

Cycling Facility Selection Review

Roadway: Bedford Highway
 From: Windsor Street To: Sherbrooke Drive



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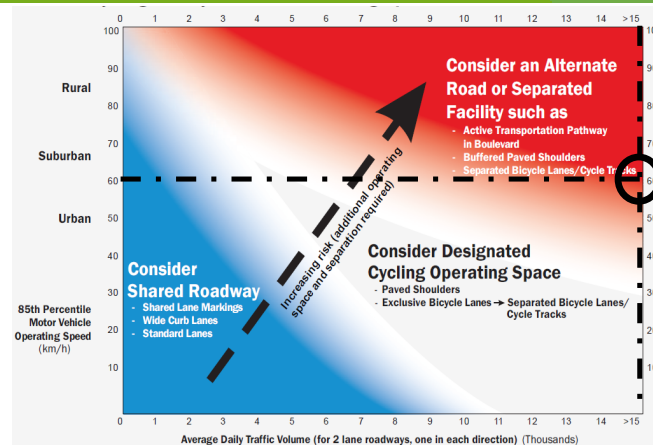
Step 1 - Pre-Selection

Input

ADT* 14000
 Speed 60 km/hr

Recommendation

This pre-selection nomograph suggests a separated facility may be appropriate.



Notes: *AADT table is based on a volume for a 2-lane roadway; To apply nomograph for a 4-lane roadway, volume reduced by 50%, assuming even lane utilization to identify volume in lane adjacent planned cycling infrastructure
 85th %ile speed assumed to be equal to posted speed; May be closer to 70 km/hr depending on speeding patterns

Step 2 - Detailed Review

Primary Criteria

Input

- 3.1 Speeds Moderate (50-69 km/hr)
- 3.2 Volumes >10000 vpd
- 3.3 Street Function Motor vehicle commuter route
- 3.4 Vehicle Mix >30 trucks or buses per hour in curb lane
- 3.5 Collision History No specific trends
- 3.6 Available Space Physical barriers (steep grades, rivers, freeways etc.)

Notes: Vehicular mix assumed to be similar to segment II
 No collision data review completed at this time

Recommendation

Designated or separated
 Separated may be most appropriate
 Separated should be considered due to aggressive drivers
 Designated with buffer or separated (may be preferred by cyclists)
 No impact on facility selection
 Separated facilities needed

Secondary Criteria Input

- 3.7 Costs Budget is available for this project
- 3.8 Anticipated User Experienced cyclists (commuter or other utilitarian)
- 3.9 Level of Use Significant bicycle traffic generators nearby
- 3.10 Route Function New route provides access to a neighbourhood or other locality
- 3.11 Road Project Reconstruction
- 3.12 Parking Parallel on-street parking is not permitted
- 3.13 Intersections Major intersections with high speed & volumes

Notes: Mount Saint Vincent University is located to the north of this segment, which could be a major potential cycling trip generator.

Recommendation

No impact on facility selection
 Designated or separated
 Designated or separated preferred
 Designated or separated preferred
 Redistribute road space or increase roadway width / off-road space
 Designated could be explored
 Address conflict zones / consider indirect left turns

Step 3 - Recommendations & Justification

Final Recommendation: Designated facility is appropriate

A separated cycling facility is appropriate along this corridor as a result of high traffic volumes and speeds.

Cycling Facility Selection Review

Roadway: Bedford Highway
From: Sherbrooke Drive To: Kearney Lake Road



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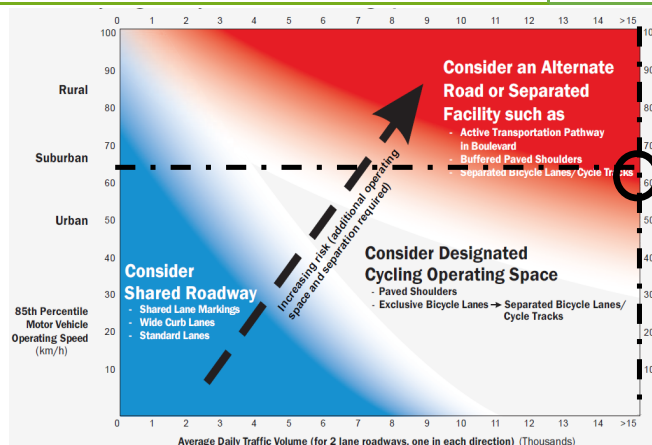
Step 1 - Pre-Selection

Input

ADT 20000+
Speed 60 km/hr

Recommendation

This pre-selection nomograph suggests a separated facility may be appropriate.



Notes:

85th %ile speed assumed to be equal to posted speed $\pm$ 10 km/hr;

Step 2 - Detailed Review

Primary Criteria

Input

- 3.1 Speeds Moderate (50-69 km/hr)
- 3.2 Volumes >10000 vpd
- 3.3 Street Function Motor vehicle commuter route
- 3.4 Vehicle Mix >30 trucks or buses per hour in curb lane
- 3.5 Collision History No specific trends
- 3.6 Available Space Physical barriers (steep grades, rivers, freeways etc.)

Notes: Based on 3.1% HV (per classification table) & pk hr volume 10% of AADT (assumed - all in curb lane) = 75 HV / hr
No collision data review completed at this time; Assumed operating speed within 10-15 km/hr of posted speed

Recommendation

Designated or separated
Separated may be most appropriate
Separated should be considered due to aggressive drivers
Designated with buffer or separated (may be preferred by cyclists)
No impact on facility selection
Separated facilities needed

Secondary Criteria Input

- 3.7 Costs Budget is available for this project
 - 3.8 Anticipated User Experienced cyclists (commuter or other utilitarian)
 - 3.9 Level of Use Significant bicycle traffic generators nearby
 - 3.10 Route Function New route connects adjacent existing facilities
 - 3.11 Road Project Reconstruction
 - 3.12 Parking Parallel on-street parking is not permitted
 - 3.13 Intersections Major intersections with high speed & volumes
- Notes: Mount St Vincent University is located within this segment.

Recommendation

No impact on facility selection
Designated or separated
Designated or separated preferred
Provide continuity with adjacent facilities
Redistribute road space or increase roadway width / off-road space
Designated could be explored
Address conflict zones / consider indirect left turns

Step 3 - Recommendations & Justification

Final Recommendation: Designated facility is appropriate

A separated cycling facility is appropriate along this corridor as a result of high traffic volumes and speeds.

Cycling Facility Selection Review

Roadway: Bedford Highway
From: Kearney Lake Road To: Larry Uteck Boulevard



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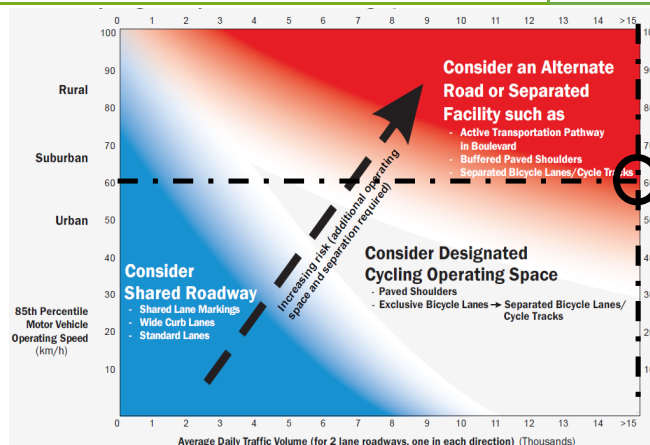
Step 1 - Pre-Selection

Input

ADT 20000
Speed 60 km/hr

Recommendation

This pre-selection nomograph suggests a separated facility may be appropriate.



Notes:

85th %ile speed assumed to be equal to posted speed $\pm$ 10 km/hr;

Step 2 - Detailed Review

Primary Criteria

Input

- 3.1 Speeds Moderate (50-69 km/hr)
- 3.2 Volumes >10000 vpd
- 3.3 Street Function Motor vehicle commuter route
- 3.4 Vehicle Mix >30 trucks or buses per hour in curb lane
- 3.5 Collision History No specific trends
- 3.6 Available Space Physical barriers (steep grades, rivers, freeways etc.)

Notes: Vehicular mix assumed to be similar to segment II
No collision data review completed at this time

Recommendation

Designated or separated
Separated may be most appropriate
Separated should be considered due to aggressive drivers
Designated with buffer or separated (may be preferred by cyclists)
No impact on facility selection
Separated facilities needed

Secondary Criteria Input

- 3.7 Costs Budget is available for this project
- 3.8 Anticipated User Experienced cyclists (commuter or other utilitarian)
- 3.9 Level of Use Significant bicycle traffic generators nearby
- 3.10 Route Function New route connects adjacent existing facilities
- 3.11 Road Project Reconstruction
- 3.12 Parking Parallel on-street parking is not permitted
- 3.13 Intersections Major intersections with high speed & volumes

Notes:

Recommendation

No impact on facility selection
Designated or separated
Designated or separated preferred
Provide continuity with adjacent facilities
Redistribute road space or increase roadway width / off-road space
Designated could be explored
Address conflict zones / consider indirect left turns

Step 3 - Recommendations & Justification

Final Recommendation: Designated facility is appropriate

A separated cycling facility is appropriate along this corridor as a result of high traffic volumes and speeds.

Cycling Facility Selection Review

Roadway: Bedford Highway
From: Larry Uteck Boulevard To: Hammonds Plain Road



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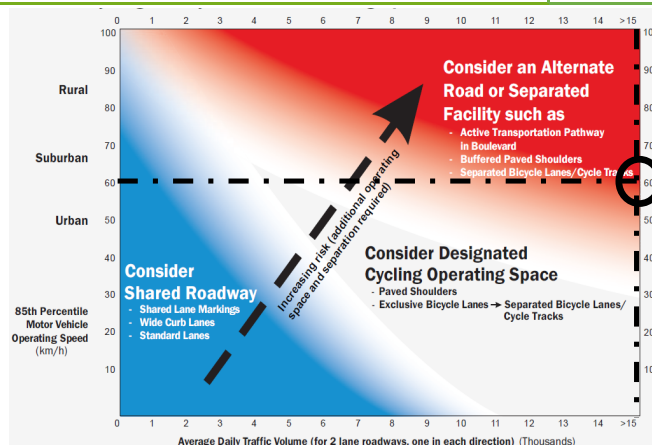
Step 1 - Pre-Selection

Input

ADT 20000
Speed 60 km/hr

Recommendation

This pre-selection nomograph suggests a separated facility may be appropriate.



Notes:

85th %ile speed assumed to be equal to posted speed $\pm$ 10 km/hr;

Step 2 - Detailed Review

Primary Criteria

Input

- 3.1 Speeds Moderate (50-69 km/hr)
- 3.2 Volumes >10000 vpd
- 3.3 Street Function Motor vehicle commuter route
- 3.4 Vehicle Mix >30 trucks or buses per hour in curb lane
- 3.5 Collision History No specific trends
- 3.6 Available Space Physical barriers (steep grades, rivers, freeways etc.)

Notes: Vehicular mix assumed to be similar to segment II
No collision data review completed at this time

Recommendation

Designated or separated
Separated may be most appropriate
Separated should be considered due to aggressive drivers
Designated with buffer or separated (may be preferred by cyclists)
No impact on facility selection
Separated facilities needed

Secondary Criteria Input

- 3.7 Costs Budget is available for this project
- 3.8 Anticipated User Experienced cyclists (commuter or other utilitarian)
- 3.9 Level of Use Significant bicycle traffic generators nearby
- 3.10 Route Function New route connects adjacent existing facilities
- 3.11 Road Project Reconstruction
- 3.12 Parking Parallel on-street parking is not permitted
- 3.13 Intersections Major intersections with high speed & volumes

Notes:

Recommendation

No impact on facility selection
Designated or separated
Designated or separated preferred
Provide continuity with adjacent facilities
Redistribute road space or increase roadway width / off-road space
Designated could be explored
Address conflict zones / consider indirect left turns

Step 3 - Recommendations & Justification

Final Recommendation: Designated facility is appropriate

A separated cycling facility is appropriate along this corridor as a result of high traffic volumes and speeds.

Cycling Facility Selection Review

Roadway: Bedford Highway
From: Hammonds Plain Road To: Union Street



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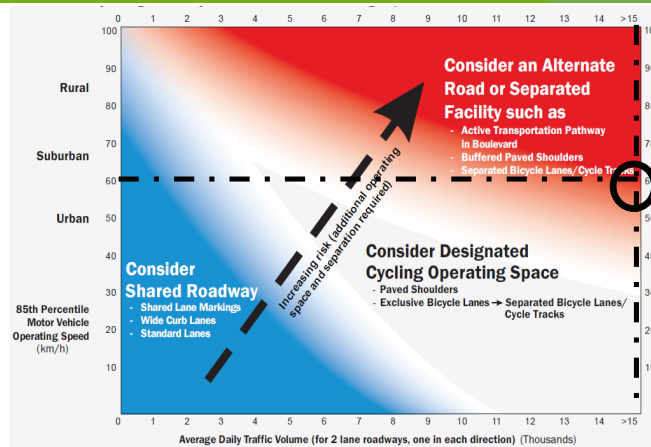
Step 1 - Pre-Selection

Input

ADT 20000+
Speed 60 km/hr

Recommendation

This pre-selection nomograph suggests a separated facility may be appropriate.



Notes:

85th %ile speed assumed to be equal to posted speed $\pm$ 10 km/hr;

Step 2 - Detailed Review

Primary Criteria

Input

- 3.1 Speeds Moderate (50-69 km/hr)
- 3.2 Volumes >10000 vpd
- 3.3 Street Function Motor vehicle commuter route
- 3.4 Vehicle Mix >30 trucks or buses per hour in curb lane
- 3.5 Collision History No specific trends
- 3.6 Available Space Physical barriers (steep grades, rivers, freeways etc.)

Notes: Vehicular mix assumed to be similar to segment II
No collision data review completed at this time

Recommendation

Designated or separated
Separated may be most appropriate
Separated should be considered due to aggressive drivers
Designated with buffer or separated (may be preferred by cyclists)
No impact on facility selection
Separated facilities needed

Secondary Criteria Input

- 3.7 Costs Budget is available for this project
- 3.8 Anticipated User Experienced cyclists (commuter or other utilitarian)
- 3.9 Level of Use Significant bicycle traffic generators nearby
- 3.10 Route Function New route connects adjacent existing facilities
- 3.11 Road Project Reconstruction
- 3.12 Parking Parallel on-street parking is not permitted
- 3.13 Intersections Major intersections with high speed & volumes

Notes:

Recommendation

No impact on facility selection
Designated or separated
Designated or separated preferred
Provide continuity with adjacent facilities
Redistribute road space or increase roadway width / off-road space
Designated could be explored
Address conflict zones / consider indirect left turns

Step 3 - Recommendations & Justification

Final Recommendation: Designated facility is appropriate

A separated cycling facility is appropriate along this corridor as a result of high traffic volumes and speeds.

Cycling Facility Selection Review

Roadway: Bedford Highway
 From: Union Street To: Highway 102



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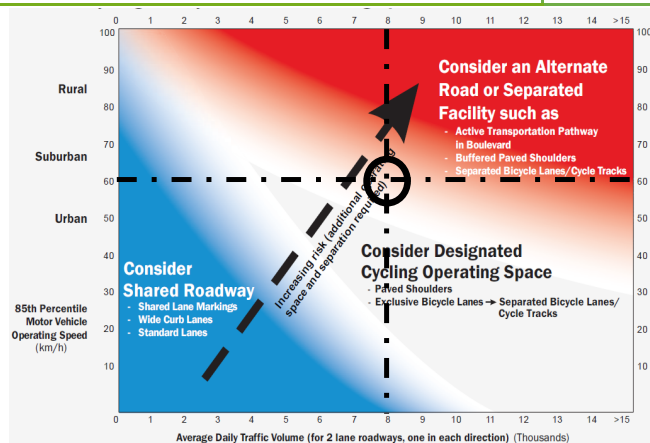
Step 1 - Pre-Selection

Input

ADT* 8000
 Speed 60 km/hr

Recommendation

This pre-selection nomograph suggests a designated facility may be appropriate.



Notes: *AADT table is based on a volume for a 2-lane roadway; To apply nomograph for a 4-lane roadway, volume reduced by 50% (assuming even lane utilization) to identify volume in lane adjacent planned cycling infrastructure
 85th %ile speed assumed to be equal to posted speed $\pm$ 10 km/hr;

Step 2 - Detailed Review

Primary Criteria

Input

3.1 Speeds Moderate (50-69 km/hr)
 3.2 Volumes > 10000 vpd
 3.3 Street Function Motor vehicle commuter route
 3.4 Vehicle Mix > 30 trucks or buses per hour in curb lane
 3.5 Collision History No specific trends
 3.6 Available Space Curb-to-curb width not adequate

Recommendation

Designated or separated
 Separated may be most appropriate
 Separated should be considered due to aggressive drivers
 Designated with buffer or separated (may be preferred by cyclists)
 No impact on facility selection
 Provide facilities off-road, along an alternate corridor or widen roadway

Notes: Vehicular mix assumed to be similar to segment II
 No collision data review completed at this time

Secondary Criteria Input

3.7 Costs Budget is available for this project
 3.8 Anticipated User Experienced cyclists (commuter or other utilitarian)
 3.9 Level of Use Significant bicycle traffic generators nearby
 3.10 Route Function Parallel routes exist with cycling facilities
 3.11 Road Project Reconstruction
 3.12 Parking Parallel on-street parking is not permitted
 3.13 Intersections Major intersections with high speed & volumes

Recommendation

No impact on facility selection
 Designated or separated
 Designated or separated preferred
 Consider different class to parallel route
 Redistribute road space or increase roadway width / off-road space
 Designated could be explored
 Address conflict zones / consider indirect left turns

Notes: Bedford Place Mall & Sunnyside Mall located within this segment

Step 3 - Recommendations & Justification

Final Recommendation: Designated facility is appropriate

A separated cycling facility is most appropriate along this corridor, however there would be some justification for considering an on-road buffered bike lanes