



# Sidewalk and On-Street Bicycle Lane Program

Transportation & Infrastructure Committee  
June 13, 2011



## Introduction

- 2010 Accomplishments
- 2011 Active Transportation Program
- 2012 to 2014 Capital Funding
- Program Delivery Challenges



## Policy Direction

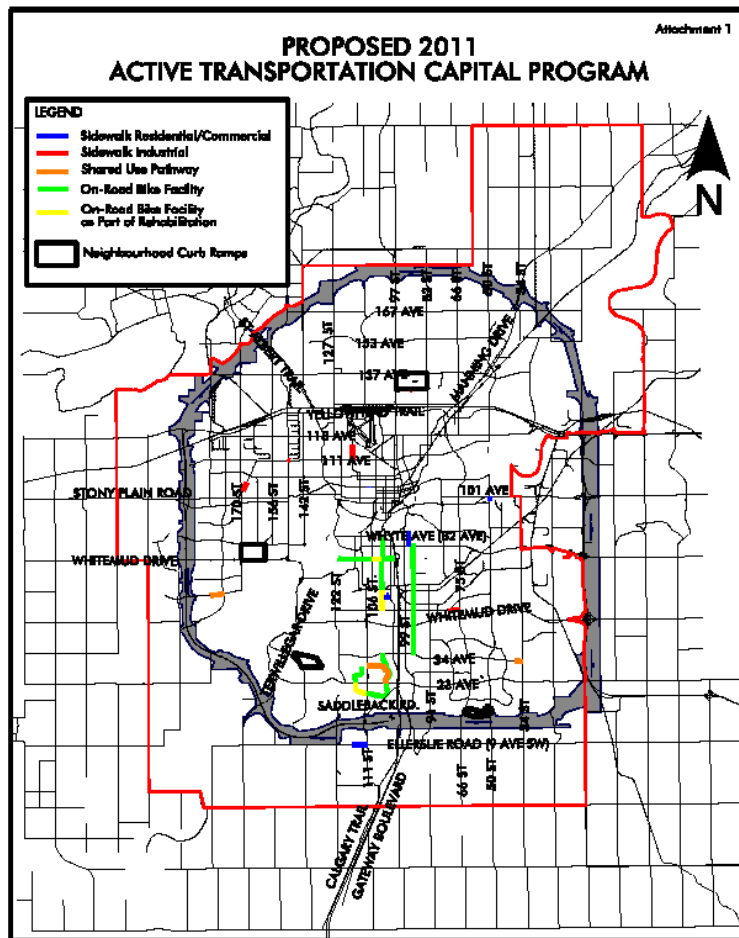
- The City of Edmonton's Active Transportation Policy contributes to our Corporate Outcomes
- The Active Transportation Policy is also an integral component of “The Way We Move”



## 2010 Accomplishments

- 7 km of sidewalks
- 55 accessible bus stops
- 560 curb ramps
- 9 km of shared-use pathways
- 16 km of on-street cycling facilities
- 120+ new bike racks (10 bus routes)
- 300 on-street bike racks





## 2011 Program

- Sidewalks on 51 Avenue, 98 Street, 119 Street, and Ellerslie Road
- Bus stop accessibility addressed at over 50 locations
- Curb ramps in Sakaw, Ogilvie Ridge, Glengarry, and Elmwood
- Shared-use paths on Saddleback Road and Callingwood Road
- 100 bike racks on buses
- 200 additional on-street bike racks



## 2011 Bike Lane Program

- 106 Street (51 Avenue to Saskatchewan Drive)
- 76 Avenue (Gateway Boulevard to Saskatchewan Drive)
- Saddleback Road Loop
- 97 Street (34 Avenue to 83 Avenue)



## 2009 to 2011 Summary

- \$6 Million per year through Program 1430 funding
- \$4 to \$6 Million per year through Renewal and Road project funding
- Total: \$10 to \$12 Million per year to Active Transportation
- Represents 3% of Transportation Services' capital budget



## 2012 to 2014 Funding

- \$6 Million per year to Active Transportation from Program 1430 and contributions from Renewal and Road project funding
- Represents 5% of Transportation Services' capital budget
- Net loss of about \$5 Million per year over 2009 to 2011 funding levels





## Program Delivery Challenges

- Timing and Tendering
- Operational Conflicts
- Strategic and Community Support
- Monitoring Behaviour Change



## Timing and Tendering

- Shifting renewal schedules
- Missed opportunities for coordination
- Difficulty ensuring timely information for stakeholders
- Need to aggregate projects to achieve cost savings



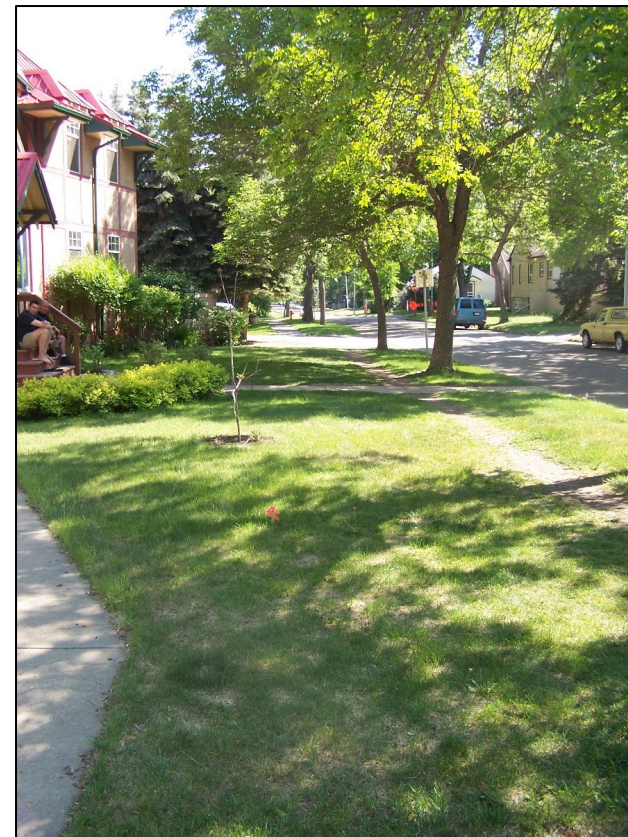
## Operational Conflicts

- Retro-fit infrastructure
- Balancing needs of all road users
- Compromises and trade-offs
- Ensuring safe and effective operations



# Strategic and Community Support

- At a strategic level, there is support for walking and cycling
- BUT . . . retro-fitting infrastructure has impacts:
  - loss of landscaping in road rights-of-way to incorporate sidewalks (often privately installed on public land by the adjacent property owner)
  - concerns about loss of privacy due to additional pedestrian traffic

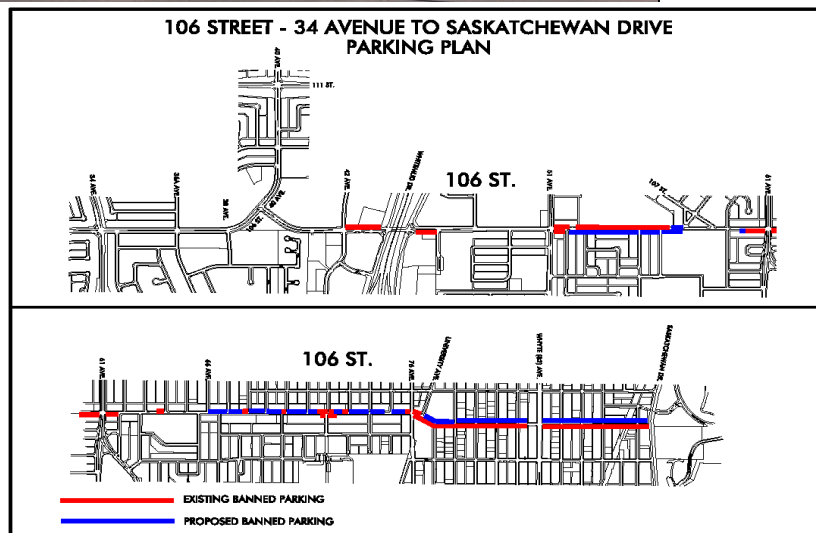




# Strategic and Community Support



- BUT . . . retro-fitting infrastructure has impacts:
  - loss of on-street parking and loading areas for churches, schools, and businesses to add bike facilities and curb ramps





## Monitoring Behaviour Change

- Measuring progress in infrastructure delivery
- Counting pedestrians and cyclists
- Monitoring behaviour change over the long term



## Moving Forward

- Over 3,500 km of sidewalk remain to be built
- 10,000 curb ramps are still to be constructed
- 1,200 or so bus stops are not fully accessible for seniors and the disabled
- More than 400 km of on-street cycling facilities are still to be implemented



# The Future of 76 Avenue . . .

