to be considered i.e. placing pylons by vehicle to notify bikers/cars of obstruction. City department could notify applicants of additional requirements. A proactive plan needs to be created, as phoning 311 will not provide clear directions or answers for these one offs. 2. For 116 St (Windsor park) residents, please help ensure that visitor parking permits are worded appropriately i.e. can park not only on 117 St, but Ave's i.e. 91, 92, etc. 3. For 116 St (Windsor Park) residents help to proactively rezone neighborhood i.e. create another zone for 116 St residents to ensure access to parking in immediate neighborhood. 4. Please consider and implement speed reductions in neighborhoods that identify speeding as a concern. For instance, reducing speed to 30 km/h from 50 km/h on 116 St would make bike facility more comfortable and attractive for novice bikers, while increasing drive time minimally for drivers. Although traffic will be calmed potentially when bike lanes are clearly visible and traffic will be calmed driving in both directions traffic will likely increase in speed when there is no*



## “What we have heard” Bike Lane Public Engagement Summaries

2012

oncoming traffic, or bicycle lane is not visible or in use. Currently parked cars act as traffic deterrent. 5. Increase bike lane maintenance. Although snow and ice policy "should" help with winter maintenance no extra strategies or budget dollars for additional street cleaning I am aware of. 6. Please keep "promise" made to "give back parking" and put in sharrows if individual bike lanes fall in neighbourhoods.

- I live on 117th & 89th Ave (corner lot). I am very concerned about parking proposed on 89th Ave. It is a very busy pedestrian walkway (for Elementary students going and coming from Windsor Park School) and cyclists who do not always follow the rules of the road. Also, the street is a smaller one way with two lanes of cyclist traffic. Safety is a very big concern as people already drive the wrong way up the one way street. I would hate to see someone injured.
- You probably have already heard this but... Try to avoid situations where cyclists are forced to merge in and out of traffic (see 106 St). For the most part these seem to go to/from useful places, so thanks! Don't get discouraged by the haters. Tell transportation department to get those street sweepers out earlier! Keep riding
- I still feel it would be better to retain residential parking on 116th St and indicate the bike route with sharrows rather than put in dedicated bike lanes. Visitor parking for the residences on 116th St may be difficult as many have described. More consideration should have been given to this as well as to the traffic calming effects of a parking lane. As soon as the parking is banned and the bike lane goes in, traffic speed will increase. There are not very many cyclists for drivers to watch out for.
- I'm retired: do not commute daily but I'm just interested, generally for future reference when I choose to visit friends/shop on bike rather than in car. Please impress upon Edmonton Transit that there are a lot of us who also use LRT and want secure bicycle parking at all stops. Thanks!
- Already a great cycling street but I appreciate planned infrastructure. I just moved to the city. Biggest problem areas for me: river valley near Muttart! East side of 109th near Legislature. Good info! I wish I'd been around for the consultations.
- Also concerned about 76 Avenue. Integration of bike networks an issue. Glad to hear that new maintenance protocols are in the works. Please address Strathcona to McCauley connection, on both sides of the river particularly between Mill Creek Ravine and Low Level Bridge.
- Will not use on-street cycling facilities once constructed because it is a hazard and a safety concern in Abbottsfield - high density condo units and not enough street parking. Do not

## “What we have heard” Bike Lane Public Engagement Summaries

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2012

*use on-street cycling facilities today as I am not a cyclist. Feel that this is a very confusing process with many community concerns. Adding a bicycle lane will cause many problems. Changing the parking to the other side of the road will be a pedestrian hazard and safety concern. We the Abbottsfield Community are opposed to the 121 Avenue Bike Path Lanes in our high density populated condo complex's along Abbottsfield Road (121 Avenue). It will take away our much needed on street parking with multi-family dwelling having (2-3 cars/ family) and only 1 car per unit allotted parking space. The bike path route will also interfere with our community park parking for baseball teams during spring-summer baseball season... There is also concern of the community for the safety of the bicycle with the ETS route and the short cutting traffic off of 118 Avenue using 121 Avenue as an Artery Commuter Route without traffic lights and stop signs than 118 Avenue from 30 Street - 50 Street along 121 Avenue (Abbottsfield Road), past our community schools of Abbottsfield and Beacon Heights.*

- *Bike lanes are an excellent idea, fully support it! However, maintenance has been non-existent. This means the infrastructure is not usable and a waste of resources. Bike Lanes must be maintained all year. Thanks.*

### **Open Board Comments (verbatim) - City Hall**

- *122 Street overpass over Whitemud - lights to cross on/off ramps almost always not cycled for ped/cyclist crossing.*
- *Same intersection - sidewalk/curb ramps too high.*
- *115 Street from Belgravia to University Ave needs paving.*
- *Road west of Saville Centre - needs paving to Balmoral.*
- *Need to add bike storage at major LRT stations (west side of Southgate station at Malmo) and at Century Park on west side.*
- *Better/bigger signage in Whitemud Ravine Nature Reserve.*
- *Cycling maps too hard to read - too small.*

### **Aerial Plan comments (verbatim) - City Hall**

- *121 Ave/120 Ave/71 Street-Wayfinding signage?*

## “What we have heard” Bike Lane Public Engagement Summaries

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2012

- *116 Street & Saskatchewan Drive-Keep this ramp (NW corner) for southbound cyclists. Prohibit peds from crossing with signs*
- *Widen sidewalk on east side of 116 Street to multi-use status instead of adding on-street facilities*
- *Bike lane on MacDonald Drive east/west to river valley. You need a bike/ped light at crosswalk here.*
- *121 Street & 106 Avenue-Dash bike lane lines after "ends" lane pavement marking*
- *Priority: Clean gravel off bike paths FIRST before end of May - PLEASE*



## Appendix B

### Engagement Materials

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Display Boards  
Open House layout  
City Hall Layout

THE WAY WE MOVE

# BICYCLE LANES 2012

TRANSFORMING | **EDMONTON**

BRINGING OUR CITY VISION TO LIFE



## 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





THE WAY WE MOVE

# BICYCLE LANES 2012

TRANSFORMING | **EDMONTON**

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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.





THE WAY WE MOVE

# BICYCLE LANES 2012

TRANSFORMING | **EDMONTON**

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**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







THE WAY WE MOVE

# BICYCLE LANES 2012

TRANSFORMING | **EDMONTON**

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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.



# ISN'T IT TIME WE GOT ALONG?

TRANSFORMING | **EDMONTON**

BRINGING OUR CITY VISION TO LIFE



## EDMONTON IS A BIKE-FRIENDLY CITY

The City is constructing new on-street bike routes to help people choose cycling as a safe, healthy and efficient way to get around the city.

Cyclists have the same rights and responsibilities as motor vehicles. They are not obligated to use the reserved bike or shared-use lanes.

### BIKE LANES

- » Dedicated exclusively to cyclists
- » Separated from traffic and parking by solid white lines, and marked with an image of a bicycle and diamond
- » Motorists can't drive, stop or park within bike lanes
- » Motorists can cross a bike lane when turning into accesses, driveways, and when parking is permitted beside the bike lane — once they have checked for cyclists and it is safe to do so
- » When the solid white line becomes dashed, motorists who want to turn right should do a safety check and then enter the lane



Road Marking



Sign

## SHARED-USE LANES

- » Indicate the road is to be shared between motorists and cyclists
- » The pavement markings consist of an image of a bicycle, capped by a pair of arrows
- » Guide cyclists and remind drivers to expect cyclists in the same travel lane
- » Cyclists are encouraged to ride over the markings but are not required to as they are only a guide



Road Marking



Signs



## ISN'T IT TIME WE GOT ALONG?

Cyclists and motorists have the same rights and responsibilities. Everyone has to follow the rules of the road and deserves to be treated with respect.

### Motorists

- » Watch out for cyclists and be courteous
- » Don't drive, stop or park on bike lanes
- » Bike lanes and shared-use lanes don't change cyclists' rights; cyclists can ride on any City street and may choose not to ride within the markings
- » Obey speed limits

### Cyclists

- » Watch out for motorists and be courteous
- » Be predictable by using hand signals to indicate your intentions
- » Keep your distance from parked cars to avoid opening doors
- » Obey all traffic signs & signals

## » TO FIND OUT MORE

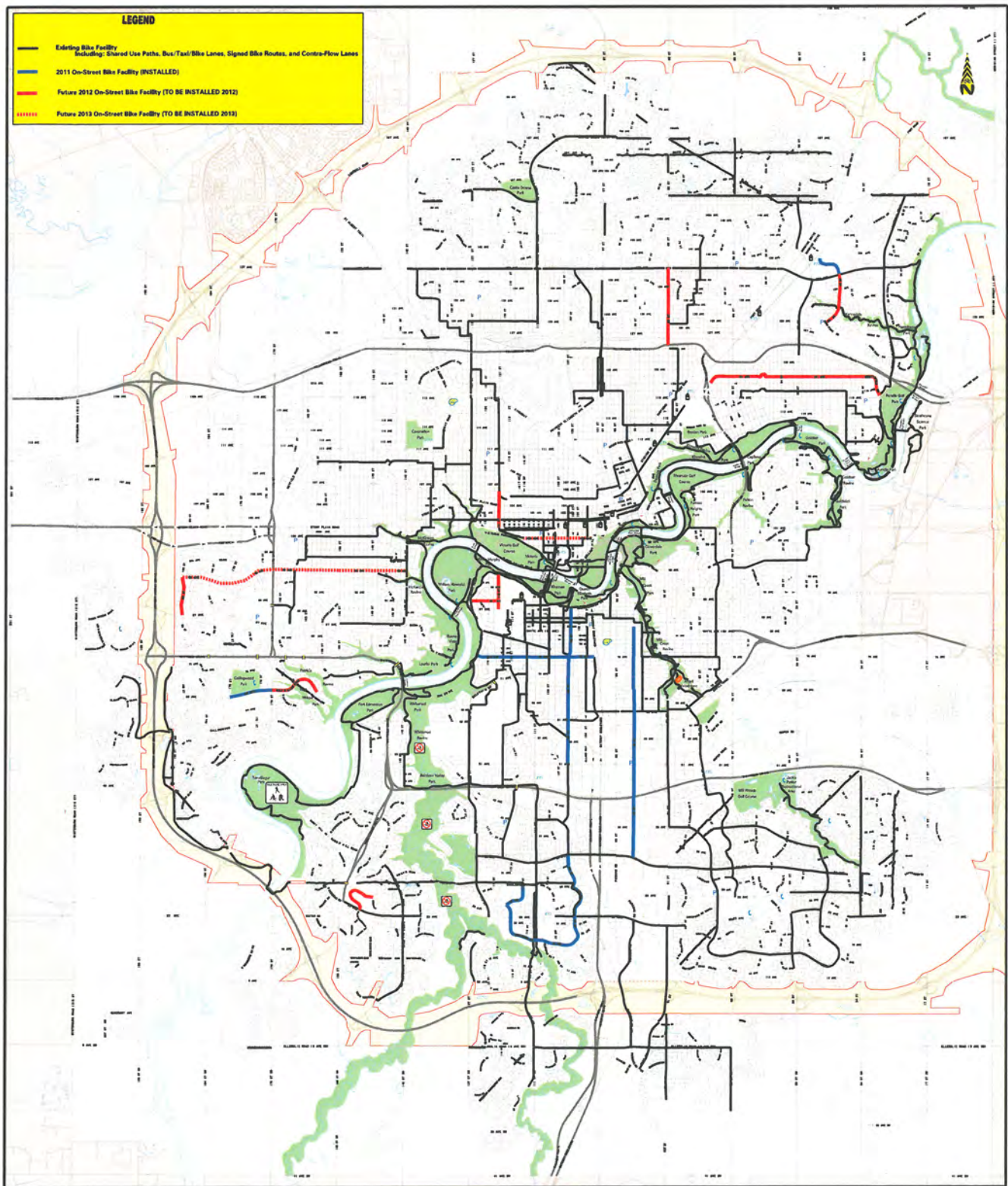
Visit [oneroad.ca](http://oneroad.ca)

Call 780-496-1795

E-mail [cycling@edmonton.ca](mailto:cycling@edmonton.ca)

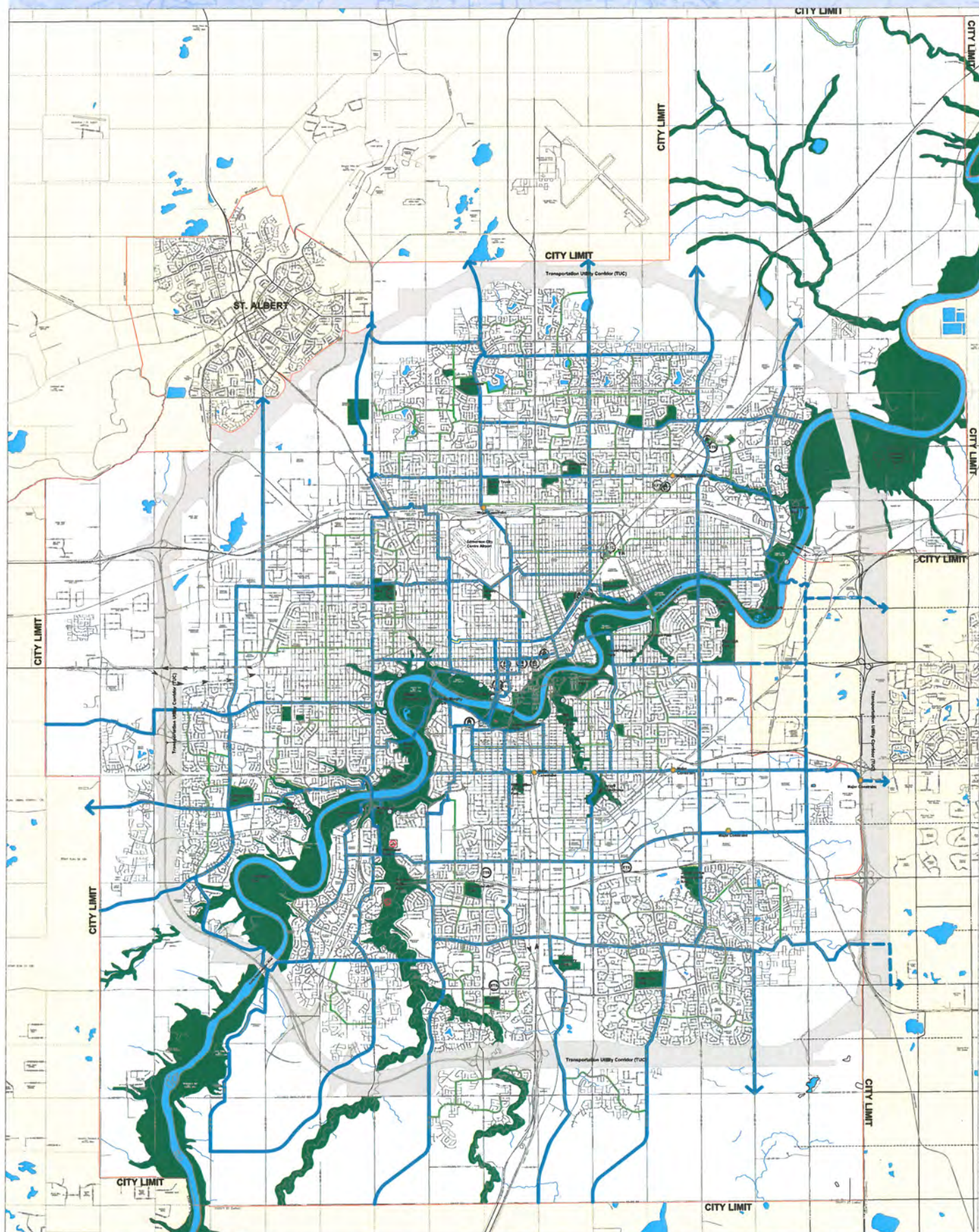








# City of Edmonton Bicycle Transportation Plan



Edmonton

## City of Edmonton Conceptual Bicycle Network

Map 1

### CITY-WIDE SYSTEM

PRIMARILY INCLUDES MARKED BICYCLE LANES AND SHARED USE LANES MARKED WITH SHARKOVS

### BIKE BOULEVARDS

LOCAL ROADS THAT FUNCTION AS THROUGH STREETS FOR CYCLISTS

### CONNECTOR SYSTEM

FACILITY TYPE DEPENDANT ON CONTEXT. THE SPECTRUM OF TREATMENTS WILL RANGE FROM SHARED USE LANES TO MULTI-USE TRAILS

### ARTERIAL ROAD SYSTEM

CONTINUE EXISTING POLICIES OF:  
- PROVIDING A MULTI-USE TRAIL ALONG ARTERIAL ROADS IN RESIDENTIAL AREAS  
- PROVIDING WIDE CURB LANES ON ALL ARTERIALS

- EDMONTON TRANSIT STATIONS
- LRT STATIONS
- PEDESTRIAN OVERPASS
- STAIRWAYS
- REGIONAL CONNECTIONS





# Bicycle Lane Program

## Public Engagement Open House Approach

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### OPEN HOUSE TIMING

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- Facility set up starts at 3:30 PM
- Open House hours 4:00 – 7:00 PM
- Facility clean-up from 7:00 – 7:30 PM

### FACILITY SET-UP

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- General room set up will have the information stations (#1-#4) on the periphery of the room with the Bike Route mark-up figure (#5) on long tables in the centre of the room.
- Refreshments will be on the open wall and will consist of water, juice, cookies, brownies, and donuts.
- Stantec staff will:
  - Secure the facility
  - facilitate the Open House set-up and tear down (assistance from the City appreciated)
  - Provide the refreshments

### OPEN HOUSE FORMAT AND FUNCTION

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Stantec staff will:

- facilitate discussion at the stations,
- collect comments and notes from the public,
- manage expectations of the public,
- handle/diffuse inappropriate behavior, and
- defer technical questions the City of Edmonton staff (CofE).

### Reception table at entranceway to greet attendees

Intent is to provide a warm greeting and set the tone for the event, as well as provide key information (physically and verbally)

- Intermittently manned by City staff, Stantec staff to support
- General information provided and evening itinerary explained
- Roving counter
- Handout materials include:
  - Current CofE Bike Maps (2011)
  - Bicycle Lanes Brochure
  - Photo permission advisory board

# Bicycle Lane Program

## Public Engagement Open House Approach

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### 1. City of Edmonton's Public Engagement commitment

Demonstrate how the City is committed to involving stakeholders and the public and why we need your input and how it will be considered in the project.

- a) **BOARD:** project stages graphic (Swoosh diagram)
- b) **BOARD:** Level of involvement / public involvement approach & purpose

### 2. Overall Bike facilities Network

Provide context for the complete bike facility network. Provide the big picture to resolve questions as to why my street now.

- a) **BOARD:** Map of existing, proposed and complete build-out of system

### 3. City of Edmonton's Bicycle Strategy – How we got here!

Provide the context for a Bicycle Facility Program from the Bicycle Transportation Plan's strategies

- a) **BOARD:** Vision (LofAB), City-Wide & Connector Systems
- b) **BOARD:** Principles & Priorities considered

### 4. What your street will look/function like

Provide detailed information regarding Bike Lane & Sharrows facilities.

- a) **BOARD:** About the Project
- b) **BOARD:** Bicycle Lanes & Sharrows

### 5. "Fred" Rolling Presentation (including 2011 ads)

Intent is to provide further information about the background, current context and where we are headed.

- 7-10 minutes total length
- Approx. 30 seconds per slide (pending material included)
- Continuous loop throughout the event

### 6. Your Bicycle Lane - Mark-up figure of the specific route within the community

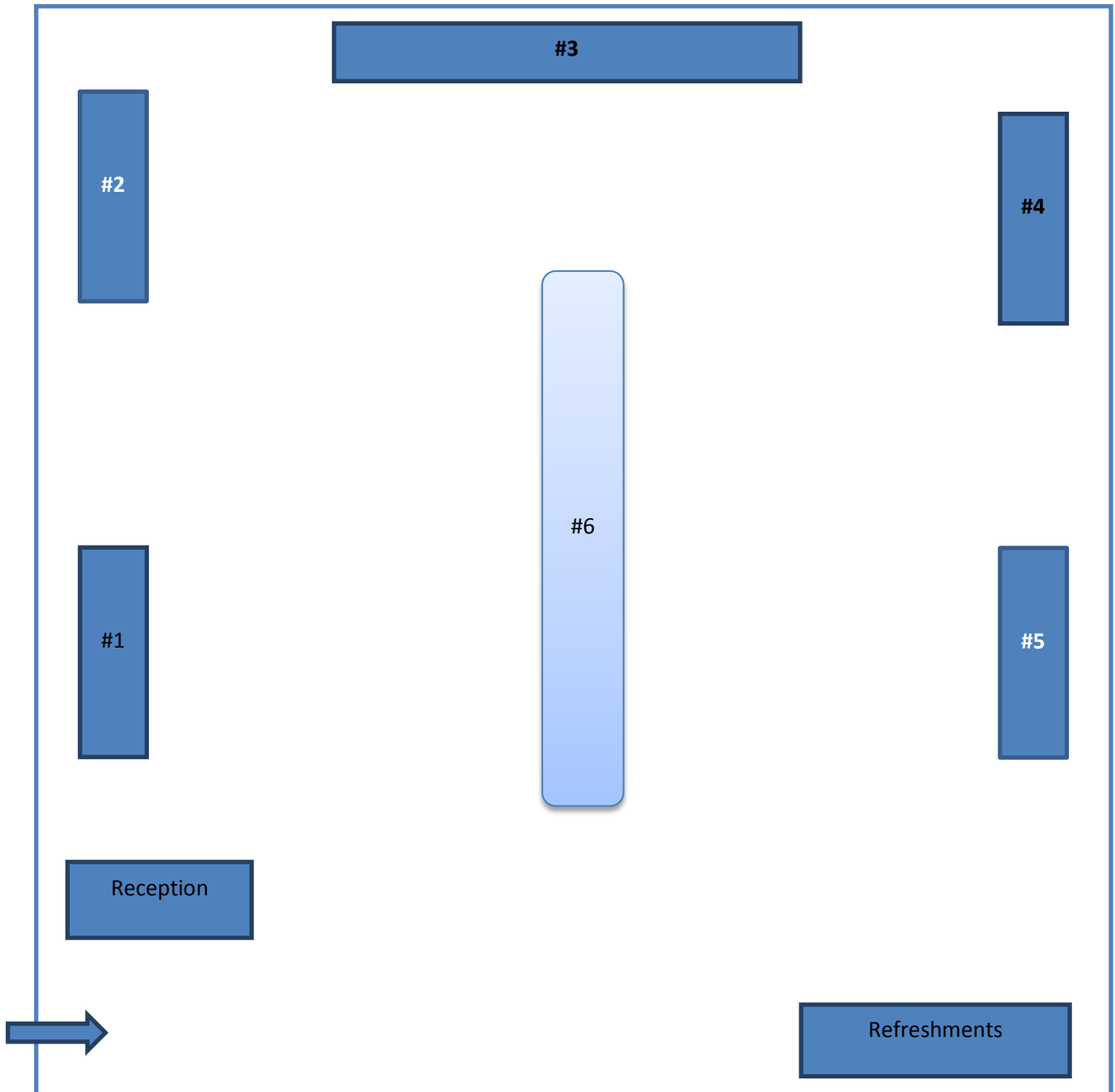
Intent is to provide the opportunity for the attendees to contribute to the design details, get a hands-on knowledge of what the implemented facility will look like and function.

- Schematics will be overlaid on an aerial as well as having the cross sections graphically noted.
- Pens and highlighters to "mark-up" the figure with design details and/or considerations
- Long tables in the centre of the room with the schematic of the designed bike lane.



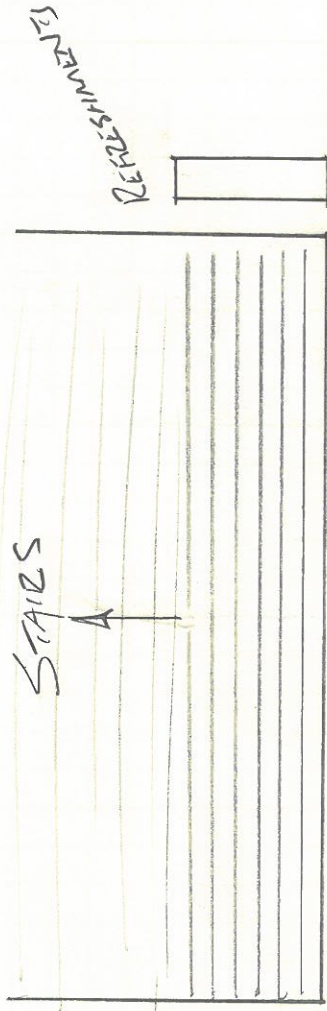
# Bicycle Lane Program Public Engagement Open House Approach

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NTS



Wolf Willow

