



2014 BIKE LANE INFRASTRUCTURE PLAN STRATHCONA BIKE ROUTE

NOVEMBER 2014

About the Project

The City is planning a major bike route on the southside of Edmonton. The Strathcona Bike Route will connect the communities of Strathcona, Garneau and the University area, running from Mill Creek Ravine to 112 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. It 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 a bicycle route in this area.

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 activities that included in-person interviews, workshops, 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.

Project Scope

The next stage of the public engagement process is to review the design options for the route.

At the November 27, 2014 public meeting, City staff will present the 83 Avenue route designed as a bike boulevard and as a cycle track. Each design requires some trade-offs, depending on the road section. The project team is looking for feedback on the two bike route designs.

Meeting material and an online survey open until December 5 will allow the public to provide feedback even if they missed the meeting.

Some Useful Definitions

The bike routes undergoing the design process, including the Downtown and the Strathcona Bike Routes, will propose the installation of new kinds of

bike infrastructure not presently used in Edmonton. Here are some useful definitions to keep in mind.

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.



This section of the Portland bike boulevard uses curb extensions and medians to narrow the road width, discouraging motor vehicles from travelling quickly.



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Cycle Track or Protected Bike Lane

A cycle track, otherwise known as a protected bike lane, 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.



This is a two-way cycle track in Calgary, but there are different ways to create cycle tracks.



Here is a raised cycle track in Copenhagen, and below, artistically designed blue bollards separate the cycle track in Seattle.



83 Avenue Bike Route Design

Using 16 selection criteria, the 83 Avenue bike route scored more favourably than the other proposed routes, particularly when considering cost, property requirements and route directness.

As such, it was selected as the preferred route to develop into a draft concept design.

Design Considerations

83 Avenue is a popular bike route, with an average of 260 - 490 cyclists/day during snow-free days. It is also a major shopping, arts and entertainment district with historic characteristics that need to be respected.

Other considerations for design include:

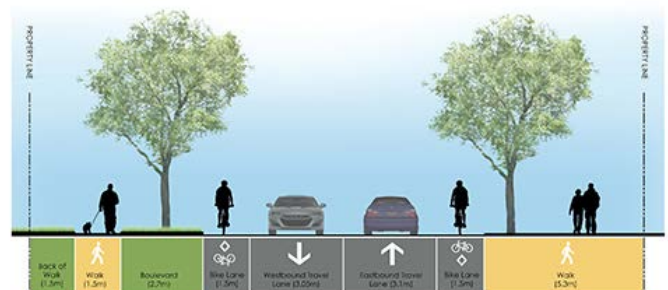
- Access to businesses, organizations and churches
- Parking for area residents
- Commercial trucks access to businesses on Whyte Avenue and 112 Street
- Narrow roadway with mature trees requiring a balance of trade-offs
- A challenging crossing at 109 Street

83 Avenue Cycle Track Design Option

112 Street - University Terrace parkade

This section of the route is open to two-way traffic. Curbside on-street bike lanes added beside travel lanes.

Impact: Loading zone on the southside removed





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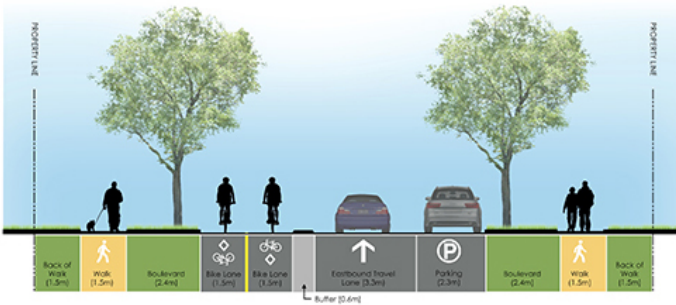
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University Terrace Parkade - 109 Street

This section of 83 Avenue between the parkade and 109 Street is a narrow eastbound one-way street.

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

- Existing parking on southside retained, parking on northside removed

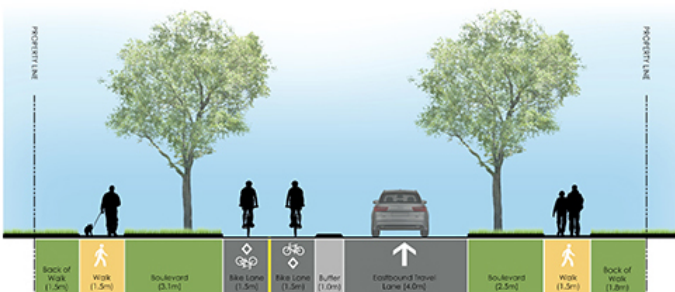


109 Street - 106 Street

Currently, 83 Avenue between 109 Street and 105 Street is a narrow eastbound one-way street.

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

Impact: No parking on either side of the street



106 Street - 105 Street

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

- Existing parking on southside retained

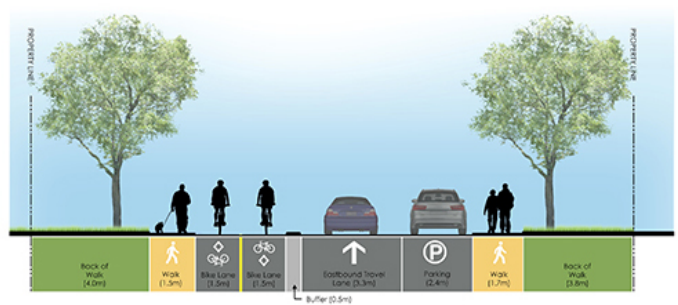
105 Street - 104 Street

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

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

- Parking retained on southside

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

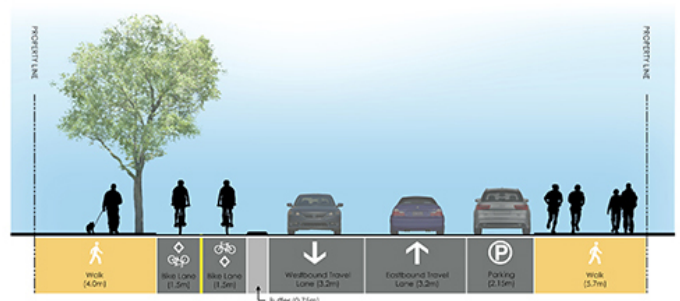


104 Street - Alley beside Gazebo Park

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

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

- Parking retained on southside, northside parking removed
- Roadway stays as a two-way street



OPTION 1 - CYCLE TRACK



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Alley beside Gazebo Park - Gateway Boulevard

A 2-way cycle track on northside 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 southside removed

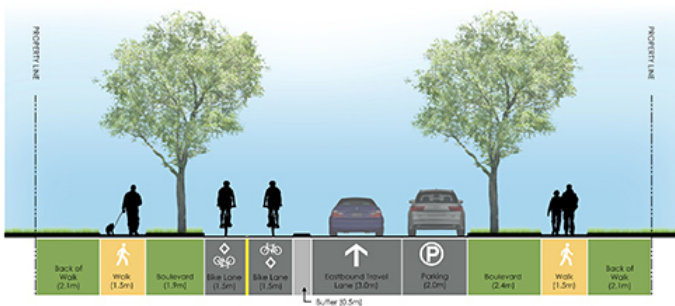
102 Street - 99 Street

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

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

- Parking retained on southside

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



99 Street - 96 Street

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

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

- No parking on either side of the street

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

83 Avenue Bike Boulevard Design Option

112 Street - University Terrace parkade

This section of the route is open to two-way traffic.

Eastbound and westbound travel lanes share the road with cyclists (sharrows).

- Loading zone is retained on southside of the road



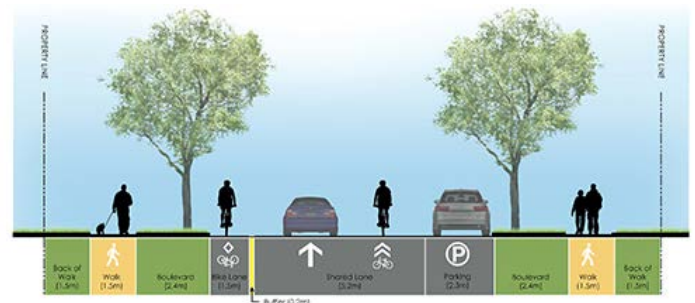
OPTION 2 - BIKE BOULEVARD

University Terrace parkade - 110 Street

This section of 83 Avenue between the parkade and 109 Street is a narrow eastbound one-way street.

Westbound contra-flow bike lane added to northside of street. Eastbound travel lane is shared with cyclists (sharrow).

- Parking is retained on southside of the road, parking on northside removed



OPTION 2 - BIKE BOULEVARD

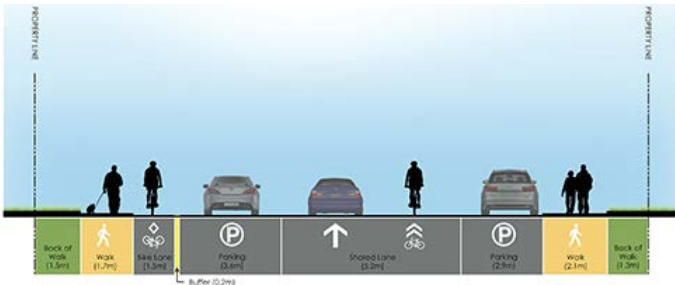
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110 Street - 109 Street

Westbound contra-flow bike lane added to northside of street beside parking lane. Eastbound travel lane is shared with cyclists (sharrow).

- Parking is retained on both sides of the road



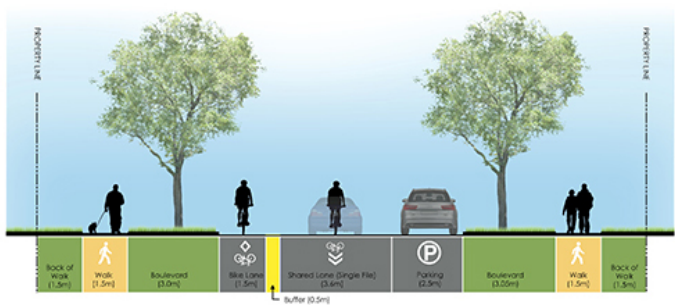
OPTION 2 - BIKE BOULEVARD

109 Street - 105 Street

Currently, 83 Avenue between 109 Street and 105 Street is a narrow eastbound one-way street.

Westbound contra-flow bike lane added to northside of street next to treed boulevard. Eastbound travel lane is shared with cyclists (sharrow).

- Parking allowed on southside of the road



OPTION 2 - BIKE BOULEVARD

105 Street - 104 Street

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

Westbound contra-flow bike lane added to northside of street next to sidewalk. Eastbound travel lane is shared with cyclists (sharrow).

- Parking retained on southside

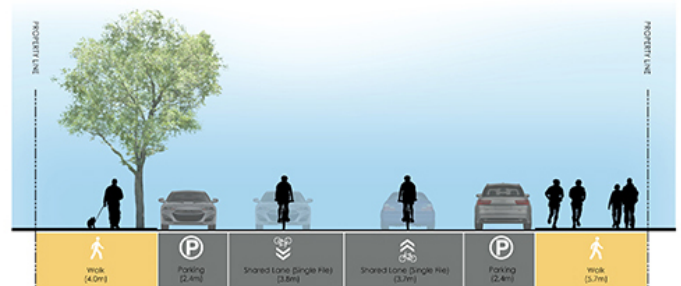
Impact: This section of 83 Avenue converts to a one-way street travelling eastbound only.

104 Street - Alley beside Gazebo Park

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

In this plan, travel lanes next to parking lanes are shared with cyclists (sharrows).

- Parking retained on both sides of the street
- Roadway stays as a two-way street



OPTION 2 - BIKE BOULEVARD

Alley beside Gazebo Park - Gateway Boulevard

Travel lanes are shared with cyclists (sharrows).

- Parking retained on southside of the street
- Roadway stays as a two-way street

102 Street - 96 Street

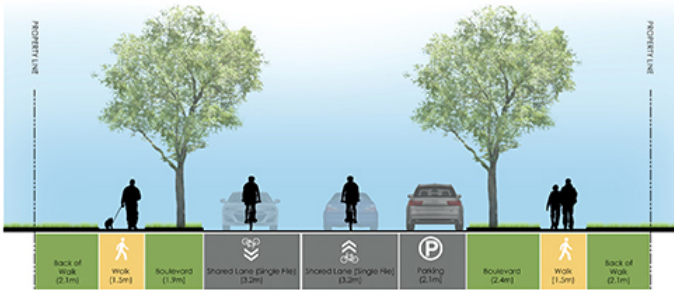
Currently this section of 83 Avenue is open to two-way traffic.

Travel lanes are shared with cyclists in both directions (sharrows)

- Parking retained on southside of the street
- Unlike cycle track option, roadway stays as a two-way street

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OPTION 2 - BIKE BOULEVARD

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 anticipates implementing:

- Roundabouts at the 110 Street, 108 Street, 101 Street, 98 Street and 96 Street intersections
- A north-south diverter at 109 Street to limit motor vehicle movements along 83 Avenue to right in/ right out at this intersection
- A north-south diverter at 106 Street to limit motor vehicle through movements along 83 Avenue, and to only allow northbound right turns onto 83 Avenue



Next Steps

Comments on the Strathcona Bike Route will be collected at the November public meeting and through the online feedback form. The project team will then review the feedback gathered and will make further refinements to develop one draft concept design.

This draft concept bike route design will be presented at a public meeting in Spring 2015.

For More Information

Visit: www.edmonton.ca/cycling

Email: cycling@edmonton.ca