Community BIKE ROUTES

Discussing Bike Route Locations and Options in Your Community

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edmonton.ca/engaging40ave

CYCLING: LET’S BUILD IT BETTER. TOGETHER.
Our Meeting Purpose

How can we respect community values and needs while bringing cycling infrastructure to the neighbourhood and community?
Connector Bike System

Stage 1: Route Location
Let’s Talk survey, Friday Night BBQ, Popups
Suggested routes emerged
Meetings with Stakeholder Input Panel (2)

Stage 2: Test Concepts on 3 Options
Examine Route Options
Gather insights and opinions on 3 Options

Stage 3: Review Single Plan
Stakeholder Input Panel offers insight into a single plan.
Community meets to review a single plan and see more detailed design

Stage 4. and Stage 5
A celebration to share the final plan and suggest aesthetic treatments
Engagement

Survey
350 responses

Barbeque
200+

Pop Ups
5 Schools
200+ interactions
What We Heard: Existing Bike Lanes

- Perceived lack of use by cyclists
- Increased traffic congestion
- Safety issues, particularly around school drop off zones
- Lack of education for both cyclists and motorists
- Cyclists that don’t follow the rules
- Philosophically opposed to the direction the City of Edmonton is taking on bike infrastructure
What We Heard: Moving Forward

- Get rid of existing bike lanes
- Create separated bike routes where traffic and cyclists are not in conflict
- Relocate the bike path to 43rd Avenue
- Create a separated bike route on 40th Avenue, a separated lane OR a shared use path
- Consult with community members
- Increase education for drivers and cyclists
Your Direction to Us

• Consult with the citizens
• Check out 43 Avenue
• Consider 40th Avenue separated cycle track on the roadway
• Consider 40th Avenue shared-use path, with a pedestrian sidewalk on the other side.
Influencing Factors

• Limit impacts on traffic congestion
  – maintain driving lanes, respect school drop-off activity areas

• On-street parking is a valuable resource
  – Maintain on-street parking

• Cycling facilities that support community needs
  – Family oriented area, recreation, access to amenities

• Cycling facilities must be separate from vehicle travel lanes
Separated Facilities – Cycle Tracks

Example from Vancouver, BC
Separated Facilities – Shared-use Paths

Example from Vancouver, BC
40 Avenue 119 Street to 106 Street
40 Avenue Cross Sections
40 Avenue Near Richard Secord School
Looking East

Existing Conditions

With Single Lane Cycle Track in each direction
40 Avenue Near Richard Secord School
Looking East

Existing Conditions

With Shared-Use Path on Northside of Road
40 Avenue Shared-use Path

SHARED-USE PATH

PROPERTY LINE
Considerations for 40 Avenue

• Construction impacts
  – Reconstruction of all or half of the roadway
  – 2-3 years construction

• Costs estimated at $12 to 17 million

• Requires dedicated budget approved by council

• Impacts to adjacent properties, front yards, trees, utilities
  – requires extensive consultation
Considerations for 40 Avenue

- Directness of route
- Central location in the area serves multiple communities
- Cycle Track accommodates a broader range of cyclists
- City does winter maintenance of shared-use path
43 Avenue 119 Street to 106 Street
Cross Sections 43 Avenue

43 Avenue and 115 Street Looking East
Existing Pipeline Right-of-way

Source: google maps 2016
Cross Sections 43 Avenue

43 Avenue and 115 Street Looking East
Pipeline Right-of-way With Shared-use Path
Considerations for 43 Avenue

Royal Gardens Park
Sports Fields, School Activities, Community Users
Considerations for 43 Avenue

Rideau Park:
Sports Fields, School Activities, Community Users
Considerations for 43 Avenue

- Construction impacts
  - Constructed on pipeline corridor
  - Constructed within one construction season
  - Fewer impacts to adjacent properties
- Costs estimated at $2 million
- Less central location in the overall area
- Work with Pipeline Company
  - Limited opportunity for adding Trees
Considerations for 43 Avenue

- Alignment through park site to be determined
  - Address sport fields and community facilities
  - Additional consultation with park users
- Existing funding source is available for Shared-use Path Construction
- Near Low Traffic Volume Roadways
- NBHD amenity rather than a cycling amenity
Next Steps

Use the feedback from today to determine the preferred route

Deliver a report to City Council

Meet with stakeholders to collaborate on design options

Design the route

Consult with SIP and community on route design
Questions?

TELL US WHAT YOU THINK

Love it!!

Thumbs Down

There is a piece missing

Huh? I don’t get it...
How will that work?

Here’s a thought...

That’s surprising!
That’s alarming!!