

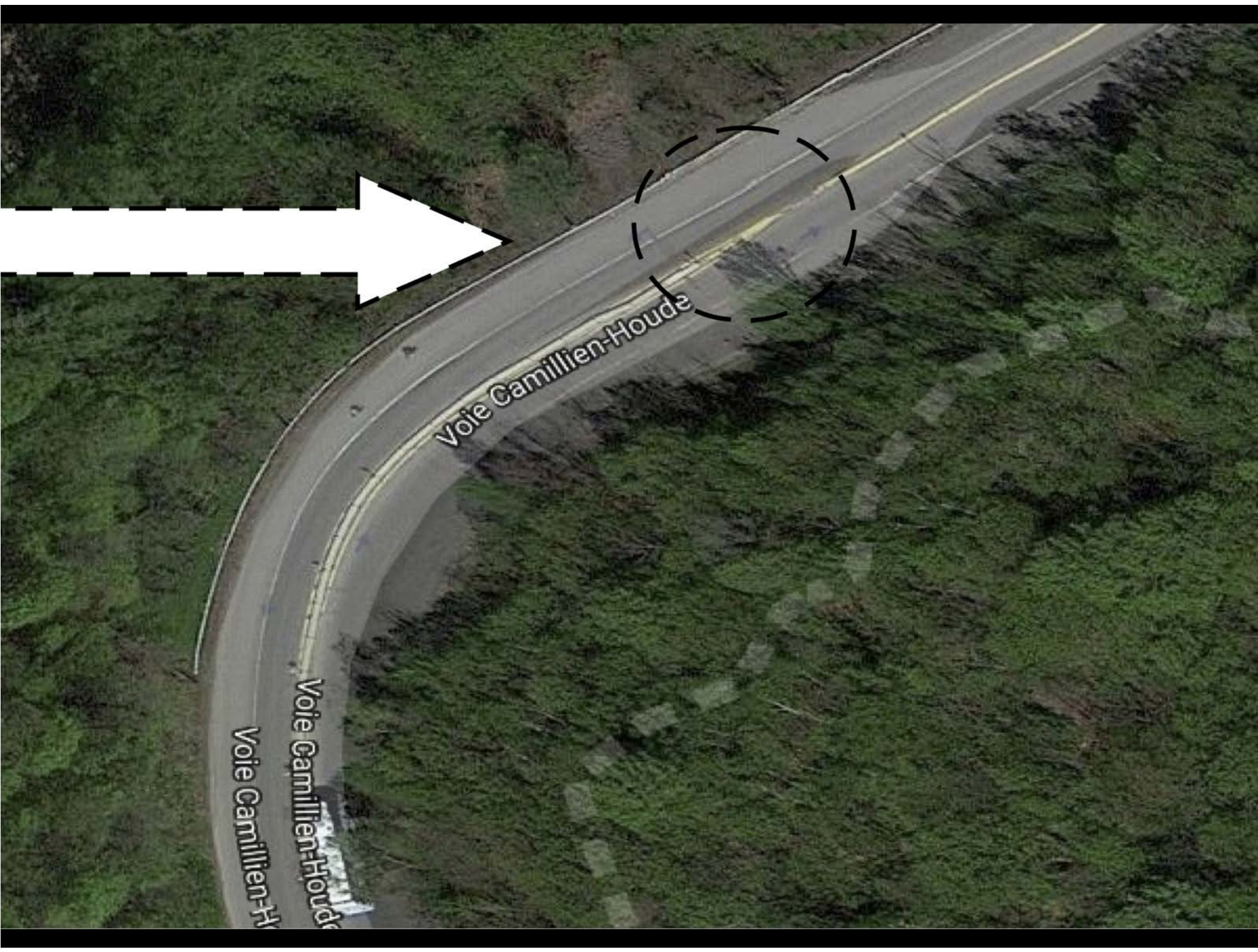
*Whatever you do in public,
you will interfere with the ability of others
to do what they want to do,
just as they will interfere with yours*

*Whatever you do in public,
you will interfere with the ability of others
to do what they want to do,
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*—But you may at the same time
also be helping each other*





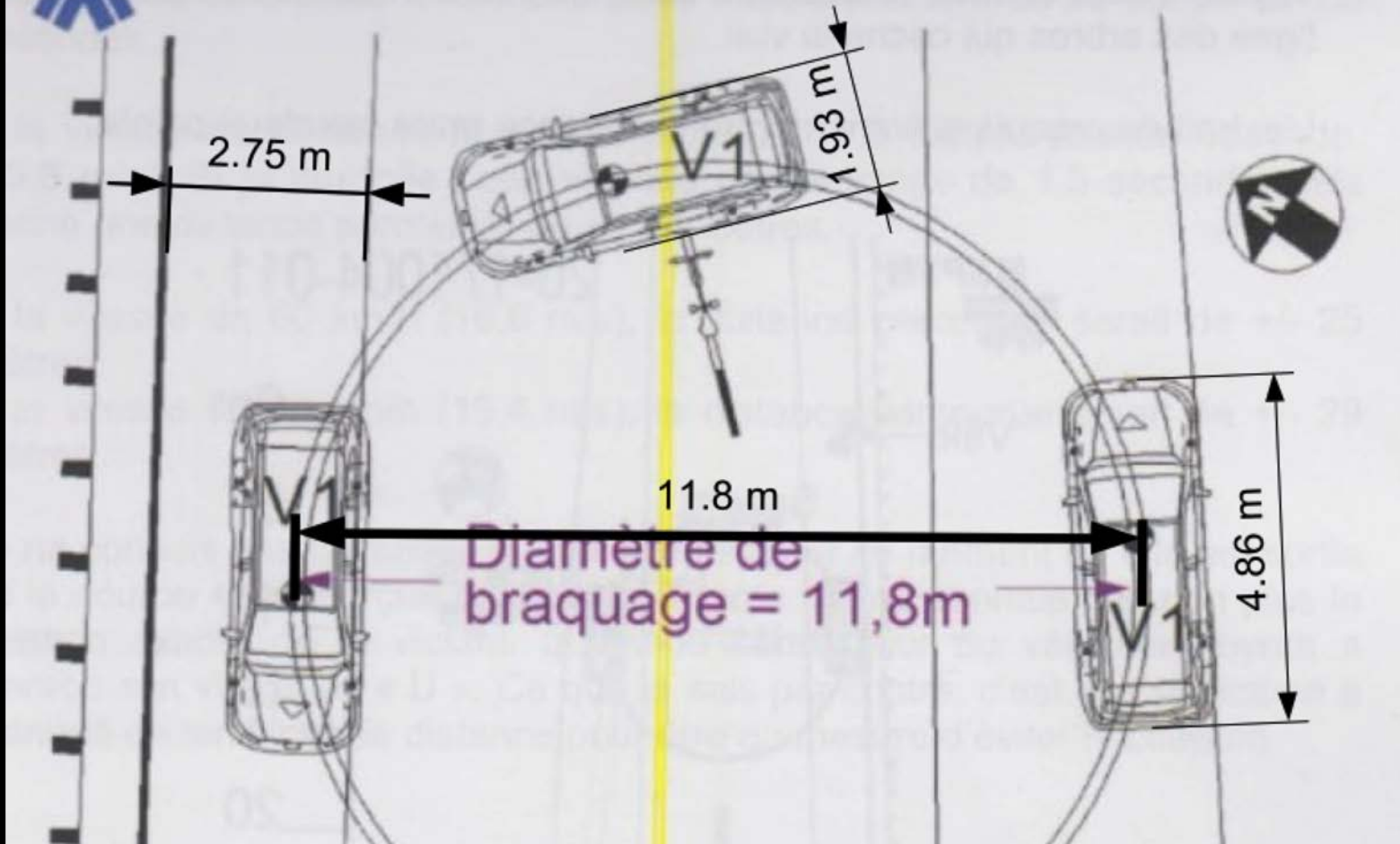


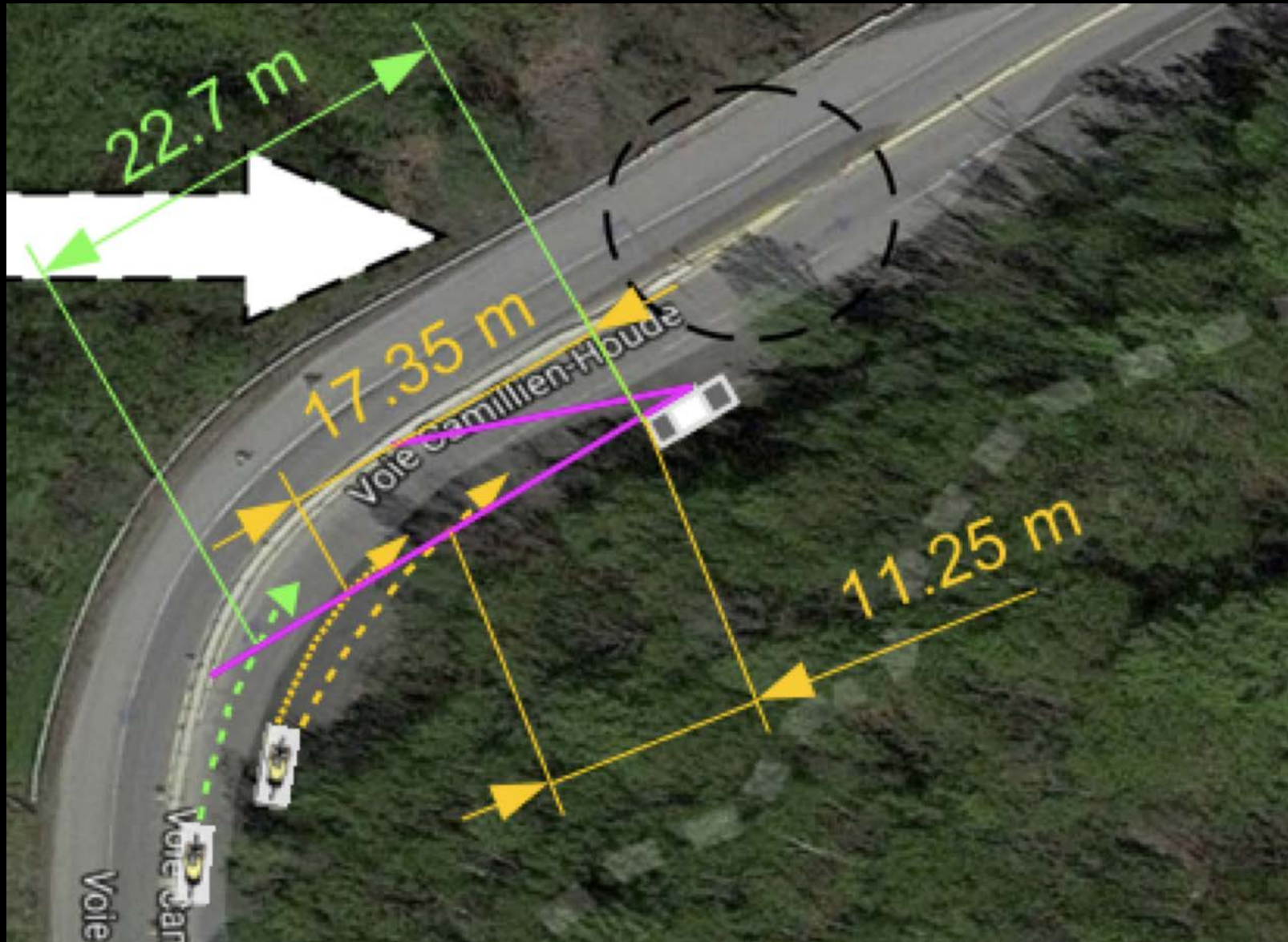
Voie Camillien-Houde

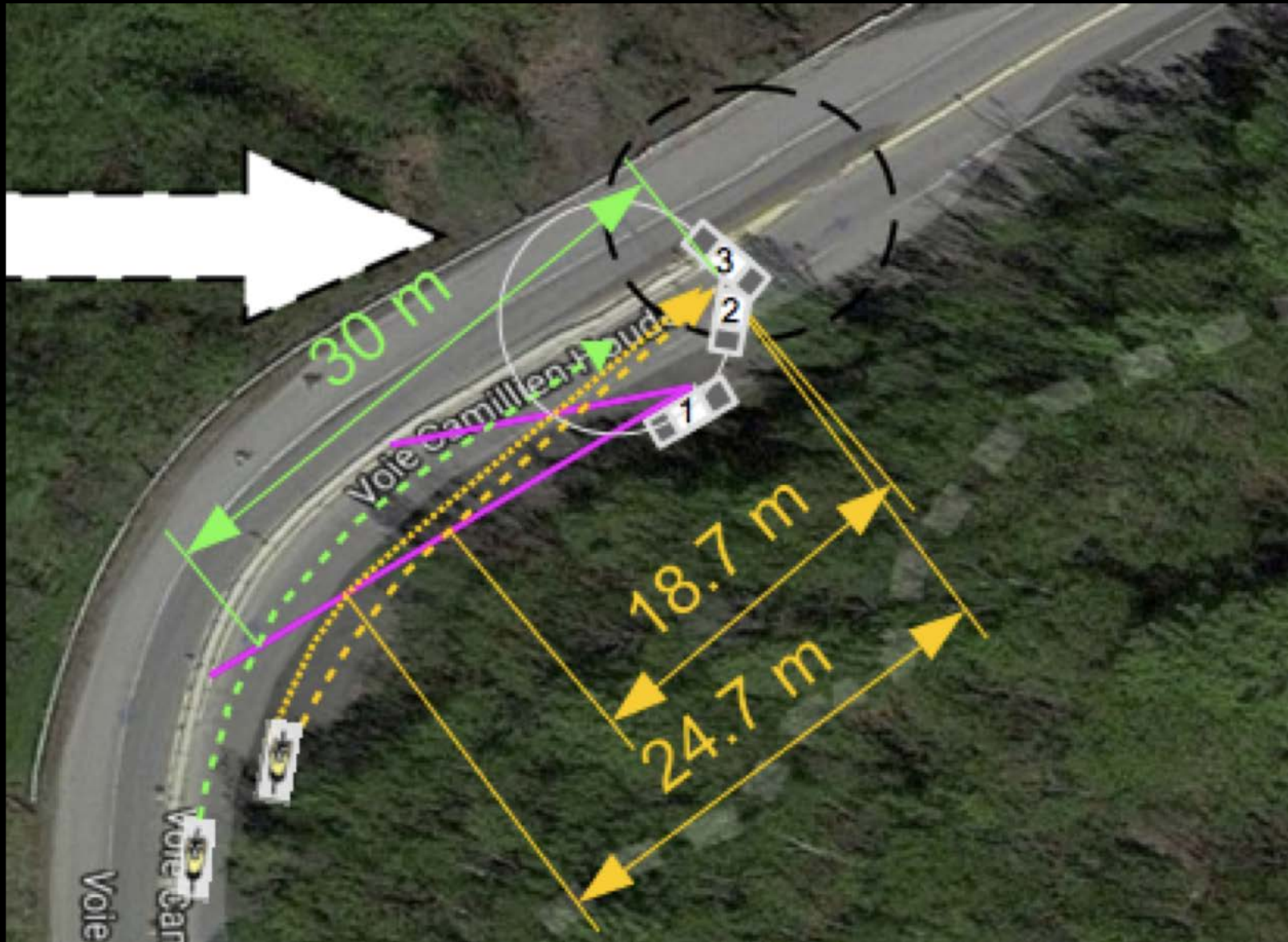
Voie Camillien-Houde
Voie Camillien-H



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		Distance bicycle travels with no braking (m)					
		Constant speed (km/hr)					
	Time (s)	30	35	40	45	50	55
Range of reaction times from theoretical minimum to normal	0.1	0.8	1.0	1.1	1.3	1.4	1.5
	0.2	1.7	1.9	2.2	2.5	2.8	3.1
	0.3	2.5	2.9	3.3	3.8	4.2	4.6
	0.4	3.3	3.9	4.4	5.0	5.6	6.1
	0.5	4.2	4.9	5.6	6.3	6.9	7.6
	1.0	8.3	9.7	11.1	12.5	13.9	15.3
Fast arrival of Toyota at first collision point	1.99	18.0	21.0	24.0	27.0	30.0	33.0
Range for Toyota to arrive at actual collision position	2.43	20.3	23.6	27.0	30.4	33.8	37.1
	2.46	20.5	23.9	27.3	30.8	34.2	37.6
	2.62	21.8	25.5	29.1	32.8	36.4	40.0
Range for Toyota to clear collision zone	2.64	22.0	25.7	29.3	33.0	36.7	40.3
	2.91	24.3	28.3	32.3	36.4	40.4	44.5
	4.59	38.3	44.6	51.0	57.4	63.8	70.1

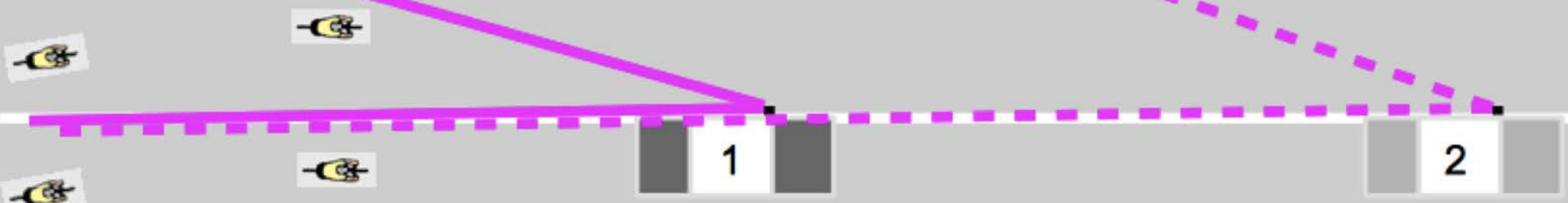






Old Barrier

Extension



Montréal 

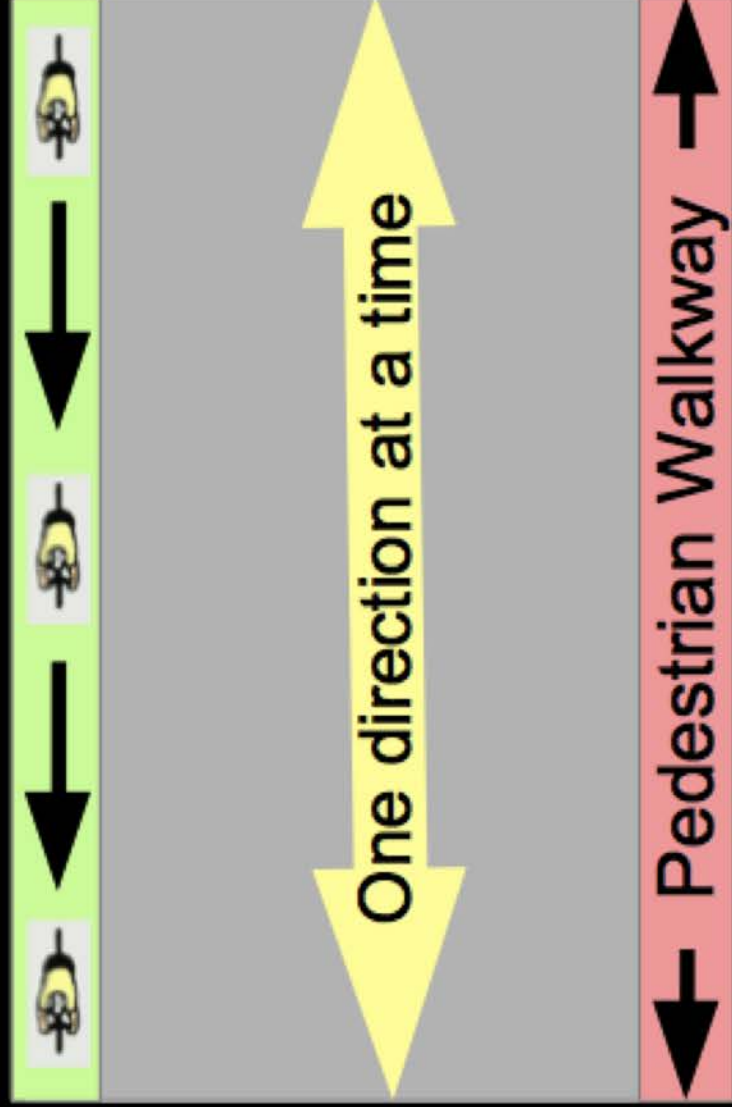
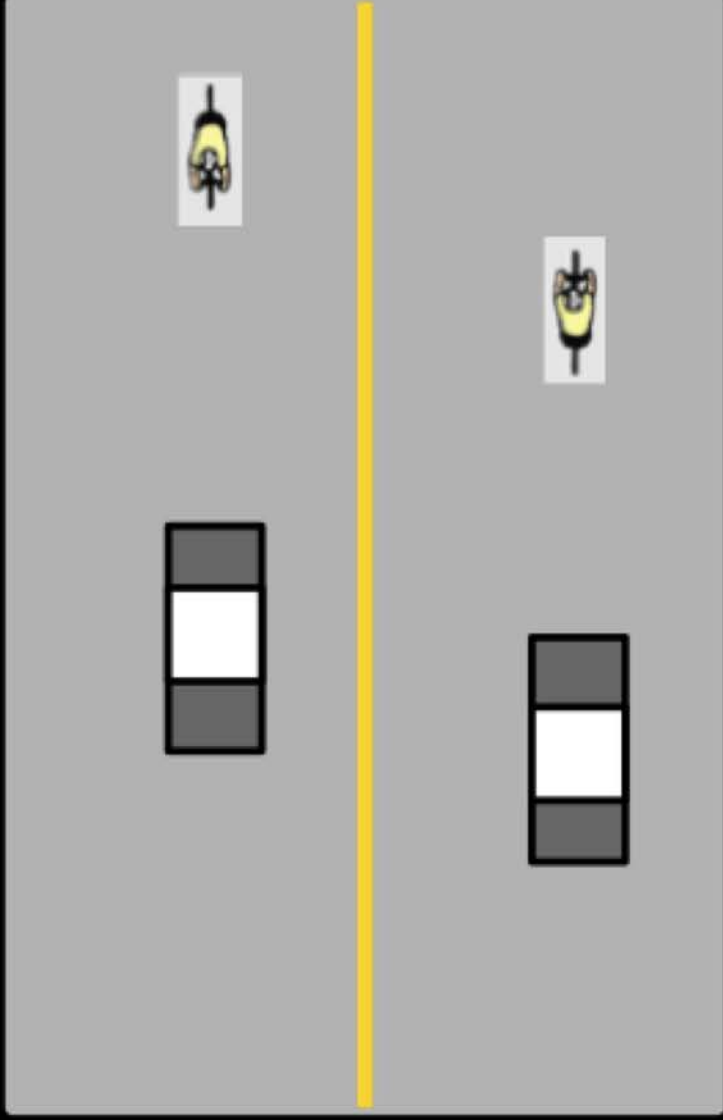
Today...



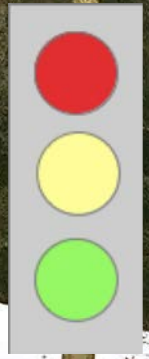
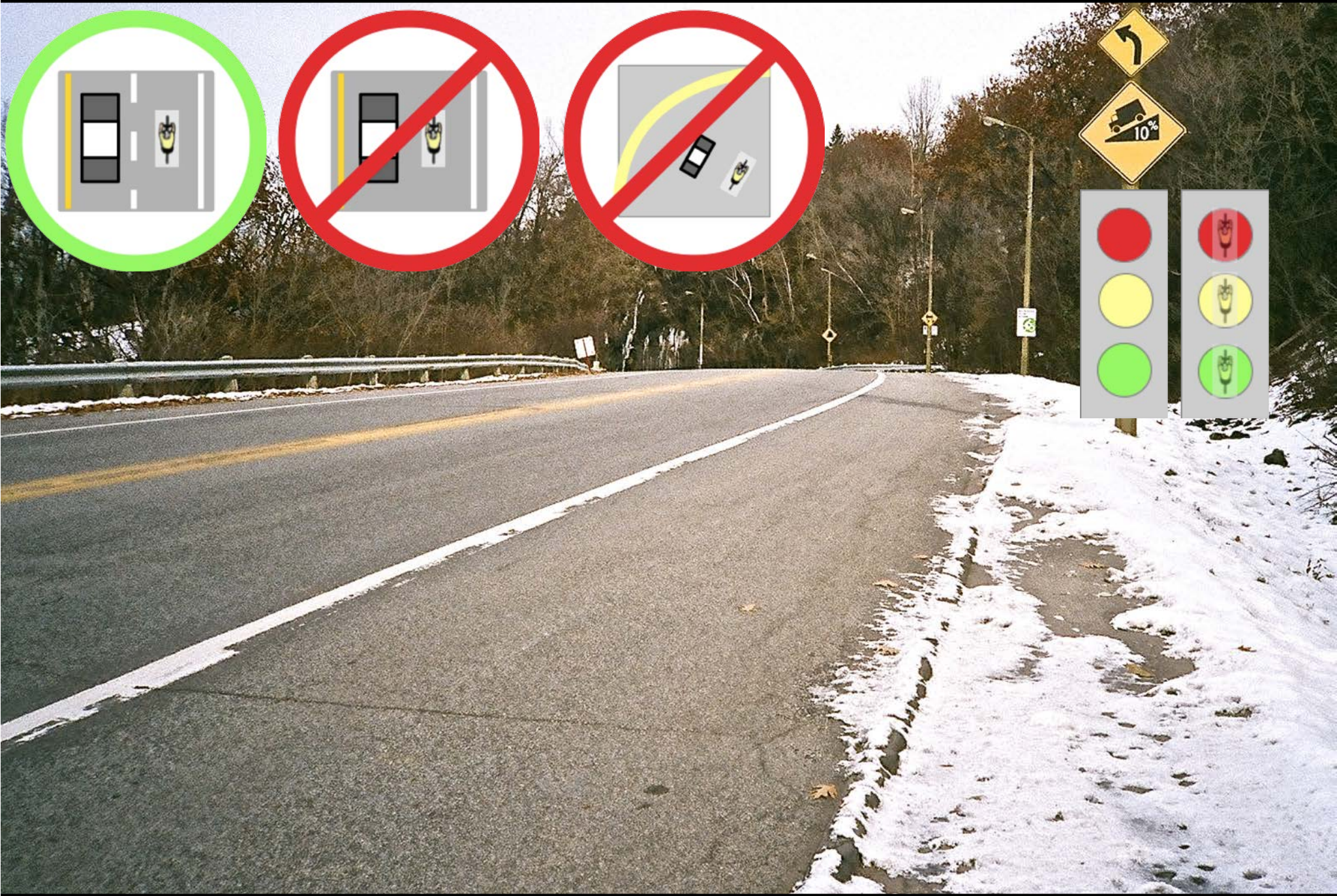
Montréal 



Tomorrow?









— *Everyone Wins* —









The Ad Hoc Bicycle Advisory Group:

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<http://bikexpert.com/streetsmarts/index.htm>

<http://john-s-allen.com/>

<https://www.sheldonbrown.com/index.html>

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<https://cyclingsavvy.org/tag/john-schubert/>

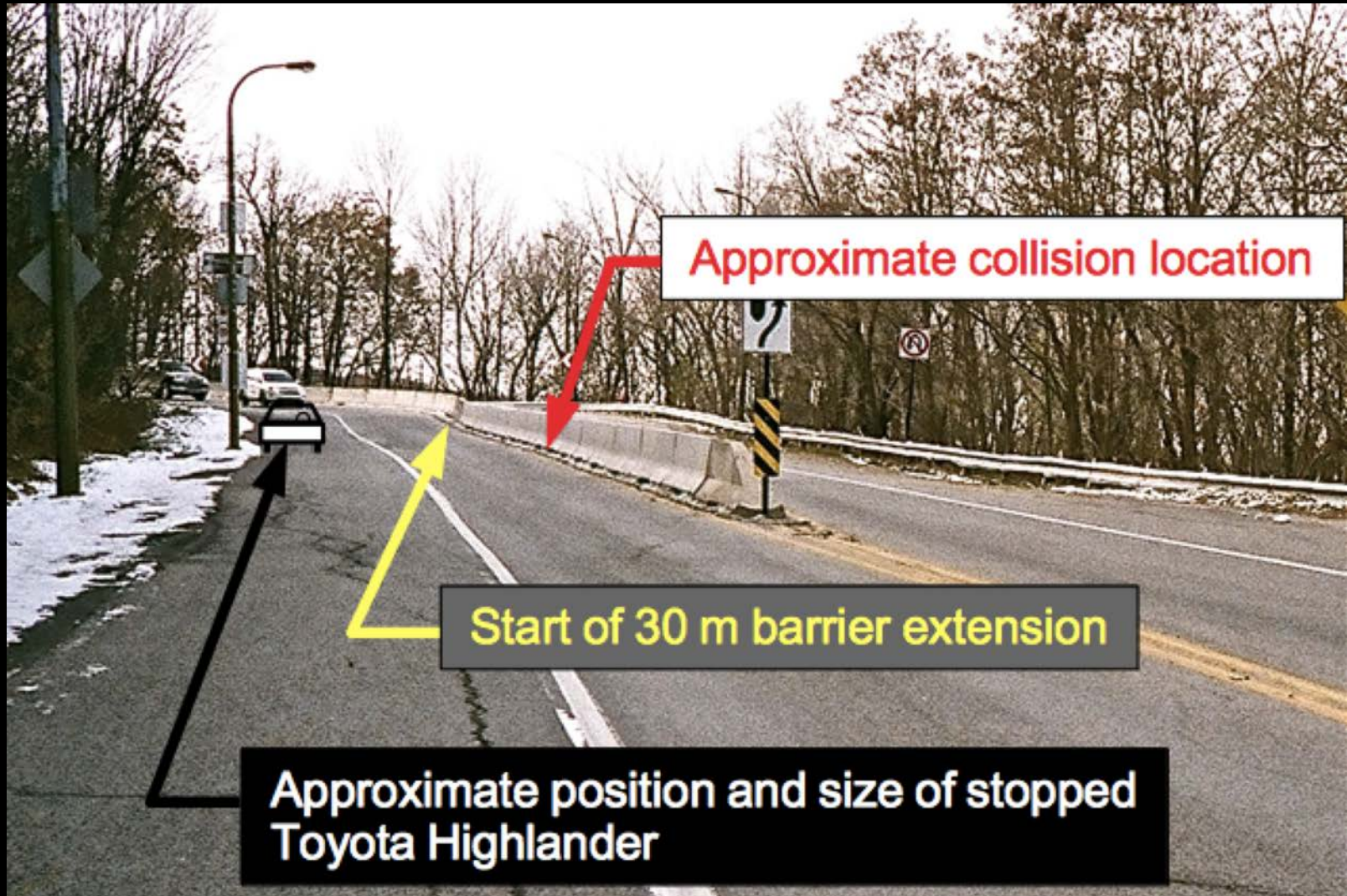
<https://www.lvcat.org/lvcat/author/schubs/>

Times needed for stopped Toyota Highlander to reach, and then clear the collision point (6.75 m travel, for various final speeds through the U-turn.

	Final (maximum) speed through U-turn (km/hr)				
	10	15	20	25	30
Time to achieve max speed under maximum acceleration (s)	0.82	1.23	1.635	2.04	2.45
Distance travelled (m)	1.14	2.55	4.54	7.10	10.22
Distance remaining to first arrival at collision point (m)	5.61	4.20	2.21		
Additional time needed to reach collision point, at constant speed	2.02	1.01	0.40		
Total time to first arrival at collision point (s)	2.84	2.23	2.03	1.99	1.99
Additional distance to clear collision point (m)	4.86	4.86	4.86	4.51	1.39
Additional time to clear collision point (m)	1.75	1.17	0.87	0.65	0.17
Total time for U-turn to clear collision point (s)	4.59	3.40	2.91	2.64	2.16

Times needed for stopped Toyota Highlander to reach the actual collision position (10 m travel)

	Final (maximum) speed through U-turn (km/hr)				
	10	15	20	25	30
Time to achieve max speed (s) under maximum acceleration	0.82	1.23	1.64	2.04	2.45
Distance travelled (m)	1.14	2.55	4.54	7.10	10.22
Distance remaining to collision position (m)	8.86	7.45	5.46	2.90	-0.22
Additional time needed to reach collision position, at constant speed (s)	3.19	1.79	0.98	0.42	-0.03
Total time to arrival at collision position (s)	4.01	3.01	2.62	2.46	2.43



Approximate collision location

Start of 30 m barrier extension

Approximate position and size of stopped Toyota Highlander