



MEMO

To: Members of the Cycling Advisory Committee

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Re: Revisions to Cycling Infrastructure in the Rapid Transit Design

The Rapid Transit Implementation project team is currently working through the Transit Project Assessment Process (TPAP) for London's BRT system. The draft Environmental Project Report (EPR) was approved by Council on May 8, 2018. The 120-day public consultation TPAP period commenced on June 7, 2018. During this time the project team has received feedback on design elements of the BRT system and have been seeking ways to incorporate that feedback.

As a result, the project team has modified cycling infrastructure in two locations for the final EPR, to be published on October 4, 2018. In advance of that, the team is seeking input on the revised designs.

The first location is Dundas Street between Ontario Street and Egerton Street. The draft EPR shows a 1.5m cycle path and a 2.0m sidewalk on the south side of Dundas. This has been changed to a 3.0m multi-use pathway in order to accommodate two directional cycling traffic.

The second location is Ridout Street between King Street and Queen Street. The draft EPR had no cycling facilities in this location. The revised design has separated northbound and southbound cycling lanes. The southbound lane is between the curb and the transit lane, separating it from general traffic.

Drawings of the revised designs are attached.