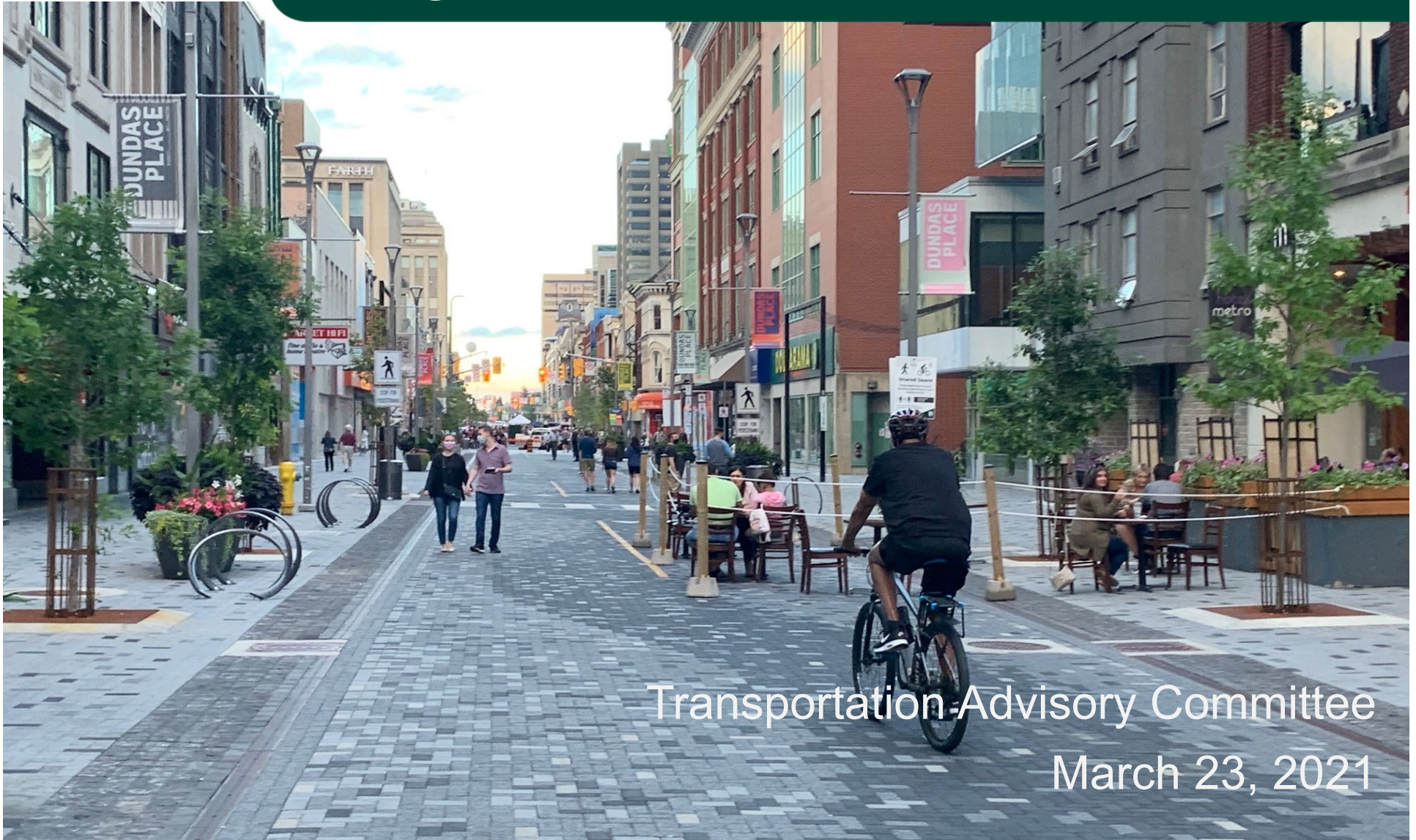




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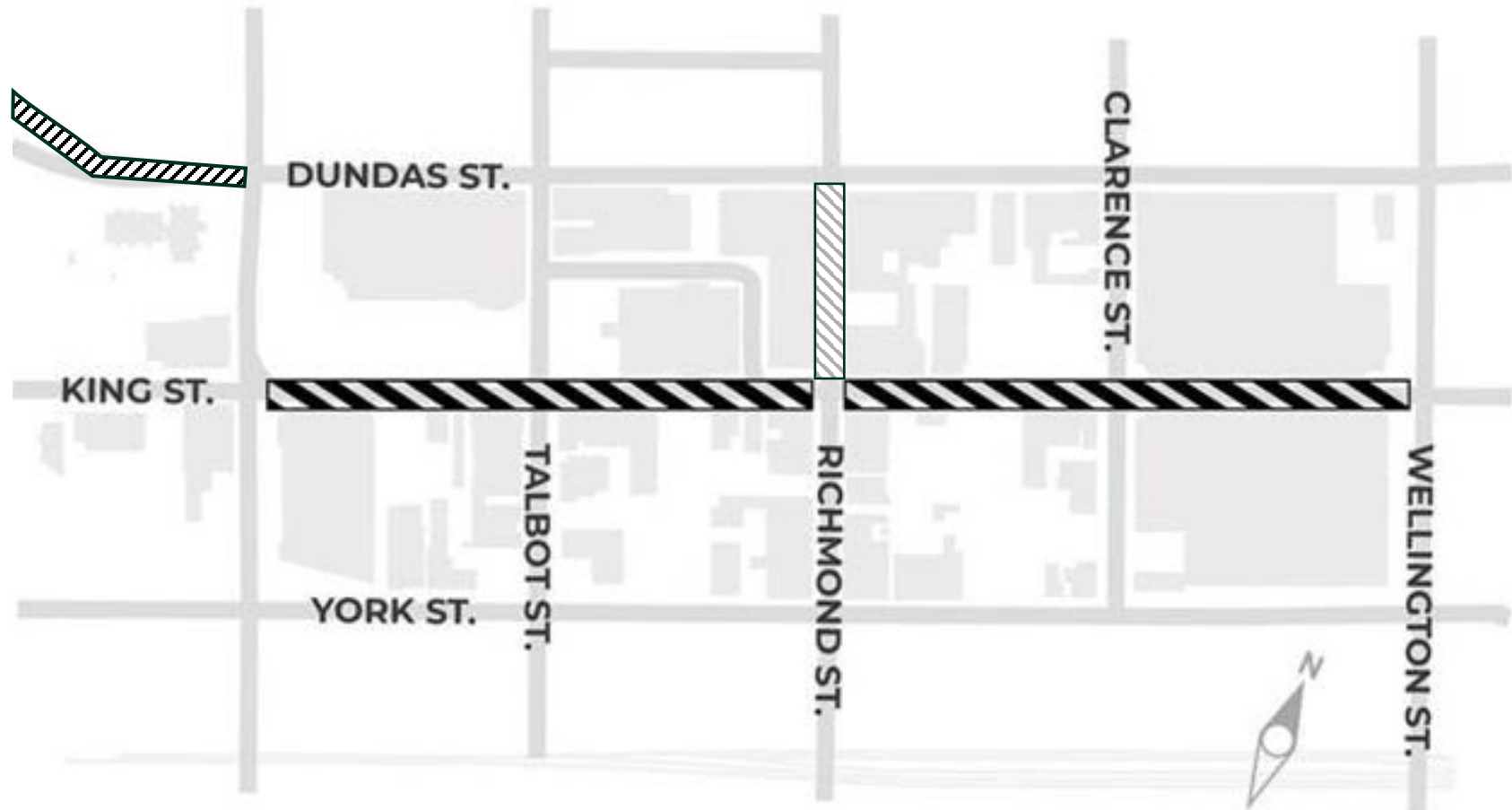
2021 Core Construction Mitigation



Transportation Advisory Committee
March 23, 2021



2021 Core Construction





Detours for 2021 King Street construction

King Street construction and road closure will begin in April

- Cars will be directed to York Street and cyclists to Dundas Place

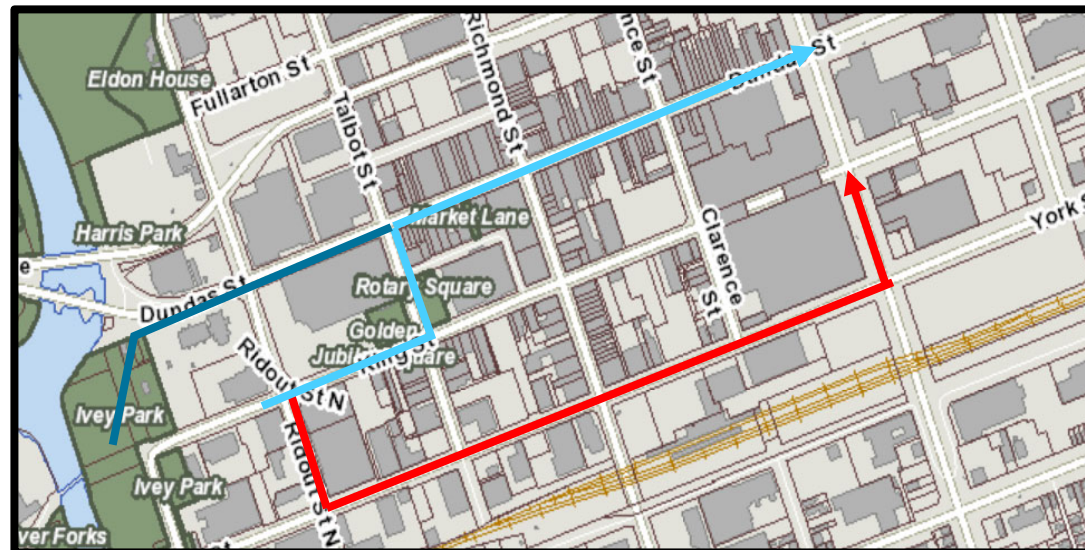
Bike detour phases (estimated, based on construction completion schedules)

- April – mid June

- Eastbound west end connection from King St to Dundas Place will be via Talbot St.

- Mid June – Fall

- Eastbound west end bike detour will move to Ridout and Dundas Place with partial completion of the TVP Connection construction project





2021 Core Construction

Civic Works Committee direction:

“...the Civic Administration be directed to bring forward a report to the March 30, 2021 Civic Works Committee to amend the Traffic and Parking By-law to create a temporary bicycle lane pilot project on Dundas Place during the 2021 construction season.”



Considerations on Dundas Place

- Dundas Place is a flex street posted 30 km/h
- Minimal pavement markings
- Minimal fixed elements to facilitate activations
- 5,000 motor vehicles per day
- Uni-directional bike lanes at both ends of Dundas Place
- Pockets of loading zones and parking
- COVID-19 business impacts
- Current loading and parking concerns





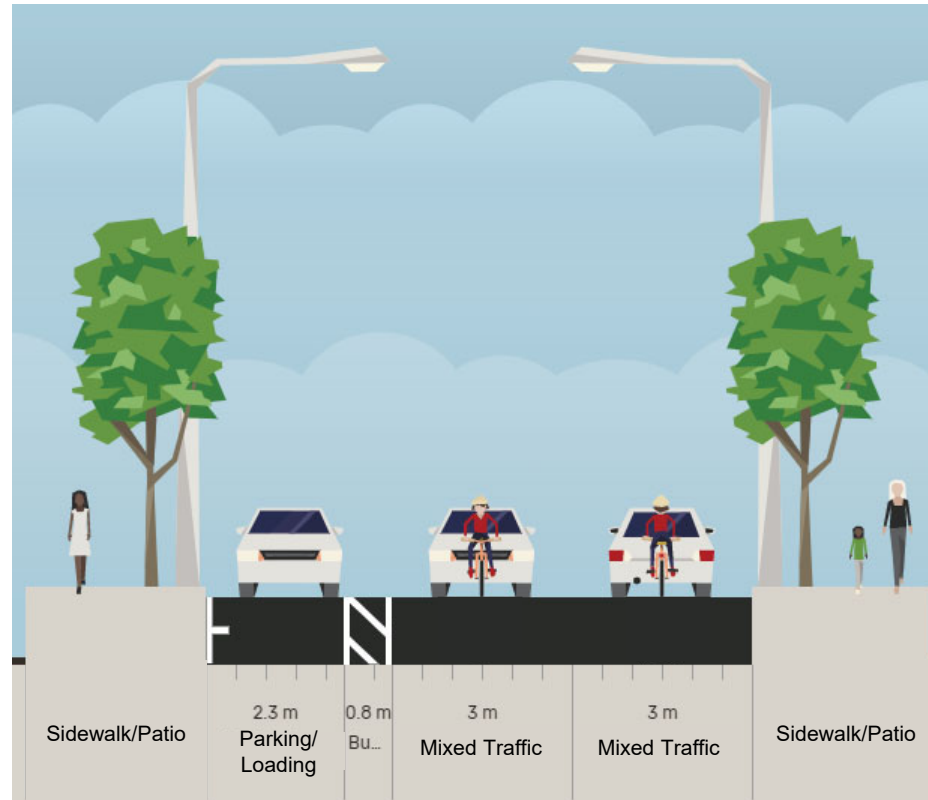
Design alternatives considered

Temporary cycling improvement alternatives that were considered on Dundas Place:

- Uni-directional bike lanes
- Bi-directional bike lanes
- Traffic metering

Current conditions

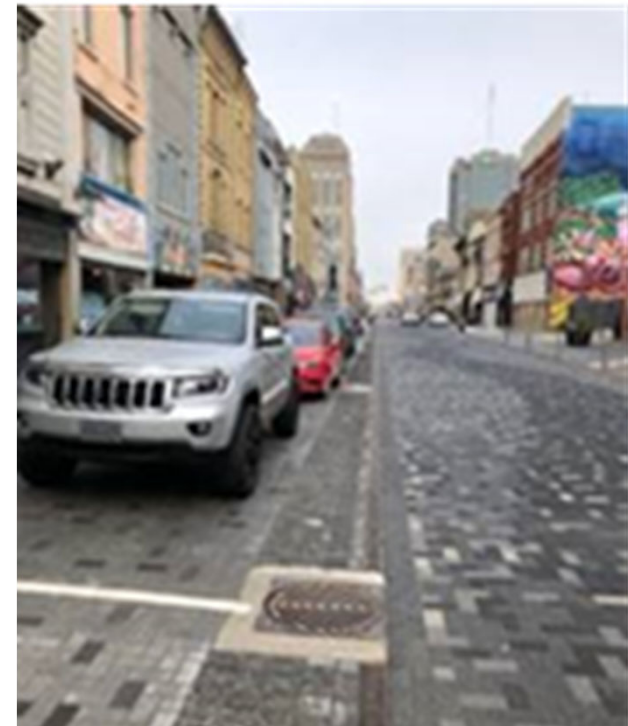
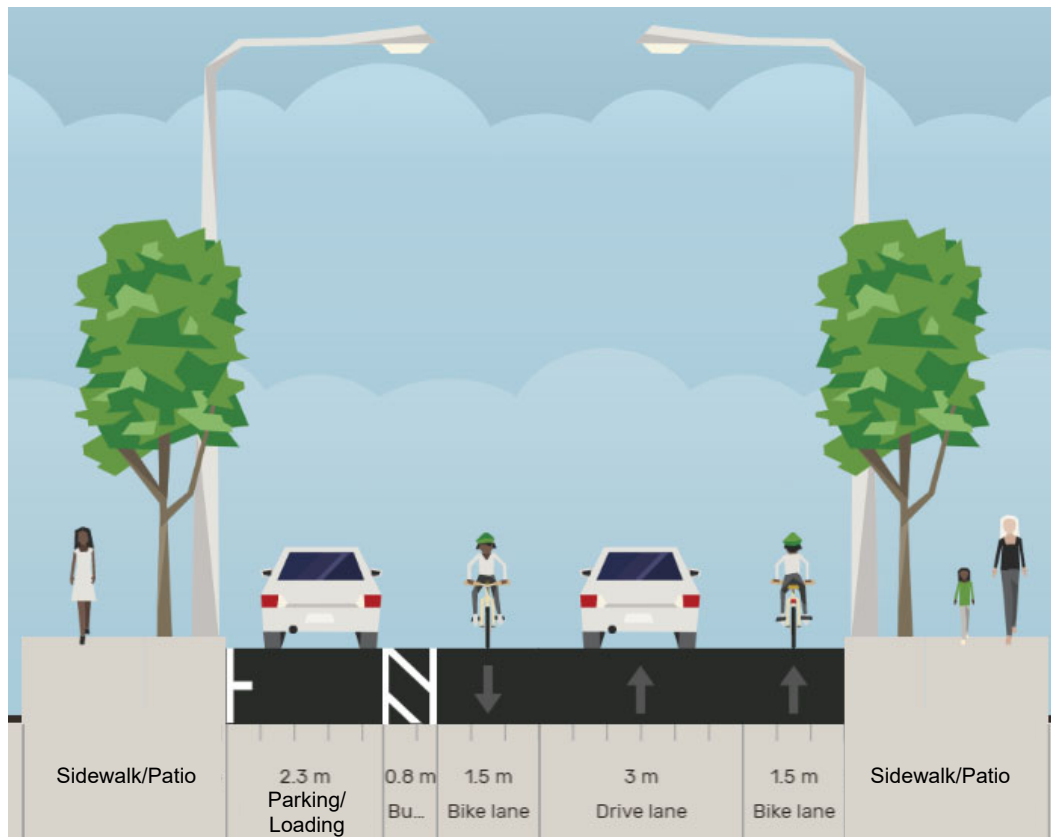
- Cyclists in mixed traffic in flex street configuration





Alternative: Uni-directional bike lanes

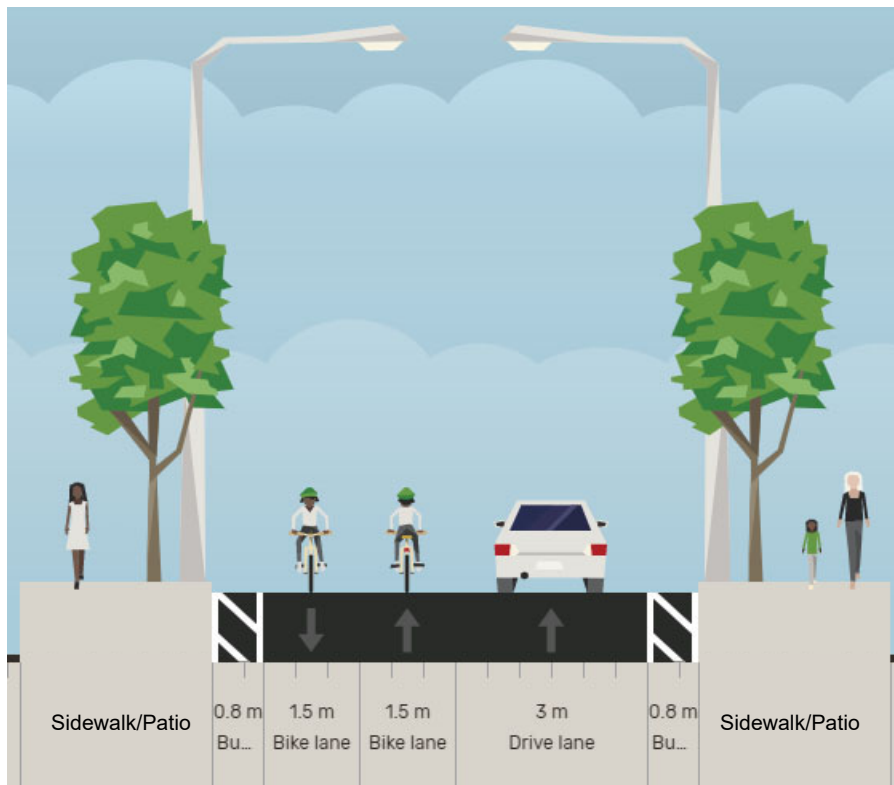
- Centre lane general traffic reduced to eastbound only for motor vehicles
- Eastbound/westbound bike lanes added on south and north side
- A buffer of 0.85 m between parked cars and bike lane created by tactile strip and potentially reinforced with pavement markings
- Sporadic planter barriers where possible while retaining flexibility for events and activations





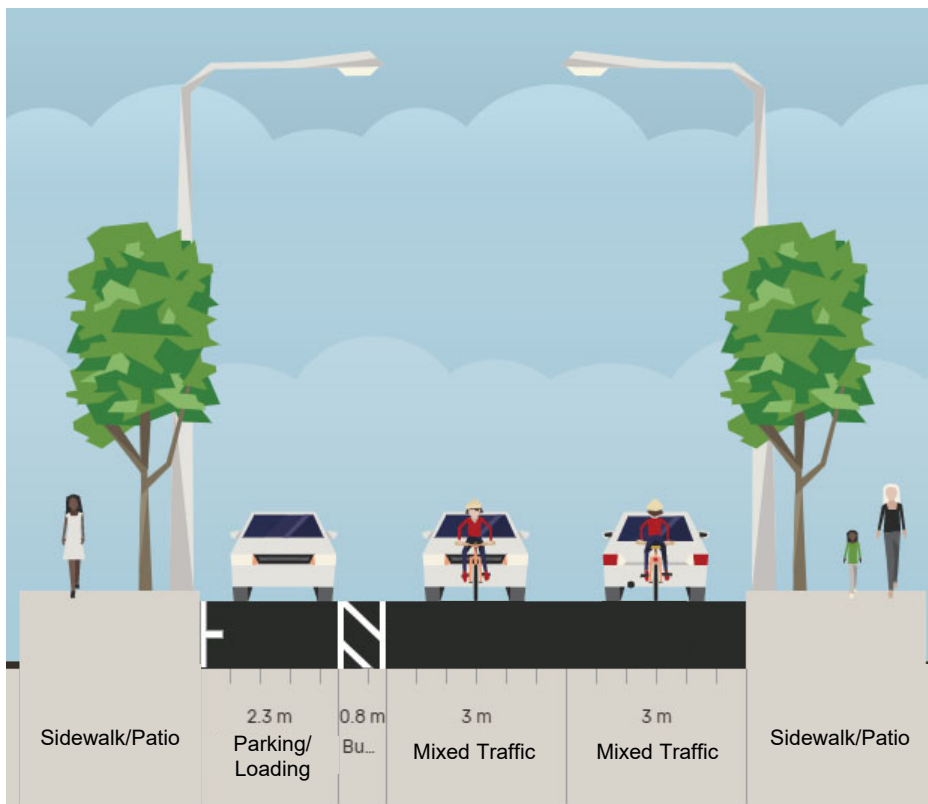
Alternative: Bi-directional bike lanes

- Westbound and eastbound bike lanes 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 phases for motor vehicles and bikes to connect to uni-directional lanes on either end of Dundas Place and to maintain cyclist and driver turns at intervening intersections. This will increase cost.



Alternative: Traffic Diversion

- Impose motor vehicle traffic turn restrictions at some or all intersections to create a reduction in through traffic
- Cyclists in mixed traffic in flex street configuration
- Retains flexibility for events and activations with mixed traffic travel





Thank you for your input

Input to date:

- Business owners concerned about more disruption on Dundas Place and loading/parking
- Cycling desire for improved operations
- Consideration of the vision for the flex street

TAC is invited to provide input.

