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

<table>
<thead>
<tr>
<th>Intersection</th>
<th>A.M. Peak Hour</th>
<th>P.M. Peak Hour</th>
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</thead>
<tbody>
<tr>
<td>Hoskins Ave.</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Wellesley St. W.</td>
<td>998</td>
<td>1585</td>
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<tr>
<td>College St.</td>
<td>1150</td>
<td>1869</td>
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<tr>
<td>Gerrard St. W.</td>
<td>898</td>
<td>2396</td>
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<tr>
<td>Elm St.</td>
<td>1275</td>
<td>1936</td>
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<td>Dundas St. W.</td>
<td>1320</td>
<td>917</td>
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<tr>
<td>Armoury St.</td>
<td>1934</td>
<td>1325</td>
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<tr>
<td>Queen St. W.</td>
<td>1519</td>
<td>1604</td>
</tr>
<tr>
<td>Richmond St. W.</td>
<td>1322</td>
<td>1550</td>
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</tbody>
</table>
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
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