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Downtown King Street Cycling Improvements




Civic Works Committee – September 25, 2018




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Study Area



King Street from Ridout Street to Colborne Street

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Consultation

- London Transit Commission
- Cycling Advisory Committee
- Downtown Business Improvement Association (BIA)
- London Cycle Link
- London Police Services

Input on Infrastructure & Communications

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Cycling Infrastructure Evaluation



King Street – Existing Condition

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Cycling Infrastructure Evaluation

Alternative Evaluation

- Eight road configurations that fit within the existing curbs

Alternative	Description
1a, 1b, 1c, 1d	Cycling facility in the south half of King Street
2a, 2b, 2c	Cycling facility on the north side of King Street
3	Bidirectional facility on the north side of King Street

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Cycling Infrastructure Evaluation

King Street - Alternative 1a



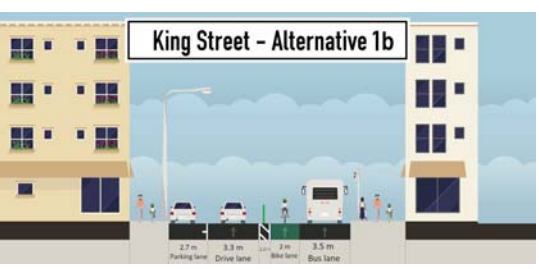
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Cycling Infrastructure Evaluation

King Street - Alternative 1b



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Cycling Infrastructure Evaluation

King Street - Alternative 1c



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Cycling Infrastructure Evaluation

King Street - Alternative 1d

3.5 m Drive lane | 3.5 m Transit Island | 2 m Bike lane

Preferred Alternative

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Cycling Infrastructure Evaluation

King Street - Alternative 1d

Parking | Transit Island

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Cycling Infrastructure Evaluation

King Street - Alternative 2a

2.0 m Bike lane | 2.7 m Parking lane | 3.5 m Drive lane | 3.5 m Drive lane

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King Street - Alternative 2b

2 m Bike lane | 3.3 m Drive lane | 3.3 m Drive lane | 3.1 m Parking lane

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Cycling Infrastructure Evaluation

King Street - Alternative 2c

3.0m Bike Lane 2.7m Parking Zone 3.0m Drive Lane 3.1m Parking Zone

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Cycling Infrastructure Evaluation

King Street - Alternative 3

3.0m Bike Lane 2.7m Parking Zone 3.0m Drive Lane 3.1m Drive Lane

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Recommended Alternative

Alternative 1d

- right side is most intuitive for cyclists and motorists
- provides good separation while maintaining two lanes of traffic
- Retains two loading zones highlighted as priority during BIA business owner meeting
- Parking impacts are significant but align with Downtown Parking Strategy

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Cost Estimate

- Capital Cost = \$582,000
- Re-useable material cost = \$115,000
- Operational cost = \$39,600

Implementation

- Design Winter 2018/19
- Construction Spring/Summer 2019
- Coordinated with other downtown capital projects

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