



London
CANADA

2021 Core Construction Mitigation Dundas Place Cycling

Civic Works Committee, March 30, 2021





2021 Core Construction



Downtown Loop Project

- requires closure to vehicles on King Street east of Richmond Street
- signed detour for vehicles to York Street
- signed detour for cyclists to Dundas Street

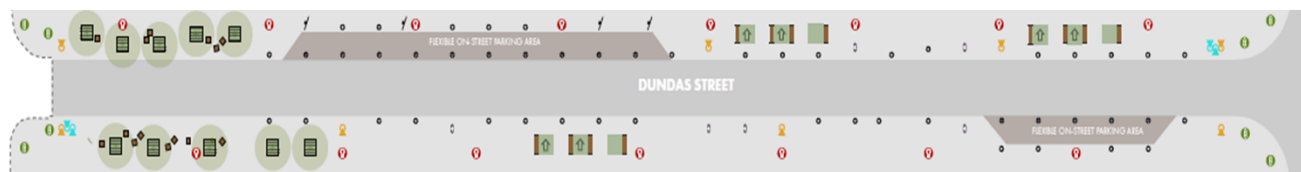
Thames Valley Parkway – Dundas Place Connection Project

→ Additional traffic is anticipated on Dundas Place in 2021



Considerations on Dundas Place

- Dundas Place is a flex street with a posted speed limit of 30 km/h
- Minimal pavement markings
- Minimal fixed elements to facilitate activations
- 1,000 to 5,000 motor vehicles per day
- Uni-directional bike lanes at both ends of Dundas Place where traffic volumes and speeds are higher
- Pockets of loading zones and parking
- COVID-19 business and activation impacts





Design options considered

Four viable design options for a 2021 construction mitigation temporary cycling improvement were considered:

Option 1: Bi-directional Bike Lanes

Option 2: Uni-directional Bike Lanes

Option 3: Traffic Diversions

Option 4: Do Nothing

Other options were determined to be non-viable:

Uni-directional Bike Lanes behind parking/loading

Bicycle Advisory Lanes



Option 1: Bi-directional Bike Lanes

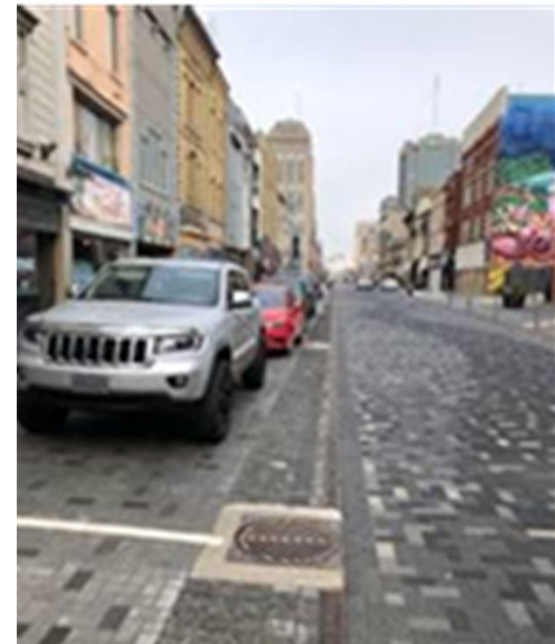
- General traffic reduced to eastbound only for motor vehicles
- Westbound and eastbound bike lanes added on the north side of Dundas Place
- Sporadic planter barriers while retaining flexibility for events and activations
- Requires removal of north side loading zones and parking (retains south side loading/parking)
- Requires additional traffic signal heads and separate signal phases for motor vehicles and bikes
- Estimated Cost = \$175,000





Option 2: Uni-directional Bike Lanes

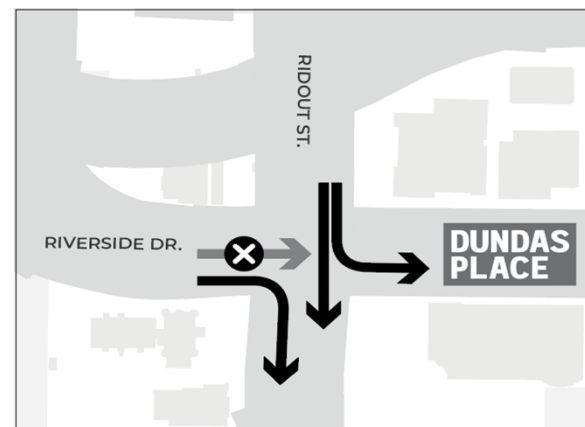
- Centre lane general traffic reduced to eastbound only for motor vehicles
- Eastbound/westbound bike lanes added on south and north side
- A buffer of 0.85 m between parked cars and bike lane created by tactile strip
- Sporadic planter barriers where possible while retaining flexibility for events and activations
- Estimated Cost = \$30,000





Option 3: Traffic Diversion

- No physical changes to Dundas Place
- Impose motor vehicle traffic restrictions to turn only movements at Ridout Street and Wellington Street intersections to create a reduction in through traffic on Dundas Place
- Cyclists in mixed traffic in flex street configuration
- Estimated Cost = \$5,000





Option 4: Do Nothing

- No physical changes to Dundas Place
- Cyclists in mixed traffic in existing flex street configuration
- Estimated Cost = \$0





Recommendation

Recommendation:

- Temporary uni-directional bike lanes on Dundas Place during the 2021 construction season while traffic is anticipated to be busier
- Bylaws for other temporary cycling improvements are available at the direction of committee and council

Rationale:

- Different perspectives of road users
- Short-term nature of the construction mitigation measure (7 to 8 months)
- Cost and expediency in implementation
- Consideration of the vision for the flex street as an event and activation place

