



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

MEMO

To: Cycling Advisory Committee
From: Paul Yanchuk, EIT
Engineer in Training
Transportation Planning & Design
c: Doug MacRae, Garfield Dales
Date: February 9, 2020
Re: **Ridout Street South and Upper Queen Street at
the Commissioners Road Intersection**

The purpose of this memo is to provide an update to the Cycling Advisory Committee (CAC) for the design of the planned improvements on Ridout Street South and Upper Queen Street at the Commissioners Road East intersection.

Existing Conditions

This intersection is located on the north/south bicycle route with designated bike lanes on Ridout St South and Upper Queen St. The in-boulevard bike path on the south side of Commissioners Rd also crosses this intersection. The existing bicycle lanes terminate short of the intersection approximately 100m north and 140m south of Commissioners Rd which requires cyclists to share the vehicle through lanes.

Recommended Improvements

It is recommended to provide a fully protected intersection at this location with continuous cycle lanes within the existing right-of-way. The project will include the following improvements:

- minor widening of Ridout St South to the east just north of Commissioners Rd and Upper Queen St to the west just south of Commissioners Rd in order to extend the cycle lanes through the intersection;
- new protection for cyclists in the form of raised concrete islands at each corner of the intersection to reduce potential conflicts with vehicles;
- a review of the intersection corner radii to reduce the speed of turning vehicle traffic;
- enhanced pavement markings;
- rebuilding the traffic signals to include dedicated bicycle signals;
- other improvements to address the Accessibility for Ontarians with Disability Act (AODA) requirements (i.e. tactile plates, push buttons).

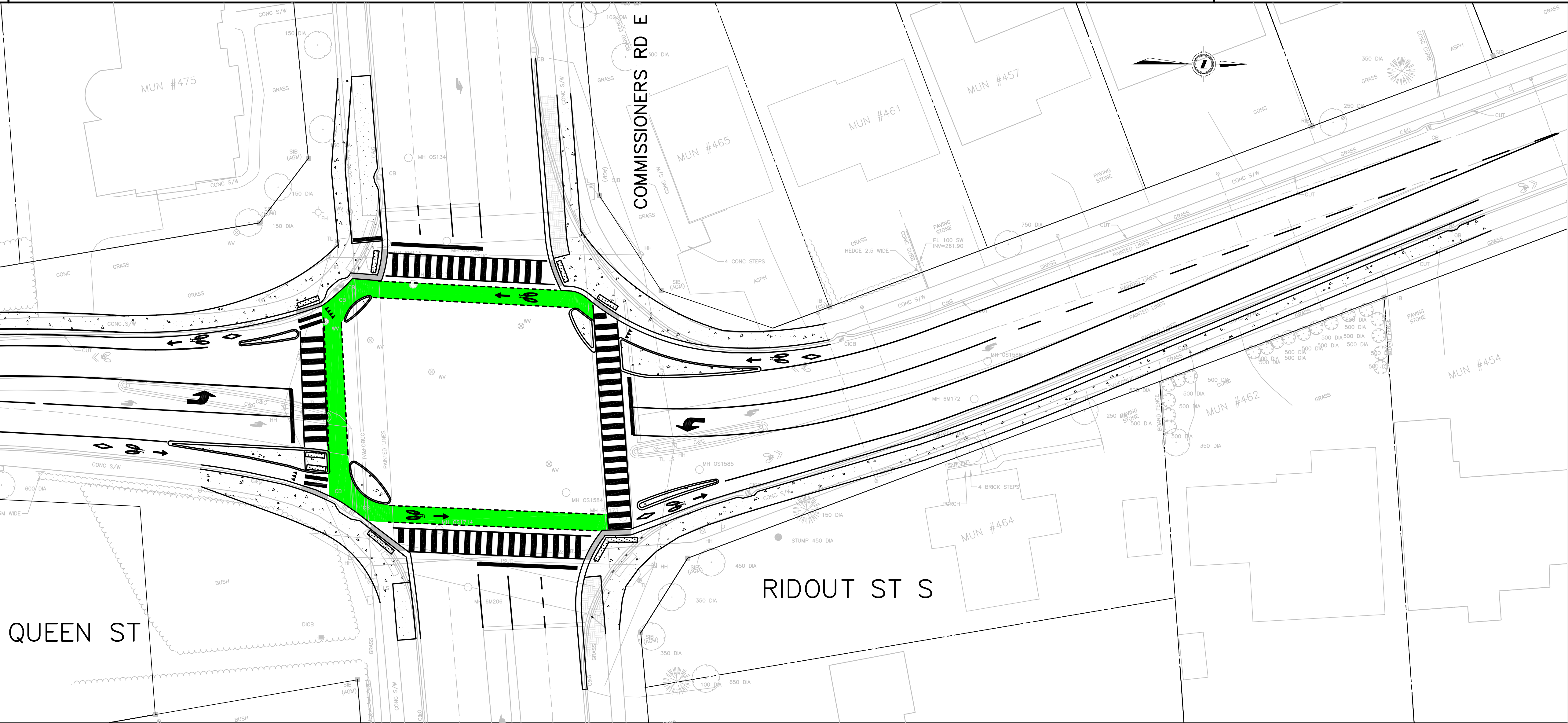
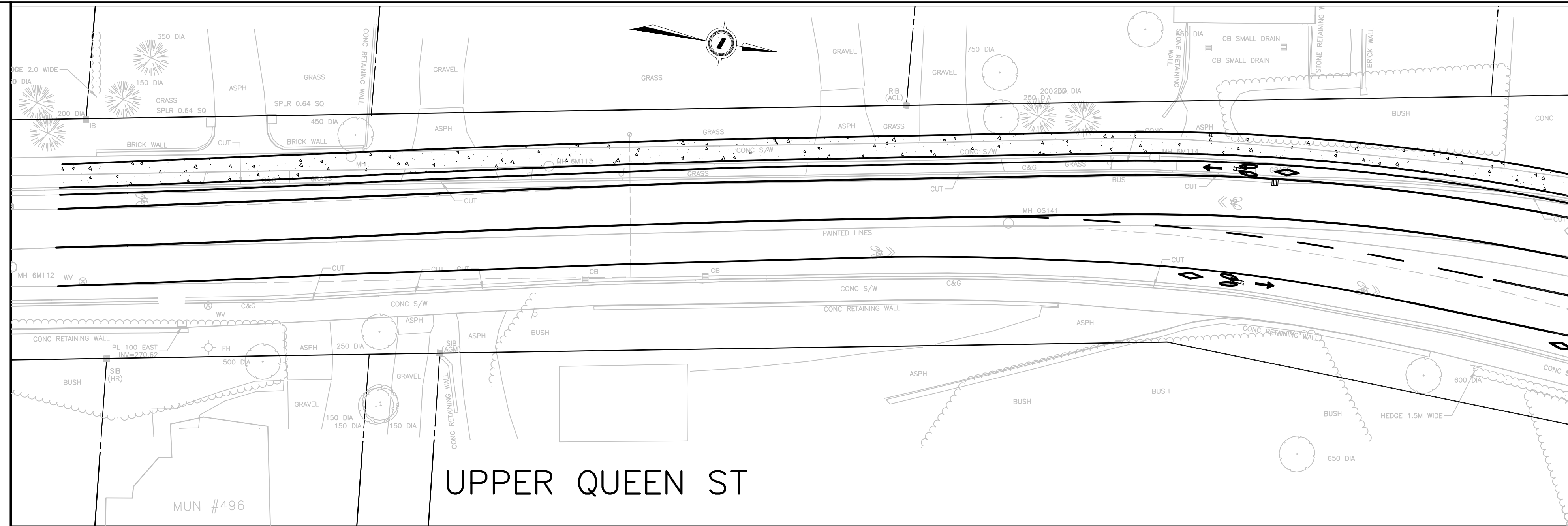
Two median islands on Ridout St South and Upper Queen St will also be removed to provide the roadway width for bike lanes and protection for cyclists.

Design Best Practices and Guidelines

The proposed preliminary design, as shown on the attached drawing, was developed based upon best practices and design guidelines such as:

- Ontario Traffic Manual (OTM) Book 18 – Cycling Facilities
- Transportation Association of Canada (TAC) Chapter 5 – Bicycle Integrated Design
- City of London, “The Complete Street Design Manual”
- City of Toronto, “Curb Radii Guidelines”
- “Evolution of the Protected Intersection” by Alta Planning + Design
- York Region Pedestrian and Cycling Planning & Design Guidelines (Urban Intersections)
- National Association of City Transportation Officials (NACTO) “Don’t Give Up at the Intersection” guidance document
- NACTO “Design for All Ages and Abilities” guidance document
- “Rethinking Street for Bikes” by the University of Oregon’s Cities Institute

The City continues to progress the detailed design with construction anticipated to start July 2021.



EXISTING SERVICES	DRAWING #, SOURCE	CONSTRUCTION DATE	CONSTRUCTED SERVICES	COMPLETION	DETAILS	No.	REVISIONS	DATE	CONSULTANT	CONSULTANT OR SERVICE AREA	ENGINEER'S STAMP	SCALE	TITLE	PROJECT No.
					DESIGN PY					ENVIRONMENTAL & ENGINEERING SERVICES		HORIZONTAL - 1:250 2.5 0 5m	UPPER QUEEN ST/ RIDOUT ST S CYCLE TRACK NEW CONSTRUCTION	OPTION 1
				DRAWN BY DB					SHEET No.					
				CHECKED					1 OF 1					
				APPROVED VALUE					PLAN FILE No.					
				DATE 2021/01/28										

###