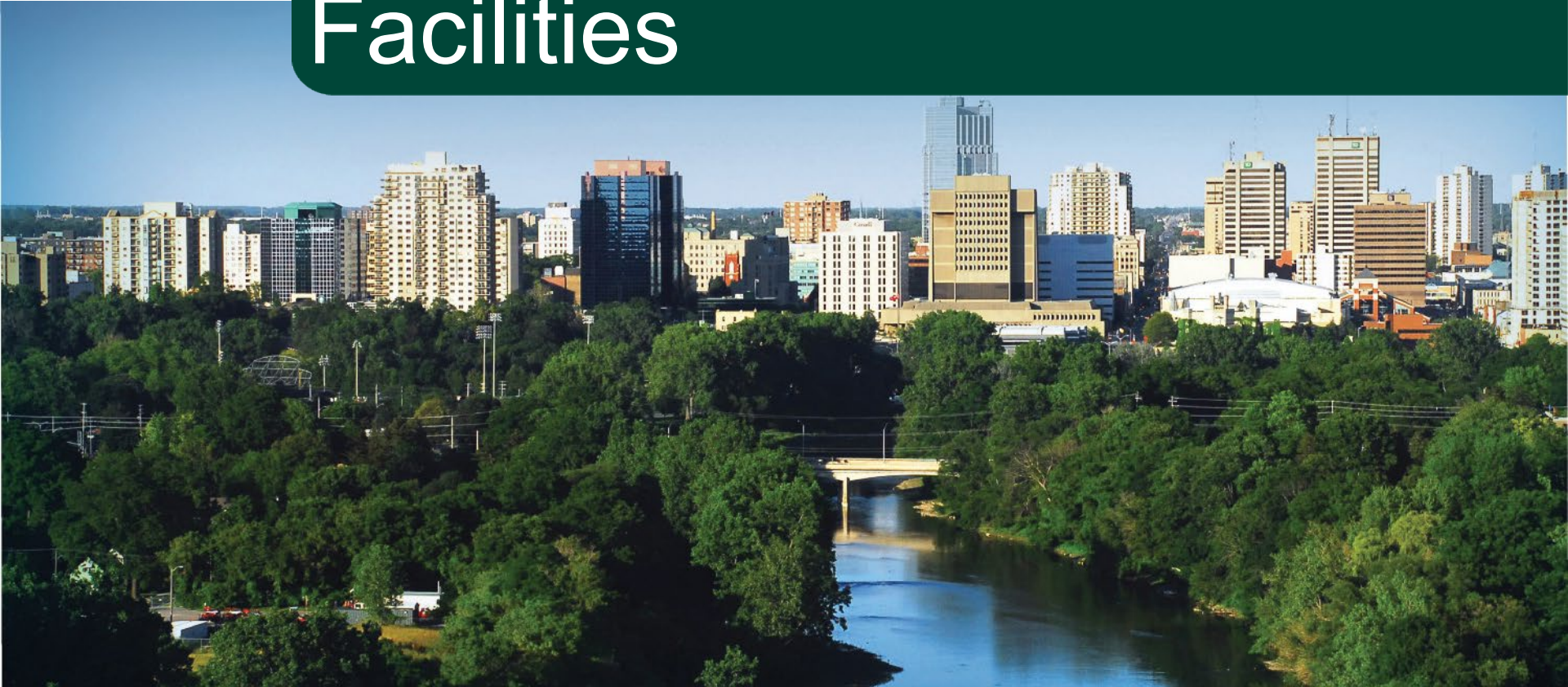




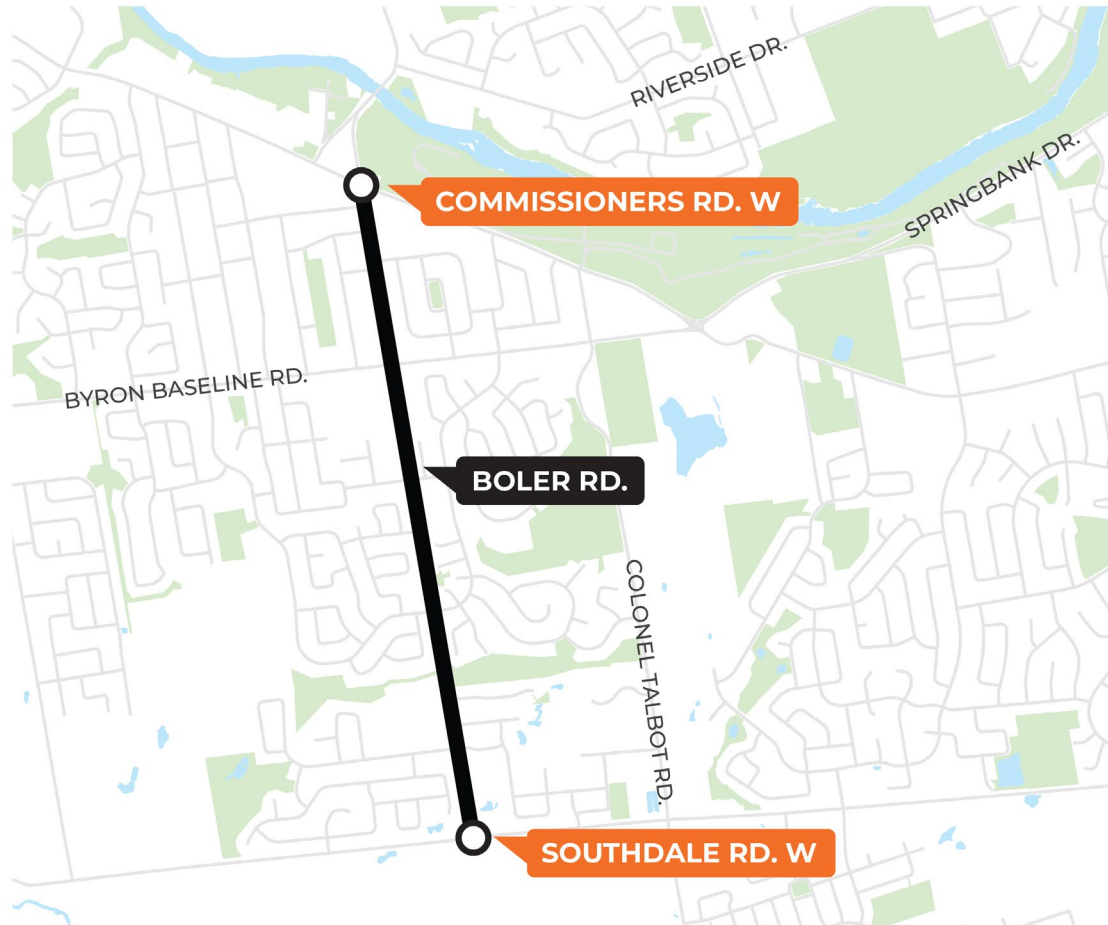
Boler Road Cycling Facilities



Integrated Transportation Community Advisory
Committee

September 20, 2023

Project Limits





Current Conditions

- Boler Road sees an average of 11,000 to 14,000 cars per day
- Speed limit is 50 km/h
- Two travel lanes and a parking lane in localized areas
 - Road width varies from 9.4 m to 11.3 m
- No existing cycling facilities
 - Cyclists share the lane with vehicles



Project Objectives

- Provide a link between existing cycling facilities on Southdale Road West, Byron Baseline Road, and the Thames Valley Parkway.
- Provide opportunities for connections to key destinations and other areas of the City.
- Incorporate a complete streets approach to utilizing roadways.
- Provide comfortable mobility options that improve health and reduce noise and emissions.



Network Planning Context: Connected Cycling Network

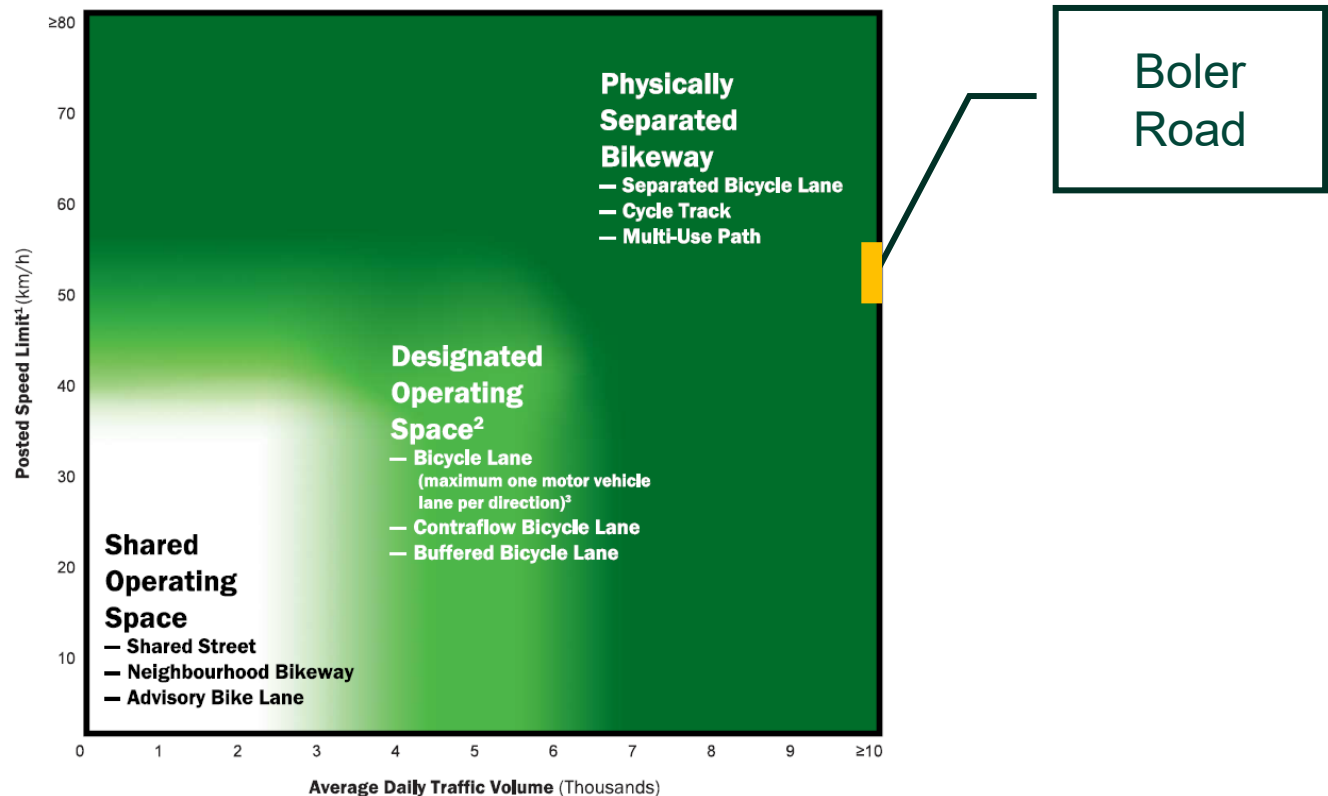


Corridor Context



Proposed Solution - Options

- Based on the speed of volume and traffic on Boler Road, a Physically Separated Bikeway is the most appropriate solution for this road.





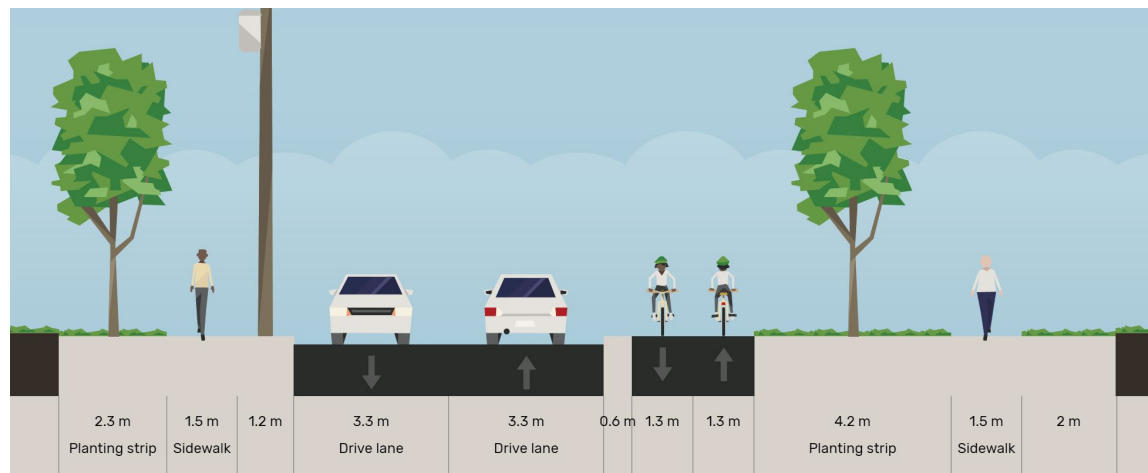
Proposed Solution – Evaluation of Options

- Two options were considered:
 - Protected bike lanes
 - Cycle Tracks in the boulevard
- Protected bike lanes were ruled out, due to:
 - Existing road was too narrow for proper lane and buffer widths
 - More driveway conflicts
 - Higher cost
 - Most destinations along this corridor are on the east side (Thames Valley Parkway, connection to Southdale / Colonel Talbot, shopping plazas)

Proposed Solution

A two-way cycle track on the east boulevard has been identified as the preferred option, as it:

- Maximizes space for complete street components: green infrastructure, pedestrian and cyclist space etc.
- Two-way facilities take up less space overall than one-way facilities





Proposed Solution - Impacts

The new cycling facilities will have impacts to the street:

- Boulevard tree removals
 - these will be minimized as much as possible
- Loss of on-street parking in sections where on-street parking is currently accommodated



Proposed Solution - Comfort

There is some concern about bidirectional facilities and driver / cyclist comfort. Mitigation measured include:

- Advanced signal timing
- Protected signal phasing
- Leading bicycle intervals
- No right turn on red



Next Steps

- A public meeting is planned for late October
- Afterwards, review the comments and suggestions from the public
- From there, finalize detailed design plans & confirm construction timelines

Stay Connected:

- Visit the project website for project updates and information:

[Getinvolved.london.ca/bikeboler](https://getinvolved.london.ca/bikeboler)