



# Community BIKE ROUTES

Discussing Bike Route Locations and Options in Your Community

March 19, 2016

[edmonton.ca/engaging40ave](http://edmonton.ca/engaging40ave)

CYCLING: LET'S BUILD IT BETTER. TOGETHER.

Edmonton

# Our Meeting Purpose

How can we respect community values and needs while bringing cycling infrastructure to the neighbourhood and community?

Living



Working



Moving

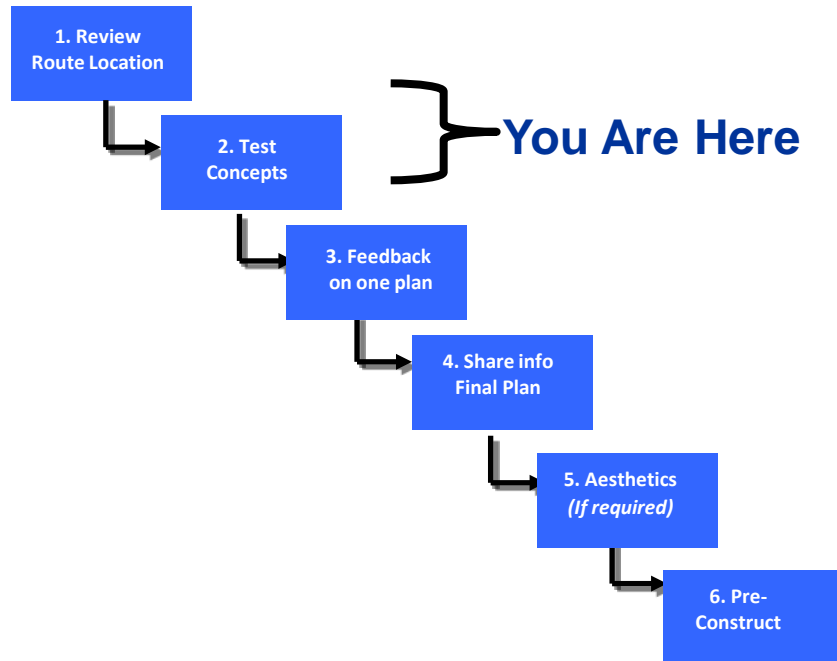


Thriving



# Public Engagement 40<sup>th</sup> Avenue Area

## Connector Bike System



### Stage 1: Route Location

Let's Talk survey, Friday Night BBQ, Popups

Suggested routes emerged

Meetings with Stakeholder Input Panel (2)

### Stage 2: Test Concepts on 3 Options

Examine Route Options

Gather insights and opinions on 3 Options

### Stage 3. Review Single Plan

Stakeholder Input Panel offers insight into a single plan.

Community meets to review a single plan and see more detailed design

### Stage 4. and Stage 5

A celebration to share the final plan and suggest aesthetic treatments



# Engagement

Survey

350 responses

Barbeque

200 +

Pop Ups

5 Schools

200+ interactions



# What We Heard: Existing Bike Lanes

- Perceived lack of use by cyclists
- Increased traffic congestion
- Safety issues, particularly around school drop off zones
- Lack of education for both cyclists and motorists
- Cyclists that don't follow the rules
- Philosophically opposed to the direction the City of Edmonton is taking on bike infrastructure

# What We Heard: Moving Forward

- Get rid of existing bike lanes
- Create separated bike routes where traffic and cyclists are not in conflict
- Relocate the bike path to 43<sup>rd</sup> Avenue
- Create a separated bike route on 40<sup>th</sup> Avenue, a separated lane OR a shared use path
- Consult with community members
- Increase education for drivers and cyclists

# Your Direction to Us

- Consult with the citizens
- Check out 43 Avenue
- Consider 40th Avenue separated cycle track on the roadway
- Consider 40th Avenue shared-use path, with a pedestrian sidewalk on the other side.

# Stakeholder Input Panel





# Influencing Factors

- Limit impacts on traffic congestion
  - maintain driving lanes, respect school drop-off activity areas
- On-street parking is a valuable resource
  - Maintain on-street parking
- Cycling facilities that support community needs
  - Family oriented area, recreation, access to amenities
- Cycling facilities must be separate from vehicle travel lanes

# Separated Facilities – Cycle Tracks



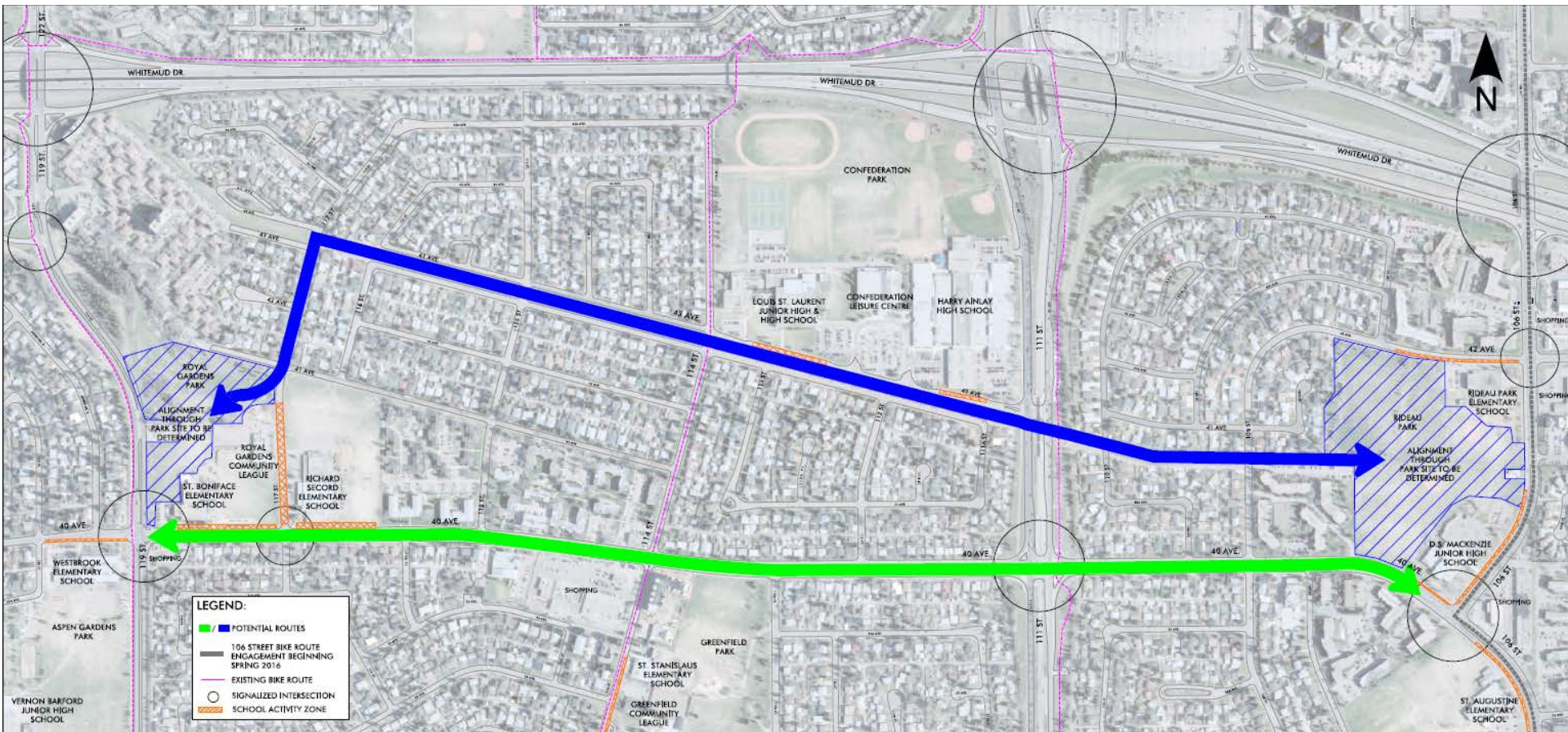


# Separated Facilities – Shared-use Paths





# 40 Avenue 119 Street to 106 Street





# 40 Avenue Cross Sections



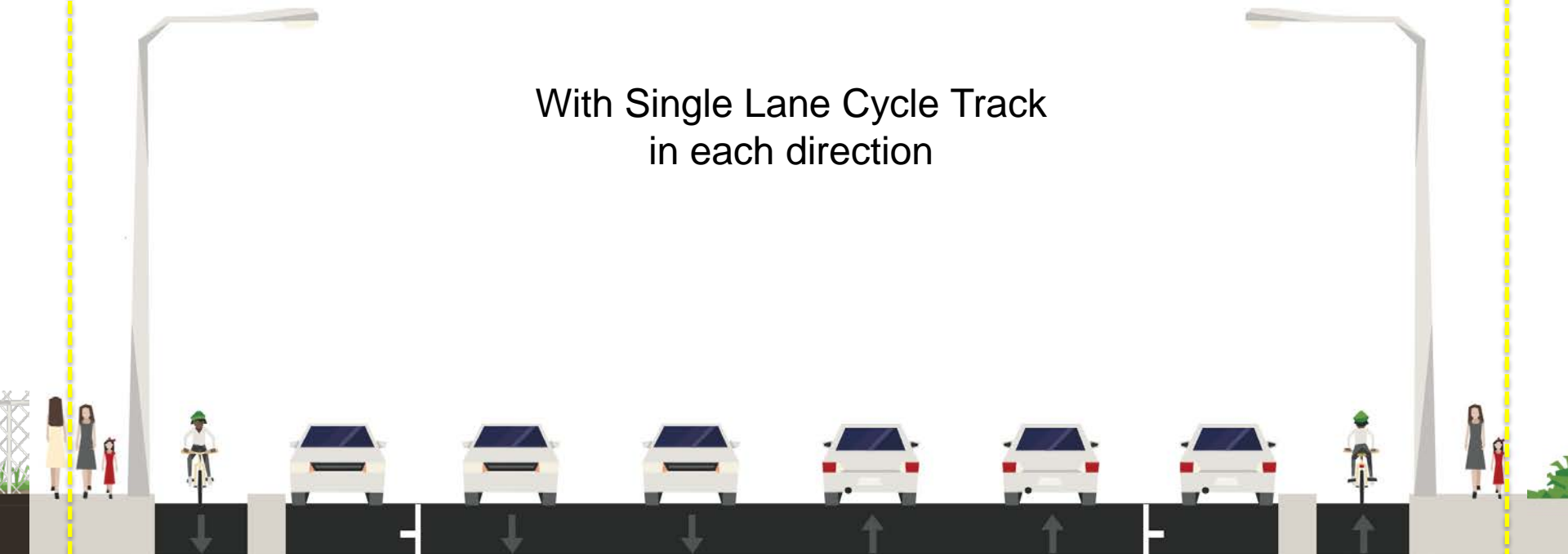


40 Avenue Near Richard Secord School  
Looking East

Existing Conditions



With Single Lane Cycle Track  
in each direction



# 40 Avenue Cycle Track

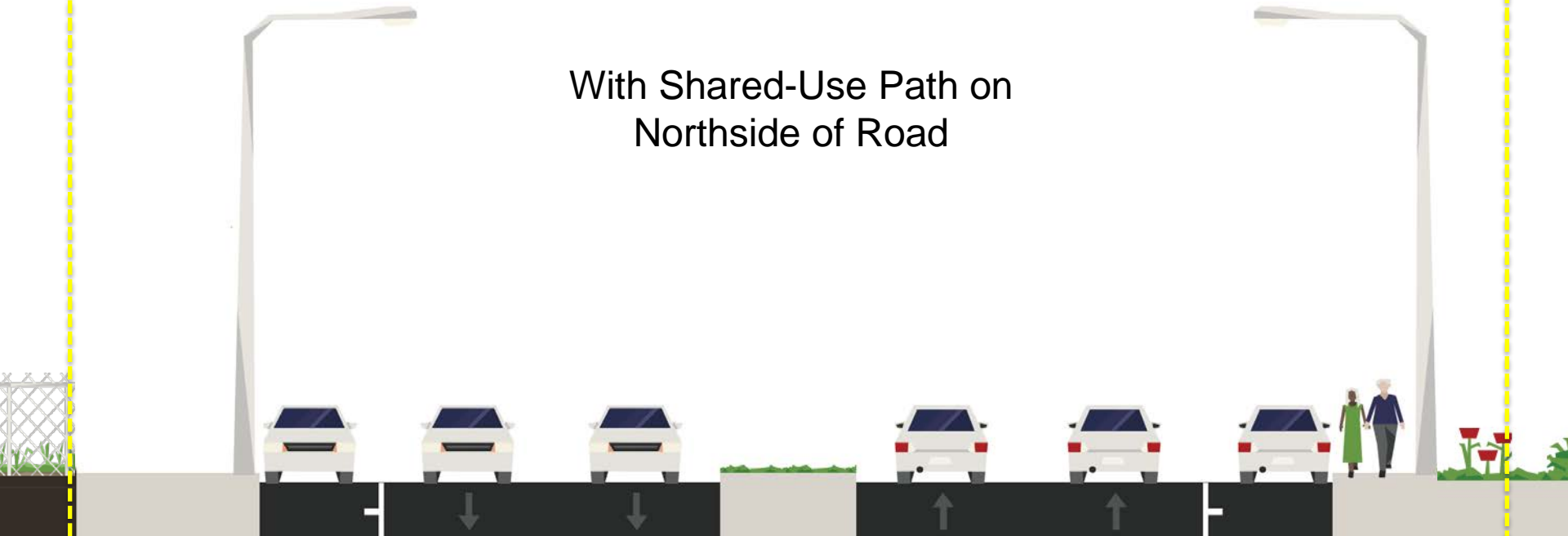


40 Avenue Near Richard Second School  
Looking East

Existing Conditions



With Shared-Use Path on  
Northside of Road





# 40 Avenue Shared-use Path



# Considerations for 40 Avenue

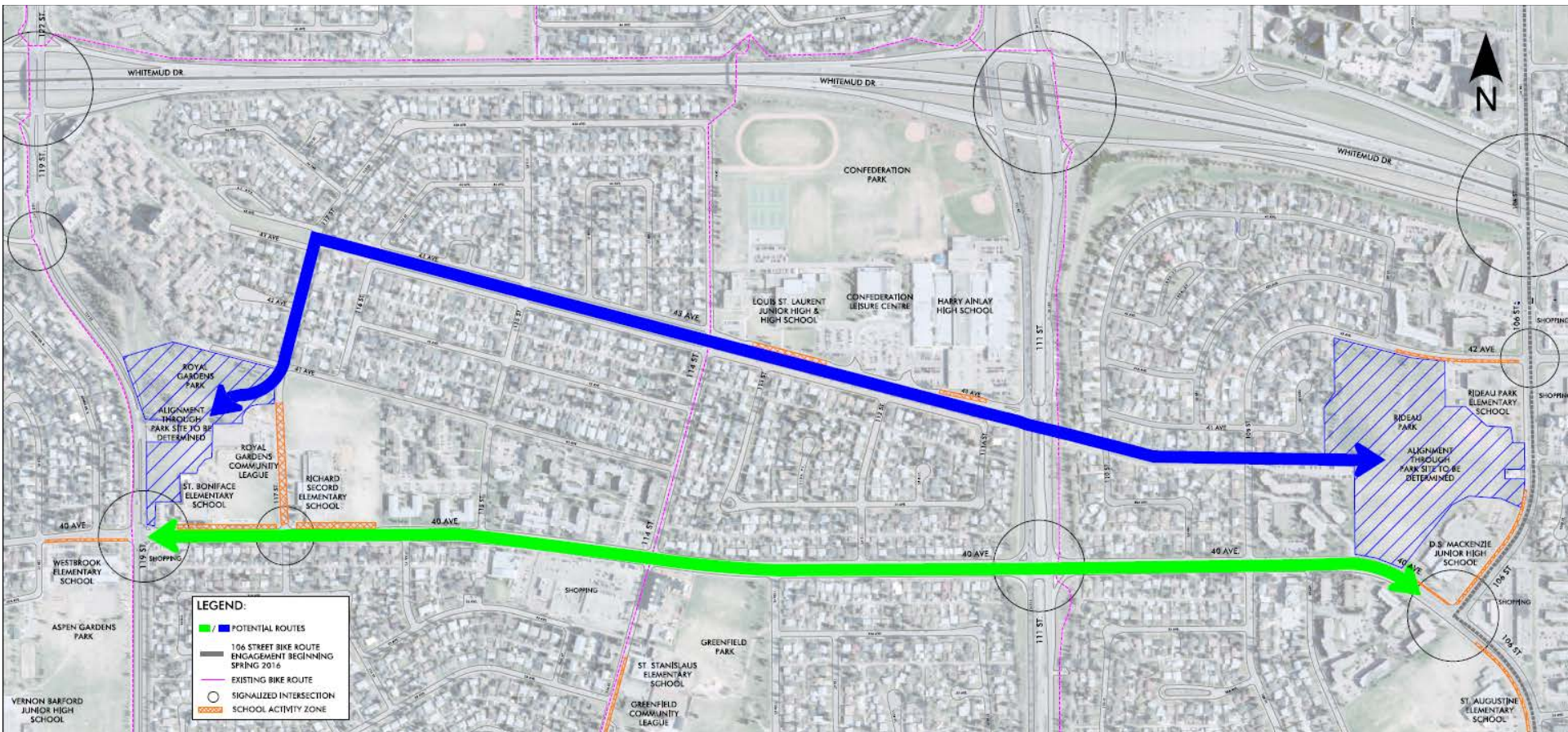
- Construction impacts
  - Reconstruction of all or half of the roadway
  - 2-3 years construction
- Costs estimated at \$12 to 17 million
- Requires dedicated budget approved by council
- Impacts to adjacent properties, front yards, trees, utilities
  - requires extensive consultation



# Considerations for 40 Avenue

- Directness of route
- Central location in the area serves multiple communities
- Cycle Track accommodates a broader range of cyclists
- City does winter maintenance of shared-use path

# 43 Avenue 119 Street to 106 Street





# Cross Sections 43 Avenue



43 Avenue and 115 Street Looking East  
Existing Pipeline Right-of-way

# Cross Sections 43 Avenue



43 Avenue and 115 Street Looking East  
Pipeline Right-of-way With Shared-use Path



# Considerations for 43 Avenue



Royal Gardens Park  
Sports Fields, School Activities, Community Users

© 2015, Pictometry





# Considerations for 43 Avenue



Rideau Park:  
Sports Fields, School Activities, Community Users

# Considerations for 43 Avenue

- Construction impacts
  - Constructed on pipeline corridor
  - Constructed within one construction season
  - Fewer impacts to adjacent properties
- Costs estimated at \$2 million
- Less central location in the overall area
- Work with Pipeline Company
  - Limited opportunity for adding Trees



# Considerations for 43 Avenue

- Alignment through park site to be determined
  - Address sport fields and community facilities
  - Additional consultation with park users
- Existing funding source is available for Shared-use Path Construction
- Near Low Traffic Volume Roadways
- NBHD amenity rather than a cycling amenity

# Next Steps

Use the feedback from today to determine the preferred route

Deliver a report to City Council

Meet with stakeholders to collaborate on design options




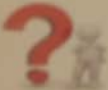

Design the route

Consult with SIP and community on route design



# Questions?

TELL US WHAT YOU THINK

<p>Love it!!</p> 	<p>Thumbs Down</p> 	<p>There is a piece missing</p> 
<p>Huh? I don't get it... How will that work?</p> 	<p>Here's a thought...</p> 	<p>That's surprising! That's alarming!!</p> 