



Dundas Street – Old East Village



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Transportation Advisory Committee – January 28, 2020



Presentation Overview

- Background and Construction Staging
- Typical Cross Sections
- Cycle Track Features
- Proposed Layout
- Discussion

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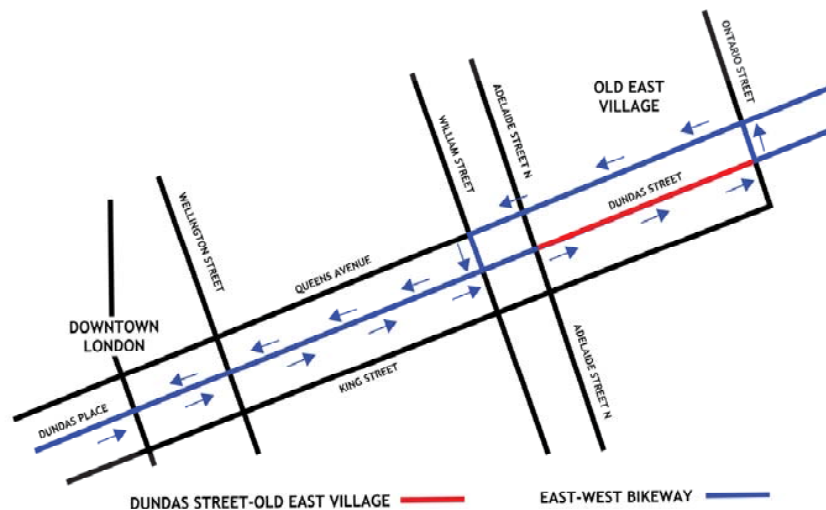
Background

Date	Key Milestones
March 2019	East West Bikeway Approved by City Council
March 2019 to December 2019	Detailed Design
June 26, 2019	Public Information Centre #1
October 2019	Third Party Review by Urban Systems Active Transportation Consultants (Vancouver)
December 5, 2019	Public Information Centre #2
January 2020	Tendering
April 2020 to Fall 2020	Phase 1 Construction
April 2021 to Fall 2021	Phase 2 Construction

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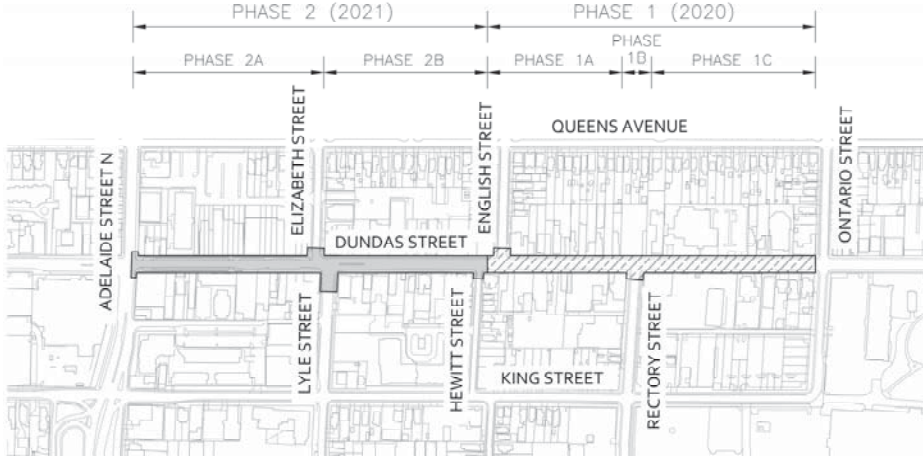
East West Bikeway Evaluation



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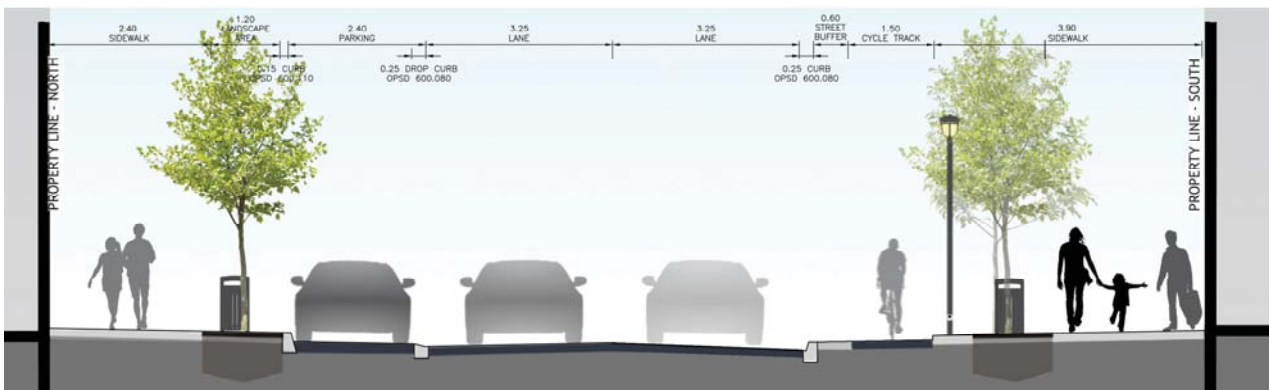
Construction Staging



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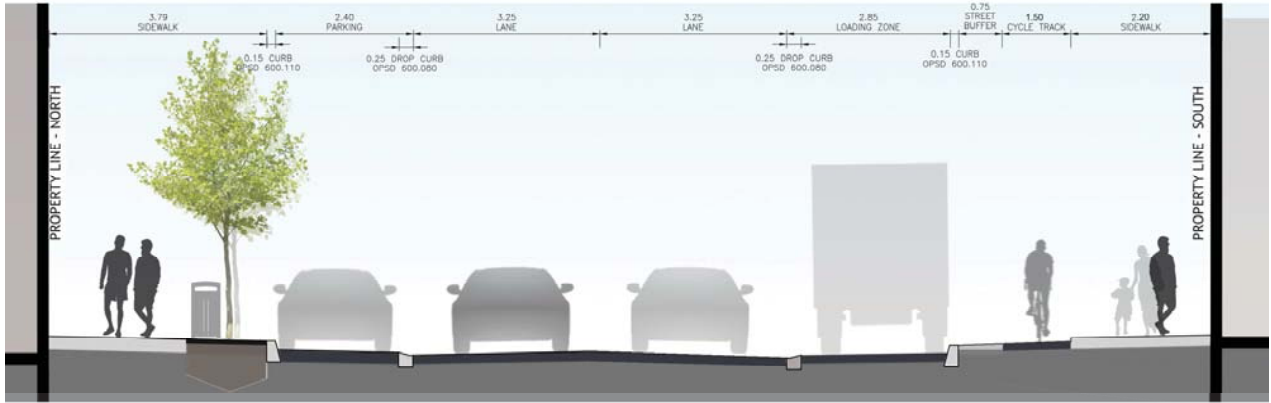
Typical Cross Section



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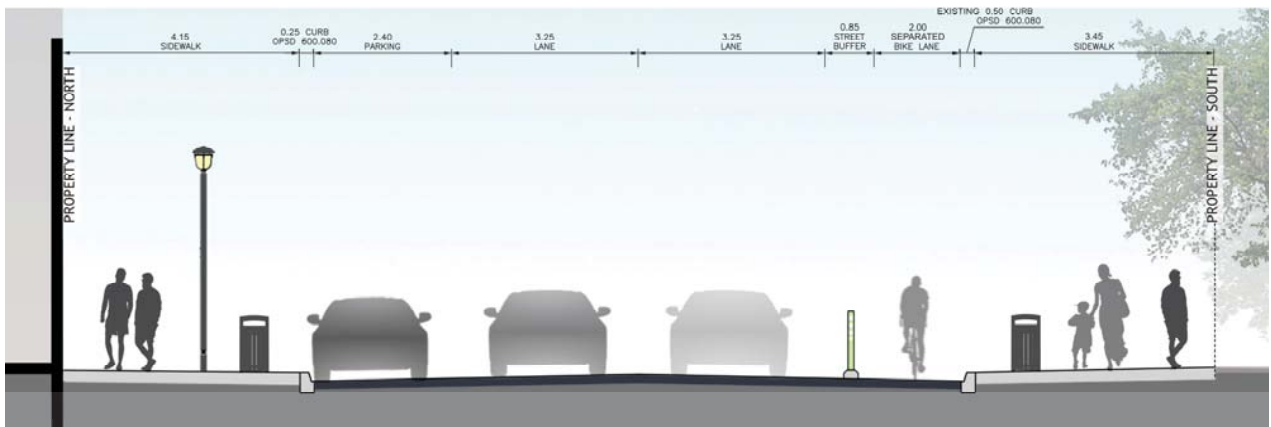
Typical Section – Loading Zone



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Typical Section – Approaching Ontario St.



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Cycle Track – Precedent Images



Typical Layout



Intersection Treatment

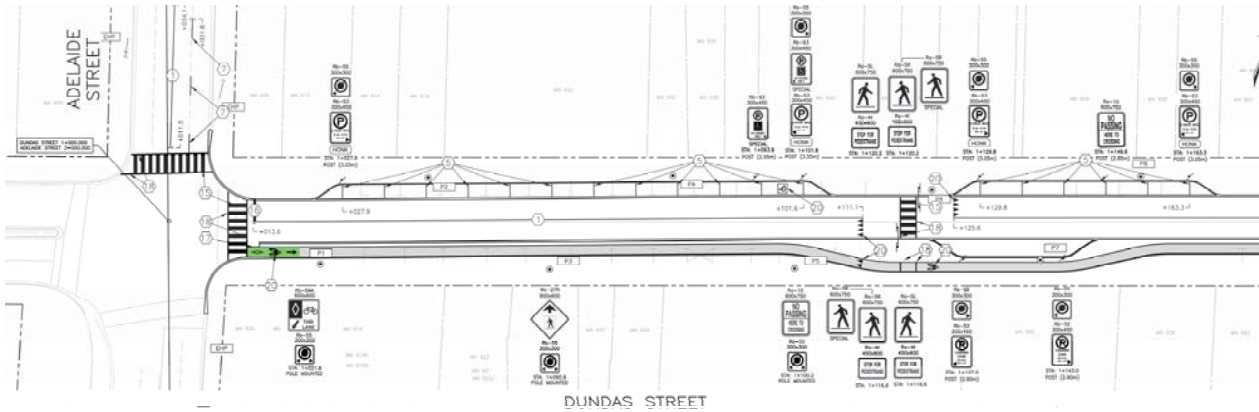


Loading Zone Treatment

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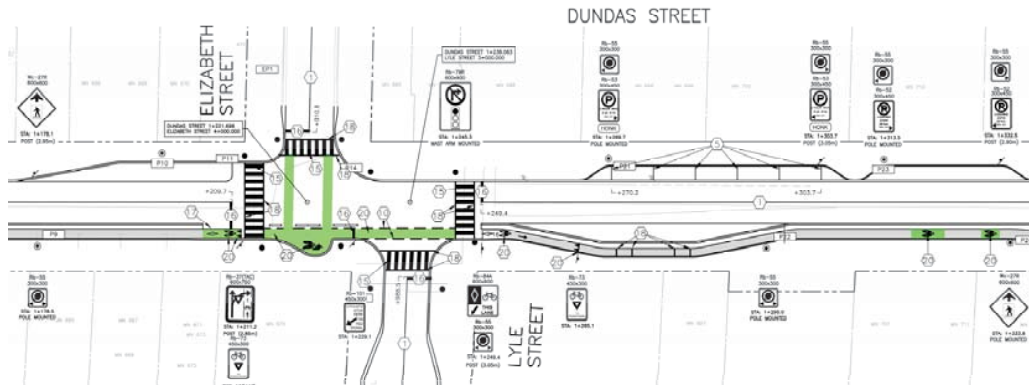
Proposed Layout



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Proposed Layout



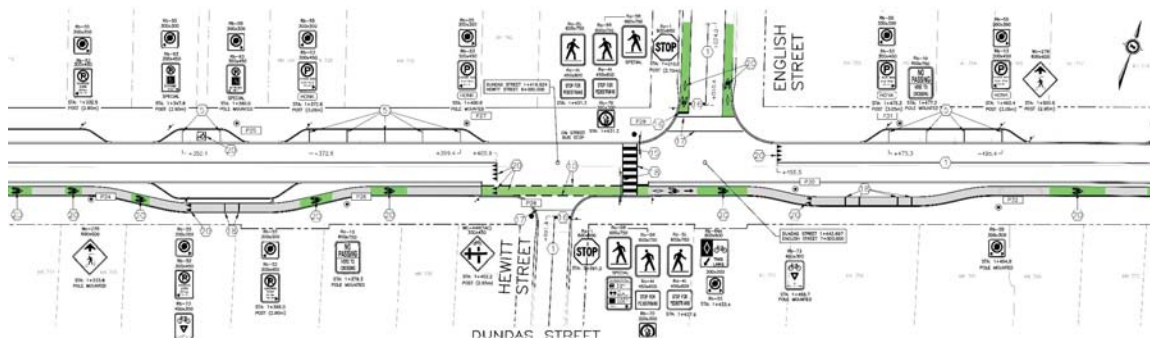
Lyle/Elizabeth Intersection

- Jughandle left turn queue box with push button for a dedicated traffic signal
- Advanced stop bar for cyclists with concrete curb protection
- Bike lanes to Elizabeth Street
- Cycle Track behind pullout bus stop

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Proposed Layout



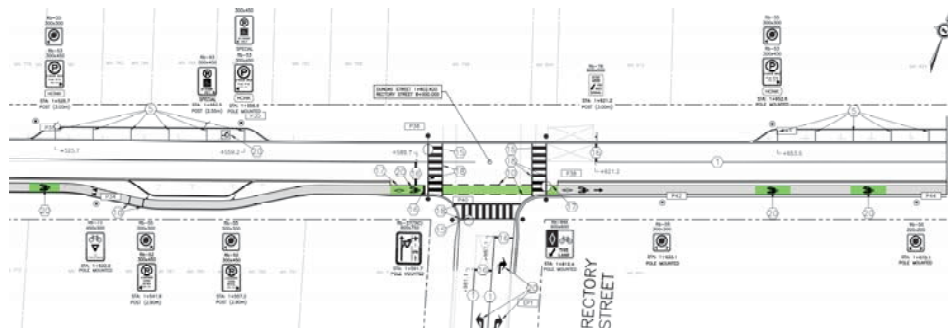
Hewitt/English Intersection

- Converts to on-street bike lane across Hewitt Street and Pedestrian Crossover
- No left turn facilities to English Street. Intersection is not signalized.
- English Street reconstruction in 2021
- Cycle Track behind on-street bus stop

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Proposed Layout



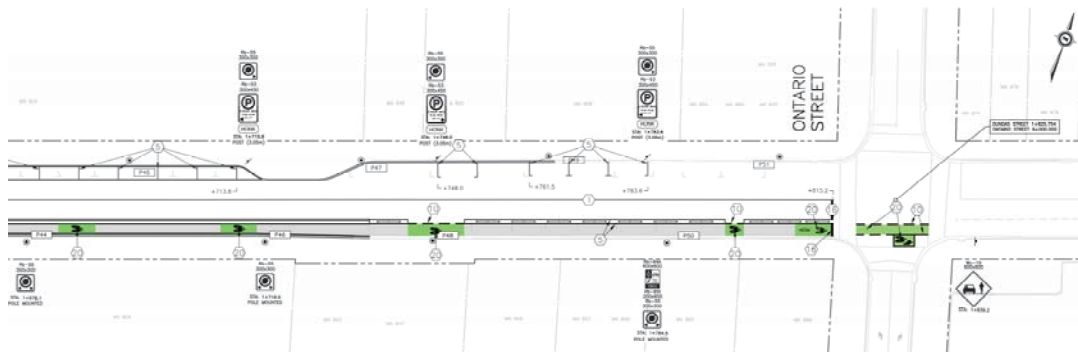
Rectory Street Intersection

- Converts to on-street bike lane across Rectory Street

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Proposed Layout



Ontario Street Intersection

- Cycle track converts to on-street separated bike lane approaching Ontario Street
- Precast curbs and flexible bollard design (similar to King Street & Colborne Street)
- Existing curb and roadway to remain. Future reconstruction as part of BRT Project
- Two stage left turn queue box added at Ontario Street

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Discussion

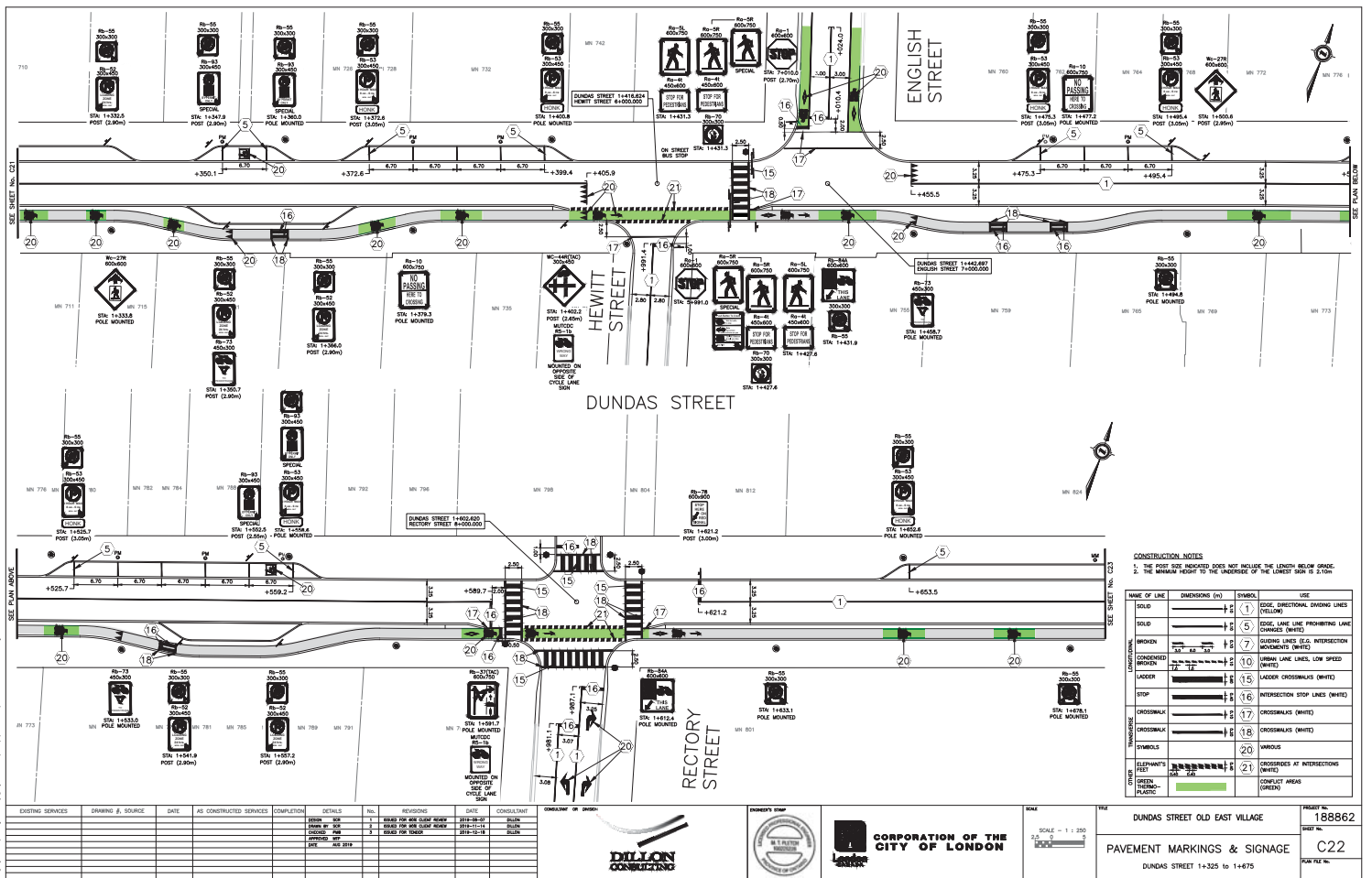
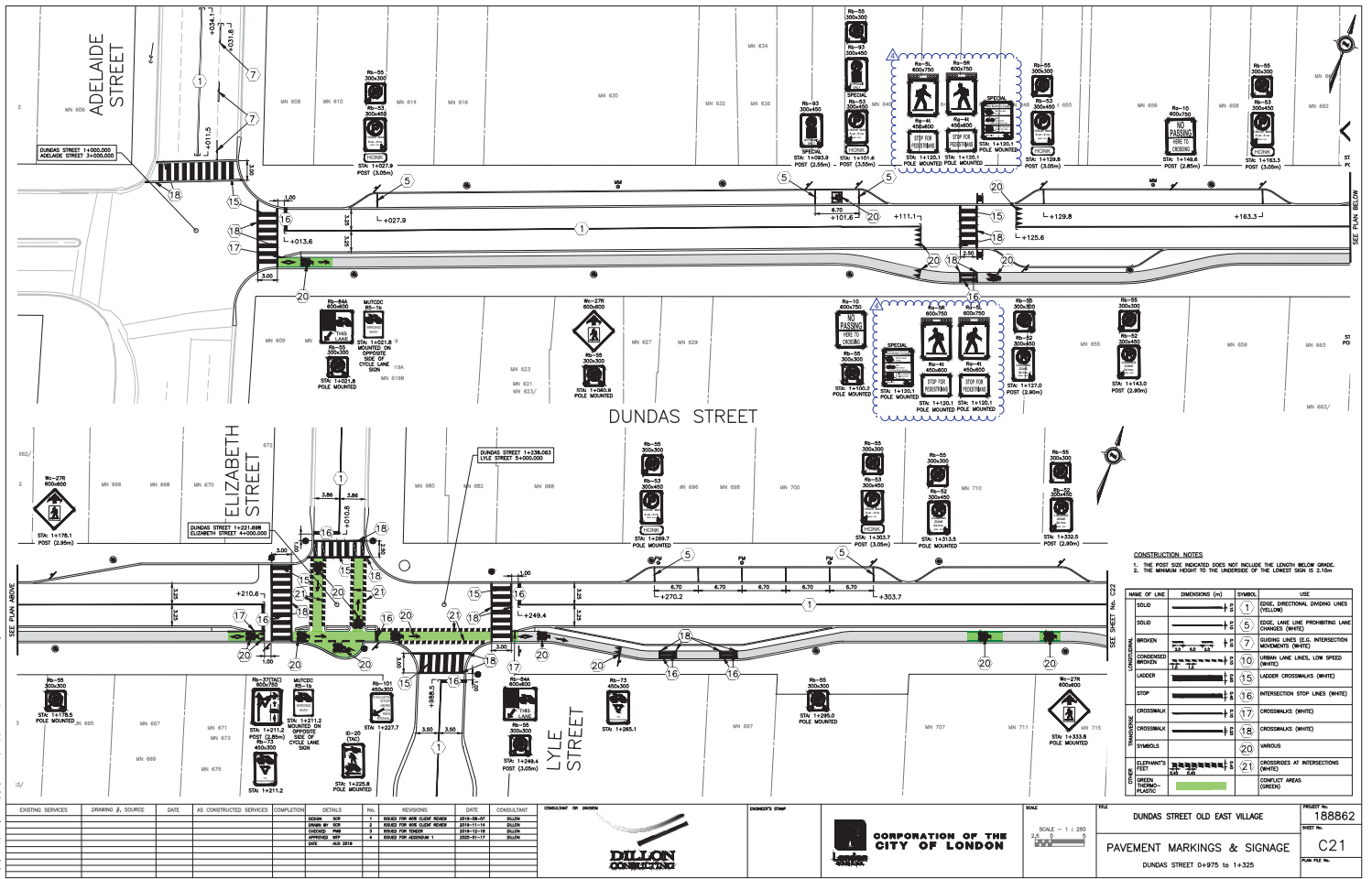
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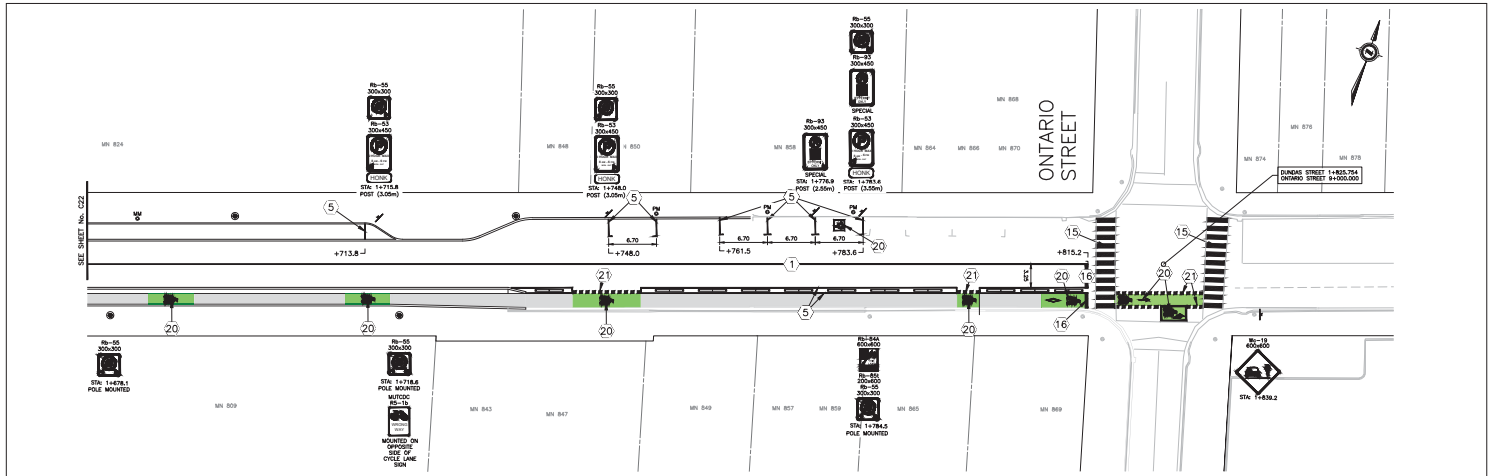


Attachment: Contract Drawings

C21 to C23 – Pavement Markings and Signage

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CONSTRUCTION NOTES

1. THE POLE SIZE INDICATED DOES NOT INCLUDE THE LENGTH BELOW GROUND.
 2. THE MINIMUM HEIGHT TO THE UNDERSIDE OF THE LATEST SIGN IS 2.10m.

NAME OF LINE	DIMENSIONS (m)	SYMBOL	USE
CONSTRUCTION	SOLID	(1)	TRAIL, DIRECTIONAL, DIVIDING LINES (YELLOW)
	SOLID	(5)	EDGE, LINE, LINE PROHIBITING LINE (YELLOW)
	BROKEN	(7)	WARNING LINES (E.G. INTERSECTION PROHIBITING LINES) (WHITE)
	CONDENSED BROKEN	(10)	URBAN LINE LINES, LOW SPEED (WHITE)
TRAFFIC	LOADER	(15)	LOADING CROSSWALKS (WHITE)
	STOP	(16)	INTERSECTION STOP LINES (WHITE)
	CROSSWALK	(17)	CROSSWALKS (WHITE)
	CROSSWALK	(18)	CROSSWALKS (WHITE)
SYMBOLS	SYMBOLS	(20)	VARIOUS
	STRENGTHY FEET	(21)	CROSSINGS AT INTERSECTIONS (WHITE)
OTHER	GREEN PAVING		CONCRETE AREAS (GREEN)
	PLASTIC		

EXISTING SERVICES	DRAWING #, SOURCE	DATE	AS CONSTRUCTED SERVICES	COMPLETION	DETAILS	NO.	REVISIONS	DATE	CONTRACT
					ROAD FOR USE (LEFT HAND)	1		2012-08-27	2012
					ROAD FOR USE (LEFT HAND)	2		2012-11-14	2012
					ROAD FOR USE	3		2012-11-14	2012



SCALE

SCALE - 1 : 1 250

0 5 10

0 5 10

CORPORATION OF THE CITY OF LONDON

PROJECT NO.	188862
SHEET NO.	C23
FILE NO.	
DUNDAS STREET 1+675 TO 1+850	

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