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

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

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

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

Thank You