



Wilson Street Reconstruction



Upgrading Wilson Street from Gordon / Norfolk Street to Macdonell Street will generally include:

- Streetscape upgrades outlined in the Downtown Streetscape Manual
- Replacement of asphalt
- Sidewalk upgrades
- Cycling facilities
- On-Street parking
- Streetlighting
- Watermain, Sanitary, and Storm Sewer replacement
- Pedestrian refuge island at MacDonell
- Review of grading at building entrances

The City of Guelph has reviewed feedback from the previous public meeting and has conducted a number of background studies in order to develop a Preferred Design Concept for Wilson Street.

The City of Guelph is now looking for feedback from the public on the Preferred Design Concept before proceeding with final design.

Please provide your written feedback using the comment sheet provided.

		Wilson Street Reconstruction Macdonell Street to Gordon/Norfolk Street Evaluation Matrix							
Evaluation Criteria		Existing Traffic Flow Two-Way (Macdonell to Northumberland) One-Way Northbound (Gordon / Norfolk to Northumberland) Alternative 1		Reverse One-Way Section Two-Way (Macdonell to Northumberland) One-Way Southbound (Gordon / Norfolk to Northumberland) Alternative 2		One-Way Northbound (Gordon / Norfolk to Macdonell) Alternative 4		One-Way Southbound (Macdonell to Gordon / Norfolk) Alternative 5	
Technical	Traffic Performance <i>(based on forecast 2031 traffic conditions)</i>	<div></div>	Lower Level of Service (LOS) during peak hours for: -Norfolk and Paisley -Macdonell and Wilson -Macdonell and Wyndham	<div></div>	Lower Level of Service (LOS) during peak hours for: -Norfolk and Paisley	<div></div>	Lower Level of Service (LOS) during peak hours for: -Norfolk and Paisley -Macdonell and Wilson -Macdonell and Wyndham	<div></div>	Lower Level of Service (LOS) during peak hours for: -Norfolk and Paisley
	Road network continuity	<div></div>	-Maintains current access to downtown through Wilson Street -Maintains two-way section for access to businesses and residences	<div></div>	-Removes access to downtown via Wilson -Maintains two-way section for access to businesses and residences	<div></div>	-Maintains current access to downtown through Wilson Street -Only one-way access to businesses between Carden and Macdonell	<div></div>	-Removes access to downtown via Wilson -Only one-way access to businesses between Carden and Macdonell -One-way connection at Carden forces movement out of downtown
	Cycling/Walking Impacts	<div></div>	Provides for two-way cycling and sidewalks along full length of Wilson	<div></div>	Provides for two-way cycling and sidewalks along full length of Wilson	<div></div>	Provides for two-way cycling and sidewalks along full length of Wilson	<div></div>	Provides for two-way cycling and sidewalks along full length of Wilson
	Summary	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Natural Environment	Natural Area Impact	<div></div>	Minimal impacts to natural environment	<div></div>	Minimal impacts to natural environment	<div></div>	Minimal impacts to natural environment	<div></div>	Minimal impacts to natural environment
	Air Quality Impact	<div></div>	Minimal impacts to air quality	<div></div>	Minimal impacts to air quality	<div></div>	Minimal impacts to air quality	<div></div>	Minimal impacts to air quality
	Stormwater Impact	<div></div>	Improvements to be made to stormwater collection	<div></div>	Improvements to be made to stormwater collection	<div></div>	Improvements to be made to stormwater collection	<div></div>	Improvements to be made to stormwater collection
	Summary	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Social/ Cultural	Heritage/Cultural Landscape Impacts	<div></div>	No anticipated impacts	<div></div>	No anticipated impacts	<div></div>	No anticipated impacts	<div></div>	No anticipated impacts
	Neighbourhood/Community Impacts	<div></div>	-Maintains movement toward downtown -Minimal additional streetscaping opportunities	<div></div>	-Reverses movement from downtown -Provides streetscape & parking opportunity at Gordon / Wilson intersection	<div></div>	-Maintains movement toward downtown -Provides additional streetscaping opportunities	<div></div>	-Reverses movement from downtown -Provides additional streetscaping opportunities -Provides streetscape & parking opportunity at Gordon / Wilson intersection
	Noise Impacts	<div></div>	No change in noise levels	<div></div>	No change in noise levels	<div></div>	No change in noise levels	<div></div>	No change in noise levels
	Summary	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Economic/Financial	Capital Cost	<div></div>	Minimal change in capital costs	<div></div>	Some additional costs at Gordon / Norfolk intersection	<div></div>	Minimal change in capital costs	<div></div>	Some additional costs at Gordon / Norfolk intersection
	Operating & Maintenance Cost	<div></div>	Minimal change in maintenance costs	<div></div>	Minimal change in maintenance costs	<div></div>	Minimal change in maintenance costs	<div></div>	Minimal change in maintenance costs
	Economic Impacts for Downtown Businesses and Residents	<div></div>	-Maintains movement toward downtown -Lower traffic performance reduces access to business and parking	<div></div>	-Reverses movement from downtown -Maintains traffic performance for access to business and parking	<div></div>	-Maintains movement toward downtown -Lower traffic performance reduces access to business and parking	<div></div>	-Reverses movement from downtown -Maintains traffic performance for access to business and parking
	Property Acquisition	<div></div>	None Required	<div></div>	None Required	<div></div>	None Required	<div></div>	None Required
	Summary	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Overall Evaluation		<div></div>		<div></div>	Preferred	<div></div>		<div></div>	

Note: **Alternative 3** (Two-Way traffic along the full length of Wilson Street from Macdonell to Gordon / Norfolk) was screened out based input received during the first public meeting as well as input from City staff which noted that a number of project objectives would not be satisfied by the alternative.

Legend:

Most Preferred

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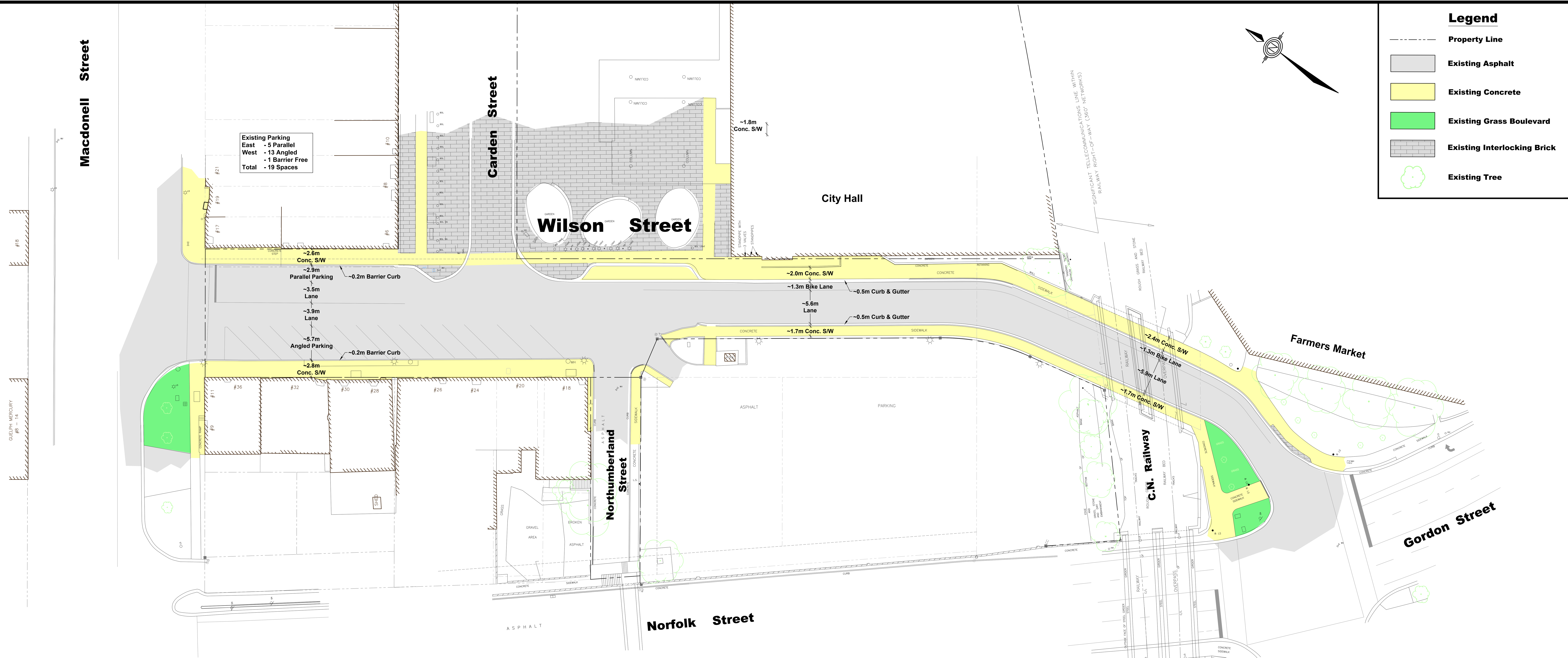
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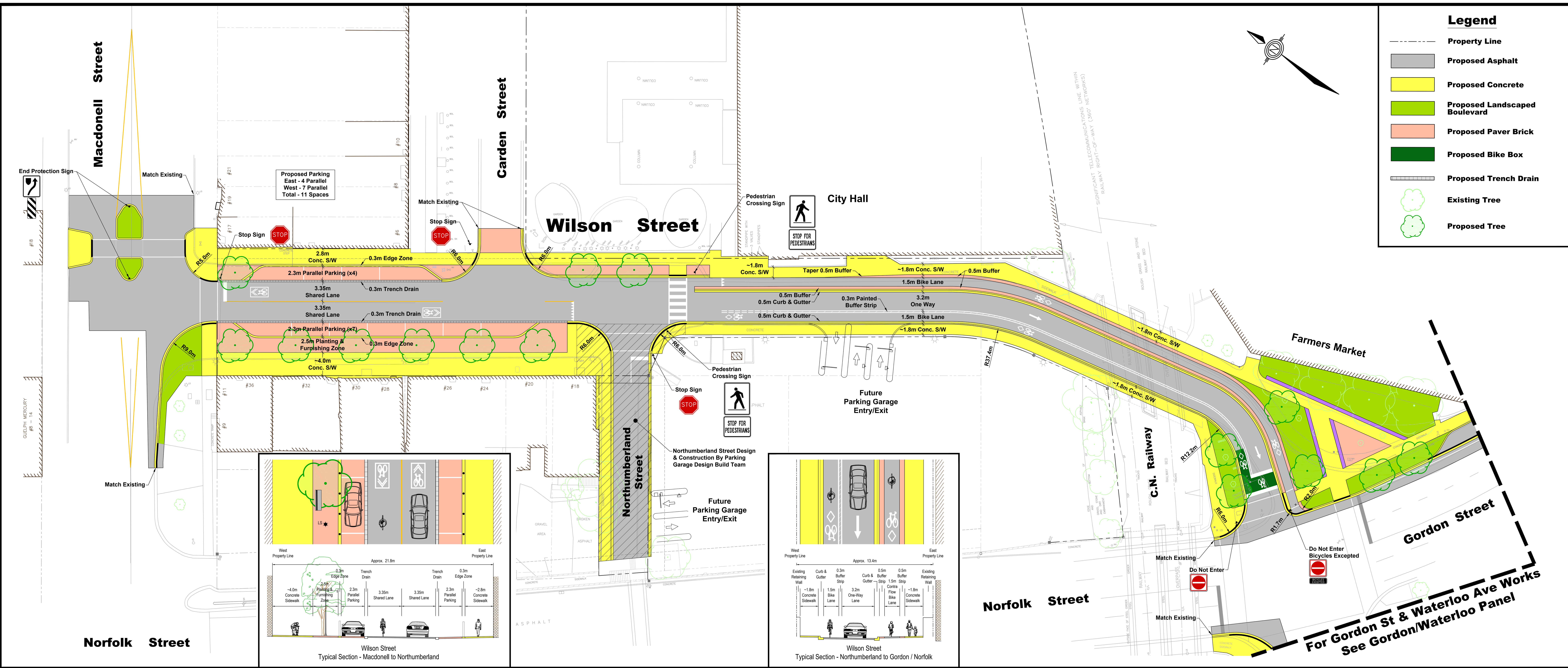
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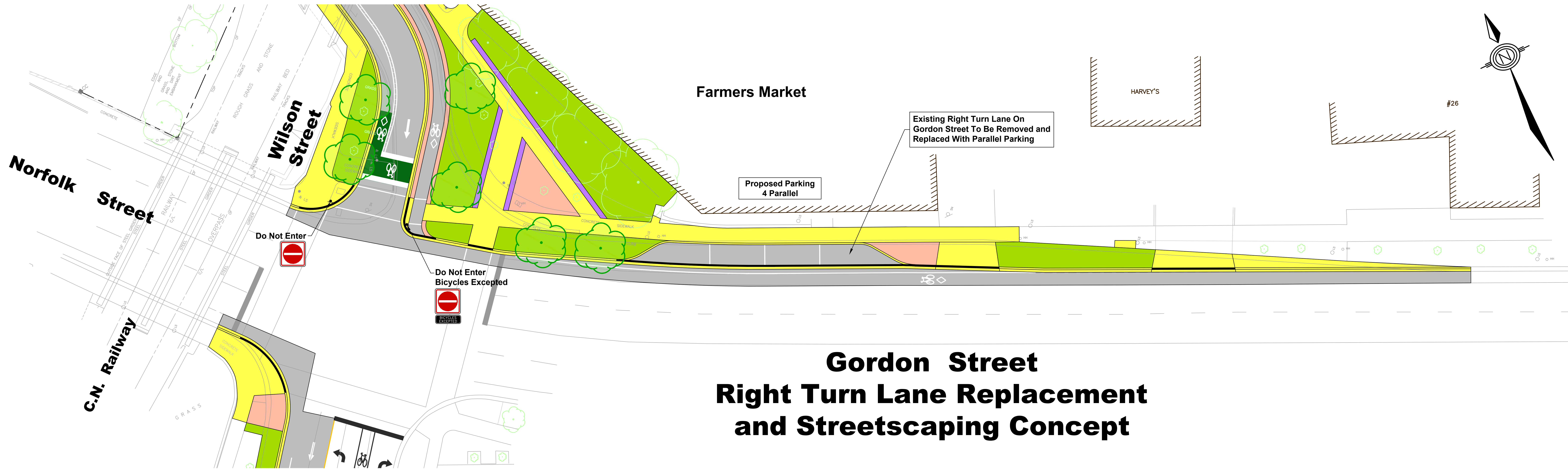
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Least Preferred

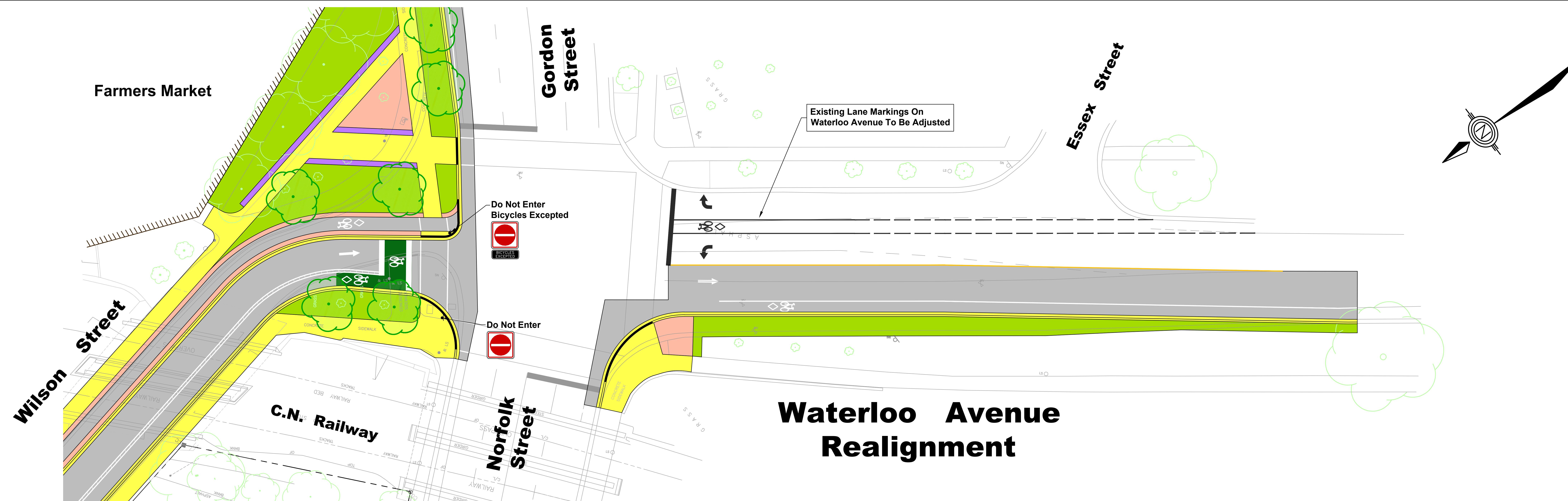


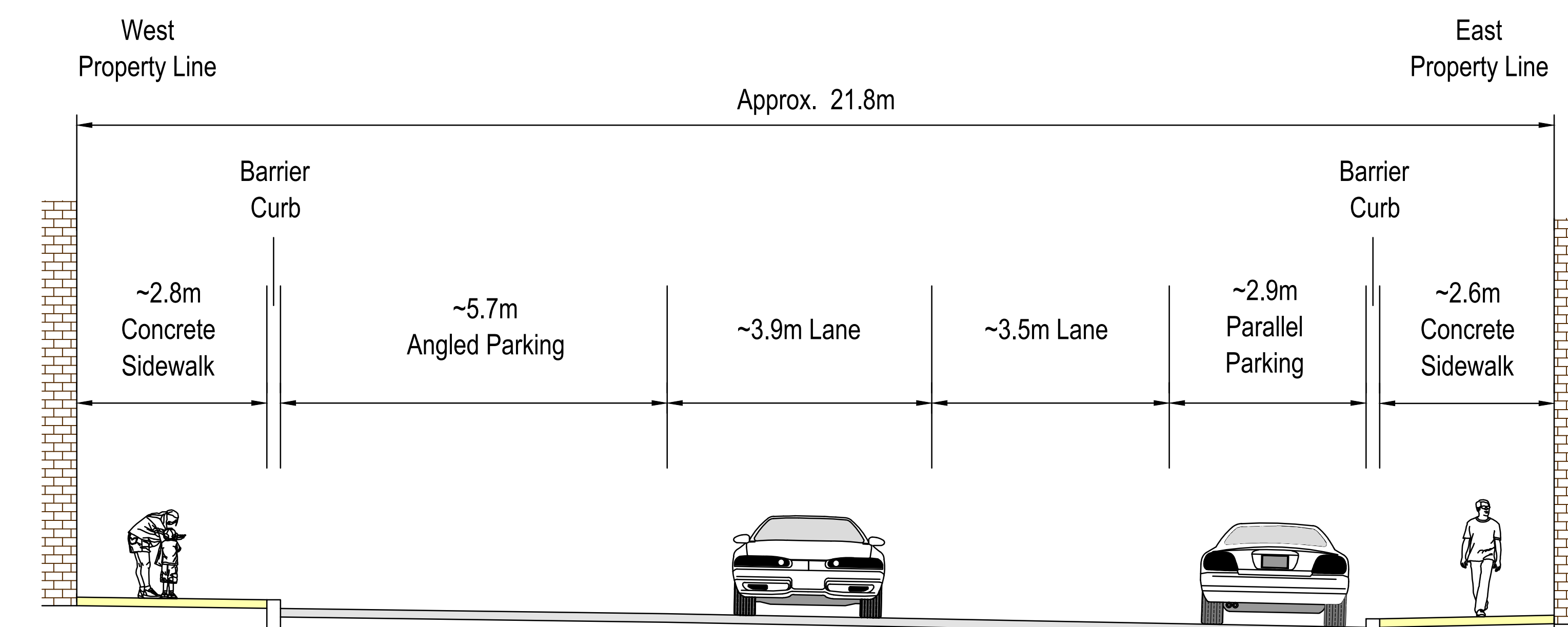
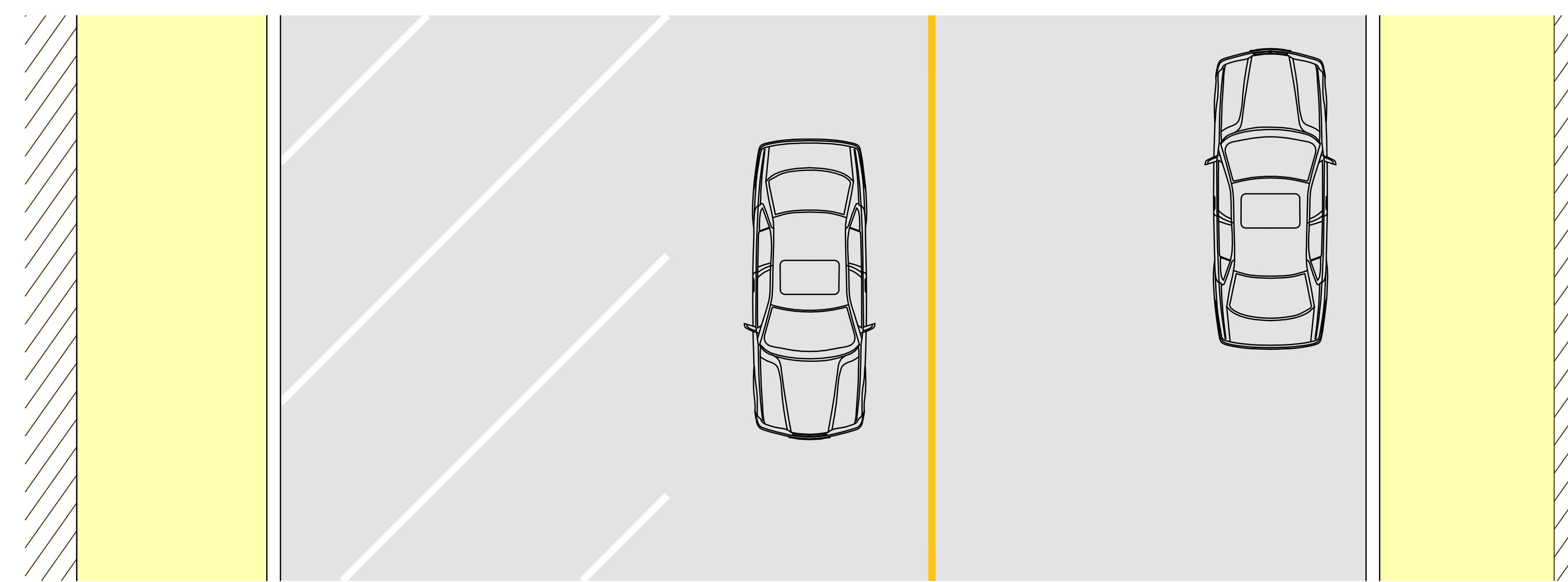






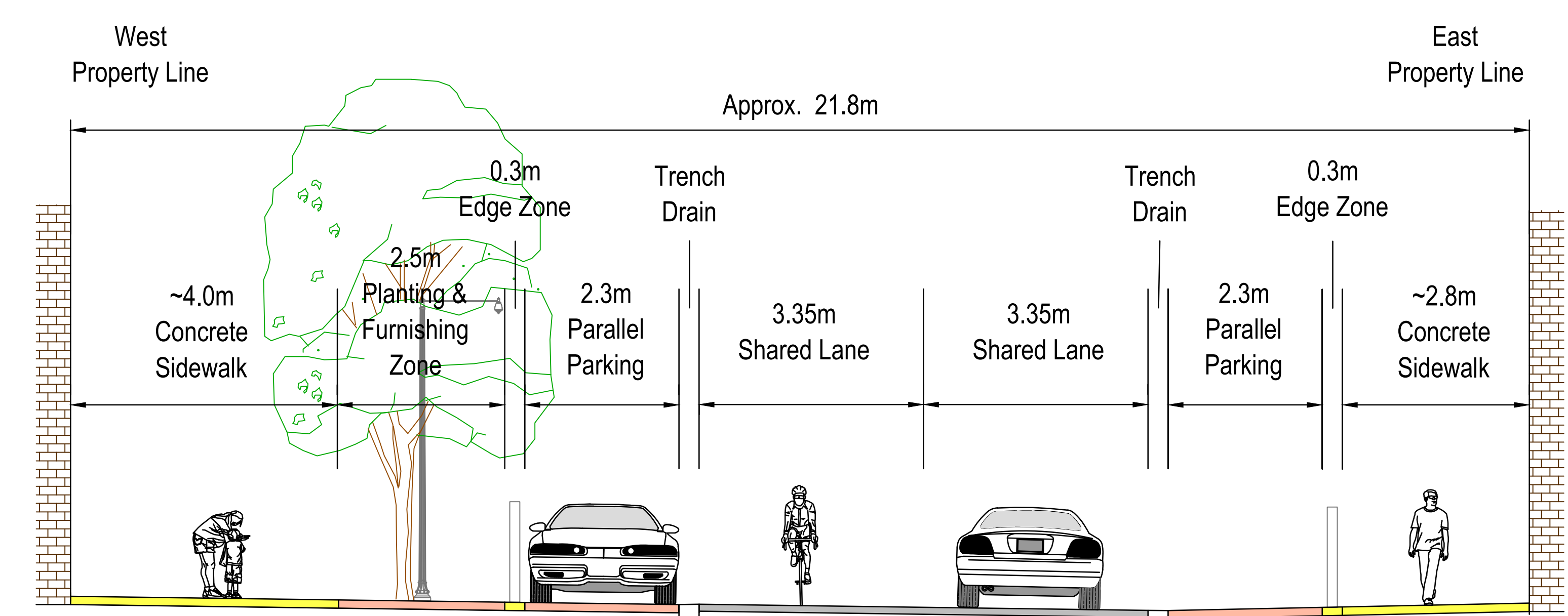
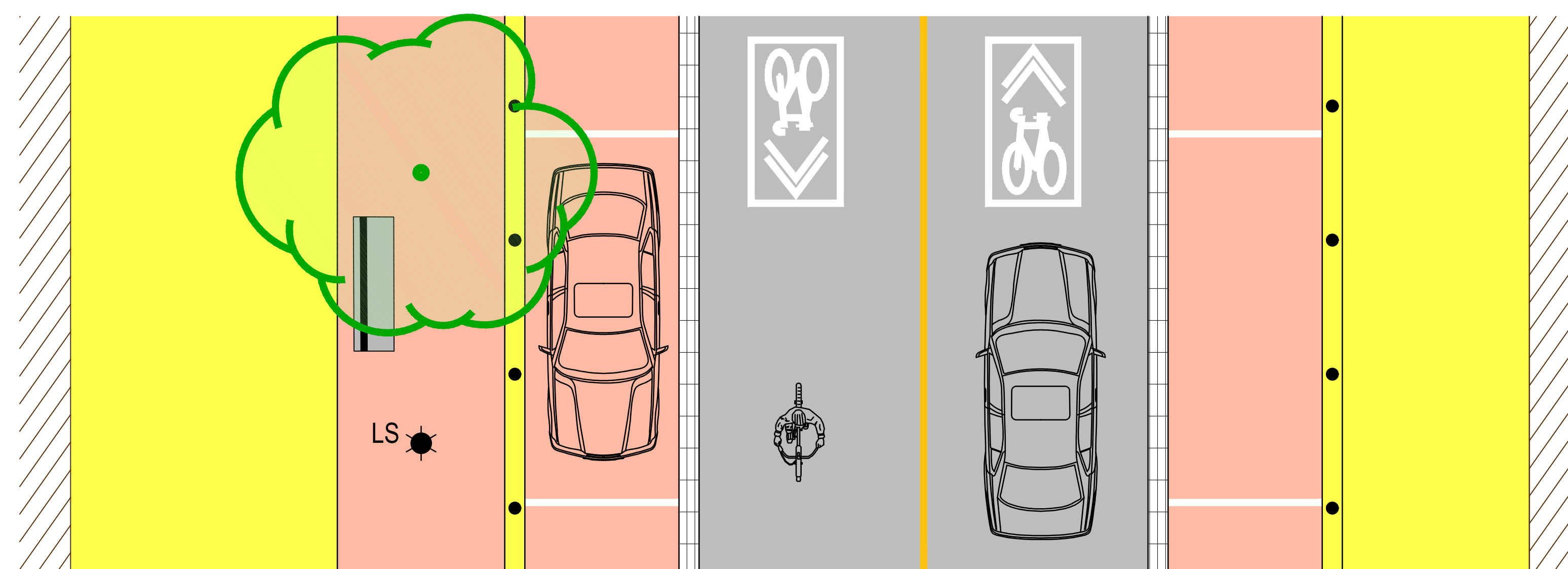
Legend	
	Property Line
	Proposed Asphalt
	Proposed Concrete
	Proposed Landscaped Boulevard
	Proposed Paver Brick
	Proposed Bike Box
	Proposed Trench Drain
	Existing Tree
	Proposed Tree





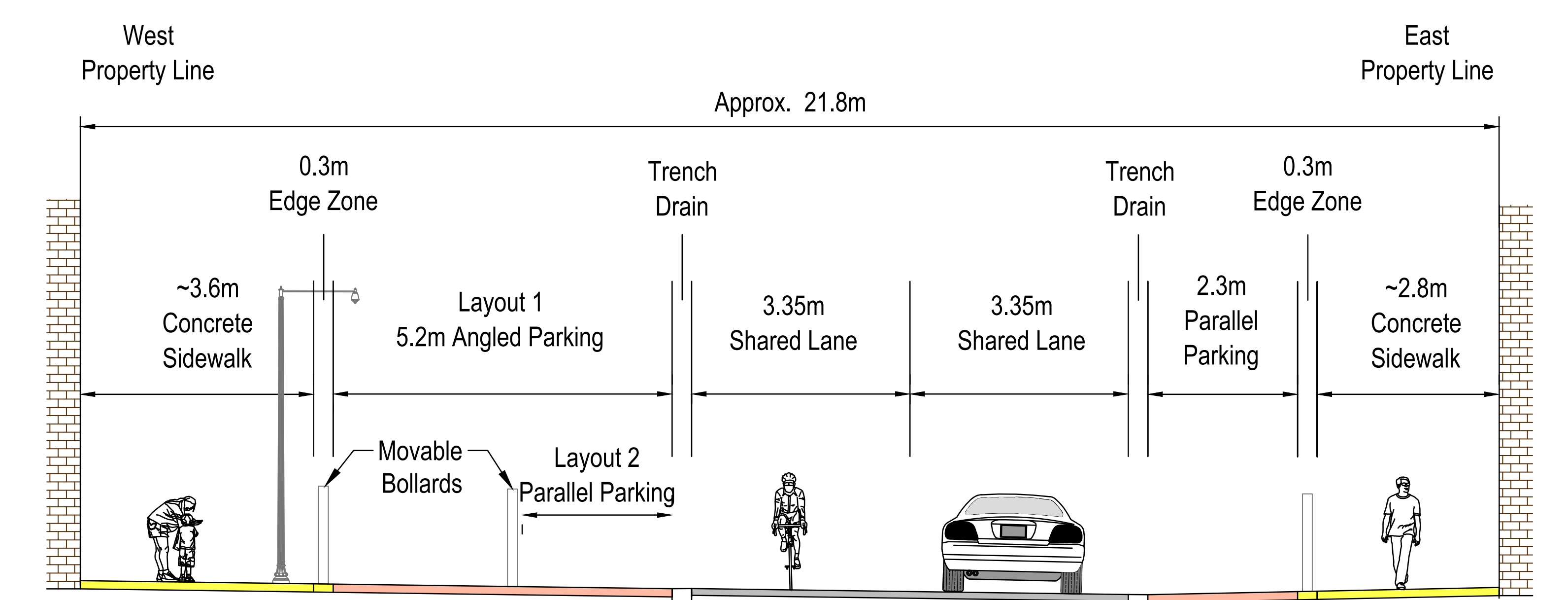
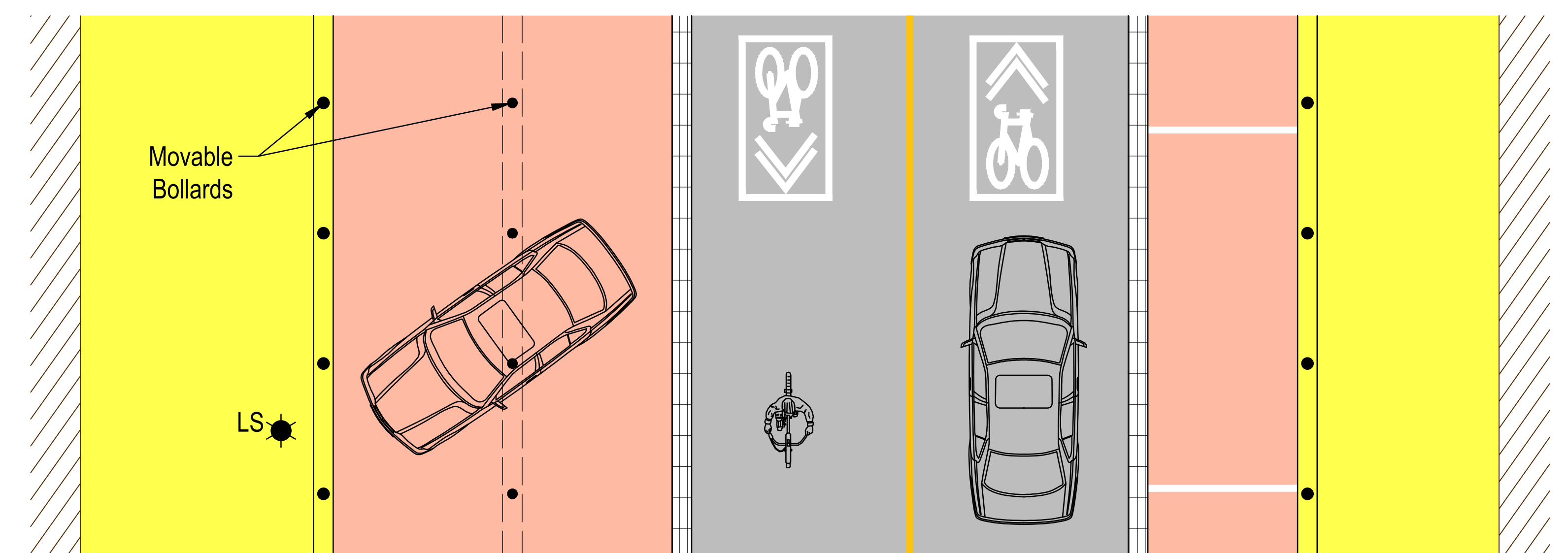
Wilson Street
Existing Conditions - Macdonell to Northumberland

Existing Parking	
East	- 5 Parallel
West	- 13 Angled
	- 1 Barrier Free
Total	- 19 Spaces



Wilson Street - Preferred Design Concept
Typical Section - Macdonell to Northumberland

Proposed Parking	
East	- 4 Parallel
West	- 7 Parallel
Total	- 11 Spaces



Wilson Street - Flexible Streetscape Option
Typical Section - Macdonell to Northumberland

Proposed Parking (Angled Layout)	
East	- 4 Parallel
West	- 12 Angled
	- 1 Barrier Free
Total	- 17 Spaces