Mandate from City Council
Bicycle Transportation Plan (2009)
### Progress to Date

<table>
<thead>
<tr>
<th>Year</th>
<th>Kilometres Built or Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>15.6 km on-street</td>
</tr>
<tr>
<td></td>
<td>8.8 km off-street</td>
</tr>
<tr>
<td>2011</td>
<td>20.5 km on-street</td>
</tr>
<tr>
<td></td>
<td>3.6 km off-street</td>
</tr>
<tr>
<td>2012</td>
<td>10.2 km on-street</td>
</tr>
<tr>
<td></td>
<td>5.7 km off-street</td>
</tr>
<tr>
<td>2013</td>
<td>23 km on-street</td>
</tr>
<tr>
<td></td>
<td>3 km off-street</td>
</tr>
</tbody>
</table>

Key corridors built include:
- 76 Avenue in Belgravia/McKernan
- 106 Street in Strathcona/Queen Alexandra/Pleasantview
- 97 Street from Argyll Road to 34 Avenue
Cost of On-Street Bicycle Facilities

• $3 million spent on on-street bike lanes (4 years)
• 5% of the $3 million for bike lane markings; the rest goes to fixing the road
• 15% of Active Transportation Budget
• 0.35% of Transportation Budget for roads
Going Forward - Priority Network
Going Forward - Priority Network

[Map showing priority network areas with streets like 102 Ave, 104 Ave, 100 Ave, 87 Ave, 112 St, 115 St, 104 St, 76 Ave, 83 Ave, and 91 St.]
BTP Consultation

- Defined 500km network of bicycle routes
- 3-year project with public consultation (7 workshops, 2 open houses)
- 400 People attended meetings
- Input received via email, phone, fax, and mail
Consultation & the Design Process

BTP

- Strategy
- Concept
- Design
- Build
- Operate

BTP Implementation
Consultation for 2013 Routes

- 9 stakeholder meetings
- 60 stakeholder meeting attendees and 25 online surveys completed
- 2 open houses
- 45,000 brochures direct mailed
- 384 open house attendees
- 350+ notes on plans and 145 evaluation forms
- 1000+ online surveys completed
Common Themes from Feedback

Benefits
• Bicycle lanes will make cyclists feel safer
• Creating a better/healthier city
• Better connectivity and new routes will encourage more cyclists

Concerns
• Parking bans and limitations will cause inconveniences
• Concern for cyclist safety
• Inconvenience by slowing traffic and congesting streets
Design Guidelines
Design Techniques

- Narrow Existing Travel Lanes
- Reduce the Number of Travel Lanes
95 Avenue Example

- Shared-use path
- Reduced number of lanes with turn bays
- Same number of lanes but narrower
Design Techniques

• Narrow Existing Travel Lanes
• Reduce the Number of Travel Lanes
• Remove Parking
76 Avenue Example

76 Ave at 99 St

76 Ave at 96 St
76 Avenue Parking Analysis

- Existing Supply = 624 spaces
- Spaces added to side streets = 43
- Spaces removed to accommodate bikes = 180
- Remaining supply = 487 spaces
- Peak Demand = 259 spaces

- Excess capacity with bike lanes = 200+
76 Avenue Parking Analysis

Max Demand = 90
Supply = 108

Max Demand = 39
Supply = 55

Max Demand = 17
Supply = 36

Max Demand = 35
Supply = 123

Max Demand = 23
Supply = 71

Supply is the number of stalls after implementation of bike lanes
Public Input is Critical

100 St at 78 Ave
Public Input is Critical

76 Ave at 95 St
Public Input is Critical

76 Ave at 98 St
Keeping the Momentum Going

Edmontonians ride bikes and want to ride more
54% of Edmontonians are cycling

- 35% Recreation Only
- 2% Transportation Only
- 17% Transportation & Recreation
- 46% Don’t Currently Cycle
35% of Edmontonians cycle every week
Survey Findings Are Consistent

Leger Marketing (2011)
- 9% regularly commute
- 15% regularly cycle

AB Tourism (2008)
- 50% cycle for recreation

Banister Research (2012)
- 10% commute
- 20% cycle multiple times per week
- 51% cycle for recreation
Motorists are cyclists
&
Cyclists are motorists
Edmontonians want to bicycle more but are afraid.
TYPES OF CYCLISTS

- **Strong & Fearless**: 4%
- **Enthused & Confident**: 13%
- **Interested but Concerned**: 45%
- **No Way No How**: 38%
BICYCLE FACILITIES NEEDED TO INCREASE CYCLING

<table>
<thead>
<tr>
<th>Scenario</th>
<th>% Comfortable Operating on Road Described</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road without Bike Lanes - Cycling</td>
<td>12%</td>
</tr>
<tr>
<td>Road with Bike Lanes - Cycling</td>
<td>82%</td>
</tr>
<tr>
<td>Road with Bike Lanes - Driving</td>
<td>83%</td>
</tr>
</tbody>
</table>
Bicycle Facilities Increase Cycling

106 St, 20 Ave to 82 Ave ↑32% on average

76 Ave, 104 to 115 St ↑30% on average