

**10TH REPORT OF THE**  
**TRANSPORTATION ADVISORY COMMITTEE**

Meeting held on November 28, 2017, commencing at 12:15 PM, in Committee Room #4, Second Floor, London City Hall.

**PRESENT:** A. Stratton (Chair), B. Batey, G. Bikas, S. Brooks, G. Debbert, D. Doroshenko, J. Kostyniuk, J. Madden and L. Norman and J. Bunn (Secretary).

**ABSENT:** A. Farahi, S. Greenly and H. Moussa.

**ALSO PRESENT:** Sgt. S. Harding, T. Macbeth, D. MacRae and A. Miller.

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**I. CALL TO ORDER**

1. Disclosures of Pecuniary Interest

That it BE NOTED that the following interests were disclosed:

- a) A. Stratton, in clause 2 of this Report, having to do with Dundas Place, by indicating that she owns two businesses on Dundas Street; and,
- b) J. Kostyniuk, in clause 2 of this Report, having to do with Dundas Place, by indicating that his employer is a consultant on the project.

**II. SCHEDULED ITEMS**

2. Dundas Place

That it BE NOTED that the attached presentation from D. MacRae, Division Manager, Transportation Planning and Design, with respect to Dundas Place, was received.

**III. CONSENT ITEMS**

3. 9th Report of the Transportation Advisory Committee

That it BE NOTED that the 9th Report of the Transportation Advisory Committee, from its meeting held on October 31, 2017, was received.

4. Rapid Transit Implementation Working Group

That it BE NOTED that the Reports and Agendas from the 6th and 7th meetings of the Rapid Transit Implementation Working Group, held on September 14, 2017 and October 12, 2017, respectively, were received.

5. Commissioners Road Realignment - Class Environmental Assessment Study - Notice of Public Information Centre No. 2

That it BE NOTED that the Notice of Public Information Centre No. 2, dated November 13, 2017, from T. Koza, Project Manager, City of London and S. Keen, Consultant Project Manager, CIMA Canada Inc., with respect to the Commissioners Road West Realignment Class Environmental Assessment Study, was received.

6. Notice of Public Information Centre 5 - Bus Rapid Transit System - Revised

That it BE NOTED that the revised Notice of Public Information Centre #5 from J. Ramsay, Director, Rapid Transit, City of London and B. Hollingworth, Director, IBI Group, with respect to the Bus Rapid Transit System in the City of London, was received.

7. STAFF REPORT - Safer School Zones Act

That it BE NOTED that the staff report dated November 21, 2017, as submitted to the Civic Works Committee, with respect to the Safer School Zones Act, was received.

**IV. SUB-COMMITTEES & WORKING GROUPS**

None.

**V. ITEMS FOR DISCUSSION**

8. Joint Working Group Meeting with the Cycling Advisory Committee

That the Cycling Advisory Committee (CAC) BE ADVISED of the Transportation Advisory Committee's (TAC) willingness to host a joint working group meeting at its regular meeting time of 12:15 PM on January 23, 2018; it being noted that the TAC held a general discussion related to a proposed joint working group of the TAC and CAC.

9. Transportation Advisory Committee Work Plan

That discussion of the Transportation Advisory Committee (TAC) 2017/2018 Work Plans BE DEFERRED to the next meeting of the TAC.

10. December Meeting Date

That it BE NOTED that the next meeting of the Transportation Advisory Committee will be held on January 23, 2018.

**VI. DEFERRED MATTERS/ADDITIONAL BUSINESS**

11. (ADDED) TAC Representative for the Cycling Advisory Committee

That the Cycling Advisory Committee (CAC) BE ADVISED that Amanda Stratton will act as the Transportation Advisory Committee representative on the CAC.

**VII. ADJOURNMENT**

The meeting adjourned at 1:52 PM.

**NEXT MEETING DATE: January 23, 2018**

## Dundas Place Flexible Street Detailed Design

Transportation Advisory Committee  
November 28, 2017



## From Street to "Place"

- Transform Dundas into the most exciting street in London
- Revitalize the downtown as a preeminent destination
- Detailed Design follows Environmental Assessment completed in 2016



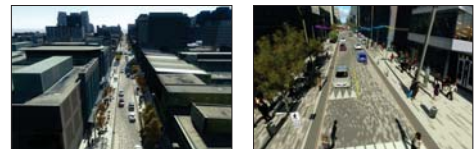
## Presentation Outline

- To provide an overview of the project, the key design elements and construction schedule
- Share staging information for construction phase of the project
- Discuss transit and parking impacts



## Why a Flexible Street?

- Transforms Dundas Street into a "Place" to host year-round arts, culture & entertainment
- Provides exceptional pedestrian experience
- Creates a people-oriented destination known as Dundas Place
- Prioritizes pedestrians, drivers and cyclists at different times



## Key Design Components

- Conversion of Dundas Street to a Flex street from Ridout Street to Wellington Street
- Two lanes of traffic under normal operation, but readily closed to vehicular traffic for events
- Area outside of traffic lanes will include parking, trees, planters, a variety of seating types, bike racks as well as other urban design and landscape architecture features.
- Upgraded infrastructure including watermains, hydro, streetlights, traffic signals and roadway

**Trench Drains**  
to easily convert Dundas Place to an event space when required



**Bike Racks**  
clustered along the street with the greatest number close to the Library and Fanshawe College



**Moveable Bollards**  
to separate pedestrians and vehicles and delineate parking and loading areas

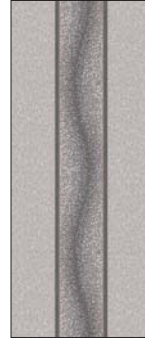


MY DUNDAS

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## Design Theme



- Reflective of the Downtown's relationship with the Thames River
- Adaptable and responsive to unique needs and contemporary demands
- Final surface will consist of interlocking concrete pavers from building face to building face
- Designed to give our core a strong sense of place and identity

MY DUNDAS

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## Construction Phasing

- Construction in 2018 and 2019 with 2018 (Phase 1) generally Richmond Street to Ridout Street
- Dundas Street will be closed to vehicular and cycling traffic in areas of construction and some intersection closures are also required
- Provision of pedestrian corridor during construction being maintained



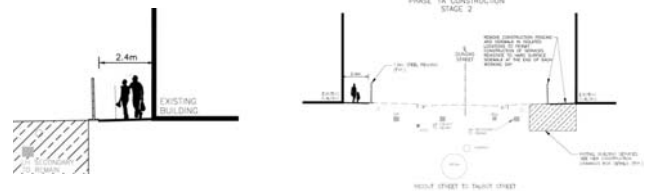
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## Construction Phasing

- 2.4 m pedestrian travelled way maintained along buildings for most of construction using temporary sidewalk product



MY DUNDAS

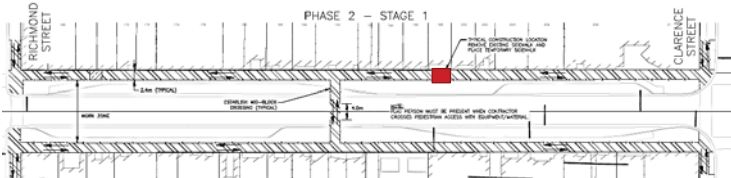
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## Construction Phasing

- When short term sidewalk closures are required, access will be maintained from other direction

Dundas Street – Requirements for Removing Sidewalk and Placing Temporary Sidewalk



## Permanent Sidewalk and Pedestrian Corridors

- The surface slope of the new pedestrian corridor will be very similar to the existing condition, but will be constructed of interlocking concrete pavers (there will be no curb and gutter, except at intersections)
- Cross slopes and profile will meet City and AODA requirements



Example Detectible Warning Surface – Market Street Toronto



Rendering of Clarence St. to Richmond St. – Dundas Place



## Permanent Sidewalk and Pedestrian Corridors

- Tactile plates will be provided at all intersections and a the pedestrian crossing at Fanshawe College (Kingsmills)
- A detectible warning surface (600mm wide) and physical barriers/objects will be provided along both sides of the street adjacent to trench drain which defines the vehicle travelled way
- 3m clear pedestrian path of travel between building face and street furniture will be provided

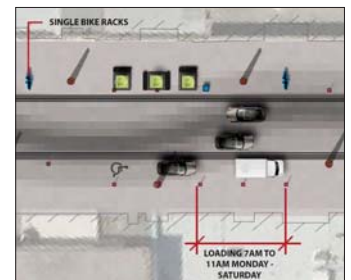


Example Detectible Warning Surface – Square One Mississauga

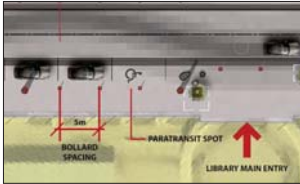


## Parking and Business Loading

- The amount of street parking will be reduced slightly from what currently exists in order to increase activation opportunities along business frontages
- Parking payment will be by app in order to avoid the need for numerous parking meters or stations
- Loading zones are included. Some of these zones are proposed to be limited to morning hours in order to maximize parking (can be adapted based on the needs of the place and businesses)



## Accessible and Paratransit Parking



- There will be one accessible parking spot per block (four in total)
- Paratransit has been consulted and a drop-off/pick-up stop will be provided in front of the library (Paratransit also has stops on Covent Market Lane and on Talbot Street near King – these will be maintained)
- During construction Paratransit will also utilize a spot within the taxi zone near Wellington Street and King for access to the Library



## Transit Impacts

- In order to facilitate the flexibility of the space, transit is being permanently rerouted onto parallel routes as of Spring 2018



## Next Steps

Complete Detailed Design – December 2017

Tendering December 2018 to January 2019.

Construction 2018 and 2019.

