



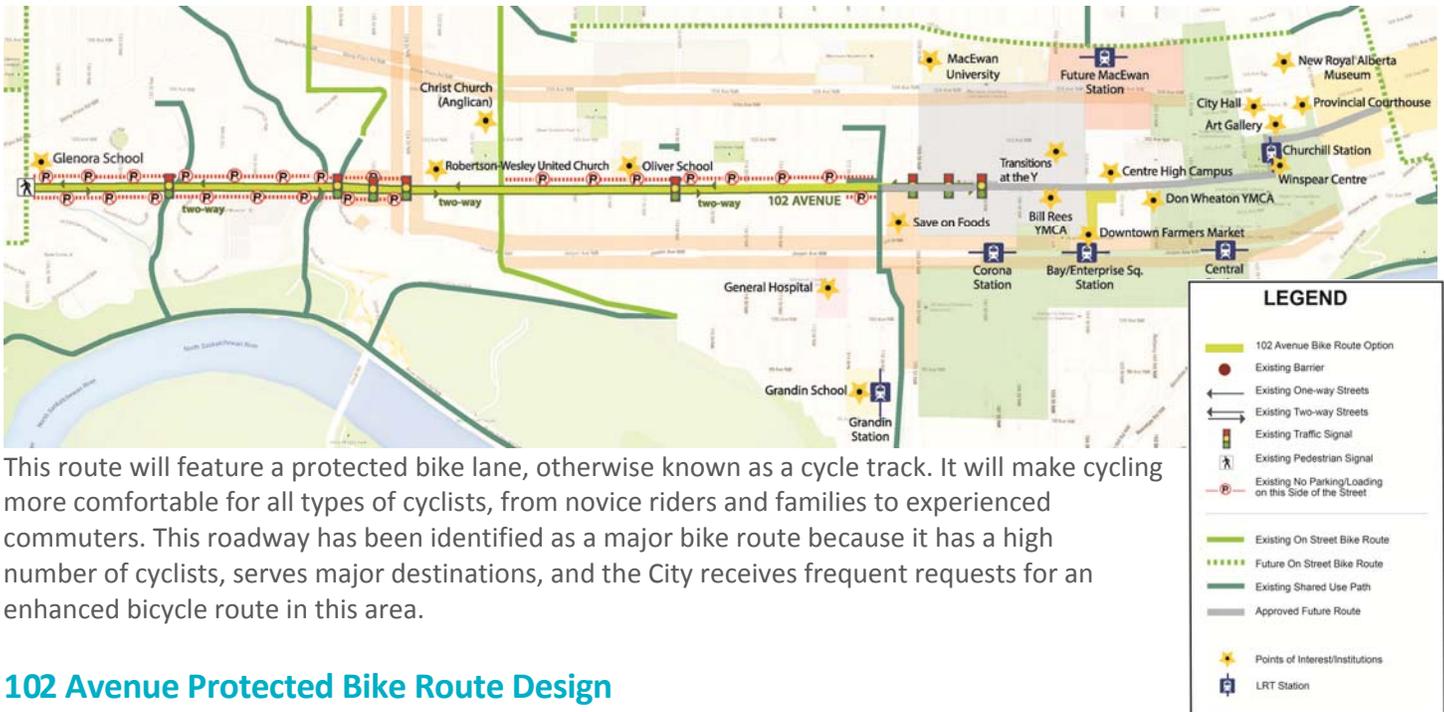
2014/2015 BIKE ROUTE PLAN

102 AVENUE PROTECTED BIKE LANE

MAY 2015

About the Project

The City of Edmonton is planning a major bike route in central Edmonton. This bike route is one part of a plan to provide citizens with transportation options. Good cycling infrastructure is important for our communities because more people biking means less pollution and congestion, a greener city and healthier citizens. The Downtown bike route will connect the communities of Downtown, Oliver and Glenora, between 96 Street and 136 Street.



This route will feature a protected bike lane, otherwise known as a cycle track. It 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.

102 Avenue Protected Bike Route Design

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.

A protected bike lane will run on the north side of 102 Avenue from the Groat Road Bridge (currently under construction) to 111 Street. The bike route from east of 111 Street to 96 Street will be designed and installed in tandem with the Valley Line LRT.



1. Two-way cycle track in Calgary

102 Avenue west of Groat Road is a busy commuter roadway. For this portion, a Shared-Use Path (SUP) will extend the bike route for cyclists travelling to the west end of the City. SUPs are physically separated from the roadway, and resemble wide sidewalks. People who cycle and walk share this space.



2014/2015 BIKE ROUTE PLAN

102 AVENUE PROTECTED BIKE LANE

MAY 2015

102 Avenue Before and After 2-way Protected Bike Lane Installation



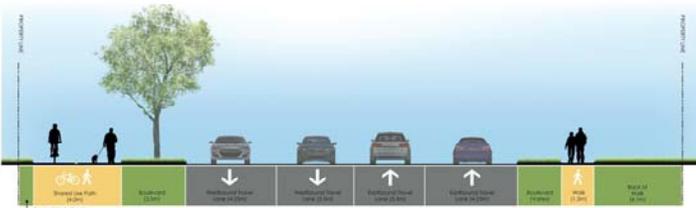
102 Avenue near 119 Street: Before



102 Avenue near 119 Street: After

Segment by Segment Design Overview

136 Street – Churchill Crescent & Wellington Bridge



The north side sidewalk is converted to a 4 metre wide Shared-Use Path.

The Bridges

Wellington Bridge is slated for replacement, until such time, cyclists should dismount and use the sidewalk to cross the bridge. An improved cycling facility will be part of the new Wellington Bridge design. The new Groat Road Bridge includes a 3 metre 2-way cycle track on the north side of 102 Avenue with buffers between the sidewalk and the travel lane.



Clifton Place through High Street Area to 124 Street

A 2-way cycle track continues along this route on the north side of the street, directly beside the sidewalk and protected from the travel lane by a buffer.

Impacts:

- 3 trees relocated or removed
- Sidewalk narrowed
- Two bus stops will be consolidated and moved near MEC on the eastside of 124 Street.





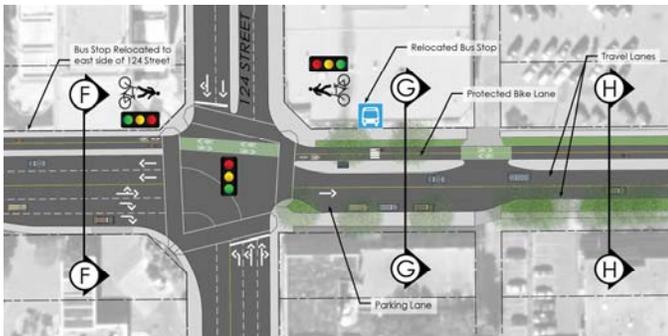
2014/2015 BIKE ROUTE PLAN

102 AVENUE PROTECTED BIKE LANE

MAY 2015

102 Avenue and 124 Street Intersection

A 2-way cycle track planned for the north side of the intersection. Motor vehicle traffic travelling along 102 Avenue or turning onto 124 Street is not impeded by this design.



Just East of 124 Street

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

- Existing parking on south side retained, parking on north side removed (5 spots)
- Trees on north side retained
- Bus stop pad added

Impact: travel lanes reduced to one lane of traffic in each direction.



123 Street to 121 Street

A 2-way cycle track on north side runs between sidewalk and buffer next to a parking lane.

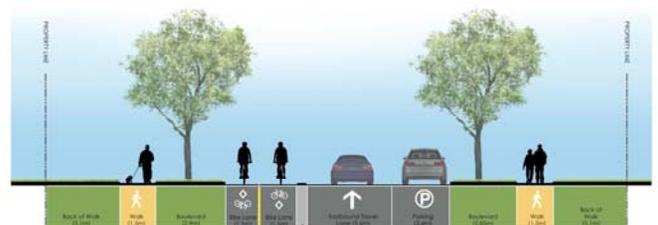


121 Street to 112 Street

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

- Parking retained on south side
- Curb bulbs added at 112 and 118 Streets to reduce pedestrian crossing distance

Impact: This section of 102 Avenue converts to a one-way street travelling eastbound only.





2014/2015 BIKE ROUTE PLAN

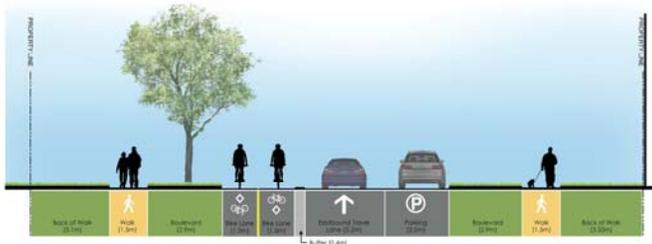
102 AVENUE PROTECTED BIKE LANE

MAY 2015

112 Street to 111 Street

A 2-way cycle track on north side runs between a tree boulevard and a buffer next to a travel lane.

- A curb bulb will be added at 111 Street to reduce pedestrian crossing distance



Impacts:

- Conversion of parking on the boulevard into parallel parking on the street.
- This section of 102 Avenue converts to a one-way street travelling eastbound only.

Project Background

In May and June 2014, public engagement for the Downtown bike route began by seeking input on route selection criteria and potential locations. Two potential locations were explored, 102 Avenue and 103 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, 102 Avenue was revealed as the highest ranked route for the Downtown Bike Route.

Using 16 selection criteria and taking into account public feedback, the 102 Avenue bike route scored more favourably than 103 Avenue route, particularly when considering parking impacts, connectivity and route directness.

The next stage of the public engagement process reviewed two design options for the 102 Avenue route.

At the November 24, 2014 public meeting, 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 decided to move forward with a protected bike lane design for 102 Avenue.

A single design was presented to public at an Open House on April 21, 2015. City staff reviewed the feedback from the meeting and an online survey and refined the cycle track design into a recommended concept plan.

Next Steps

Construction of this portion of the 102 Avenue bike route is anticipated to begin in 2016. A Spring pre-construction meeting will outline the construction schedule.

For More Information

Visit: www.edmonton.ca/cycling

Email: cycling@edmonton.ca