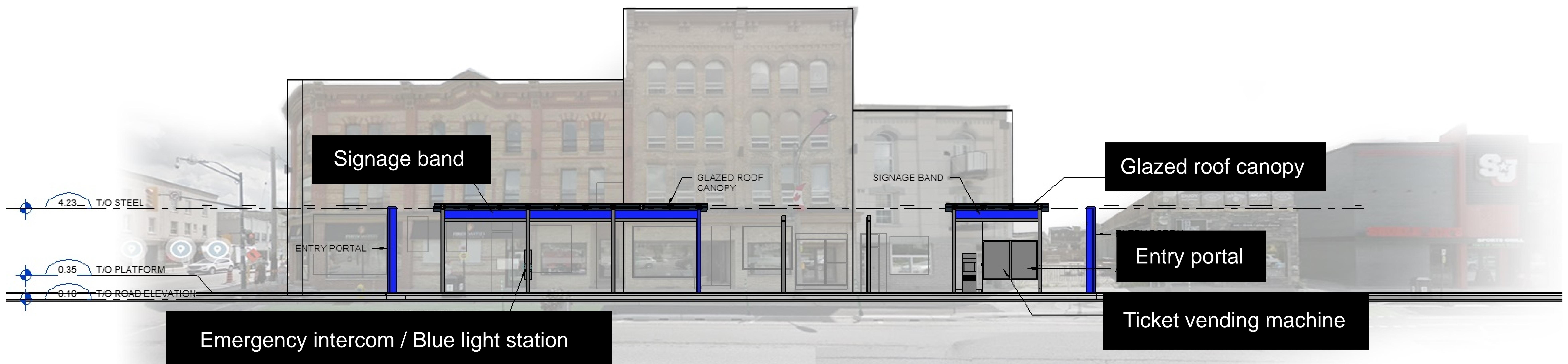


Rapid Transit Stations and Stops

Jennie Dann, P.Eng
Director, Construction &
Infrastructure Services
September 23, 2021



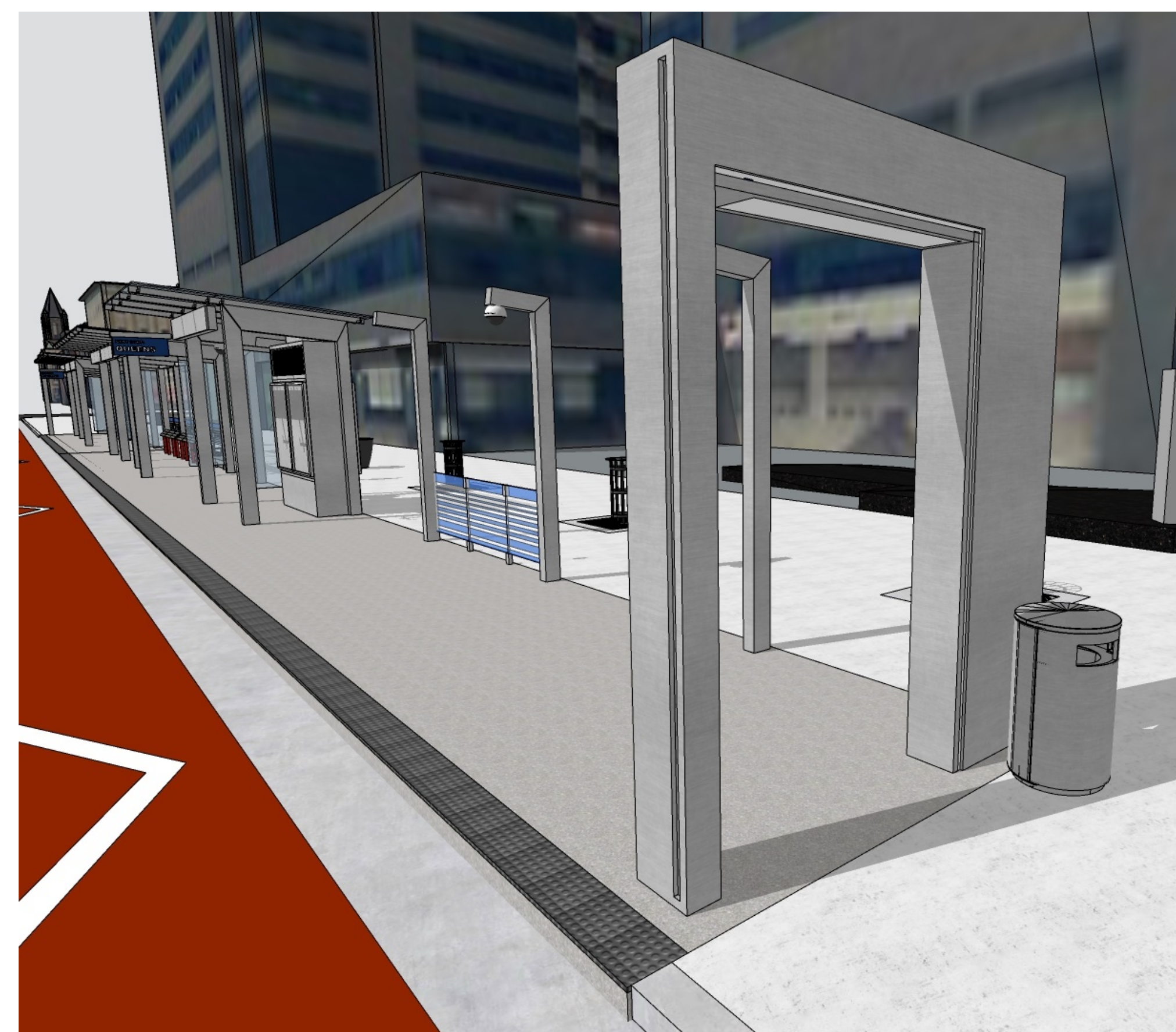
Stations



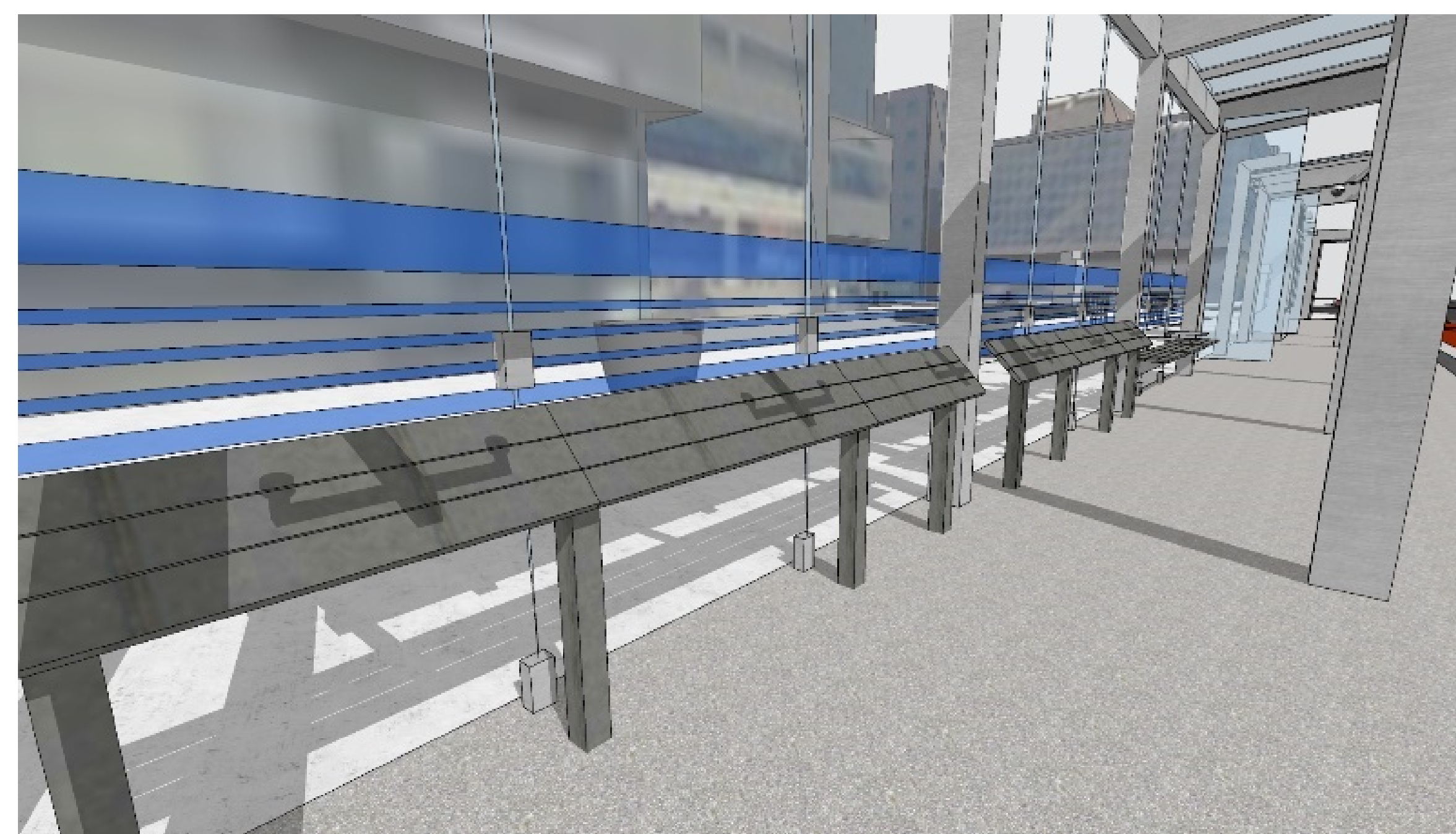
Station features



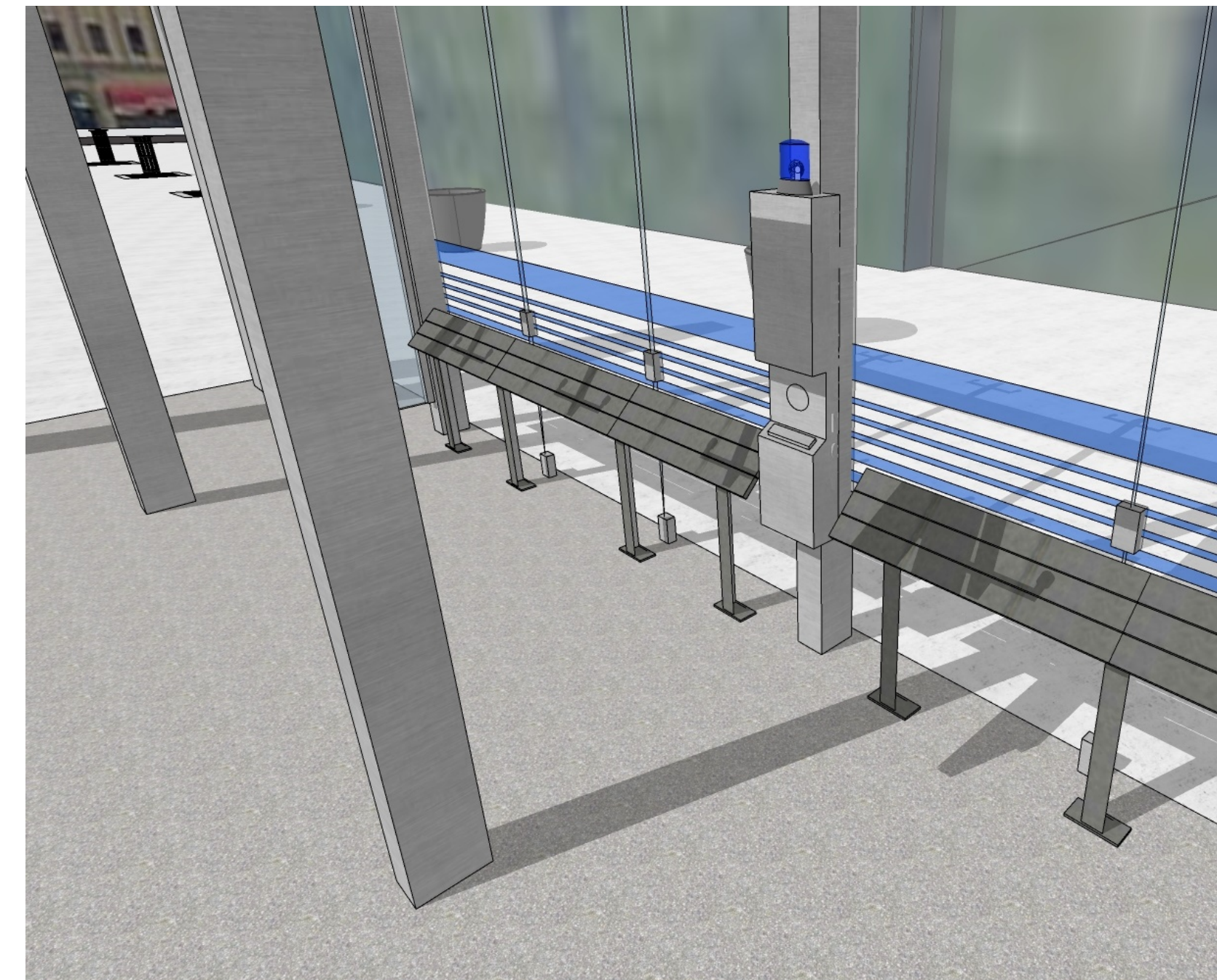
Ticket vending machines and message signs



Entry portal




Passenger shelters with seating, windscreens and glazed canopy



Emergency Intercom

Recorded Downtown Loop Pre-Construction Webinar
Thanks to everyone who attended the Downtown Loop Pre-Construction Webinar on Thursday, March 25. If you were unable to attend the meeting or if you just want to watch it again, [you can access it by clicking here.](#)



Above: This bird's eye view rendering shows King Street at Talbot Street, facing east. This represents the first phase of the Downtown Loop, which will be constructed in spring 2021.

QUESTIONS OR COMMENTS FOR THE PROJECT TEAM?


Ask a question or leave a comment here.

Submit a question or comment to the project team.

Ask a specific question...

dhoang@dillon.ca Enter your password Submit

Seems like you are already registered, please provide the password. Forgot your password? Create a new one now.



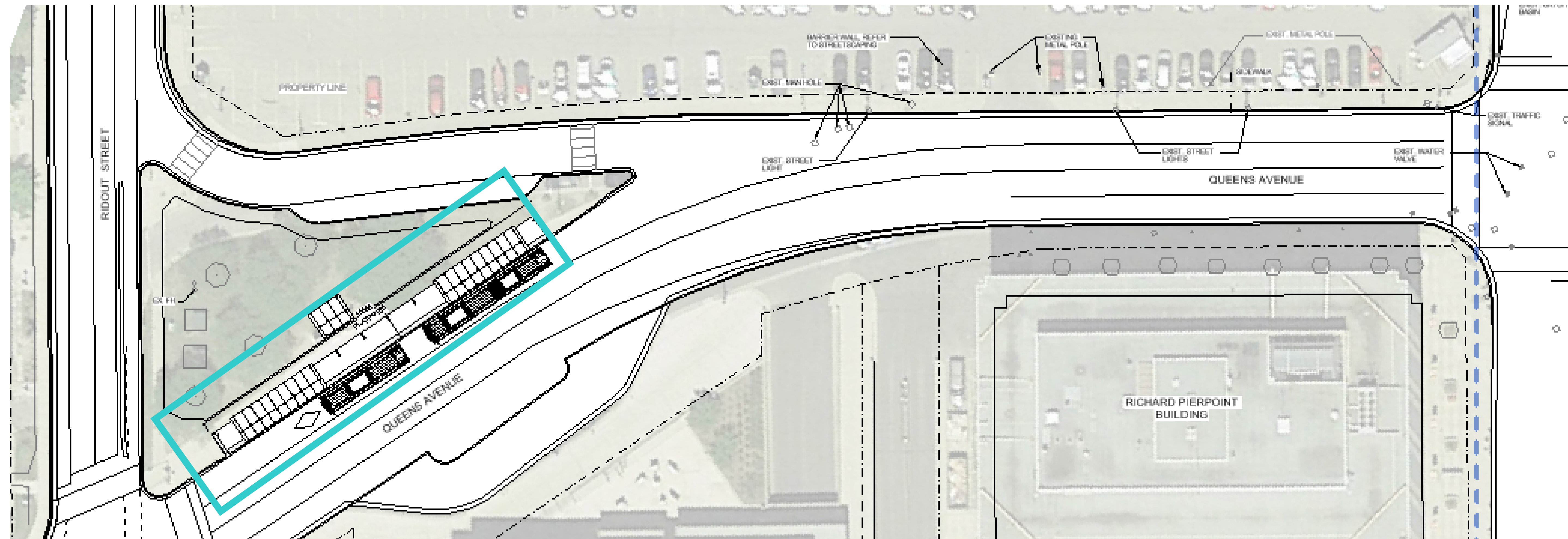
Virtual tour of King and Wellington intersection, including stations and crosswalk (works best in Chrome)

London RT
Crosswalk at Wellington
Scene 1 of 3

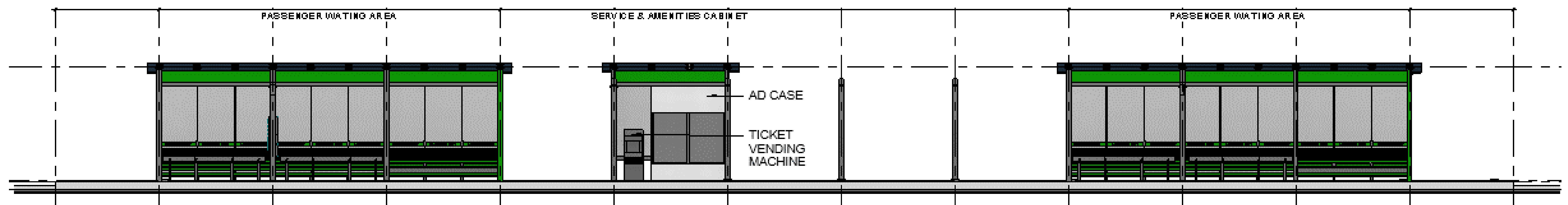
Full screen view

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

Stations and Stops: Queens Avenue and Ridout Street

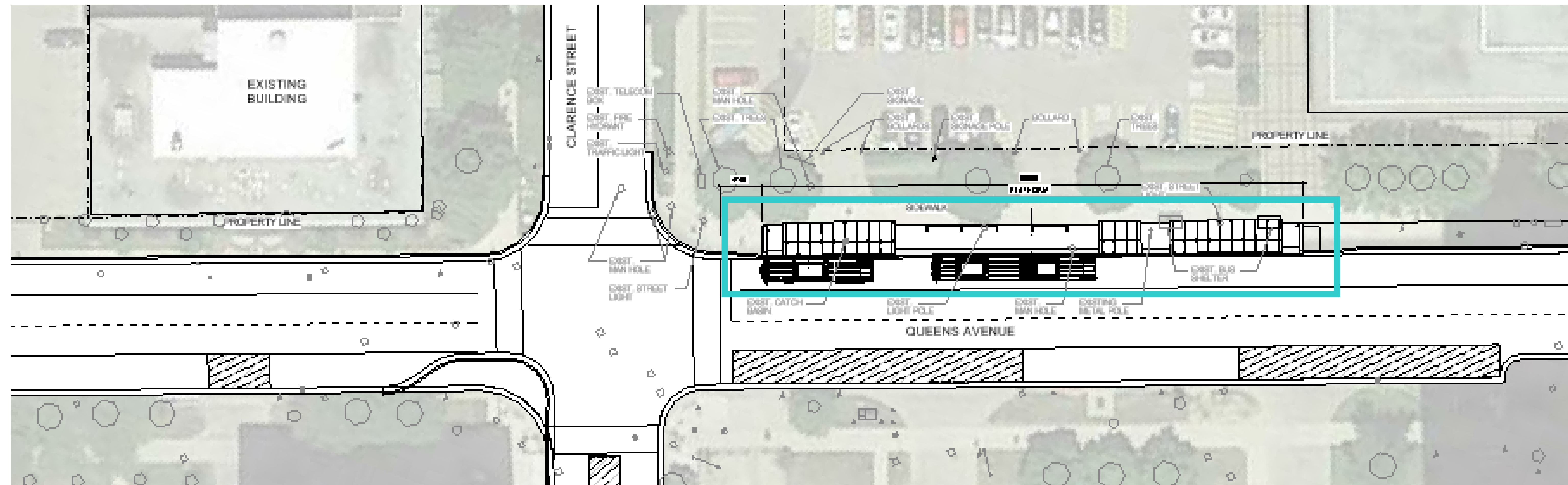


Location of the station at Ridout Street

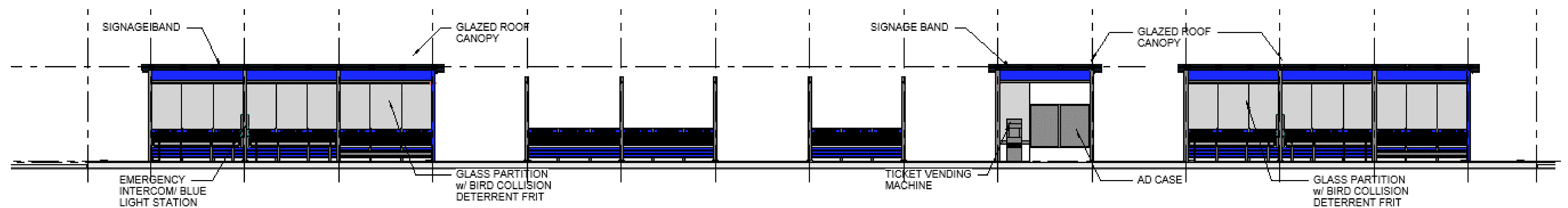


A rendering of the station at Queens Avenue and Ridout Street

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

Use of tactile walking surface indicators (TWSI)

- Two types of TWSI: **attention** or warning indicators, and **direction** or path of travel indicators
- AODA requirements: A platform is considered a destination or facility and not part of the public pathway or sidewalk. Requirements focus on queuing space, shelters, devices, furniture and other elements that could obstruct the pathway.
- The path of travel is separate from the stop platforms and is generally directed around the stop.



Use of tactile walking surface indicators (TWSI)

- Bus platforms are destinations or designated waiting and boarding areas; therefore, designs will conform to Ontario Building Code requirements:
 - Tactile attention indicator along any edge of a platform not protected by a guard or higher than 250 mm above adjacent surfaces or with a slope greater than 1 in 3 adjacent.
 - This doesn't apply to RT platforms, or to any locations other than the curb edge.
- At the curb edge, the TWSI functions more for protection from pedestrians and vehicles than as surface attention. Implementing boundary TWSI at entries and exits to the RT platforms is not recommended at this time, as the risk of confusion and the need for training significantly reduces the value of these indicators.

What's Next?

Public Update Meeting for East London Link Phase 1: November 2021



Questions

