

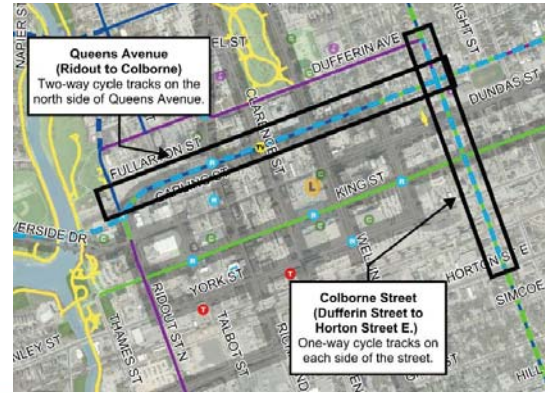


Downtown Cycle Tracks

- Feature of London ON Bikes Cycling Master Plan
- Examples exist in many other Canadian cities
- Identified in an Infrastructure Canada funding application - potential for 2017 funding



Downtown Cycle Tracks



Queens Avenue Cross Section

- Bi-directional north side facility recommended:
 - One-way street with a wider separated cycle zone
 - Less widening, parking and tree impacts
 - Improved winter operations and reduced operating costs



Queens Avenue - Transit

- Transit integration with raised bus stop islands for transit boarding and alighting



Queens Avenue - Connections

- Improved turns to Thames Valley Parkway connections via ramp channel at Ridout
- Transit stop incorporated for better transit turns



Colborne Street Cross Section

- Uni-directional facility recommended
 - Familiar for two-way streets in London

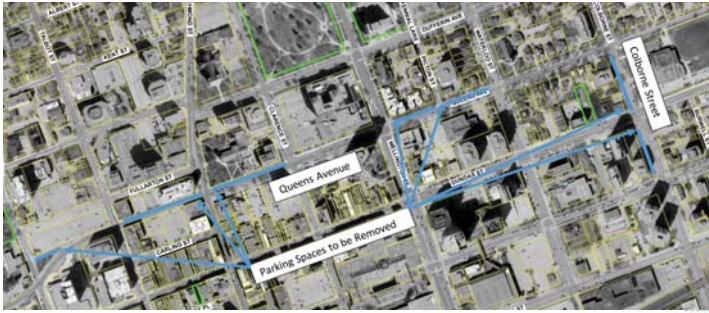




Parking

Cycle Tracks predominantly fit within the existing roadway

- 5 ½ blocks of on-street parking removals required. Two half block areas are required for transit rerouting off Dundas St



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Trees Removals

Minor localized widenings trigger tree removals for cycle track and transit expansion

- 7 on Queens Avenue (5 good and 2 poor condition)
- 3 on Colborne Street (1 good, 1 fair and 1 poor condition)
- Replacements planned at three times the removals

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Consultation

- Public Meeting held February 8, 2017
 - Notices to First Nations, property owners, community associations, BIAs
- Property Owner, Agency and Stakeholder Meetings
- Advisory Committees
 - CAC, TAC, TFAC, ACE
- Localized concerns received about on-street parking



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Thank You



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