MoTI Connections Project

HUB Cycling All Committee Meeting

June 27, 2019

Your **Cycling** Connection

Background

- An evaluation tool for infrastructure requests
- A two year project
- Completed by MOTI (South Coast District), supported by Urban Systems, with consultation by HUB
- Initial idea came from our HUB Gap Priority List
- Includes a case study: Port Mann Connections

Two parts to the Evaluation Tool

Project Prioritization

Of the various requests, which should be prioritized for funding by MoTI?

Route Prioritization

Once a gap is identified, which of the various route options is optimal?

	Project Prioritization Criteria	Scoring
	Safety	3 = High 2 = Medium 1 = Low
	Gap / Improvement Identification	2 = Identified by both 1 = Identified by private stakeholders 1 = Identified by public stakeholders
	Population and Employment Density	3 = High 2 = Medium 1 = Low
	Cycling Mode Share	3 = High (>4%) 2 = Medium (>1-4%) 1 = Low (0-1%)
	Cycling Potential	3 = High 2 = Medium 1 = Low
	Network Need	3 = High 2 = Medium 1 = Low
	Regionally Significant	3 = Primary Route 2 = Secondary Route 1 = Not on the Network

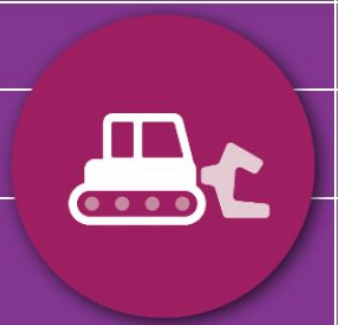
Original Route Evaluation Criteria (1)

Weight x 1 for a maximum 12 points

PROJECT PRIORITIZATION CRITERIA	SCORING
BICYCLE NETWORK CONNECTIVITY **(The degree to which the route connects to other bicycle facilities)**	3 = Extends or connects to an existing bicycle route 2 = Within 500 metres of an existing bicycle route 1 = Greater than 1000 metres from an existing bicycle route
MULTI-MODAL INTEGRATION **(The degree to which the route provides a connection to transit facilities.)**	3 = Connect to major transit exchanges 2 = Connects to other bus stops 1 = Does not connect to transit facilities
LACK OF REASONABLE ALTERNATIVES **(The degree to which there are no other alternative existing bicycle routes that provide an alternative route.)**	3 = No alternatives 2 = Few Alternatives 1 = Alternatives exist
TOPOGRAPHY **(The degree of slope of a proposed route.)**	3 = Flat 2 = Few hills 1 = Hills

Original Route Evaluation Criteria (2)

Weight x 2 for a maximum 10 points	**COMFORT OF PROPOSED FACILITY** **(Based on the proposed facility type as identified through the Conceptual Option Development (Step 2). Higher quality facilities receive a higher score.)**	**5 = Bike path or protected bicycle lane** **4 = Paved multi-use path or local street bikeway** **3 = Buffered bicycle lane (including door zone buffer)** **2 = Conventional bicycle lane** **1 = Shared use lane or unpaved multi-use pathway**
Weight x 2 for a maximum 30 points	**RISKS**	**Are there known risks, such as environmental or archeological? (No=5, Yes=0)**
	SCALE AND RELATIVE COST	Is this a large-scale project with significant costs? (No=5, Yes=0)
	IMPLEMENTATION CHALLENGES	Are there known implementation challenges, such as property impacts, utilities, road widening, watercourses? (No=5, Yes=0)



Added Route Evaluation Criteria

Utility	
Land use	This criterion accounted for the appearance of businesses, homes or other destinations along the route.
Comfort	
Directness	This criterion gave better scores to routes that were the most direct for cyclists and required the fewest detours or jogs along the journey.
Feasibility	
Property Impacts	Property impacts that required the route to either pass through privately held lands or that may otherwise encroach onto private property.
Environmental Impacts	These were defined as areas where a route would go through a protected area or environmental setback area, usually near water or a stream.
Utility Impacts	Utility impacts are where the route would be constructed in a way that may require it to move around existing utilities or where it would require exiting utilities to be partially relocated to accommodate new construction.
Roadworks Required	These are where new roadworks would be required to adjust lane widths, curb locations, or other significant changes to travel patterns and road typology.
Timing and Certainty	These were defined as locations where it may be difficult to get certainty of the timing of new improvements. These generally apply to places where new developments are planned, and new facilities are intended to be installed when they are built, but where the timeline for construction is long enough to.

What this means for us:

- Read the study to understand how MoTI is evaluating requests
- Align our advocacy towards MoTI with themes MoTI is focused on
- Make reference to the MoTI evaluation framework in letters and presentations to MoTI
- Use the study to increase our effectiveness