

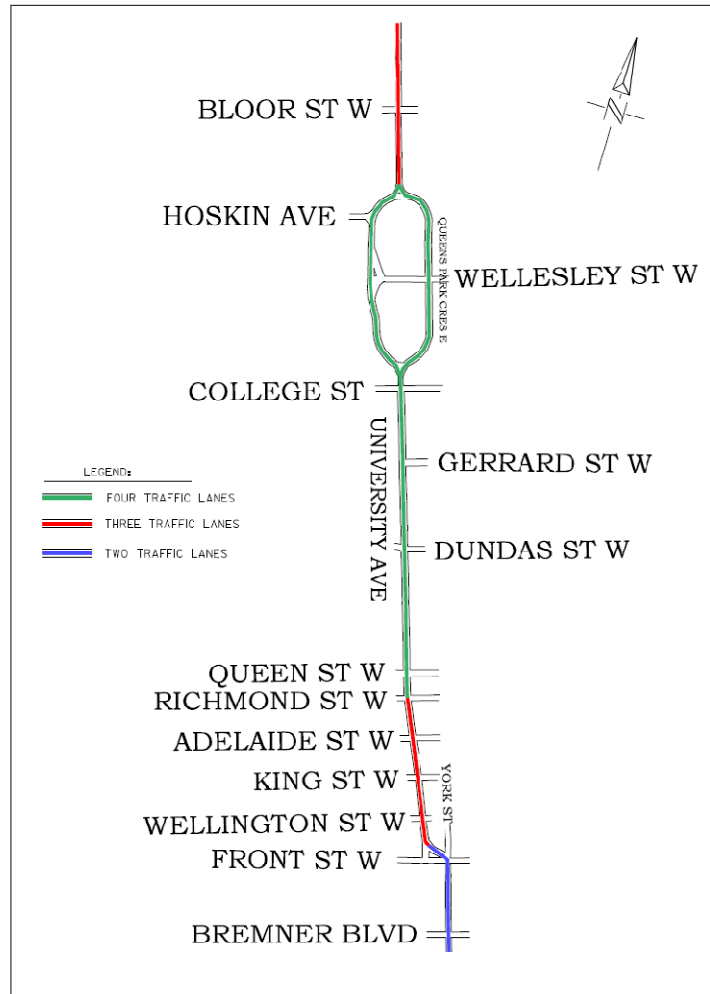
Protected Bike Lane Pilot Project – University Avenue & Queens Park Crescent

**Presentation to the Public Works and Infrastructure Committee
20 April 2010**

Transportation Services

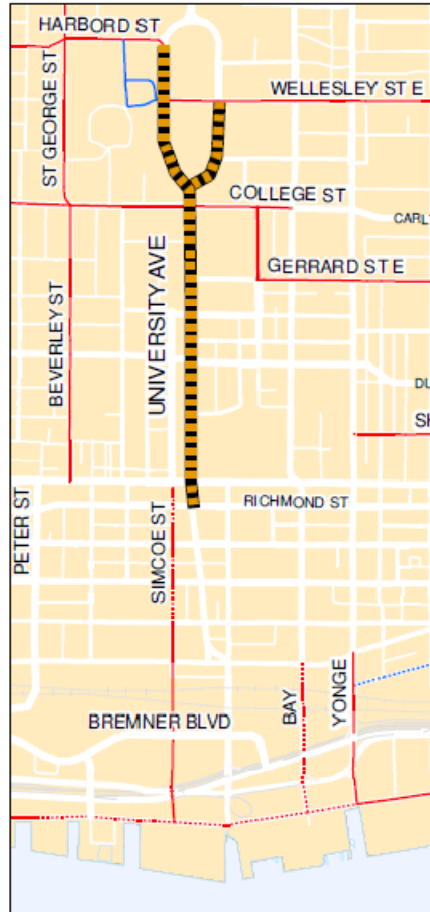


Opportunity and Traffic Volumes



Intersection	A.M. Peak Hour		P.M. Peak Hour	
	NB	SB	NB	SB
Hoskins Ave.	0	1662	0	1585
Wellesley St. W.	998	0	1869	0
College St.	1150	1939	2396	919
Gerrard St. W.	898	2152	1936	917
Elm St.	1275	2117	2055	1376
Dundas St. W.	1320	2169	1793	1457
Armoury St.	1934	1666	2054	1039
Queen St. W.	1519	1619	1786	1604
Richmond St. W.	1322	1663	1325	1550

Connection to Bikeway Network



- connects to the Harbord and Wellesley bike lanes to the north
- connects to the College bike lanes
- future connection via Simcoe to the Waterfront and Martin Goodman Trail

Legend

Bikeway Type

- proposed pilot project
- existing bike lane
- existing shared roadway
- proposed bike lane
- proposed shared roadway

Alternatives Considered

Standard Bike Lane



- 3 traffic lanes + parking full time
- re-striping of all lanes required

Alternatives Considered

Protected Bike Lane – Curb Side



- 3 traffic lanes in rush hours
- 2 traffic lanes + parking at other times
- curb side activity affected - vendors, bus stops, parking, pick-up/drop off

Alternatives Considered

Protected Bike Lane – Next To Median



- 3 traffic lanes in rush hours
- 2 traffic lanes + parking at other times
- no change for curb side activity

Examples from Other Cities



Manhattan, NY

Examples from Other Cities



Brooklyn, NY

Examples From Other Cities



Barcelona, Spain

Before and After Evaluation Criteria

- Emergency Services Response Times
- Traffic Volumes
 - Levels of Service
 - Speed and Delay Study
 - Queues
- Cyclist Volumes
- Vehicle/Cycling Conflicts
- Parking Utilization
- Loading Activity

Stakeholder Consultation

- Cycling Community
- Emergency Services
- Businesses
- Institutions
- Abutting Property Owners