Major Bike Routes - 102 Avenue Workshop
November 24, 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

- Input on:
  - Evaluation Criteria
  - Route options (102 Avenue and 103 Avenue)

- Study area adjustment
  - Now 136 Street to 111 Street
  - Downtown LRT will be on 102 Avenue

Total Participation: 783

- 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.
  - 103 Avenue 136 St to Groat Ravine

- **Phase 2** - Remaining routes were assessed against the 16 Evaluation Criteria
  - 103 Avenue Groat Ravine to 107 St
  - 102 Avenue Groat Ravine to 107 St
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

• 102 Avenue had an overall score of 76.1
• 103 Avenue had an overall score of 70.0
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
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 DIVERTER
Victoria, BC
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
102 Avenue Options

102 Avenue – east of 135 Street (Existing)
102 Avenue Options

102 Avenue – east of 135 Street (Cycle Track)
102 Avenue Options

102 Avenue – east of 135 Street (Bike Lanes)
102 Avenue Options

102 Avenue – Wellington Bridge (Existing)
**102 Avenue Options**

<table>
<thead>
<tr>
<th>Option</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shared Use Path on New Bridge</td>
<td>(4.0m)</td>
</tr>
<tr>
<td>Walk</td>
<td>(1.5m)</td>
</tr>
<tr>
<td>Westbound Travel Lane</td>
<td>(3.0m)</td>
</tr>
<tr>
<td>Westbound Travel Lane</td>
<td>(3.1m)</td>
</tr>
<tr>
<td>Eastbound Travel Lane</td>
<td>(3.1m)</td>
</tr>
<tr>
<td>Eastbound Travel Lane</td>
<td>(3.3m)</td>
</tr>
<tr>
<td>Walk</td>
<td>(1.5m)</td>
</tr>
</tbody>
</table>

102 Avenue – Wellington Bridge (New Bridge)

*Image of Edmonton City logo*
102 Avenue – Wellington Bridge (Shared Lanes)
102 Avenue Options

102 Avenue Bridge – west of Clifton Place (Under Construction)
102 Avenue Options

102 Avenue Bridge – west of Clifton Place (Cycle Track)
102 Avenue Options

102 Avenue Bridge – west of Clifton Place (Bike Lanes)
102 Avenue Options

102 Avenue – east of Clifton Place (Existing)
102 Avenue Options

102 Avenue – east of Clifton Place (Cycle Track)
102 Avenue Options

102 Avenue – east of Clifton Place (Bike Lanes)
102 Avenue Options

102 Avenue – west of 124 Street (Existing)
102 Avenue Options

102 Avenue – west of 124 Street (Cycle Track)
102 Avenue Options

102 Avenue – west of 124 Street (Bike Lanes)
102 Avenue Options

102 Avenue & 124 Street

- Four options available
- See detailed plans at tables
102 Avenue Options

102 Avenue – east of 124 Street (Existing)
102 Avenue Options

102 Avenue – east of 124 Street (Cycle Track)
102 Avenue Options

102 Avenue – east of 124 Street (Bike Boulevard)
102 Avenue Options

102 Avenue – west of 123 Street (Existing)
102 Avenue Options

102 Avenue – west of 123 Street (Cycle Track)

THE CITY OF Edmonton
102 Avenue Options

102 Avenue – west of 123 Street (Bike Boulevard)
102 Avenue Options

102 Avenue – east of 123 Street (Existing)
102 Avenue Options

102 Avenue – east of 123 Street (Cycle Track)
102 Avenue Options

102 Avenue – east of 123 Street (Bike Boulevard)
102 Avenue Options

102 Avenue – east of 121 Street (Existing)
102 Avenue Options

102 Avenue – east of 121 Street (Cycle Track)
102 Avenue Options

102 Avenue – east of 121 Street (Bike Boulevard)
102 Avenue Options

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

102 Avenue – east of 112 Street (Cycle Track)
102 Avenue Options

102 Avenue – east of 112 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