

What We Heard

Transit – Express and local bus routes, specifically in the east, provide a good level of service to transit users.

Congestion – Parts of Dundas are plagued with traffic congestion, particularly during rush hour.

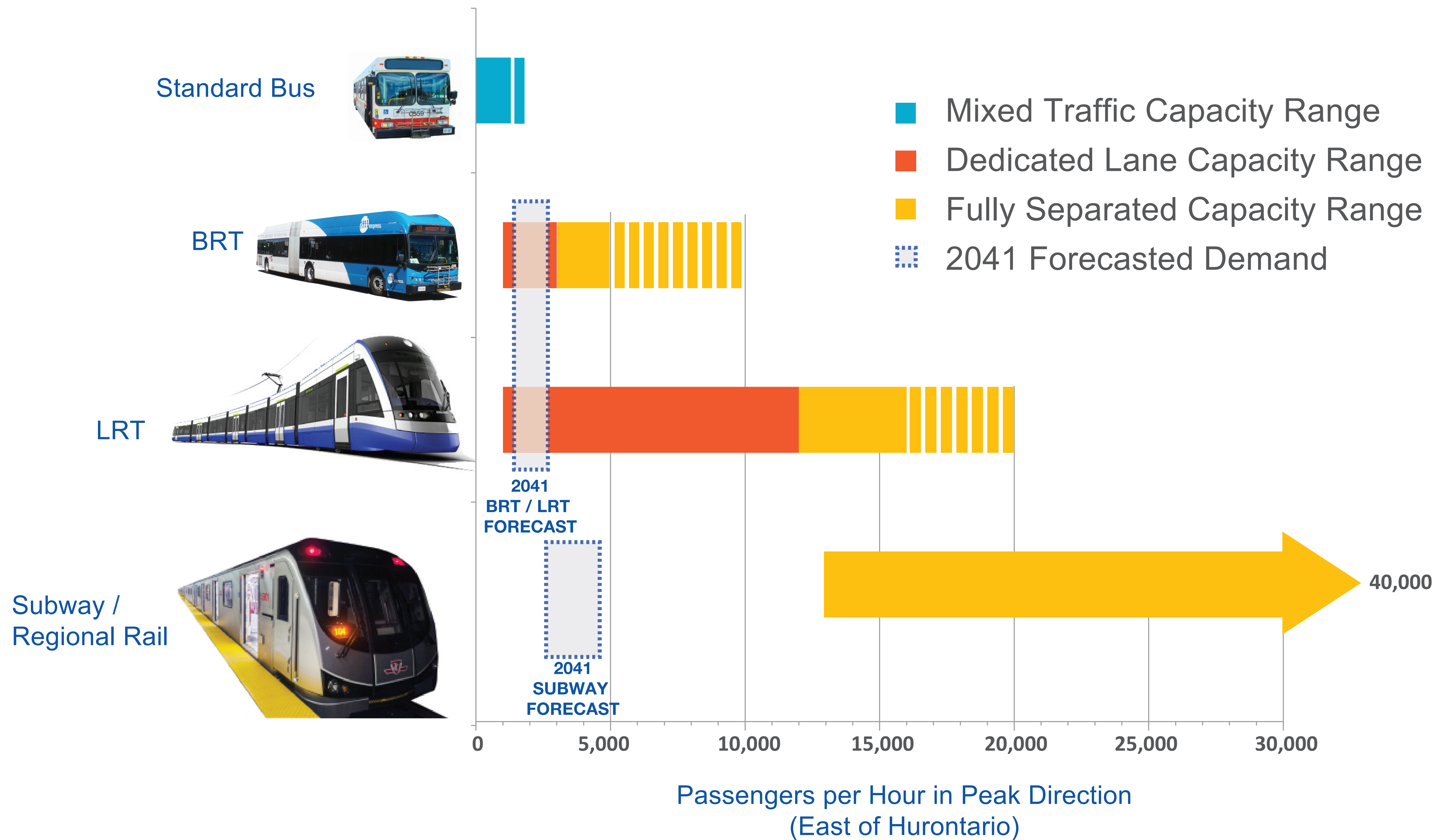
Cycling and walking – Feels uncomfortable and unsafe along much of Dundas.



The City has identified Dundas as a rapid transit and land use intensification corridor.

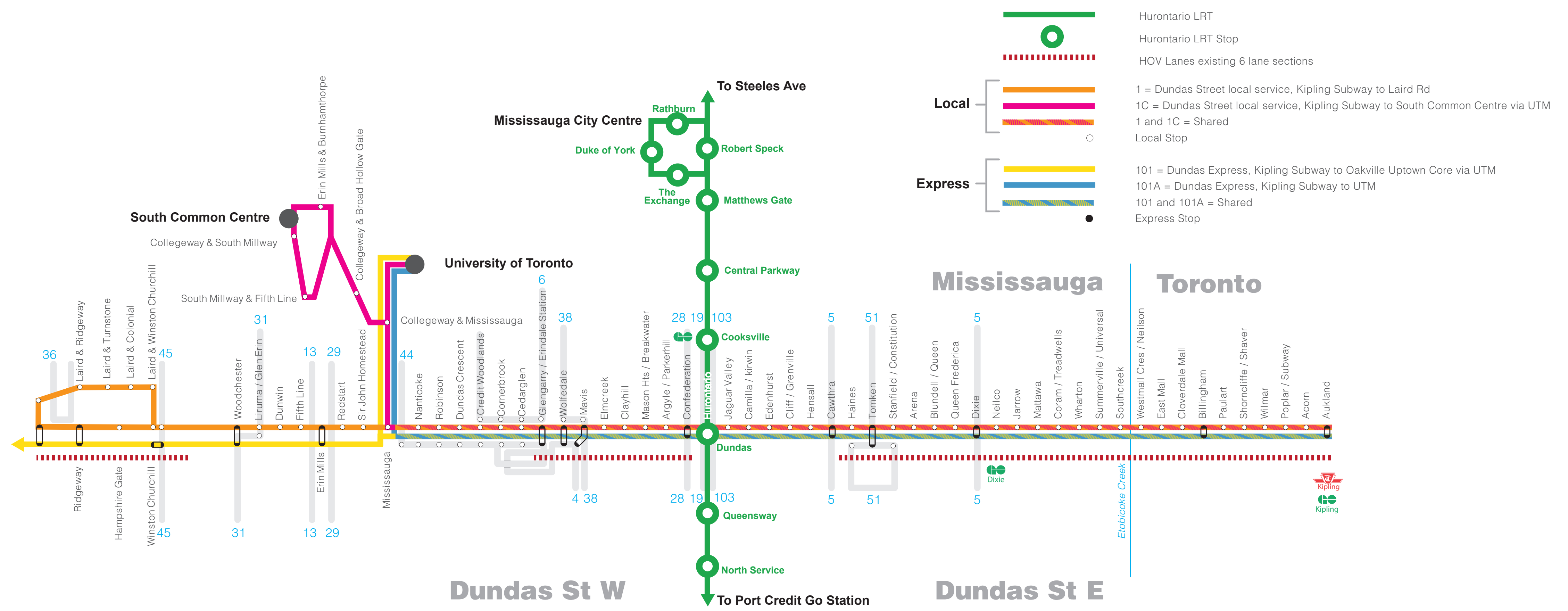


Capacity Range and 2041 Demand for Transit Mode Alternatives

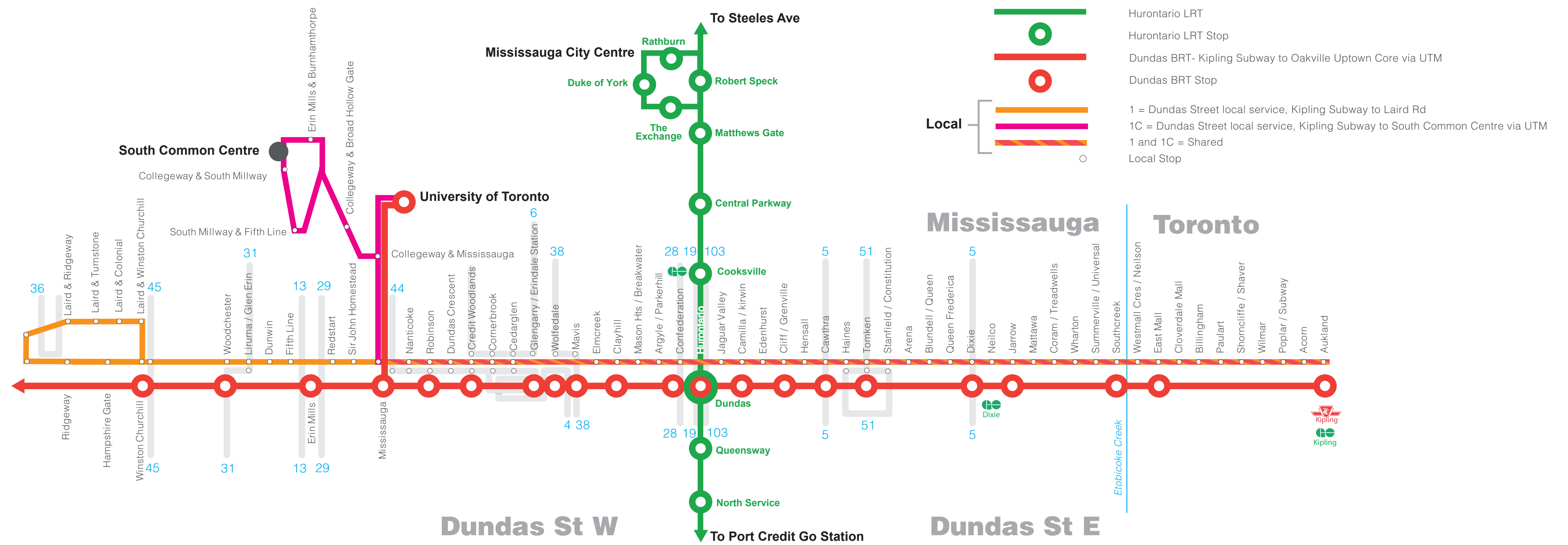


A white and red bus with the number C359 on the front. The bus has a large windshield, a blue destination sign, and a red stripe along the bottom. It is parked on a light-colored surface.

- Current mix of express and local service
- Extended HOV Lanes or Bus Lanes
- Queue Jumps at busy intersections
- Transit Signal Priority
- Passenger Information Systems
- Higher Frequency and Longer Service Hours
- Updated low-floor vehicles
- Improved stop amenities

 Dundas BRT

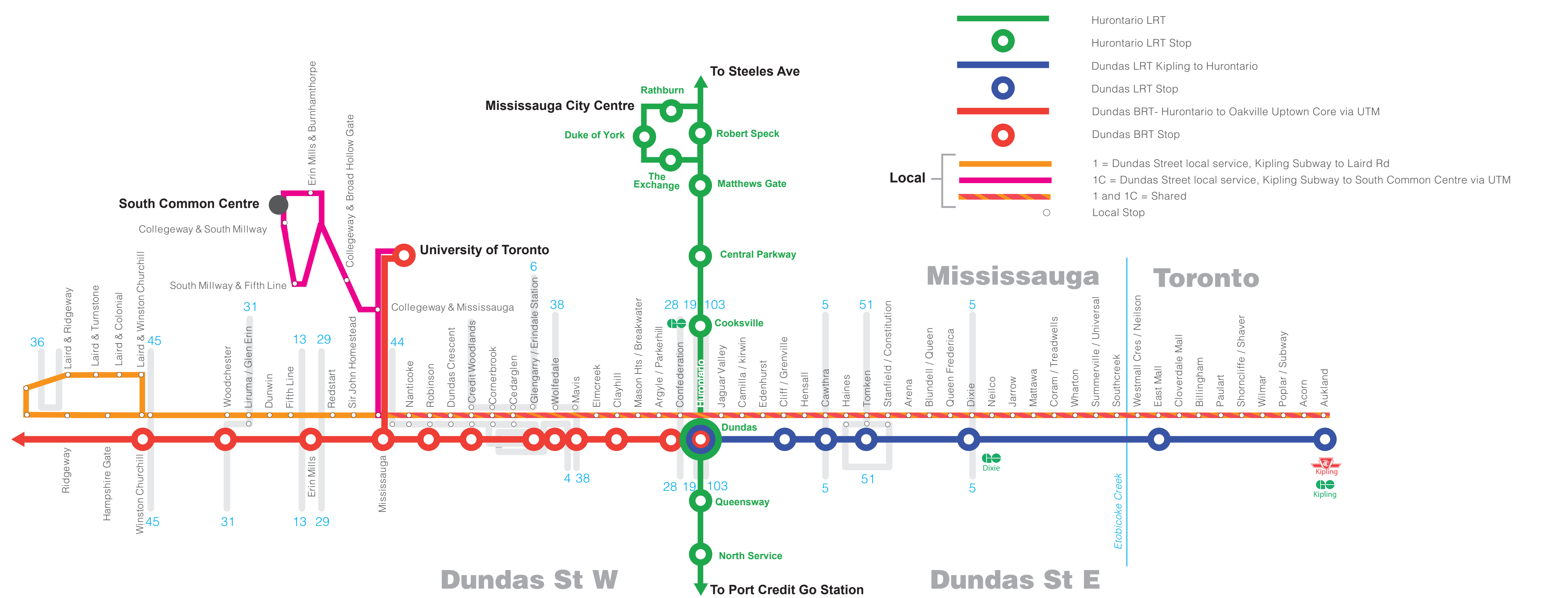
- Buses, stops, guideway, and technology combine to provide a higher quality of service than standard bus routes
- Operates in dedicated bus lanes, either in the median or curbside
- Average speeds 15 – 45 km/h



 Hurontario LRT

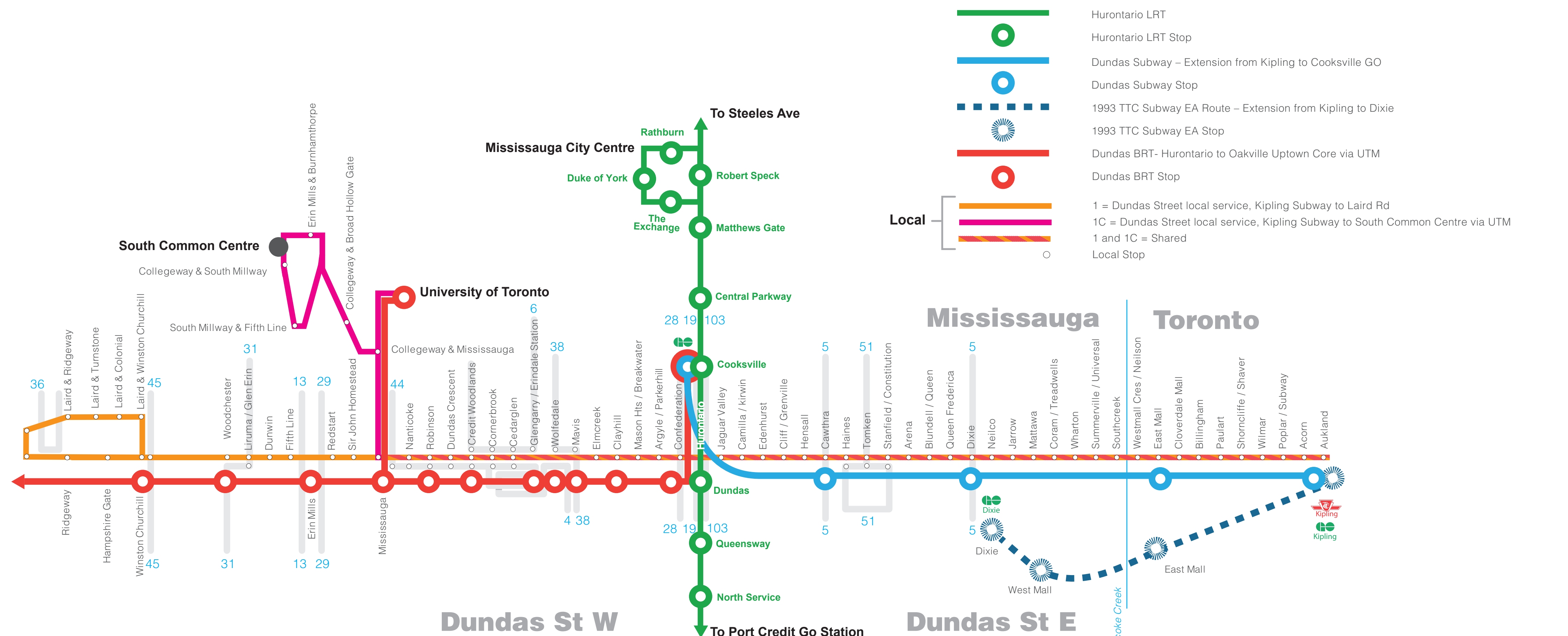
 Dundas LRT

- Moderate size, medium speed trains (one, two, or three cars)
- Operates in dedicated median lanes
- Average speeds 15 - 35 km/h



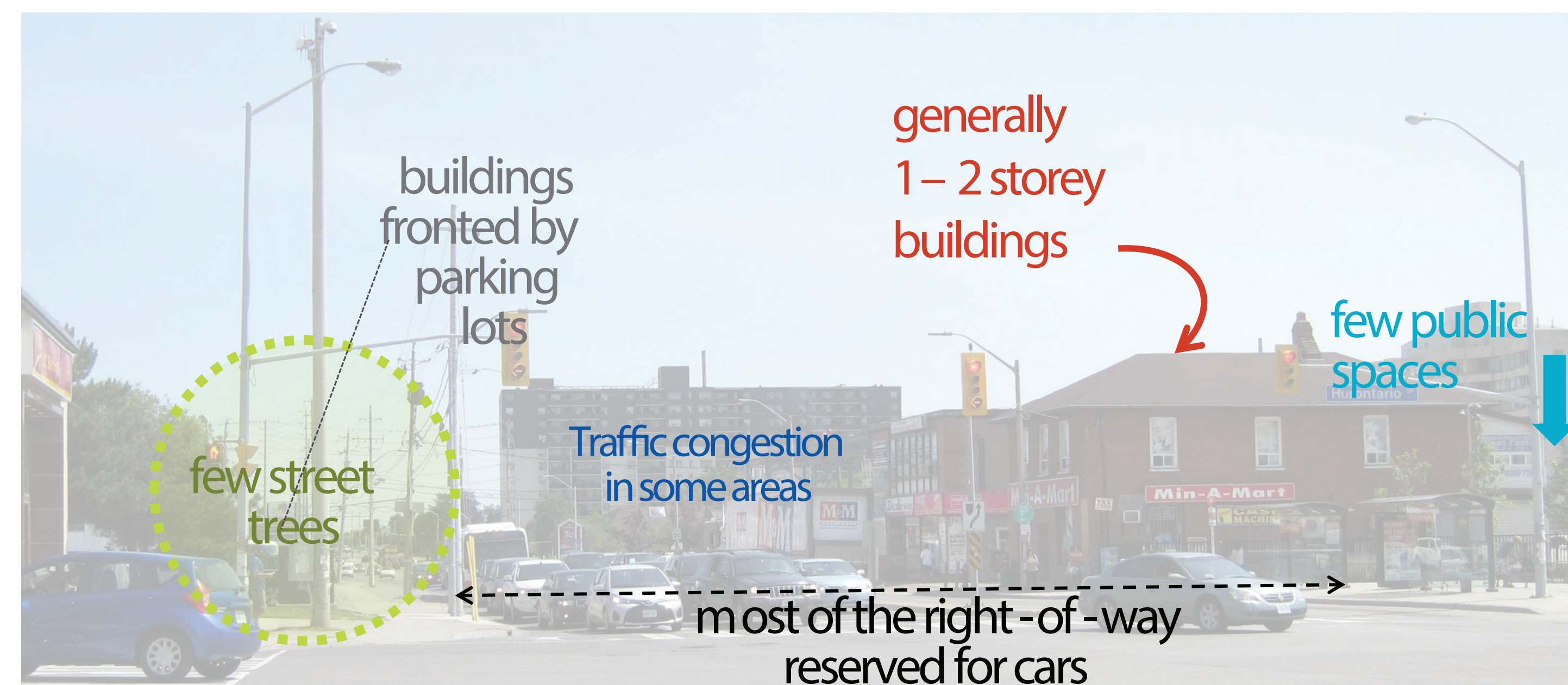
- 1993 TTC EA Route – Extension from Kipling to East Mall, West Mall, and Dixie
- Dundas Route – Extension from Kipling to Cooksville GO

- Accommodates high passenger volumes
- Entirely separate right-of-way / tunnel
- Average speeds 25 – 50 km/h
- Higher capital and operating costs



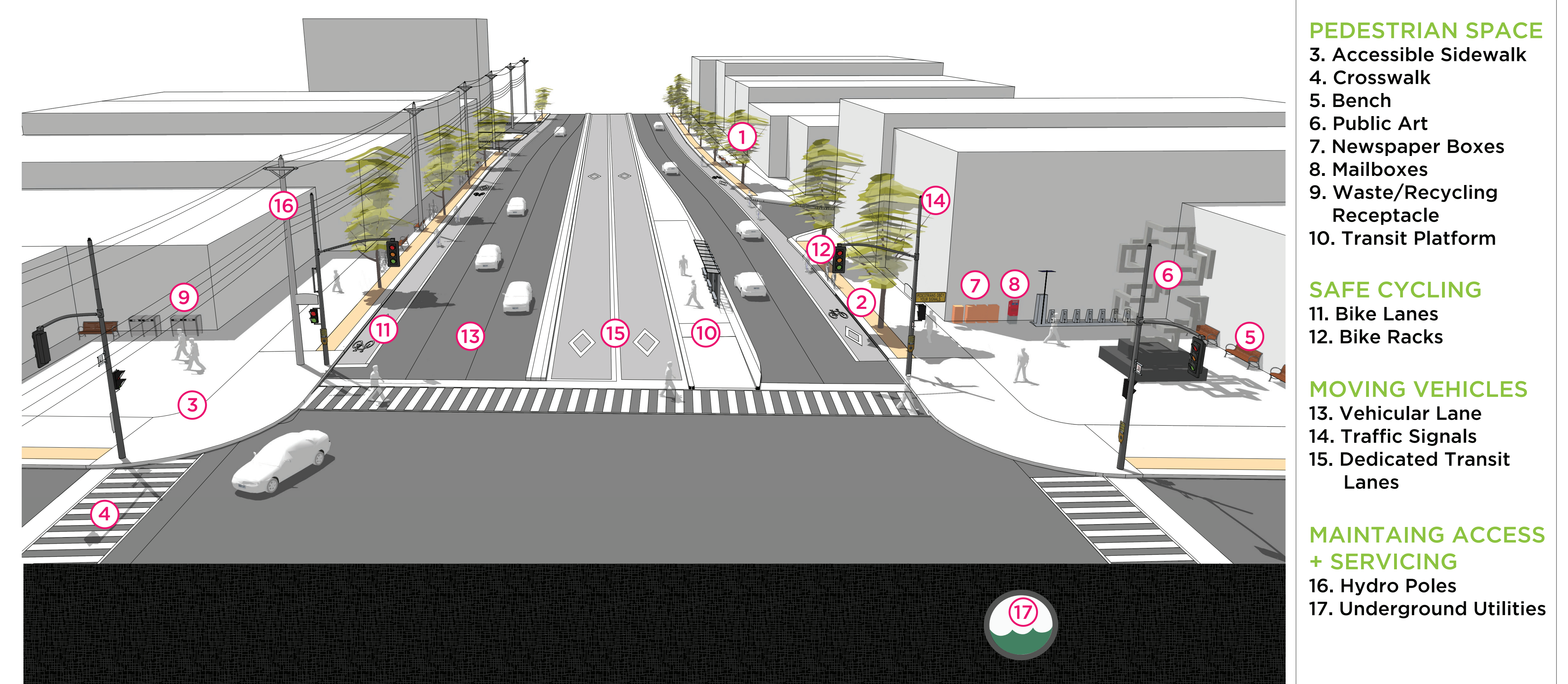
Corridor Design

Dundas Street Today

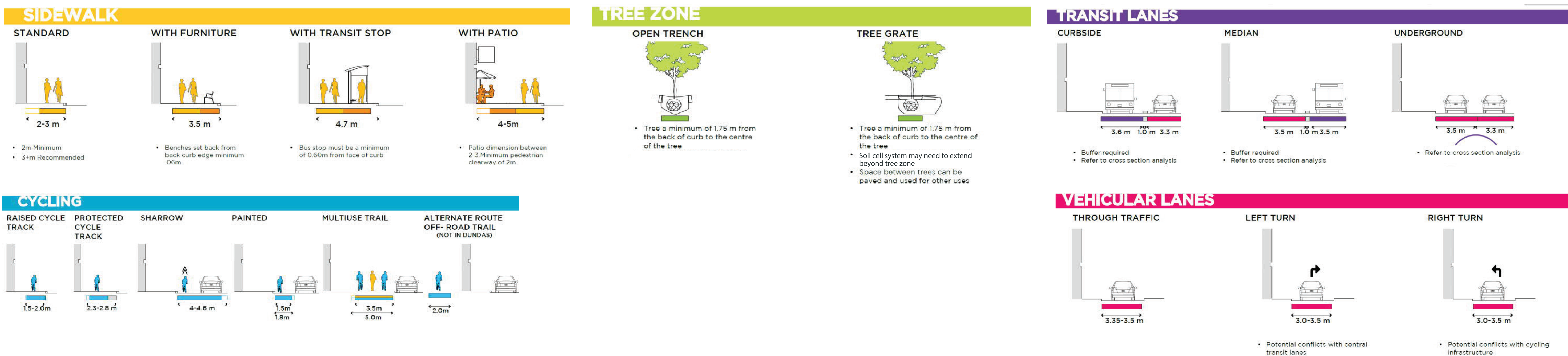


- Traffic congestion in some areas prevents reliable bus service
- Limited connections to transit hubs (e.g. Cooksville, Dixie)
- Discontinuous sidewalk
- Few trees and open spaces
- Lack of facilities to support safe walking and cycling
- Implement dedicated transit lanes
- Green streets with trees and planting
- Add parks, plazas and social gathering spaces
- Widen sidewalks and add safe pedestrian crossings
- Provide bike infrastructure

Elements of the Street



Street Elements Standards





Preliminary Concept Alternatives at Focus Areas

Erindale Community and Credit River Area:

Do Nothing: Maintain existing lanes

1: Widen Dundas Street to seven lanes

2: Widen Dundas Street to six lanes

3: Retain five lanes (convert TWLTL to reversible transit lane)

Sub-alternative: New bridge to UTM, and retain existing Dundas Street bridges



Cooksville Area:

1: Widen Dundas Street to six lanes (without transit to Cooksville GO)

2: Widen Dundas Street to six lanes (with diversion to Cooksville GO)

3: Retain five lanes including BRT lanes

4: Retain four lanes including BRT lanes, and no vehicle turns at Hurontario Street intersection (movements via ring road network)

5: Retain two lanes plus LRT, and no vehicle turns at Hurontario Street intersection (movements via ring road network)



Dundas Street / Cawthra Road Area:

1: Widen Dundas Street to six lanes at rail overpass structure

2: Widen Dundas Street to six lanes, adding new two-lane rail overpass structure for transit

3: Widen Dundas Street to six lanes, adding new two-lane rail overpass structure for auto vehicles

4: Widen Dundas Street to six lanes, with new rail underpass and new at-grade Dundas Street / Cawthra Road intersection



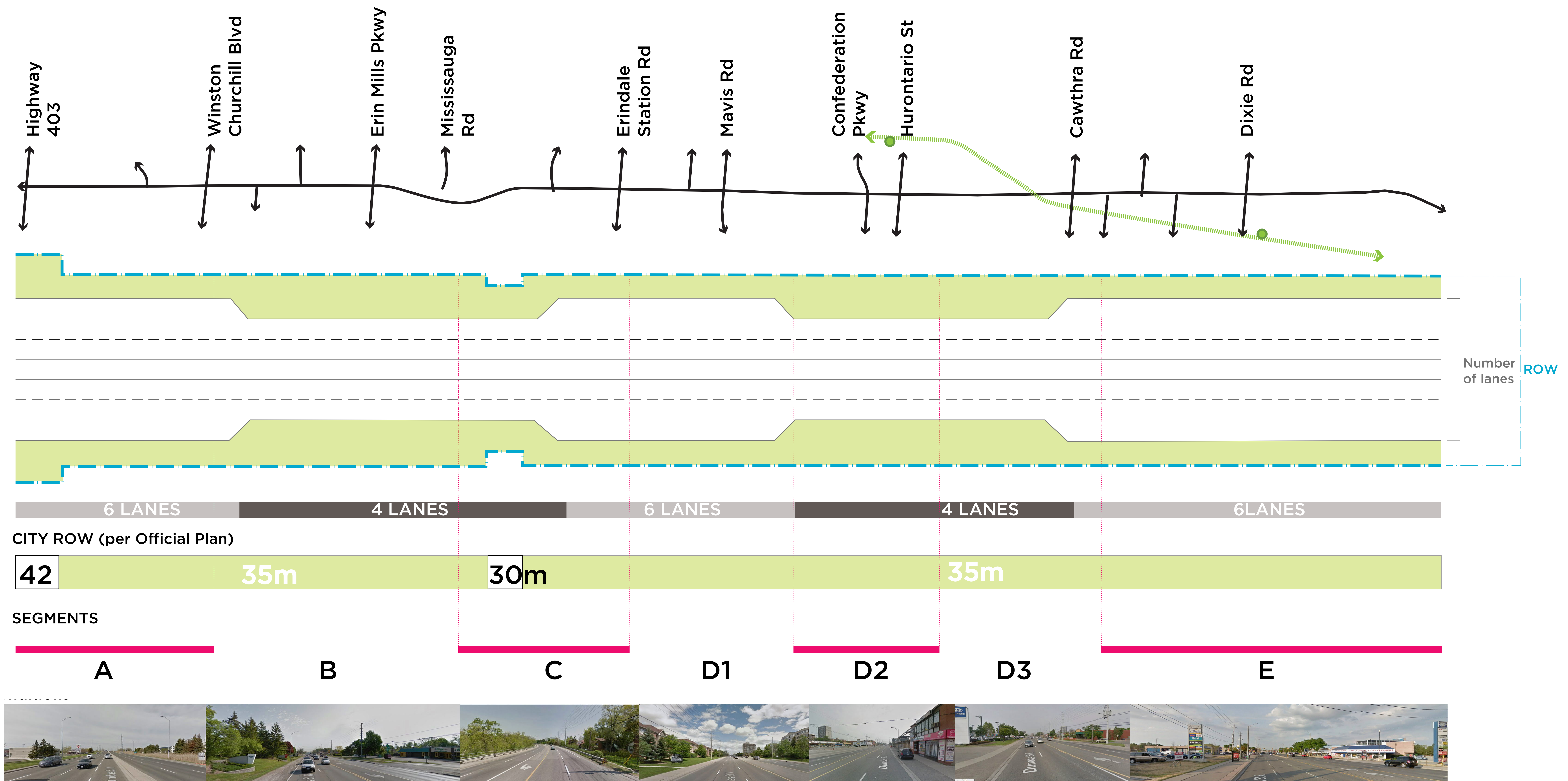
Dundas Street / Dixie Road Area

1: Retain Dundas Street at six lanes (without transit diversion to Dixie GO)

2: Retain Dundas Street at six lanes (with diversion to Dixie GO)



Segment Map

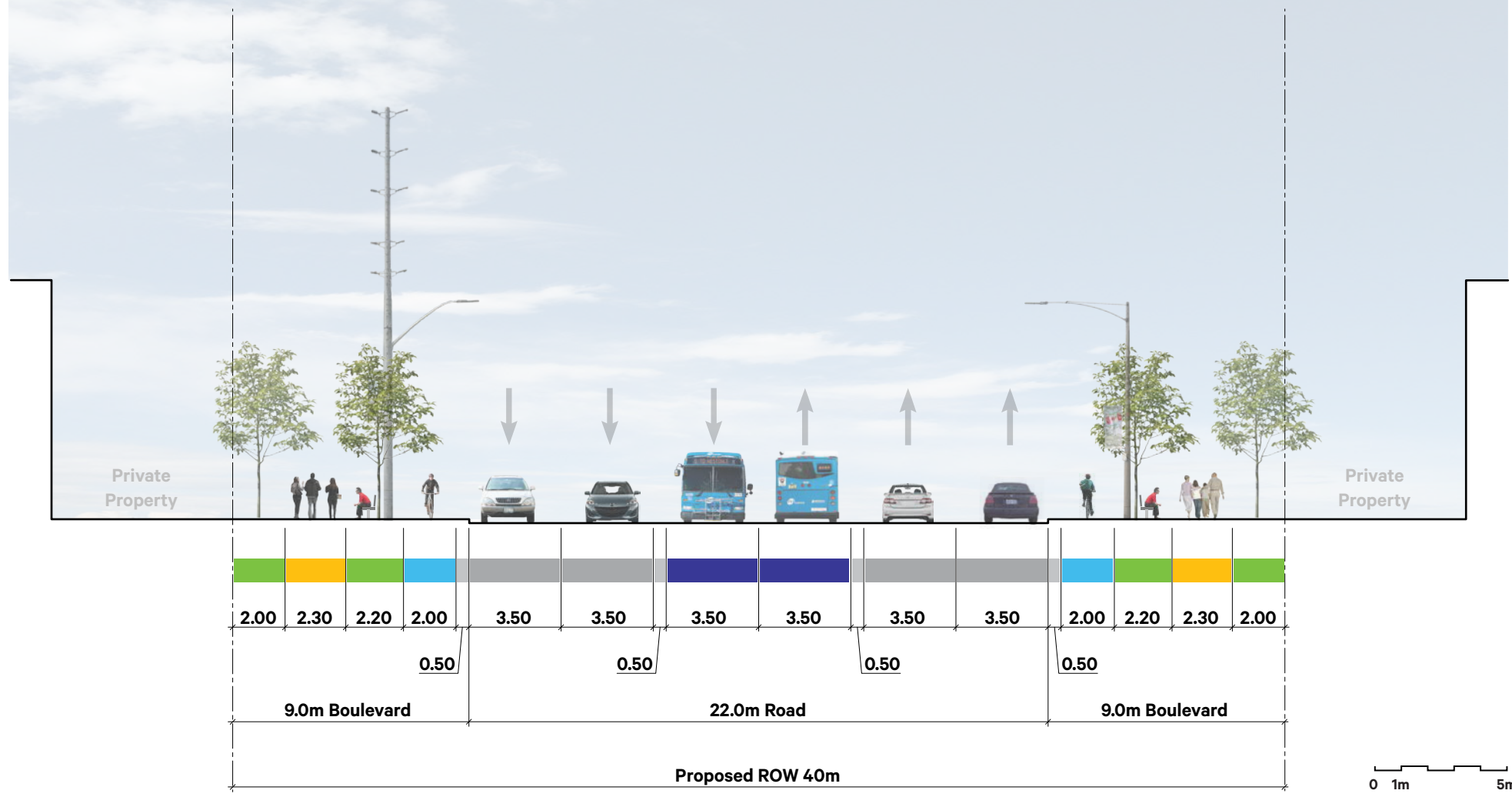


Alternative Options

Median Transit Lanes

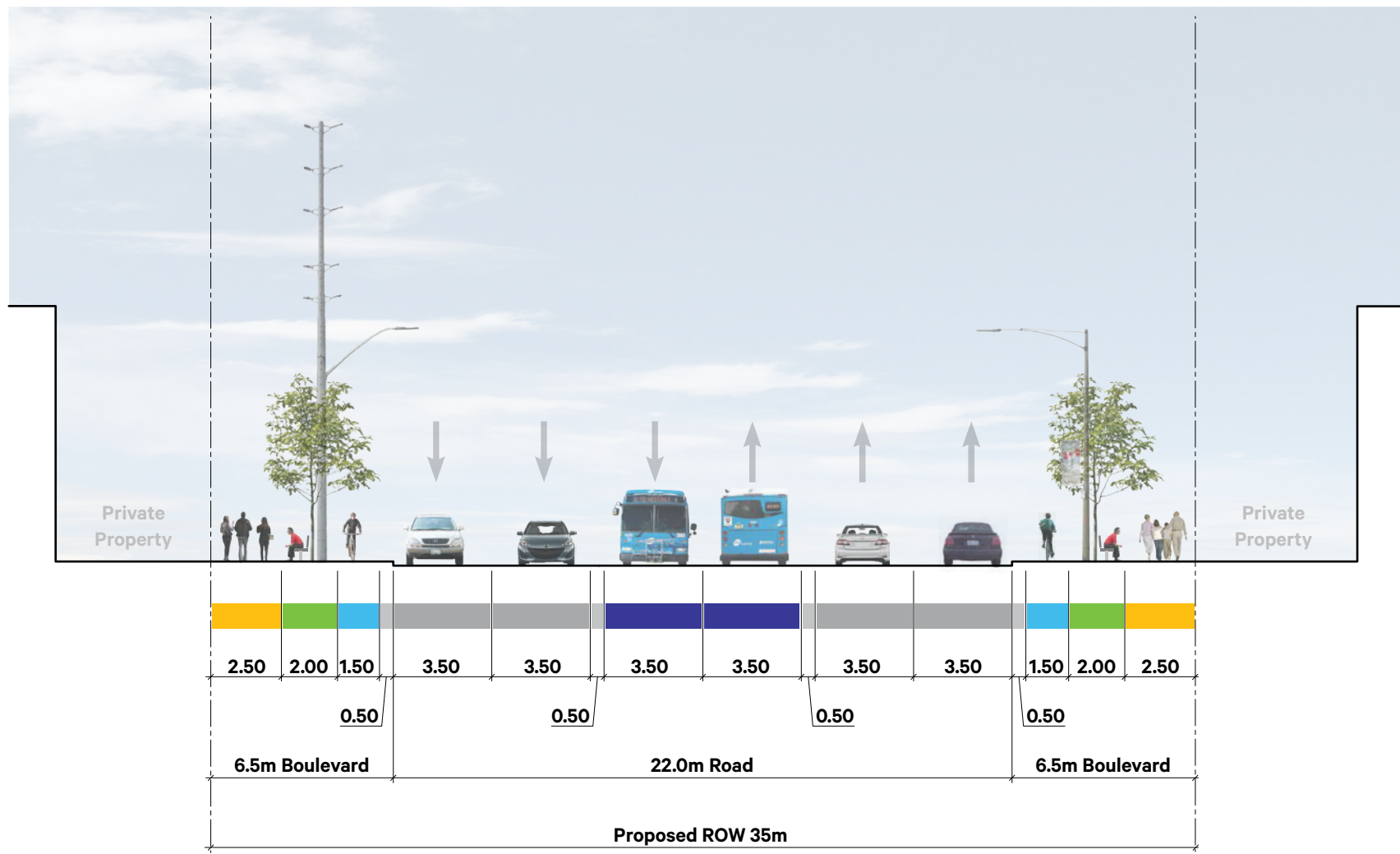
Option 1

- Right of way: 40m
- Number of lanes: 6 lanes
- Transit Location: Median
- Applies to Segments: A,B,C,D1,D3,E



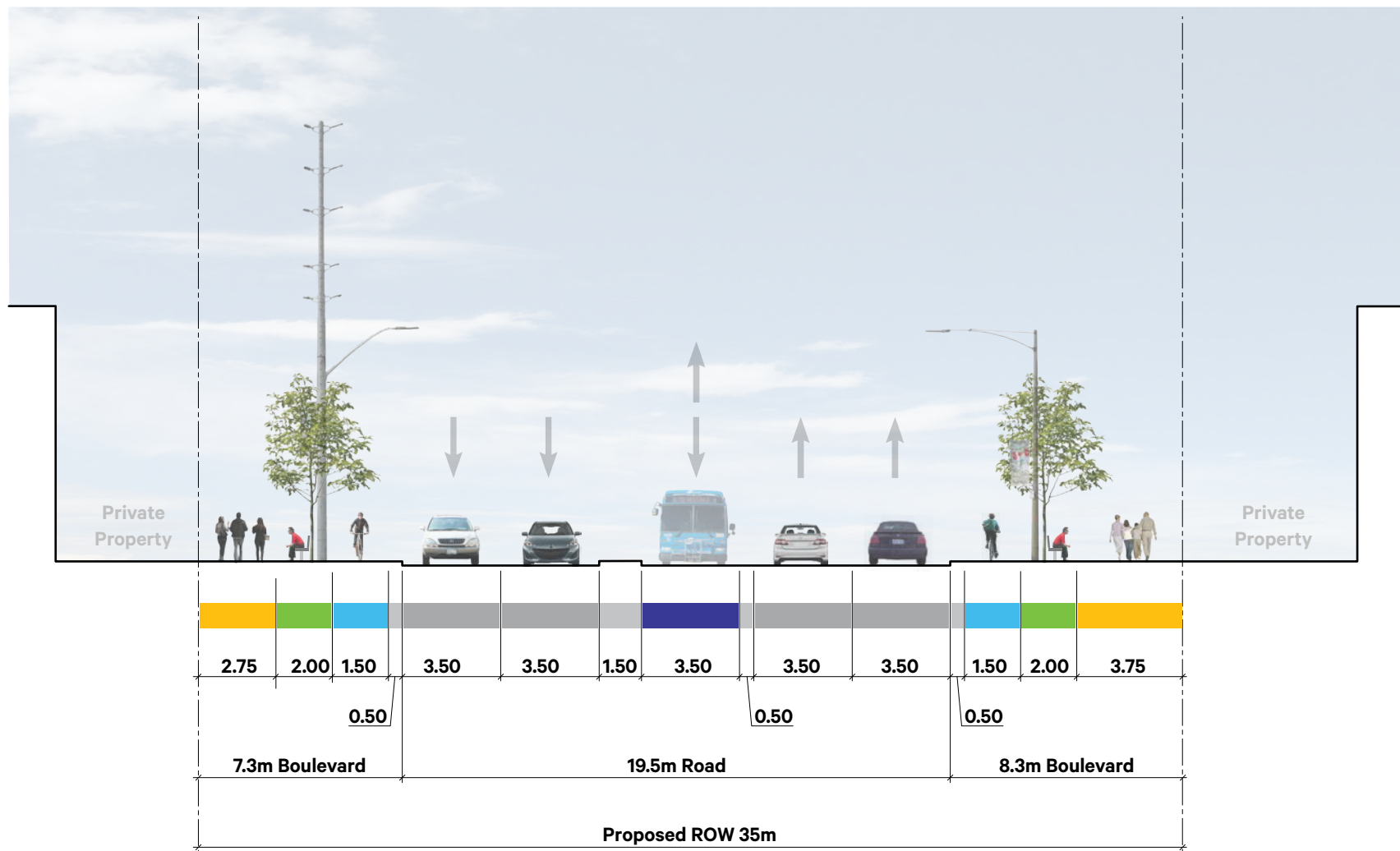
Option 2

- Right of way: 35m
- Number of lanes: 6 lanes
- Transit Location: Median
- Applies to Segments: C,D1,D2,D3,E



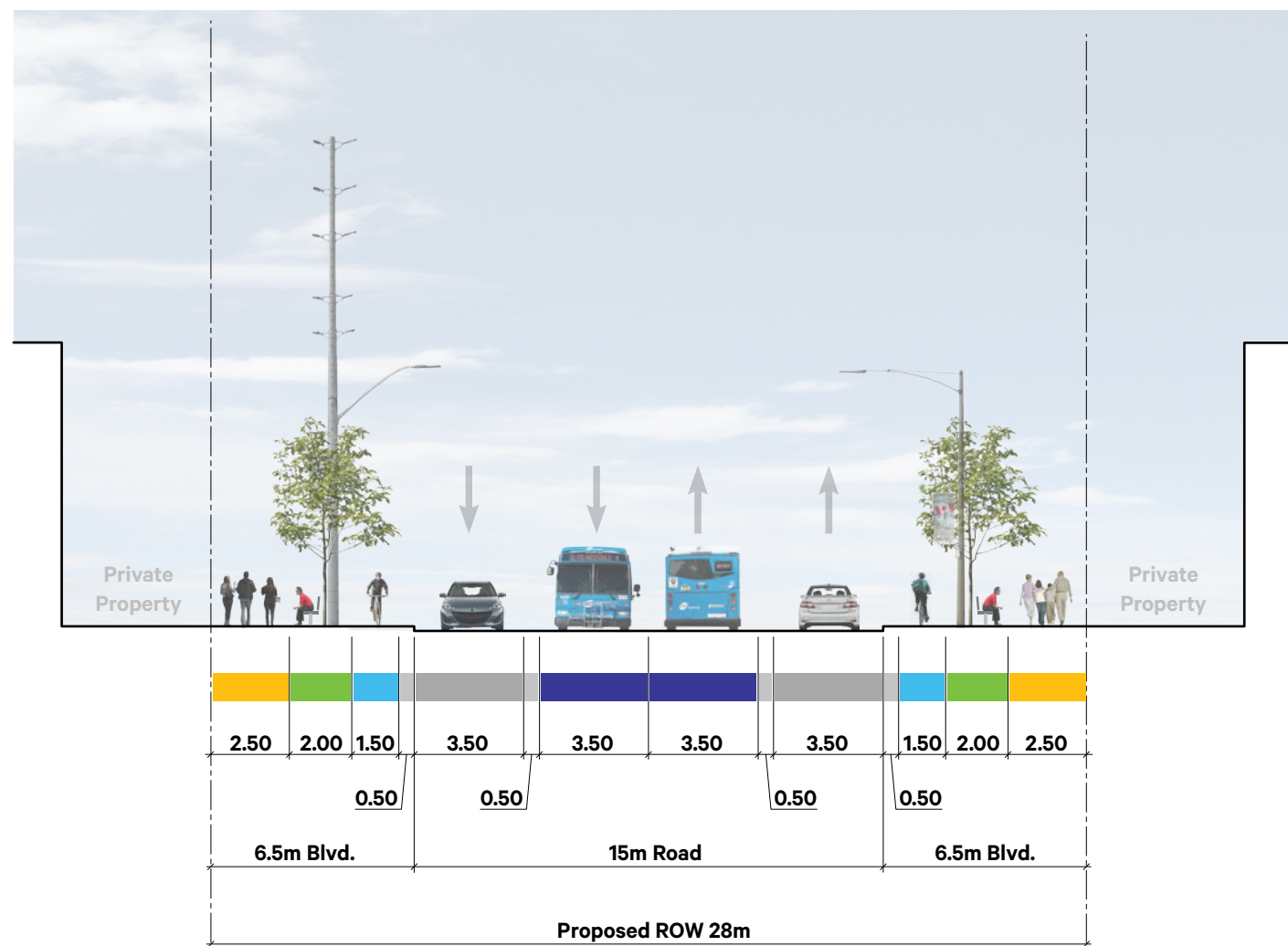
Option 3

- Right of way: 35m
- Number of lanes: 5 lanes lane
- Transit Location: Reversible centre lane
- Applies to Segments: C



Option 4

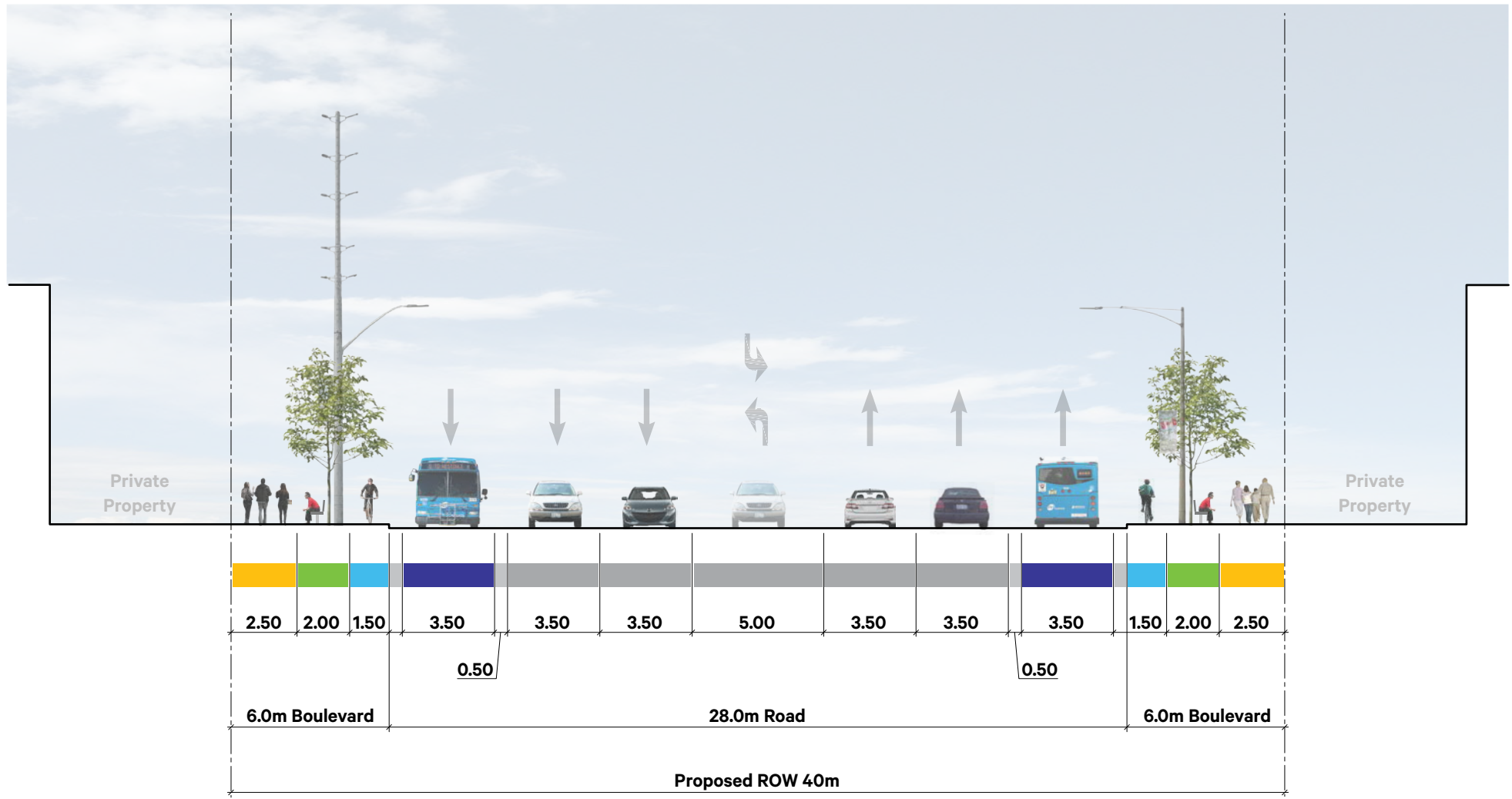
- Right of way: 28m
- Number of lanes: 5 lanes without turning lane
- Transit Location: Median
- Applies to Segments: D2



Curbside Transit Lanes

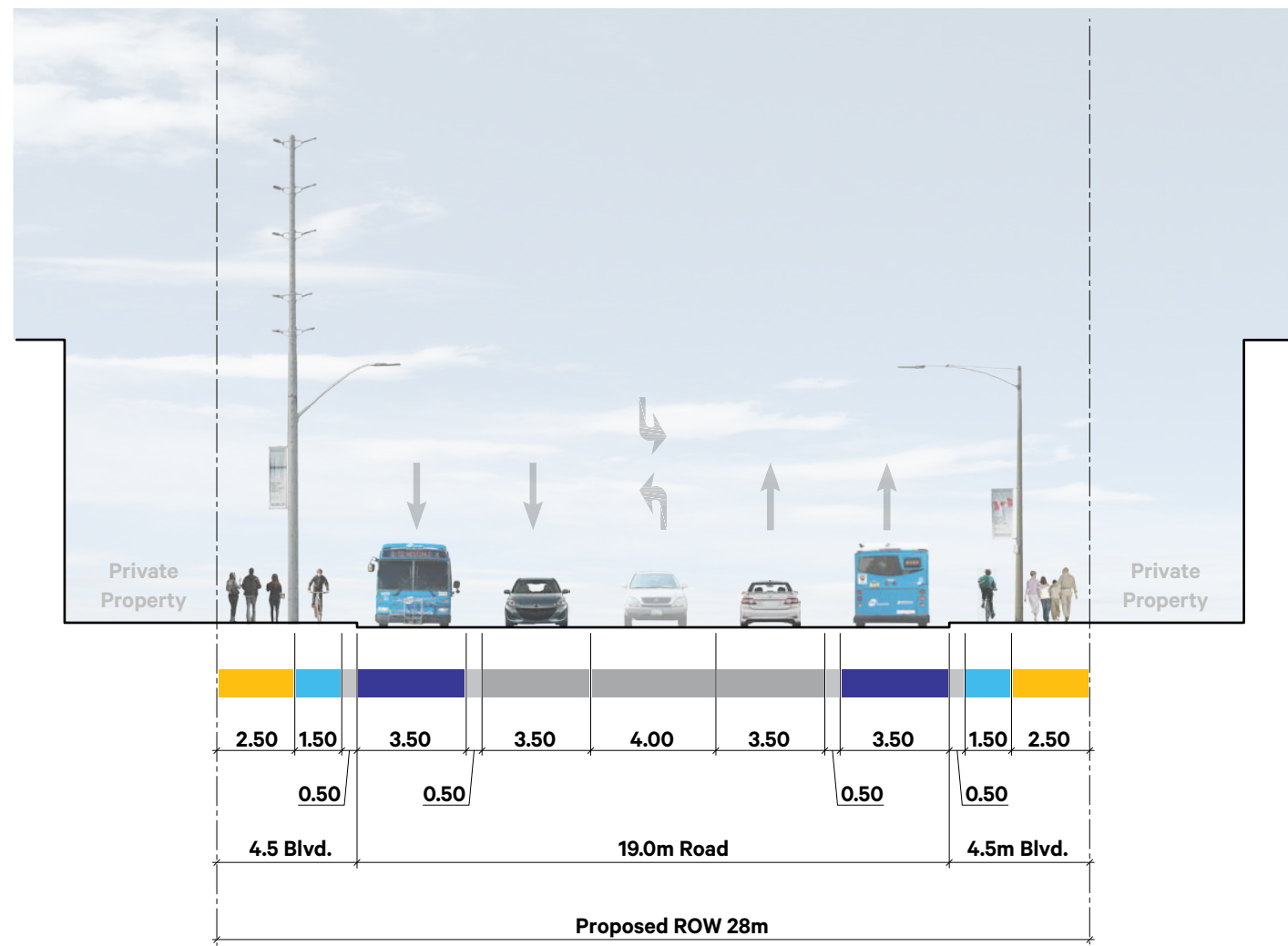
Option 5

- Right of way: 40m
- Number of lanes: 7 lanes
- Transit Location: Curbside
- Applies to Segments: A,B,C,D1,D3,E



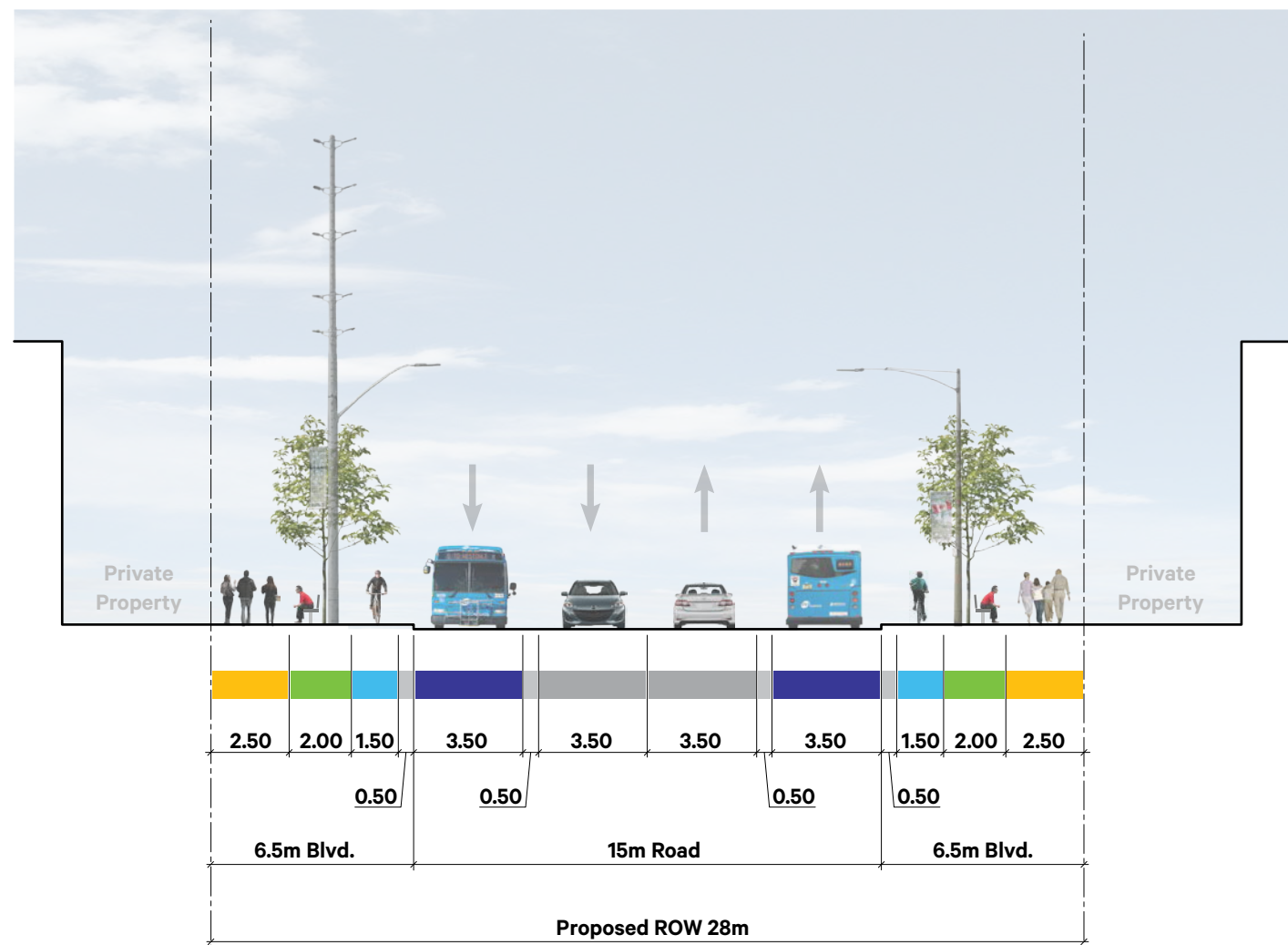
Option 6

- Right of way: 28m
- Number of lanes: 5 lanes with two way left turn lane
- Transit Location: Curbside
- Applies to Segments: D2



Option 7

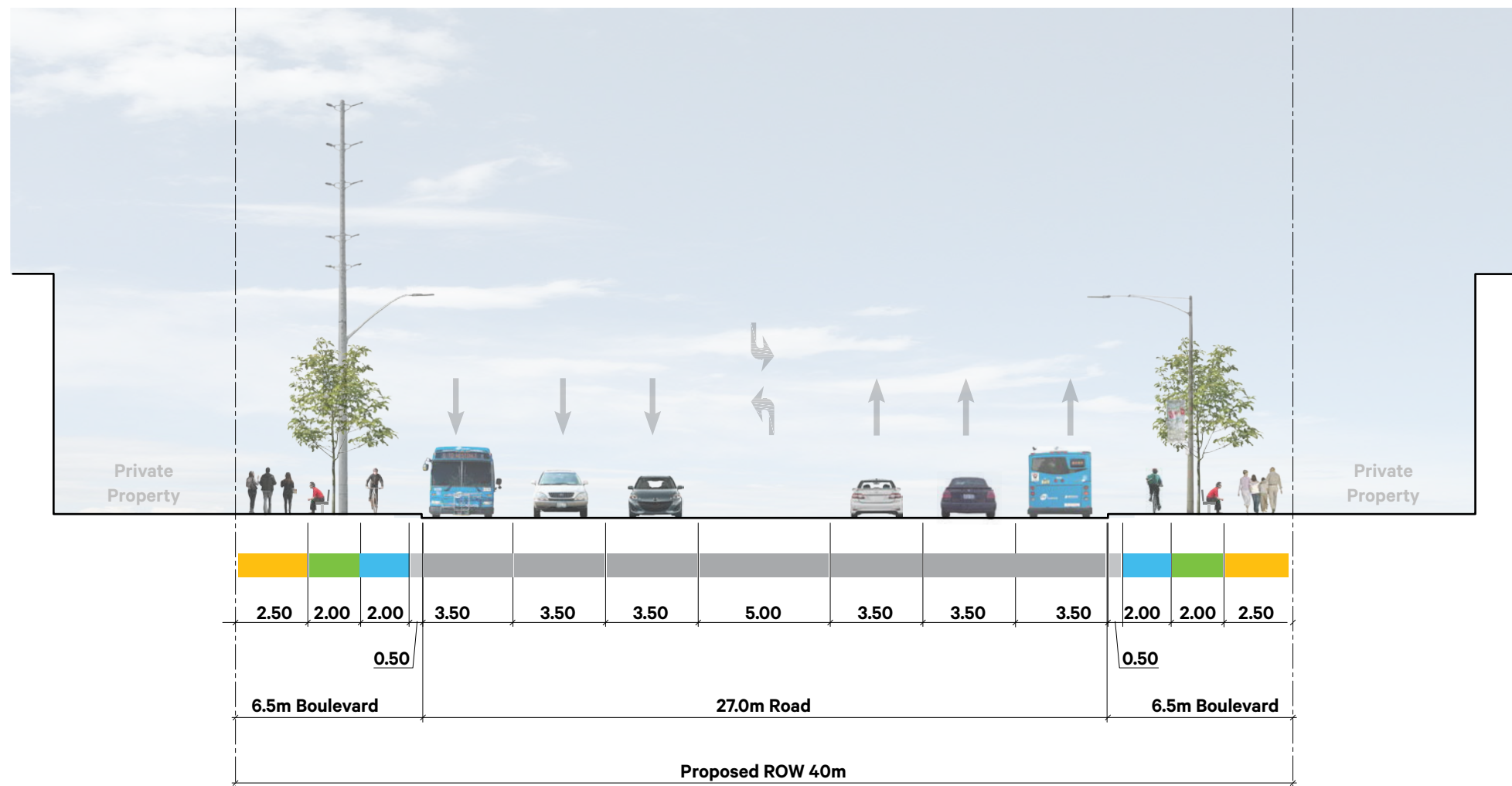
- Right of way: 28m
- Number of lanes: 5 lanes without turning lane
- Transit Location: Curbside
- Applies to Segments: D2



Improved Conventional Bus Service

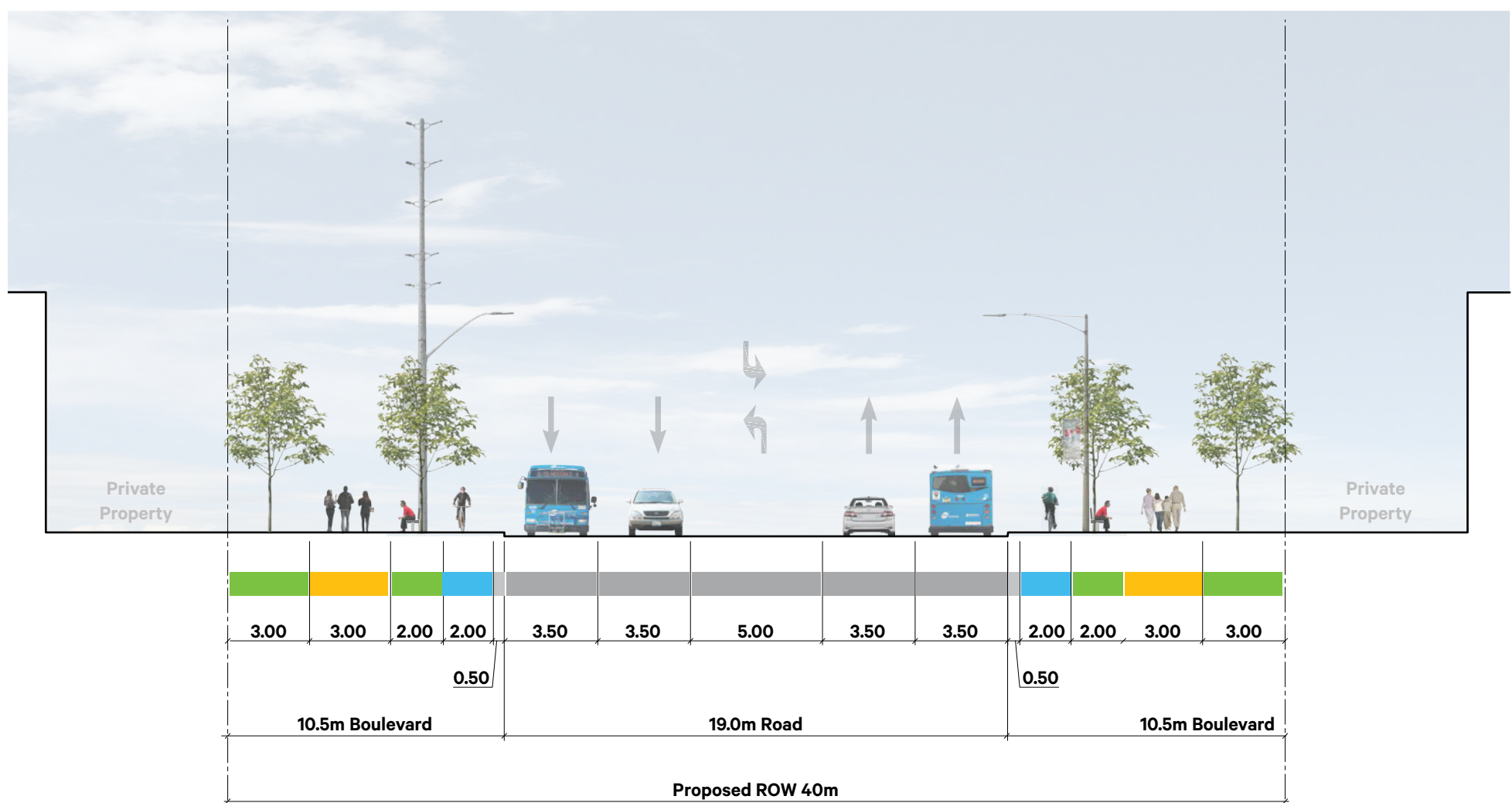
Option 8

- Right of way: 40m
- Number of lanes: 7 lanes
- Transit Location: Mixed with traffic
- Applies to Segments: A,B,C,D1



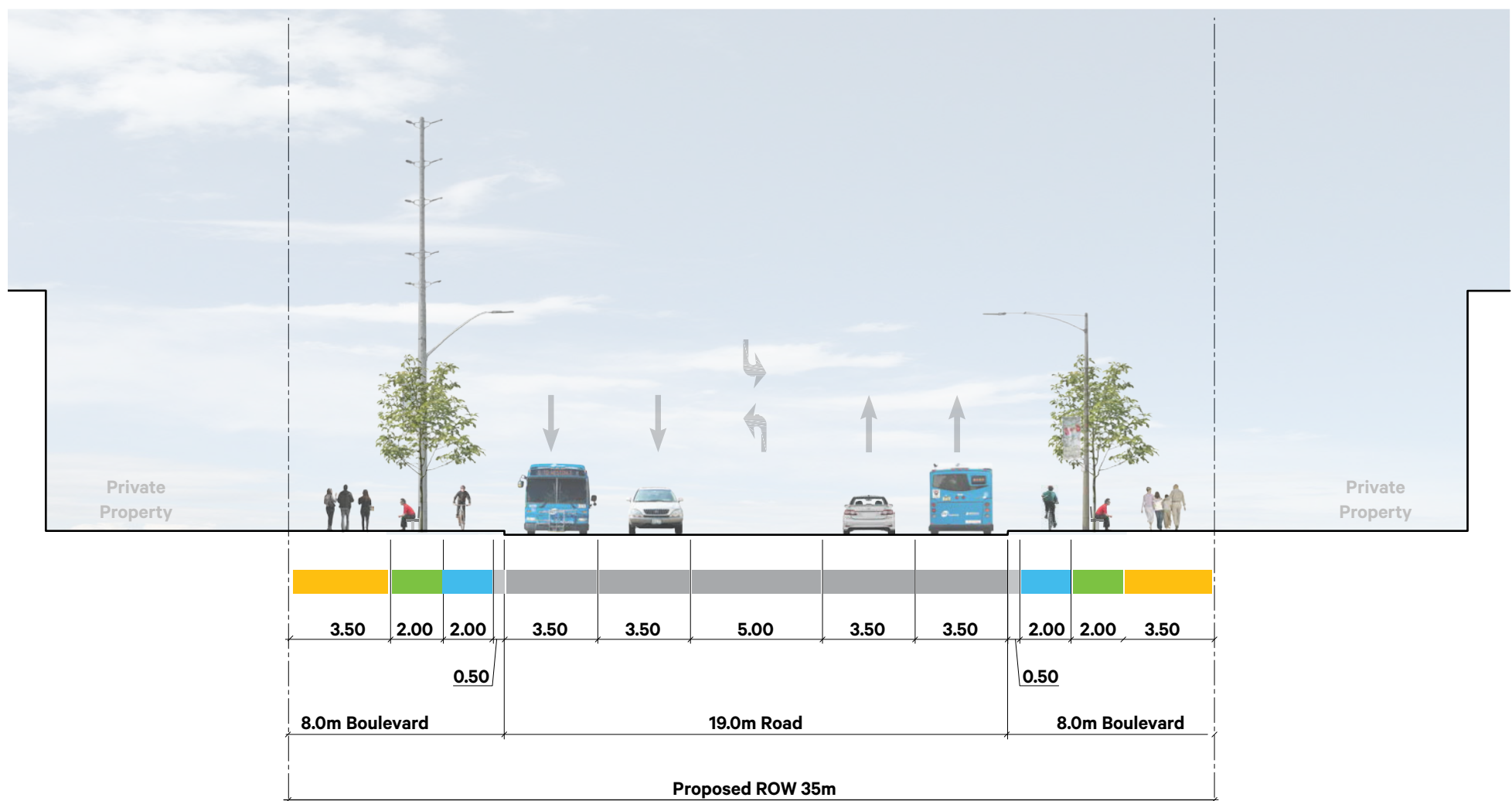
Option 9

- Right of way: 40m
- Number of lanes: 5 lanes
- Transit Location: Mixed with traffic
- Applies to Segments: B,C,D1



Option 10

- Right of way: 35m
- Number of lanes: 5
- Transit Location: Mixed with traffic
- Applies to Segments: B,C,D2





Alternative Option 1

Existing Conditions



Future mid-rise development
behind existing commercial
development

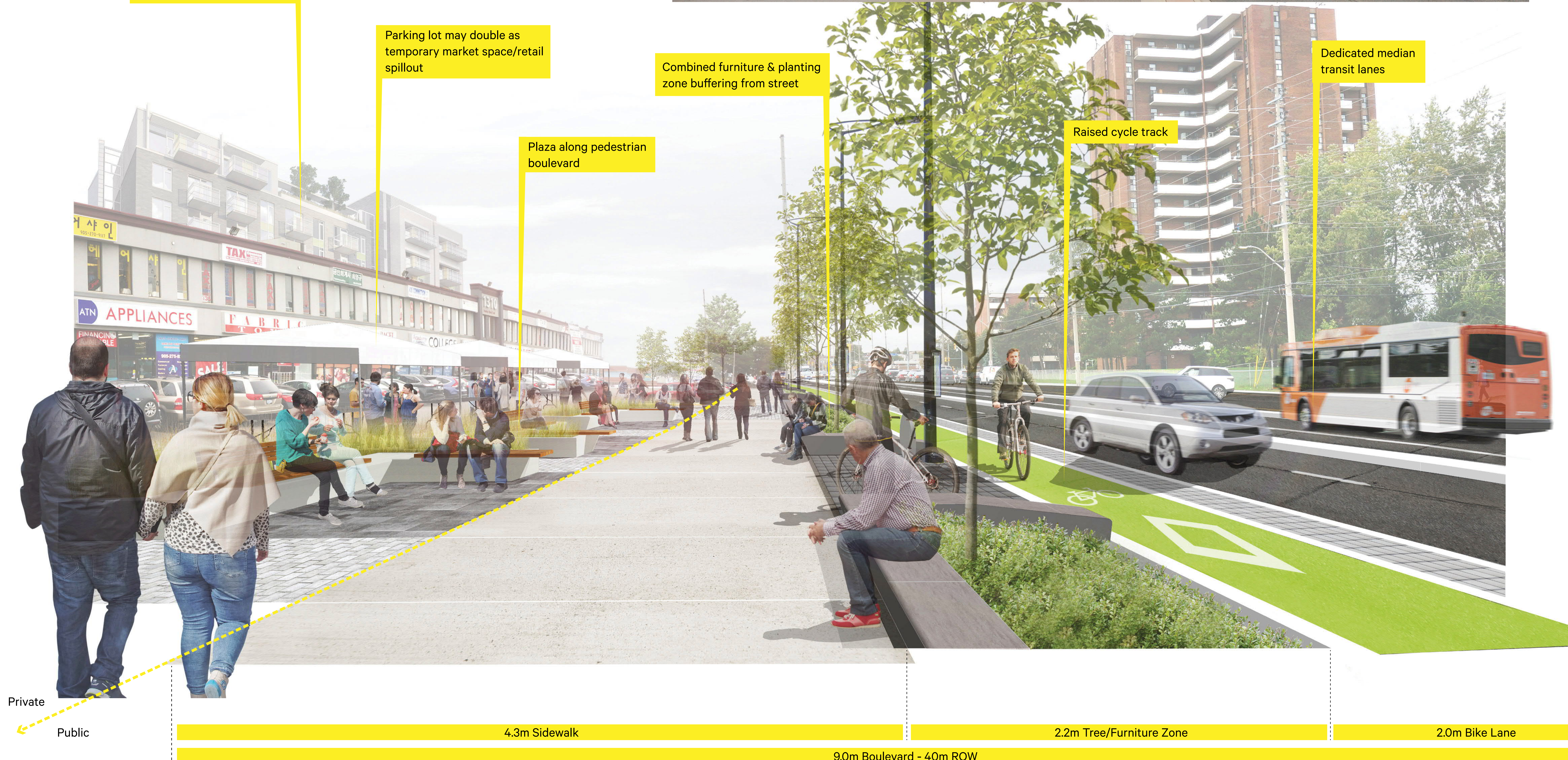
Parking lot may double as
temporary market space/retail
spillover

Combined furniture & planting
zone buffering from street

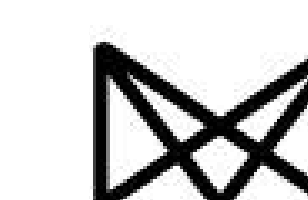
Plaza along pedestrian
boulevard

Raised cycle track

Dedicated median
transit lanes



Demonstration of Streetscape Potential
Dundas Street and Dixie Road (viewing west)



MISSISSAUGA

SvN

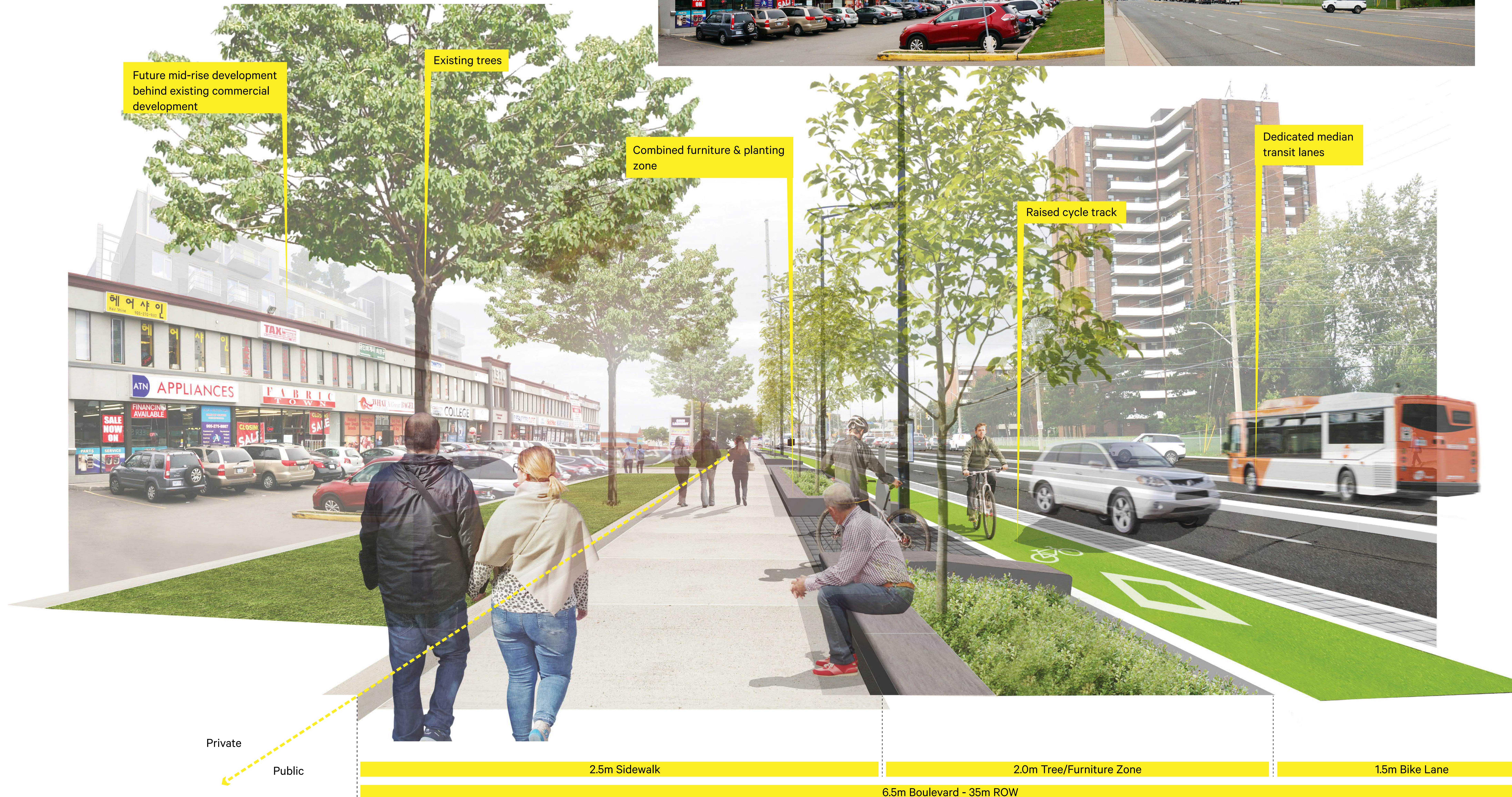
AECOM

Swerhun
DISCUSS.DECIDE.DO



Alternative Option 2

Existing Conditions



Demonstration of Streetscape Potential
Dundas Street and Dixie Road (viewing west)



Alternative Option 2

Existing Conditions



Demonstration of Streetscape Potential
Dundas Street and Mavis Road (viewing east)