What the B*ke?!
Public Engagement Process for Major Bike Routes in Edmonton
June 2016
Claire Ellick, Amanda Gélinas, Daniel Vriend - City of Edmonton
Council Direction

Transportation Master Plan and Bicycle Transportation Plan:
Council approved in 2009
• Close to 80km of new on-street painted bike routes were added in Edmonton (2010 – 2013)
• Installed in both central and suburban parts of the city
• Retrofitted onto existing roadways
• Impacted vehicle parking and travel lanes in some areas
• Public reaction
• Council directed administration to remove 14km of painted lanes in 2015
Independent safety audit of existing routes completed in 2014

Telephone surveys with citizens

Perception of safety was important
Moving Forward (2014):

- Current Bike Plan identifies that the City will continue to install bike routes
- Citizens want higher quality bike infrastructure
- City Council direction to focus on creating a smaller network of higher quality routes in central Edmonton
- Expand opportunities for public consultation
Restarting the Conversation:

- Acknowledgement (media)
- New process: allow citizens to have a greater say in how their streets look
- City to continue building bike routes to serve certain destinations – everything else was on the table
- In 2014, City Council provided the funding to be able to support major cycling infrastructure
Council Direction (June 2014)

Major Bike Route Grid Engagement

- Review Route Location
  - Test Concepts
    - Feedback on one plan
      - Share info Final Plan
        - Aesthetics
          - Pre-Construct
            - May 2016
        - May 2015 (Aesthetics)
    - April 2015 (Single Concept)
  - November 2014 (Two Concept Options)
- May/June 2014 (Route Location)
<table>
<thead>
<tr>
<th>Activity</th>
<th>Participation</th>
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<tr>
<td>Online Dialogue (Route Location)</td>
<td>290</td>
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<td>Public Workshops (Route Location)</td>
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<td>Stakeholder Conversations</td>
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<td>One-on-one Stakeholder Interviews</td>
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<td>Stakeholder Hubs</td>
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<td>Open House (Aesthetics)</td>
<td>146</td>
</tr>
<tr>
<td>Stakeholder Hubs (Aesthetics)</td>
<td>35</td>
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**Total Participation:** 1560
Route Options & Evaluation Criteria

This phase of consultation was designed to:

- Kick-off consultation process
- Evaluate criteria
- Review route options
16 Criteria developed based on feedback and industry best practices

<table>
<thead>
<tr>
<th>Route Options &amp; Evaluation Criteria</th>
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<tr>
<td>• 16 Criteria based on feedback and industry best practices</td>
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<table>
<thead>
<tr>
<th>Safety</th>
<th>Traffic Operations</th>
<th>Constructability and Cost</th>
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<tbody>
<tr>
<td>Perceived Safety (Cyclists)</td>
<td>Motorized Traffic Flow Impacts</td>
<td>Property Requirements</td>
</tr>
<tr>
<td>Conflict Points (Vehicles - Bikes)</td>
<td>Traffic Signal Impacts</td>
<td>Barriers along the route</td>
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<tr>
<td>Conflict Points (Pedestrians - Bikes)</td>
<td>Parking Impacts</td>
<td>Maintenance Implications</td>
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<tr>
<td>Route Directness</td>
<td>Transit Integration</td>
<td>Cost</td>
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<tr>
<td>Bicycle Access Opportunities</td>
<td>Emergency Services Route</td>
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</tr>
<tr>
<td>Connections to Destinations</td>
<td>Freight / Delivery Zone Impacts</td>
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Route Location Pop-Up

Route Announcement:
- Media event (location of the route)
- Temporary pavement markings, barriers and pylons were used to create an example of a cycle track and bicycle boulevard
- Staff on hand to answer questions and provide information about the project
Route Announcement:
- Road closure, displays near Saturday farmers’ market
- Information about the project and upcoming consultation
- Bicycle “Try-it Library” on site to allow passers-by to ride the route for themselves
Testing Concepts

Major Bike Route Grid Engagement

- Review Route Location: May/June 2014 (Route Location)
- Test Concepts: November 2014 (Two Concept Options)
- Feedback on one plan: April 2015 (Single Concept)
- Share info Final Plan: June 2015 (Aesthetics)
- Aesthetics: Pre-Construct: May 2016
Testing Concepts

Two concepts were presented to the public:

- Bicycle boulevard and cycle track
- Public workshops and smaller stakeholder meetings
Testing Concepts

102 Avenue – east of 124 Street (Existing)
Testing Concepts

102 Avenue – east of 124 Street (Cycle Track)
Testing Concepts

102 Avenue – east of 124 Street (Bike Boulevard)
Testing Concepts

• 9 Criteria developed based on feedback and industry best practices

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<tr>
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<th>Benefits</th>
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Feedback on Single Concept

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- Review Route Location
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Feedback on Single Concept

- Through this phase, the single concept plan was shared with the public for feedback.

- Major public workshops and individual stakeholder meetings were held to gather input on the updated designs.
Feedback on Single Concept

- Before and after renderings
- New infrastructure – create images to help the public envision the corridor in the future
Feedback on Single Concept

Design Flexibility:

- Existing narrow lane widths
- Full reconstruction of the curb, gutters and roadway as part of bike route construction
- Mature boulevard trees (elms) which are highly valued by the community
- Removal of parking on this block to accommodate the cycle track
- Developed option to include parking bays
Feedback on Single Concept

Design Flexibility:
- Church
- Disabled parking/loading
- Daycare
- Mature elm trees, which are valued by the community
Final Plan & Aesthetics

Major Bike Route Grid Engagement

Review Route Location → May/June 2014 (Route Location)

Test Concepts

Feedback on one plan → November 2014 (Two Concept Options)

Share info Final Plan

Aesthetics → June 2015

Pre-Construct → May 2016
Final Plan & Aesthetics

Colorado Spruce  
Tree Lilac  
American Elm  
Kelsey D. Dogwood

Bronze Veil Tufted Hair Grass  
Blue Oat Grass  
Purple Coneflower  
Goblin Blanket Flower

Purple de Oro Daylily  
Chicago Apache Daylily  
Stella de Oro Daylily  
May Night Salvia
Final Plan & Aesthetics

700 Series Backless Bench

‘Q’ Bike Rack

‘Gorge’ Bollard

‘Fixit’ Bike Repair Station

Litter Receptacle

Stamped Asphalt Crosswalk

‘Promenade 75’ Self Watering Planter

Bike Route Sign Blades
Preconstruction

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- Pre-Construct

We are here
Lessons Learned

• Lots of work! Time, budget, staff
• Critical to have materials that are understandable to the general public
• Being flexible in how you engage (when/where/with who)
• In retro-fits, details need to be sorted out early in the process
• Internal stakeholder relationships are important to the success of the overall process
• Project team needs to be highly committed to a successful outcome
• Won International Association of Business Communicators (IABC) Golden Quill Award (2015)
• IAP2 Honorable Mention Award for Project Category Extending the Practice: Creativity, Contribution and Innovation in the Field
Questions?