



## Downtown Cycletracks

- Identified in London ON Bikes Cycling Master Plan
- Examples exist in many other Canadian cities
- Identified in an Infrastructure Canada funding application - potential for 2017 funding
- Queens Avenue East Extension assessment was directed by Council



## Hornby Street, Vancouver

- Example of a similar Cycletrack



## Downtown Cycletracks



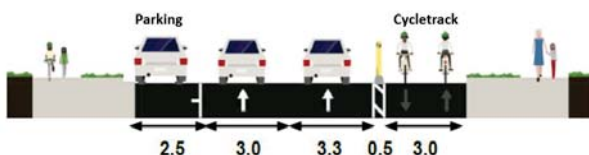
## King Street West, Hamilton

- Example of a similar Cycletrack



## Queens Avenue Typical Cross Section

- Bi-directional facility recommended:
  - One-way street with a wider separated cycle zone
  - Less widening, parking and tree impacts
  - Improved winter operations and reduced operating costs
  - Eastbound traffic signals required
- North side preliminary recommendation



## King Street West, Hamilton

- Example of a similar Cycletrack – note transit station treatment







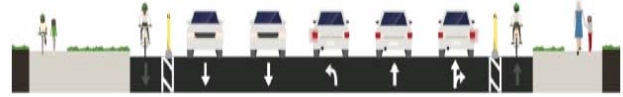
## Queens Avenue - Design

- Connection to Thames Valley Parkway likely via Ridout and Dundas
- Most fits within current roadway
  - 3 ½ blocks of on-street parking removals required (60 to 67 stalls)
  - Downtown parking analysis underway indicates this impact can be absorbed by current parking supply



## Colborne Street Proposed Cross Section

- Uni-directional facilities recommended:
  - Intuitive for drivers on a two-way street
  - More sporadic barriers to facilitate road operations
- Fits mostly on existing roadway; two blocks of west side on-street parking removal necessary (22 stalls)
- Potential for approximately four tree impacts



## Queens Avenue - Design

- Minor widening east of Waterloo Street requires 6 to 8 tree replacements



## 2017 Project Summary

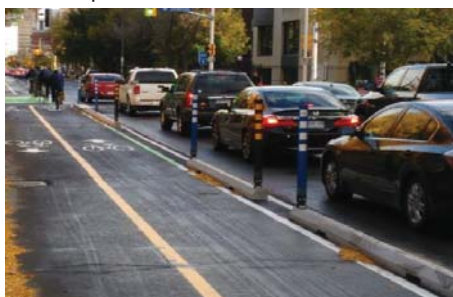
- Queens Avenue (Phase 1) and Colborne Street as identified in the cycling master plan
- Project included in federal funding application
  - Requires accelerated design and construction
- Further consultation including a public meeting
- Coordinated pavement and traffic signal renewal
- Coordinated bus stop infrastructure to accommodate Dundas Place transit rerouting onto Queens Ave (possibly additional tree removals for expanded sidewalk areas)
- Communications to raise driver awareness of changing operations

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## Separation Under Consideration

- Precast units with bollards
  - Flexibility
  - Potential for planter boxes in future if desired



## Queens Avenue Extension

- Council directed staff to review a potential extension from Colborne Street to Quebec Street
- Extension would:
  - improve connectivity to OEV
  - Extend the length of the eastbound facility and promote higher ridership west of Colborne Street
- Consistent facility type with rest of Queens Avenue



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## Queens Avenue Extension

- Minor south side widening from Colborne to Elizabeth
  - removal of 26 to 32 trees
  - Heritage conservation district policies identify trees as an element of the streetscape *and* creating a more visible cycling route to the Old East Village
- Extending the single lane to avoid widening would create large delays at Adelaide Street and Colborne Street is not recommended



## Queens Avenue Extension

- Requires removal of north side on-street parking east of Elizabeth Street
  - Approximately 54 stalls in a residential area
  - Parking was created in 2008 with lane conversion



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Thank You



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