Major Bike Routes - 83 Avenue Workshop
April 23, 2015
Our Purpose Today

• **Provide context** on how Major Bike Routes fit into Edmonton’s future

• **Share information on what we heard** in our last phase, and how that has been reflected in the new concept plan

• **Get your feedback** on the new single concept plan
What We Heard

• Preference for a continuous, safe, and separated cycle track treatment
  – Physical separation
  – More maintainable
  – Suitable for riders of all skill levels

• Some stakeholder groups and residents preferred the bike boulevard option
  – Retains parking
  – Calms traffic
  – Increases the livability of neighborhoods
  – More flexible in its design and maintenance
What We Heard: 83 Avenue

• Both treatments considered an improvement
  – Stakeholder groups - blended treatment
  – Workshops and online surveys - cycle track

• Winter maintenance
  – Important to clear to high standard

• Concerns
  – Potential loss of resident parking, patient drop-off zones, and commercial loading

• Added signal at 109 Street and 83 Avenue was supported and appreciated
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
Consultation To Date

Input on:

- Route Location
  - 81 Avenue
  - 82 Avenue
  - 83 Avenue
  - 84 Avenue

- Two concept options
  - Bicycle Boulevard
  - Cycle Track

Total Participation: 966

- 101 – Online dialogue
- 183 – Public workshops
- 19 – Stakeholder conversations
- 170 – Pop up at farmers market
- 290 – Online dialogue
- 163 – Public workshops
- 40 – Stakeholder conversations
Key Themes - Criteria

• 9 Criteria developed based on feedback and industry best practices

• Key themes criteria address
  – Safety, operations with pedestrians and vehicles, maintenance, parking, integration with transit and cost
  – Each criterion was equally considered in the overall analysis
Evaluation Results

• An objective evaluation process used to assess the routes
  – Each criteria was evaluated on a scale of 1 to 5
  – Segments of each route were scored individually to reflect localized attributes
  – The overall score was based on a 45 point scale
Evaluation Results

83 Avenue Route:

- **111 Street to 99 Street:**
  - Bicycle boulevard score of 33.0
  - **Cycle track** score of 38.7
- **99 Street to 95A Street:**
  - Bicycle boulevard score of 37.3
  - Cycle track score of 32.4
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
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
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 Concept

- Route modified to end at 111 Street
  - Tie into north/south routes on 110 Street and 111 Street
  - Connect to the University area and to the south.
83 Avenue Concept

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

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

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

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

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

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

83 Avenue – west of 108 Street (Existing)
83 Avenue Concept

83 Avenue – west of 108 Street (Cycle Track)
83 Avenue Concept

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

83 Avenue – east of 108 Street (Cycle Track)
Option – Vehicle Drop-offs

83 Avenue – east of 107 Street (Existing)
Option – Vehicle Drop-offs

83 Avenue – east of 107 Street (potential vehicle drop-off)
83 Avenue Concept

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

83 Avenue – east of 106 Street (Cycle Track)
83 Avenue – east of 105 Street (Existing)
83 Avenue Concept

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

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

83 Avenue – east of 104 Street (Cycle Track)
83 Avenue – west of Gateway Boulevard (Existing)
83 Avenue – west of Gateway Boulevard (Cycle Track)
83 Avenue Concept

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

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

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

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

83 Avenue – east of 100 Street (Existing)
83 Avenue Concept

83 Avenue – east of 100 Street (Cycle Track)
83 Avenue Concept

83 Avenue – east of 99 Street (Transition Cycle Track to Bicycle Boulevard)
83 Avenue Concept

83 Avenue – east of 99 Street (Transition Cycle Track to Bicycle Boulevard)
83 Avenue – east of 99 Street (Existing)
83 Avenue Concept

83 Avenue – east of 99 Street (Bicycle Boulevard)
83 Avenue Concept

83 Avenue –
east of 96 Street
(Shared-use path)
What’s next

• Detailed plans and information is available at the tables

• Provide your input on the updated concept plan, any trade-offs and what you feel is most important