Downtown Loop Phase 2
(Rapid Transit in London):

Queens Avenue and Ridout Street



Public Meeting
June 17, 2021

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Welcome

- ✓ **Use Q&A button** to ask a question anytime or to let us know about any technical difficulties. Questions will be answered after the presentation.

- Remember, this meeting is being recorded.

Agenda

1. Presenters
2. Project Background
3. About the Downtown Loop
4. Plans for Construction
5. Question & Answer Session

Meeting purpose

- Present near-final designs for the Downtown Loop, Phase 2
- View concepts of the bus stations and streetscapes
- Learn more about the plans for construction
- Participate in a Q&A session

Presenters



Jennie Dann
Director, Construction &
Infrastructure Services
City of London



Kate Preston
Landscape Planner
Associate
Dillon Consulting



Ted Koza
Division Manager,
Major Projects
City of London



Peter McAllister
Project Manager
Partner
Dillon Consulting

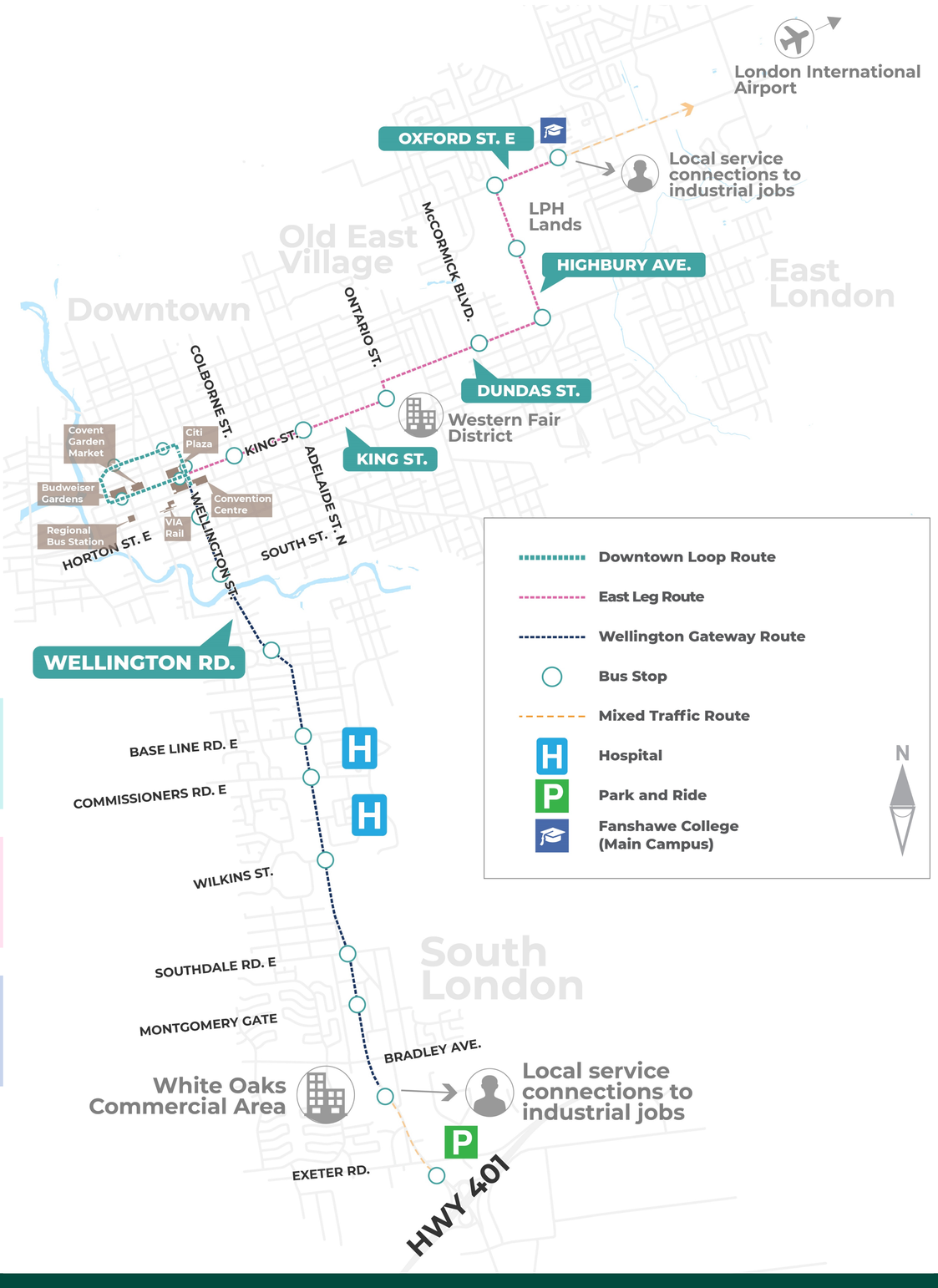
Rapid Transit in London and the Downtown Loop

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Rapid Transit in London

1. **The Downtown Loop (2021 – 2023)**
2. East London Link (East Corridor) (2022 – 2024)
3. Wellington Gateway (2023 – 2026)



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The Downtown Loop (2021-2023)



What is it?

- The Loop will add rapid transit elements and transportation improvements to ease congestion and improve safety and efficiency
- The Loop will run buses along Queens Avenue, King Street, Ridout Street and Wellington Street, on dedicated bus rapid transit lanes

The work:

- Adding new rapid transit stops on King Street at Wellington Street and Talbot Street; on Wellington Street at King Street; and on Queens Avenue at Clarence Street and west of Talbot Street
- Streetscape enhancements
- New street lights and traffic signal upgrades
- Repair and replacement of aging water main and storm and sanitary sewers
- Localized private utilities replacements and upgrades

Some of the benefits:

- Curbside bus lanes with left-turn priority signal to improve traffic capacity and safety.
- New sewers and water mains to accommodate future growth

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Downtown Loop (2021-2023)



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Downtown Loop Construction Phasing



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Phase 1 Construction

Phase 1 construction is underway, including temporary watermain, pedestrian accesses, temporary signals and sewer replacements













Design for Queens Avenue and Ridout Street

Phase 2 of the Downtown Loop project

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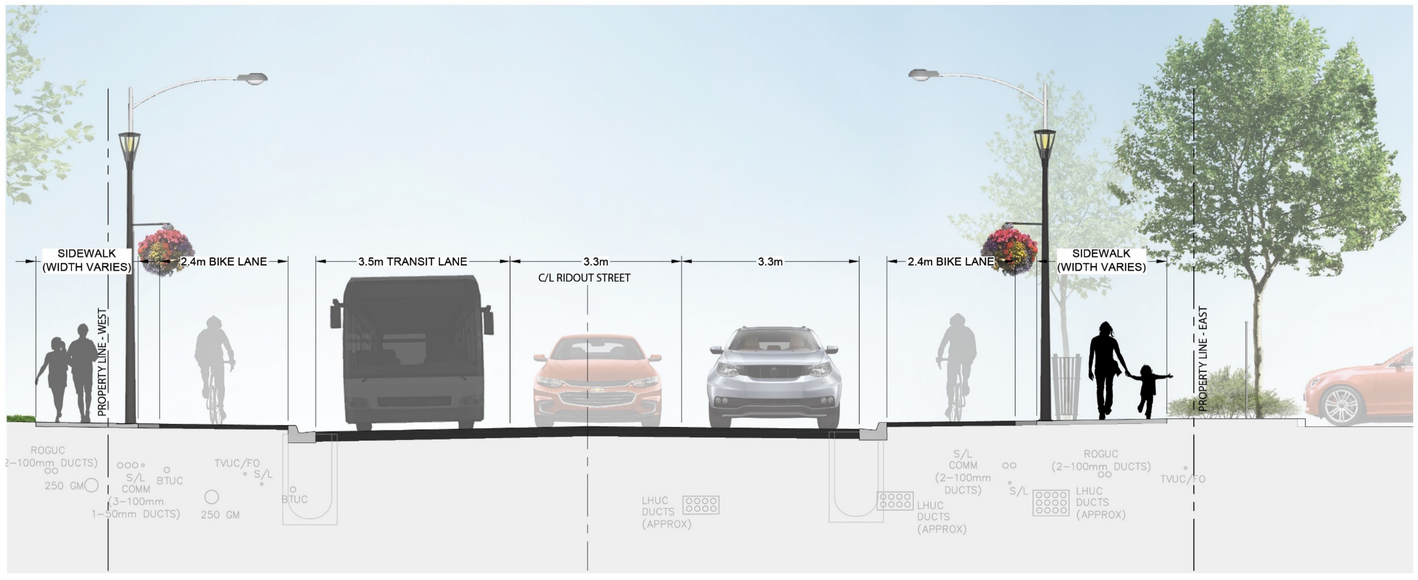
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Phase 2 Street Design: Ridout Street North

The re-design of Ridout Street North will occur from south of the King Street intersection to Fullarton Street. It will include:

- A transit-only lane, two lanes of traffic, and turning lane at Queens Avenue
- Pedestrian spaces that support better movement and circulation
- Provision of in-boulevard bike lanes on both sides of the street
- Removing some parking spaces along west side of street
- Upgrading and improving underground infrastructure

Cross section A shows a typical section of Ridout Street North.

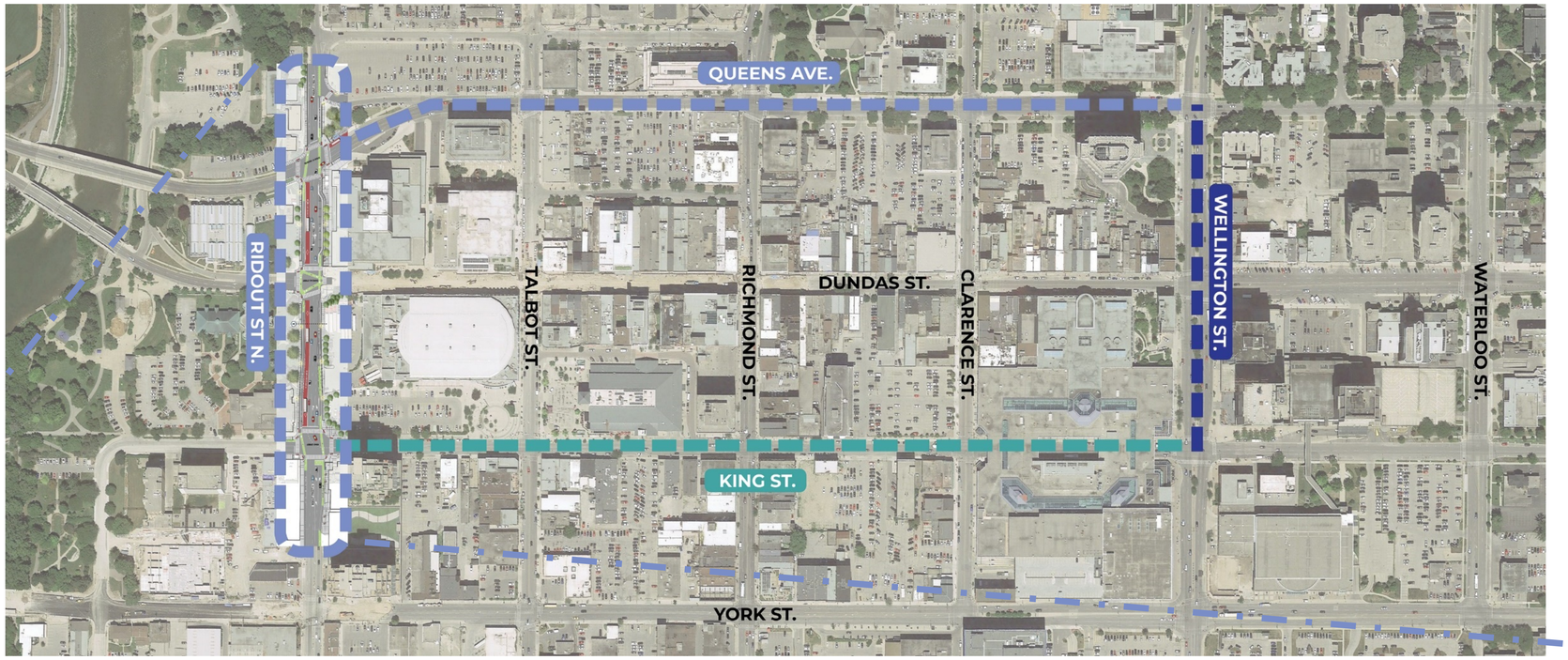


A Ridout Street North - Typical Cross Section

Ridout Street North - South of Dundas Street

Phase 2 Street Design: Ridout Street North

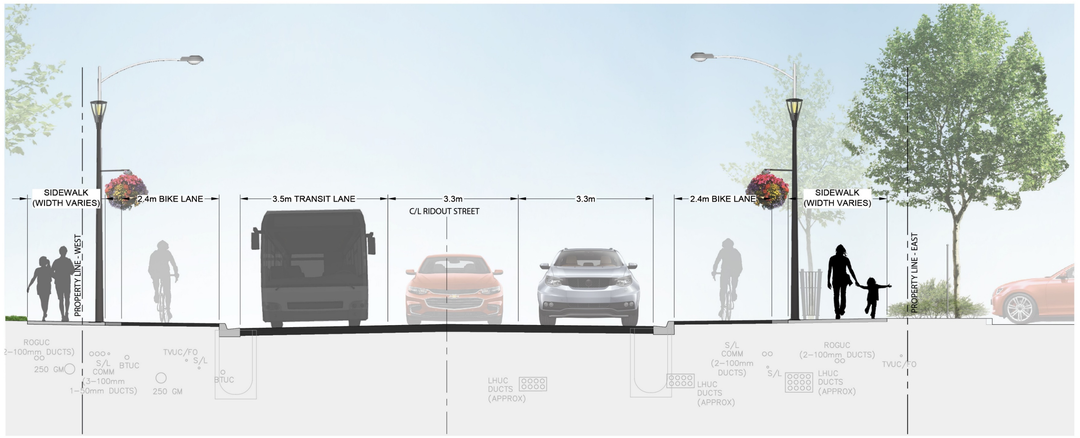
Context Plan





Roll Plan of Ridout Street North from King Street to Queens Avenue

Phase 2 Street Design: Ridout Street North



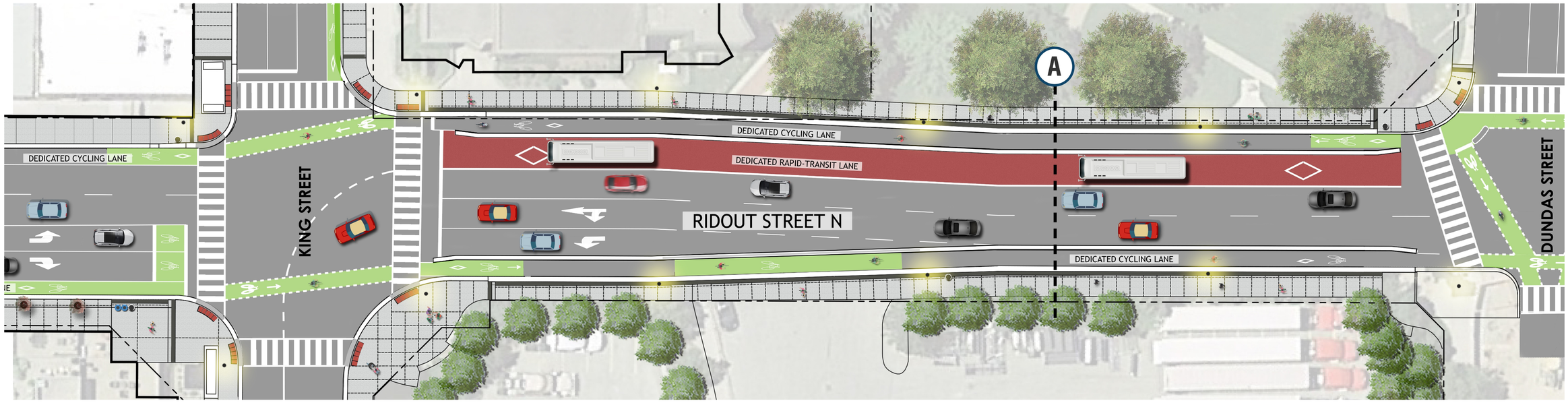
Cross section A shows Ridout Street North from King Street to Dundas Street

LEGEND

- NEW OR EXISTING TREE
- NEW TRASH AND RECYCLING RECEPTACLES
- DETECTABLE WARNING PLATES AT PEDESTRIAN CROSSWALKS
- NEW BIKE RACKS
- NEW CONCRETE PEDESTRIAN SIDEWALK
- DECORATIVE EXPOSED AGGREGATE PAVING TREATMENT
- ENHANCED PEDESTRIAN CROSSINGS AT STATION STOPS
- NEW STREET LIGHTING
- NEW SELF-WATERING PLANTERS

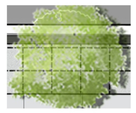
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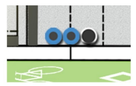


Phase 2 Street Design: Ridout Street North

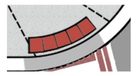
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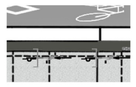
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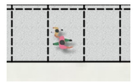
NEW TRASH AND RECYCLING RECEPTACLES



DETECTABLE WARNING PLATES AT PEDESTRIAN CROSSWALKS



NEW BIKE RACKS



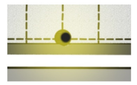
NEW CONCRETE PEDESTRIAN SIDEWALK



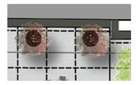
DECORATIVE EXPOSED AGGREGATE PAVING TREATMENT



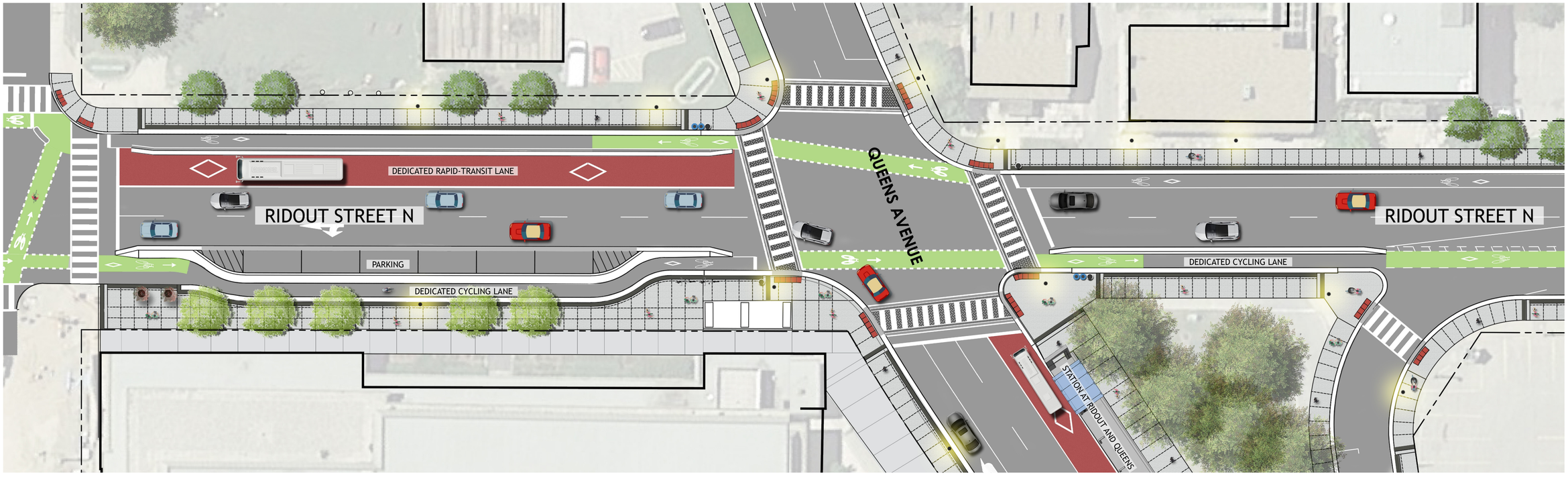
ENHANCED PEDESTRIAN CROSSINGS AT STATION STOPS



NEW STREET LIGHTING



NEW SELF-WATERING PLANTERS



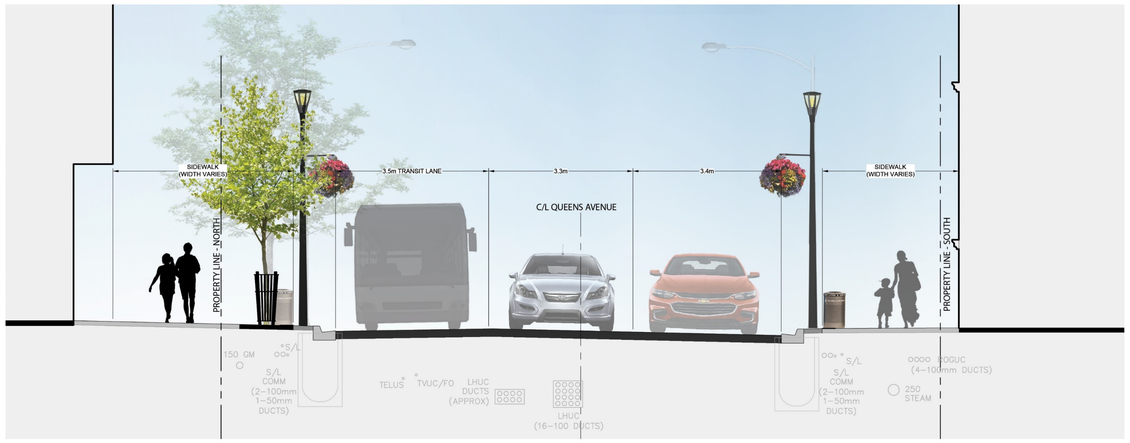
Ridout Street North from Dundas Street to Queens Avenue

Phase 2 Street Design: Queens Avenue

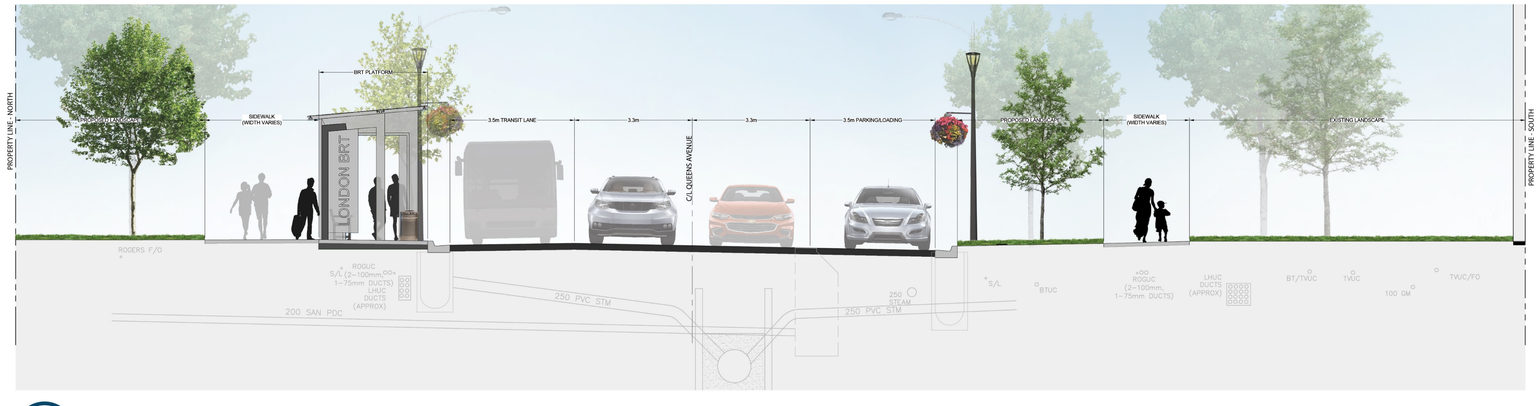
The re-design of Queens Avenue will occur from just west of Ridout Street North to Wellington Street. It will include:

- A transit-only lane, two lanes of traffic, and turning lanes at Richmond Street and Ridout Street
- Pedestrian spaces that support better movement and circulation
- Removing or relocating some parking spaces
- Upgrading and improving underground infrastructure

Cross section B shows a typical section of Queens Avenue.
Cross section C shows a typical condition at the station stop.

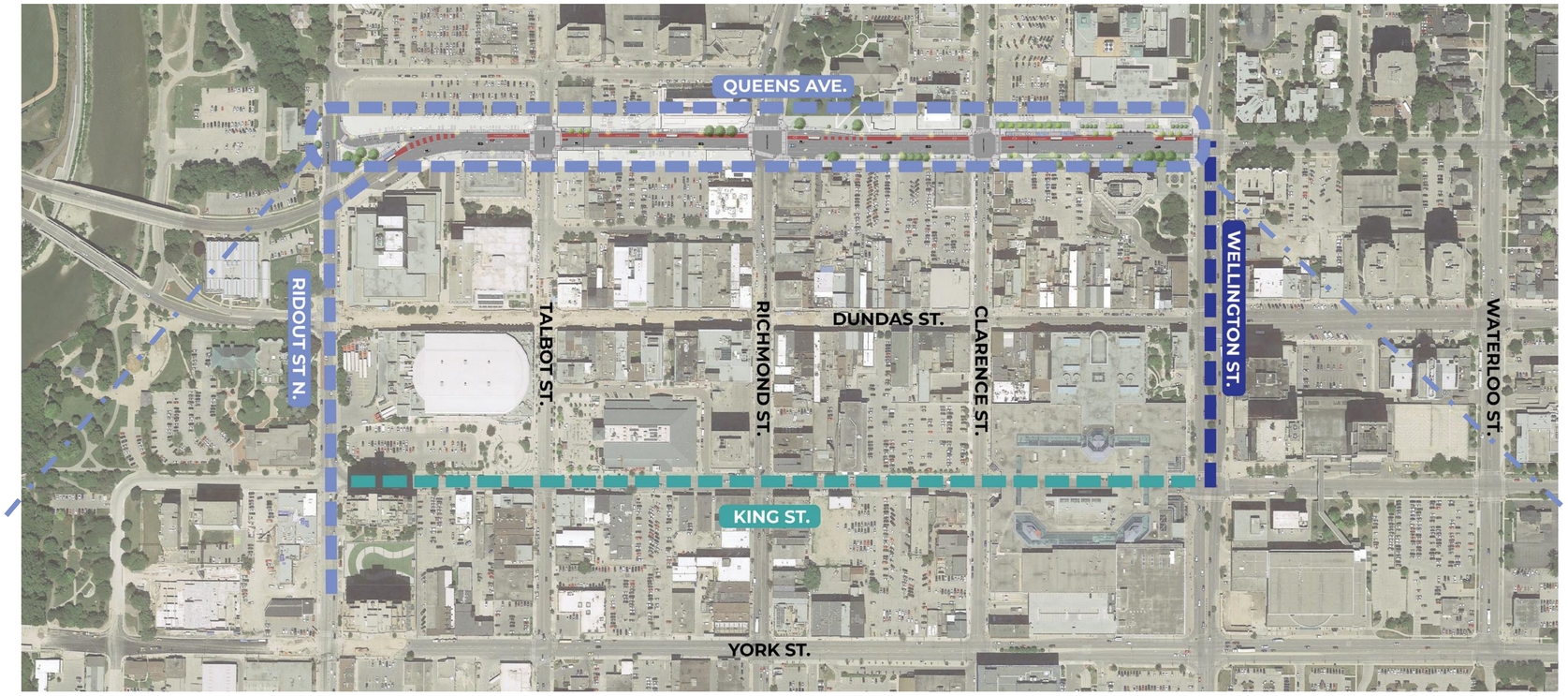


B Queens Avenue - Typical Cross Section
Queens Avenue - East of Talbot Street



C Queens Avenue - Typical Cross Section
Queens Avenue - East of Clarence Street

Phase 2 Street Design: Queens Avenue



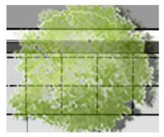
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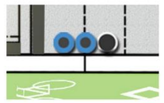
Roll Plan of Queens Avenue from Ridout Street North to Wellington Street

Phase 2 Street Design: Queens Avenue

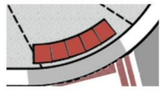
LEGEND



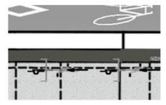
NEW OR EXISTING TREE



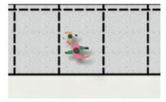
NEW TRASH AND RECYCLING RECEPTACLES



DETECTABLE WARNING PLATES AT PEDESTRIAN CROSSWALKS



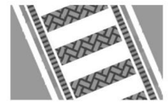
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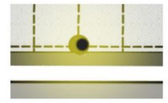
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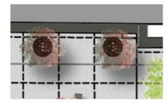
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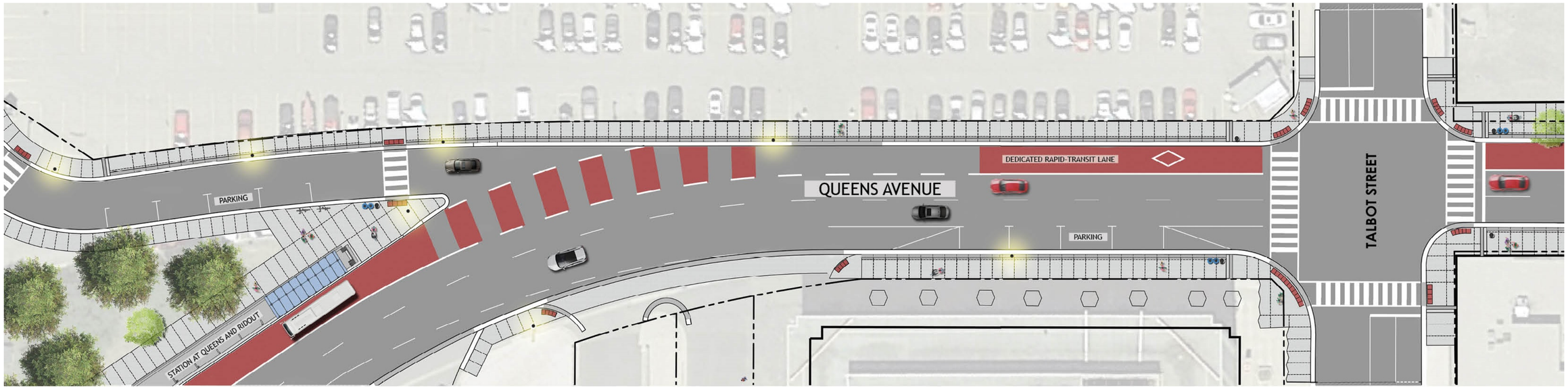
ENHANCED PEDESTRIAN CROSSINGS AT STATION STOPS



NEW STREET LIGHTING



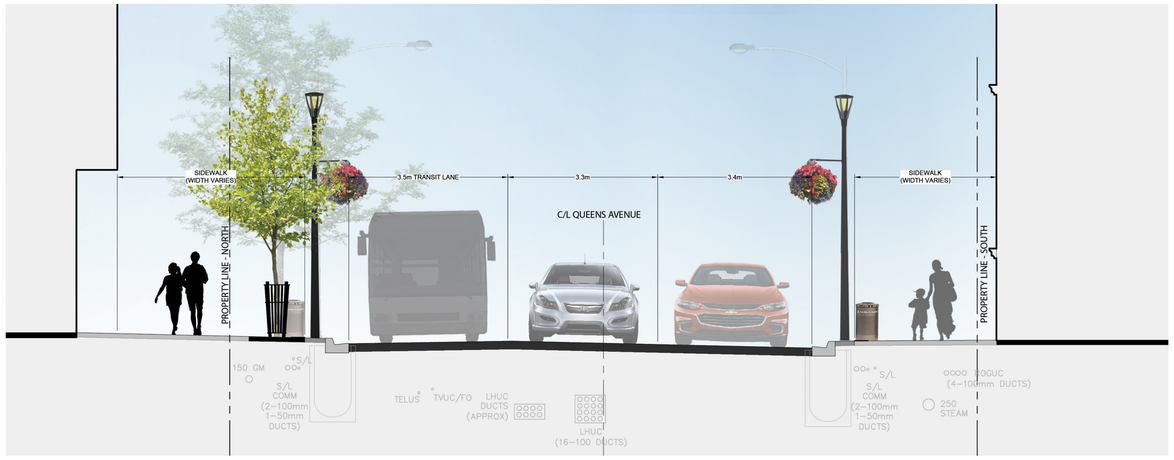
NEW SELF-WATERING PLANTERS



Ridout Street North to Talbot Street

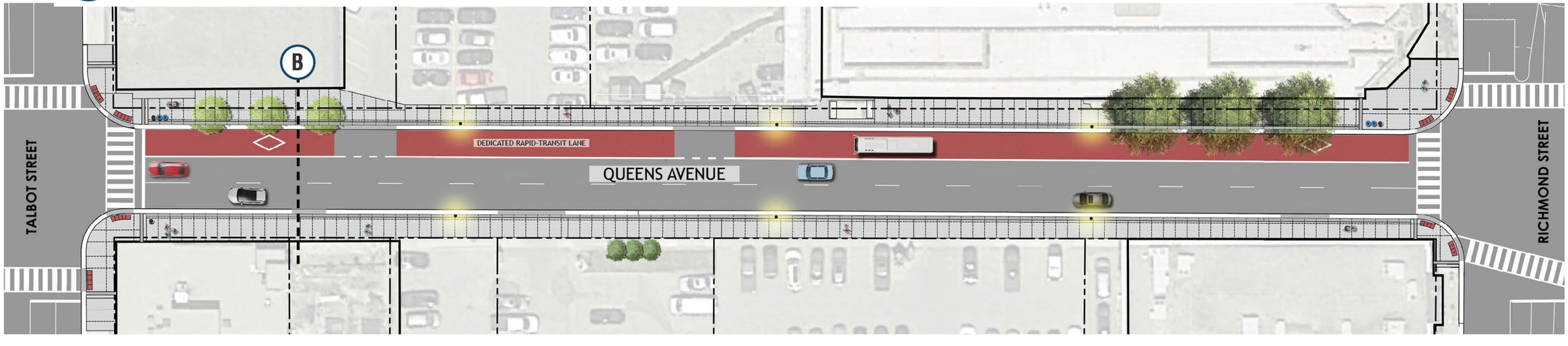
Phase 2 Street Design: Queens Avenue

Talbot Street to Richmond Street



B Queens Avenue - Typical Cross Section

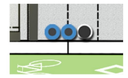
Queens Avenue - East of Talbot Street



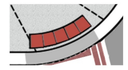
LEGEND



NEW OR EXISTING TREE



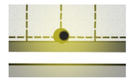
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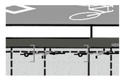
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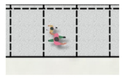
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NEW BIKE RACKS



NEW CONCRETE PEDESTRIAN SIDEWALK



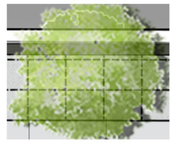
DECORATIVE EXPOSED AGGREGATE PAVING TREATMENT

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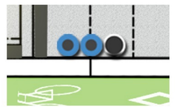
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Phase 2 Street Design: Queens Avenue

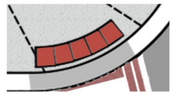
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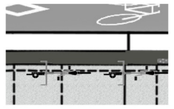
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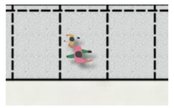
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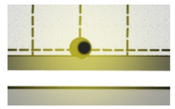
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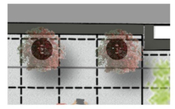
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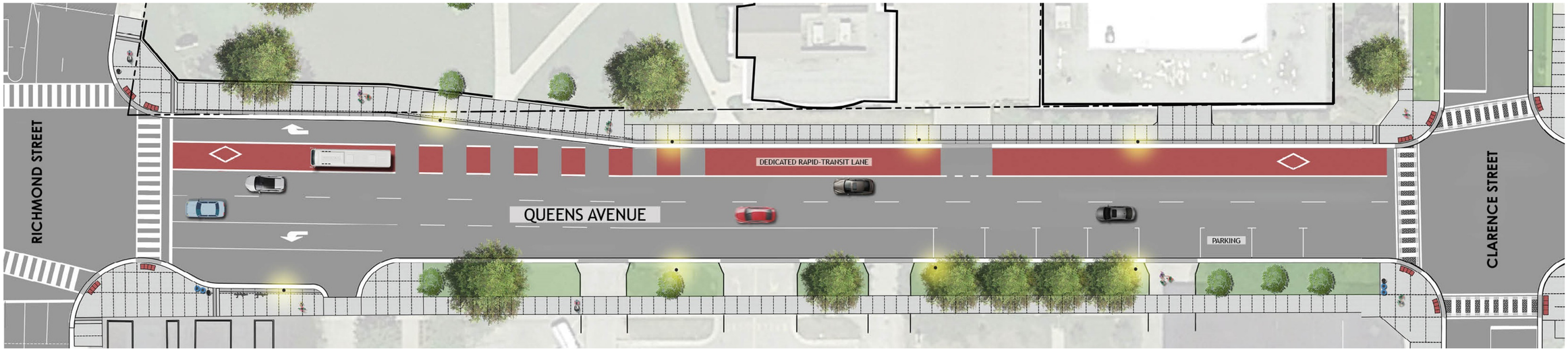
ENHANCED PEDESTRIAN CROSSINGS AT STATION STOPS



NEW STREET LIGHTING



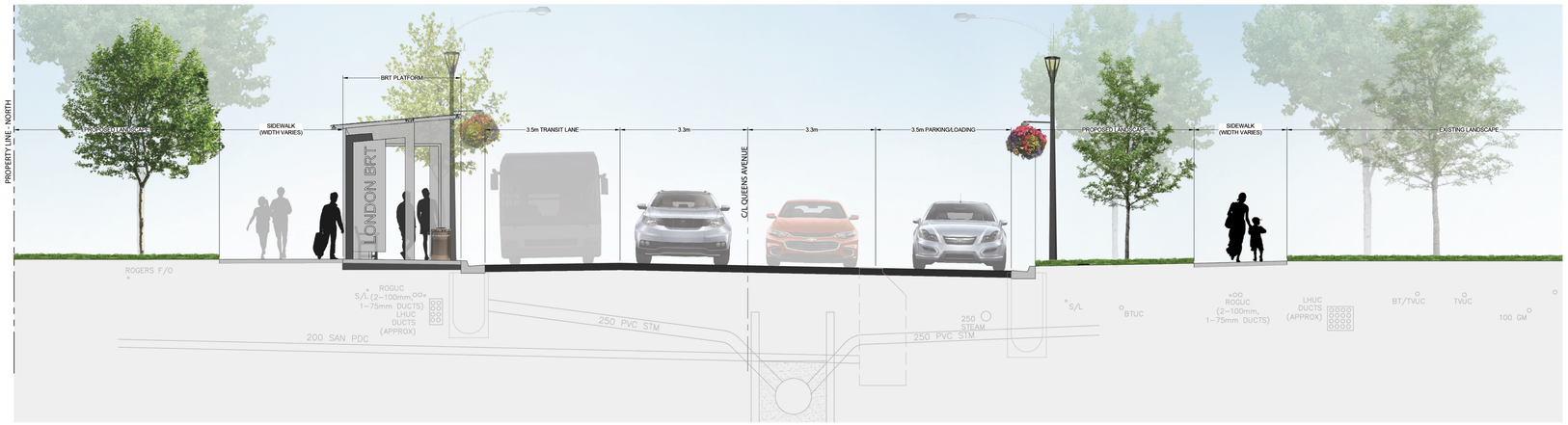
NEW SELF-WATERING PLANTERS



Richmond Street to Clarence Street

Phase 2 Street Design: Queens Avenue

Clarence Street to Wellington Street



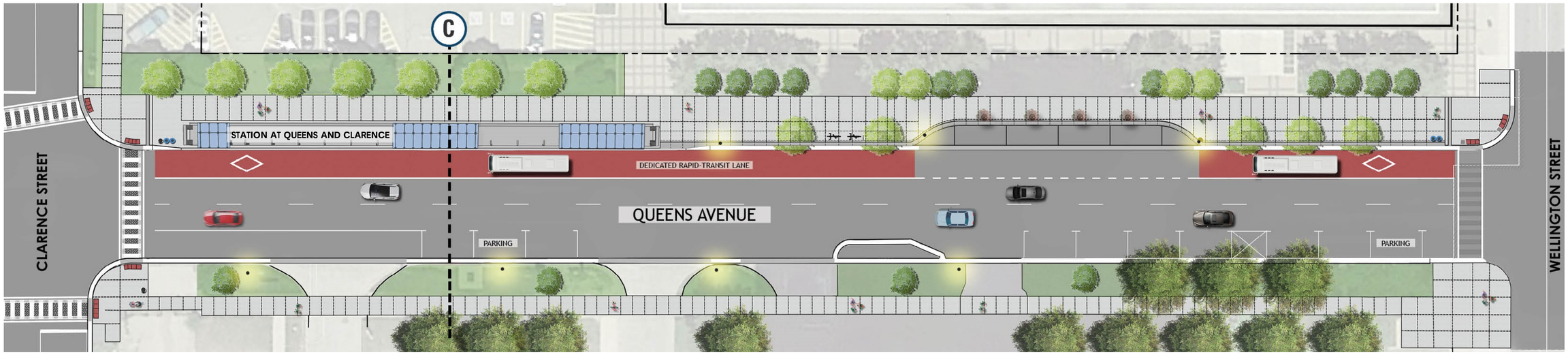
C Queens Avenue - Typical Cross Section

Queens Avenue - East of Clarence Street

SCALE - 1 : 50

LEGEND

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Changes from Environmental Assessment

Change	Rationale
Bus station platforms revised from 10” height to standard 6” curb height	Operational constraints with LTC buses
Shifting of Queens/Talbot station west towards Ridout Street	Minimize property impacts
Maintaining existing traffic lanes on Ridout Street with no new northbound lane	Minimize property impacts
On street bike lanes changed to in-boulevard bike lanes	Standardize design of cycle paths

Streetscape

Phase 2 of the Downtown Loop project

We’re listening: Streetscapes

During the Environmental Assessment Process, the London community had a number of comments about how they would like the street to look and function when we build the rapid transit projects.

- ✓ Station platforms that are visually distinct from the sidewalk and road
- ✓ Improved crosswalks with enough time for all to cross
- ✓ Well lit areas
- ✓ Places to securely park bikes
- ✓ Wider sidewalks
- ✓ Inclusion of unique community identity design
- ✓ Preservation of trees and adding more where possible
- ✓ Comfortable seating
- ✓ Room for wheelchairs and consideration of accessibility when choosing materials

Streetscapes: Queens Avenue and Ridout Street

Four principles will guide the streetscape improvements on Queens Avenue and Ridout Street:

- **Balanced multi-modal transportation**
- **Environmental resiliency**
- **Lively sense of place**
- **Safety for all users**

Streetscape elements you can expect to see along the Downtown Loop



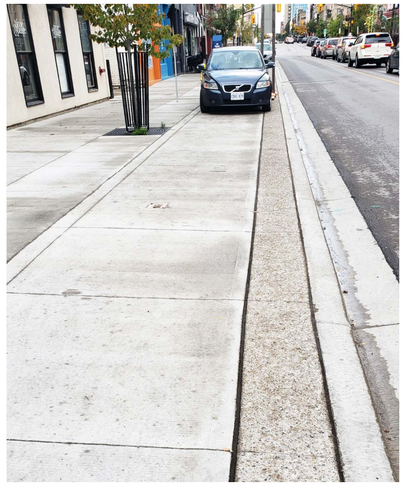
Street lighting



Tactile warning plates to improve accessibility and wayfinding



Enhanced pedestrian crossings at station stops



Decorative paving treatments to help improve safety





Removable planters



Street trees



Bike racks



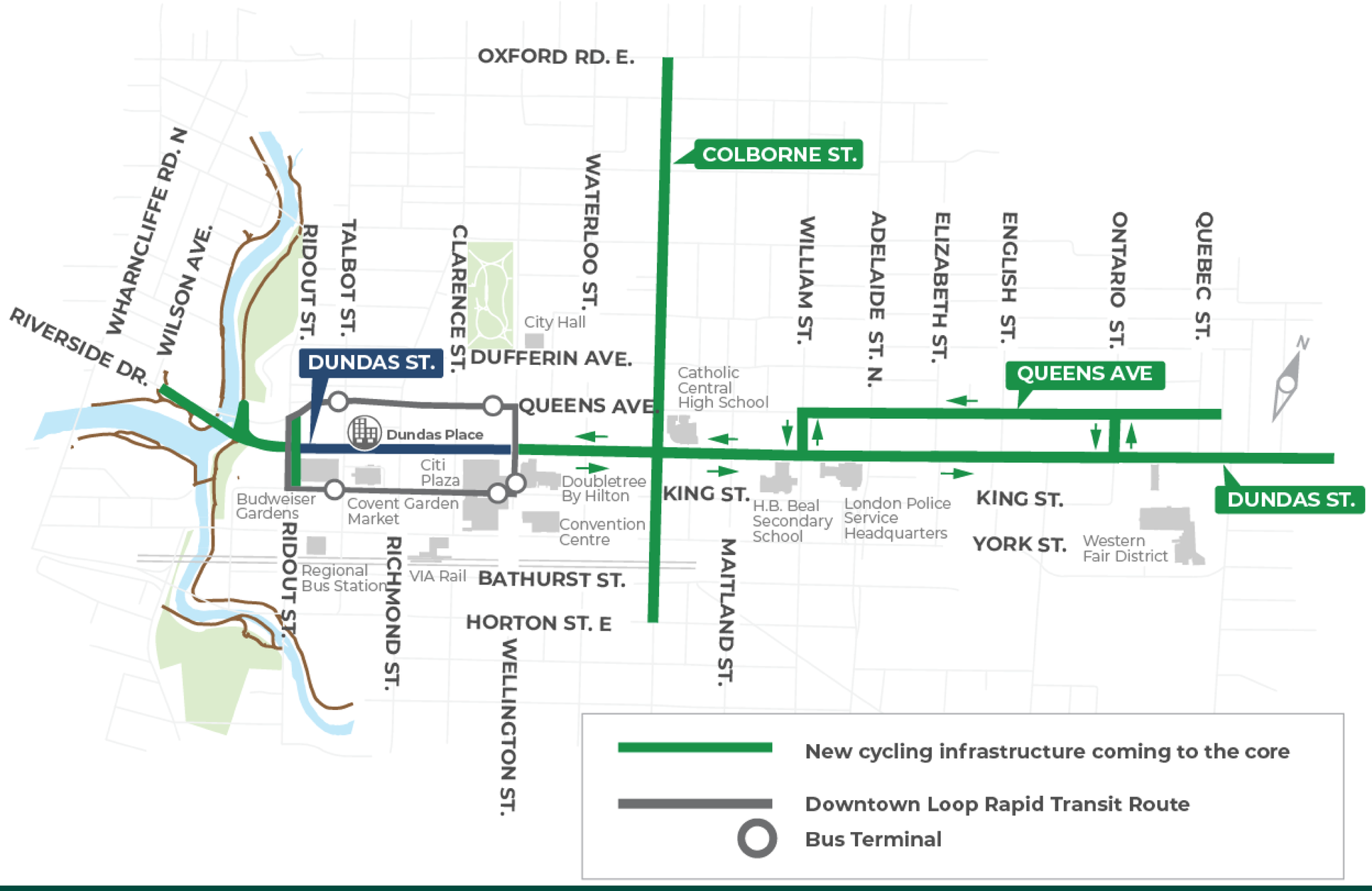
Trash & recycling receptacles

Cycling

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Cycling



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Stations and stops

Phase 2 of the Downtown Loop project

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We’re listening: Stations

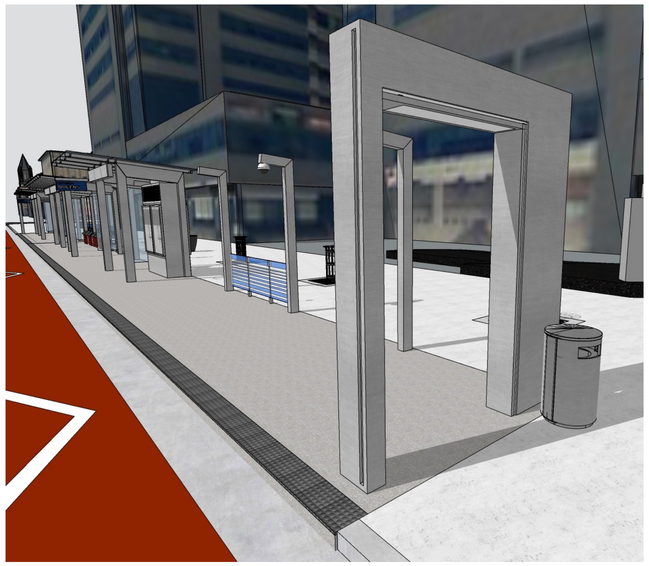
Londoners provided valuable input on station design. Building on input received, the City is implementing the following station designs elements.



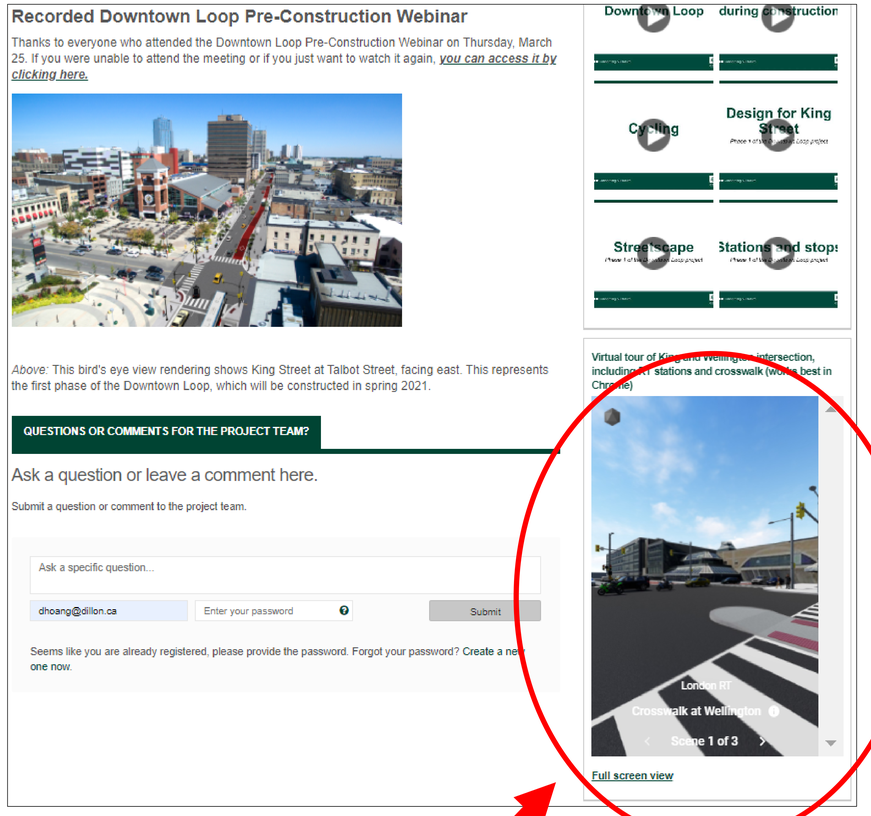
Station features

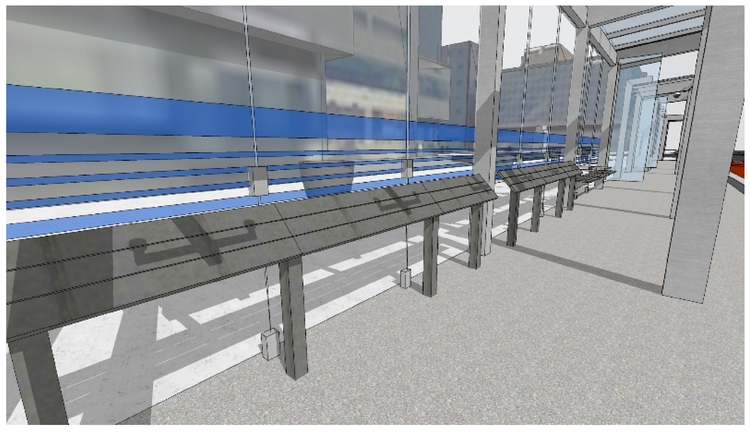


Ticket vending machines and message signs

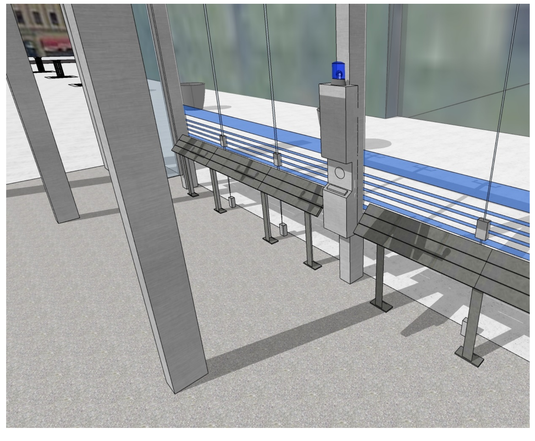


Entry portal





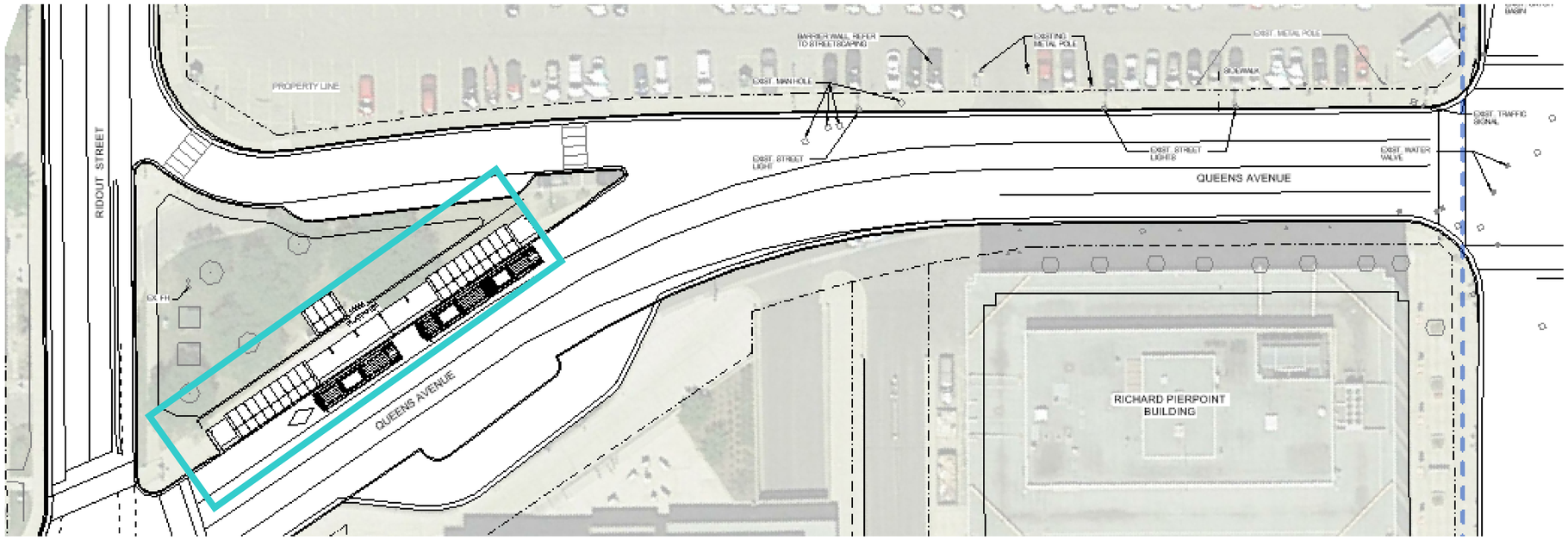
Passenger shelters with seating, windscreens and glazed canopy



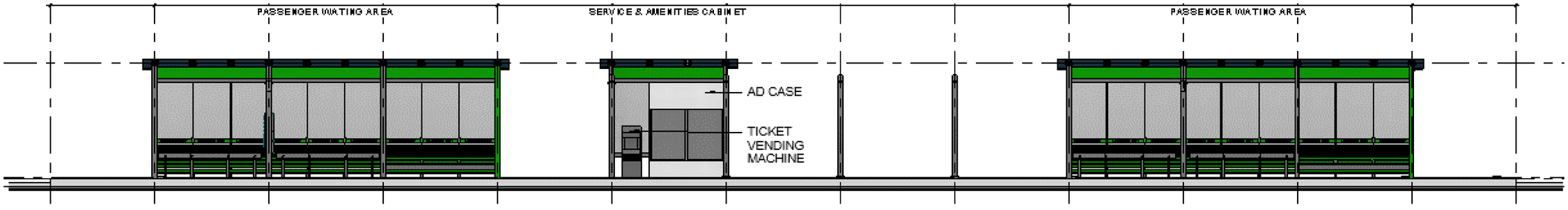
Emergency Intercom

For a virtual tour of a standard station, visit:
getinvolved.london.ca/downtownloop

Stations and Stops: Queens Avenue and Ridout Street

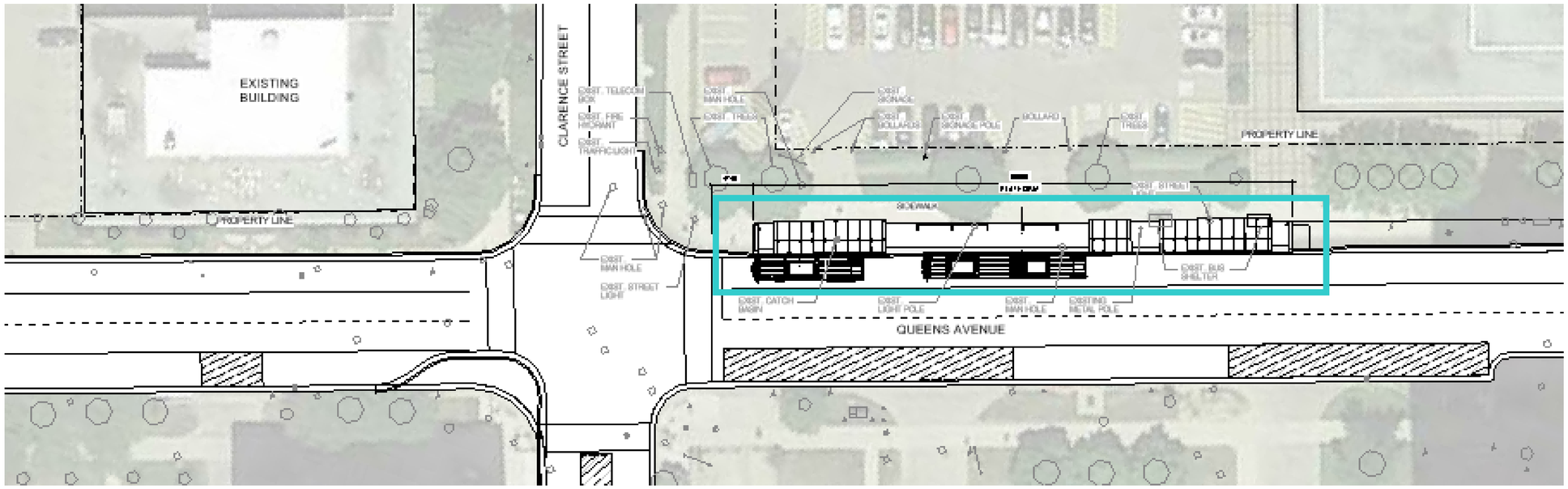


Location of the station at Ridout Street

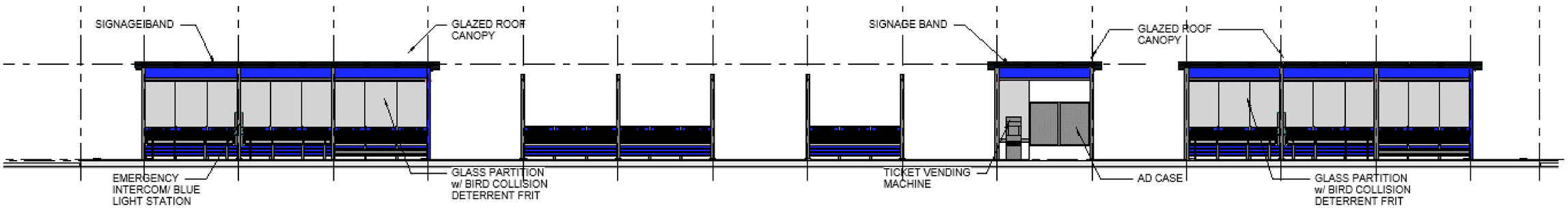


A rendering of the station at Queens Avenue and Ridout Street

Stations and Stops: Queens Avenue and Clarence Street



Location of the stop at Queens Avenue



A rendering of the station at Queens Avenue and Clarence Street

What to expect during construction

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Mitigating construction impacts

Building on the results of the 2018-2019 construction survey, the City will continue to emphasize communication and coordination to minimize potential impact to residents and businesses during construction. Some key ways to support this include:



Resources will be provided to businesses to help navigate construction



Construction wayfinding will help communicate construction plans and timelines



Construction dollars will reward people who support businesses through construction

East London Link

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East London Link



The project will revitalize more than 6 km of road from Downtown to Fanshawe College

- **Design Segment 1:** King St. - Wellington St. to Lyle St.
- **Design Segment 2:** King St. - Lyle St. to Ontario St.
- **Design Segment 3:** Dundas – Quebec St. to Highbury St.
- **Design Segment 4:** Highbury – Dundas St. to Oxford St.
- **Design Segment 5** - Oxford – Highbury St. to Fanshawe College

Wellington Gateway

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Wellington Gateway



The project will revitalize approximately 6 km of key arterial road between Downtown and Highway 401.

- **Design Segment 1:**
  York St. to Grand Ave.
- **Design Segment 2:**
  Grand Ave. to Wilkins St.
- **Design Segment 3:**
  Wilkins St. to Montgomery Rd.
- **Design Segment 4:**
  Montgomery Rd. to Highway 401

Next steps

Next steps

- Detailed design is being finalized over next couple months, with coordination with remaining property owners/building managers.
- Full Phase 2 area will be tendered as one project, in late 2021.
- Large project with anticipation of construction being completed all in 2022.

Stay connected

Visit our **Get Involved** website, getinvolved.london.ca/Downtownloop to:

- Sign up for email updates
- View the latest project materials
- Access a recording of this meeting
- Attend the future Public Information Centres for the East London Link and Wellington Gate

You can also reach us any time with comments or questions at Downtownloop@london.ca, or 519-930-3518

Thank you

Questions