



2014 BIKE LANE INFRASTRUCTURE PLAN DOWNTOWN BIKE ROUTE

NOVEMBER 2014

About the Project

The City is planning a major bike route in central Edmonton. The Downtown Route will connect the communities of Downtown, Oliver and Glenora, between 96 Street and 136 Street.

This route will be a high quality facility that will make cycling more comfortable for all types of cyclists, from novice riders and families to experienced commuters. It 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 a bicycle routes in this area.

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 activities that included in-person interviews, workshops, 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.

Project Scope

The next stage of the public engagement process is to review the design options for the route.

At the November 24, 2014 public meeting, City staff will present the 102 Avenue route designed as a bike boulevard and as a cycle track. Each design requires some trade-offs, depending on the road section. The project team is looking for your feedback on the two bike route designs.

Although the entire Downtown route will eventually run from 96 Street to 136 Street, for the purpose of this meeting, the team will only present the route from 111 Street to 136 Street. The design of the remainder of the route will be coordinated with the Valley Line LRT project.

Some Useful Definitions

The following items will be referred to quite frequently during the public meeting and during our online discussions.

Bike Boulevard

A bike boulevard is a shared road space that gives priority to cyclists and pedestrians. It allows for all traffic but maintains low traffic speeds and volumes through road modifications to discourage cut-through traffic. Bike boulevards create an inviting, safe and attractive community space.



This bike boulevard in Seattle uses a roundabout to calm traffic.



This section of the Portland bike boulevard uses curb extensions and medians to narrow the road width, discouraging motor vehicles from travelling quickly.



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Cycle Track or Protected Bike Lane

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. It creates a safe cycling environment and minimizes conflicts between cyclists, pedestrians and drivers.



This is a two-way cycle track in Calgary, but there are different ways to create cycle tracks.



Here is a raised cycle track in Copenhagen, and below, artistically designed blue bollards separate the cycle track in Seattle.



102 Avenue Bike Route Design

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

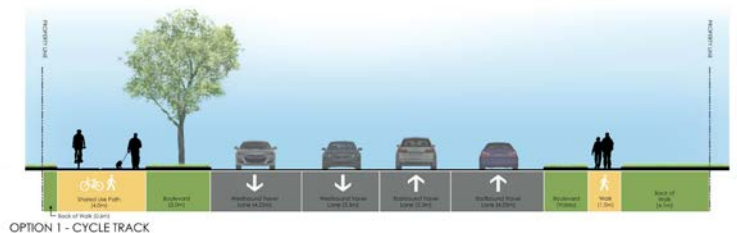
As such, it was selected as the preferred route to develop into a draft concept design.

102 Avenue between 111 Street and 136 Street varies between a four-lane road running through residential neighbourhoods to single lanes of traffic running through light commercial/ industrial areas. It traverses two bridges: the 102 Avenue Bridge over Groat Road currently under construction and the Wellington Bridge at Wellington Crescent. This variability drives a varied bike facility design.

102 Avenue Cycle Track Design Option

136 Street - Churchill Crescent and Wellington Bridge

The northside sidewalk is converted to a 4 metre wide shared-use path.



The Bridges

The shared-use path would continue over the northside of Wellington Bridge and then converts to a 3 metre 2-way cycle track on the northside of the new 102 Avenue Bridge over Groat Road with buffers between the sidewalk and the travel lane.



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OPTION 1 - CYCLE TRACK

Clifton Place through High Street Area to 124 Street

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

Impacts:

- 3 trees relocated or removed
- Sidewalk narrowed

124 Street to 123 Street

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

- Existing parking on southside retained, parking on northside removed (5 spots)
- Trees on northside retained

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



OPTION 1 - CYCLE TRACK

123 Street to 121 Street

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



OPTION 1 - CYCLE TRACK

121 Street to 111 Street

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

- Parking retained on southside

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

Alternate impact: To retain 2-way traffic, parking on southside removed



OPTION 1 - CYCLE TRACK

102 Avenue Bike Boulevard Design Option

136 Street - Churchill Crescent and Wellington Bridge

Curbside on-street bike lanes added beside travel lanes.

Impacts: Lanes are narrowed to accommodate bike lanes.



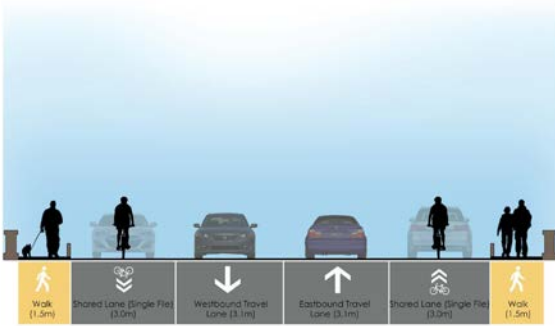
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The Bridges

Wellington Bridge

Two lanes of travel are shared with cyclists (sharrows).



OPTION 2 - BIKE BOULEVARD (WITH NEW BRIDGE)

New 102 Avenue over Groat Road Bridge

On-street bike lanes added to each side of the roadway.

Clifton Place through High Street Area to 124 Street

On-street bike lanes added to each side of the roadway.

Just before the 124 Street intersection, the on-street bike lane on the southside moves to the sidewalk which converts to a 3.3 metre shared-use path.

Impacts: 3 trees relocated or removed.



OPTION 2 - BIKE BOULEVARD

124 Street to 123 Street

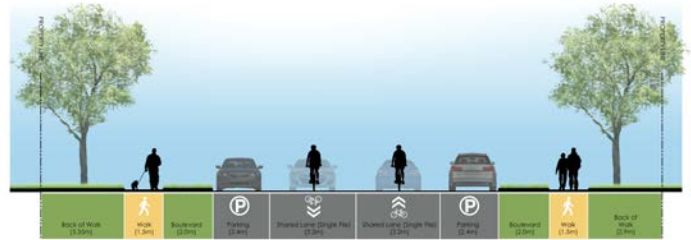
Curbside travel lanes shared with cyclists, allowing for two lanes of traffic westbound to be retained in this design.

- Parking retained on southside, parking on northside removed (5 spots)
- Trees on northside retained

123 Street to 121 Street

Eastbound and westbound travel lanes share the road with cyclists.

- Parking is retained on both sides of the road



OPTION 2 - BIKE BOULEVARD

121 Street to 111 Street

Eastbound and westbound travel lanes share the road with cyclists.

- Unlike cycle track option, two-way traffic is retained
- Parking retained on southside

Traffic Calming

For a bike boulevard to create a welcoming cycling environment, traffic calming measures help to reduce traffic flow and speeds. The 102 Avenue bike boulevard anticipates implementing:

- A roundabout at 122 Street and 112 Street
- Raised medians at 119 Street and 114 Street intersections to reduce eastbound through traffic and to eliminate left-hand turns



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Next Steps

Comments on the Downtown Bike Route will be collected at the November public meeting and through the online feedback form. The project team will then review the feedback gathered and will make further refinements to develop one draft concept design.

This draft concept bike route design will be presented at a public meeting in Spring 2015.

For More Information

Visit: www.edmonton.ca/cycling

Email: cycling@edmonton.ca