

83 AVENUE BIKE ROUTE

Mill Creek Ravine to 111 Street

MAY 2016

About the Project

The City of Edmonton's Bicycle Transportation Plan, adopted by City Council in 2009, proposes a network of 500km of bike routes connecting neighbourhoods to destinations throughout the city. In June 2014, City Council further refined the implementation of this plan to focus on building high quality, all-season bike routes suitable for use by people of all ages and abilities in central areas of Edmonton where cycling is already popular. Building high quality cycling infrastructure is one part of a plan to provide citizens with transportation options. It's important for our communities because more people biking means less pollution and congestion, a greener city and healthier citizens.

The 83 Avenue bike route is part of this new implementation plan and will connect the communities of Strathcona, Garneau and the University area, between the Mill Creek Ravine and 111 Street.

The 83 Avenue Bike Route Design

The majority of the bike route will feature a cycle track design, otherwise known as a protected bike lane, which physically separates motor vehicle traffic from parked cars and sidewalks. It creates a safe cycling environment and minimizes conflicts between cyclists, pedestrians and drivers.



83 Avenue near 105 Street: Before



83 Avenue near 105 Street: After

A cycle track will run on the north side of 83 Avenue from 111 Street to 99 Street. From 99 Street to 96 Street, the route will be designed as a bike boulevard and the east end of the bike route will connect to a shared-use path on 95A Street.

Construction Schedule

LIMITS	YEAR
96 Street to 99 Street	2016
99 Street to 111 Street plus connection to shared-use path at 95A Street	2017/2018

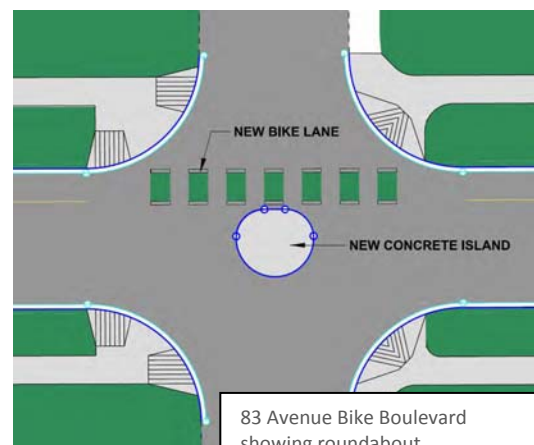
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Cycle Track
(Example from Vancouver)



83 Avenue Bike Boulevard
showing roundabout

Total Scope of Work

- Construction of a 3.0m wide on-street cycle track from 111 Street to 99 Street on the north side of 83 Avenue. The cycle track will be separated from vehicular traffic by a concrete median.
- Installation of a bike boulevard from 99 Street to 96 Street. Eastbound cyclists will share the road with motorists. Westbound cyclists will be accommodated in a contra-flow bike lane.
- Addition of roundabouts at the intersections of 96 Street, 97 Street and 98 Street
- Streetscape elements, such as benches, street signs and neighbourhood signs, as well as, planting and landscaping for the whole route will be determined in 2017
- Full reconstruction of the roadway
- All sidewalk reconstruction will be included in the project cost, not cost to adjacent homeowners. Work will also include a portion of private sidewalk connectors and landscape restoration
- Upgrading of traffic signals to accommodate cyclists
- Pavement markings for the cycle track and the bike boulevard
- Utilities and drainage work

Construction timelines

Constructing a cycle track requires more time as it entails the complete reconstruction of the road, curbs and gutters and adjacent sidewalks in some areas. Many more elements are part of the construction plan. We thank the public for their patience as we get this work done right!

Why is the east side (99 Street to 96 Street) being done ahead of the west side (111 Street to 99 Street)

The west side needs more design work around accesses, for example at the Strathcona Farmers' Market and area churches that must be completed prior to the cycle track construction. Given these conditions, it makes more sense for the bike route construction to start on the east side.



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Access to Organizations and Businesses

Access will be maintained to all adjacent organizations and businesses during construction.

Travel considerations during construction

While work is on-going from 96 Street to 99 Street, residents are generally encouraged to use the back lane for access. It makes conditions safer for the construction workers. However, intermittently during the May to September construction season, access along 83 Avenue will be closed and residents will be required to use the back lane.

How will cycling increase with the addition of the cycle track?

83 Avenue is already popular cycling routes seeing 400 – 600 cyclists per day. Studies show that the installation of cycle tracks has the potential to double the number of cyclists.

Project Budget

The 2015-2018 Capital Budget allocates \$511.4M to all City roads projects with the 83 Avenue bike route receiving \$4.4M, this represents .9% of the overall Roads Capital Program.

Is the Cycle Track continuing to 112 Street on 83 Avenue?

No, this section of 83 Avenue was part of the initial design plans for a dedicated bike route, however, after consulting with area residents and businesses it was decided to connect the 83 Avenue bike route to the on-street bike lane on 111 Street instead. This also allows for the retention of handicap and commercial loading zones in the area.

Why will 83 Avenue be one way from 99 Street to 96 Street?

The project team heard from area residents and businesses who wanted to calm traffic on 83 Avenue and to maintain parking. A bike boulevard design for 83 Avenue east of 99 Street incorporates these considerations into the bike facility design and due to the narrowness of the roadway and the mature trees, motor vehicle traffic will be restricted to eastbound only. Parking will be retained on the south side. A contraflow bike lane on the north side of 83 Avenue provides space for cyclists travelling west.

Parking considerations

Although parking will be reduced in some areas along the route, three vehicle drop-off zones will be added along 83 Avenue from 108 Street to 106 Street, and from 102 Street to 101 Street and 100 Street to 99 Street.

How will winter maintenance work?

The good news is that more people are choosing cycling during the winter. The City is committed to providing year-round bike routes. Snow removal on cycle tracks is easier than on on-street bike routes as the machinery used is similar to those employed on river valley shared-use paths, making snow clearing effective and efficient.



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Public consultation

Public consultation has been an important part of designing the 83 Avenue bike route. An intensive six-stage public consultation process has occurred over a two-year period, from June 2014 to May 2016. It included the following:

1. Route validation: What criteria are important in considering where the route should go? Where should the route be located?
2. Route Type: What should the route look like? Several options were presented to the public.
3. Feedback on a single option: An updated option is presented, based on the last round of feedback.
4. Sharing the final plan.
5. Aesthetic Options: How can the route look great and add to the surrounding community?
6. Pre-construction: What can citizens expect during the construction process?

Nearby Projects

Project	Construction Year(s)
Engage 106-76	2017 - 2020
Garneau Neighbourhood Renewal	2021 - 2022
Strathcona Neighbourhood Renewal	2019 - 2021

The Bike Route team has been coordinating with the above projects to ensure that our designs are compatible and that our construction is properly coordinated to minimize impacts on businesses and residences.

Envision 109 Street Coordination

The Bike Route project team has been and will continue to work closely with the Envision 109 Street project team. In the short-term, Envision 109 will propose streetscape improvements without major infrastructure changes. The project will also consider a major road redesign to implement in the long-term, but this would only occur when the road is due for renewal, or as directed by City Council.

For More Information

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