Attachment 'A': Cycling Facility Selection Tool

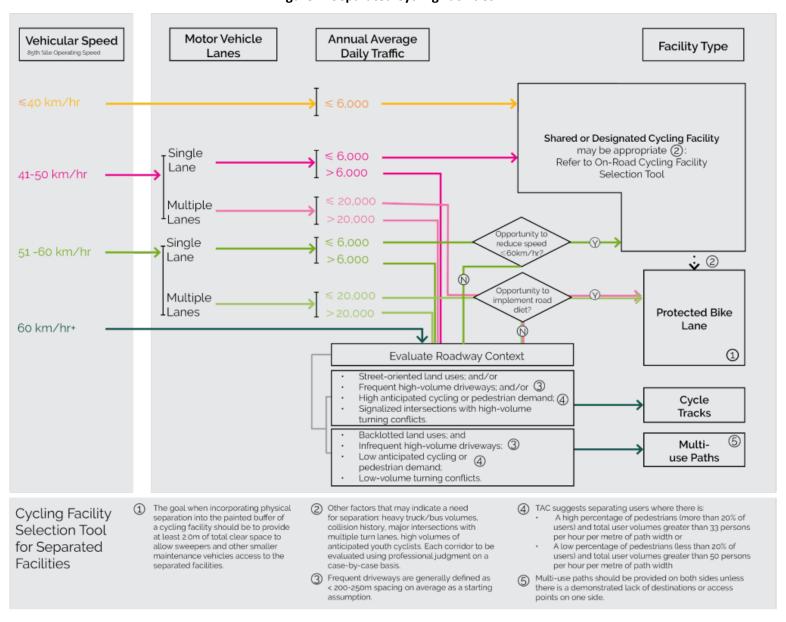


Figure 1: Separated Cycling Facilities

Motor Vehicle Annual Average Vehicular Speed Facility Type 85th %ile Operating Speed Lanes Daily Traffic Signed Route ≤40 km/hr ≤ 2000 Advisory Bike ≤ 4000 Lanes Single 41-50 km/hr Lane ≤ 10,000 >10,000 Multiple Lanes Bike Lanes 51 -60 km/hr Single ≤ 8.000 Lane >8,000 Buffered Bike Opportunity to Multiple implement road Lanes Lanes 60 km/hr+ Consider alternate route or separated cycling facilities Alternatively, consider opportunities to reduce speeds and/or volumes Through traffic calming operations, speed should Wherever space permits, a buffer should be added to a bike lane as On-Road Cycling be reduced to ≤40 km/hr to be eligible for a shared additional visual separation. A buffer must be provided between parked vehicles and cyclists to provide clearance to the door zone. Facility Selection Any locations identified as potential advisory bike Other factors that may indicate a need for separation: heavy truck/bus lanes should first be reviewed to evaluate the volumes, collision history, major intersections with multiple turn lanes, Tool potential to provide conventional bike lanes. high volumes of anticipated youth cyclists. Each corridor to be evaluated using professional judgement on a case-by-case basis.

Figure 2: On-Road Cycling Facilities