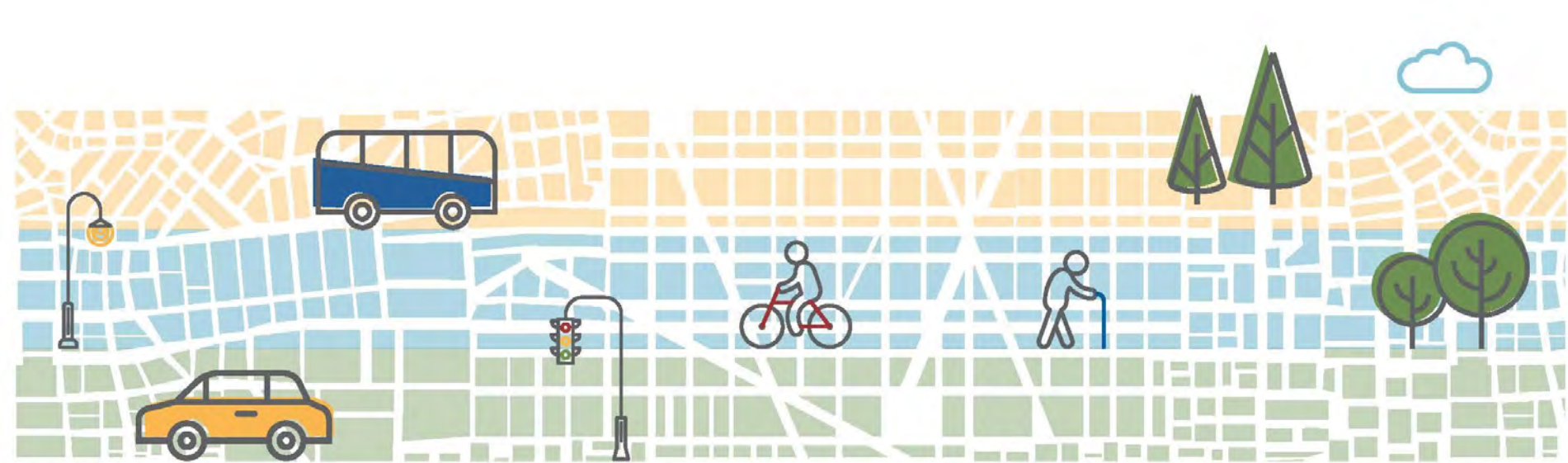




Prospect Street Protected Bikeways, Safety Improvements, Area Renewal, Watermain and Wastewater main

Public Information Centre #2

May 13th, 2024

6:00pm-8:00pm

Questions

- The Panelists listed below will address questions live.
- If you have specific questions concerning your property please send them to Robert.Stuart@burlington.ca.

Robert Stuart, Project Manager, City of Burlington

Aaron Kuryluk, Senior Design Technician, City of Burlington

Janine Yaromich, Manager of Design and Construction

Vivek Nemani, Project Manager, Halton Region

Chandni Desai, Senior Project Adviser, Halton Region

Chris Mills, Manager, Capital Engineering & Construction, Halton Region

Kaylan Edgcumbe, Manager Integrated Mobility, City of Burlington

Danijel Ozimkovic, Transportation Planning Technologist, City of Burlington

Josip Kafadar, Supervisor, Traffic Operations

Chris King, Manager, Transportation Operations

Tony Zhuang, Supervisor, Transit Planning and Service Development

Florin Patau, Traffic Technologist

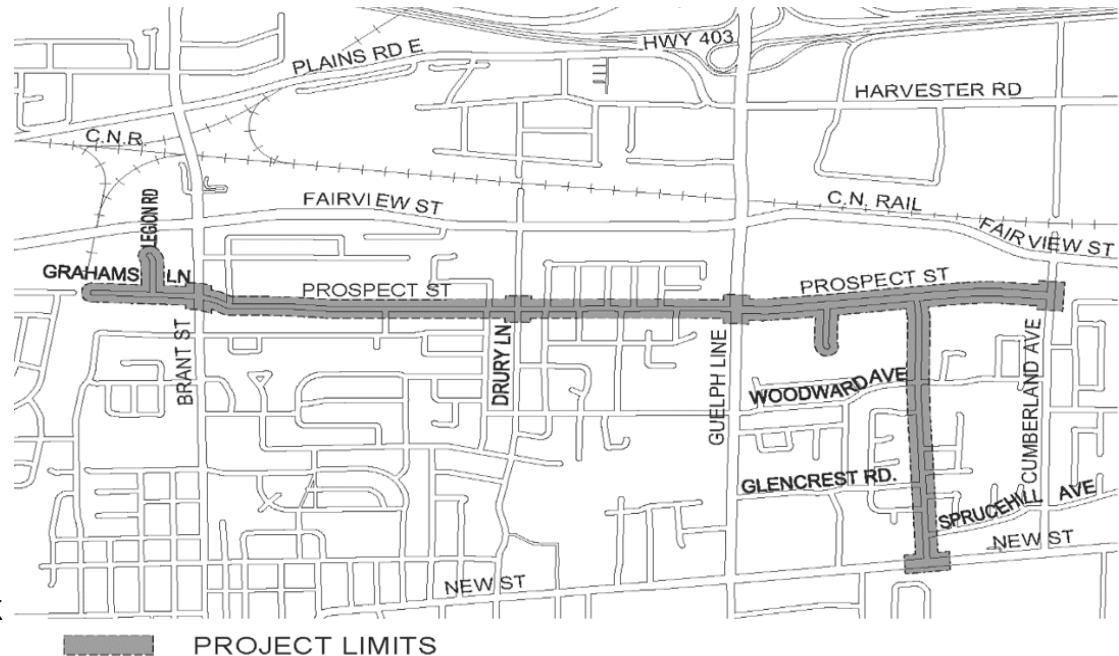
Kyle McLoughlin, Supervisor Forest Planning & Health

Councillor Lisa Kearns, Ward 2, City of Burlington

Councillor Shawna Stolte, Ward 4, City of Burlington

Project Limits

- **Prospect Street: Grahams Lane to Cumberland Ave**
 - Resurfacing the roadway - Curb and sidewalk replacement - Cycle tracks - Protected bike lanes
 - Protected Intersections - Reduction of lanes from Cumberland Ave to Guelph Line on Prospect Street - Waste watermain - Watermain – storm sewer - Street lights - Traffic Signals
- **Dynes Road: Prospect to New**
 - Road Resurfacing – Storm sewer Spot Repair
 - Spot Curb and sidewalk
 - Watermain
- **Regency Court**
 - Road Resurfacing
 - Curb and Sidewalk Spot Repair
 - Watermain
 - Storm sewer Spot Repair
- **Legion Road**
 - Road Resurfacing
 - Curb Replacement and Sidewalk Extension



Project Contacts

City of Burlington

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Halton Region

Vivek Nemani, Project Manager
Engineering & Construction,
Public Works
Halton Region
289-834-1043 | 1-866-442-5866
Vivek.Nemani@halton.ca

Project Timeline & Project Budget

Construction

Stage One Construction

(Prospect Street - Guelph Line to Cumberland,
Dynes Road - Prospect to Woodward Avenue)

August 2024 to December 2024

Stage Two Construction

(Grahams Lane - cul-de-sac to Brant Street,
Prospect Street - Brant Street to Guelph Line)

April 2025 to December 2025

Stage Three Construction

(Regency Court, Legion Road, Dynes Road –
Woodward to New Street)

April 2026 to September 2026

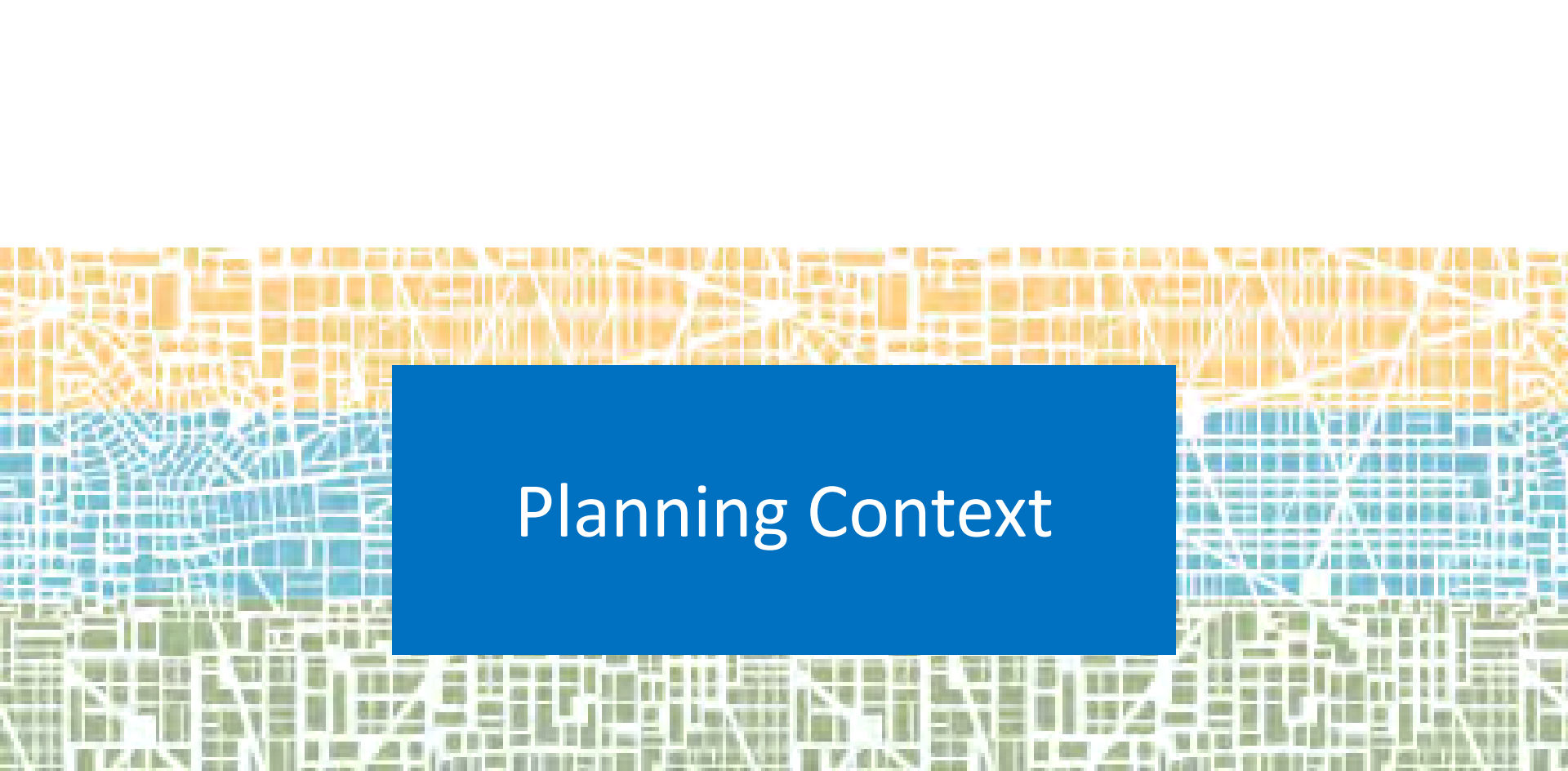
Note: Timelines are estimated, weather dependent, and restoration works may occur outside what is indicated.

Halton Budget: 25M

City Budget: 12M

Total Budget: 37M

Note: Elements of the project are eligible for funding from senior levels of government, and the city has currently applied to the Active Transportation Fund for this project.

The background of the slide is a stylized map of Burlington, Vermont, showing its street grid and geographical features. The map is divided into three color-coded regions: orange in the top left, blue in the top right, and green in the bottom. A solid blue rectangular box is centered over the map, containing the title text.

Planning Context

Protected Bikeways – Policy Rationale

The recommendation to construct a protected bikeway throughout the Prospect Street corridor is informed by guiding documents and policy objectives, including:

- **Official Plan (2020)** – *“to develop and maintain a continuous on-street and off-street bikeway and trail system across the city, connecting to adjacent municipalities, for general commuting and recreational purposes” and “to promote and support walking and cycling as viable and safe mobility options for commuting, recreation and other travel”*
- **Burlington Cycling Plan (2021)** – *“A cycling culture within the City of Burlington is encouraged and achieved through the implementation of cycling facilities that allow all people to feel confident, comfortable and safe using a bike as their preferred mode of transportation”*
- **Integrated Mobility Plan (2023)** – *“Create a complete and connected cycling network, including establishing dedicated rights-of-way, enhance the cyclist level of service, build a network that attracts new cyclists and broadens the community of cyclists, create connections to transit, and improve safety & promote cycling”*

Corridor Mitigation Measures

- Safety improvements at intersections aimed to reduce the likelihood of a crash involving vulnerable road users(i.e increase visibility, reduced corner radii, reduced crossing distance, reduced number of conflict points)
- Introduce protected AT facilities aimed to improve safety and connectivity of vulnerable road users. (i.e. protected bike lanes and crossings); Special areas of interest have been identified near major pedestrians' generator like Tom Thomson Public School, Burlington Mall and Centennial Trail
- Introduce dedicated left turning lanes and TWTL aimed to facilitate safer turns and reduce the number of conflict points. Special area of interest have been identified for the 4 lanes cross-section between Guelph Line to Cumberland Avenue with a potential 47% crash reduction by the introduction of a two-way turning lane. The 3-lanes cross-section is also promoting safer speeds along the corridor.

Design Approach – Cycling Facility Selection

As per the City of Burlington Cycling Plan (2021), Prospect Street is identified as:

- Part of the Minimum Grid Network;
- Facility Type - Protected Bikeway.

Minimum Grid Network - The minimum grid network consists of various cycling facilities within downtown Burlington. The routes included are in the areas with the highest demand in the downtown area. This network is proposed as a tool for quick implementation of a connected network. This provides the public an opportunity to ride and experience a connected low-stress cycling network.

Protected Bikeway – Can either be a protected on-road bike lane or a raised cycle track. The reason behind this is both facilities provide a physical separation between cyclists and vehicles.

Proposed Design

Proposed Design

Location	City Works
Prospect Street and Grahams Lane (Grahams Lane to Guelph Line)	• Protected on road bike lanes • Protected intersection at Brant Street • Asphalt resurfacing, curb/gutter, bus pads, and sidewalk replacement as required • Installation of watermain • Installation of wastewater main.
Prospect Street (Guelph Line to Cumberland Ave)	• Protected intersection at Guelph Line • Cycle tracks on both sides of Prospect Street • Replacement of sidewalk on north side of Prospect Street • Reduction of lanes from 4 lanes cross section to 2 lanes with a center turn lane (3 lane cross section) • Installation of watermain • Raised crosswalks at Dynes and Regency intersections

Proposed Design

Location	City Works
Dynes Road (Prospect Street to New Street)	• Road resurfacing • Spot sidewalk repairs where required • Curb and gutter replacement, full length of Dynes Road • Installation of watermain up to Woodward Avenue
Regency Court	• Road resurfacing • Spot sidewalk and curb repairs • Installation of watermain, with a connection to be completed on Tecumseh Drive
Legion Road	• Road resurfacing • Continuation of sidewalk from end to cul-de-sac • Spot curb replacement

SECTION VIEW

BRANT STREET TO GUELPH LINE

BIKE

WIDE PROTECTED BIKE LANE
CONTINUOUSLY ON BOTH SIDES

WALK

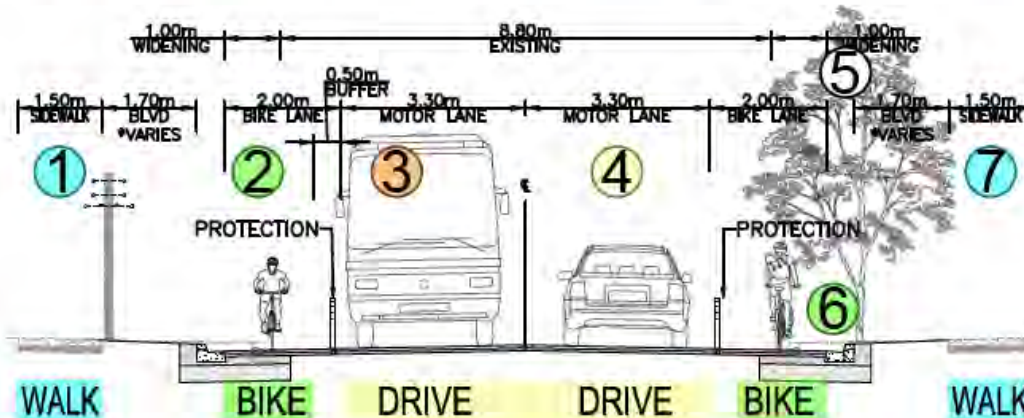
SPOT REPAIR WHERE REQUIRED
WITH WIDENED SIDEWALK
ALONG SCHOOL FRONT

BUS

ALL INLINE STOPS REDUCED
CONFLICT AREAS WITH CYCLISTS

DRIVE

2 LANE ROADWAY TO REMAIN



① WIDENING ALONG TOM THOMSON SCHOOL
ACCOMMODATING PICKUP & DROP OFF TIMES.

② ON ROAD PROTECTED BIKE LANES WITH ENOUGH
SPACE FOR YOUNGER OR LESS CONFIDENT
CYCLIST AND ROOM FOR PASSING.

③ SHARED CYCLE STOP FOR BUS STOPS
BETWEEN DRURY AND GUELPH LINE.

④ MOTOR LANES TO REMAIN.

⑤ IMPACTS TO TREES ALONG THE CORRIDOR,
SIGNIFICANT CONSIDERATION WILL BE MADE TO
REDUCE REMOVALS WITH CONSULTATIONS WITH
OUR FORESTRY DEPARTMENT, AND REQUIREMENT
OF ARBORIST ONSITE FOR CONSTRUCTION IN
VULNERABLE AREAS.

⑥ IMPROVEMENT TO INTERSECTION AT DRURY TO
MAINTAIN THE BIKE LANE THROUGHOUT THE
INTERSECTION.

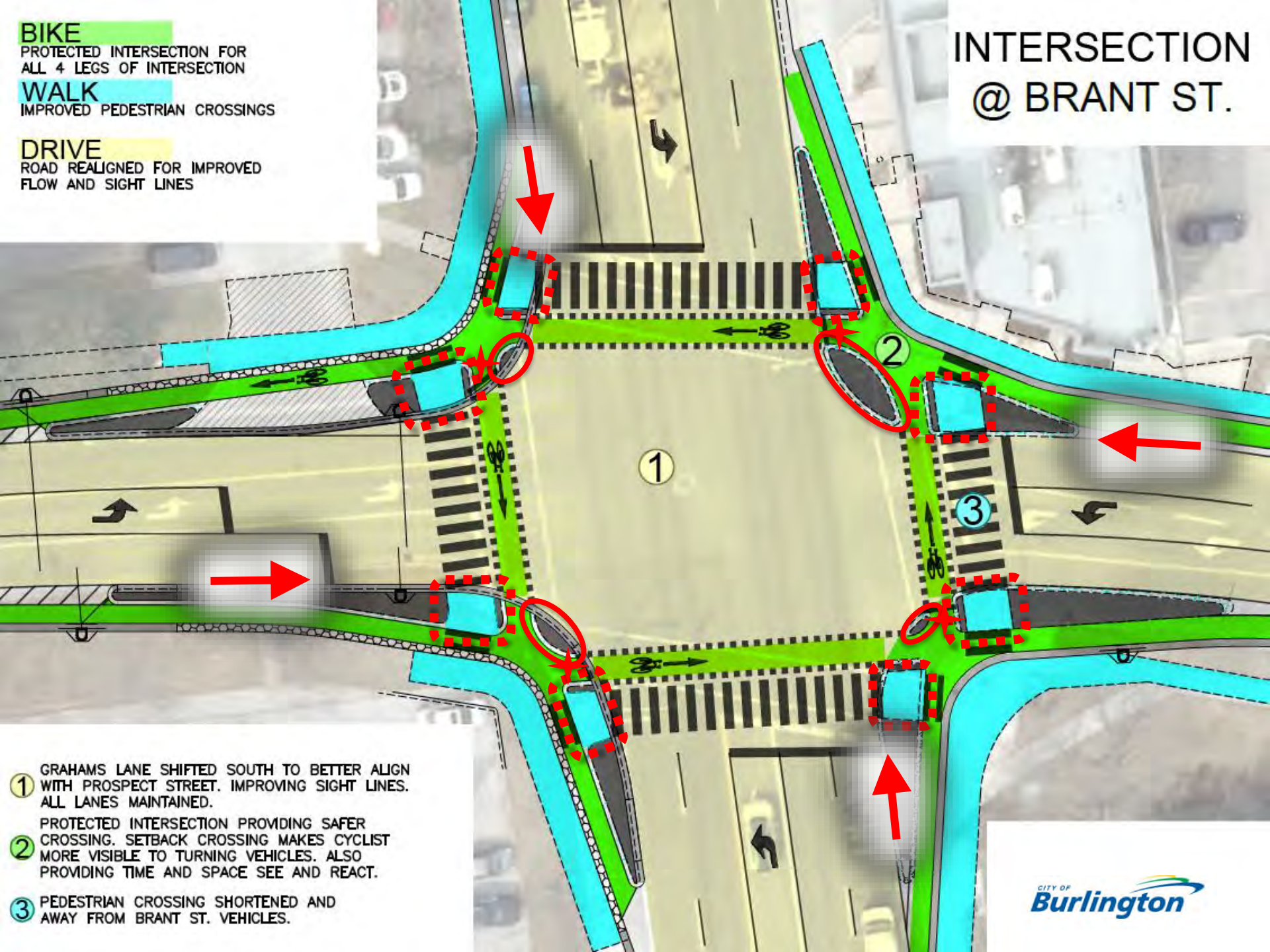
⑦ REPLACEMENT OF SIDEWALK RAMPS TO UPDATE TO
NEW ACCESSIBILITY STANDARDS.

BIKE
PROTECTED INTERSECTION FOR
ALL 4 LEGS OF INTERSECTION

WALK
IMPROVED PEDESTRIAN CROSSINGS

DRIVE
ROAD REALIGNED FOR IMPROVED
FLOW AND SIGHT LINES

INTERSECTION @ BRANT ST.

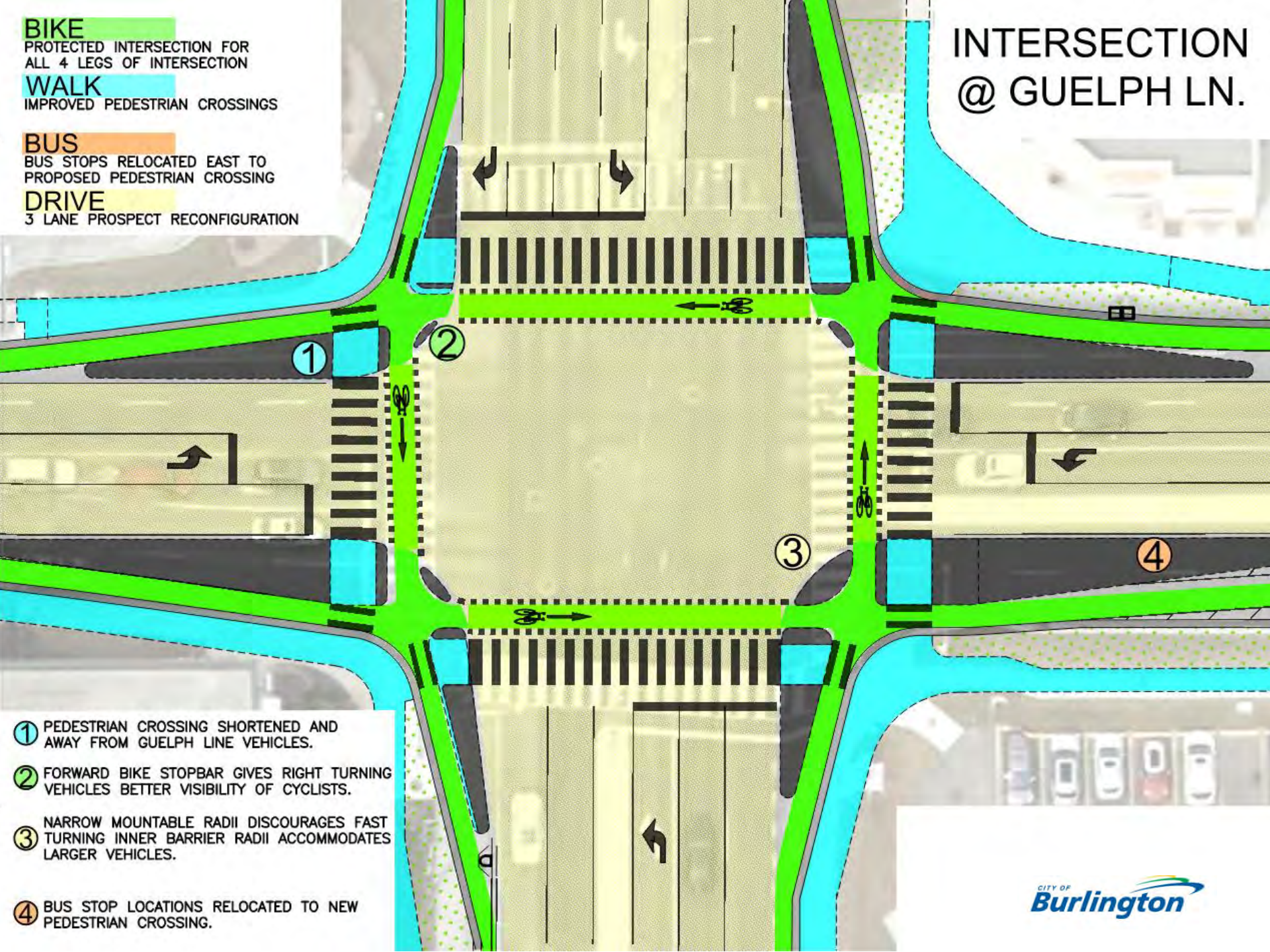


- ① GRAHAMS LANE SHIFTED SOUTH TO BETTER ALIGN WITH PROSPECT STREET. IMPROVING SIGHT LINES. ALL LANES MAINTAINED.
- ② PROTECTED INTERSECTION PROVIDING SAFER CROSSING. SETBACK CROSSING MAKES CYCLIST MORE VISIBLE TO TURNING VEHICLES. ALSO PROVIDING TIME AND SPACE SEE AND REACT.
- ③ PEDESTRIAN CROSSING SHORTENED AND AWAY FROM BRANT ST. VEHICLES.

BIKE
PROTECTED INTERSECTION FOR
ALL 4 LEGS OF INTERSECTION
WALK
IMPROVED PEDESTRIAN CROSSINGS

BUS
BUS STOPS RELOCATED EAST TO
PROPOSED PEDESTRIAN CROSSING
DRIVE
3 LANE PROSPECT RECONFIGURATION

INTERSECTION @ GUELPH LN.



- ① PEDESTRIAN CROSSING SHORTENED AND AWAY FROM GUELPH LINE VEHICLES.
- ② FORWARD BIKE STOPBAR GIVES RIGHT TURNING VEHICLES BETTER VISIBILITY OF CYCLISTS.
- ③ NARROW MOUNTABLE RADII DISCOURAGES FAST TURNING INNER BARRIER RADII ACCOMMODATES LARGER VEHICLES.
- ④ BUS STOP LOCATIONS RELOCATED TO NEW PEDESTRIAN CROSSING.

SECTION VIEW

GUELPH LINE TO CUMBERLAND AVENUE

BIKE

WIDE ASPHALT CYCLE TRACK AWAY FROM MOTOR VEHICLES

WALK

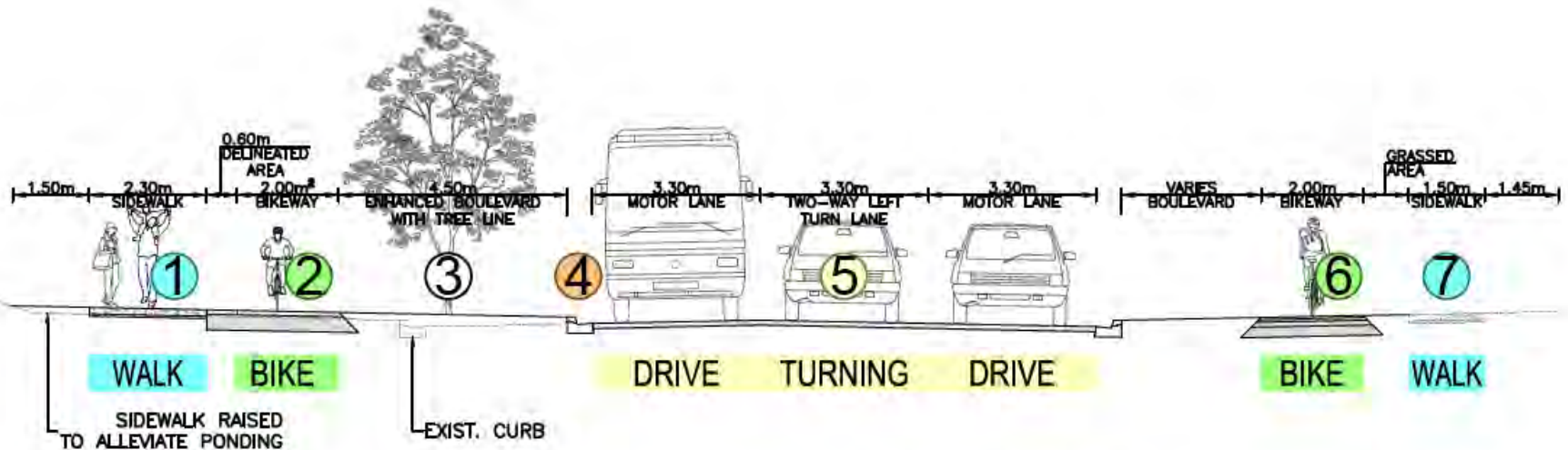
WIDE SIDEWALK ALONG SHOPPING CENTRE ON NORTH SIDE

BUS

2 STOPS RELOCATED TO HIGHER FREQUENCY CROSSINGS

DRIVE

3 LANES ROADWAY RECONFIGURATION



- ① NORTH SIDEWALK RAISED AND SHIFTED TO ALLEVIATE PONDING AND FOR TREE ALONG THE PARKING LOT
- ② WIDE CYCLETRACK PROVIDES ALL AGES AND ABILITIES WITH A COMFORTABLE CONTINUOUS PATHWAY. WITH MINIMAL ENTRANCES THIS LOCATION IS OPTIMALLY SUITED TO CYCLETRACKS.
- ③ WIDE BOULEVARD PROVIDES OPTIMAL SPACE FOR TREE PLANTINGS EVENTUALLY MATURING INTO A LONG ROW OF LARGE CANOPY TREES.

- ④ SIDE BOARDING ISLANDS FROM GUELPH LINE TO CUMBERLAND. CREATING A TRANSIT ACCESSIBLE TO ALL PEDESTRIANS AND CYCLISTS.
- ⑤ RECONFIGURATION BASED ON TRAFFIC MODELING TO OPTIMIZE TRAFFIC FLOWS AND REDUCE ACCIDENTS FROM TURNING VEHICLES.

- ⑥ WIDE 2.0m OFF ROAD CYCLETRACK ADJACENT TO SIDEWALK.
- ⑦ MIDBLOCK SIDEWALK LOCATION TO REMAIN, WITH SPOT REPAIR WHERE REQUIRED & ENHANCED AT THE INTERSECTIONS. NECESSARY SPACE PROVIDED FOR FUTURE WIDENING OF SIDEWALK.

Tree Impacts

Design Considerations

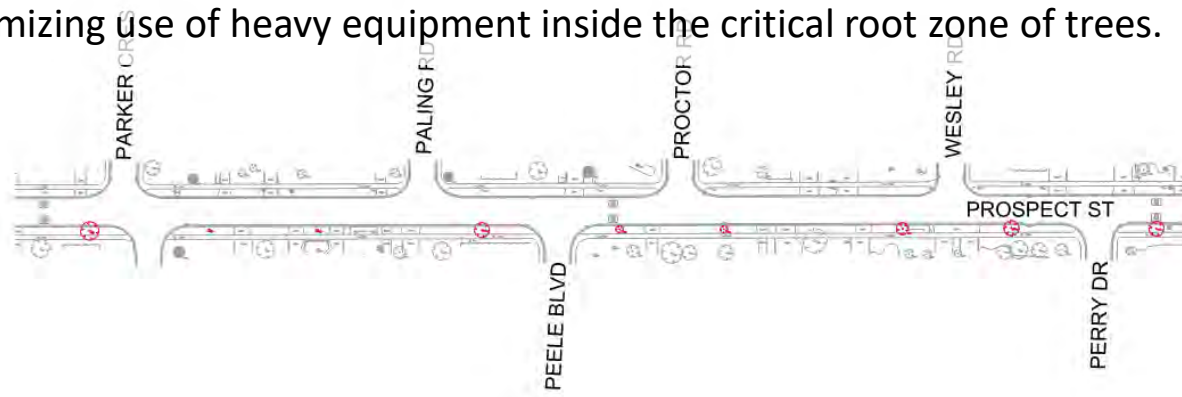
- Considerations of design layout has and will be made to minimize tree impacts. Tree removals are to occur between Brant Street and Guelph Line along Prospect Street.
- Adjustments can be made along the sidewalk to allow for existing trees to grow.

Replacement

- 2:1 replacement of any tree requiring removal.
- Residents can inquire with City staff about the potential planting of a new tree in their frontage.

Minimizing root damage due to construction:

- Requiring on site Arborist in vulnerable areas.
- Minimizing use of heavy equipment inside the critical root zone of trees.

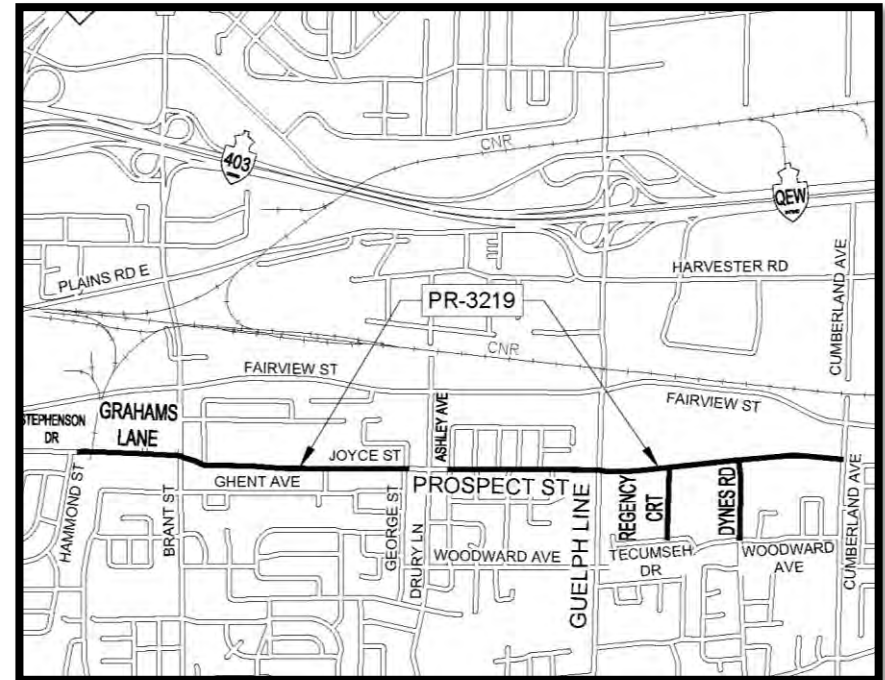


The map displays a residential neighborhood with a grid of streets. A black box highlights a specific area, labeled "CONTRACT WS-3219-24". This area is located on the east side of Prospect St, between Fairview St and the intersection of Prospect St and Woodward Ave. The map shows various streets including Fairview St, Prospect St, Maplewood Dr, Birchwood Dr, and Woodward Ave. A north arrow is located in the top right corner.



Watermain Replacement

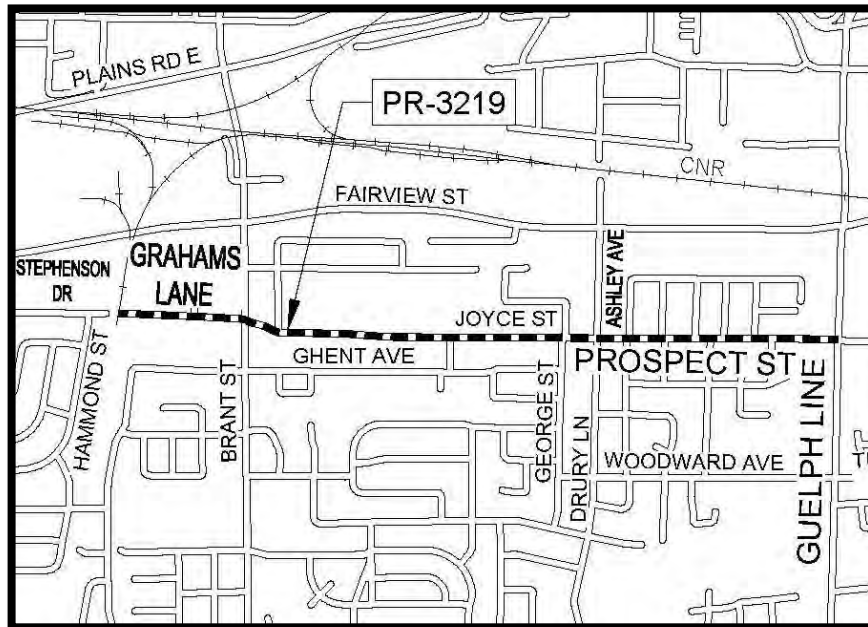
- Watermain replacement on Prospect Street (from Cumberland Avenue to Ashley Avenue, and from Joyce Street to Brant Street)
- Watermain replacement on Grahams Lane (from Brant Street to East of Hammond Street)
- Watermain replacement on Regency Court (from Prospect Street to Tecumseh Drive)
- Watermain replacement on Dynes Road (from Prospect Street to Woodward Avenue)
- Water services to properties connected to the above watermain sections will be replaced up to property line (curb stop)



Watermain Replacement

Wastewater main Replacement

- Wastewater main replacement on Prospect Street (from Guelph Line to Brant Street)
- Wastewater main replacement on Grahams Lane (from Brant Street to East of Hammond Street)



Wastewater main Replacement

- Laterals of properties connected to the above wastewater main sections will be replaced (wherever possible) or rehabilitated (lining) up to property line
- Service interruptions during transfer of existing water service and laterals is expected to be minor (between 1-4 hours). Advance notice will be provided to the residents before any planned service interruptions

Next Steps

The City of Burlington and Region of Halton will be tendering this project in May 2024. The tender period will close in June 2024 and the project will be awarded to the successful bidder in July 2024

Stay updated on the project by subscribing
www.burlington.ca/prospectrenewal