



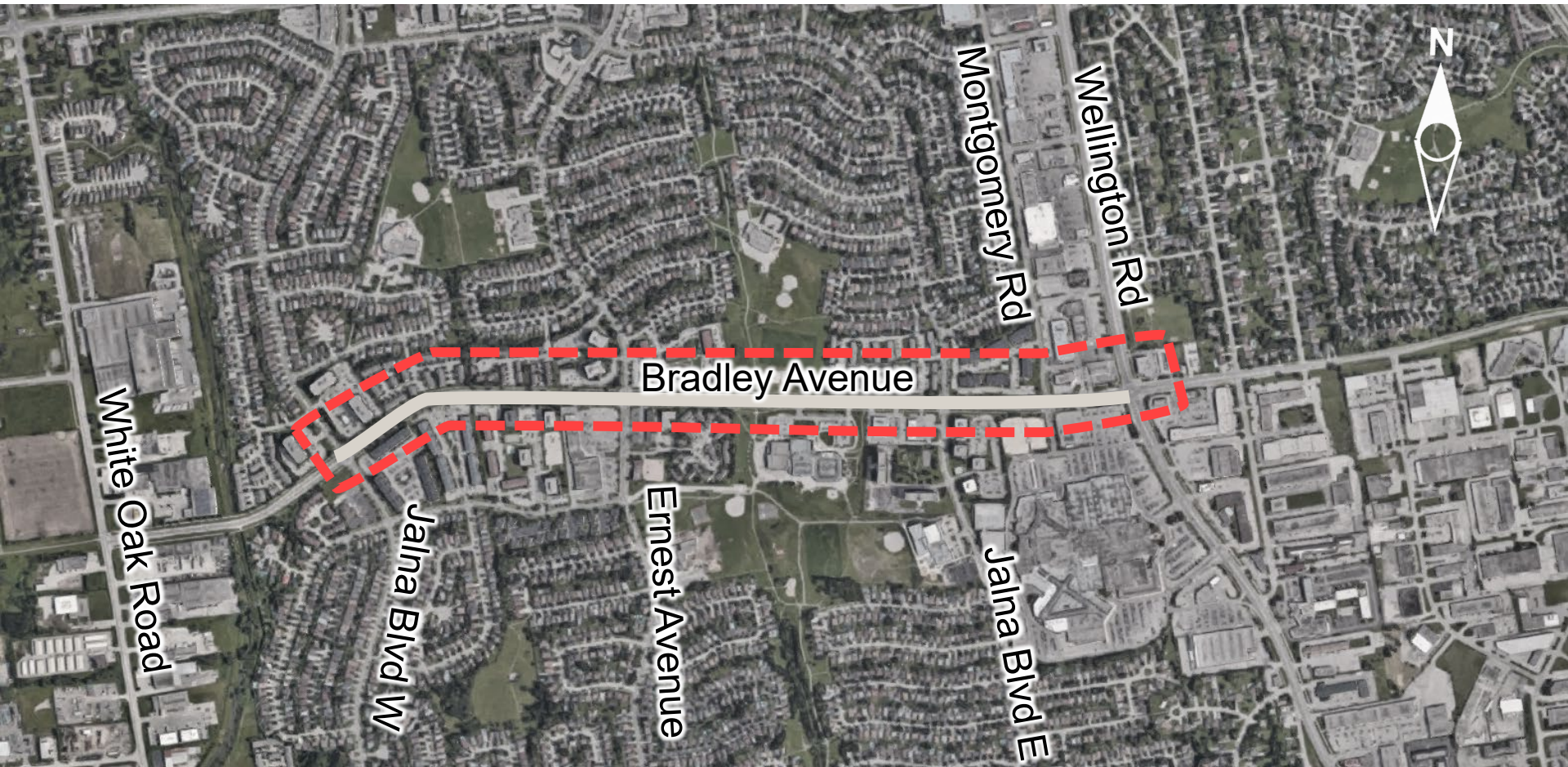
London
CANADA

Bradley Avenue Cycle Track Project



Integrated Transportation Community
Advisory Committee
August 2022

Project Limits

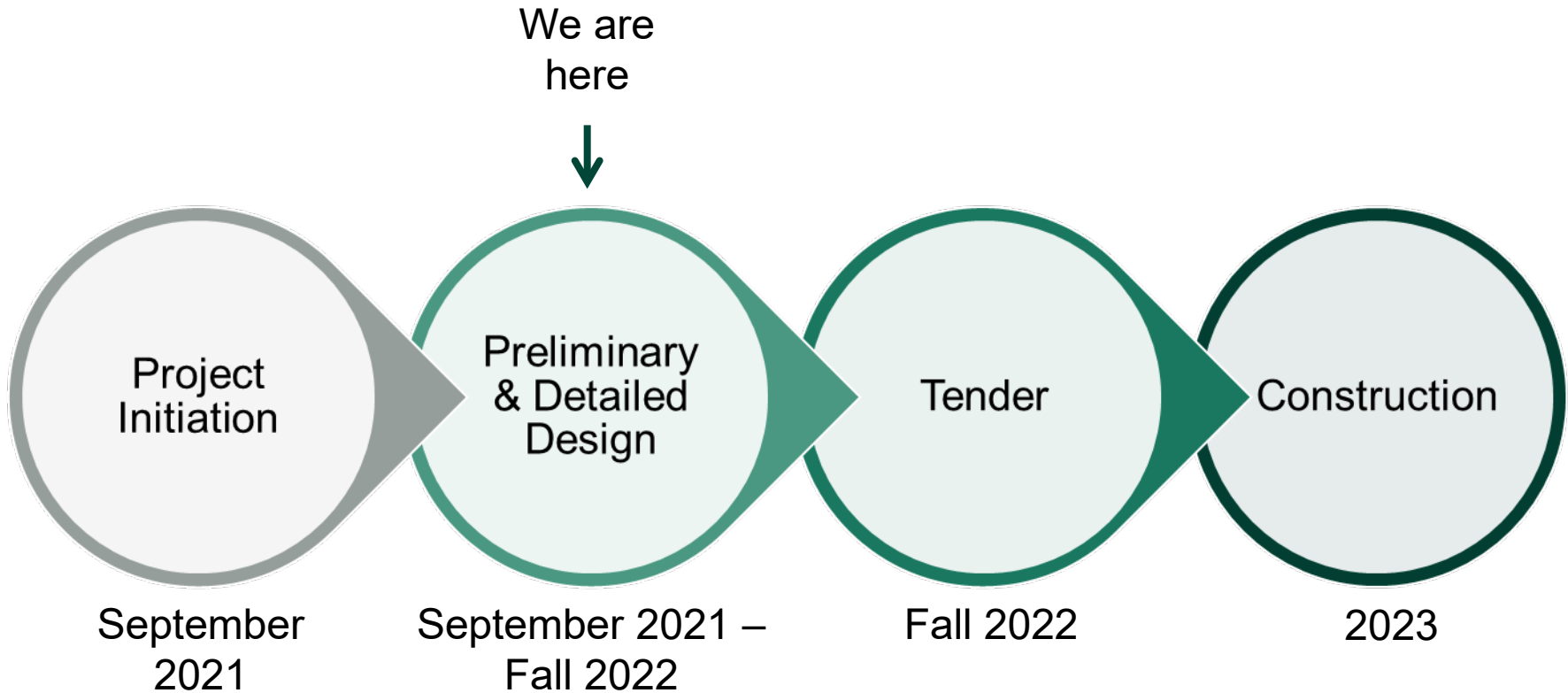


Project Objectives

- ▶ Expand the all ages and abilities cycling network
- ▶ Incorporate a ‘Complete Streets’ approach to address speeding and safety concerns
- ▶ Enhance connections to White Oaks Park Pathway

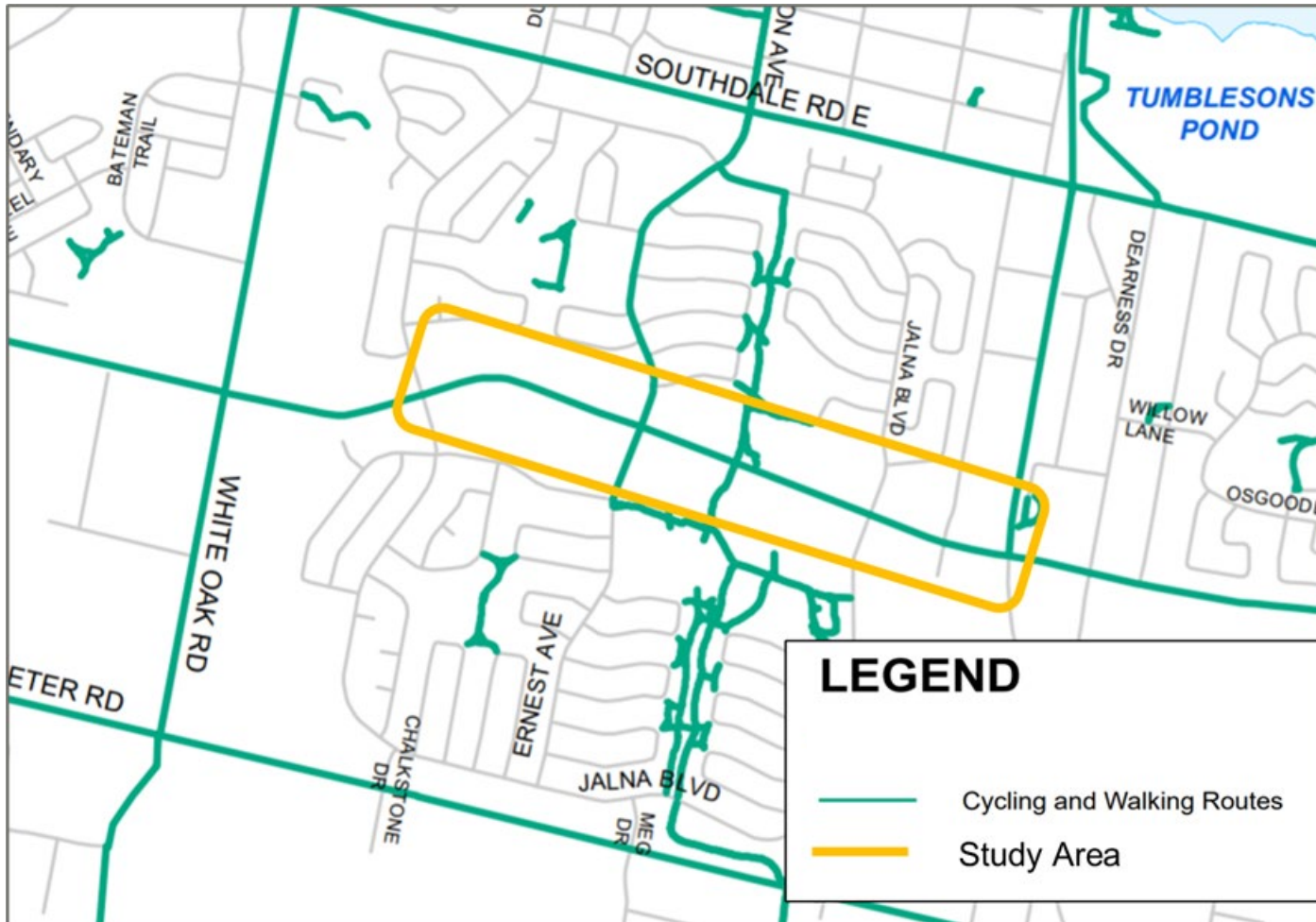
“Complete streets are those that are designed to support many different forms of mobility. Complete streets provide physical environments that make all forms of mobility safe, attractive, comfortable, and efficient.” – The London Plan

Project Timelines



Public & Stakeholder Consultation

Policy & Planning Context: Cycling Master Plan

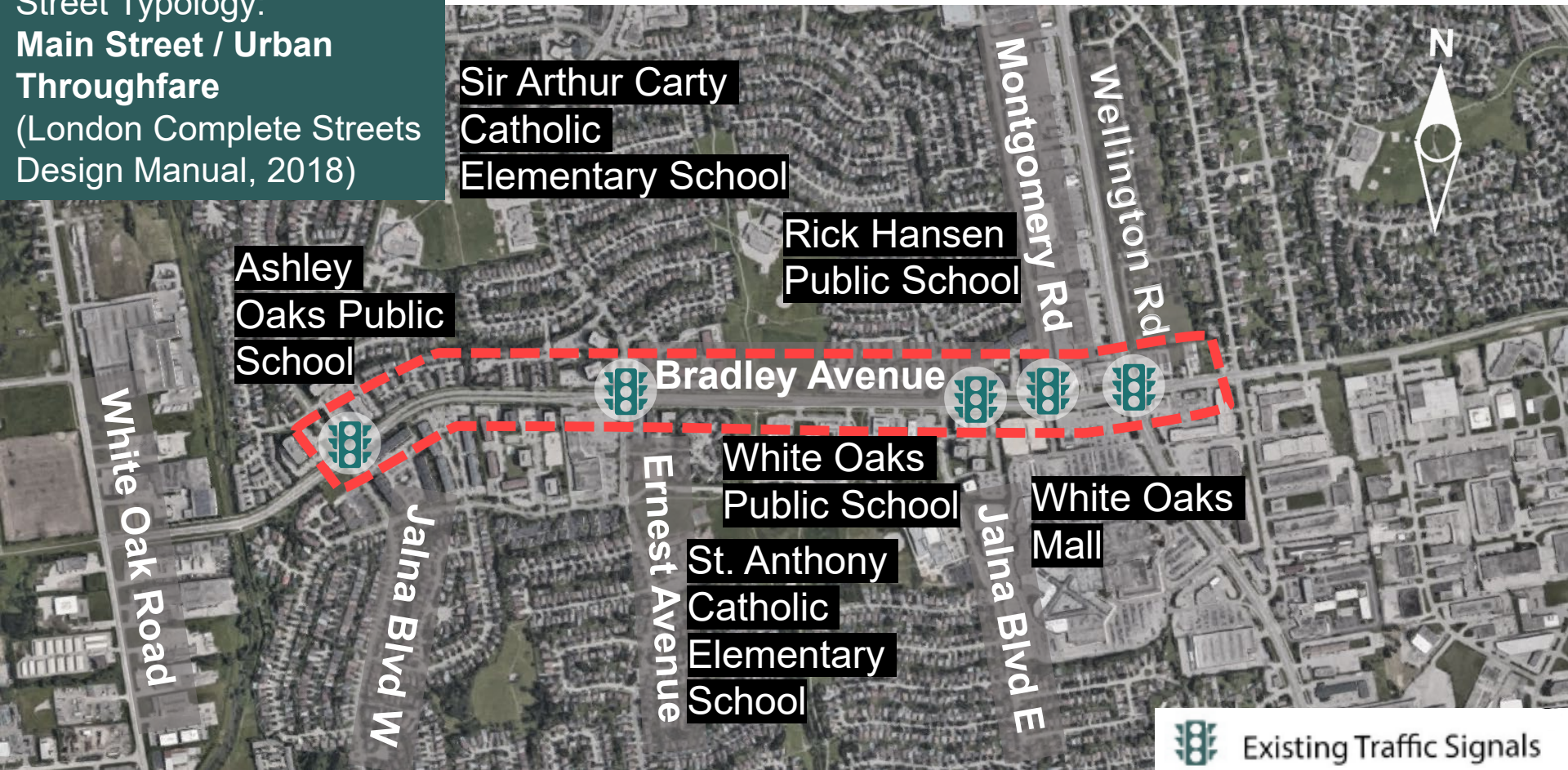



Source: City of London - Official Plan Active Mobility Network



Corridor Context: Bradley Avenue

Street Typology:
**Main Street / Urban
Throughfare**
(London Complete Streets
Design Manual, 2018)

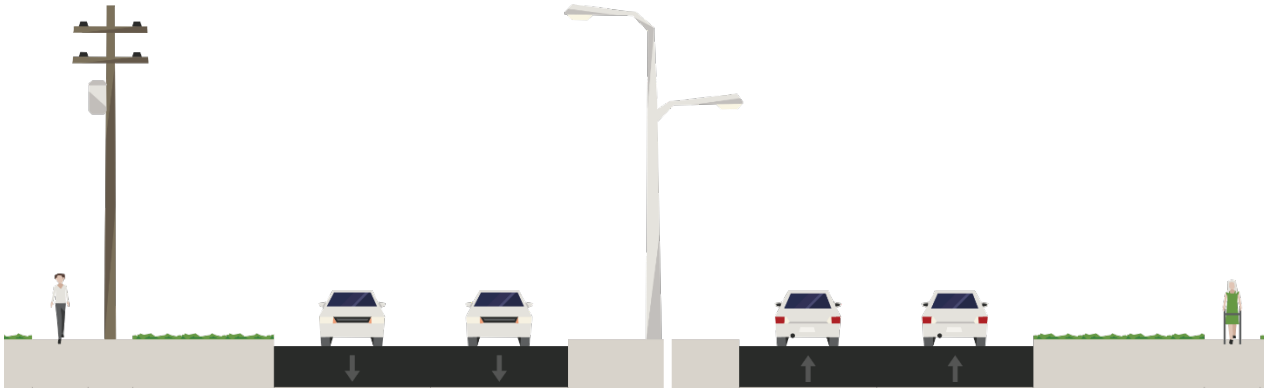


 Existing Traffic Signals

Typical Conditions

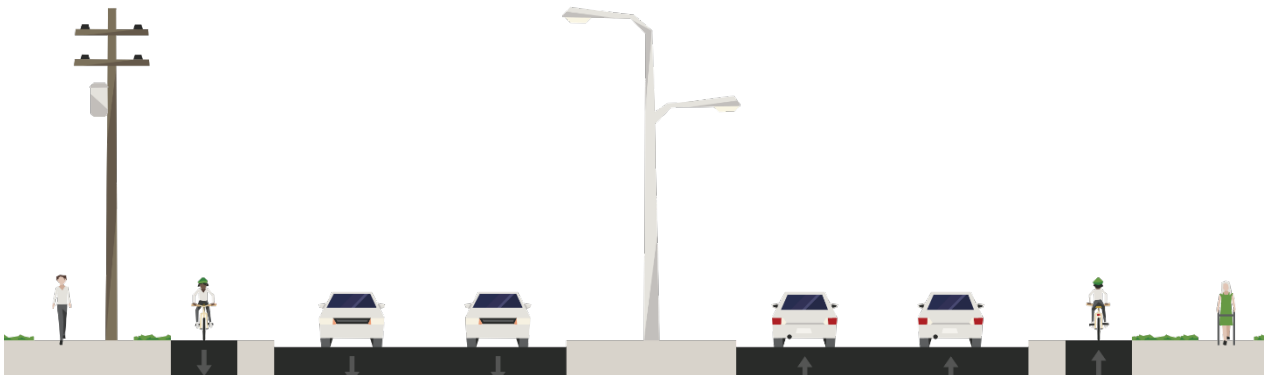


Typical Cross-Section: Jalna Boulevard W to Wellington Road



Existing Conditions:

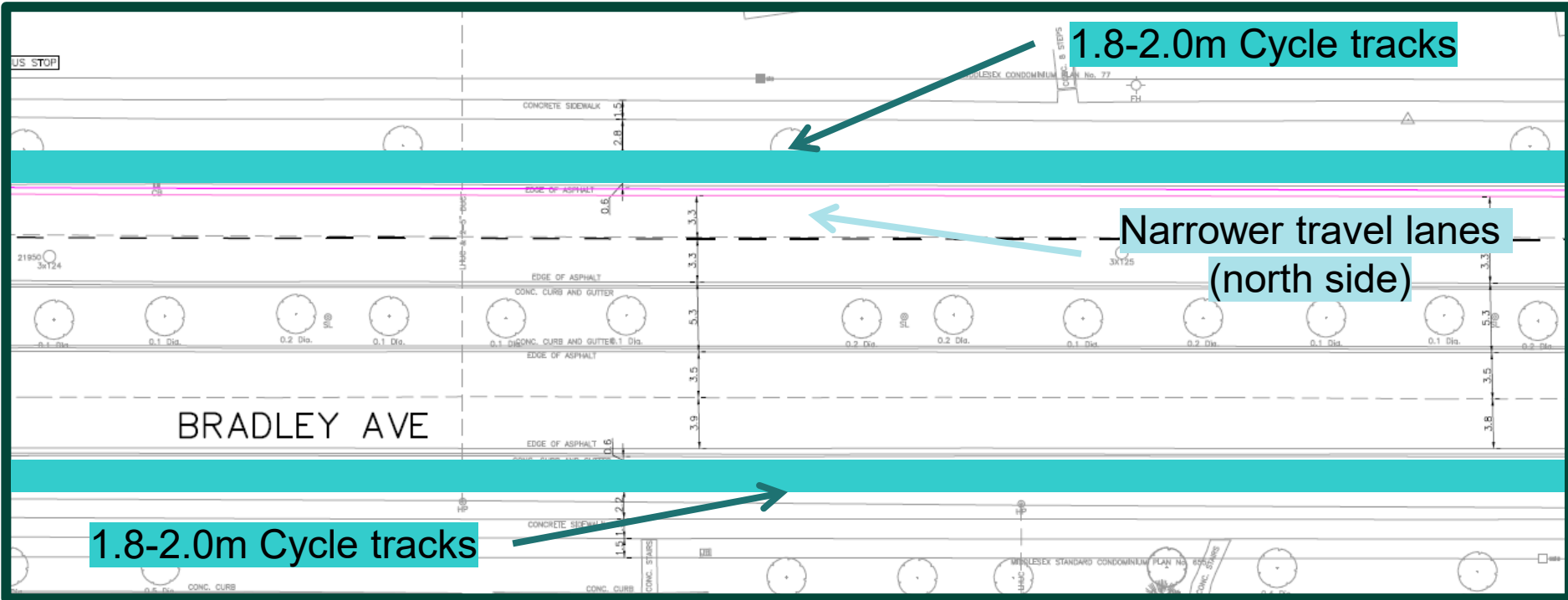
- ▶ Two wide travel lanes in both directions with centre median
- ▶ Wide boulevard
- ▶ Narrow sidewalks



Proposed Conditions:

- ▶ Minimal changes to travel lanes or centre median (some minor lane narrowing)
- ▶ One-way cycle track on both sides of road
- ▶ Improved sidewalks near intersections

Typical Design

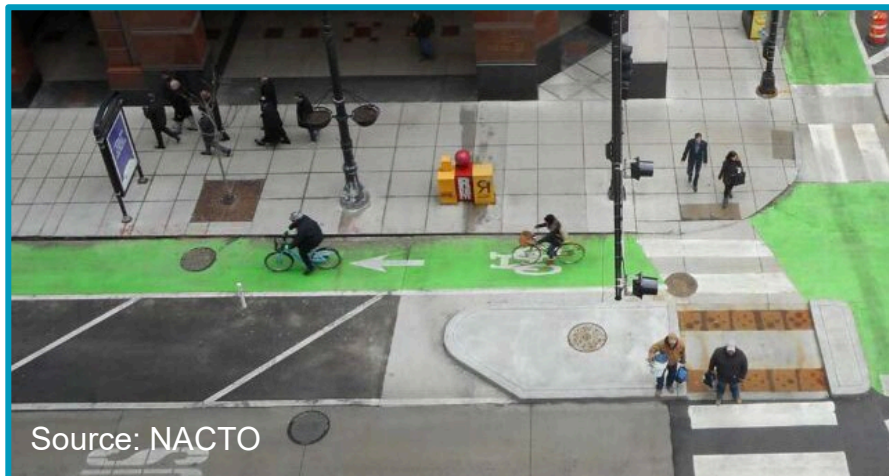


Proposed Improvements



Intersection Improvements

- ▶ Keeps bicycles physically separate from motor vehicles up until the intersection
- ▶ Provide a high degree of comfort and safety for people of all ages and abilities



Project Benefits



Intersection safety improvements reduce the risk of conflicts between all road users

A separate facility for cyclists reduces the risk of conflicts between pedestrians and cyclists

Minimal modifications required to the existing travel lanes and centre median

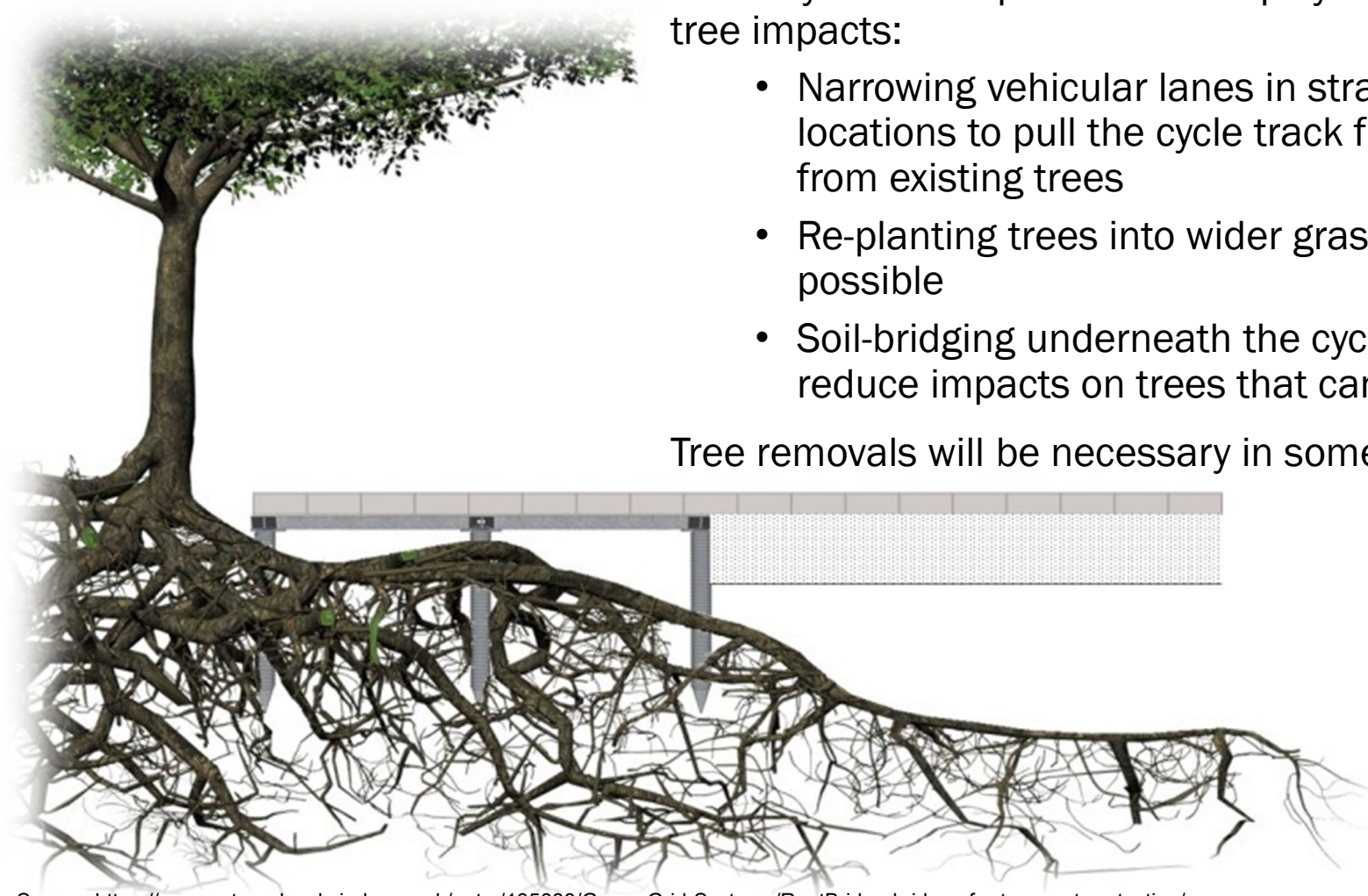
An off-road facility provides a more comfortable environment for cyclists of all ages and skill levels

Tree Impacts

A variety of techniques will be employed to minimize tree impacts:

- Narrowing vehicular lanes in strategic locations to pull the cycle track further away from existing trees
- Re-planting trees into wider grass areas where possible
- Soil-bridging underneath the cycle track to reduce impacts on trees that cannot be moved

Tree removals will be necessary in some locations



Tree Impacts

Summary of tree impacts (subject to final designs):

Approach	Estimates	Notes
Trees with minimal impact	~23	Trees within or near right-of-way (primarily south side)
Tree preserved (injury)	~18 (Soil-bridging) ~4 (Root Pruning)	Soil-bridging used to minimize impacts to larger, healthier trees or protected species
Tree preserved (transplant)	~22	Young trees that can be relocated based on their size and species
Tree removals	~8 ~4 (Poor condition)	

Construction Impacts

- During construction, at least one lane per direction will be maintained at all times to minimize impacts
- Advance notice of construction will be given to residents in the surrounding area
- Construction hours will be limited to reduce noise impacts

Next Steps

Provide your input:

- ▶ Following the PIC, the City will be launching a two-week question period for residents and commuters to ask any questions regarding how construction will impact them
- ▶ Questions can be submitted either through the Q&A tool on the Get Involved page or by emailing the project manager at jgardine@london.ca

After this PIC, we will:

- ▶ Review comments and suggestions from the public, stakeholders and cycling community
- ▶ Finalize detailed design plans
- ▶ Initiate construction in 2023 (City will issue pre-construction notice)
- ▶ City will issue pre-construction notice prior to construction

Stay Connected:

- ▶ We will provide updates on project progress via the Get Involved Page



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Thank you! Questions?



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