THE WAY WE MOVE

ON-STREET BIKE ROUTE PROGRAM

TRANSFORMING EDMONTON
BRINGING OUR CITY VISION TO LIFE

www.edmonton.ca/cycling
HOUSEHOLD TRAVEL SURVEY

2005
AVERAGE WEEKDAY TRIPS
“Public transportation and Active transportation will be the preferred mobility choice for more people.”

“Create a cycle friendly city.”

“Adopt and implement a bicycle transportation plan.”

“Adopt and implement a strategy for sidewalk infrastructure to prioritize and construct missing links in the pedestrian network.”

“...the need to ensure well maintained sidewalks and curb ramps is imperative for a continued quality of life and safety.”
EDMONTON, A BICYCLE-FRIENDLY CITY
MORE PEOPLE CYCLING MORE OFTEN
150% INCREASE IN CYCLING TRIPS SINCE 1994

BICYCLE TRANSPORTATION PLAN

INCREASING CYCLING ACTIVITY

TRANSFORMING EDMONTON
BRINGING OUR CITY VISION TO LIFE
Bikeway Traffic Control Guidelines for Canada

2nd Edition

Transportation Association of Canada
Association des transports du Canada

Feb 08 2010
BIKE LANES ADJACENT TO ON-STREET PARKING
SHARROWS RAISE AWARENESS TO BOTH CYCLISTS AND MOTORISTS OF THE CORRECT CYCLIST POSITIONING IN THE LANE
CYCLISTS SHOULD USE THE FULL LANE WHEN IT IS TOO NARROW FOR SIDE-BY-SIDE OPERATION
CHALLENGES

- Retro-fitting infrastructure
- Balancing needs of all road users
- Considering compromises and trade-offs
- Ensuring safe and effective operations
ON-STREET BIKE ROUTE PROGRAM

- Prior to 2010 consisted of:
  - 127 Street Contra-flow Lane
  - University Contra-flow Lanes
  - 100 Avenue Contra-flow Lane
  - Bus/Bike/Taxi Reserved Lanes
  - Wide Curb Lanes
2010 ON-STREET BIKE ROUTE PROGRAM (13 km)

- Mill Woods Road Loop
2010 ON-STREET BIKE ROUTE PROGRAM (13 km)

- Mill Woods Road Loop

Before
14.5m Cross Section

After
2011 ON-STREET BIKE ROUTE PROGRAM (20 km)

- 106 Street (51 Avenue to Saskatchewan Drive)
- 76 Avenue (Gateway Boulevard to Saskatchewan Drive)
- Saddleback Road Loop
- 97 Street (34 Avenue to 83 Avenue)
- 69 Avenue (170 Street to 178 Street)
- 40 Street (Hermitage Road to Clareview LRT Station)
2011 ON-STREET BIKE ROUTE PROGRAM
2011 ON-STREET BIKE ROUTE PROGRAM

106 Street
2011 ON-STREET BIKE ROUTE PROGRAM

76 Avenue
2011 ON-STREET BIKE ROUTE PROGRAM

Saddleback Road
2011 ON-STREETF BIKE ROUTE PROGRAM

97 Street
106 STREET & 76 AVENUE

Before
11.5m Cross Section

Alternative 1

Alternative 2

School Design
SADDLEBACK ROAD LOOP

Before
14.5m to 16m Cross Section

After
Travel Lanes reduced between 1.7m to 2.0m
2012 ON-STREET BIKE ROUTE PROGRAM (15 km)

- Leger Road (23 Ave to Leger Way)
- 121 Ave (Victoria Trail to 71 St)
- Wolf Willow Road (East of 170 St)
- 189 St (87 Ave to 95 Ave)
- 121 St (100 Ave to 106 Ave)
- 82 St (Yellowhead Trail to 137 Ave)
- 116 St (87 Ave to Saskatchewan Drive)
2012 ON-STREET BIKE ROUTE PROGRAM

- Leger Road (23 Ave to Leger Way)
2012 ON-STREET BIKE ROUTE PROGRAM

- 121 Ave (Victoria Trail to 71 St)
2012 ON-STREET BIKE ROUTE PROGRAM

- Wolf Willow Road (East of 170 St)
2012 ON-STREET BIKE ROUTE PROGRAM

- 189 St (87 Ave to 95 Ave)
2012 ON-STREET BIKE ROUTE PROGRAM

- 121 St (100 Ave to 106 Ave)
2012 ON-STREET BIKE ROUTE PROGRAM
➢ 82 St (Yellowhead Trail to 137 Ave)
2012 ON-STREET BIKE ROUTE PROGRAM

- 116 St (87 Ave to Saskatchewan Drive)
ISN’T IT TIME
WE GOT ALONG?

ONEROAD.CA
ISN'T IT TIME WE GOT ALONG?

SHARED-USE LANE

Shared-Use Lanes indicate that the roadway is to be shared between motorists and cyclists. Shared-Use Lanes guide cyclists on the road and remind drivers to expect cyclists in the lane.

ONEROAD.CA
ISN’T IT TIME WE GOT ALONG?

WHAT DO I DO?
When the solid white line of a Bike Lane becomes dashed, drivers should enter the lane if turning right, after checking that it is safe.

ONEROAD.CA
ISN’T IT TIME WE GOT ALONG?

DO I HAVE TO?

Although cyclists are encouraged to use the Bike Routes, they can ride on all city streets as they have the same rights and responsibilities as motorists. On Bike Routes, cyclists are not required to travel in the Bike Lanes or Shared-Use Lanes.

ONEROAD.CA
Isn't it time we got along?

The bike route ended, now what?
When a Bike Route ends, cyclists should use the road just as they would on any city street.

OneRoad.ca
MONITORING AND ASSESSMENT

- Vehicle speed and volume surveys
- Cyclist volume surveys
- Conflict analysis studies