

Additional Opportunities for Rapid Deployment

Route / Gap	Street	Limits	Facility Type
Route 1	31st Street	Avenue W to Avenue C	Neighbourhood Bikeway
	Avenue C	31st Street to north of Jamieson Street	Neighbourhood Bikeway
	Avenue C	North of Jamieson Street to 23rd Street	Protected Bike Lane
Route 2	23rd Street	Avenue C to Avenue B	Neighbourhood Bikeway
	Avenue B	23rd Street to Jamieson Street	Neighbourhood Bikeway
	Jamieson Street	Avenue B to Idylwyld Drive	Protected Bike Lane
	23rd Street	Idylwyld Drive to Spadina Crescent	Protected Bike Lane
Gap 2*	23rd Street	Avenue C to Avenue B	Neighbourhood Bikeway
	Avenue B	23rd Street to Jamieson Street	Neighbourhood Bikeway
	Jamieson Street	Avenue B to Idylwyld Drive	Protected Bike Lane
Gap 4	Duke Street	9th Avenue to Spadina Crescent	Neighbourhood Bikeway
Gap 6	Victoria Avenue	8th Street to 7th Street	Protected Bike Lane

*Route 2 and Gap 2 have sections that overlap; should Route 2 not proceed, Gap 2 would be recommended.

Routes 1 and 2 have been selected for the following reasons:

- Planning is already complete.
- The community is aware of a planned cycling facility.
- There are limited impacts to transit, parking and travel lanes.
- Combined, the routes provide a connection from Circle Drive to and through Downtown.
- The majority of the routes were identified in the Active Transportation Plan as high or very high priority.
- Route 1 is primarily a neighbourhood bikeway which is a lower-cost option while still providing an AAA cycling facility.
- Route 2 provides improvements to enhance the safety of the existing protected bike lanes.

Gap 2 has been selected for the following reasons:

- Provides an enhanced crossing for cycling across Idylwyld Drive.
- Provides a critical connection between two existing cycling facilities.

Gap 4 has been selected for the following reasons:

- Provides an enhanced connection for crossing Spadina Crescent from the Meewasin trail system into City Park and direct access to City Park School.

Gap 6 has been selected for the following reasons:

- Provides an enhanced crossing of 8th Street for cycling.
- A rapid deployment transition for one block would help alleviate issues experienced by cyclists using the Victoria Avenue raised cycle track until the permanent solution for Victoria Avenue between 8th Street and Taylor Street is funded.