

# CAPITAL PROFILE REPORT

**PROFILE NAME:** DOWNTOWN BICYCLE GRID  
**PROFILE:** 16-66-2622  
**DEPARTMENT:** Sustainable Development  
**BRANCH:** City Planning  
**PROGRAM:**  
**LEAD BRANCH:** City Planning  
**BUDGET CYCLE:** 2015-2018

**UNFUNDED**

**PROFILE STAGE:** L2 - Finance Review  
**PROFILE TYPE:** Standalone  
**PROFILE MANAGER:** Peter Ohm  
**LEAD BRANCH MANAGER:** Peter Ohm  
**ESTIMATED START:** October, 2016  
**ESTIMATED COMPLETION:** December, 2018

**Service Category:** Roads**Major Initiative:**

GROWTH	RENEWAL
100	

**PREVIOUSLY APPROVED:**

-

**BUDGET REQUEST:**

7,528

**TOTAL PROFILE BUDGET:**

7,528

## PROFILE DESCRIPTION

The Downtown Bicycle Grid will be a 7.1 kilometre network of physically separated and protected cycling routes suitable for ages 8 to 80. The network will be comprised of separated/protected bike lanes available for year-round use (i.e. cycle tracks), shared-use paths and bicycle friendly streets. The grid will provide easy access to major destinations within Downtown and to bicycle commuter routes that connect to Downtown.

### In-scope:

Pavement marking installations and removals, plastic flexpost bollards, movable temporary barriers, concrete curb stops, self watering planters, signs, intersection traffic controls and detection, maintenance equipment as well as roadworks as required (e.g. sidewalk widening into shared-use paths) are in scope.

### Out of Scope:

Roadway reconstruction and roadworks that are not impacted by the cycling network are out of scope.

## PROFILE BACKGROUND

At the July 12, 2016, City Council meeting, the following motion was passed:

That Administration, in partnership with Stantec, provide an updated report on a minimum grid for physically separated bike lane infrastructure in the City of Edmonton's core and the report should include the potential use of relatively inexpensive (within existing resources) temporary infrastructure (example: bollards, mobile concrete curbs), as can be found in the City of Calgary's pilot project.

Stantec's study provides a technical assessment that evaluates the feasibility of safe cycle routes for ages 8 to 80 in Downtown, identifies promising routes, possible road cross sections and assesses the capital and operating cost implications for three potential design grids; Base, Winter-Friendly, and Enhanced.

## PROFILE JUSTIFICATION

Development of an Enhanced adaptable minimum grid of protected bike lanes in Downtown will:

- Focus investment into a city-building outcome in Edmonton's most significant neighbourhood by supporting active mode choice, enhancing the public realm and increasing vibrancy,
- Address existing and potential demand for cycling infrastructure that is safe for ages 8 to 80, in an area with a high existing and higher potential future concentration of people, jobs, and destinations
- Implement a bike network in an area with high motor vehicle volumes such that it integrates with other modes and minimizes impacts on those modes.

## STRATEGIC ALIGNMENT

Contributes to the corporate outcomes "Edmontonians use public transit and active modes of transportation," "Edmontonians use facilities and services that promote healthy living," and "Edmonton is a safe city".

## ALTERNATIVES CONSIDERED

1. Base- Plastic flexpost bollards and paint. Alberta legislation regarding parking conflicts with the Base option due to lack of a curb.
2. Winter Friendly- Base plus continuous concrete curb stops. Includes addition of curbing for legal parking and is intended to prevent snow migrating into the bikeway from the motorway.
3. Enhanced- Winter Friendly plus self watering planters. Provides benefits of Winter Friendly option and provides additional separation from traffic. Includes enhancement of the downtown streetscape enhancing the public realm and increasing vibrancy.
4. Status Quo. Does not address existing and potential demand for safe, ages 8 to 80, bike infrastructure in an area with high motor vehicle volumes as well as transit integration of pedestrians, cyclists, and motorists in Downtown.

# CAPITAL PROFILE REPORT

## COST BENEFITS

Tangible Benefits: Cyclist safety, accessibility/mobility of neighbourhoods/business, transportation options to support Journey to Work Mode shift.

Intangible Benefits: Improving public health, reducing greenhouse gas emissions.

## KEY RISKS & MITIGATING STRATEGY

- City's reputation. Mitigation: Independent review, audits, monitoring, and transparent data provision.
- Public backlash. Mitigation: Education and proactive communication. Adjustable design.
- Delayed/over budget. Mitigation: Budget includes planning to mitigate delays or cost over runs. Contingency/additional resources are included to ensure project is completed on budget and time.
- Utility conflicts. Mitigation: Coordination and adaptable network may be shifted to accommodate issues.

## RESOURCES

Administration will conduct the road and traffic signal design and a portion of the installation of roadworks. EPCOR will complete the traffic signal construction under existing agreements. Competitive tenders will be utilized as necessary.

## CONCLUSIONS AND RECOMMENDATIONS

Development of physically separated Downtown bike routes will:

- Focus investment in a city-building outcome in the most significant neighbourhood by supporting active mode choice, enhancing the public realm and increasing vibrancy
- Address existing and potential demand for bike infrastructure that is safe for ages 8 to 80 in area with high existing and higher potential future concentration of people, jobs and destinations
- Implement bike network in area with high motor vehicle volume such that it integrates with other modes and minimizes impact on other modes

Recommendation:

Administration recommends funding the Enhanced (Option 3) network of winter friendly, ages 8 to 80, protected bike routes as described in the Stantec study.

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PROFILE NAME: **Downtown Bicycle Grid**  
 PROFILE NUMBER: **16-66-2622**  
 BRANCH: **City Planning**

**UNFUNDED**  
 PROFILE TYPE: **Standalone**

## CAPITAL BUDGET AND FUNDING SOURCES (000's)

APPROVED BUDGET		PRIOR YEARS	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	TOTAL
	Approved Budget												
	Original Budget Approved	-	-	-	-	-	-	-	-	-	-	-	-
	Current Approved Budget	-	-	-	-	-	-	-	-	-	-	-	-

BUDGET REQUEST	Budget Request	-	1,125	5,325	1,078	-	-	-	-	-	-	-	7,528
	Revised Funding Sources (if approved)												
	Munc Sustain. Initiative - MSI	-	-	2,750	1,078	-	-	-	-	-	-	-	3,828
	Pay-As-You-Go	-	1,125	2,575	-	-	-	-	-	-	-	-	3,700
	Requested Funding Source	-	1,125	5,325	1,078	-	-	-	-	-	-	-	7,528

REVISED BUDGET (IF APPROVED)	Revised Budget (if Approved)	-	1,125	5,325	1,078	-	-	-	-	-	-	-	7,528
	Requested Funding Source												
	Munc Sustain. Initiative - MSI	-	-	2,750	1,078	-	-	-	-	-	-	-	3,828
	Pay-As-You-Go	-	1,125	2,575	-	-	-	-	-	-	-	-	3,700
	Requested Funding Source	-	1,125	5,325	1,078	-	-	-	-	-	-	-	7,528

## CAPITAL BUDGET BY ACTIVITY TYPE (000's)

REVISED BUDGET (IF APPROVED)	Activity Type	PRIOR YEARS	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	TOTAL
	Construction	-	886	4,520	993	-	-	-	-	-	-	-	6,399
	Design	-	239	805	85	-	-	-	-	-	-	-	1,129
	Total	-	1,125	5,325	1,078	-	-	-	-	-	-	-	7,528

## OPERATING IMPACT OF CAPITAL

Type of Impact: External Services

Branch:	2017				2018				2019				2020			
	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE	Rev	Exp	Net	FTE
Transportation Operations	-	313	313	-	-	313	313	-	-	-	-	-	-	-	-	-
Total Operating Impact	-	313	313	-	-	313	313	-	-	-	-	-	-	-	-	-