



300 Dufferin Avenue
P. O. Box 5035
London, ON
N6A 4L9

MEMO

To: Cycling Advisory Committee

From: Peter Kavcic, P.Eng.
Transportation Design Engineer
Transportation Planning & Design

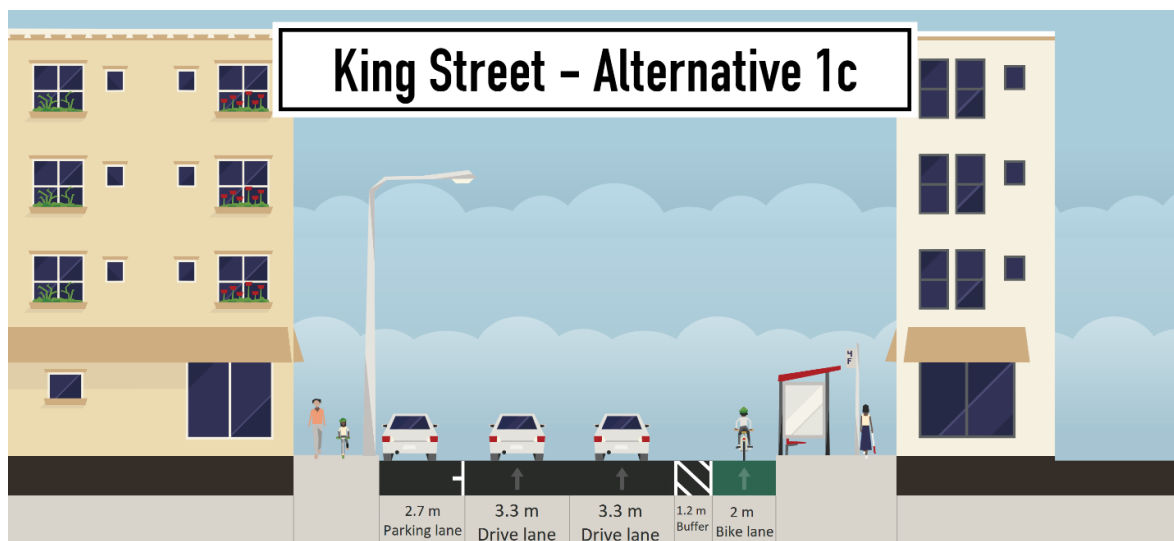
c: Doug MacRae, Andrew Giesen,

Date: September 5, 2018

Re: **King Street Cycle Lane Improvements – Additional Alternatives**

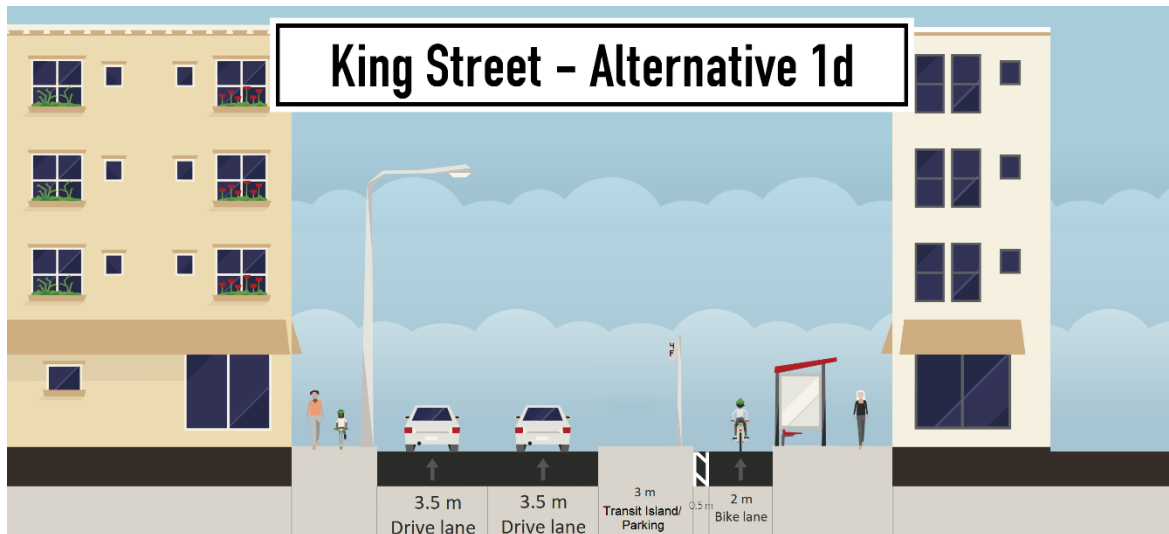
The purpose of this memo is to advise the Cycling Advisory Committee (CAC) of two additional alternatives; 1c and 1d that were not presented at the previous CAC meeting on August 15, 2018. These two alternatives became evident after further detailed evaluation and consultation.

Alternative 1c – South Cycle Lane with Transit Ramps and Parking on North



The most significant challenge with this alternative is the high frequency of conflicts between transit passengers and cyclists. The bus accessibility ramp would need to be mobilized across the bike lane, which results in delays for cyclists as they are required to stop for passengers. For this alternative, buses share the through lane adjacent to the bike buffer and stop in the through lane during boarding and alighting.

Alternative 1d – South Cycle Lane with Raised Transit Island and Parking on South



The most significant challenge for 1d, similar to 1c, is the high frequency of conflicts between transit passengers and cyclists. The bus stop does provide a refuge for passengers who are wanting to board the bus, where alternative 1c does not. Where there is no transit island, the parking lane is adjacent to the bike buffer. For this alternative, buses share the through lane adjacent to the transit island/parking lane and stop in the through lane during boarding and alighting.

Alternatives 1c and 1d provide an intuitive position for a cycling facility, as it is adjacent to the south curb. These alternatives remove the conflicts with left turning buses at Wellington Street.

These additional alternatives will be evaluated using the same evaluation criteria as the other alternatives with a preferred alternative being presented to Civic Works Committee on September 25, 2018. Council's resolution will determine how the King Street cycle lane improvements will proceed.

Given the time constraints for this project, if CAC members are able to provide individual comments on the alternatives that would be greatly appreciated. Comments can be provided to Peter Kavcic (pkavcic@london.ca) by Thursday, September 13, 2018. Staff are planning to present at CAC on September 19.