

<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 7, 2017</b>
<b>FROM:</b>	<b>KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL &amp; ENGINEERING SERVICES AND CITY ENGINEER</b>
<b>SUBJECT:</b>	<b>QUEENS AVENUE AND COLBORNE STREET CYCLE TRACKS</b>

<b>RECOMMENDATION</b>
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That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following report with respect to the Queens Avenue and Colborne Street Cycle Tracks **BE RECEIVED** for information.

<b>PREVIOUS REPORTS PERTINENT TO THIS MATTER</b>
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- Civic Works Committee – January 6, 2015 – London Cycling Master Plan Study Appointment of Consulting Engineer
- Civic Works Committee – June 2, 2015 – London ON Bikes Cycling Master Plan Status Report
- Strategic Priorities and Policy Committee – January 28, 2016 – Downtown Infrastructure Planning and Coordination
- Civic Works Committee – February 2, 2016 – London ON Bikes Cycling Master Plan Status Report
- Civic Works Committee – June 8, 2016 – London ON Bikes Draft Cycling Master Plan
- Civic Works Committee – September 7, 2016 – London ON Bikes Cycling Master Plan
- Civic Works Committee – October 4, 2016 – Infrastructure Canada Phase One Investments Public Transit Infrastructure Fund
- Civic Works Committee – January 10, 2017 – Queens Avenue and Colborne Street Cycle Tracks

<b>COUNCIL'S 2015-19 STRATEGIC PLAN</b>
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This report supports the objectives identified in the Strategic Plan. The downtown cycletracks contribute to Building a Sustainable City – Convenient and Connected Mobility Choices, by implementing and enhancing safe mobility choices for cyclists.

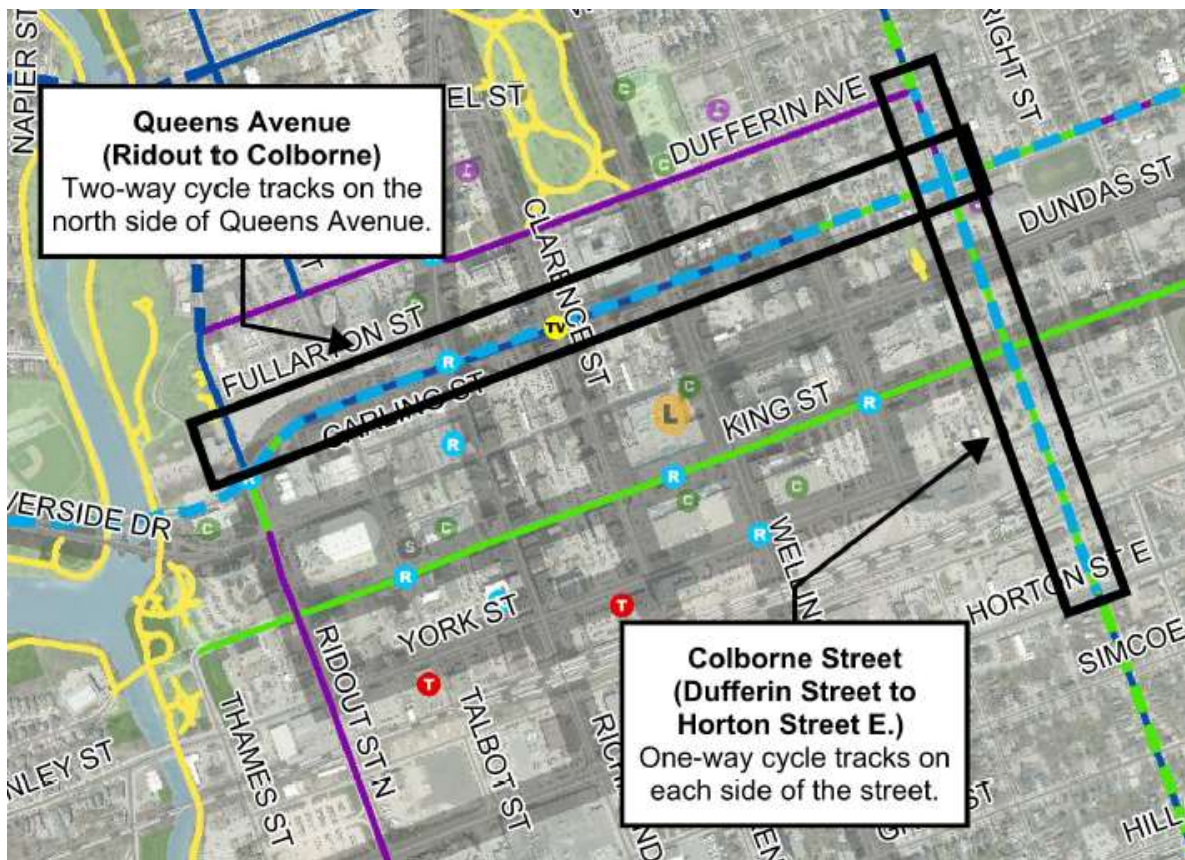
## BACKGROUND

### Purpose

Progress has been made since Council endorsed this project on January 17, 2017. The purpose of this report is to provide Committee and Council with a description of the cycle track project design currently being considered for 2017 implementation as described and illustrated on the map below:

- Queens Avenue, Ridout Street to Colborne Street (including Ridout Street from Dundas Street to Queens Avenue to improve connections to the Thames Valley Parkway)
- Colborne Street, Horton Street to Dufferin Avenue

### Project Map



## DESIGN

The project was identified in the recently approved London ON Bikes Cycling Master Plan. The project was also endorsed by Council on January 17, 2017.

The preliminary design elements presented to Civic Works Committee on January 10, 2017 have been confirmed. The Queens Avenue cycle track will be a bi-directional facility on the north side of the street as shown below. This corridor was identified as a primary east and west route across the downtown. A bi-directional facility is required to fit two directional cycling in the existing roadway platform while minimizing impacts to on-street parking, enabling improved winter operations and reducing operating costs. The north side is also recommended due to the presence of fewer entrances and laybys

and improved motor vehicle driver visibility. Separation will be provided by a buffer area with pre-cast concrete curb barriers and flexible bollards.

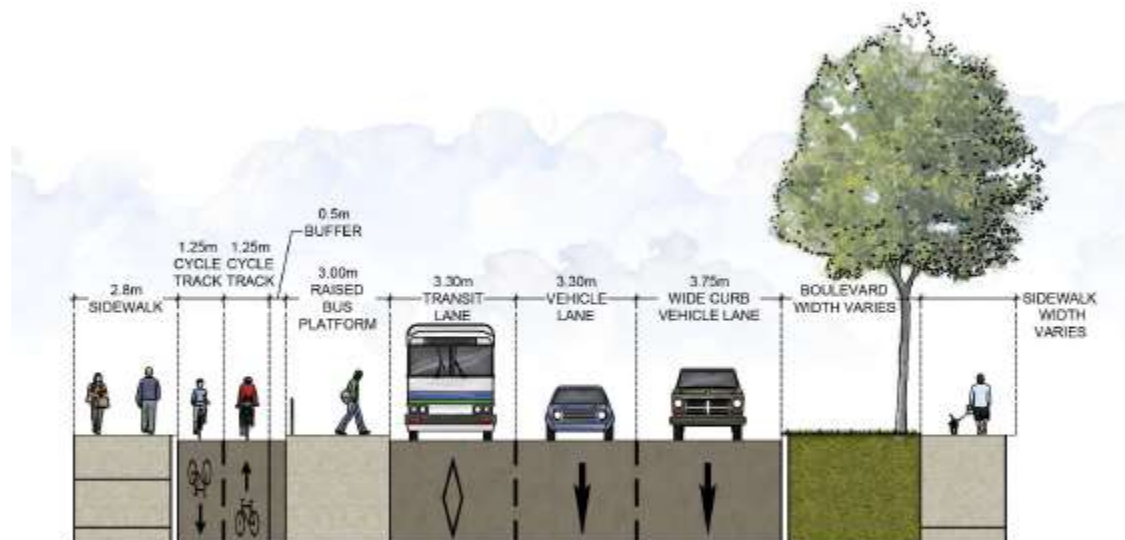
### Queens Avenue Typical Cross Section





Integration of existing and expanded bus stops, as a result of transit rerouting off of Dundas Street west of Wellington Street, is planned through Queens Avenue bus stops with islands that provide dedicated boarding and alighting areas separate from the cycle track. Defined AODA compliant crosswalks across the cycle track will alert transit users and cyclists to the crossing points.

### Queens Avenue Bus Stop Integration



QUEENS AVENUE - EAST OF RICHMOND



The planning of integration with existing cycling routes is important. The Queens Avenue cycle track will utilize the westbound channelized ramp approaching Ridout Street as shown below to facilitate bicycle turns to and from local Thames Valley Parkway connections.

Transit is also being integrated into the design to enable westbound buses to make the southbound left turn onto Ridout Street after servicing the bus stop on Queens Avenue.

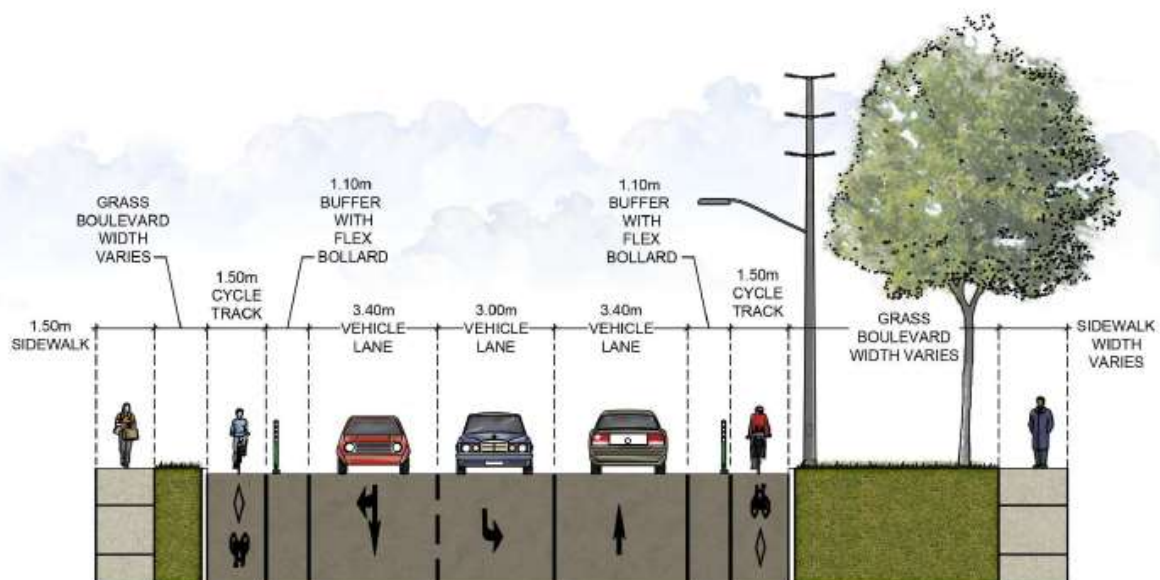
### Queens Avenue / Ridout Street Intersection



A two-way cycletrack extending southerly on the west side of Ridout Street is proposed in a future project phase in coordination with Shift Rapid Transit to create additional connections to the Thames Valley Parkway. This road cross section is consistent with that proposed on Queens Avenue so will facilitate driver and cyclist familiarity and expectations.

Colborne Street is a conventional two-way street so uni-directional cycle track lanes are recommended on both sides of the street as shown on the figure below. Separation on Colborne Street will also be provided by a buffer area with pre-cast concrete curb barriers and flexible bollards.

### Colborne Street Typical Cross Section



COLBORNE STREET - NORTH OF DUNDAS STREET



In order to fit the mobility improvements into the existing road platform, it is necessary to displace some on-street parking. Queens Avenue north side parking within the project limits is displaced with the exception of the Clarence Street to Wellington Street block where it is possible to maintain some of the current parking between the cycle track and driving lanes. The removals near Richmond Street and Ridout Street are also required to reroute transit off Dundas Street as planned for 2017. The weekday Queens Avenue peak hour parking indicated in a 2014 study ranges from very low to high usage depending on location. It is also necessary to remove the Colborne Street west side on-street parking space between Queens Avenue and King Street. The weekday peak period utilization of this parking ranges from moderately low to moderately high. The on-street parking impacts are consistent with that presented to the Civic Works Committee on January 10, 2017 and are as follows:

	Existing Parking Spaces	Parking Spaces to be Removed	Retained Parking Spaces
Queens Avenue, Ridout St to Colborne St	95	59 *	36
Colborne Street, Horton St to Dufferin Ave	22	22	0

\* Eleven of these parking space removals on Queens Avenue east of Richmond Street are required to reroute local transit off Dundas Street as planned for 2017.

The mobility, transit and parking effects of this and other downtown projects such as Dundas Place and Shift Rapid Transit were considered holistically in the January 28, 2016 Downtown Infrastructure Planning and Coordination Report to the Strategic Priorities and Policy Committee. The associated parking impacts are being incorporated into the Downtown Parking Strategy solutions. Analysis underway indicates that the impacts of the cycle track project can be accommodated with the current on- and off-street parking supply in the affected areas of downtown considering typical parking vacancy buffers.



The cycle tracks fit on the existing road platform with the exception of minor widenings required on the south side in the block between Waterloo Street and Colborne Street and on the west side of Colborne Street south of Dufferin Avenue. The identified tree impacts are consistent with that indicated in the January 10, 2017 Civic Works Committee report and are as follows:

	Tree Removals	Details
Queens Avenue	7	2 mature in poor condition
		5 semi-mature in good condition
Colborne Street	3	1 young in good condition
		1 young in fair condition
		1 young in poor condition

Tree removals are proposed to be mitigated by tree planting replacements at a ratio of 3 times the number of removals.

Three other small trees will be transplanted due to their size and condition. Two of these transplants are triggered by the creation of a bus stop to accommodate the rerouting of local transit off Dundas Street as planned for this year.

Motor vehicle operations should be mostly unaffected by this improvement to cycling. However, some additional delay to Queens Avenue traffic may be experienced in the peak hour due to the elimination of right-turn lanes at Talbot Street, Clarence Street and Waterloo Street. The right-turn lane at Clarence Street becomes redundant under the Shift Rapid Transit plan that currently envisions modified directional operations on Clarence Street.

### **Coordinated Work**

Work in the right-of-way is coordinated for cost-efficiencies and to reduce social disruption from construction. This project provides an opportunity to combine work to achieve cost efficiencies.

Infrastructure modifications are required to reroute downtown local transit off Dundas Street. This project will create the required bus stop areas on Queens Avenue. King Street and Wellington Street bus stops modifications are being implemented under a separate project.

Traffic signal work will be required to install new eastbound traffic signal heads for the contraflow cyclists. Complete lifecycle renewal reconstruction of most of the Queens Avenue traffic signals was previously planned and will be completed within the project.

The road surface on Queens Avenue between the Thames River Bridge and Richmond Street and on Colborne Street from Dufferin Avenue to Horton Street was scheduled for rehabilitation. This pavement rehabilitation will be undertaken within the project.

## CONSULTATION

The January 10, 2017 Civic Works Committee report and resulting media coverage helped raise awareness of the project.

A public meeting was hosted on Wednesday February 8, 2017 at Central Secondary School. The meeting notification was published in The Londoner and distributed widely including to:

- First Nations;
- Property owners along the corridors;
- Urban League, Woodfield and Old East Village Community Associations;
- Advisory Committees; and,
- Downtown London and Old East Village BIAs.

The public meeting displays were posted on the City website.

Nineteen attendees signed the public meeting attendance sheet. The majority of comments raised at the public meeting were positive. In general, participants expressed support for the project and commented on design aspects, road safety improvements and the need for education. A more detailed summary of the written and verbal comments received is provided in Appendix A.



Two property-related concerns were verbally received at the meeting:

- One concern was raised regarding the removal of parking between Wellington Street and Waterloo Street adjacent to a residential condominium development. The measured weekday and weekend on-street parking utilization in the adjacent block east of Wellington Street is low. The existing on-street parking will remain on the south side of Queens Avenue in this block and on both sides of Waterloo Street. An additional mitigating factor for the residential development in this area is the presence of a surface parking lot across the street.
- A representative of First St. Andrews United Church expressed concern related to on-street parking along Queens Avenue east of Waterloo Street. Sunday parking in the existing bicycle lane is currently permitted as an exception to standard practice. This will no longer be possible with the barriers required for the cycle track. Staff reviewed and propose to reinstate the existing Sunday morning parking on the south side of the street. This was agreeable to the church representative.

Individual meetings were held with representatives of properties where the interactions with the property were significant. At the time of report preparation, no significant concerns were identified that could not be addressed through the project design. Meetings have also been held with Downtown London, London Transit Commission and utility companies.



The project was discussed with the Cycling Advisory Committee, Transportation Advisory Committee and the Trees and Forests Advisory Committee. A discussion with the Advisory Committee on the Environment was also pending at the time of report submission.

<b>CONCLUSION</b>
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The downtown cycle tracks is a premier feature of the London ON Bikes Cycling Master Plan. The project will help create a more sustainable transportation system and improve road safety and comfort for vulnerable road users.

The cycle track preliminary design that was presented to Civic Works Committee in January has been confirmed. Consultation efforts have received project support with limited concerns.

The project is proceeding expeditiously to enable implementation in 2017. Subject to the availability of external funding, the design will be translated into a tender for construction beginning in July.

<b>PREPARED BY:</b>	<b>REVIEWED AND CONCURRED BY:</b>
<b>DOUG MACRAE, P. ENG.</b> DIVISION MANAGER TRANSPORTATION PLANNING & DESIGN	<b>EDWARD SOLDI, P. ENG.</b> DIRECTOR, ROADS AND TRANSPORTATION
<b>RECOMMENDED BY:</b>	
<b>KELLY SCHERR, P.ENG., MBA, FEC</b> MANAGING DIRECTOR ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER	

Attach: Appendix A: Summary of Public Meeting Comments Received

c: Cycling Advisory Committee  
 Dave McLaughlin, MMM Group Limited

## **Appendix A**

### **Summary of Public Meeting Comments**

Below is a summary of the verbal and written comments received at the February 8, 2017 public meeting:

- The cycle tracks project is an excellent pilot project for raising awareness of safe cycling in London.
- The majority of attendees expressed their support for the proposed 2-way cycle tracks.
- Safer lanes for cyclists and more space between vehicles appeared to be a preference for the majority of attendees.
- Concerns were raised by several attendees regarding the loss of parking on both corridors, particularly when considering the additional loss of parking along King Street due to the proposed Shift Rapid Transit initiative.
- Several attendees queried the proposed two-stage left turn maneuver at the intersection of Colborne Street and Queens Avenue and stated that education should be provided to explain how they operate for all road users.
- A concern was raised by one attendee who felt that 2-way cycling along the north side of Queens Avenue could be potentially unsafe as motorists would not be used to encountering cyclists in the opposing direction.
- Attendees were supportive of the proposed green surfacing treatment across accesses to parking lots and private driveways.
- Dedicated cycle signals were requested by a number of attendees.
- Intersections need to be free from obstructions and blind spots to improve safety for cyclists.
- A number of residents stated that the lack of connectivity of existing routes was a contributory factor for them not currently cycling along Queens Avenue and Colborne Street. Routes should provide connectivity to destinations like the Thames Valley Pathway. More cycle-friendly connections between arterial routes (Queen, King, and Colborne) and parkway paths should be considered.
- The majority of attendees stated that congestion, lack of separation from motor vehicles and weather were all factors which can discourage them from cycling in some parts of in London.
- A number of those who attended the PIC advised the study team that they would cycle along Queens Avenue and Colborne Street if they were separated from motor vehicles as proposed.
- Dedicated cycle lanes separate from pedestrians and vehicles, and improvements to signage and pavement markings was supported by the majority of attendees.
- Improvements to street lighting was raised by a number of attendees, along with ensuring any existing trees are not hindering luminosity levels.
- Better maintenance of cycle routes needs to be undertaken to ensure they are functional year round.
- Lower speed limits should be considered in London where possible to better accommodate cycling.
- One attendee expressed concern with the questions identified on the feedback form at the public meeting and the amount of consultation for the project.