



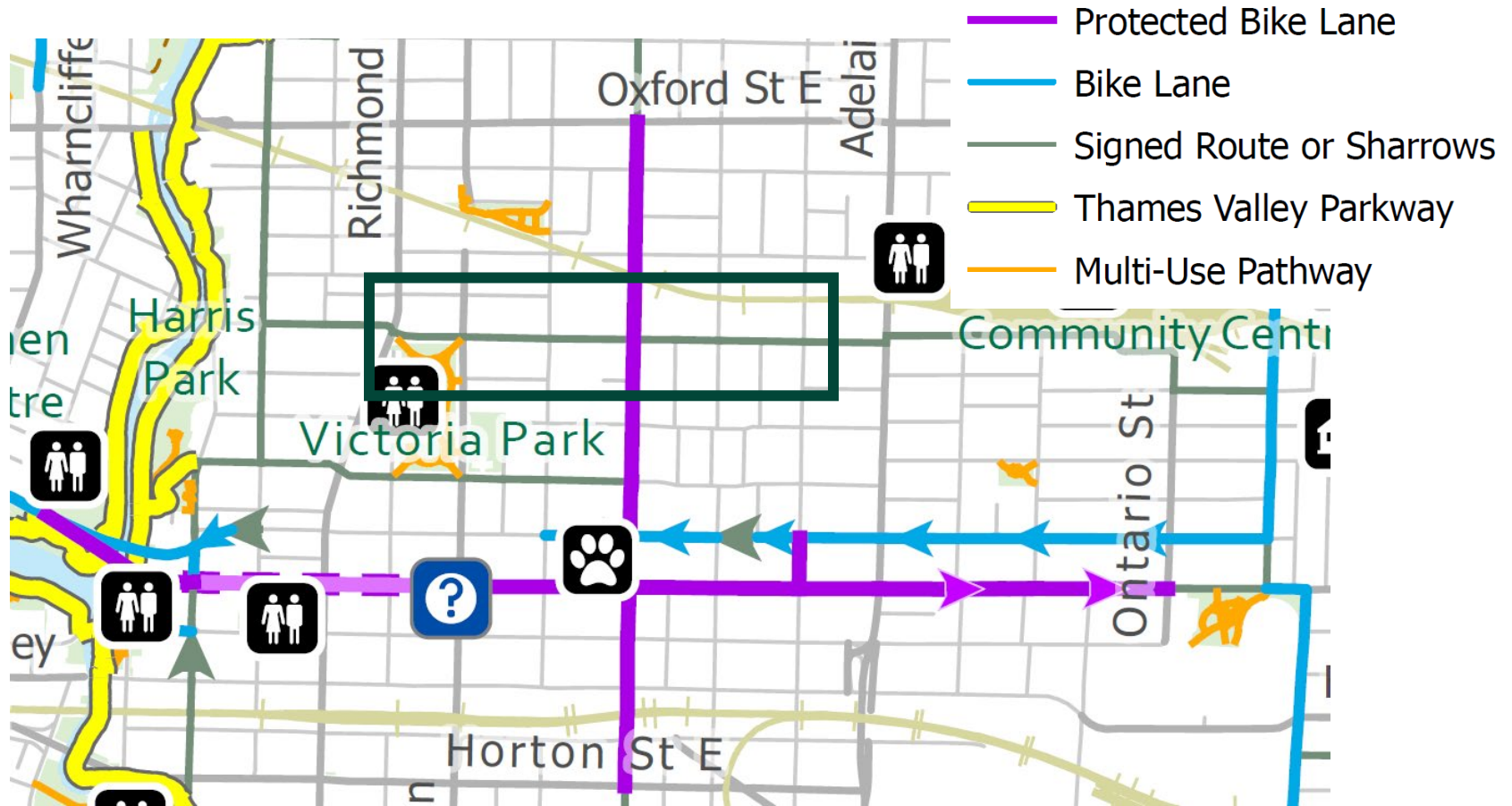
Central Avenue Bike Lanes

Integrated Transportation Community Advisory
Committee

london.ca

February 15, 2023

Project limits



Central Ave between Richmond St and William St



Why add cycling improvements on Central Ave?

- Central Ave is a “Neighbourhood Connector” intended to include strong multi-modal connectivity and managed motor vehicle speeds and volumes
- Currently Central Ave is a signed bike route, has a vehicle and parking lane in each direction, and has setback sidewalks
- The Cycling Master Plan identifies Central Ave as a bike route
- Central Ave connects Old East Village with Downtown. The high volume of motor vehicles using Central Ave (3,000 – 7,500 vehicles per day) warrants higher order cycling infrastructure to improve safety



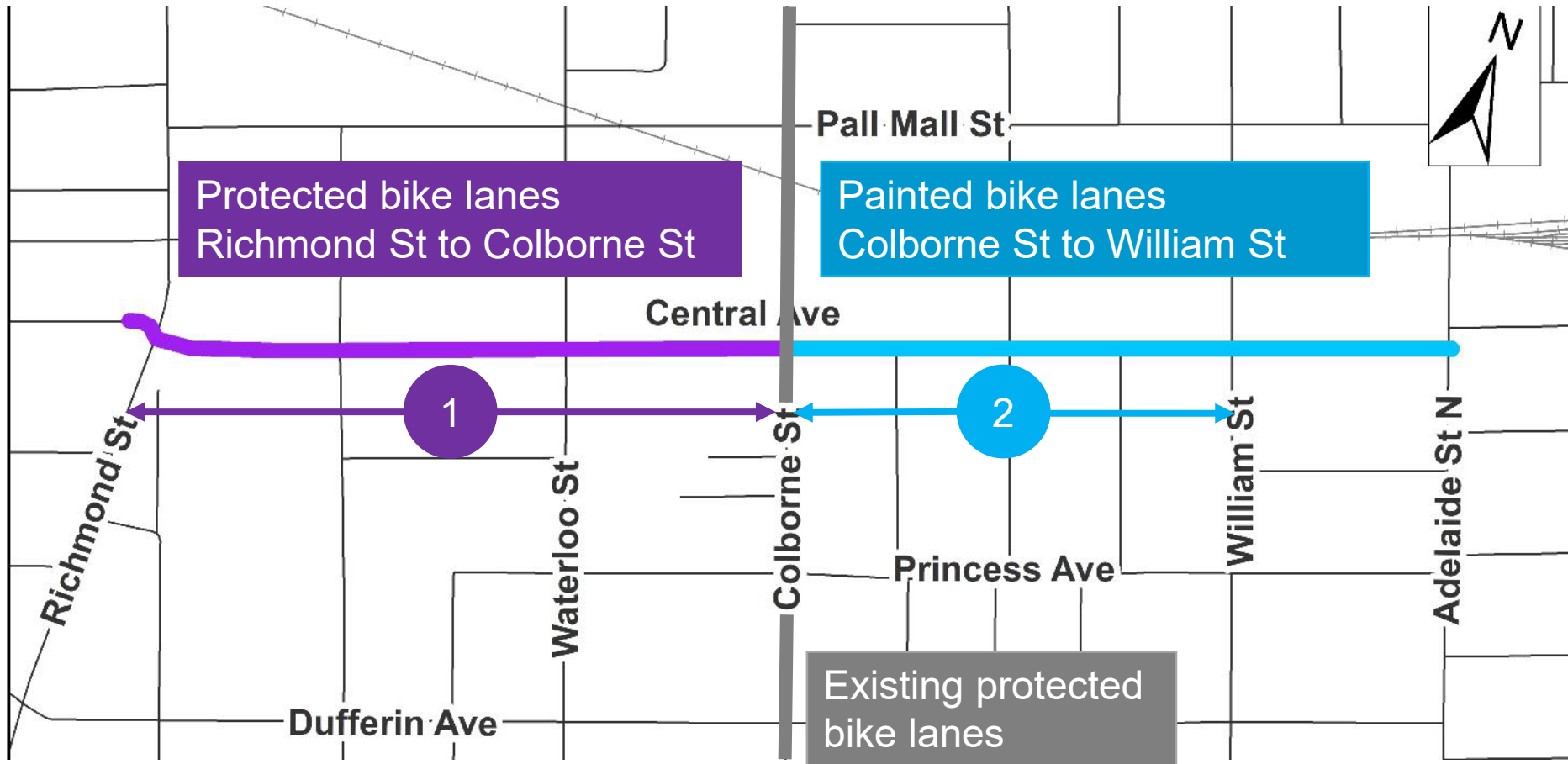
Corridor context: Central Ave

Street Typology: Neighbourhood Connector
(London Complete Streets Design Manual, 2018)

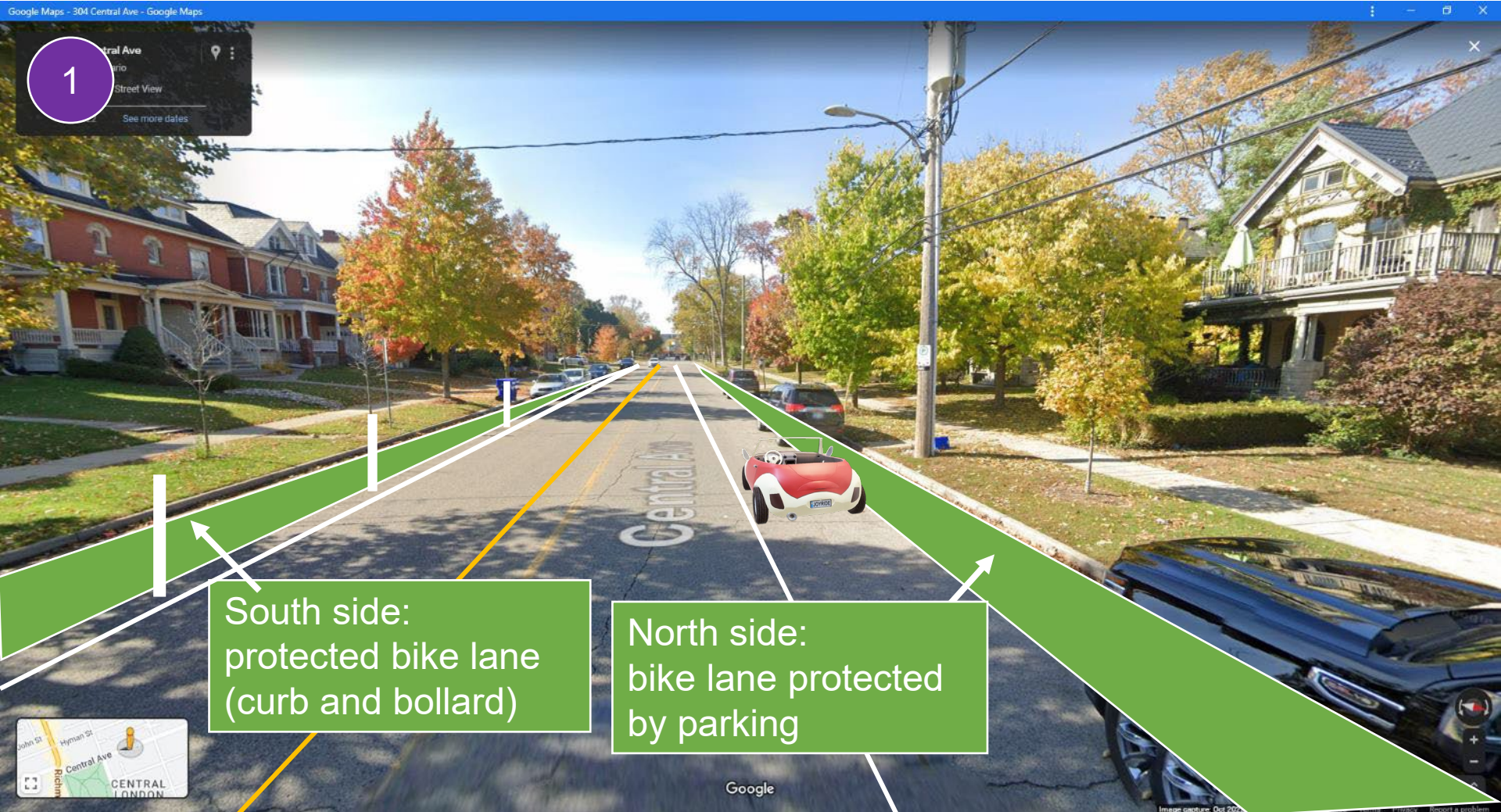




Proposed cycling facilities



Segment 1 cross-section Richmond St to Colborne St



Reconfiguring parking and bike lane (Segment 1)

Parking lane and wider bike lane create a wider buffer between motor vehicle traffic and sidewalks.

Painted buffer and location of parking lane reduces risk of cyclists and motorist conflicts (i.e. dooring)



Enhanced cycling facilities provide a more comfortable environment for people who would like to cycle



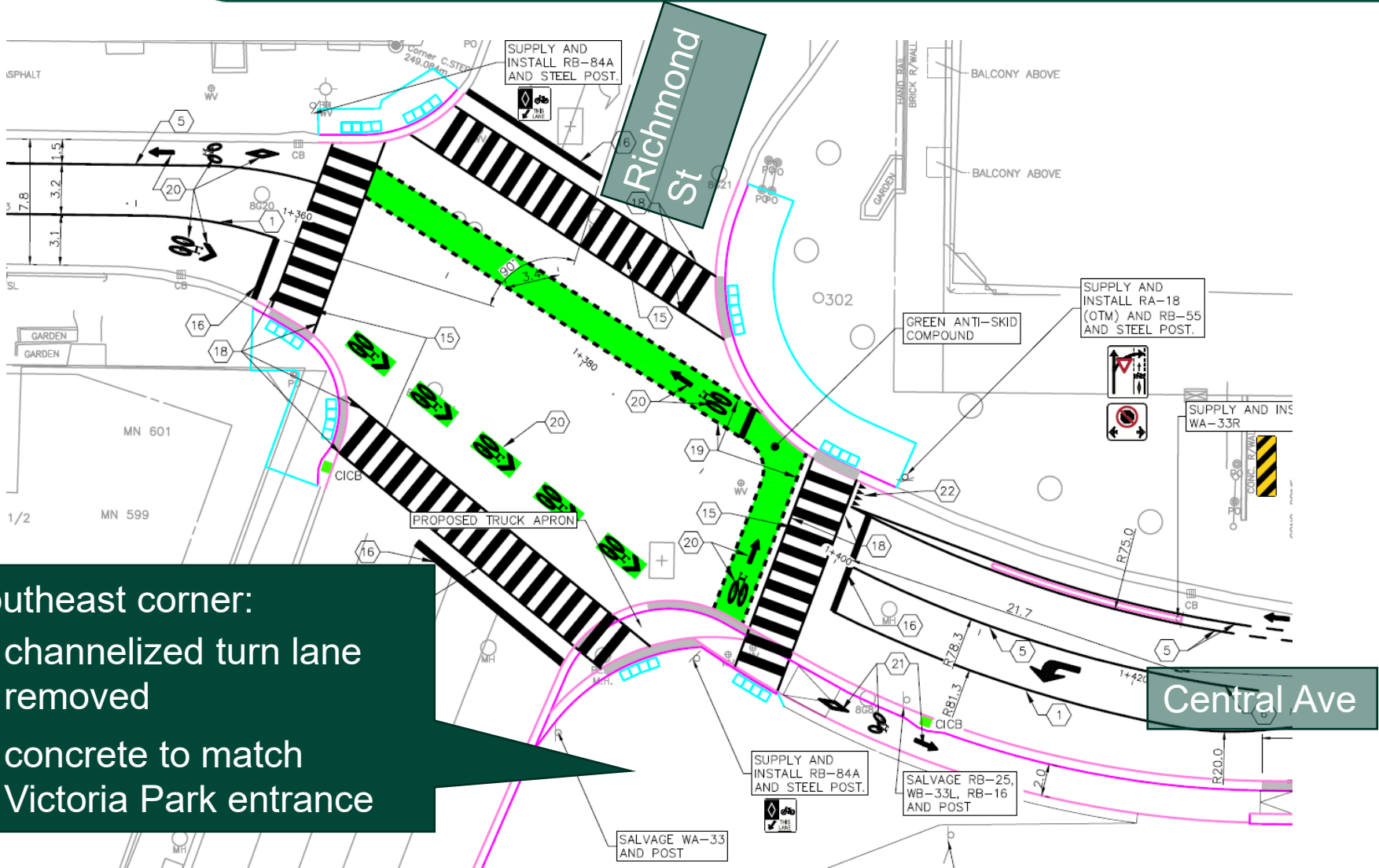
Segment 1 impacts

Richmond St to Colborne St

- Adds all ages and abilities cycling facilities on both sides
- Maintains vehicle capacity, including turn lanes
 - one exception: the eastbound left-turn lane at Central Ave & Richmond St is proposed to be removed
- Removes on-street parking on one side of the street
- Two tree impacts within channelized island at Richmond St
- This project connects to protected intersection at Colborne St & Central Ave



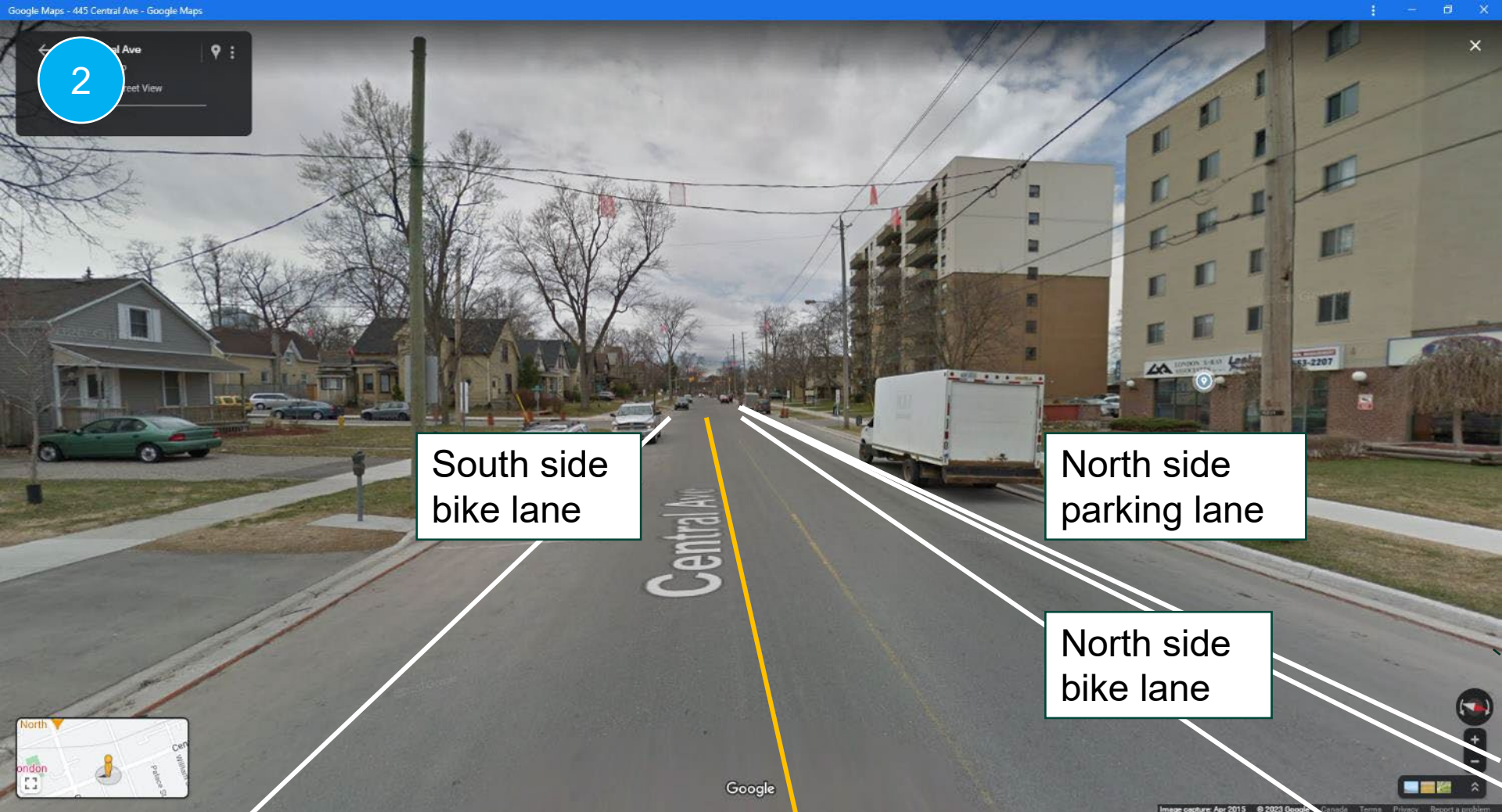
Central Ave & Richmond St intersection



Southeast corner:

- channelized turn lane removed
- concrete to match Victoria Park entrance

Segment 2 cross-section Colborne St to William St



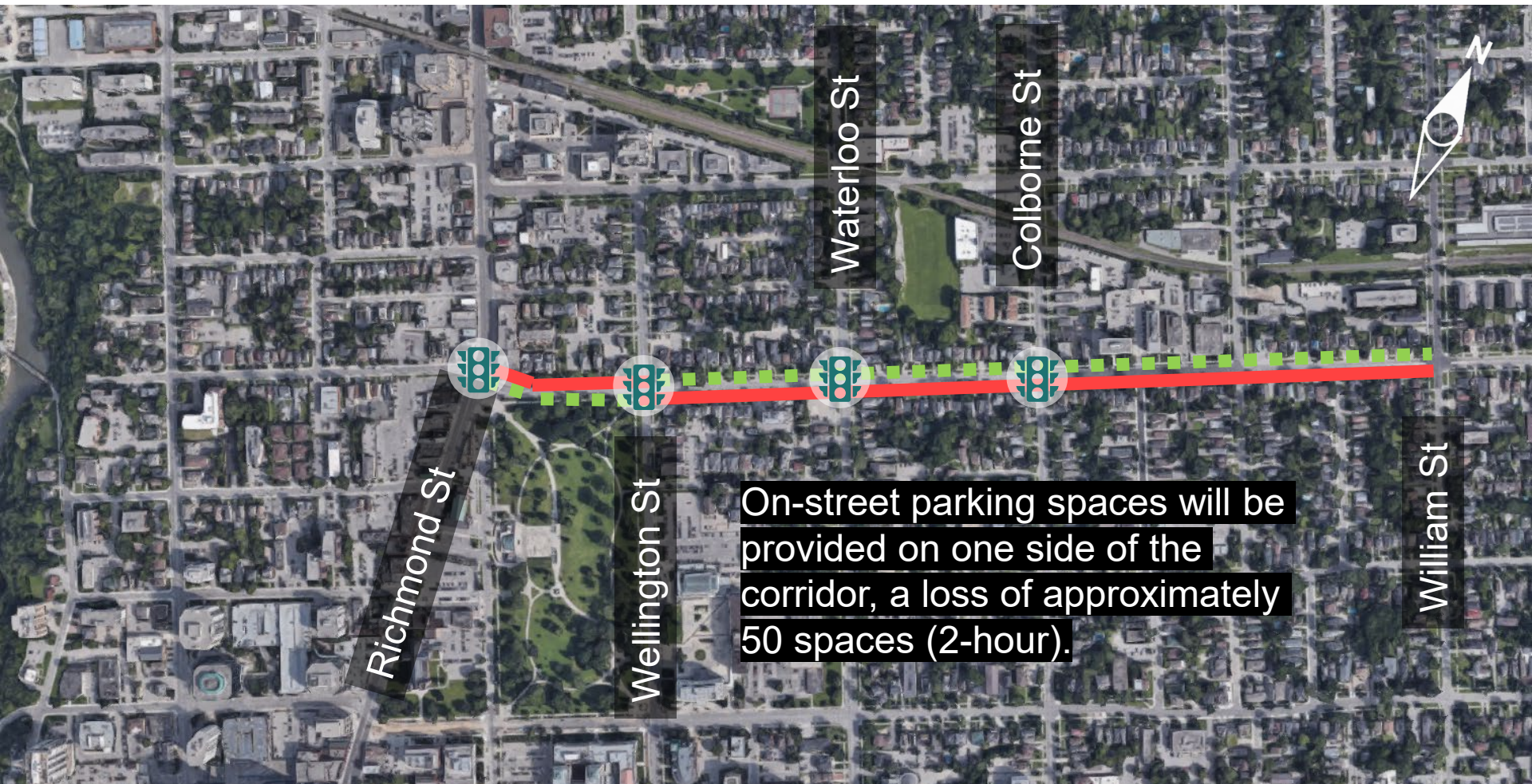


Segment 2 impacts

Colborne St to William St

- Adds all ages & abilities cycling facilities on both sides
- Maintains vehicle capacity, including turn lanes
- Removes on-street parking on south side of the street
- No tree impacts
- Road rehabilitation between Maitland St and William St

Parking Impacts

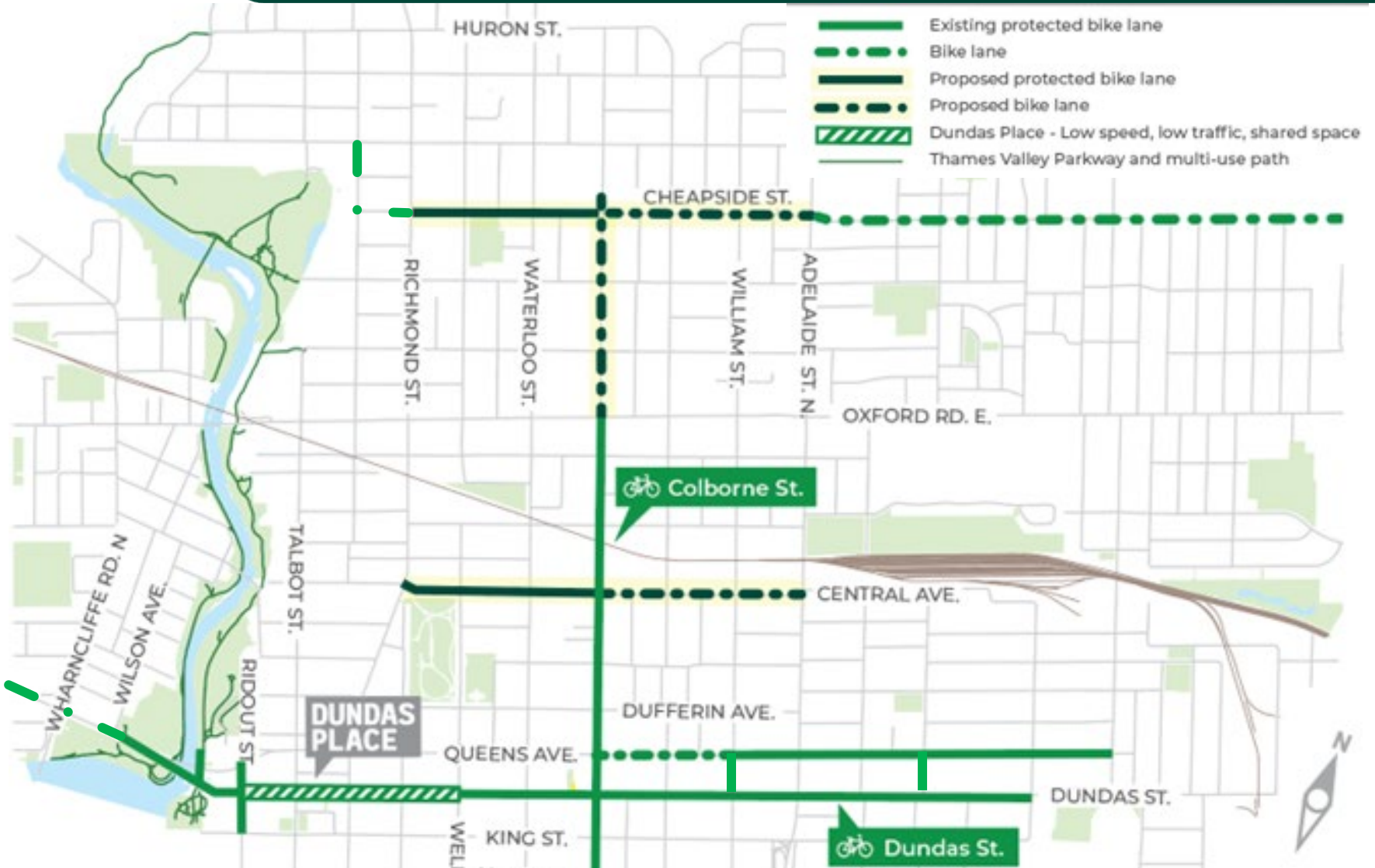




Construction impacts

- Project will be coordinated with nearby construction activities (e.g., Rapid Transit Downtown Loop Phase 2 and 3)
- Richmond Street intersection work will have the most significant disruption
- One lane will be open for most of the project; traffic will be periodically detoured to Dufferin Street
- Work will occur between 7 a.m. and 7 p.m.
- Access to private driveways to be maintained at all times
- City of London will provide preconstruction letter with full details ahead of construction (approximately two weeks prior)

Core cycling network





Next steps

- Drop-in public update meeting:
Thursday, Feb. 23, 4:30 – 6:30 p.m.
Central Branch of London Public Library
- Finalize project design and prepare for summer construction*
(* Project is contingent on federal/provincial funding)