



# Downtown Bike Network

## Frequently Asked Questions

City of Edmonton

Edmonton

### **What is the Downtown Bike Network?**

The Downtown Bike Network is 7.8 km of protected bike lanes and shared-use paths that offers cyclists of all ages and abilities another mode of transportation throughout Edmonton's Downtown core.

### **Why is a Downtown Bike Network needed?**

In June 2014, Edmonton City Council approved the 2014-2018 Bike Infrastructure Plan, which identified the need to build high quality bike lanes in core areas of the city, including Downtown. This type of infrastructure provides a safe environment for cyclists to be separated from other modes of transportation, and encourages more cycling while supporting a healthy and economically-friendly lifestyle. The end goal is to meet the transportation needs of all our citizens, and cycling is an important element of transportation planning to build a livable and vibrant city.

As the youngest and second-fastest growing city in Canada, Edmonton continues to see growth in the cycling community and an increased need for robust and year-round cycling options. The Downtown Bike Network also supports the anticipated needs of residents and the workforce, which is moving towards more sustainable infrastructure and active transportation options.

The Downtown Bike Network also supports the City of Edmonton's [Vision Zero](#) initiative, a long-term strategy with a goal for zero traffic fatalities and serious injuries.

### **Where is the Downtown Bike Network?**

The Downtown Bike Network is located right in the Downtown core. With over 7.8 km of protected bike lanes and shared-use paths, the Downtown Bike Network reaches within two blocks of many destinations and provides cycling opportunities for all ages and abilities to travel to different events, festivals and locations in our city's core.

View the map at [edmonton.ca/bikedowntown](http://edmonton.ca/bikedowntown).

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### Why were these routes chosen?

The guiding principles while designing the Downtown Bike Network were to provide a safe and accessible cycling option while minimizing the effects on parking, traffic and transit. The City of Edmonton reviewed traffic operations to identify roadways that had existing capacity and could accommodate protected bike lanes. The roads selected balance the needs of the community and commuters.

The factors considered to assess and identify the streets that comprise the proposed network include:

- Traffic Operations - impacts to motorists
- Construction Activity - impacts of ongoing construction
- Connection and Continuity - links to bike facilities outside of downtown
- Public Transit - impacts to transit operations
- Parking - impacts to on-street parking and loading
- Pavement Conditions and Timelines - impact of pavement on ride quality and timeline to improve pavement conditions
- Recently Completed Improvements - leveraging recent upgrades to road infrastructure (i.e. 96 Street/The Armature)

### When will the installation of the Downtown Bike Network be complete?

The majority of the Downtown Bike Network will be installed and operational in July 2017. This includes:

- 102 Avenue from Railtown Park to 103 Street
- 100 Avenue from Railtown Park to 103 Street
- 107 Street from the Legislature grounds (99 Avenue) to 100 Avenue
- 106 Street from 100 Avenue to MacEwan/105 Avenue
- 103 Street from 100 Avenue to the Rogers Place Portal (103 Avenue)
- 110 Street from Railtown Park to MacEwan (105 Avenue)
- 104 Avenue from 101 Street to 96 Street
- 96 Street from Louise McKinney Park to 104 Avenue
- 99 Street from 104 Avenue to 102A Avenue
- 102A Avenue from 99 Street to 96 Street



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Protected bike lanes connecting to Downtown on 102 Avenue from Railtown Park to 125 Street will be completed in 2017 through the [102 Avenue Bike Route project](#).

To allow for repaving of portions of 105 Avenue, 105 Avenue from 116 Street to 101 Street will not be operational as a cycling facility until later in 2017.

Certain sections of the network including 99 Street, between Jasper Avenue and 102A Avenue will be impacted by Stanley Milner Library construction and Valley Line stage 1 construction. This connection is currently under review with other Downtown reconstruction projects and will be integrated at a later date as construction is completed.

Ice District construction is currently impacting 103 Street, between 103 Avenue and 104 Avenue, and the addition to the bike network will be incorporated as a connection to key destinations once this area of Ice District construction is complete.

### **Will the Downtown Bike Network be available year round?**

Yes! Edmonton is a winter city, and the Downtown Bike Network has been designed to be a year-round transportation option. The City is committed to providing all-season cycling opportunities and an update to the process of addressing snow clearing and removal needs for the Downtown Bike Network is currently being developed.

### **How will it be adaptable?**

The Downtown Bike Network is adaptable to respond to **major** shifts in traffic and infrastructure.. As projects are completed, like the Valley Line LRT and ICE District, the City has the ability to adjust the network.

Evaluation and monitoring of the Downtown Bike Network will be ongoing and adjustments will be made as needed to ensure the network stays a safe and accessible transportation option, while minimizing impacts on other modes of transportation. There will be an evaluation period to determine how the network is operating before any potential changes are considered.

If you have any questions or comments about the network, please [contact 311](#).

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### What are protected bike lanes?

Protected bike lanes are on-street bike facilities protected from moving and parked cars by a physical barrier. These lanes make driving and cycling more comfortable by creating a dedicated space on the road for people to bike.

Protected bike lanes are the highest quality cycling infrastructure and are deployed to:

- Provide a safer environment for cyclists
- Encourage more cycling
- Support a healthy lifestyle
- Reduce pollution
- Enhance mode choice
- Relieve congestion

### What are shared-use paths?





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Shared-use paths are paved off-street paths for multiple modes of active transportation including walking, biking, skateboarding, rollerblading and more. Shared-use paths travel in both directions. Cyclists are reminded to yield to pedestrians, give an audible signal before passing someone, and to travel at a reasonable rate of speed.

### **Who has the right of way/priority on shared-use paths?**

Pedestrians have right of way on shared use paths ([traffic bylaw 5590](#)). Each person should understand these responsibilities.

On your bike:

- Ring your bell to pass
- Pass on left
- Slow down to pass
- Yield to pedestrians

On your feet:

- Keep to the right
- Look for others
- Make room for others to pass

### **How will the bike network be evaluated?**

We have partnered with the University of Alberta to develop a performance monitoring framework for the Downtown Bike Network. The following tasks will be completed as part of this work:

1. Measure the connectivity of the current bicycle network and the proposed bike network.
2. Develop an overall evaluation framework for the purpose of monitoring network performance over time.
3. Monitor network performance before and after installation of the Downtown Bike Network.

The banner features an aerial view of the Edmonton skyline in the background. A blue horizontal bar spans across the middle, containing the text 'Downtown Bike Network' and 'Frequently Asked Questions'. The 'City of Edmonton' logo is in the top right, and a larger 'Edmonton' logo is in a dark blue box on the far right.

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Thirteen eco-counters will also be placed along the route to track bike traffic. These counters will allow us to measure and report on bicycle traffic along the route. This data will be crucial for planning and managing cycling infrastructure.

### **What is the cost of the Downtown Bike Network?**

The budget for the Downtown Bike Network is \$7.5 million.

### **What will the Downtown Bike Network connect to?**

The Downtown Bike Network will connect to major Downtown destinations such as Ice District and Churchill Square. Downtown education institutions including MacEwan University and Norquest College are also along the network.

Many residences and businesses are also near or along the network, allowing for another mode of transportation to get to these locations.

### **How does the downtown bike network connect to bike facilities outside of Downtown?**

Key connections to outside downtown include:

- The shared use path next to the Capital LRT Line/ CN Rail Line to the Northeast
- The River Valley, via Louise McKinney Park
- Railtown Park and the High Level Bridge
- The 102 Avenue Bike Route through Oliver, Westmount, Glenora (Construction to be completed in 2017)
- The shared use path next to the Metro LRT Line to NAIT
- The shared use path next to 121 Street

View the map at [edmonton.ca/bikedowntown](http://edmonton.ca/bikedowntown).

### **Will parking be affected?**

Yes, there will be adjustments to parking in some parts of the Downtown core. The routes chosen were identified as having the lowest impact on parking. No residential or private parking has been removed, and additional stalls have been added where available. Parking that was

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removed was due to safety implications for both the operation of the roadway and the cycling facility.

Certain parking stalls will be relocated next to the concrete parking curbs within the roadway, in between the roadway and the protected bike lane. Epark payment machines will still be located on the sidewalk.

Parking stalls that are relocated next to concrete parking curbs may not be fully accessible.

### **Will there be bike parking?**

Yes, we are planning additional bike parking along the network. To see where existing public bike parking is available or to request additional bike parking please visit [edmonton.ca/bikeparking](http://edmonton.ca/bikeparking).

### **What changes will drivers need to be aware of?**

There will be changes for motorists along the Downtown Bike Network that include signage changes and new signal phasing. Motorists are reminded to yield to cyclists and take extra precaution surrounding alleys and access openings.

### **How can I learn to use the Downtown Bike Network?**

A bike education street team will be out talking to people on the bike network about what the new road signs and pavement markings mean, and how to navigate at various intersections.

### **How can I provide feedback?**

For questions, comments or more information, please [contact 311](#):

Phone: 311

Email: [311@edmonton.ca](mailto:311@edmonton.ca)

Or download the 311 app!



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### **Will any bus routes/stops be affected?**

Three bus routes will be affected by the Downtown Bike Network commencing April 2017. The routes and changes are:

#### Route 52

- Now operates on 107 Street/Jasper Avenue in both directions from Government Centre.
- Service removed from 100 Avenue/103 Street.
- Schedules remain unchanged.

#### Route 70

- Now travels in a clockwise direction along the Downtown loop.
- Some schedules may change.

#### Route 309

- Now operates on 107 Street/Jasper Avenue in both directions.
- Service removed from 100 Avenue/103 Street.
- Schedules remain unchanged.

For further updates and changes, visit [takeets.com](http://takeets.com).

### **How will the Downtown Bike Network be maintained?**

The width of the protected bike lanes allow room for most City maintenance equipment to clean the network in the spring, summer, and fall. During the winter, the bike network will have dedicated crews to provide snow and ice control. Road maintenance activities that will be involved in maintaining a clear bike lane will involve sweeping, removing snow from buffer areas and clearing snow from adjacent sidewalks. The Downtown Bike Network is part of the City's primary bike network and is expected to be clear of snow within 24 hours after the end of a snowfall.

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### **How is the the Downtown Bike Network affecting Traffic?**

The City of Edmonton has partnered with the University of Alberta to monitor traffic impacts and the level of use of the downtown network. We have installed new traffic signal communications systems as a part of the project to be able to react with changes to traffic signal systems more quickly.

As the network opens this summer, there will be minor adjustments for all modes of transportation. If you are experience continued traffic congestion due to the network, please contact 311 and the traffic operations team will be able to assess and address your concern. We are continuing to monitoring traffic and are responding/making changes when needed.

### **How can I stay up to date?**

The best way to stay up to date is to [subscribe to the monthly Downtown Newsletter](https://www.edmonton.ca/godowntown) at [edmonton.ca/godowntown](https://www.edmonton.ca/godowntown). Otherwise, come back often to the webpage for updates at [edmonton.ca/bikedowntown](https://www.edmonton.ca/bikedowntown).

### **Can I walk in the protected bike lanes?**

No. Protected bike lanes are classified through the Traffic Safety Act as reserve lanes, meaning they are reserved for cyclists similar to dedicated bus lanes which are only for bus use. Pedestrians are asked to please use the sidewalk or alternate defined route.