

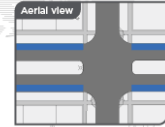
Victoria Avenue Bikeway Options

Victoria Avenue Bikeway

8TH STREET TO TAYLOR STREET

\$ = Approximately \$1 Million

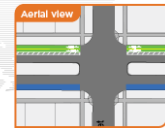
Existing



Option 1

Bidirectional Bike Lane (west side)

Parking maintained on east side



Cost: \$

Option 2

Protected Street-Level Bike Lanes

All parking removed.



Cost: \$

Option 3

Raised Bike Lanes

All parking removed.

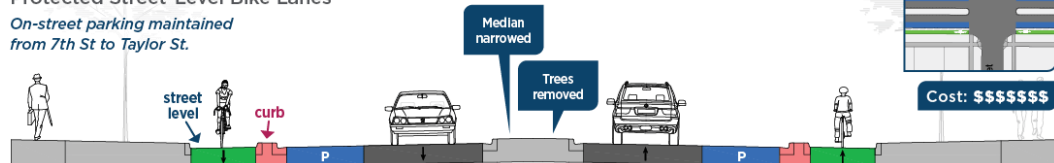


Cost: \$\$\$\$\$

Option 4

Protected Street-Level Bike Lanes

On-street parking maintained from 7th St to Taylor St.

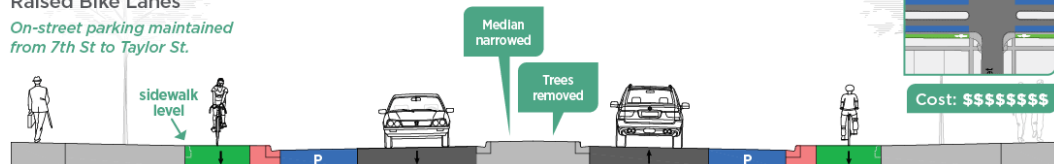


Cost: \$\$\$\$\$\$

Option 5

Raised Bike Lanes

On-street parking maintained from 7th St to Taylor St.



Cost: \$\$\$\$\$\$

Option 1 (Bidirectional Bike Lane, West Side)

Option 1 – Bidirectional Bike Lane (west side) provides a 3 m wide bidirectional cycling facility on the west side of Victoria Avenue.

Advantages:

- AAA cycling facility is provided;
- All on-street parking on the east side of Victoria Avenue is maintained; and
- Centre median trees are maintained.

Disadvantages:

- Two-stage crossing at Victoria Avenue and 8th Street East, and Victoria Avenue and Taylor Street East required for cyclists to access the facility; and
- All on-street parking on the west side of Victoria Avenue is removed between 8th Street and Taylor Street.

Option 2 (Protected Street-Level Bike Lanes without Parking)

Option 2 – protected street-level bike lanes provide a 1.8 m bike lane on either side of Victoria Avenue from 8th Street to Taylor Street.

Advantages:

- Protected unidirectional bike lanes allow for wide bike lanes and adequate separation from vehicular traffic to provide a comfortable AAA facility;
- Cyclists need to cross the major crossings in one direction only resulting in less delay and reducing potential conflicts with vehicular traffic; and
- Centre median trees are maintained.

Disadvantages:

- All on-street parking on Victoria Avenue is removed between 8th Street and Taylor Street.

Option 3 (Raised Bike Lanes without Parking)

Option 3 – raised bike lanes without parking provide a 1.8 m wide raised cycle track on either side of Victoria Avenue.

Advantages:

- Raised cycle track has adequate space for cyclist and comfortable separation from vehicular traffic to provide AAA cycling facility;
- Cyclists need to cross the major crossings in one direction only resulting in less delay and reducing potential conflicts with vehicular traffic; and
- Centre median trees are maintained.

Disadvantages:

- All on-street parking on Victoria Avenue is removed between 8th Street at Taylor Street; and
- Frequent ramping up and down at side streets and driveways may be uncomfortable for cyclists.

Option 4 (Protected Street-Level Bike Lanes with Parking)

Option 4 – protected street-level bike lanes with parking provide a 1.8 m bike lane on either side of Victoria Avenue, the centre median is narrowed to allow the parking lane to be maintained between 7th Street and Taylor Street. Between 8th Street and 7th Street the centre median is not narrowed resulting in the removal of parking along the sides of houses. Narrowing the median is not possible due to the existing northbound left turn lane.

Advantages:

- Protected unidirectional bike lanes have sufficient space for cyclists and adequate separation from vehicular traffic to provide an AAA facility;
- Cyclists need to cross the major crossings in one direction only resulting in less delay and reducing potential conflicts with vehicular traffic; and
- On-street parking on Victoria Avenue is maintained between 7th Street and Taylor Street.

Disadvantages:

- On-street parking on Victoria Avenue is removed between 7th Street and 8th Street; and
- Median trees are removed.

Option 5 (Raised Bike Lanes with Parking)

Option 5 – raised bike lanes with parking provide a 1.8 m raised cycle track on either side of Victoria Avenue, the centre median is narrowed to allow the parking lane from 7th Street to Taylor Street to be maintained. Between 8th Street and 7th Street the centre median is not narrowed resulting in the removal of parking along the sides of houses. Narrowing the median is not possible due to the existing northbound left turn lane.

Advantages:

- Raised cycle track has sufficient space for cyclist and comfortable separation from vehicular traffic to provide an AAA cycling facility;
- Cyclists need to cross the major crossings in one direction only resulting in less delay and reducing potential conflicts with vehicular traffic; and
- On-street parking on Victoria Avenue is maintained between 7th Street and Taylor Street.

Disadvantages:

- On-street parking on Victoria Avenue is removed between 7th Street and 8th Street;
- Median trees are removed; and
- Frequent ramping up and down at side streets and driveways may be uncomfortable for cyclists.

Option 6 (Do Nothing)

Option 6 – do nothing does not involve improvements for cyclists on Victoria Avenue from 8th Street East to Taylor Street East. Cyclists would still be allowed to ride in-street.

Advantages:

- All on-street parking on Victoria Avenue is maintained between 8th Street and Taylor Street; and
- Centre median trees are maintained.

Disadvantages:

- Does not provide an AAA cycling facility.