



# 102 AVENUE BIKE ROUTE

## 111 Street to 136 Street

MAY 2016

### About the Project

The City of Edmonton’s Bicycle Transportation Plan, adopted by City Council in 2009, proposes a network of 500km of bike routes connecting neighbourhoods to destinations throughout the city. In June 2014, City Council further refined the implementation of this plan to focus on building high quality, all-season bike routes suitable for use by people of all ages and abilities in central areas of Edmonton where cycling is already popular. Building high quality cycling infrastructure is one part of a plan to provide citizens with transportation options. It’s important for our communities because more people biking means less pollution and congestion, a greener city and healthier citizens.

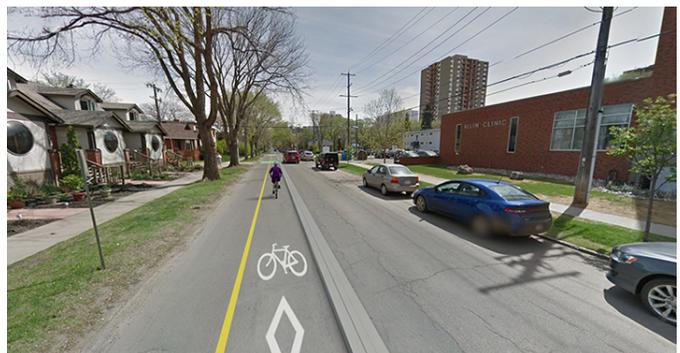
The 102 Avenue bike route is part of this new implementation plan and will connect the communities of Downtown, Oliver and Glenora, between 96 Street and 136 Street.

### The 102 Avenue Bike Route Design

The majority of the bike route will feature a cycle track design, otherwise known as a protected bike lane, which physically separates motor vehicle traffic from parked cars and sidewalks. It creates a safe cycling environment and minimizes conflicts between cyclists, pedestrians and drivers.



102 Avenue near 119 Street: Before



102 Avenue near 119 Street: After

A cycle track 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.

102 Avenue west of Groat Road will feature a shared-use path (SUP) to 136 Street. SUPs are physically separated from the roadway and resemble wide sidewalks. People who cycle and walk share this space.

### Construction Schedule

LIMITS	YEAR
Connaught Drive to 136 Street	2016
111 Street to Connaught Drive*	2017/2018

\*No actual bridge work is part of the bike route project.

- Construction for the east side is expected to take one year, but could take an additional year due to utility work in the area.



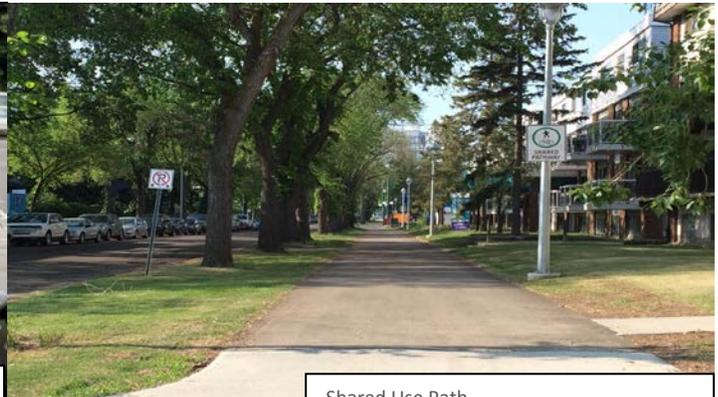
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Cycle Track from 111-Connaught Drive  
(Example from Vancouver)



Shared Use Path  
(Example from 104 St in Edmonton)

## Total Scope of Work

- Construction of a 3.0m wide on-street cycle track from 111 Street to Connaught Drive on the north side of 102 Avenue. The cycle track will be separated from vehicular traffic by a concrete median.
- Construction of a 3.0m wide concrete shared-use path from Connaught Drive to 136 Street. The existing sidewalk on the north side of 102 Avenue will be removed and the concrete shared-use path will be constructed in its place.
- Landscaping and aesthetic upgrades along 102 Avenue including benches, new tree plantings, bike racks, planter boxes, stamped asphalt crosswalks (at 125 and 124 Street intersections) and other landscaping treatments including community notice boards.
- Currently 102 Avenue is a two-way road. From 121 Street to 111 Street the roadway will become one-way going eastbound with parking remaining on the south side.
- Upgrading of traffic signals to accommodate cyclists
- Pavement markings for the cycle track
- Utilities and drainage work

## Construction timelines

Constructing a cycle track requires more time as it entails the complete reconstruction of the road, curbs and gutters and adjacent sidewalks in some areas. Many more elements are part of the construction plan. We thank the public for their patience as we get this work done right!

## Why is the west side (Connaught Drive to 136 Street) being done ahead of the east side (111 Street to Connaught Drive)

The east side has utility work (i.e. drainage and waterline) that must be completed prior to the cycle track construction. Also, no work is allowed on 116 Street and 124 Street while the Groat Road Bridge is closed as these roads serve as detour routes. Given these conditions, it makes more sense for the bike route construction to start on the west side.

## Access to Businesses

Access will be maintained to all adjacent businesses during construction.



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## Travel considerations during construction

During construction, it's expected that some off-peak hour lane closures will be required to complete the work; however 102 Avenue will remain open to traffic. Once the City hires a contractor, the project team will have a better idea of how the work will be phased and those plans will be communicated to area businesses and residences. Pedestrians will be accommodated on the south side during construction.

## How will cycling increase with the addition of the cycle track?

102 Avenue is already popular cycling routes seeing 400 – 600 cyclists per day. Studies show that the installation of cycle tracks doubles the number of cyclists.

## Project Budget

The 2015-2018 Capital Budget allocates \$511.4M to all City roads projects with the 102 Avenue bike route receiving \$8.8M, this represents 1.7% of the overall Roads Capital Program. It covers all bike route installation costs from 96 Street to 136 Street, except where the costs are covered by other projects, such as the Valley Line LRT.

## Was constructing the shared-use path on the south side of 102 Avenue considered?

The engineering team considered the south side of 102 Avenue very seriously. It was during the engineering analysis of the corridor that they discovered several constraints that eliminated the south side of 102 Avenue as an option, including:

- A significant number of utility relocations would be required in order to accommodate a shared-use path along the south boulevard and these relocations would be expensive.
- Mature trees planted on the south boulevard would be impacted
- Slope stabilization would be required due to proximity of the route to the top of the bank on the south side of 102 Avenue. This would increase costs significantly.

### Other north side route considerations included:

- Between the Groat Road Bridge and 111 Street the bike facility is located along the north side of 102 Avenue. Installing the SUP on the north side allows for a continuous route for cyclists. It also avoids major delays for east-bound turning-vehicles at the intersection of 124 Street to allow cyclists to safely cross 124 Street.
- A route on the north side connects to more adjacent neighbourhoods and to bike routes north of 102 Avenue.
- Although there are impacts on the north side of 102 Avenue, the project team has worked hard with residents to find solutions or creative designs where possible, or to modify the design of the SUP to minimize the impacts:
  - Width of the SUP was narrowed from 4m to 3m to preserve trees and to avoid existing landscaping
  - Alignment of the SUP changed to avoid existing trees
  - Where changing the alignment to minimize impacts required the removal of boulevard elm trees, this option was not pursued further

## Why will 102 Avenue be one way from 121 Street to 111 Street?

This section of 102 Avenue is very narrow. To fit in the cycle track, either the parking lane or one travel lane needed removal. We heard from the public that the removal of the westbound travel lane was the preferred option. As a result, this section will be one-way eastbound for motor vehicles.



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## Parking changes

Parking will be maintained on the south side of 102 Avenue along the one-way portion of the roadway. Parking will be maintained on the north and south sides of the roadway between 121 Street and 123 Street. Five metered parking stalls will be removed from the north side of the roadway between 123 Street and 124 Street.

## How will winter maintenance work?

The good news is that more people are choosing cycling during the winter. The City is committed to providing year-round bike routes. Snow removal on cycle tracks and SUPs is easier than on on-street bike routes as the machinery used is similar to those employed on river valley SUPs, making snow clearing effective and efficient.

## Public consultation

Public consultation has been an important part of designing the 102 Avenue bike route. An intensive six-stage public consultation process has occurred over a two-year period, from June 2014 to May 2016. It included the following:

1. Route validation: What criteria are important in considering where the route should go? Where should the route be located?
2. Route Type: What should the route look like? Several options were presented to the public.
3. Feedback on a single option: An updated option is presented, based on the last round of feedback.
4. Sharing the final plan.
5. Aesthetic Options: How can the route look great and add to the surrounding community?
6. Pre-construction: What can citizens expect during the construction process?

## Nearby Projects

Project	Construction Year(s)
102 Avenue over Groat Road Bridge Replacement	2016
Glenora Neighbourhood Renewal	2016
Westmount Neighbourhood Renewal	2016/2017

The Bike Route team has been coordinating with the above projects to ensure that our designs are compatible and that our construction is properly coordinated to minimize impacts on businesses and residences.

## Imagine Jasper Avenue Coordination

The Bike Route project team has been and will continue to work closely with the Imagine Jasper Avenue project team. The project is still early in its design phase and won't have its conceptual design plans completed until the end of 2016. Communication will go out when the City has more information about how these projects will tie into each other.

## For More Information

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

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