

Pro / Con Analysis

Option 1 – Adjust Cycle Track Design to remove most weaving, fix Eddies block, library and St. David’s block problems and regular City cleaning



Pro

- Bikes are more protected from moving cars, but not completely.
- Progressive community toward cyclists may attract new people.
- Children and students more likely to use cycle track, may reduce cars on the road at peak times.
- Provide protected connections to broader cycling network
- Roland Ave. travel lanes are narrower, to slow traffic.

Con

- There has been an increase in damage to parked cars by moving cars.
- More difficult for drivers to safely exit parked cars.
- Cycle track not to industry standard width (minimum 5').
- Bump outs are now much less effective.
- Insufficient decrease in speed.
- Residents with disabilities cannot step directly onto the curb.
- Turning onto and off of Roland is more difficult because of visibility.
- More signs and many flex posts

Option 2 – Move Bikes back to the outside of parked cars, by the travel lane, slightly wider than old bike lane with additional buffer.



Pro

- More room for cyclists to dodge obstacles.
- Bikes are more visible to cars turning off Roland Ave.
- Safer for drivers exiting parked cars and for disabled, elderly and families with small children
- Restore some of the lost parking.
- Bump outs are more effective.
- Easier to enter Roland from cross streets.
- Less parked car damage.
- Less debris in bike lane.
- Possible reduction in signage, removes all flex posts.

Con

- Roland Ave appears wider, may increase traffic speed .
- Bikes less visible to cars turning onto Roland Ave.
- No protection for cyclists and kids on bikes, so parents may be less likely to let children ride in the lane.
- Bikers dodging doors or drivers exiting cars could swerve into cars in the travel lane.