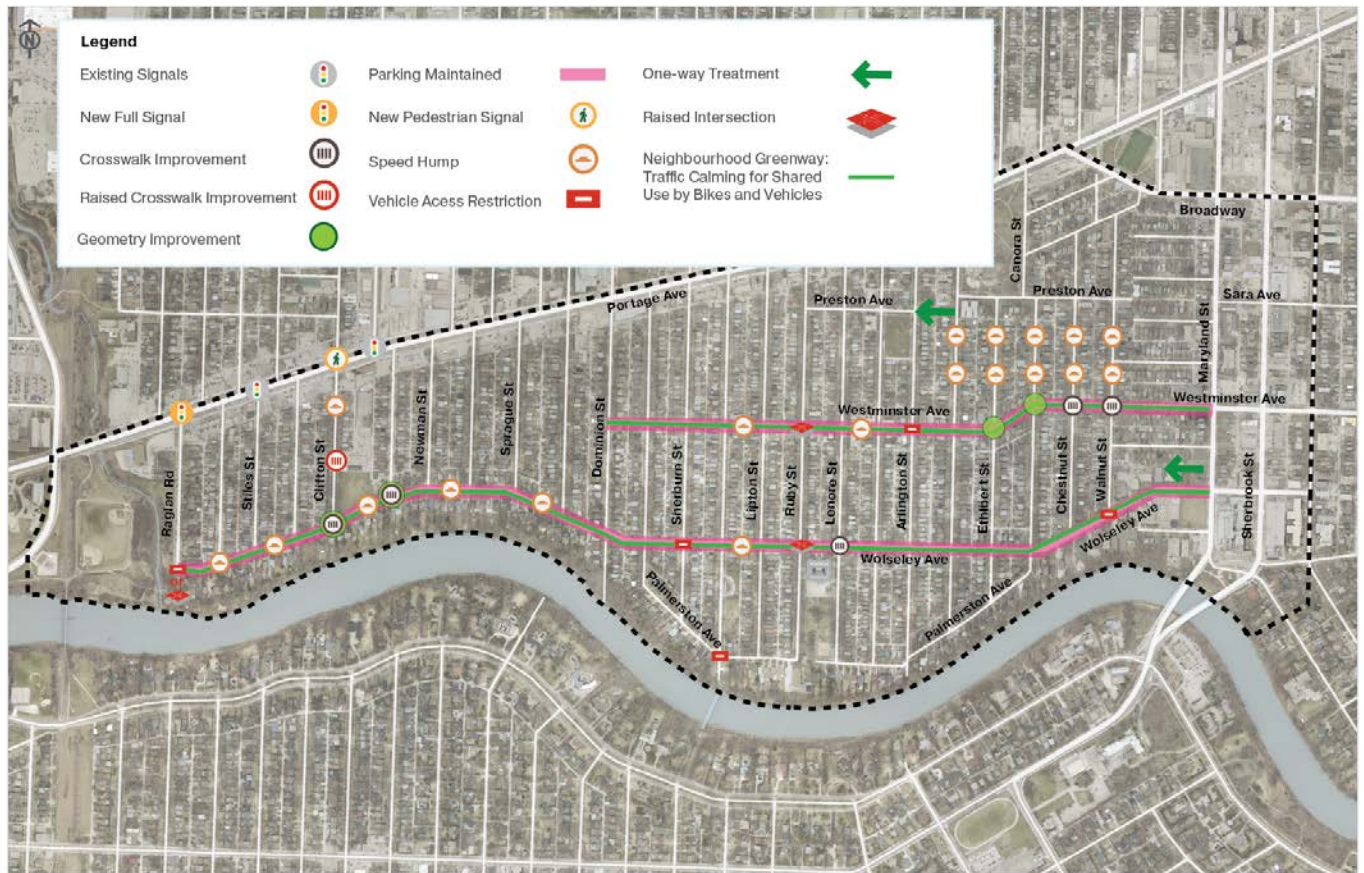


*The information below existed under the “Preliminary Design” tab on the Wolseley to Downtown Walk Bike Project website from May 30, 2019 – January 6, 2020. This information has since been migrated to the “Documents” tab. To see the latest project design please visit the “Recommended Design” tab.

The following design options being considered to improve travel choices, accessibility, and connectivity from Omand Park through the Wolseley Neighbourhood to Osborne Street. We want to learn about what is important to you as we move forward with proposed design options for the project.

If you would like to provide your perspectives on design options and treatments being considered, please visit the [Engage tab](#).

West Segment (Raglan to Furby) Option 1
Neighbourhood greenways on Westminster Ave. and Wolseley Ave.



Key features:

- Neighbourhood greenway provides traffic calmed streets, safe and comfortable for cycling and walking

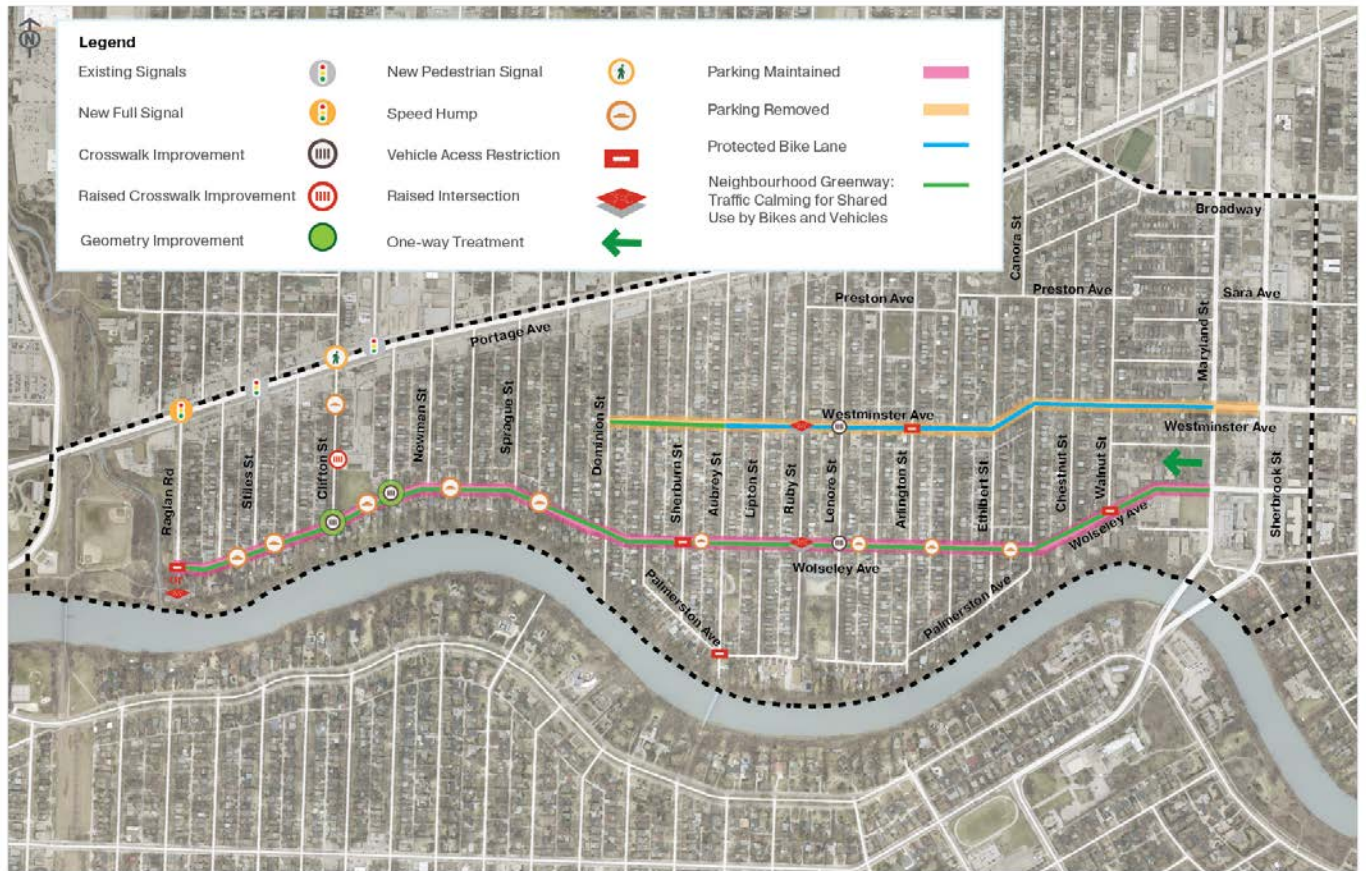
- Geometric and crossing improvements to improve pedestrian safety
- Speed humps to slow down motor vehicle traffic
- Traffic diversions to eliminate short cutting traffic
- Strategic one-way traffic modification at Preston Avenue between Home Street and Arlington Street, and Wolseley Avenue between Maryland Street and Walnut Street

Aspects of design:

- Enhanced pedestrian environment
- Opportunity for landscaping improvements
- Significantly reduced traffic volumes and speeds creates an enhanced cycling environment
- Parking maintained throughout
- Limits access/egress for residents
- #10 transit route shift from Evanson Street to Home Street required between Westminster Avenue and Wolseley Avenue
- May not improve cyclist comfort and safety at Westminster Avenue and Maryland Street

West Segment (Raglan to Furby) Option 2

Protected bicycle lanes on Westminster Ave., neighbourhood greenway on Wolseley Ave.



Key features:

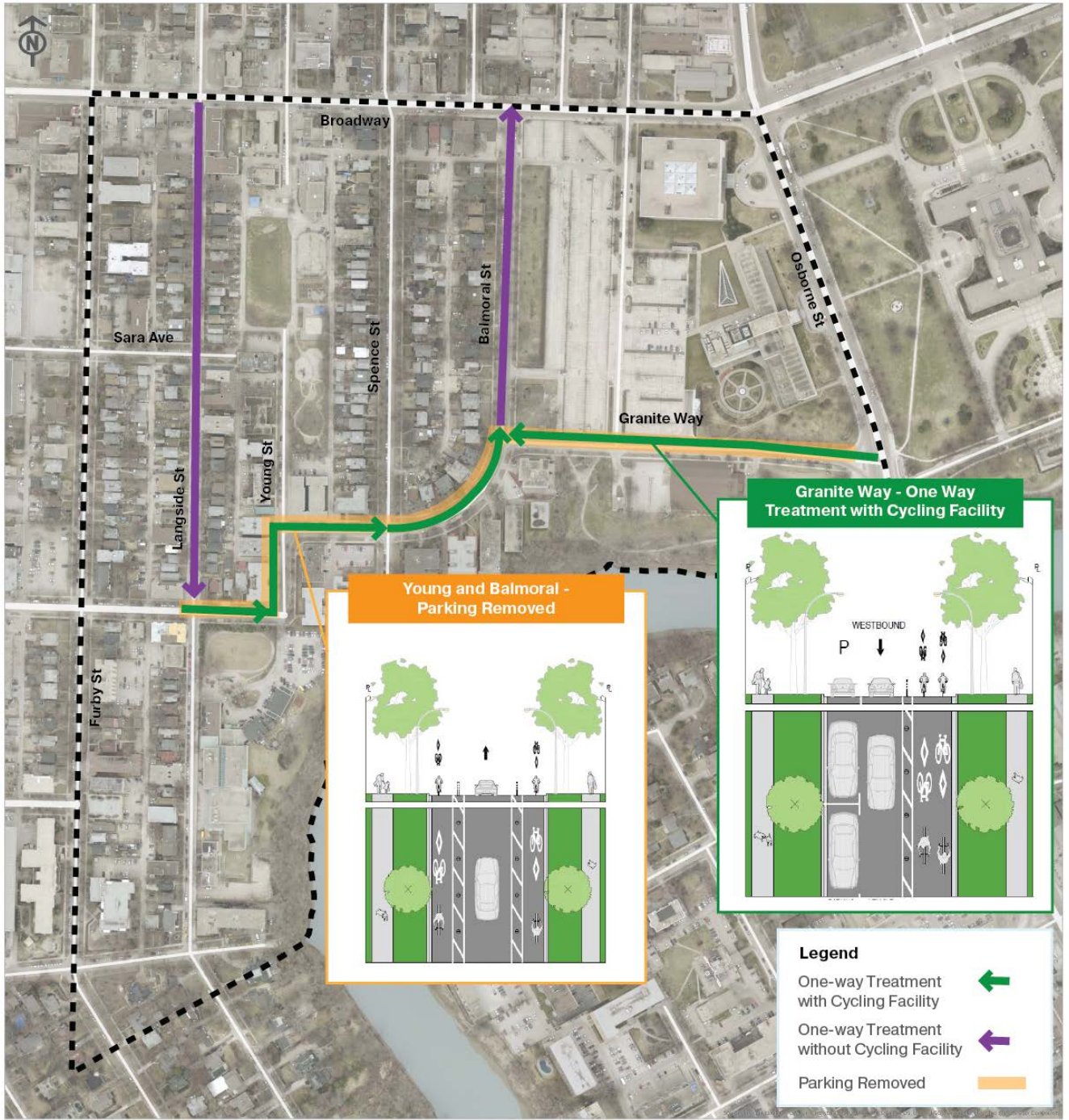
- Maintains neighbourhood greenway along Wolseley Avenue as shown in Option 1
- Protected uni-directional bicycle lanes on Westminister Avenue from Sherbrook Street to Aubrey Street
- Geometric and crossing improvements to improve pedestrian safety
- Speed humps to slow down motor vehicle traffic along Wolseley Avenue and Clifton Street
- Traffic diversion on Wolseley Avenue to eliminate short-cutting traffic

Aspects of design:

- Fully protected cycling infrastructure on Westminister Avenue
- Limits traffic diversion required
- Narrowing of travel lanes will slow traffic
- Transit route modification not required

- Requires all parking to be removed on Westminster Avenue from Sherbrook Street to Aubrey Street
- Requires traffic calming on Wolseley Avenue to connect to Raglan Road to the west

East Segment (Furby to Osborne) Option 1
One-way vehicle traffic, protected bicycle lanes



Key features:

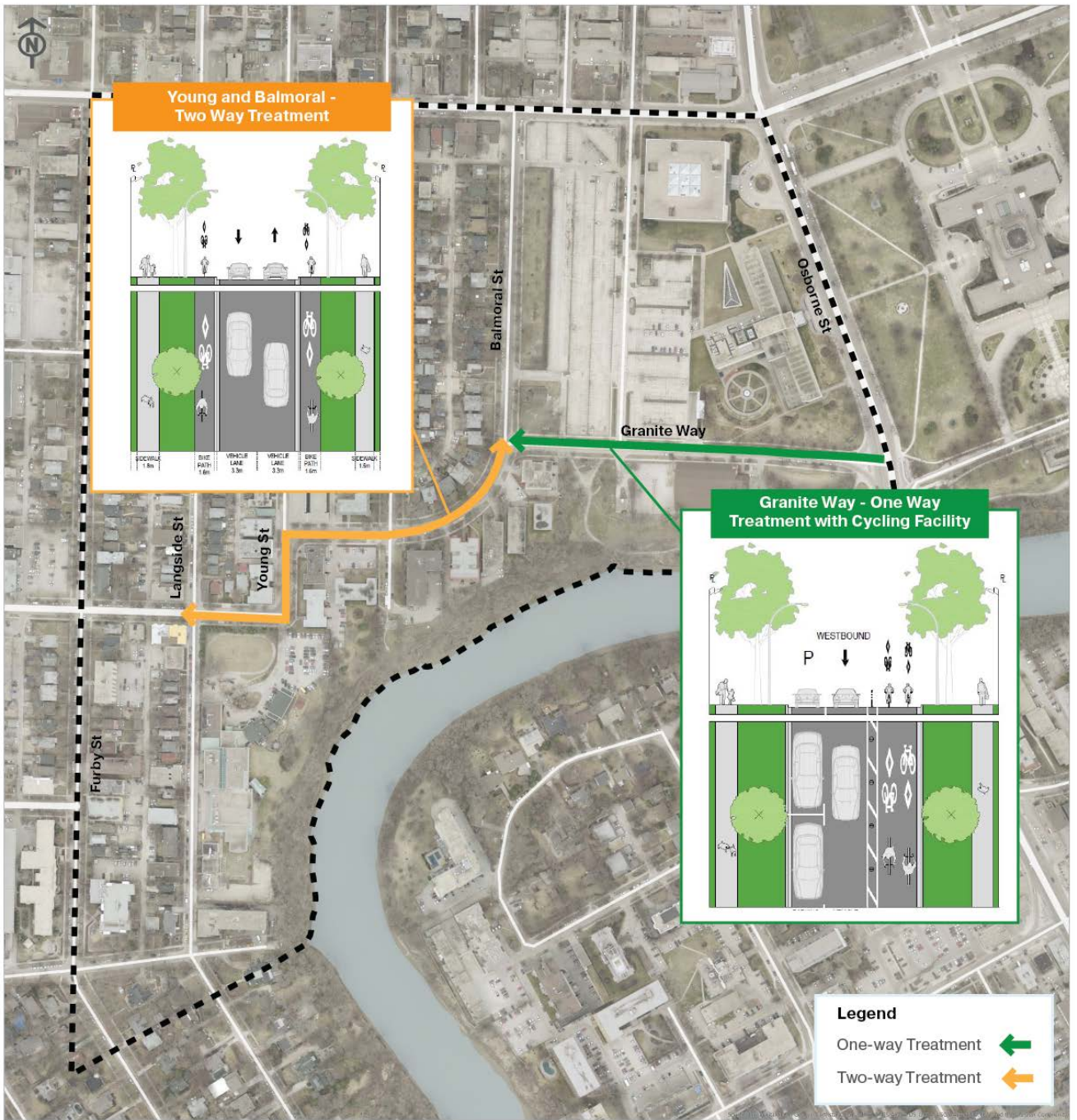
- 2.0m protected bicycle lanes allow people cycling to pass comfortably

- Change to one-way vehicle traffic operation eastbound on Westminster Avenue east of Langside Street, northbound on Young Street from Westminster Avenue to Balmoral Street, and northbound on Balmoral Street from Young Street to Granite Way
- Change Langside Street to one-way southbound vehicle traffic operation from Broadway to Westminster
- Change Granite Way to one-way westbound vehicle traffic from Osborne Street to Balmoral Street to accommodate bi-directional protected bicycle lanes on the south side of the street and on-street parking
- Move on-street parking on Granite Way to the north side of the street
- Protected bicycle lanes for reduced conflict between vehicles and bikes

Aspects of design:

- Cycling infrastructure meets minimum design criteria for width
- Reduced roadway volumes
- One-way operation is safer because it has fewer conflict points at intersections
- Opportunity to retain eight existing parking spaces on Balmoral Street and shifts parking to the north side of Granite Way
- Protected bicycle lanes provide physical separation minimizing conflicts between bikes and motor vehicles
- One-way vehicle travel (vehicle speeds could increase)
- Limits access/egress for residents and businesses
- #10 transit route modified to travel northbound on Balmoral Street and southbound on Langside Street

East Segment (Furby to Osborne) Option 2
Two-way vehicle traffic, raised and protected bicycle lanes



Key features:

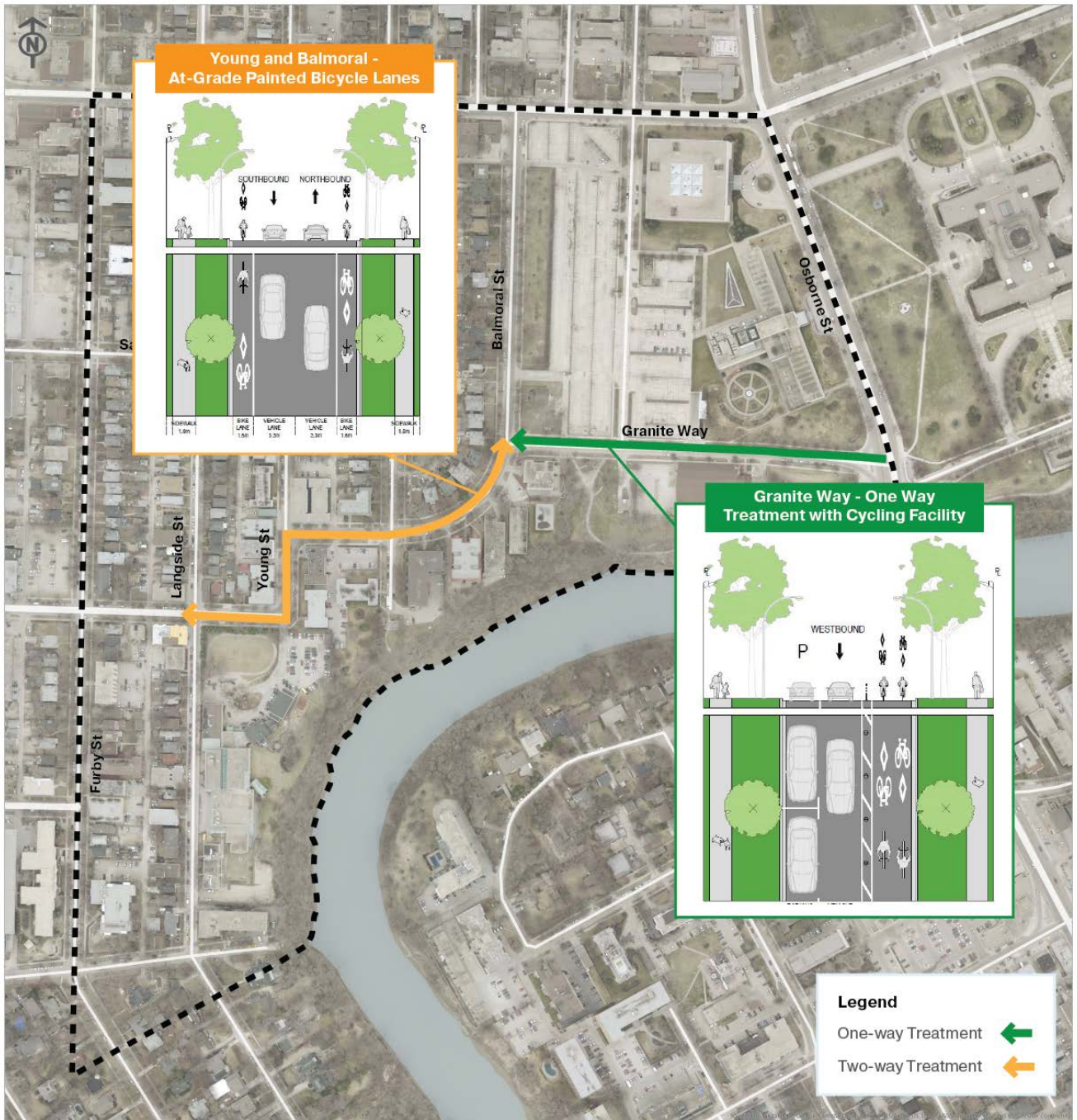
- Maintains two-way traffic operations on Westminster Avenue east of Langside Street, Young Street from Westminster Avenue to Balmoral Street, and Balmoral Street from Young Street to Granite Way.
- Change Granite Way to one-way westbound for vehicle traffic as described in Option 1

- Remove 8 parking spaces on Balmoral Street between Young Street and Granite Way to accommodate raised bicycle lanes
- Shifts parking to the north side of Granite Way
- Narrow bicycle lanes

Aspects of design:

- Grade separated cycling infrastructure to provide vertical separation for reduced conflict between vehicles and bikes
- Grade separated cycling infrastructure has a high cost and potential impacts on drainage and may have significant implementation challenges
- Grade separated cycling infrastructure with narrow width is not wide enough for cyclists passing and may present safety issues with the addition of vertical separation. This design may not be comfortable for all cyclists.
- Maintains two-way vehicle operation
- Constrained street width requires narrow raised bicycle lanes and narrow vehicle travel lanes
- Limited boulevard space to widen, further investigation required to determine tree root impact with widening
- No parking or loading maintained on Westminster Avenue east of Langside Street, Young Street from Westminster Avenue to Balmoral Street, and Balmoral Street from Young Street to Granite Way
- Raised bicycle lanes need to transition to street level at intersections and driveways increasing the chance of conflicts
- Cyclists have many grade changes at driveway and intersection approaches along Westminster Avenue east of Langside Street, Young Street from Westminster Avenue to Balmoral Street, and Balmoral Street from Young Street to Granite Way

East Segment (Furby to Osborne) Option 3
Two-way vehicle traffic, at-grade painted bicycle lane



Key features:

- Maintains two-way traffic operations on Westminster Avenue east of Langside Street, Young Street from Westminster Avenue to Balmoral Street, and Balmoral Street from Young Street to Granite Way.
- Change Granite Way to one-way westbound for vehicle traffic as described in Option 1

- Remove 8 parking spaces on Balmoral Street between Young Street and Granite Way to accommodate painted bicycle lanes
- Shifts parking to the north side of Granite Way
- Narrow bicycle lanes with no physical protection

Aspects of design:

- Constrained street width restricts ability to achieve desirable widths, resulting in narrow bicycle lanes and narrow vehicle travel lanes
- Established trees in the boulevard limit the ability to add pavement width, further investigation required to determine tree root impact with widening
- Painted cycling infrastructure does not provide physical separation between vehicles and bikes
- Painted bicycle lanes can be installed quickly and at significantly lower cost with fewer implementation challenges than raised bicycle lanes (Option 2)
- Painted bicycle lanes are not considered comfortable for people of all ages and abilities
- Maintains two-way vehicle operation
- No parking or loading maintained on Westminster Avenue east of Langside Street, Young Street from Westminster Avenue to Balmoral Street, and Balmoral Street from Young Street to Granite Way