



2014-18 Bicycle Infrastructure Plan
Transportation Committee
June 5, 2014

CYCLING: LET'S RESTART THE CONVERSATION. TOGETHER.



February 5, 2014 Motion

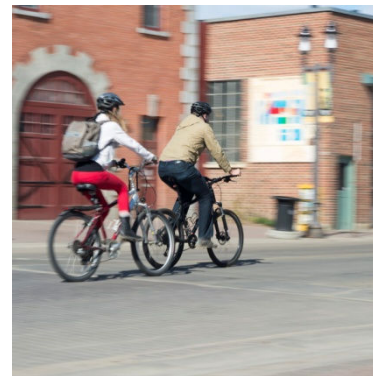
This report responds to the motion requesting:

“Administration provide ... A proposed 2014-2018 implementation plan for new bike infrastructure, including recommendations for an enhanced public engagement strategy and public education programs ... by the end of June, 2014”

Subsequent report on evaluation of existing routes is due Fall 2014

Presentation Highlights

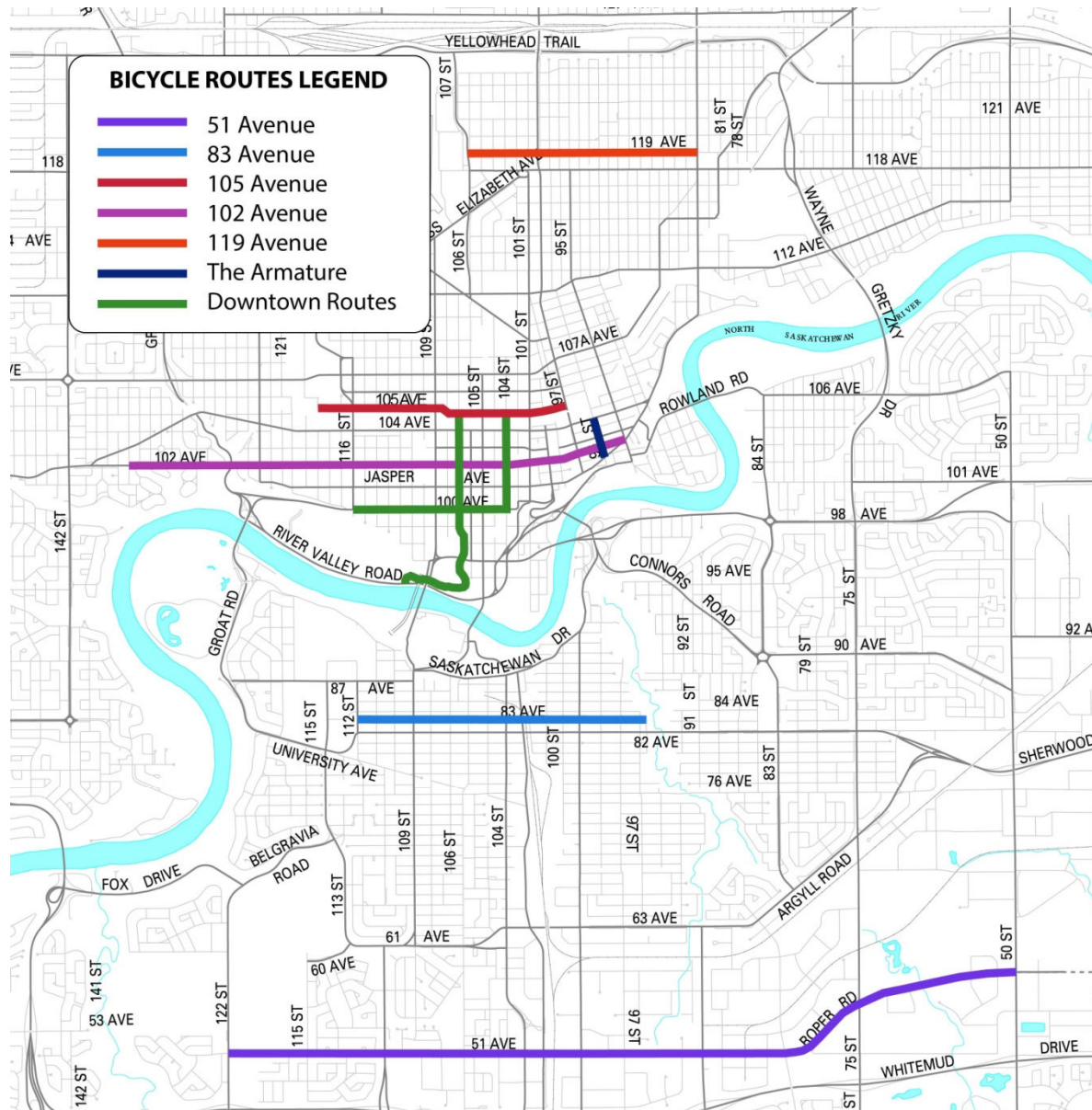
- A Bicycle infrastructure implementation plan for 2014-2018
 - Focus on major routes in the central area and funding/building high quality infrastructure
- Enhanced public engagement approaches
 - Public has more direct influence on decisions
- Expanded public education approaches



Major Routes

- High existing use, access to major destinations, collision history, and frequently requested
- High quality infrastructure
- The locations and designs for the routes are determined through the consultation process; the Bicycle Transportation Plan is the guide/starting point
- Construction will require approval of funding as part of Capital Budget (and coordination or slight tweaks to renewal priorities)

Major Routes: 2014-2018



Neighbourhood Routes

- Do not impact parking or vehicle travel lanes
- Existing low traffic volumes and speeds which are comfortable for cycling
- Sharrows and signs added for wayfinding, increasing awareness, and guiding cyclists to safer crossings of major roads
- Constructed with Neighbourhood Renewal
- Consultation for 2014 routes already completed

Other Bicycle Infrastructure

Shared Use Paths

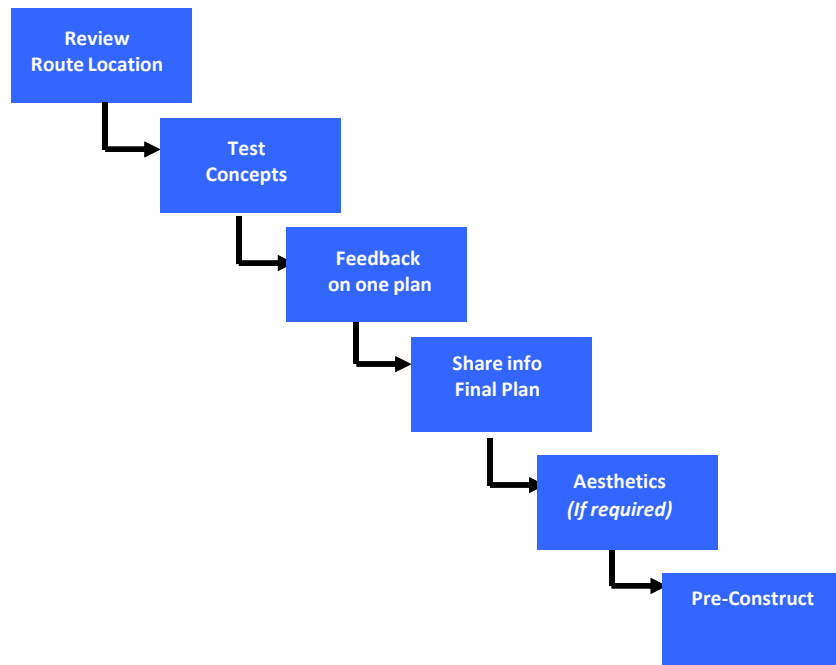
- Constructed as part of roadway and LRT projects in new and existing areas where appropriate
- Projects for 2015-2018 could include upgrades to existing high use paths (e.g. Saskatchewan Drive)

Safety Improvements & Support Infrastructure

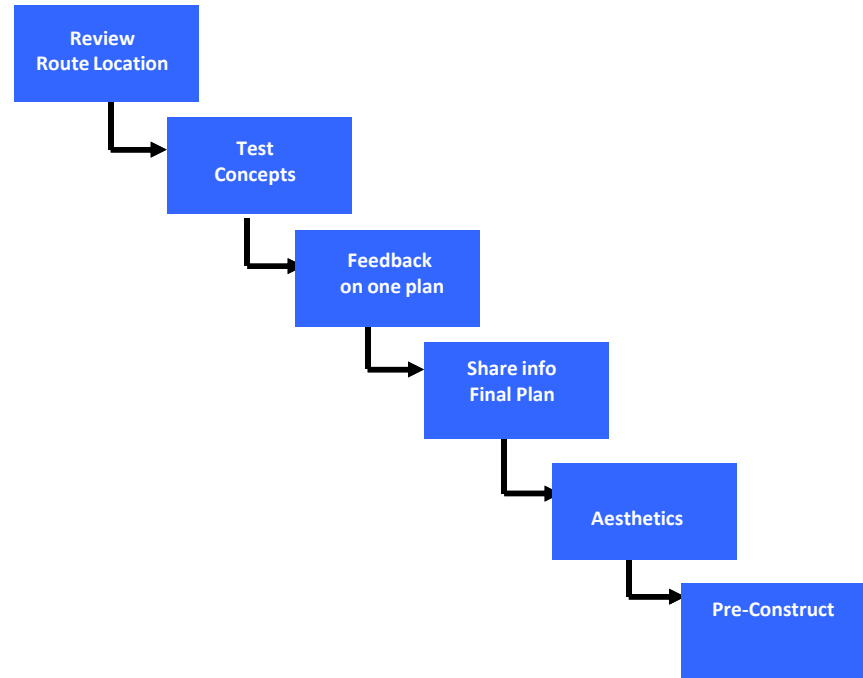
- Intersection Safety Improvements to increase safety of cyclists crossing intersections or major roads
- Monitoring equipment to increase quantity of data & reduce costs
- Bike rack request program and bike corral program to support business areas

Public Engagement Approaches

Connector Bike System



Major Bike Grid



- Neighbourhood System part of Building Great Neighbourhoods
- Some routes will be more conducive to reviewing options than others
- Controversy will continue to be part of these projects

Public Education – Address Gaps

Local Education

- Street Team
- In-person contact @ neighbourhood - level

Mutual Benefits

- More effort needed
- Marketing to supplement traditional communications



Direction Needed:

That Committee recommend to City Council:

- Approval of enhanced public engagement strategies as outlined in the report.

That Committee approve recommendation to:

- Focus on Major Bike Routes, Neighbourhood Bike Routes, shared-use paths and other improvements included in Attachment 1 and Defer the consultation and evaluation on the 121 Avenue and 76 Avenue bicycle routes

Next Steps

- Consultation on Strathcona and Downtown Routes
- Fall 2014 Report
 - Evaluation of 106 Street, 40 Avenue, 95 Avenue Routes
- Capital Budget Submissions
 - 6 Major Bike Routes, SUPs, Safety & Support Infra.
- 2015 Operating Budget
 - Public Education Service Package