

## Evaluation of Alternatives

A review of the various alternative types of cycling facilities was undertaken and evaluated against the criteria identified in this project. The results of this evaluation are presented in the table below:

Evaluation Criteria	Cycling Facility Type				
	Status Quo	Multi-Use Paths (away from the curb / off-street, rural & urban)	Reserved Bike Lanes (on-street, urban)	Signed Bike Routes (on-street Urban)	Paved Shoulders On-road, Rural)
<b>Network Continuity</b>	- No major changes to the existing cycling network – continuity does not improve	- Can improve network continuity	- Can improve network continuity	Can improve network continuity	- Can improve network continuity
<b>Safety / Collision History</b>	- No improvements to the safety of the existing cycling network	- Improves safety by providing dedicated facility away from road traffic	- Improves safety by providing dedicated bike lane	- Appropriate for lower traffic volume streets	- Improves safety by providing paved shoulder for bikes
<b>Demand for Cycling</b>	- Does not address demand for cycling routes	- Addresses moderate demand for cycling off-street (primarily recreational)	- Addresses high demand for cycling within urban area (commuter, recreational)	- Addresses high demand for cycling within urban area	- Addresses moderate demand for cycling within rural areas
<b>Cost</b>	- Lower cost, maintain existing network only	- Higher cost to implement dedicated facility on separate right-of-way	- Higher cost to implement although dependent on available right-of-way width	- Low cost to implement (e.g. signage)	- Higher cost to implement
<b>Property Limitations</b>	- No property impacts	- Higher potential for property impacts unless ownership is already City of Hamilton	- Variable impacts, depending on available property within right-of-way	- No property impacts as pavement width not affected	- Variable impacts, depending on available property within right-of-way
<b>Road Reconstruction Schedules</b>	- No impact to road reconstruction schedules	- Not applicable	- Increases priority and lowers project cost if project can be combined with road reconstruction	- Road reconstruction has less impact on project priority and project cost since signage is low cost to implement	- Increases priority and lowers project cost if project can be combined with road reconstruction

The Status Quo does not address the objectives of the study, therefore it is not carried forward. An effective City-wide cycling network is made up of a combination of Multi-Use Paths, Reserved Bike Lanes, Signed Bike Routes and Paved Shoulders dependant on site specific conditions.