Attachment 8 - Project Selection Process Summary

All proposed cycling network projects have received a cycling analysis score based on the enhanced analyses outlined in Attachment 6. These updated scores reflect changes in connectivity, network coverage, and other variables for which more recent data is now available. The steps below explain the process for identifying which projects from the proposed network will be programmed for the near-term implementation schedule, undertaken annually to maintain a three year outlook.

Road Program	Standalone Projects
List of those major roads and local roads scheduled for reconstruction or resurfacing that are part of the proposed cycling network, with their detailed scorecard results.	List of highest scoring routes based on cycling analysis, with good pavement quality and therefore not up for road work, as well as routes advanced in Step 5 to connect road program routes to other cycling facilities. Divide list as major roads and local roads.

1. Centreline KM and Route Connection

Identify kilometre length of routes in the road program, their proposed extensions, and the high scoring standalone projects. The route lengths for cycling infrastructure purposes may be longer than road program limits in order to connect to other cycling routes.

2. Bikeway Type

Identify appropriate bikeway type for each route based on On-Street Bikeway Design Guidelines.

3. Feasibility Analysis

For the routes in the road program, are they now possible based on scope of road work, or do they still have trade-offs? Identify impacts (such as parking / lane removal). Reconstructions are higher priority than resurfacings, as they present greater opportunities for road reconfiguration.

For the standalone projects, what would the trade-offs and impacts be? Can these impacts and trade-offs be effectively mitigated or managed?

What level of detailed design has already been completed, or public engagement established?

4. Cost Estimates

What are the estimated costs per project based on length, bikeway type, and impacts?

5. Neighbourhood Clustering

Advance routes from the proposed network that connect to the other programmed routes matched with road work (with feasibility and cost estimates). Special consideration for Neighbourhood Improvement Areas.

6. Geographic Distribution

Advance routes that help balance the geographic distribution of the program (within a given year or by focusing on different areas in subsequent years). Special consideration for Neighbourhood Improvement Areas.