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# MEMO

**To:** Accessibility Advisory Committee

**From:** Trevor Hitchon, CET  
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Transportation Planning & Design Division

**c:** Doug MacRae, Garfield Dales, Peter Kavcic

**Date:** September 10, 2019

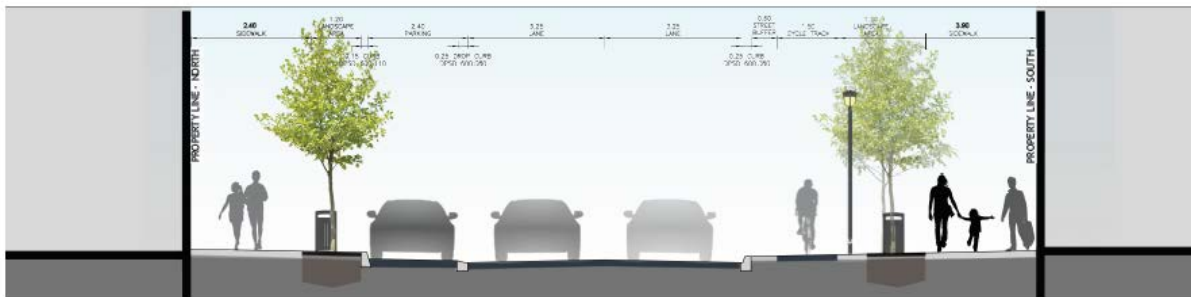
**Re:** **Dundas Street Infrastructure Renewal Project**

The purpose of this memo is to provide a general overview of the proposed streetscape on Dundas Street, between Adelaide Street North and Ontario Street. Construction will occur in two phases beginning in 2020 and is expected to last two years.

This project is informed by the Council approved East – West Bikeway Evaluation, which identified a single eastbound dedicated cycle lane on this section of Dundas Street.

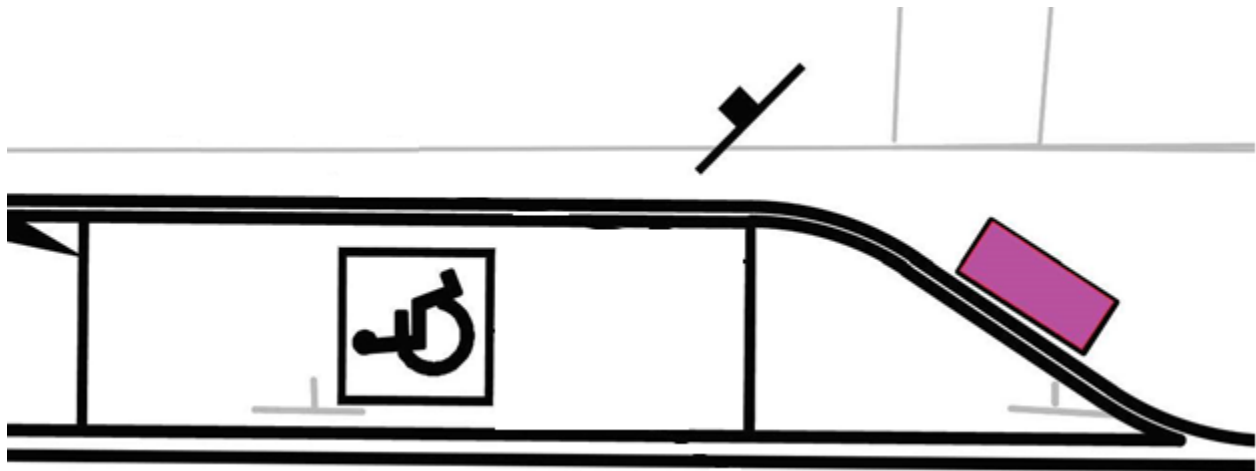
Key design elements are below:

## Figure 1: Typical Section



- Two - 3.25m wide vehicular lanes;
- 2.40m wide parking along the north side;
- 2.85m wide loading/bus bays along the south side;
- Wider sidewalks on both north and south sides of the road
- 1.50m wide cycle track, separated from vehicular traffic by a 0.25m wide curb and 0.60m wide buffer, increased to 0.75m at bus stop;

Figure 2: Typical accessible parking stall



- Accessible parking stalls are the first in a row of parallel parking stalls;
- Tactile plates and ramp (identified by purple rectangle shown above) behind the parking stall provide extra space behind a vehicle;
- 3 typical accessible parking stalls to be included in the new streetscape, along with one standard parking stall, as shown in Figures 3 to 6.

Figure 3: Accessible stall #1



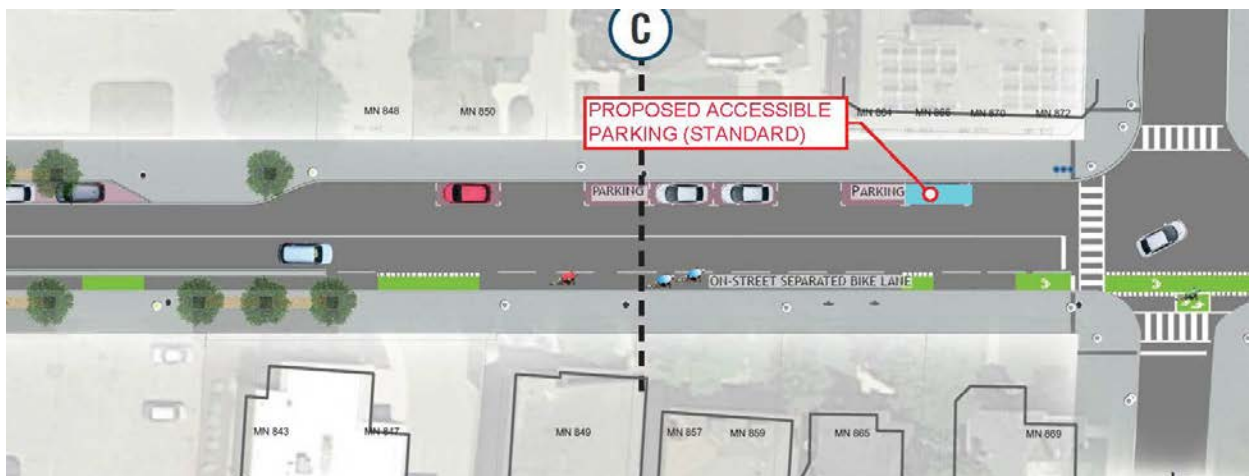
Figure 4: Accessible stall #2



Figure 5: Accessible stall #3



Figure 6: Accessible stall #4



### **Assistance for the visually impaired**

The sidewalk and cycle track are proposed to be at the same grade, separated by a 600mm tactile buffer for the entire length. The tactile buffer will follow Accessibility for Ontarians with Disabilities Act and Canadian National Institute for the Blind guidelines, including roughness and colour contrasting. Tactile plates will be installed at all ramps that enter the roadway and cycle track, including intersections and pedestrian crossovers.

A complete roll plan and other details are available online at <http://www.london.ca/OldEastVillageIRP>.

We appreciate any and all feedback related to this Memo.