

The Proposed Cycling Network

As this project is following a Class Environmental Assessment process, various alternatives were considered including:

- “Status Quo”
- “Primary Corridors Network”
- “Provide Bike Facilities on All Major Streets”.

The proposed plan is to proceed with the “Primary Corridors Network” to ensure comprehensive connectivity throughout the City (urban & rural). The comparison of alternatives is presented in the table below.

Evaluation Criteria	Cycling Facility Network Type		
	Status Quo	Primary Corridors Network	Bike Facilities on All Major Streets
Network Continuity	- No changes to the existing cycling network – continuity does not improve	- Improve network continuity on primary corridors	- Improves network continuity, although achieved slower
Safety	- No improvements to the safety of the existing cycling network	- Improves safety by providing improved cycling network	- Improves safety by providing improved cycling network
Cost	- Lower cost, maintain existing network only	- Higher cost to implement	- Highest cost to implement
Conclusions	Least Preferred - Does not address Study Objectives	Most Preferred - Addresses Study Objectives	Less Preferred - High cost reduces effective implementation

Completing primary cycling corridors as a priority, both on-road and off-road, will encourage cycling. Planning studies indicate that major cycling facilities should be spaced no further than 2 km apart in urban areas (The Big Move, Metrolinx 2008). Such a network cannot be built immediately, but will develop through annual improvements.