

Opportunities and Challenges of Rapid Implementation

Rapid implementation of The Bike Plan presents an opportunity to accelerate the implementation of a more complete active transportation network as envisioned in The City Plan. Benefits of rapid implementation include:

- **Access & Connectivity** - A complete network provides connections to residences and destinations city-wide. These connections ensure that Edmontonians have better access from their place of residence to destinations both in the developing and redeveloping areas.
- **Reliability** - A more complete network ensures that cycling is a more reliable choice, ensuring that users can expect to reach their destinations on the bike network. A complete network also ensures multiple route options. This redundancy in the network ensures that the network is more resilient to temporary disruptions and impacts on individual routes.
- **Safety & Comfort** - A complete network improves access to routes that feel safe and comfortable for users of all ages and abilities.
- **Energy Transition** - Rapid implementation will fast track progress towards the goals of the Energy Transition Strategy, providing more Edmontonians with access to mobility options that are less carbon intensive.
- **Recreational Opportunities** - A complete network provides Edmontonians with more accessible recreation opportunities, and improves multimodal access to parks and the River Valley.
- **Economic Development** - Many businesses have expressed a desire to operate in locations with multi-modal access. A complete network helps support this level of access in many locations city-wide that are not currently well connected to the bike network.
- **Safe Mobility Benefits** - Speeding and poor driver behaviour are often reported as major safety concerns. Rapid implementation of the bike network can serve dual purposes by improving the safety and mobility of people using active modes as well as reduce speeding and poor driver behaviour.
- **Increased Use of Active Transportation Infrastructure** - All of the benefits listed above are anticipated to support increased use of the active transportation network and support more Edmontonians looking for mobility options.

There are also challenges associated with rapid implementation.

- **Engagement Limitations** - Rapid implementation will require that engagement expectations and timelines are reduced or removed. This will reduce the opportunity for public input and may impact community understanding and buy-in. Proactive communications and support from City Council will be needed to help manage public expectations.
- **Public Readiness** - Different areas of the city have expressed different levels of interest in local changes to support The Bike Plan. This may be exacerbated by limited public engagement. Some previous iterations of rapid implementation with limited/no engagement have experienced substantial public opposition.
- **Cumulative Disruptions** - Implementing multiple changes across the transportation network at once may result in challenges with both temporary operational changes to support installation and permanent changes to support infrastructure changes.
- **Maintenance** - There may not be adequate maintenance equipment and equipment storage to support the maintenance of a rapidly increasing inventory of active transportation routes. This may result in a lower level of service than expected by the public. Additional funding will be required to support both the capital and operating costs associated with maintenance. There may still be a delay in service increases until both equipment and equipment storage becomes available.
- **Education and Understanding** - Rapidly increasing the number of active transportation routes will create operational changes for all users of the mobility network.
- **Cost** - Rapid implementation of the bike network requires that the costs for implementation are concentrated into a shorter time period. There are also additional costs to complete work that may no longer align with other capital projects that are planned beyond the accelerated implementation horizon.
- **Limitations of Adaptable Infrastructure** - Interventions completed with adaptable infrastructure do not include substantial infrastructure changes such as relocation of curbs. This means that the space available for adaptable infrastructure is constrained by existing hard infrastructure and the resulting design solutions may have more impacts than would be required with reconstruction (e.g. loss of parking, lane removal, lane narrowing, etc.). In some contexts, these larger changes can have the positive side-effect of reducing speeding and improving safety for all road

users. Administration has also recently experienced challenges securing the timely procurement of the products needed for installation of adaptable infrastructure.

- **Coordination and Management** - Effective planning, design, and delivery of a high volume of bike routes will require coordination and management. In addition to the planning, design, and delivery costs (capital costs), resources would be required to manage this work.