



# 2014/2015 BIKE ROUTE PLAN

## 83 AVENUE PROTECTED BIKE LANE

MAY 2015

### About the Project

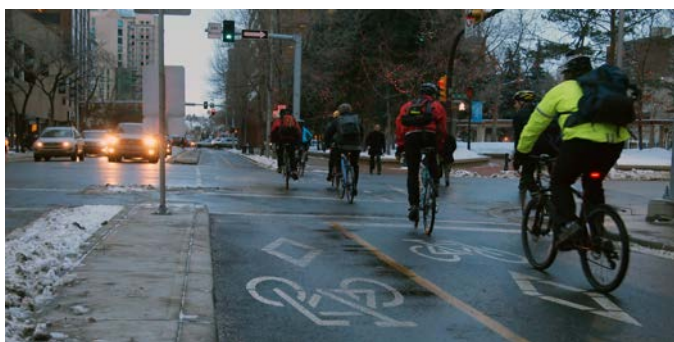
The City of Edmonton is planning a major bike route on the south side of Edmonton. This bike route is one part of a plan to provide citizens with transportation options. Good cycling infrastructure is important for our communities because more people biking means less pollution and congestion, a greener city and healthier citizens. The Strathcona Bike Route will connect the communities of Strathcona, Garneau and the University area, running from Mill Creek Ravine to 111 Street.



This route will be a high quality bike facility that will make cycling more comfortable for all types of cyclists, from novice riders and families to experienced commuters. This roadway has been identified as a major bike route because it has a high number of cyclists, serves major destinations, and the City receives frequent requests for an enhanced bicycle route in this area.

### 83 Avenue Protected Bike Lane and Bike Boulevard Design

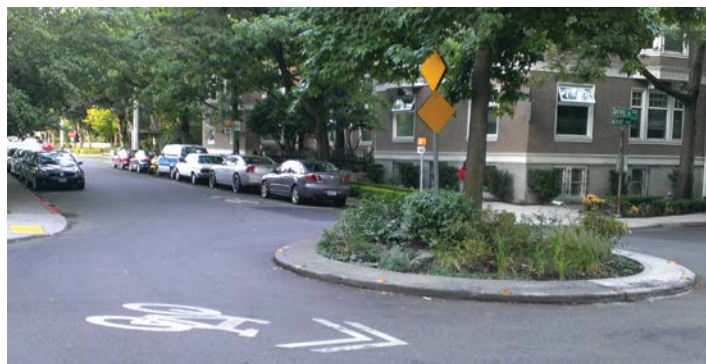
A protected bike lane, otherwise known as a cycle track, is a bike lane that is physically separated from motor vehicle traffic, parked cars and sidewalks. It creates a safe cycling environment and minimizes conflicts between cyclists, pedestrians and drivers.



1. Two-way cycle track in Calgary

### Bike Boulevard

A bike boulevard is a shared road space that gives priority to cyclists and pedestrians. It allows for all traffic but maintains low traffic speeds and volumes through road modifications to discourage cut-through traffic. Bike boulevards create an inviting, safe and attractive community space.



This bike boulevard in Seattle uses a roundabout to calm traffic. A protected bike lane is envisioned for the north side of 83 Avenue between 111 Street and 99 Street, while a bike boulevard is planned for 83 Avenue between 99 Street and Mill Creek Ravine.



# 2014/2015 BIKE ROUTE PLAN

## 83 AVENUE PROTECTED BIKE LANE

MAY 2015

### 83 Avenue Before and After 2-way Protected Bike Lane Installation



83 Avenue near 105 Street: Before



102 Avenue near 119 Street: After

### Segment by Segment Design Overview

#### 112 Street – 111 Street

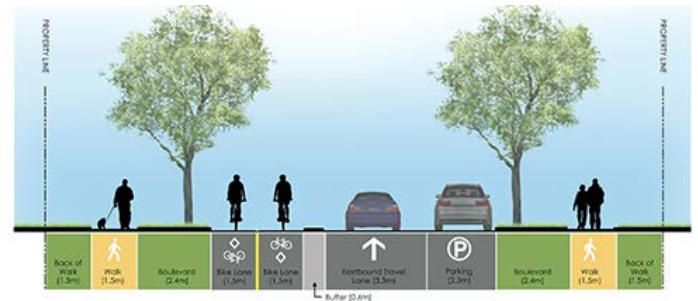
This section of 83 Avenue was part of the initial design plans for a dedicated bike route, however, after consulting with area residents it was decided to connect the 83 Avenue bike route to the on-street bike lane on 111 Street instead. This portion of 83 Avenue will remain as is.

#### 111 Street – 109 Street

This section of 83 Avenue is a narrow eastbound one-way street.

A 2-way cycle track on the north side runs between a boulevard and a buffer next to an eastbound travel lane.

- Existing parking on south side retained, parking on north side removed
- Existing residential permit parking on the north side will be relocated to the south side of the road.



#### 109 Street / 83 Avenue Intersection

A median is proposed for 109 Street to facilitate pedestrian and cyclist crossing. A crosswalk signal will also be added.

- Southbound and northbound traffic on 109 Street will be unable to turn onto 83 Avenue
- Eastbound traffic on 83 Avenue will have to turn south at 109 Street

#### 83 Avenue and Knox-Metropolitan United Church

To accommodate drop-off for the daycare and other church activities an on-site loading area will be provided.

On Sundays the bus lane along 109 Avenue will be available for on-street parking.







# 2014/2015 BIKE ROUTE PLAN

## 83 AVENUE PROTECTED BIKE LANE

MAY 2015

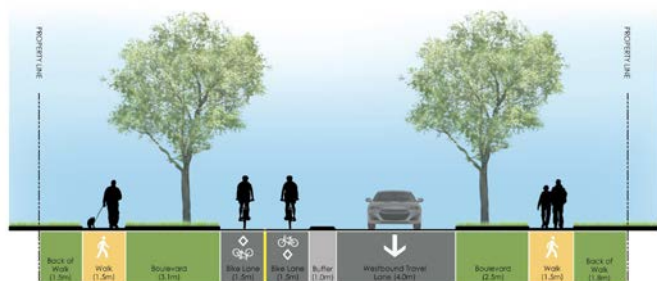
### 109 Street east of Knox Church – 108 Street

Currently, 83 Avenue is a narrow eastbound one-way street.

A 2-way cycle track on north side runs between a treed boulevard and a buffer next to a westbound travel lane.

#### Impacts:

- No parking on either side of the street
- Travel direction changes to westbound



### 108 Street – 106 Street

Currently, 83 Avenue is a narrow eastbound one-way street.

A 2-way cycle track on north side runs between a treed boulevard and a buffer next to an eastbound travel lane, which is the current travel direction.

**Impacts:** No parking on either side of the street



#### Note: Vehicle drop-off zones to be added

Three vehicle drop-off zones are proposed to facilitate loading and drop-off along these blocks.



**Impact:** Up to 4 trees may be removed/ relocated along these two blocks

### 106 Street – 105 Street

A 2-way cycle track on north side runs between a treed boulevard and a buffer next to a travel lane.

- Existing parking on south side retained

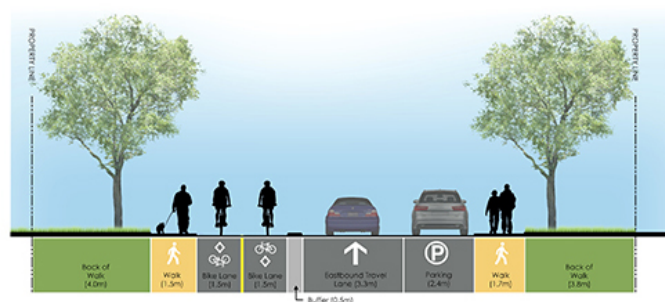
### 105 Street – 104 Street

Currently this section of 83 Avenue is open to two- way traffic.

In this plan, a 2-way cycle track on the north side runs between a sidewalk and a buffer next to an eastbound travel lane.

- Parking retained on south side

**Impact:** This section of 83 Avenue converts to a one-way street travelling eastbound only.





# 2014/2015 BIKE ROUTE PLAN

## 83 AVENUE PROTECTED BIKE LANE

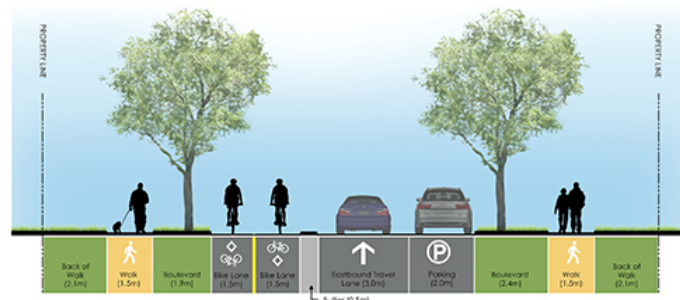
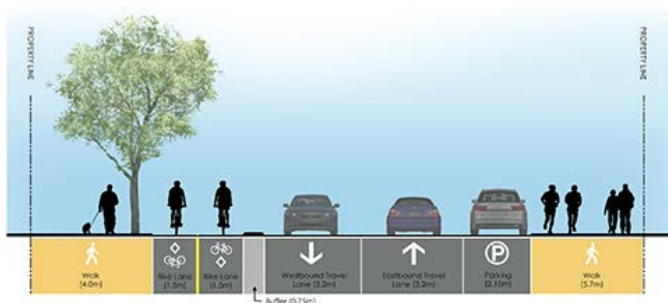
MAY 2015

### 104 Street – Alley beside Gazebo Park

Currently, 83 Avenue from 104 Street to 96 Street is open to two-way traffic.

In this plan, a 2-way cycle track on north side runs between a sidewalk and a buffer next to a westbound travel lane.

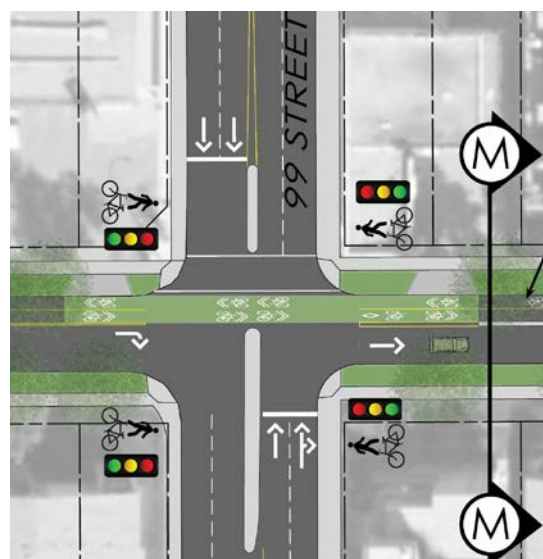
- Parking retained on south side, north side parking removed
- Roadway remains two-way street



### 99 Street/ 83 Avenue Intersection

A median is proposed for 99 Street to facilitate pedestrian and cyclist crossing. A crosswalk signal will also be added.

- Southbound traffic on 99 Street will be unable to turn onto 83 Avenue
- No through traffic on 83 Avenue, eastbound traffic will need to turn south at 99 Street



### Alley beside Gazebo Park – Gateway Boulevard

A 2-way cycle track on north side runs between a sidewalk/loading zone for the Strathcona Farmers' Market and a painted buffer next to a westbound travel lane.

- Roadway stays as a two-way street

**Impacts:** 6 parking spots on south side removed

### 102 Street – 99 Street

Currently this section of 83 Avenue is open to two-way traffic.

In this plan, a 2-way cycle track on the north side runs between a treed boulevard and a buffer next to an eastbound travel lane.

- Parking retained on south side

**Impact:** This section of 83 Avenue converts to a one-way street travelling eastbound only.

### Protected Bike Lane Converts to Bike Boulevard Design

#### 99 Street – 96 Street

Currently this section of 83 Avenue is open to two-way traffic. A contraflow bike lane on the north side of 83 Avenue provides space for cyclists travelling west.



# 2014/2015 BIKE ROUTE PLAN

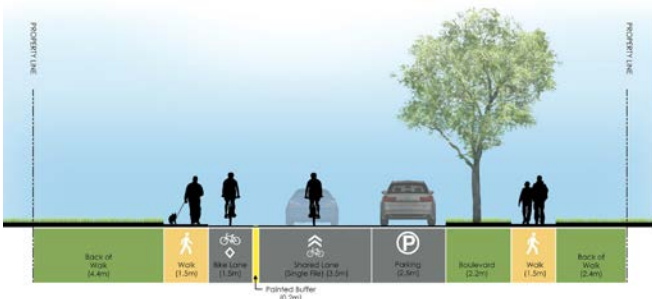
## 83 AVENUE PROTECTED BIKE LANE

MAY 2015

Cyclists travelling east share the road with motor vehicle traffic (sharrow).

- Parking retained on south side of the street

**Impact:** This section of 83 Avenue converts to a one-way street travelling eastbound only.



### Traffic Calming

For a bike boulevard to create a welcoming cycling environment, traffic calming measures help to reduce traffic flow and speeds. The 83 Avenue bike boulevard section of the route anticipates implementing:

- Roundabouts at the 98 Street, 97 Street and 96 Street intersections

### Background

In May and June 2014, public engagement for the Strathcona bike route began by seeking input on route selection criteria and potential locations. Four potential locations were explored, 81 Avenue, Whyte Avenue, 83 Avenue and 84 Avenue. Over 750 people participated in engagement activities that included in-person interviews, workshops, an online dialogue, and a pop-up display at the Downtown Farmers' Market.

In September 2014, 83 Avenue was revealed as the highest ranked route for the Strathcona Bike Route.

Using 16 selection criteria and taking into account public feedback, the 83 Avenue bike route scored more favourably than the other routes, particularly when

considering cost, property requirements and route directness.

The next stage of the public engagement process reviewed two design options for the 83 Avenue route.

At the November 27, 2014 and January 8, 2015 public meetings, City staff presented the route designed as a bike boulevard and as a cycle track. Public feedback was gathered at the meeting and through an online survey.

By reviewing the public's feedback, evaluating the two designs using nine evaluation criteria and conducting additional technical analysis; the project team has decided to move forward with a mixed protected bike lane design and bike for 83 Avenue between 111 and 99 Street and a bike boulevard design east of 99 Street.

Low traffic volumes and support from residents for installing traffic calming measures, allowed for the design of a bike boulevard for the route between 99 Street and Mill Creek Ravine.

A single design was presented to public at an Open House on April 23, 2015. City staff reviewed the feedback from the meeting and an online survey and refined the cycle track design into a recommended concept plan.

### Next Steps

Construction of the 83 Avenue bike route is anticipated to begin in 2016. A Spring pre-construction meeting will outline the construction schedule.

### For More Information

Visit: [www.edmonton.ca/cycling](http://www.edmonton.ca/cycling)

Email: [cycling@edmonton.ca](mailto:cycling@edmonton.ca)