

Options for Parking and Turning along 97 Street

Recommendation:

That the November 17, 2015, Transportation Services report CR_2621, be received for information.

Report Summary

This report examines the 97 Street on-street bike route between 34 and 63 Avenue and discusses options to introduce on-street parking and left turn lanes, as well as options for removal and relocation to an alternate route.

Previous Council/Committee Action

At the June 10, 2015, City Council meeting, the following motion was made:

That Administration:

- a. prepare a Capital Profile for Council's consideration as part of the Fall Supplementary Capital Budget Adjustment to fund the removal of the 97 street Bike Lane between 34 and 63 avenue, and replace it with cycling infrastructure along 91 street, or another appropriate alternative, that will maintain connectivity in the bicycle transportation network.
- b. provide a report on options to introduce parking and change turning movements along 97 street for the Fall Supplementary Capital Budget Adjustment.

Report

Background

Edmonton has increased the on-street bike route network in accordance with the direction of *The Way We Move* and the City's Bicycle Transportation Plan (2009). The construction of these bike routes has caused changes to the way space is allocated on some city streets.

A review of 97 Street between 34 and 63 Avenue indicates the roadway is operating at an overall acceptable level of service, with no significant traffic safety issues. A summary of the vehicle and cyclist volumes, along with the collision history for the corridor, was provided in the Bike Lane Removal report provided to City Council on June 10, 2015.

Roadway Design

In 2011, the 97 Street on-street bike route was installed from 34 Avenue through to 83 Avenue. South of 63 Avenue, the route consists of a vehicle lane and an on-street bike lane in each direction (see Attachment 1). Leading to the major intersections at 34

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Avenue, 51 Avenue, and 63 Avenue (northbound approach), the markings change to single-file, shared-use lanes and vehicle turn lanes. The installation of the bike route also included formally banning the parking along 97 Street.

Prior to the on-street bike route installation, 97 Street was marked as a two-lane roadway with one very wide lane in each direction (See Attachment 1). The operation and use of this wide space varied with some motorists parking along the curb and others treating it as if there were two driving lanes in each direction. At the intersections of 34 Avenue, 51 Avenue, and 63 Avenue, additional pavement markings existed to designate turn lanes and provide clarity for operations and use of the road space.

Alternate Routes

The 97 Street bike route connects to a number of existing and future east-west bike routes. These include the existing shared-use path along 34 Avenue (completed in 2013) and the Council approved Major Bike Route on 83 Avenue (planned for construction in 2016/17). The 97 Street route also connects to the on-street shared-use route along 39 Avenue (completed 2010), the future Major Bike Route along 51 Avenue, the signed service road bike route along 63 Avenue, and the Hazeldean shared-use path corridor north of 68 Avenue (completed 2014). See Attachment 2 for a map of the area.

In reviewing possible alternate routes that could be considered, two options have been identified:

91 Street:

The 91 Street corridor between 34 Avenue and Mill Creek Ravine is identified as part of the City-Wide system in the Bicycle Transportation Plan. The 91 Street corridor is approximately 800 metres east of 97 Street and currently provides a shared-use path from Summerside Grande Boulevard SW to 66 Avenue, with the exception of a gap between 23 Avenue and 34 Avenue, due to a Drainage tunnelling project. At 66 Avenue, the 91 Street shared-use path connects to the Mill Creek Ravine shared-use path. The 91 Street shared-use path from 34 Avenue to 63 Avenue provides limited access to the neighbourhoods east and west of the corridor, due to the existing street network and development patterns (see Attachment 2). Access to the industrial area west of 91 Street is provided through the arterial avenues of 34 Avenue, 51 Avenue, and 63 Avenue, as well as the industrial collector avenues of 39 Avenue and 58 Avenue. Using 91 Street as an alternative would require additional bike infrastructure on 39 Avenue and 58 Avenue to provide the connectivity to the industrial area that is currently provided by the 97 Street bike route.

99 Street:

The 99 Street corridor is an arterial roadway ranging in width from 16 metres to 20 metres, with two traffic lanes in either direction and left turning lanes where right-of-way allows. The 99 Street corridor is approximately 430 metres west of 97 Street and

provides numerous east-west connecting avenues to access the industrial area currently served by 97 Street (see Attachment 2).

Average daily traffic volumes on 99 Street range from 19,000 to 24,000 vehicles per day. Due to existing property lines, utility locations, and travel lane widths, 99 Street has very little opportunity for widening and could not support the addition of cycling infrastructure, on-street or off-street, without reducing the number of vehicle travel lanes. Therefore, the 99 Street corridor is not recommended due to the limited right-of-way and significant traffic volumes.

Design Options and Costs

The following provides design options and cost estimates to introduce on-street parking and left turn lanes for the 97 Street corridor between 34 Avenue and 63 Avenue or an alternate route that will maintain connectivity in the bicycle transportation network.

1. Shared-Use Path on 97 Street (Recommended Option)

The construction of a shared-use path along 97 Street is estimated at \$4.25M, including restriping the roadway to the pre-bike route configuration (see Attachment 3). The shared-use path could be constructed in the existing boulevard space, with the relocation of utilities. Any off-street parking areas for businesses that currently extend onto road right-of-way will be impacted by this design. This estimate does not consider the widening of the pedestrian facility on the 97 Street bridge over Whitemud Drive, which is sub-standard for cycling. An unfunded capital profile based on this option has been prepared, for Council's consideration as part of the Fall 2015 Supplemental Capital Budget Adjustment. (Implementation - 2017)

2. Removal of 97 Street Bike Route

Removal of the bike route on 97 Street between 34 Avenue and 63 Avenue and restriping the roadway to the pre-bike route configuration is estimated at \$650K. On-street parking can be re-instated with this option. (Implementation - 2016)

3. Addition of On-Street Parking to 97 Street

Addition of on-street parking on one side of the majority of the 97 Street corridor, while retaining the bike lanes, is estimated at \$600K (see Attachment 4). The addition of on-street parking on both sides of the road is not possible without removal of the bike route or road widening. (Implementation - 2016)

Parking surveys were completed in late November and early December of 2014 to assess vehicle parking supply and demand for businesses along 97 Street. These surveys looked at the parking opportunities both on-street along the avenues connecting to 97 Street as well as parking in off-street private surface parking lots. The surveys focused on areas identified in a citizen Expression of Interest received by Transportation Services. The surveys found the highest usage of an off-street private surface parking lot to be 86 percent of capacity with utilization of most other parking lots and on-street parking being below or well below that level. Parking opportunities both

on-street and off-street were observed to be sufficient for the observed needs of the existing businesses. The addition of on-street parking would further increase the opportunity of passenger vehicles to park in the area and would provide for parking of large vehicles such as transport trucks.

4. Addition of Left Turn Lanes on 97 Street

Addition of left turn lanes at collector and local road intersections, while retaining the bike lanes, is estimated at \$400K (see Attachment 5). This would require narrowing the existing bike lanes at each intersection to accommodate the left turn bays, but would result in reduced delay for vehicles at intersections. The provision of left turn lanes in combination with on-street parking while retaining the bike lanes is not possible without road widening. (Implementation - 2016)

5. Cycle Track Along 97 Street

The construction of a cycle track (fully separated on-street cycling facility) in combination with on-street parking and/or left turn lanes along 97 Street requires road widening (see Attachment 6). Also, due to the number of industrial accesses along the corridor, any physical separation between the cycle track and roadway would require large gaps at each access to accommodate large truck turning movements. Therefore, this design is not feasible.

6. Shared-Use Path on 91 Street

The construction of a shared-use path along 91 Street to complete the 91 Street corridor between 23 Avenue and 34 Avenue is estimated at \$1.2M, including restriping the 97 Street roadway to the pre-bike route configuration (see Attachment 2). On-street parking can be re-instated with this option. Further construction of shared-use path connections between 91 Street and 97 Street along 39 Avenue and 58 Avenue could also be considered, at a cost estimated at \$1.5M (a total cost of \$2.7M). Shared-use paths on the avenues will provide cyclists with network connectivity to the 97 Street area, with a physical separation for cyclists from traffic, while maintaining on-street parking on the avenues. (Implementation - 2017)

Summary

Administration recommends the construction of a shared-use path for 97 Street (option 1), as it provides a solution for all users. A shared use path will provide the greatest cycling network connectivity and a comfortable user experience for cyclists of all abilities, while also reinstating on-street parking and improving the operation of turning movements to support local businesses and goods movement.

Policy

Active Transportation Policy C544

Corporate Outcomes

This report meets the corporate outcome, “Edmontonians use public transit and active modes of transportation” by ensuring connectivity in the City’s cycling infrastructure.

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This report also meets the corporate outcome, "Goods and services move efficiently" by improving traffic flow and accommodating on-street parking.

Budget/Financial Implications

The Fall 2015 Supplemental Capital Budget Adjustment (November 17, 2015, Financial Services and Utilities report CR_2881) contains an unfunded capital profile (16-66-2621 - 97 ST BIKE ROUTE (34 AVE TO 63 AVE)) for Council's information and consideration that reflects Option 1, Shared-Use Path on 97 Street.

Attachments

1. 97 Street Prior and Current Cross Sections
2. 97 Street and Area Bicycle Route Network Map
3. 97 Street Shared-Use Path
4. 97 Street Addition of On-Street Parking
5. 97 Street Addition of Left Turn Lanes
6. 97 Street Cycle Track

Others Reviewing this Report

- T. Burge, Chief Financial Officer and Treasurer