



Bike Lanes on Hwy 7

Transportation & Works
Committee

February 4, 2009

OUTLINE



1. Markham Resolution

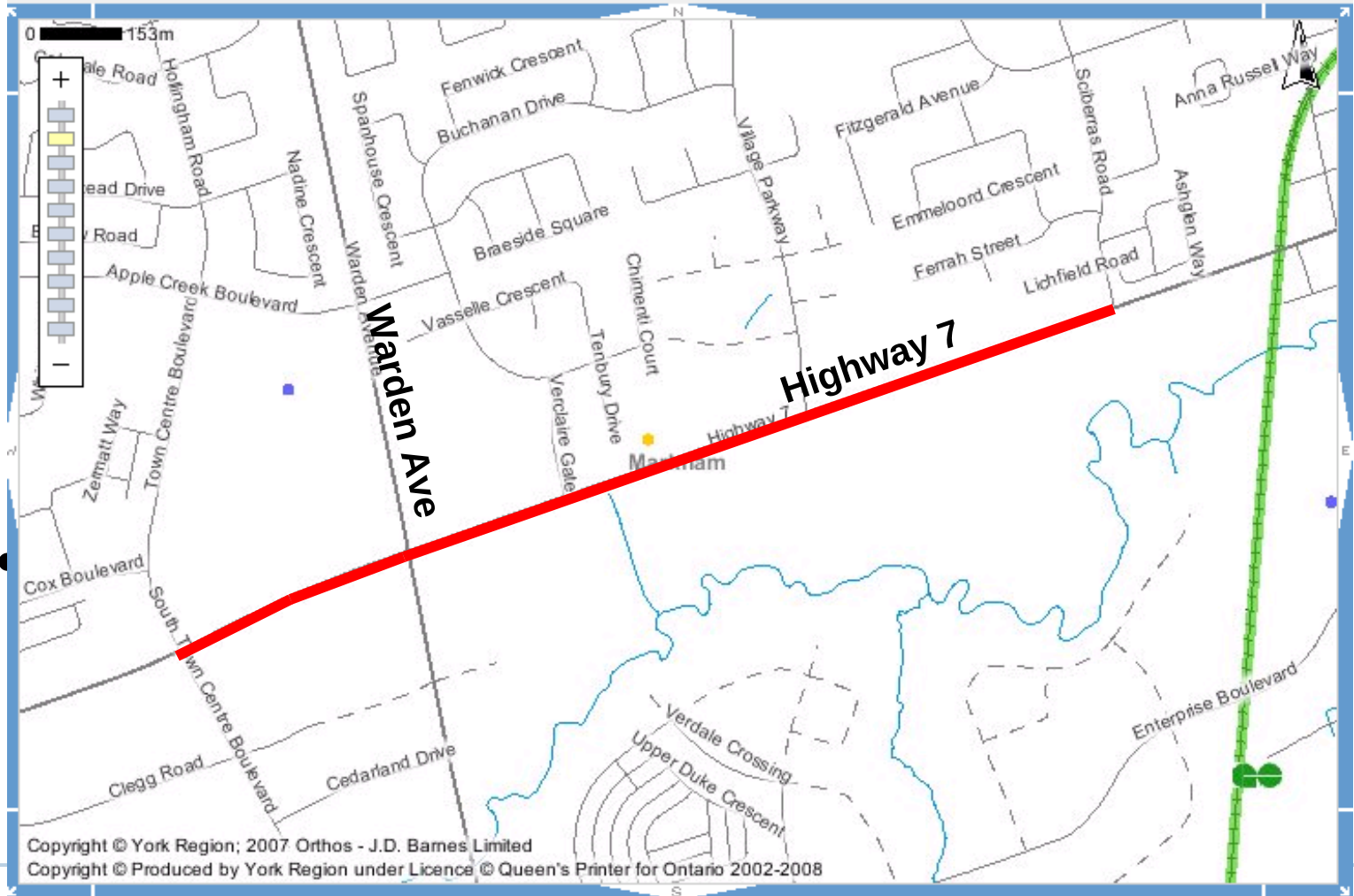
2. Issues

- Commuter & recreational cycling
- Bike-vehicle conflicts
- Speed & cycling safety

3. Recommended solution

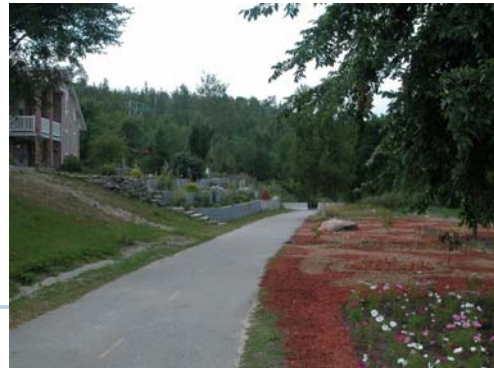
Markham Resolution

(December 16, 2008)



Commuter and Recreational Cycling

- Distinct types and equally important
- Regional roads have limited role for recreational cycling
- Recreational cycling facilities desirable on other corridors



York Region Role



- Regional objectives
 - Cycling as a transportation mode
 - Focussing on commuter cycling
 - Facilities available for most of the year
- Comprehensive and safe cycling network
- Regional policies for on-street bike lanes
 - TGRS – Regional Std for 6-Lane Road
 - YR Ped & Cycling Master Plan



On-Street Bike Lanes



Boulevard Bike Path



Advantages of On and Off-Street Bike Lanes



On-street bike lane

- Less conflicts with ped
- Reduced conflicts with vehicles
- Encourage commuter cycling
- Helps increase sustainable modal split
- Lower maintenance cost & issues
- Ease boulevard planning

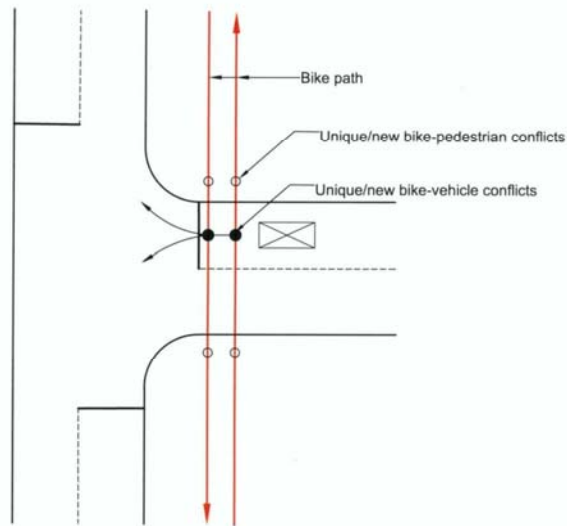


Boulevard bike path

- Encourage recreational uses of multi-use path

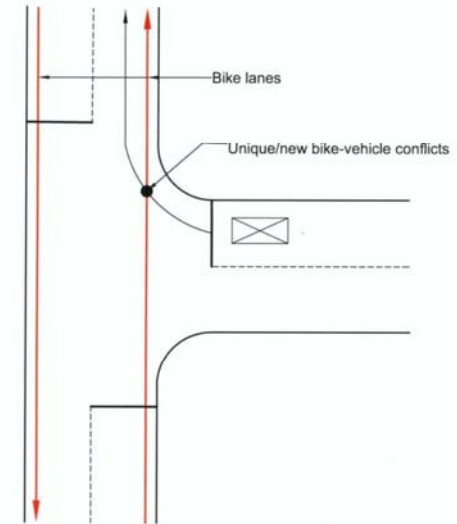
Bike-Vehicle Conflicts

Boulevard Bike Path



- Conflict occurs before vehicle stop bar
- Cyclist is less visible to motorists

On-Street Bike Lanes



- Conflict occurs after stop bar
- Cyclist is part of through traffic & be seen as such

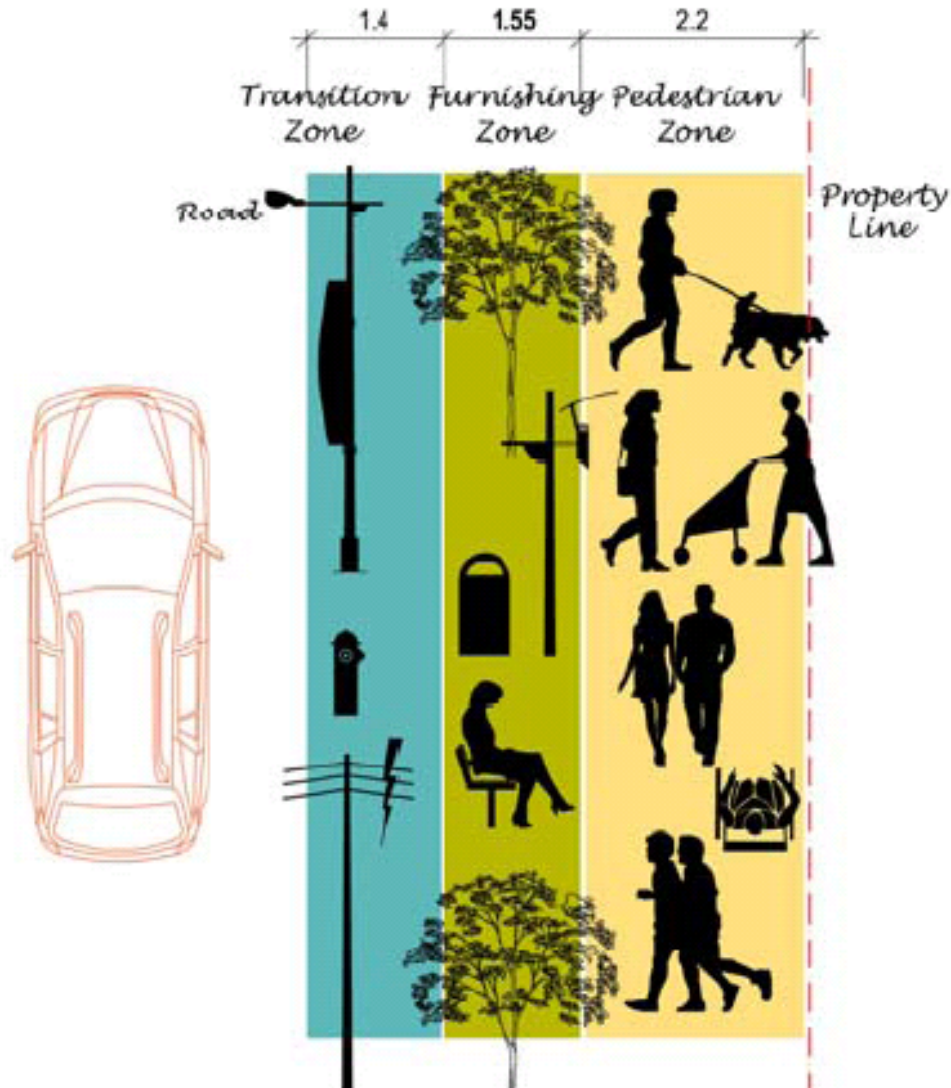
Speed & Cycling Safety



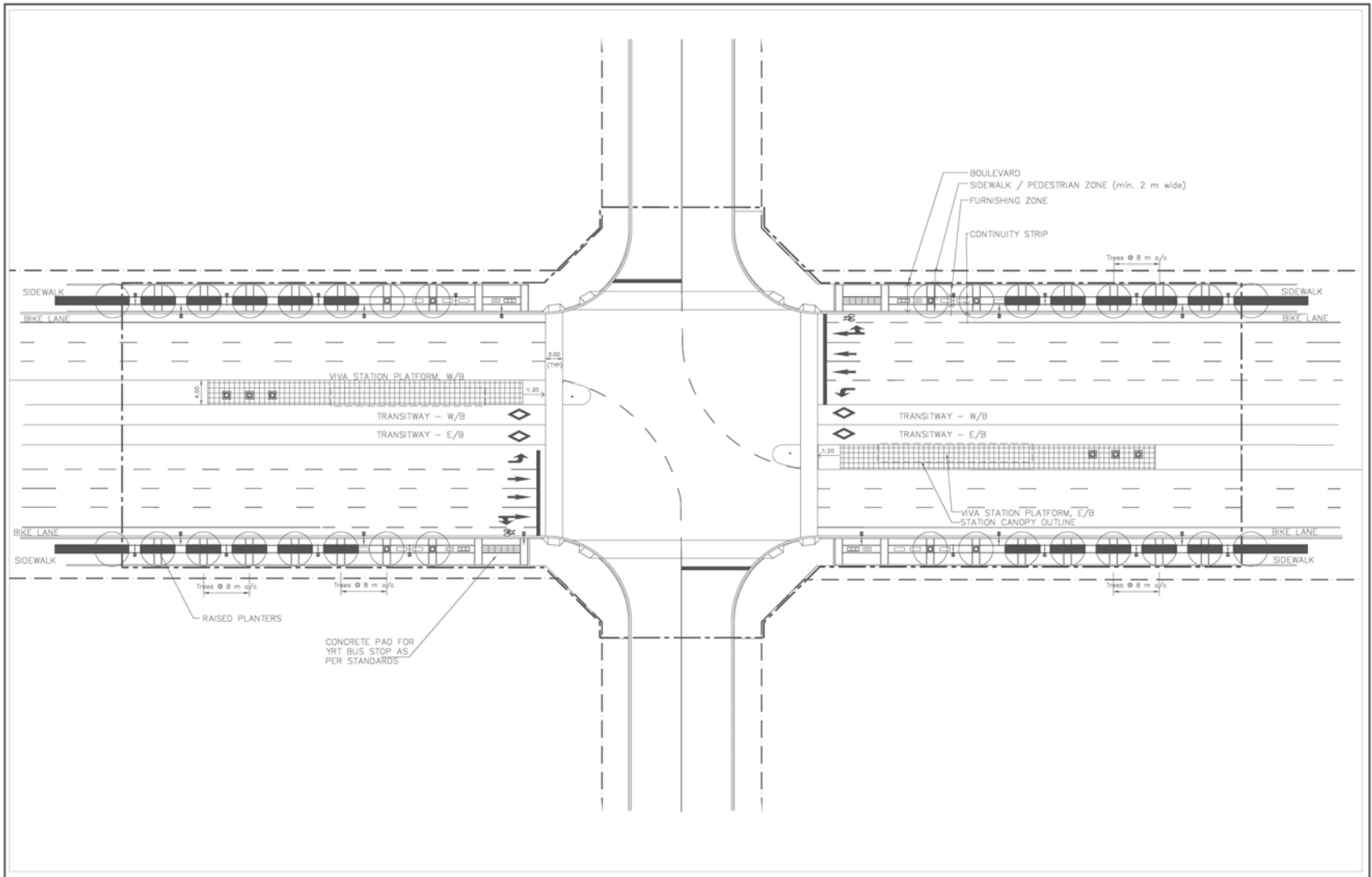
- Lane widths to be reduced (inside lanes – 3.3 m, curb lane – 3.5 m)
- Speed limit to be reduced to 60 km/hr
- Streetscape and urban character of Hwy 7 to be modified
 - Presence of pedestrians and cyclists
 - Urban design and activities



Boulevard Design



Typical Hwy 7 Layout

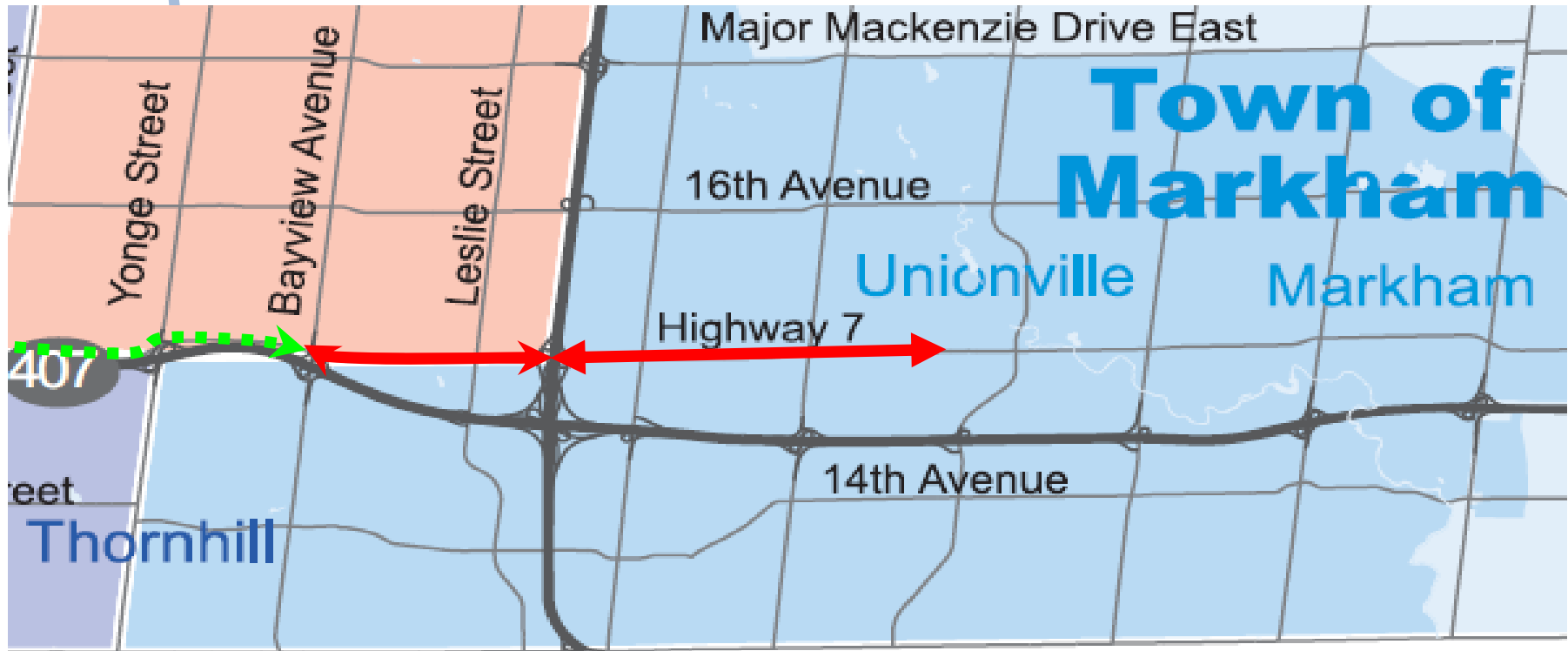


SUMMARY



- On-street bike lanes appropriate where pedestrians or driveway access is high
- Shared boulevard bike paths feasible where conflicts with pedestrians and motorists are limited
- Develop guidelines for facility selection

Recommended Solution



LEGEND:



On-street (1-way) lanes
Boulevard (2-way) path