

WEST END BIKEWAY: WEST END MALL TO CONNAUGHT AVE.

LEGEND

Future Bicycle Facility Project

Bike Flow via Local Street Bikeway Facility

Bike Flow via Protected 'AAA' Facility

Location for potential traffic calming

Signalized Intersection

Destinations/Activity Generators

Cyclists will activate the Overhead Flashing Beacons, dismount and cross Mumford Road at the marked pedestrian crossing. Once Cross Rides are introduced, cyclists will activate the pedestrian crossing and proceed across Mumford Road on their bicycle.

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No through vehicle access. Bicycles and pedestrians can proceed.

LEPPERT ST. TO PETER LOWE AVE.

Local Street Bikeway facility connection from West End Mall area to Westmount neighbourhood.

No impact.

Traffic flow remains unchanged. Road closure remains at Stuart Graham Dr. and William Hunt Ave.

No impact.



GEORGE DAUPHINEE AVE.

Local Street Bikeway facility connection from Bayers Rd. to Almon St. via George Dauphinee Ave.

Reduced vehicle speeds with traffic calming measures.

Traffic flow remains unchanged. Some calming measures to be implemented on George Dauphinee Ave.

No impact.

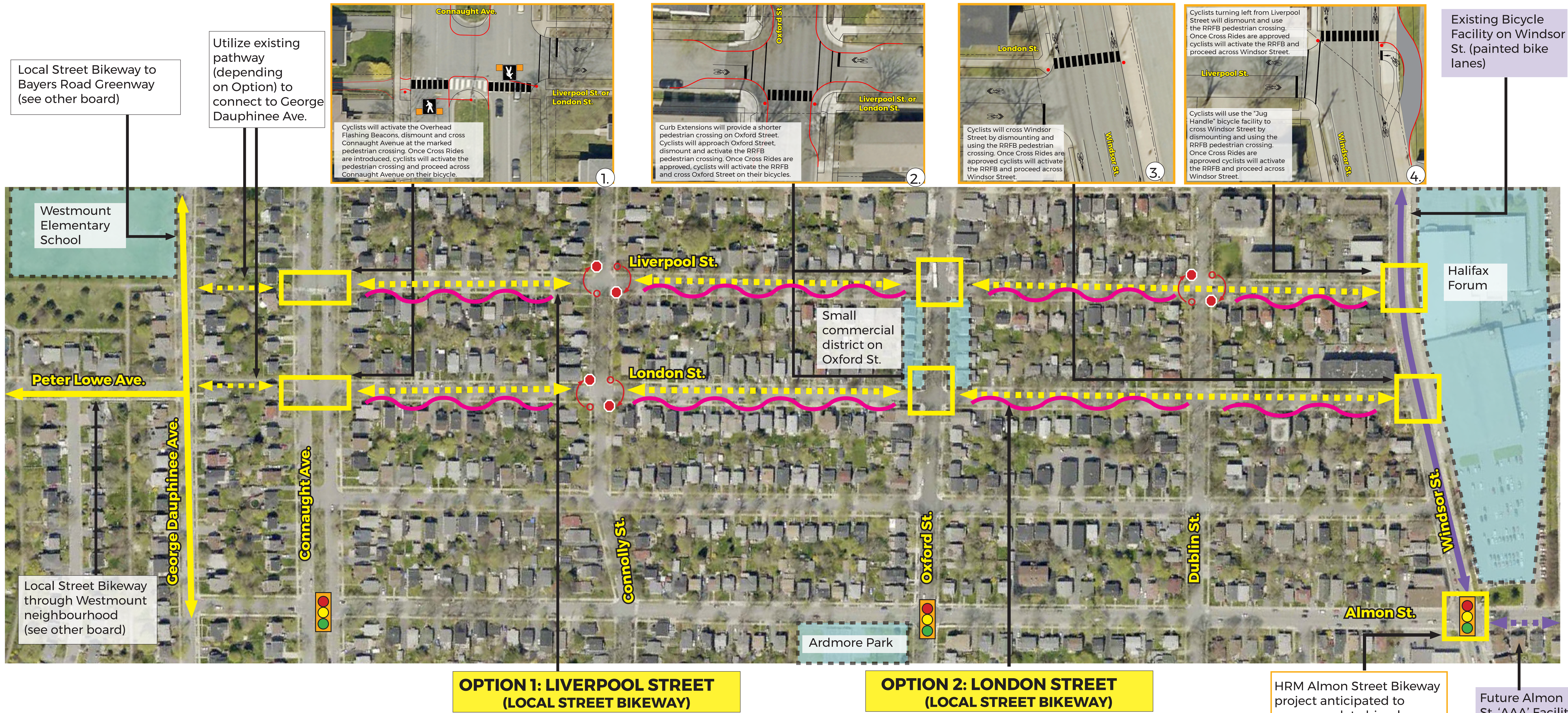
Traffic calming measures to be implemented along George Dauphinee Ave.

West End LSB Facility connection options (see other boards).

West End 'AAA' Facility connection option (see other boards).

OPTIONS 1 AND 2: LOCAL STREET BIKEWAY VIA LIVERPOOL ST. OR LONDON ST.

WEST END BIKEWAY: CONNAUGHT AVE. TO WINDSOR ST.



LOCAL STREET BIKEWAY (LSB) OPTIONS



Local Street Bikeway facility connection from Windsor St. to Westmount neighbourhood via London St. or Liverpool St.



Pedestrian crossing on Connaught Ave. to remain at Liverpool St. if option is selected, if not, pedestrian crossing to move to London St. Either option will provide an enhanced crossing.



Traffic flow remains unchanged. Some calming measures to be implemented on London St. or Liverpool St.



No impact.

OPTION 1: LSB VIA LIVERPOOL STREET

- Liverpool St. is less steep than London St.
- Crossing at Windsor St is assisted with a jug handle turn and a RRFB pedestrian crossing (see image #4 above).
- Stop sign reversal at the intersections of Dublin St. and Connolly St. with Liverpool St. providing a free flow movement along Liverpool St.
- Connection to Westmount neighbourhood via a push-button activated crossing for both cyclists and pedestrians. A refuge island will be added to provide a break in the long pedestrian crossing. The transition to the pathway to George Dauphinee Ave. will be enhanced to accommodate cyclists.
- Speed management may be provided on Liverpool Street.

VS. OPTION 2: LSB VIA LONDON STREET

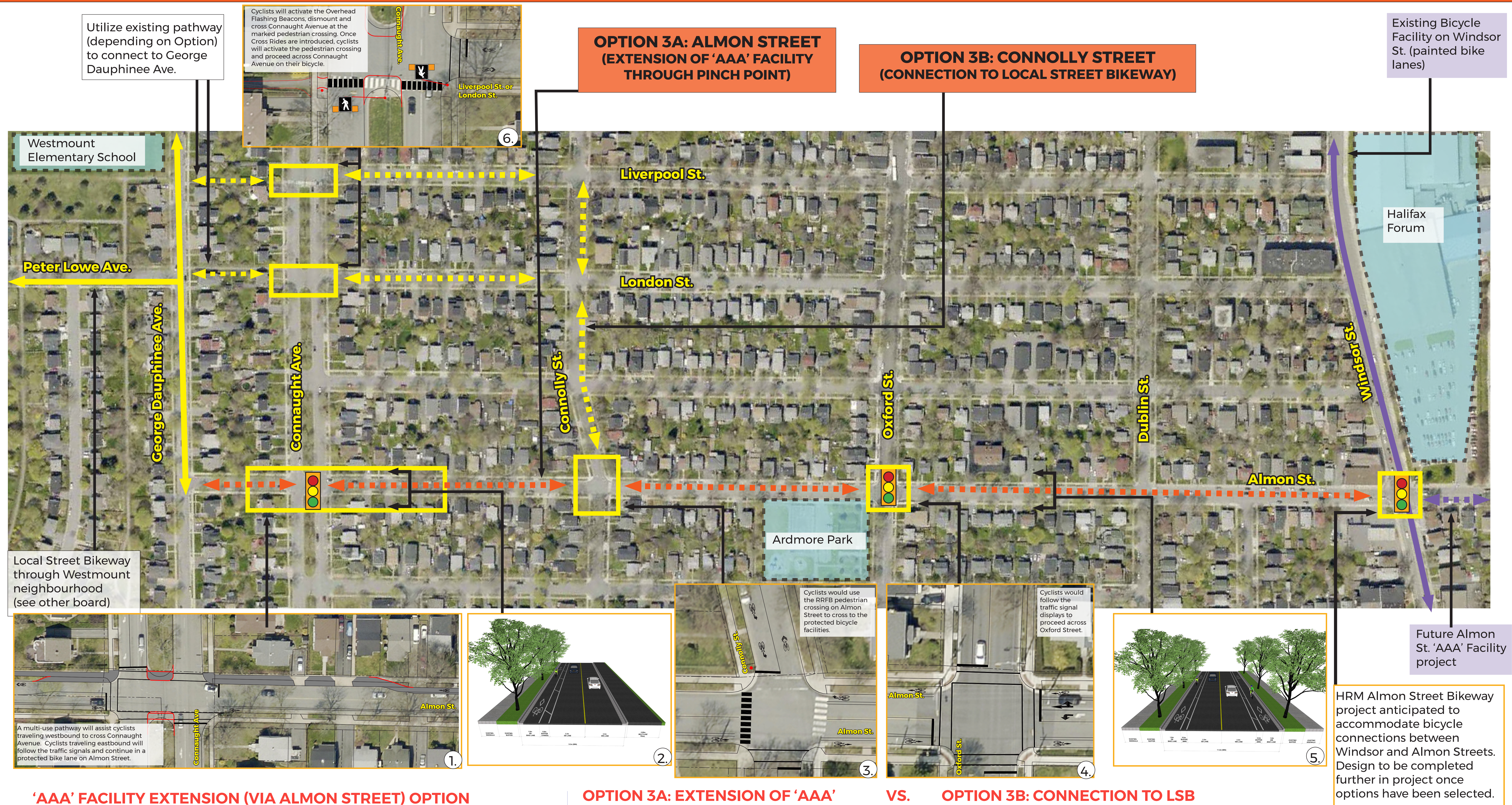
- London St. is more steep than Liverpool St.
- Crossing at Windsor St. has very little space for modifications to turn left from Windsor St. (see image #3 above).
- Stop sign reversal at Connolly St./ London St. to provide free flow along London St.
- Connection to Westmount neighbourhood would be improved similar to existing push-button activated crossing at Liverpool St. If London St. option is selected, the existing push-button crossing would be moved from Liverpool St. to London St. with the same enhancements.
- Speed management may be provided on London St. as the existing speeds are nearing the criteria threshold for traffic calming.

LEGEND

- Future Bicycle Facility Project
- Bike Flow via Local Street Bikeway Facility
- Location for potential traffic calming
- Stop Sign Reversal
- Signalized Intersection
- Destinations/ Activity Generators

OPTIONS 3A OR 3B: ALMON ST. 'AAA' FACILITY EXTENSION

WEST END BIKEWAY: CONNAUGHT AVE. TO WINDSOR ST.



'AAA' FACILITY EXTENSION (VIA ALMON STREET) OPTION



Extending 'AAA' protected facility along Almon St. from Windsor St. to Westmount neighbourhood. Considerable pinch point restriction from Connolly St. to George Dauphinee Ave. (see image #1 and #2 above).



If Option 3A is the preferred option, there will be a mixing area of both pedestrians and cyclists along Almon Street on the approach to Connaught Avenue. No impact if Option 3B is the preferred option.



Traffic flow remains unchanged. Some calming measures to be implemented on London St. or Liverpool St., depending on option selected.



Impact to approximately 80 parking spaces with utilization around 30%. (Parking data acquired in 2018)

OPTION 3A: EXTENSION OF 'AAA' FACILITY THROUGH PINCH POINT

- A multi-use pathway provides a protected bicycle facility, mixed with pedestrians, through the pinch point on Connaught Ave.
- Loss of trees on Almon St. between Connolly St. and Connaught Ave. in order to extend protected bicycle facility (see image #1).
- Provides direct routing across Connaught Ave. compared to Option 3B.
- More expensive to include asphalt pathway with removal of trees and sidewalk in pinch point.

VS. OPTION 3B: CONNECTION TO LSB FACILITY VIA CONNOLLY ST.

- Requires re-routing up Connolly St. (via LSB facility to either London St. or Liverpool St.), which results in less direct connection to Westmount neighbourhood.
- Fewer physical impacts to right-of-way (compared to Option 3B).
- Avoids signalized intersection at Connaught Ave.
- Connolly St. is a proposed future Local Street Bikeway and can be utilized for re-routing cyclists.

LEGEND

- Future or Existing Bicycle Facility project
- Bike Flow via Local Street Bikeway Facility
- Bike Flow via Protected 'AAA' facility
- Signalized Intersection
- Destinations/ Activity Generators