

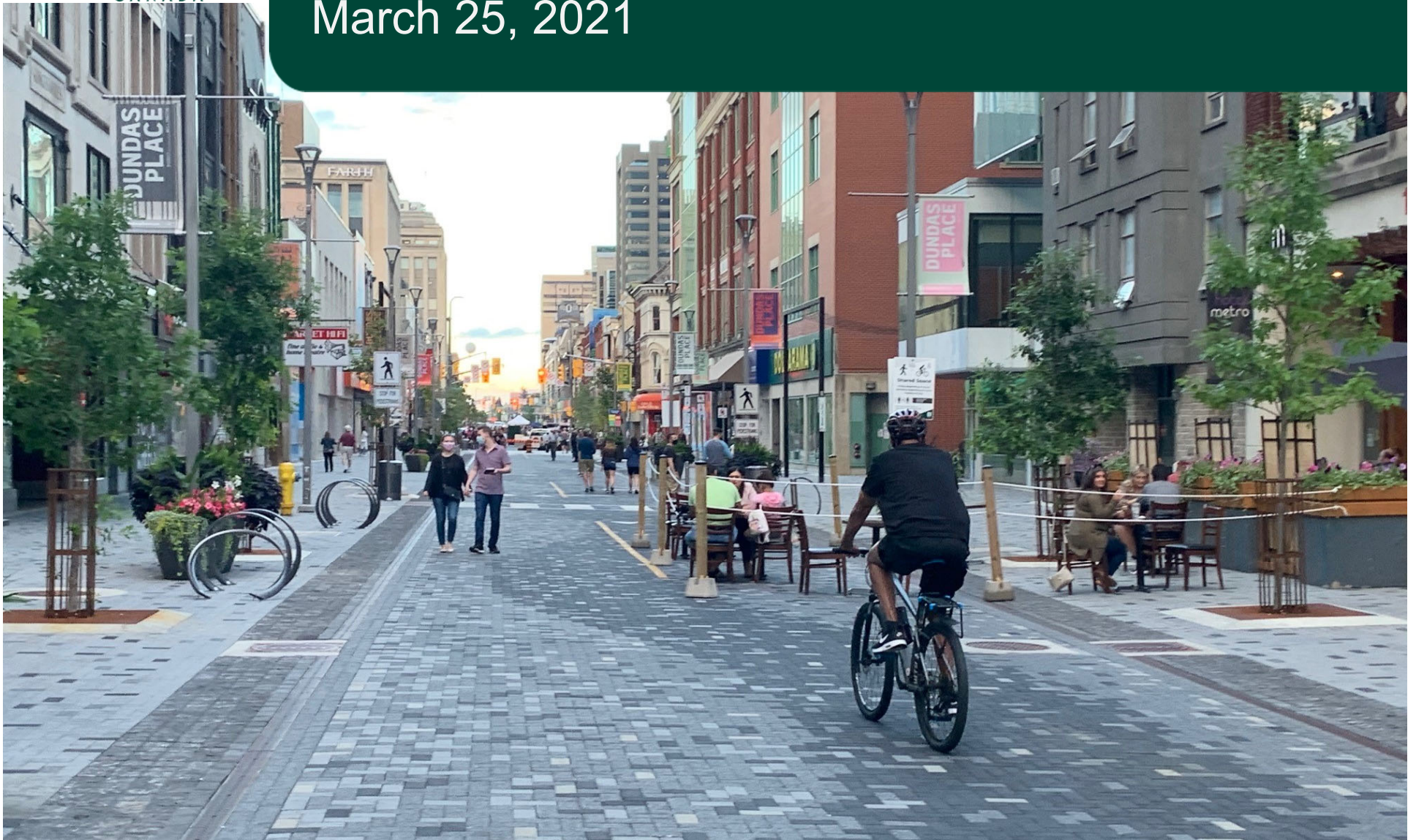


London  
CANADA

# 2021 Core Construction Mitigation

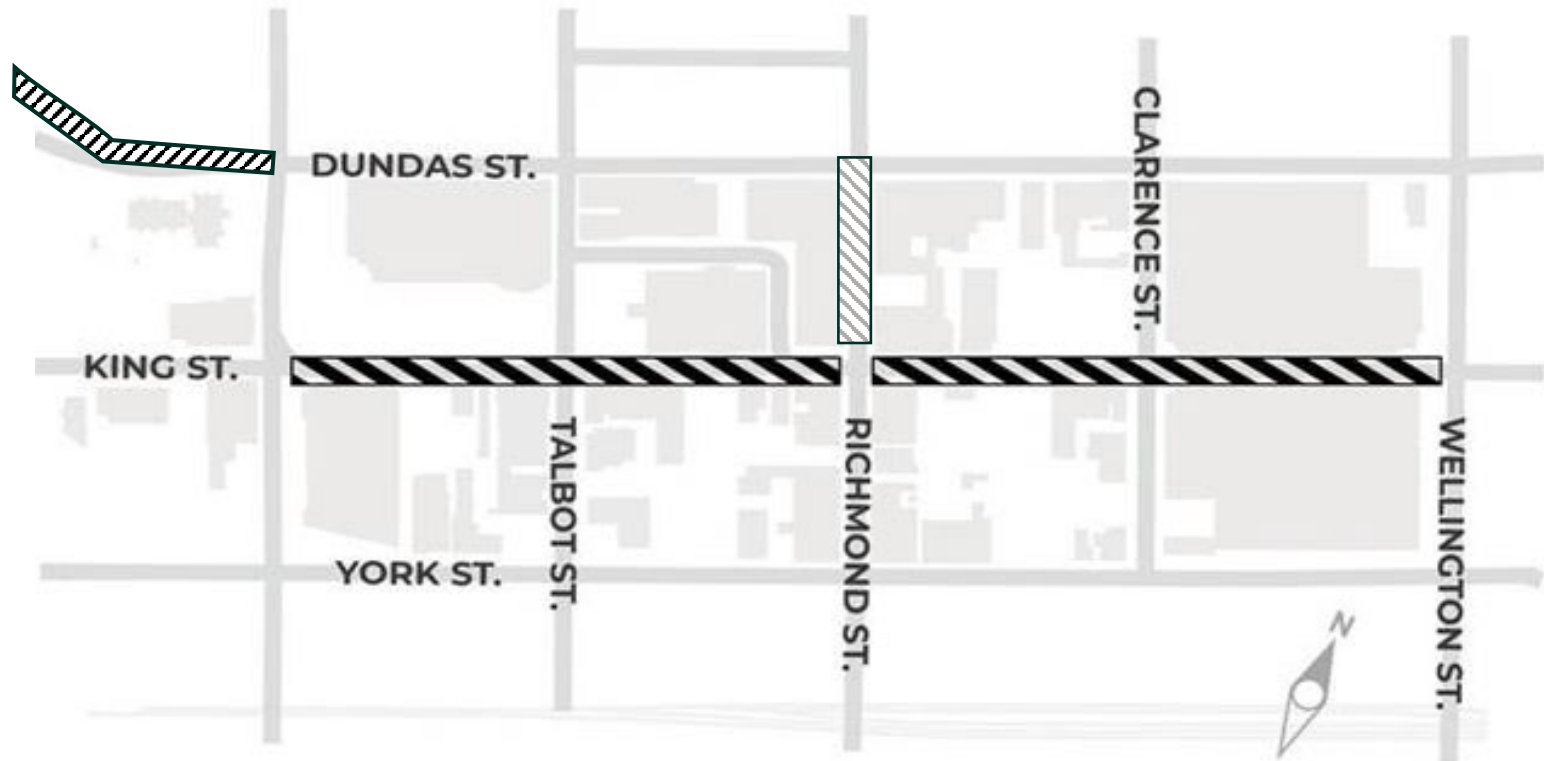
## Accessibility Advisory Committee

March 25, 2021





# 2021 Core Construction



- Downtown Loop Project
  - (requires closure to vehicles on King Street east of Richmond Street)
- Thames Valley Parkway – Dundas Place Connection Project
- Richmond Street Renewal – finishing touches in 2021



# 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 with a 30 km/h posted speed limit
- Minimal fixed elements to facilitate activations
- Between 1,000 and 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:

- Bi-directional bike lanes
- Uni-directional bike lanes
- Traffic Diversion

# Current conditions

- Cyclists in mixed traffic in the existing flex street configuration



(All Dundas Place cross sections are facing east)



# Alternative: Bi-directional bike lanes

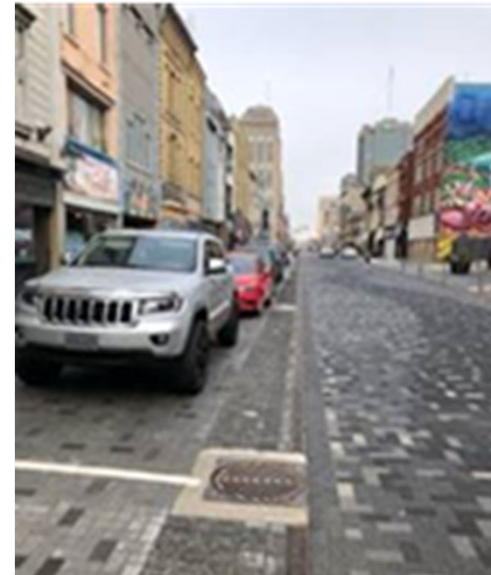
- General vehicle traffic reduced to eastbound only
- Westbound and eastbound bike lanes on the north side of Dundas Place
- Sporadic planter barriers while retaining flexibility for events and activations
- Requires removal of north side loading zones and parking. Retains south side loading/parking.
- Requires additional traffic signal heads and separate signal 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.





# Alternative: Uni-directional bike lanes

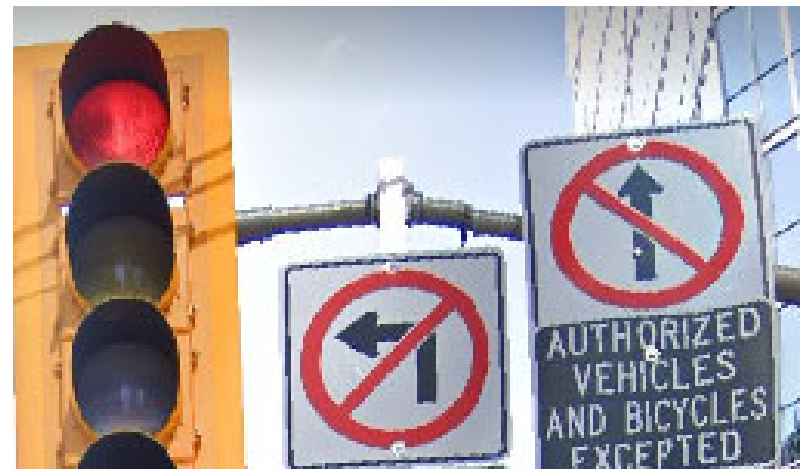
- Centre lane general traffic reduced to eastbound only for motor vehicles
- Eastbound and westbound bike lanes added on south and north side
- A buffer of 0.85 m between parked cars and bike lane
- Sporadic planter barriers where possible while retaining flexibility for events and activations





# Alternative: Traffic Diversion

- Impose motor vehicle traffic turn restrictions at some intersections to create a reduction in through traffic on Dundas Place
- 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
- Blind Square Dundas Place Pilot Project in 2021

**ACCAC is invited to provide input.**

**Thank you!**

