

Wyndham Street Municipal Class Environmental Assessment Options

Long List to Short List Workshop – Information Package

February 23, 2023



Creating a place for everyone.

Wyndham Street – Options (Long List)

1. Do Nothing

2. Two-Lanes

a. Shared Use

- i. Angled Parking*
- ii. Parallel Parking

b. Protected Bike Lanes

c. Bike path

- i. Uni-Directional
- ii. Bi-Directional

3. Four-Lanes

4. Public Space (no vehicle lanes)

* Added to long list following feedback at PIC #1

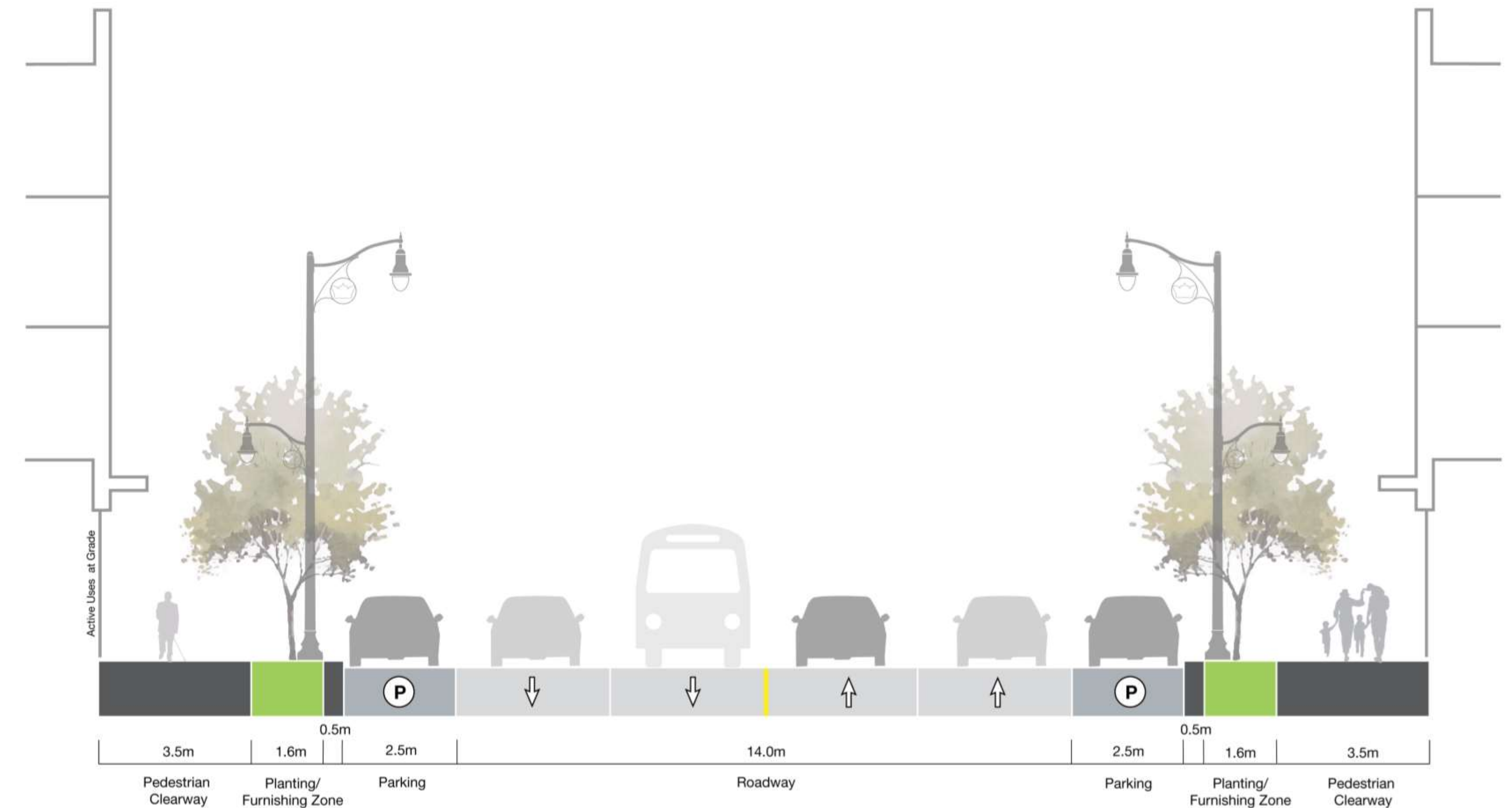
Note: The options presented focus on the number of lanes available for vehicles and the types of accommodation for cycling.

The decision made on these two elements will determine how the roadway will function and how much space is available within the rest of the roadway for parking and other uses such as events, plantings or seating areas.

Option 1: Do Nothing

- Pavement and underground infrastructure is replaced, and the street configuration stays the same.
- Four-lanes for vehicles.
- One lane can be closed and used for other flexible purposes (i.e., events, patios) with seasonal barriers.
- Cyclists continue to share the road without added protection.

Note: This option is required to be considered under the Municipal Class EA planning process as a baseline for comparison.



3a) Do-Nothing Cross-Section



3b) Existing Cross-Section

Option 2a(i): Two-lanes with Shared Use and Angled Parking on One Side of Street

- Two-lanes for vehicles.
- Cyclists share the road with vehicles and have no additional protection.
- Parking areas can be used for other flexible purposes.



4a) Two-lane Configuration with Shared Use Lanes and Angled Parking on One Side of Street

Option 2a(ii): Two-lanes with Shared Use and Parallel Parking

- Two-lanes for vehicles.
- Cyclists share the road with vehicles and have no additional protection.
- Parking areas can be used for other flexible purposes.



5a) Two-lane Configuration with Shared Use Lanes and Parallel Parking

Option 2b: Two-lanes with Buffered Bike Lanes

- Two-lanes for vehicles.
- Bike lanes are separated from vehicles and parking areas with a painted buffer.
- Parking areas can be used for other flexible purposes.



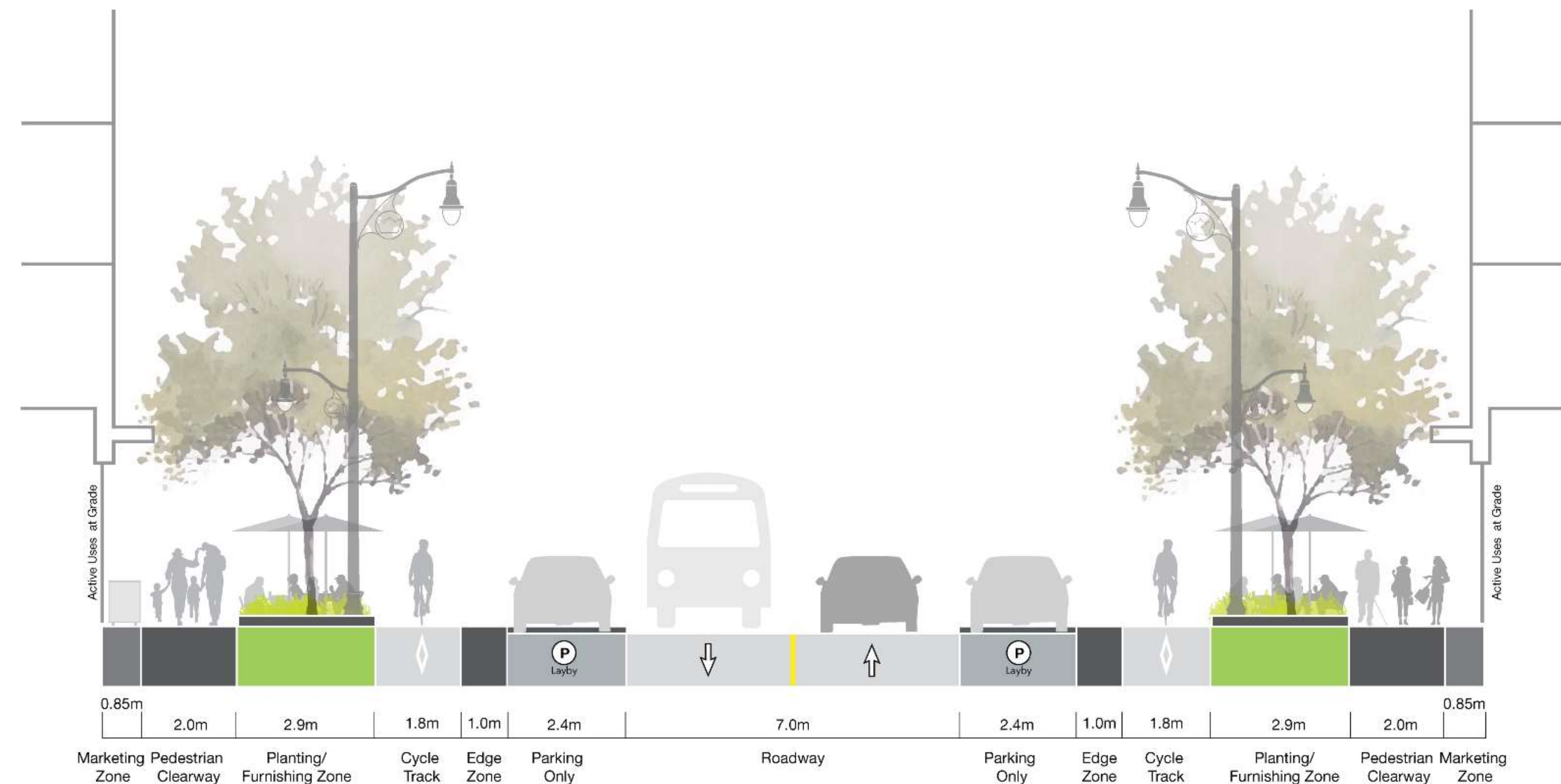
6a) Two-lane Configuration with Buffered Bike Lanes



6b) Example of a buffered bike lane (Source: ZICLA)

Option 2c(i): Two-lanes with Uni-Directional Bike Path

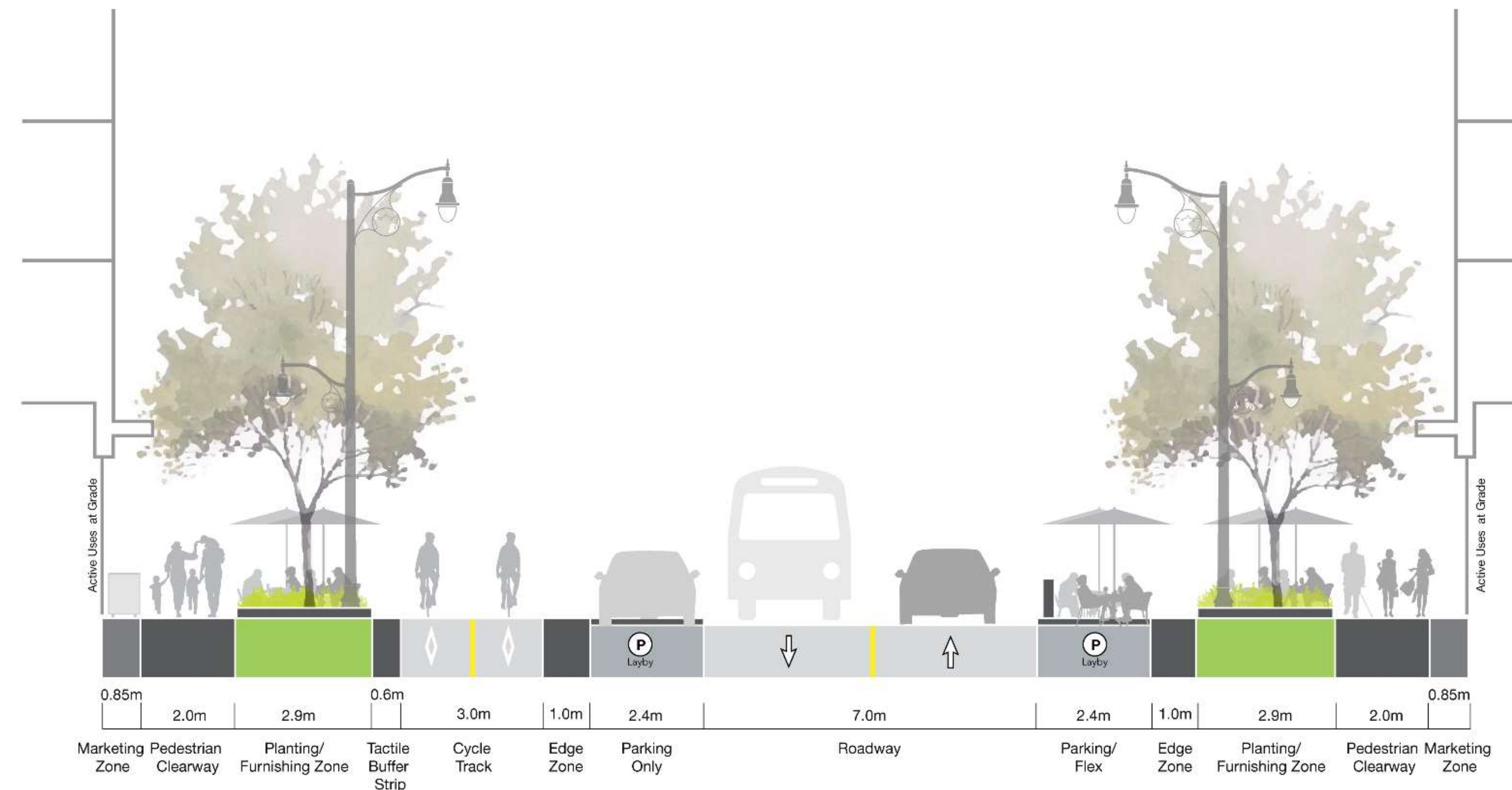
- Two-lanes for vehicles.
- Cyclists have a separate lane with physical buffer providing separation from vehicles and parking areas on both side of the road.
- Areas beside the bike path can be used for parking. Other purposes for the parking spaces can be accommodated only when the bike path is closed.



7a) Two-lane Configuration with one-way bike path

Option 2c(ii): Two-lanes with Bi-Directional Bike Path

- Two-lanes for vehicles.
- Cyclists have a separate lane with physical buffer providing separation from vehicles and parking areas on one side of the road.
- Areas beside the bike path can be used for parking. Other purposes for the parking spaces can be accommodated only when the bike path is closed.
- Parking area on other side of road can be used for other flexible purposes.



8a) Two-lane Configuration with two-way bike path

Option 3: Four-lanes with Bike Path

- Four-lanes for vehicles.
- Cyclists have a bike path with physical buffers providing separation from vehicles and parking areas (one or both sides of the road).
- Areas beside the bike path can be used for parking. Parking spaces can have other flexible uses only when the bike path is closed.



9a) Four-lane Configuration with one-way bike path

Option 4: Public Space (no vehicle lanes)

- Street is reserved for pedestrian-only use (no lanes for vehicles or cyclists).
- Large areas for flexible uses.



10a) Public Space Configuration

Long List of Wyndham / Quebec / Douglas / Intersection & St. George's Square Options

1. Do Nothing
2. Standard Intersection Improvements
3. Realigned Four-leg Intersection
4. Roundabout
5. Traffic Circle
6. Public space (no vehicle lanes)

Option 1: Do Nothing

- Below-ground infrastructure replaced, and existing St. George's Square and intersection is re-instated.
- No improvements to the existing intersection.
- St. George's Square configuration remains as is.

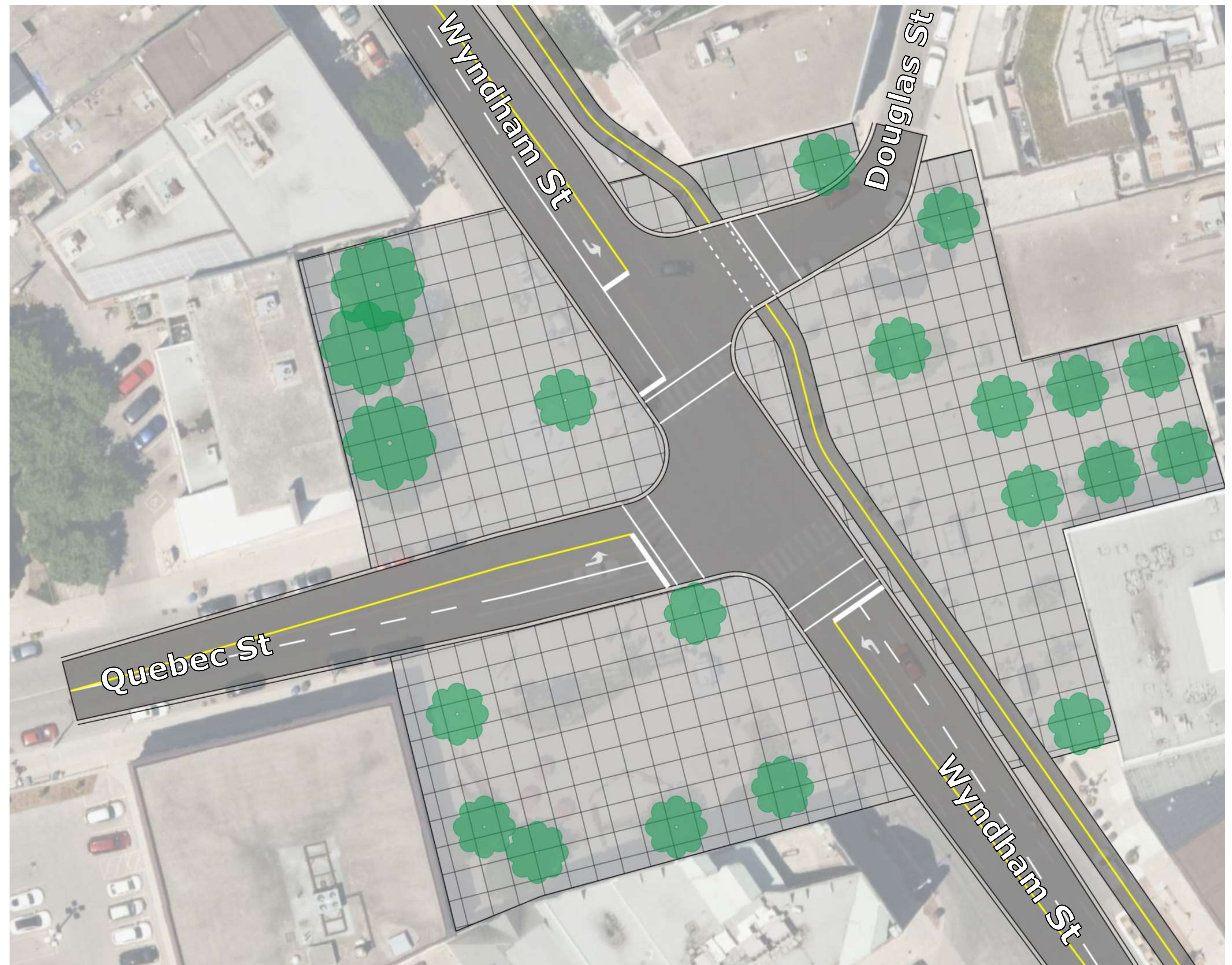
Note: This option is required to be considered under the Municipal Class EA planning process as a baseline for comparison.



12a) Existing Intersection Configuration

Option 2: Standard Intersection Improvements

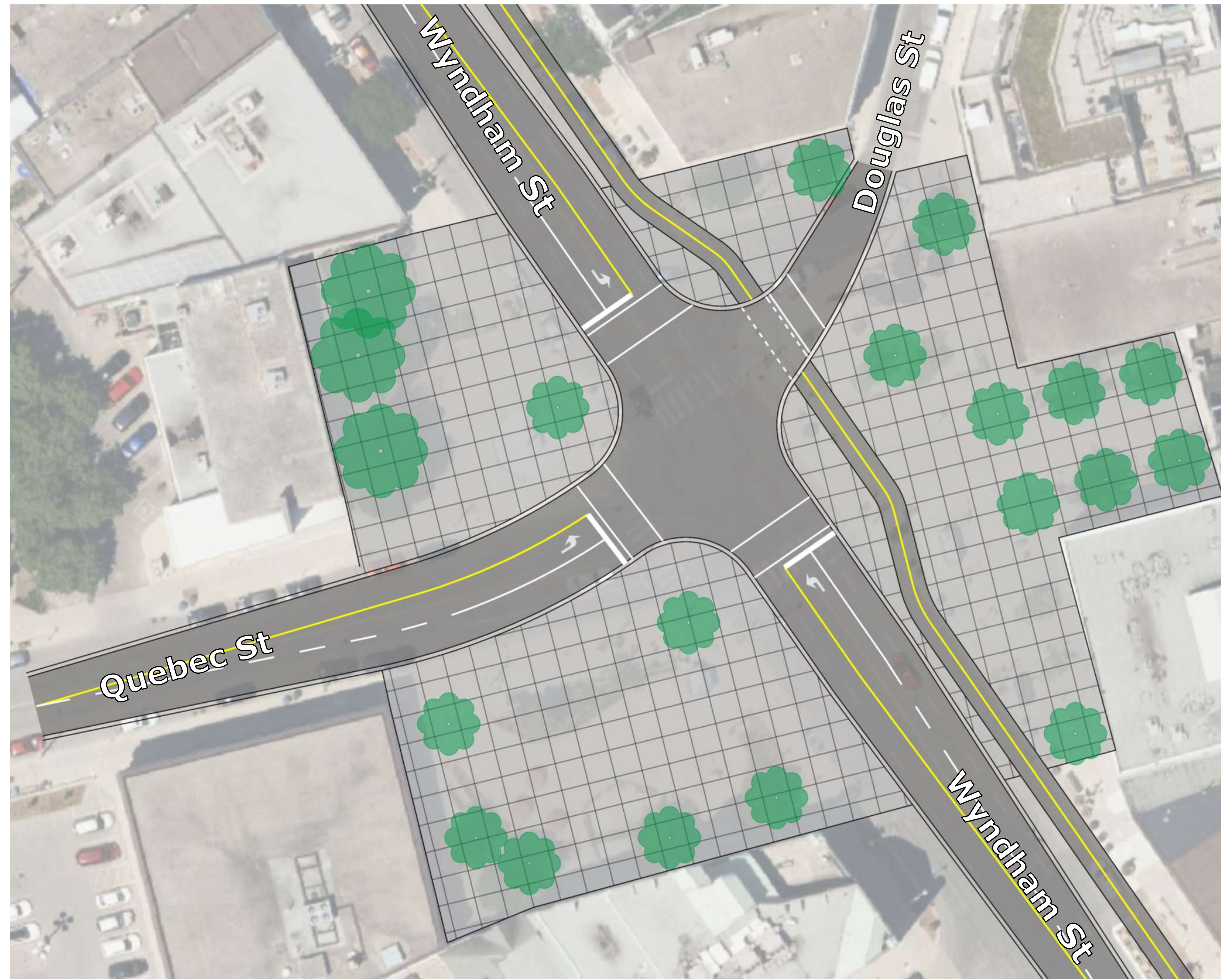
- Improvements that make it easier to drive, walk and cycle (i.e. left turn lanes, signage etc.).
- Reconstruction of St. George's Square in its current configuration.
- Provides flexibility for events but requires intersection closures.



13a) Standard Intersection Configuration. Note: Assumes two-lane cross-section with two-way bike path (actual number of travel lanes and accommodation for cyclists to be confirmed).

Option 3: Realigned Four-leg Intersection

- Realign Quebec Street and Douglas Street to tie into Wyndham Street at a standard four-leg intersection.
- Minor reconfiguration of St. George's Square to make room for new intersection alignment.
- Can provide flexibility for events when intersection is closed



14a) Realigned four-leg Intersection Configuration. Note: Assumes two-lane cross-section with two-way bike path (actual number of travel lanes and accommodation for cyclists to be confirmed).

Option 4: Roundabout

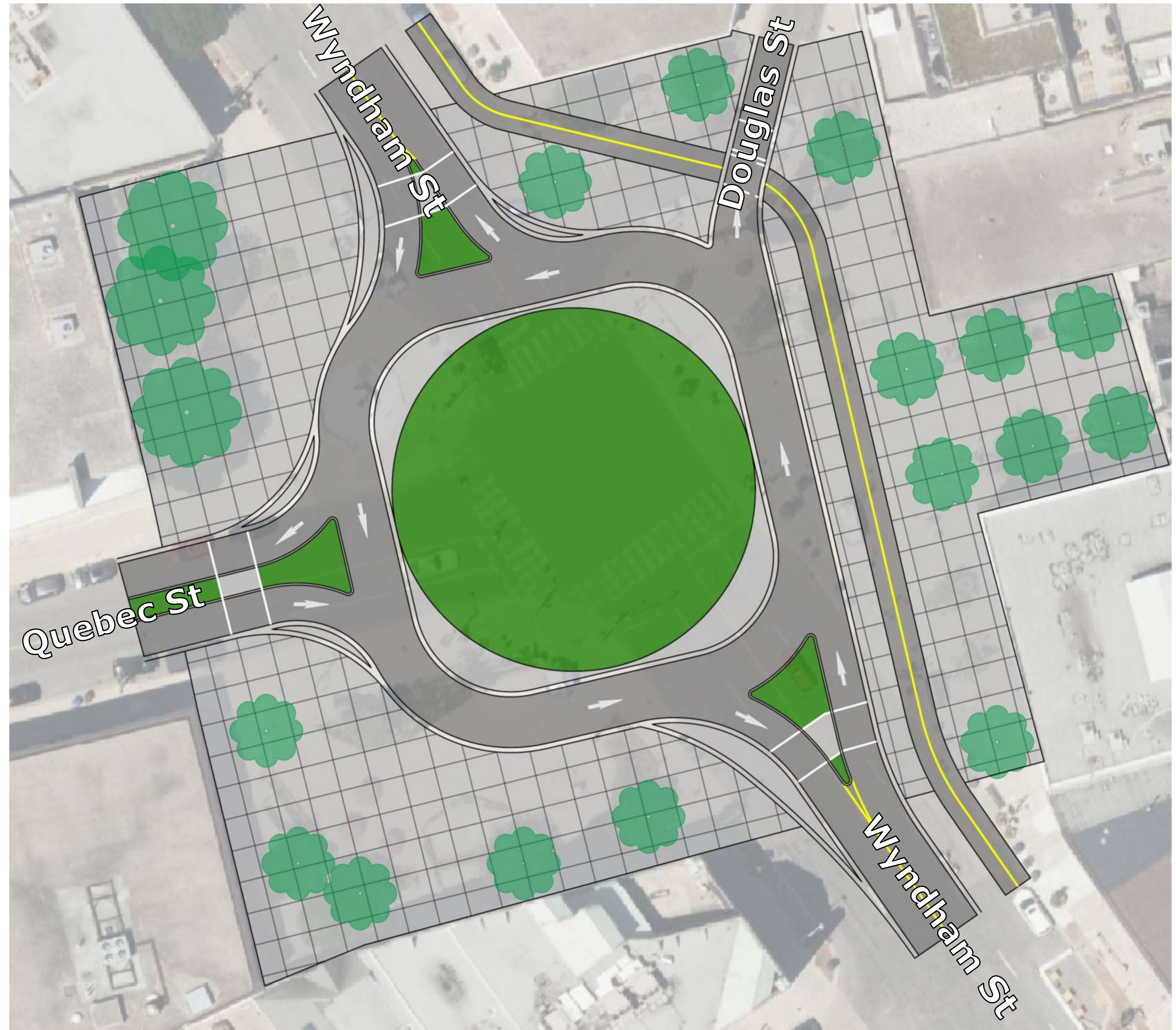
- Realign Quebec Street and Douglas Street to tie into Wyndham Street as a standard roundabout.
- Some reconfiguration of St. George's Square to make room for new intersection layout.
- Can provide flexibility for events when intersection is closed



15a) Roundabout Intersection Configuration. Note: Assumes two-lane cross-section with two-way bike path (actual number of travel lanes and accommodation for cyclists to be confirmed).

Option 5: Traffic Circle

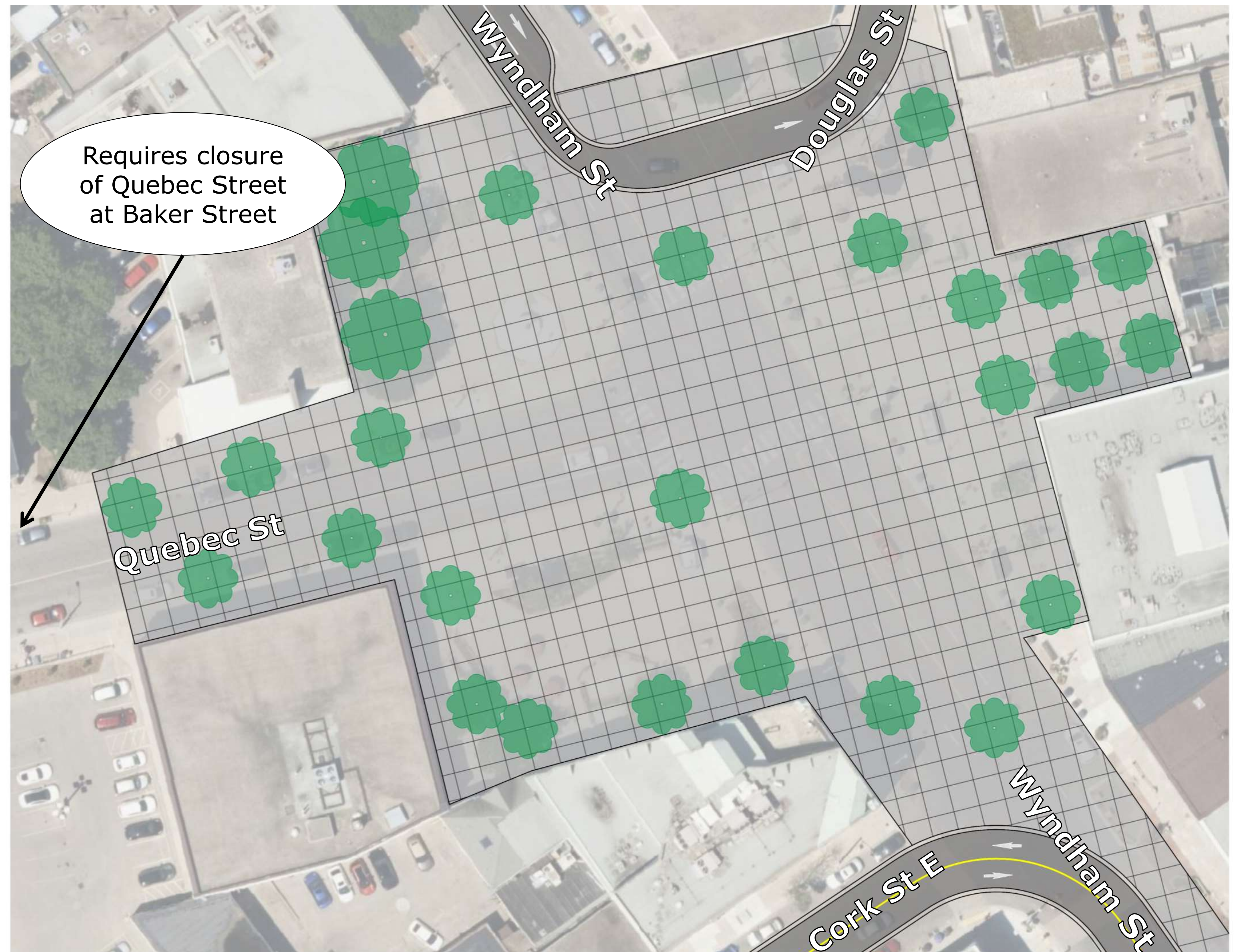
- Traffic flows continuously in one-way around the circle.
- Public plaza in the centre.
- Allows for events in the centre without closing the intersection.



16a) Traffic Circle Intersection Configuration. Note: Assumes two-lane cross-section with two-way bike path (actual number of travel lanes and accommodation for cyclists to be confirmed).

Option 6: Public Space (no vehicle lanes)

- Closure of Quebec Street, Douglas Street and Wyndham Street prior to intersection.
- Intersection is reserved for pedestrian-only use.
- No formal accommodation of cyclists.
- Large area for flexible uses.



17a) Public Space Configuration