Major Bike Routes - 83 Avenue Workshop
November 27, 2014
Our Purpose Today

- **Provide context** on how Major Bike Routes fit into Edmonton’s vision of the future
- **Share information on what we heard** in June, and how it has been incorporated
- **Discuss different design options** for fitting the routes into the neighbourhoods
- **Get your input on trade-offs**, and what you feel is most important
Key Themes from June

• Safe
• Separate
• Design needs to respect all forms of Transportation (cycle, walk, drive)
• Aesthetically Pleasing
• Access and Congestion
How we started: Mandate

Council approved in 2009
Council Direction (June 2014)

- Plan for higher quality infrastructure
- Focus on routes with greater existing ridership
- More public input opportunities earlier in the projects – including getting input on route options and evaluation criteria
June 2014 Consultation

Total Participation: 783

Input on:
– Evaluation Criteria
– Route options
  • 81 Avenue
  • 82 Avenue
  • 83 Avenue
  • 84 Avenue

415 – Online consultation
170 – Pop up at farmers market
163 – Workshop attendees
41 – Stakeholder conversations
Key Themes - Criteria

• 16 Criteria developed based on feedback and industry best practices
• Key themes criteria address
  – safety, bicycle demand, traffic operations, constructability, risk, and cost
  – 6 Related to Benefits
  – 10 Related to Impacts
  – impacts and benefits were equally considered in the overall analysis
The route evaluation process was completed in two phases:

Phase 1 - preliminary screening that eliminated the routes from detailed analysis due to major technical issues.
- 81 Avenue, 82 Avenue

Phase 2 - Remaining routes were assessed against the 16 Evaluation Criteria.
- 83 Avenue, 84 Avenue
Evaluation Results

• An objective evaluation process used to assess the routes
  • Each criteria was evaluated on a scale of 1 to 5
  • The overall score was based on a 100 point scale
  • Route having the highest overall score being the preferred route

• 83 Avenue had an overall score of 84.3

• 84 Avenue had an overall score of 79.0
Definition: Cycle Track

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.
- minimizes conflicts between cyclists, pedestrians and drivers.
TWO-WAY CYCLE TRACK
7th Ave, Calgary, AB
CYCLE TRACK IN WINTER
7th Ave, Calgary, AB
TWO-WAY CYCLE TRACK (LOCAL ROAD)
Assiniboine Ave, Winnipeg, MB
ELEVATED BIKE LANE
Definition: Bike Boulevard

Shared road space that gives priority to cyclists and pedestrians:

• allows for all traffic but maintains low traffic speeds and volumes through road modifications to discourage cut-through traffic.
• create an inviting, safe and attractive community space.
Traffic calming measures
BICYCLE BOULEVARD – ONE-WAY FOR MOTOR VEHICLES
Winnipeg, MB
BICYCLE ROUTE AND WAYFINDING SIGNAGE
What's a cross-section?

Includes:
- Road width
- Parking
- Trees
- Sidewalk
- Curbs
- Driving lanes
- Space for bikes
What does it show us?

Existing

Potential
83 Avenue Options

83 Avenue – east of 112 Street (Existing)
83 Avenue Options

83 Avenue – east of 112 Street (Bike Lanes)
83 Avenue Options

83 Avenue – east of 112 Street (Bike Boulevard)
83 Avenue Options

83 Avenue – west of 111 Street (Existing)
83 Avenue Options

83 Avenue – west of 111 Street (Cycle Track)
83 Avenue Options

83 Avenue – west of 111 Street (Bike Boulevard)
83 Avenue Options

83 Avenue – east of 111 Street (Existing)
83 Avenue Options

83 Avenue – east of 111 Street (Cycle Track)
83 Avenue Options

83 Avenue – east of 111 Street (Bike Boulevard)
83 Avenue Options

83 Avenue – west of 109 Street (Existing)
83 Avenue Options

83 Avenue – west of 109 Street (Cycle Track)
83 Avenue Options

83 Avenue – west of 109 Street (Bike Boulevard)
83 Avenue Options

83 Avenue – east of 109 Street (Existing)
83 Avenue Options

83 Avenue – east of 109 Street (Cycle Track)
83 Avenue Options

83 Avenue – east of 109 Street (Bike Boulevard)
83 Avenue Options

83 Avenue – east of 108 Street (Existing)
83 Avenue Options

83 Avenue – east of 108 Street (Cycle Track)
83 Avenue Options

83 Avenue – east of 108 Street (Bike Boulevard)
83 Avenue Options

83 Avenue – east of 106 Street (Existing)
83 Avenue Options

83 Avenue – east of 106 Street (Cycle Track)
83 Avenue Options

83 Avenue – east of 106 Street (Bike Boulevard)
83 Avenue Options

83 Avenue – east of 105 Street (Existing)
83 Avenue Options

83 Avenue – east of 105 Street (Cycle Track)
83 Avenue Options

83 Avenue – east of 105 Street (Bike Boulevard)
83 Avenue Options

83 Avenue – east of 104 Street (Existing)
83 Avenue Options

83 Avenue – east of 104 Street (Cycle Track)
83 Avenue Options

83 Avenue – east of 104 Street (Bike Boulevard)
83 Avenue Options

83 Avenue – east of Gateway Boulevard (Existing)
83 Avenue Options

83 Avenue – east of Gateway Boulevard (Cycle Track)
83 Avenue Options

83 Avenue – east of Gateway Boulevard (Bike Boulevard)
83 Avenue Options

83 Avenue – east of Gateway Boulevard (Existing)
83 Avenue Options

83 Avenue – east of Gateway Boulevard (Cycle Track)
83 Avenue Options

83 Avenue – east of Gateway Boulevard (Existing)
83 Avenue Options

83 Avenue – east of 102 Street (Existing)
83 Avenue Options

83 Avenue – east of 102 Street (Cycle Track)
83 Avenue Options

83 Avenue – east of 102 Street (Bike Boulevard)
83 Avenue Options

83 Avenue – east of 99 Street (Existing)
83 Avenue Options

83 Avenue – east of 99 Street (Cycle Track)
83 Avenue Options

83 Avenue – east of 99 Street (Bike Boulevard)
What’s next

• **Detailed plans and information** is available at the tables

• **Provide your input** on trade-offs, and what you feel is most important