



# 2014/2015 BIKE ROUTE PLAN

## 83 AVENUE PROTECTED BIKE LANE

APRIL 2015

### About the Project

The City of Edmonton is planning a major bike route on the southside of Edmonton. The Strathcona Bike Route will connect the communities of Strathcona, Garneau and the University area, running from Mill Creek Ravine to 111 Street.

This route will be a high quality bike facility that will make cycling more comfortable for all types of cyclists, from novice riders and families to experienced commuters. This roadway has been identified as a major bike route because it has a high number of cyclists, serves major destinations, and the City receives frequent requests for an enhanced bicycle route in this area.

### Background

In May and June 2014, public engagement for the Downtown bike route began by seeking input on route selection criteria and potential locations. Four potential locations were explored, 81 Avenue, Whyte Avenue, 83 Avenue and 84 Avenue. Over 750 people participated in engagement activities that included in-person interviews, workshops, an online dialogue, and a pop-up display at the Downtown Farmers' Market.

In September 2014, 83 Avenue was revealed as the highest ranked route for the Strathcona Bike Route.

Using 16 selection criteria and taking into account public feedback, the 83 Avenue bike route scored more favourably than the other routes, particularly when considering cost, property requirements and route directness.

The next stage of the public engagement process reviewed two design options for the 83 Avenue route.

At the November 27, 2014 and January 8, 2015 public meetings, City staff presented the route designed as a bike boulevard and as a cycle track. Public feedback was gathered at the meeting and through an online survey.

By reviewing the public's feedback, evaluating the two designs using nine evaluation criteria and conducting additional technical analysis; the project team has decided to move forward with a protected bike lane design for 83 Avenue between 111 and 99 Street and a bike boulevard design east of 99 Street.

Low traffic volumes and support from residents for installing traffic calming measures, allowed for the design of a bike boulevard for the route between 99 Street and Mill Creek Ravine.

### Protected Bike Lanes and Bike Boulevards

A protected bike lane, otherwise known as a cycle track, is a bike lane that is physically separated from motor vehicle traffic, parked cars and sidewalks. It creates a safe cycling environment and minimizes conflicts between cyclists, pedestrians and drivers.



This is a two-way cycle track in Calgary; however, there are many ways to create a cycle track.



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The above image shows a raised cycle track in Copenhagen, and below, artistically designed blue bollards separate the cycle track from the travel lanes in Seattle.



### Bike Boulevard

A bike boulevard is a shared road space that gives priority to cyclists and pedestrians. It allows for all traffic but maintains low traffic speeds and volumes through road modifications to discourage cut-through traffic. Bike boulevards create an inviting, safe and attractive community space.



This bike boulevard in Seattle uses a roundabout to calm traffic.



This section of the Portland bike boulevard uses curb extensions and medians to narrow the road width, discouraging motor vehicles from travelling quickly.

### 83 Avenue Bike Route Design

A protected bike lane is envisioned for the north side of 83 Avenue between 111 Street and 99 Street, while a bike boulevard is planned for 83 Avenue between 99 Street and Mill Creek Ravine.





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### 83 Avenue Before and After 2-way Protected Bike Lane Installation



83 Avenue near 105 Street Before



102 Avenue near 119 Street After

### Segment by Segment Design Overview

#### 112 Street – 111 Street

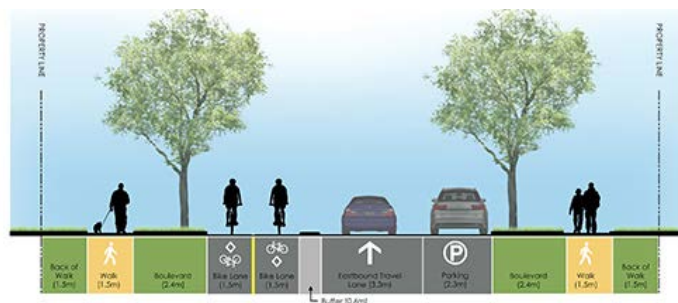
This section of 83 Avenue was part of the initial design plans for a dedicated bike route, however, after consulting with area residents it was decided to connect the 83 Avenue bike route to the on-street bike lane on 111 Street instead. This portion of 83 Avenue will remain as is.

#### 111 Street – 109 Street

This section of 83 Avenue is a narrow eastbound one-way street.

A 2-way cycle track on the northside runs between a boulevard and a buffer next to an eastbound travel lane.

- Existing parking on southside retained, parking on northside removed
- Existing residential permit parking on the northside will be relocated to the southside of the road.



#### 109 Street / 83 Avenue Intersection

A 2-way cycle track on northside runs between a treed boulevard and a buffer next to a westbound travel lane.

#### Impacts:

- No parking on either side of the street
- Travel direction changes

A median is proposed for 109 Street to facilitate pedestrian and cyclist crossing. A crosswalk signal will also be added.

- Southbound and northbound traffic on 109 Street will be unable to turn onto 83 Avenue
- Eastbound traffic on 83 Avenue will have to turn south at 109 Street

To accommodate drop-off for the daycare and other church activities at the Knox-Metropolitan United Church an on-site loading area will be provided.

On Sundays the bus lane along 109 Avenue will be available for on-street parking.





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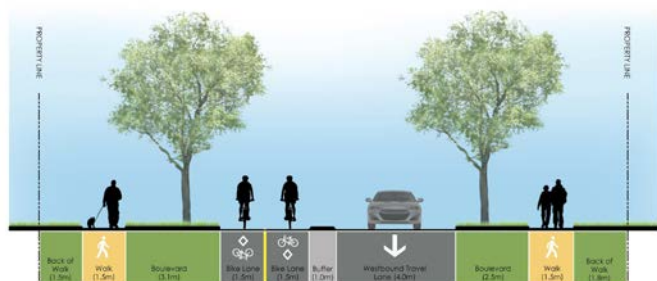
### 109 Street east of Knox Church – 108 Street

Currently, 83 Avenue is a narrow eastbound one-way street.

A 2-way cycle track on northside runs between a treed boulevard and a buffer next to a westbound travel lane.

#### Impacts:

- No parking on either side of the street
- Travel direction changes



### 108 Street – 106 Street

Currently, 83 Avenue is a narrow eastbound one-way street.

A 2-way cycle track on northside runs between a treed boulevard and a buffer next to an eastbound travel lane, which is the current travel direction.

**Impacts:** No parking on either side of the street



### 106 Street – 105 Street

A 2-way cycle track on northside runs between a treed boulevard and a buffer next to a travel lane.

- Existing parking on southside retained

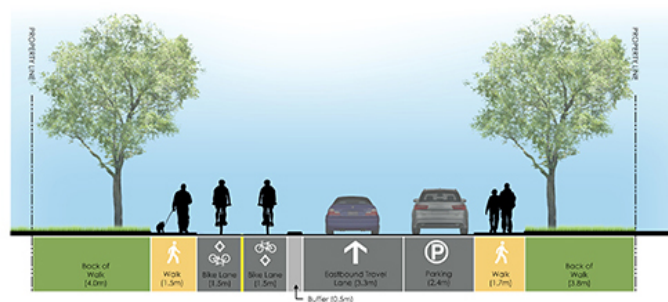
### 105 Street – 104 Street

Currently this section of 83 Avenue is open to two-way traffic.

In this plan, a 2-way cycle track on the northside runs between a sidewalk and a buffer next to an eastbound travel lane.

- Parking retained on southside

**Impact:** This section of 83 Avenue converts to a one-way street travelling eastbound only.

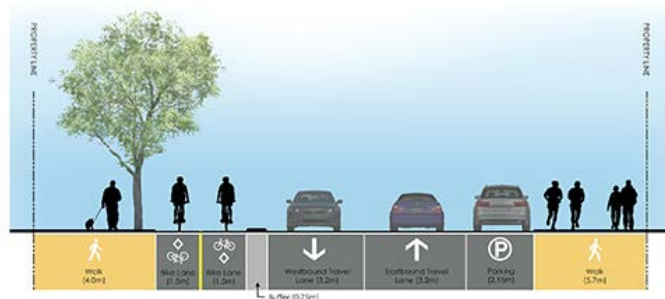


### 104 Street – Alley beside Gazebo Park

Currently, 83 Avenue from 104 Street to 96 Street is open to two-way traffic.

In this plan, a 2-way cycle track on northside runs between a sidewalk and a buffer next to a westbound travel lane.

- Parking retained on southside, northside parking removed
- Roadway stays as a two-way street





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### Alley beside Gazebo Park – Gateway Boulevard

A 2-way cycle track on northside runs between a sidewalk/loading zone for the Strathcona Farmers' Market and a painted buffer next to a westbound travel lane.

- Roadway stays as a two-way street

**Impacts:** 6 parking spots on southside removed

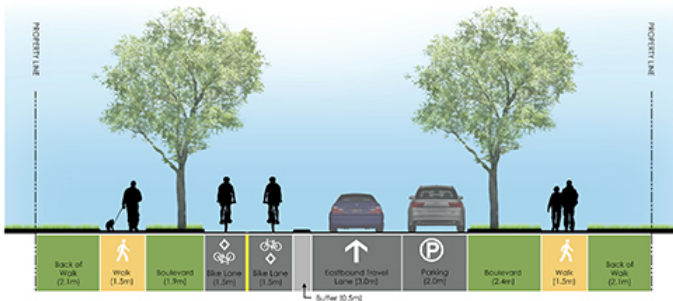
### 102 Street – 99 Street

Currently this section of 83 Avenue is open to two-way traffic.

In this plan, a 2-way cycle track on the northside runs between a treed boulevard and a buffer next to an eastbound travel lane.

- Parking retained on southside

**Impact:** This section of 83 Avenue converts to a one-way street travelling eastbound only.



### Protected Bike Lane Converts to Bike Boulevard Design

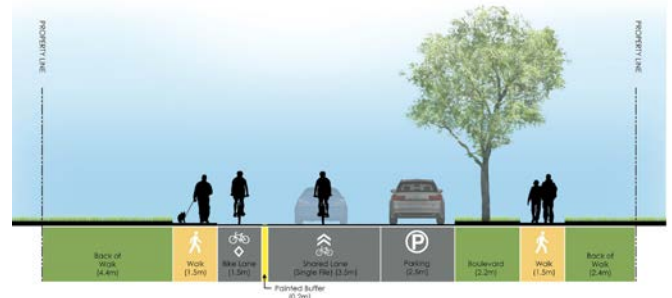
#### 99 Street – 96 Street

Currently this section of 83 Avenue is open to two-way traffic.

A contraflow bike lane on the northside of 83 Avenue provides space for cyclists travelling west. Cyclists travelling east share the road with motor vehicle traffic (sharrow).

- Parking retained on southside of the street

**Impact:** This section of 83 Avenue converts to a one-way street travelling eastbound only.



### Traffic Calming

For a bike boulevard to create a welcoming cycling environment, traffic calming measures help to reduce traffic flow and speeds. The 83 Avenue bike boulevard section of the route anticipates implementing:

- Roundabouts at the 98 Street and 96 Street intersections

### Next Steps

The project team will review comments from the April 2015 Open House and from the online survey which will be open until May 7, 2015 and then refine the cycle track design. This refined plan will be presented to the public in June along with landscaping options for the 83 Avenue protected bike lane.

### For More Information

Visit: [www.edmonton.ca/cycling](http://www.edmonton.ca/cycling)

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