

# Attachment 'A': Cycling Facility Selection Tool

## Figure 1: Separated Cycling Facilities

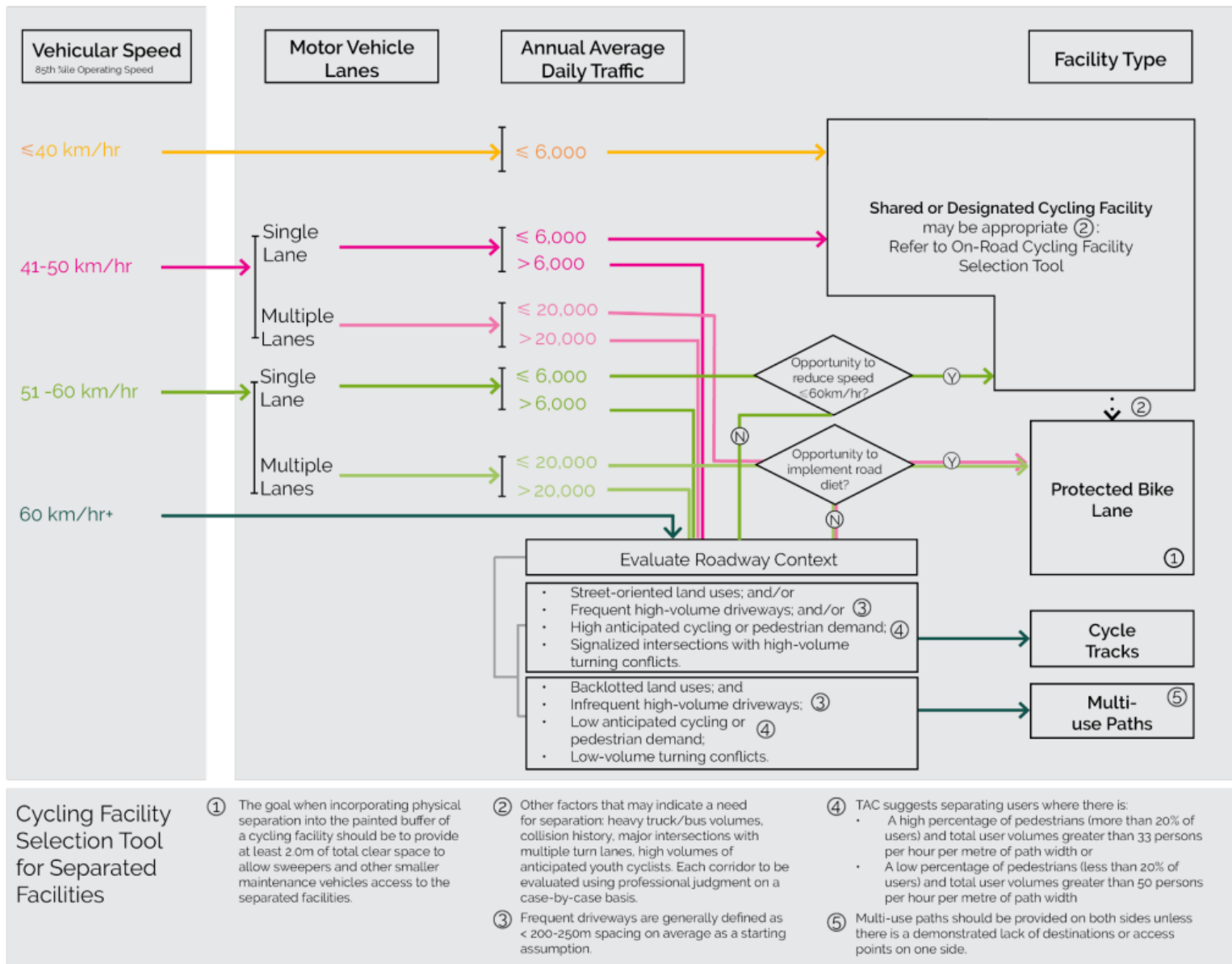
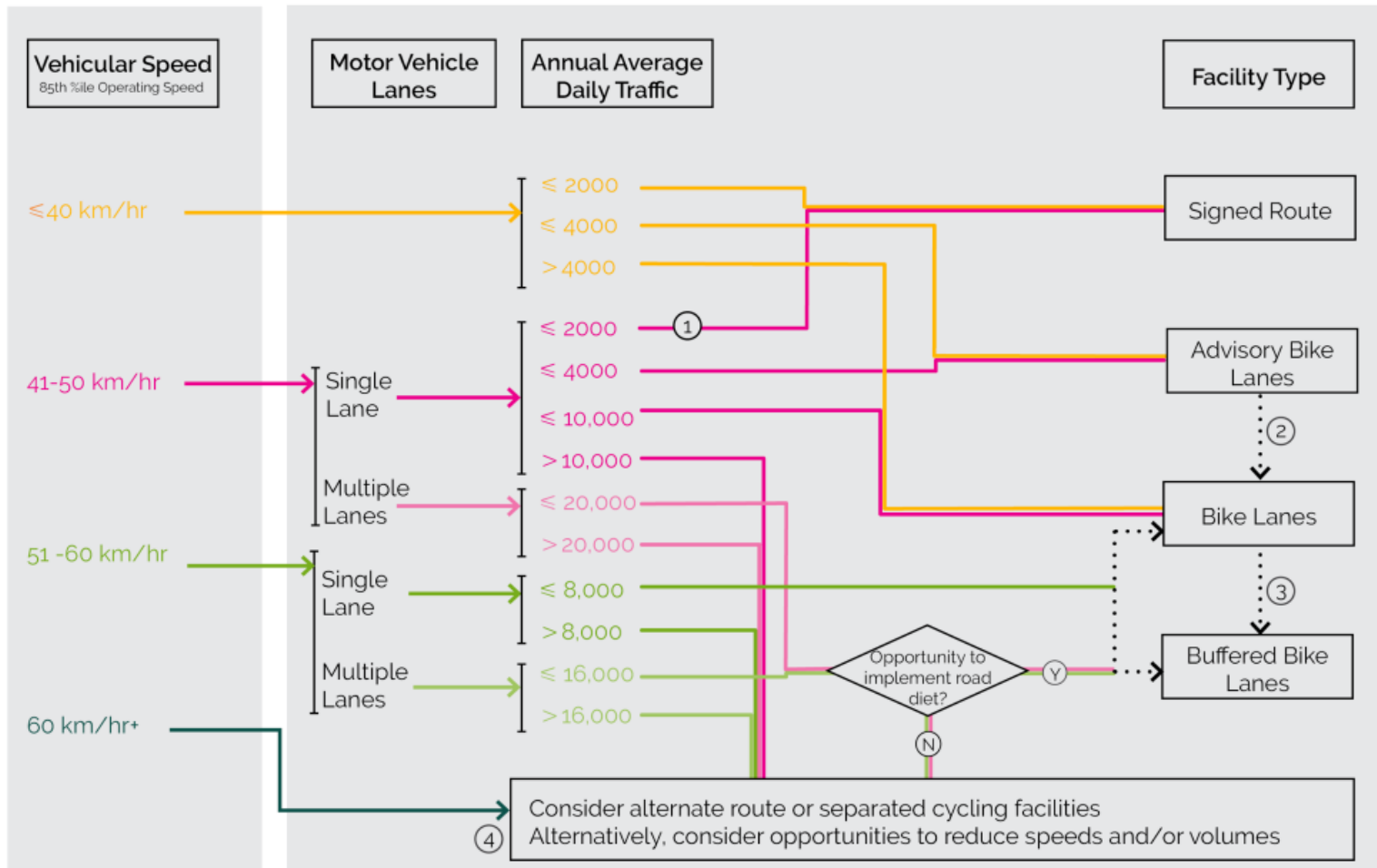


Figure 2: On-Road Cycling Facilities



### On-Road Cycling Facility Selection Tool

- ① Through traffic calming operations, speed should be reduced to ≤ 40 km/hr to be eligible for a shared facility
- ② Any locations identified as potential advisory bike lanes should first be reviewed to evaluate the potential to provide conventional bike lanes.
- ③ Wherever space permits, a buffer should be added to a bike lane as additional visual separation. A buffer must be provided between parked vehicles and cyclists to provide clearance to the door zone.
- ④ Other factors that may indicate a need for separation: heavy truck/bus volumes, collision history, major intersections with multiple turn lanes, high volumes of anticipated youth cyclists. Each corridor to be evaluated using professional judgement on a case-by-case basis.