



# 102 AVENUE BIKE ROUTE (111-136 STREET) FACT SHEET

## HOW WAS 102 AVE SELECTED AS A BIKE ROUTE?

The City of Edmonton's Bicycle Transportation Plan (BTP), which was adopted by City Council in 2009, proposed a 500 km network of bike routes that would include shared-use lanes, bike lanes, bike boulevards or off-street shared-use paths depending on the site specific conditions and constraints. The implementation of the BTP has recently been refined based on Transportation Committee direction to focus on building high quality, all-season major bike routes for use by people of all ages in central areas of Edmonton that currently have high rates of cycling. Currently 102 Avenue has a high rate of cycling, connects to existing bike routes on 121 and 136 Streets, and the new Groat Road Bridge is wide enough to accommodate a bike route.

## WHY WASN'T THE SHARED-USE PATH BUILT ON THE SOUTH SIDE OF 102 AVE?

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. These constraints included:

- Placing the route on the north side of 102 Avenue provides connections to more of the adjacent neighbourhoods, as well as bike routes to the north of 102 Avenue.
- The bike facility is located along the north side of 102 Avenue between the Groat Road Bridge and 111 Street. Providing the SUP on the north side allows continuity for cyclists. It also avoids major delays that would be required at the intersection of 124 Street and 102 Avenue to allow cyclists to safely cross 124 Street, where there are high volumes of eastbound right-turning vehicles.
- There would also be impacts to a number of mature trees that have been planted on the south boulevard.
- A significant number of utility relocations would be required in order to accommodate a shared-use path (SUP) along the south boulevard.
- Proximity of the SUP to the top of bank on the south side of 102 Avenue would increase costs significantly due to requirements for slope stabilization.
- Although there were impacts on the north side of 102 Avenue, the project team has worked with residents to find creative design solutions to minimize the potential impacts of the SUP. The width of the SUP was narrowed from the original concept (from 4 meters to 3 meters) in order to preserve trees and avoid existing landscaping as much as possible. Where it has been possible to change the alignment of the SUP to avoid an existing tree, the alignment has been modified. Where changing the alignment would require the removal of boulevard elm trees, however, this option has not been pursued further.

## HOW DOES THE 102 AVE BIKE ROUTE DIFFER FROM OTHER BICYCLE ROUTES CONSTRUCTED AROUND THE CITY?

The section of the bicycle route from the Connaught Drive to 111 Street will be on-street, but will be separated from vehicles by a concrete median. The section of the bike route from Connaught Drive to 136 Street will be a 3.0 meters wide concrete shared-use path.



**WHAT PUBLIC CONSULTATION WAS DONE?**

Significant public consultation was completed as part of the process for the design of the 102 Avenue major bike route. A six-phase public consultation process ran from May 2014 to June 2015, and included route validation through to the aesthetic details of the bike route. The six phases 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?

**WHAT IS THE TOTAL SCOPE OF WORK?**

Work includes:

- In 2016, construction was completed on a 3.0m wide concrete shared-use path between Connaught Drive and 136 Street. The existing sidewalk on the north side of 102 Avenue from Connaught Drive and 136 Street was removed and replaced with a concrete shared-use path.
- Construction of a 3.0m wide on-street protected bike lane between 111 Street and Clifton Place. The bike lane will be separated from vehicles by a concrete median. This work is expected to be completed in 2017 provided that utility companies can complete their work in a timely fashion.
- Landscaping and aesthetic upgrades along 102 Avenue include benches, new tree plantings, bike racks, and planter boxes.
- Currently 102 Avenue is a two-way road. From 121 Street east to 111 Street, this section of 102 Avenue will become a one-way roadway going eastbound with parking remaining on the south side of roadway. Parking will be maintained on the north and south side of 102 Avenue between 121 and 123 Street. Five metered parking stalls will be removed from the north side of the roadway between 123 Street and 124 Street.
- Upgrading of traffic signals to accommodate cyclists.
- Pavement markings for the protected bike lane.
- Utilities and drainage work.

**WHAT IS THE CONSTRUCTION SCHEDULE?**

LIMITS	YEAR
Connaught Drive to 136 Street	2016 (Construction Completed)
111 Street to Clifton Place*	2017

\*No actual bridge work as part of the bike route project. Construction for the east side is expected to take one year, but is dependent on utility work in the area.



### WHY WAS THE WEST SIDE (CONNAUGHT DRIVE TO 136 ST) CONSTRUCTED AHEAD OF THE EAST SIDE (111 ST TO CLIFTON PLACE)?

The east side has utility work (i.e. gas line, streetlighting, signals, drainage and waterline) that must be completed prior to the protected bike lane being constructed. Also, no work was allowed on 116 and 124 Street while the Groat Road Bridge was closed since these roads serve as detour routes. Given these conditions, it made more sense for the bike route construction to start on the west side.

### WHAT ARE THE TRAFFIC IMPACTS DURING CONSTRUCTION?

During construction of the bike route, it is expected that some lane closures will be required to complete the work. It is not expected that a complete closure will be required on 102 Avenue. Closer to construction, the project team will have a better idea of how the work will be phased and that will be communicated to the impacted businesses and residences.

### WHAT IS THE TOTAL PROJECT BUDGET?

The cost is anticipated to be \$7.1 Million.

### HOW MANY RIDERS WILL THE BIKE ROUTE SERVE?

It is anticipated that the completed facility will see an 100% increase in ridership for cyclists of all ages and abilities.

### WHAT ARE THE PARKING IMPACTS?

West of the Groat Road Bridge, there are no impacts to parking as a result of the Bike Route project. East of the Groat Road Bridge, 121 Street to 111 Street will become a one-way roadway with parking maintained on the south side of 102 Avenue. 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.

### WHY WAS 102 AVE MADE ONE WAY FROM 121 ST TO 111 ST?

The section of 102 Avenue from 121 to 111 Street is narrow. To fit in the protected bike lane, either the parking lane or one travel lane needed removal. Following public consultation and a technical analysis, the recommended plan calls for the removal of the westbound travel lane. As a result, this section is one-way eastbound for vehicles and will continue to accommodate curbside parking along the south side of the road.

**WHAT ARE THE NOTICEABLE CHANGES?**

102 Avenue from 121 Street to 111 Street is currently a two-way roadway. As part of this project, this section of 102 Avenue will be converted to be one-way eastbound with parking remaining on the south side of 102 Avenue.

Several aesthetic and landscaping treatments will be added along the bicycle route. These treatments include planter boxes, seating nodes, benches, bike racks, stamped asphalt crosswalks (at 125 124, 121, 116 and 111 Street intersections) and other landscaping treatments including community notice boards.



Proposed Protected Bike Lane from 111 St to Clifton Place  
 (Picture from Vancouver, B.C)



Shared Use Path Connaught Drive to 136 St  
 (Constructed in 2016)

**NEARBY CONSTRUCTION PROJECTS**

<b>Project</b> Westmount Neighbourhood Renewal	<b>Construction Year(s)</b> 2016/2017
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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.

**WILL THERE BE ACCESS TO ADJACENT BUSINESSES?**

Access will be maintained to all adjacent businesses during construction.

**HOW DOES THE 102 BIKE ROUTE COORDINATE WITH THE IMAGINE JASPER AVENUE PROJECT?**

The Imagine Jasper Avenue project has completed a recommended concept plan. The west limits of the Imagine Jasper Avenue project end at Jasper Avenue and 124 Street. This is approximately a block south of the 102 Avenue bike route

project. The Imagine Jasper Avenue project will include bike parking and accessibility to parallel bike routes. 121 Street is an existing bike route that will connect Jasper Avenue to 102 Avenue.

For more information, please visit:

[www.edmonton.ca/bike102avenue](http://www.edmonton.ca/bike102avenue)