



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,

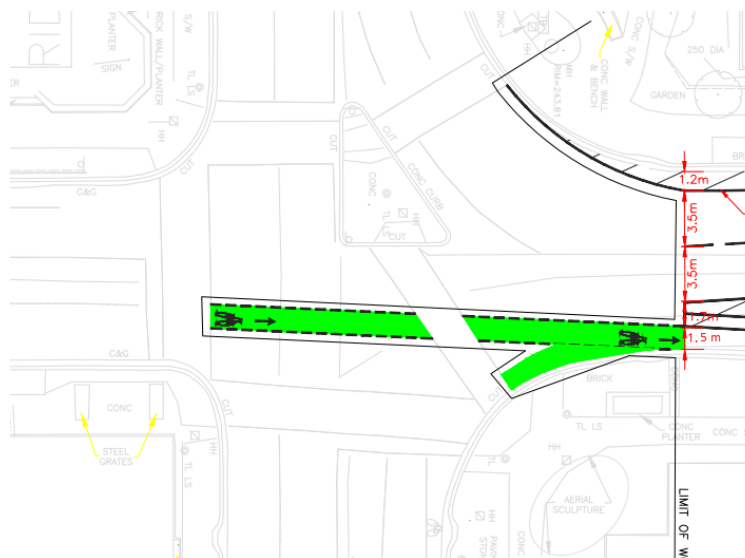
Date: November 13, 2018

Re: **King Street Cycle Lane Improvements – Update**

The purpose of this memo is to provide an update on the King Street Cycle Lane Improvements. Since council approval on October 2nd, 2018, staff have been working on the detailed design for option 1d, which has parking/transit islands adjacent to the bike lane and buffer.

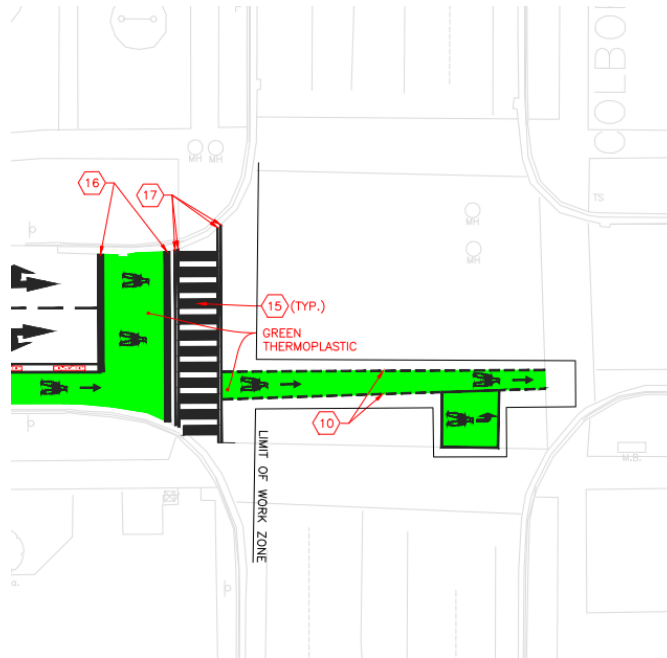
The dimensions of the cycle lane along the King Street corridor between Ridout Street and Colborne Street are 2 metres with a 0.5 to 1.0 metre buffer depending on the block.

King Street and Ridout Street Intersection



Intersection treatments will be similar to Colborne Street cycle track with green bike boxes and green cross rides along the intersection. A two-stage queue box is planned to be installed on Colborne Street for cyclists making left turns. There are several driveways throughout the King Street corridor and these mid-block conflict locations will be painted green similar to Colborne Street.

King Street and Colborne Street Intersection



Pre-cast curbs with flexible bollards as well as planters will be utilized in the buffer to provide physical separation between cyclists and motor vehicles. The parking lane and transit islands are also adjacent to the buffer further increasing the separation from motor vehicles.

The King Street cycle lane improvements project is anticipated to be installed in early spring 2019, weather depending.

Staff are planning to present design drawings at CAC on November 21 to gather feedback and improvements to the plan.