

CR_1032 Attachment 2
Bike Route Typology

Characteristics	Neighbourhood Bike System	Connector Bike System	Major Bike Grid
Distance/Location	- Routes within neighbourhoods that provide access to neighbourhood destinations and connect to similar routes in adjacent neighbourhoods - Typically less than 1 km in length	- Routes that provide access to district/area destinations such as schools, places of worship, and shopping and provide connections between Neighbourhood Bike Routes and Major Bike Routes - Typically less than 3 km in length	Routes spanning the city that provide access to major destinations within Edmonton and the Region including routes that provide access through central Edmonton (i.e. Downtown, Oliver, Old Strathcona, & University areas)
Directness/Route Flexibility	- Routes are flexible to adjust location to better serve local destinations - Safe and easy crossing points of major roads and barriers (e.g. bridges, ravines) will influence some portions of the route	- Routes have more flexibility than Major Bike Routes and can shift location or be more circuitous to minimize impacts - Safe and easy crossing points of major roads and barriers (e.g. bridges, ravines) will influence some portions of the route	- Routes are direct and continuous typically resulting in less flexibility for route locations - Minor detours to access destinations or cross barriers may be required - Routes provide access within +/- 2 blocks from major destinations that the route is providing access to
Bicycle Volumes	- Moderate bicycle use - Use will vary depending on the destinations served, connections to recreational opportunities, and proximity to the central area	Moderate to high bicycle use depending on the route location and destinations served	- High bicycle use currently exists or is expected, particularly for central area routes - Routes designed with high quality bike facilities to meet high use - Routes are priority for snow clearing, street sweeping, and maintenance to ensure all-season operation
Traffic/Road Conditions	Typically located on residential roads that have low existing vehicle volumes and speeds and vehicle traffic is typically local	Typically located on collector roads that have transit and serve as commuter vehicle access routes	Typically located on/along/adjacent to roads with higher vehicle volumes, multiple vehicle lanes, and transit and truck traffic

Characteristics	Neighbourhood Bike System	Connector Bike System	Major Bike Grid
Bicycle Facilities	• Low vehicle volumes and speeds are comfortable areas for most people to cycle • Shared-use lanes are marked with sharrows and signs to allow for greater awareness of an existing bicycle route, create a new route to access local destinations, and/or guide cyclists to easier and safer crossings of major roads • Bike lanes may be built near schools or prior to intersections of major roads	• Bicycle facilities vary depending on traffic, road, and development conditions/design • Options include bike lanes, buffered bike lanes, cycle tracks (separated bike lanes), shared-use paths, or bicycle boulevards (traffic calmed streets to reduce vehicle volumes and speeds) • Depending on the facility type, aesthetic improvements may be possible	• Due to traffic/road conditions, increased separation between bikes and vehicles is required in the form of cycle tracks, buffered bike lanes, or shared-use paths depending on roadway and development patterns/design • If separation cannot be accommodated, the route can be located on a parallel road where vehicle volumes and speeds are low or can be reduced to create a bicycle boulevard • Cycle tracks, buffered bike lanes, and bicycle boulevards are typical in inner and central areas. • Shared-use paths are typical in outer areas and along utility corridors, ravines, the river valley, and natural areas • Scale of facilities can allow for aesthetic improvements
Scale of Impacts	• No impacts to vehicle parking, vehicle access, number and width of vehicle lanes, landscaping, or trees	• May impact vehicle parking, vehicle access, number and width of vehicle lanes, landscaping, or trees depending on available right-of-way, traffic/road conditions, and type of bicycle facility	• Can impact vehicle parking, vehicle access, number and width of vehicle lanes, landscaping, or trees and may require additional right-of-way to accommodate necessary bicycle facility
Cost	• Least expensive because vehicle volumes and speeds are low creating conditions that are already comfortable for people wanting to cycle within their neighbourhood	• Costs vary depending on traffic/road conditions and the type of bicycle facility required to make the route comfortable for the broadest range of users	• Most expensive due to the need for separation between vehicles and bicycles to maximize bicycle use and provide facilities that are comfortable for the greatest number and broadest range of users