



- Further design investigations will decide whether or not the cycle track will be vertically separated from the sidewalk;

**Figure 2: Dundas Street @ Elizabeth Street and Lyle Street**



- Crossside through the intersection, aligned with offset cycle track at bus stop;
- Left turn queue box for cyclists turning on to Elizabeth Street;
- Narrow lane widths on Lyle Street which reduces cyclists and pedestrian crossing times;
- “No Rights On Red” scenario on Lyle Street

**Figure 3: Dundas Street at Hewitt Street and English Street**



- Crossside through the intersection;
- On-street bike lanes proposed on English Street through a separate infrastructure renewal program;

- In this concept, cyclists would turn left to English Street by dismounting and using the PXO. The location of the PXO is under review, and as such, the method for cyclists turning left;

**Figure 4: Dundas Street at Ontario Street**



- Typical raised cycle track separation transitions to on-street separated bike lane with barrier curbs and bollards installed (similar to Colborne Street);
- Left turn queue box on Ontario Street for turning left;
- Intersection to be redesigned in conjunction with future BRT projects.

A complete roll plan and other details will be shown to the Cycling Advisory Committee on July 17<sup>th</sup>, 2019 and are available online at <http://www.london.ca/OldEastVillageIRP>.

We appreciate any and all feedback related to this Memo and the roll plan that will be shown.