

Installation Treatment Type: Materials Used

Approach	Description	Opportunities	Constraints	Cost Impacts
Tactical	Installation approach uses temporary materials such as paint and flexible bollards.	<ul style="list-style-type: none"> • Quick implementation • Minimal cost • Easy to adjust the design • Minimal installation disruption • Establish the route and change user travel patterns more quickly due to rapid implementation 	<ul style="list-style-type: none"> • Not aesthetically pleasing • Requires frequent repair and replacement • Short lifespan • Permanent installation still required in future • Not always feasible depending on facility type 	<p>Low upfront costs, high repair/maintenance costs.</p> <p>Delays future costs (requires permanent facility to be installed in the future)</p>
Interim	Installation approach uses adjustable treatments such as pre-cast concrete curbs pinned to the road surface and mounted with flexible delineator posts. Planters may also be used.	<ul style="list-style-type: none"> • Moderate implementation • Low cost • Adjustable • Minimal installation disruption • Establish the route and change user travel patterns more quickly due to moderate implementation timeline 	<ul style="list-style-type: none"> • Moderately aesthetically pleasing • Medium lifespan - between 5 and 7 years • Not always feasible depending on recommended facility type 	<p>Moderate upfront costs, moderate repair/maintenance costs.</p> <p>Delays future costs (requires permanent facility to be installed in the future)</p>
Permanent	Installation approach uses permanent materials such as cast-in place concrete and/or planting wells.	<ul style="list-style-type: none"> • Aesthetically pleasing • Longer lifespan • Better drainage/ and reduced maintenance • Can accommodate all design elements (i.e.: accessibility ramps, urban design elements if applicable, maintain parking if reconstruction is needed) 	<ul style="list-style-type: none"> • Longer implementation timeline • Construction activities will cause neighbourhood disruption • Not adjustable • Takes longer to establish cycling route and change user travel patterns due to length of time it takes to construct 	<p>High upfront costs, lower repair/maintenance costs.</p>