

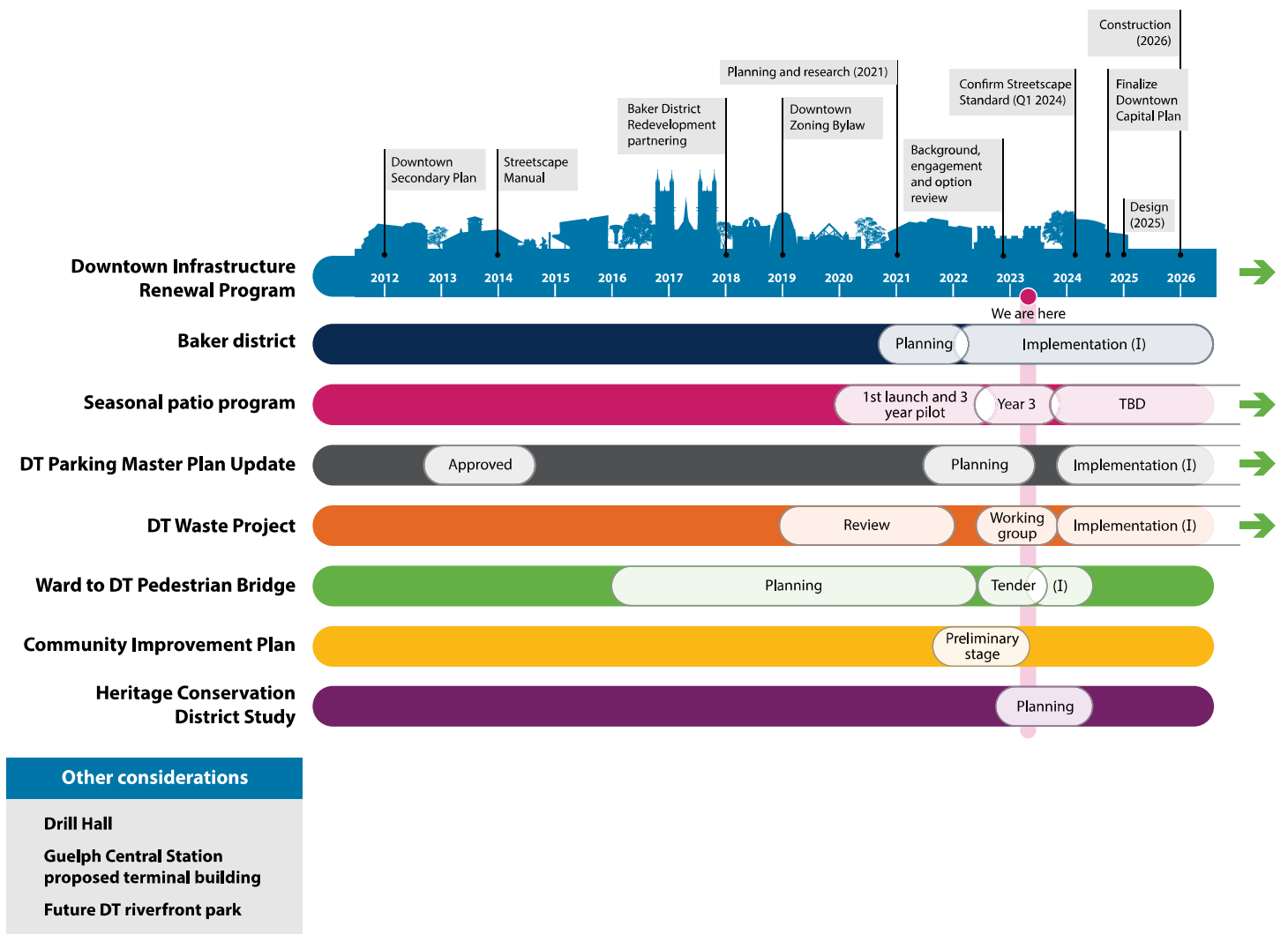
City of Guelph Downtown Renewal Program

The Downtown Renewal program is a massive undertaking by the City to transform how Downtown Guelph looks, feels, and functions, while also preserving its unique cultural heritage.

Our renewal efforts will create the foundation for future prosperity, sustainability, and well-being for the next 40-50 years.

The City is making significant investments in infrastructure, redevelopment, and transportation, over the next ten years to make downtown Guelph an even stronger cultural and civic hub for the City and the wider area.

The graphic below illustrates the overall Downtown Renewal Program, identifying the many projects and their progress to date.



Wyndham Street Environmental Assessment: Tactical Urbanism Installation

WHAT IS AN ENVIRONMENTAL ASSESSMENT?

As part of this work the City is undertaking two Class Environmental Assessments (EAs) and developing an overall implementation plan. EAs include technical studies and engagement with community to support decision-making for large projects.

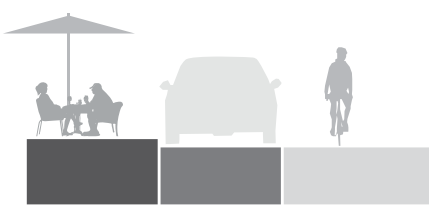
The Wyndham Street EA will review the function of Wyndham Street North for all users to determine how the road should be redesigned including the number of traffic lanes, active transportation options, and the layout of the Wyndham Street and Quebec Street intersection (St. George's Square).

WHAT IS TACTICAL URBANISM?

Tactical Urbanism is a method of short-term, low cost project testing or implementation. The intent is to inform or bring about long-term positive outcomes for the community.

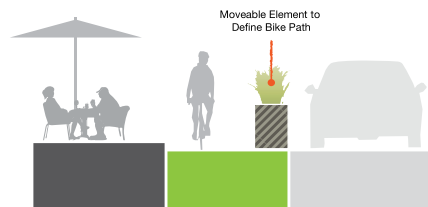
This Tactical Urbanism installation is a fun way to gather more input to the evaluation of the options being considered for the revitalization of Wyndham Street, and to potentially inform the design of other Downtown streets as well.

We look forward to hearing what you think!



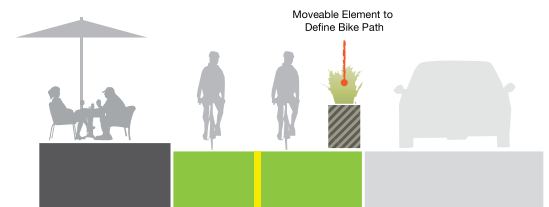
Condition 1: No Bike Path

Similar to existing condition and options that have no dedicated cycling facilities.



Condition 2: Uni-Directional Bike Path

Similar to options that have single direction dedicated cycling facilities on both sides of the street.



Condition 3: Bi-Directional Bike Path

Similar to the option that has a two-way dedicated cycling facility on one side of the street.

Option 1: Existing Conditions (aka Do Nothing)

This option is a requirement for all Environmental Assessments. It represents the baseline condition to which all other options are compared.

In this option, the Wyndham Street corridor would look similar to today. The major changes would take place below ground, with upgraded infrastructure like water mains, sanitary sewers, storm sewers, and other utilities as needed.

Summary: Key Elements

Overall: Same look and feel as today

Pedestrians: sidewalks on both sides of street

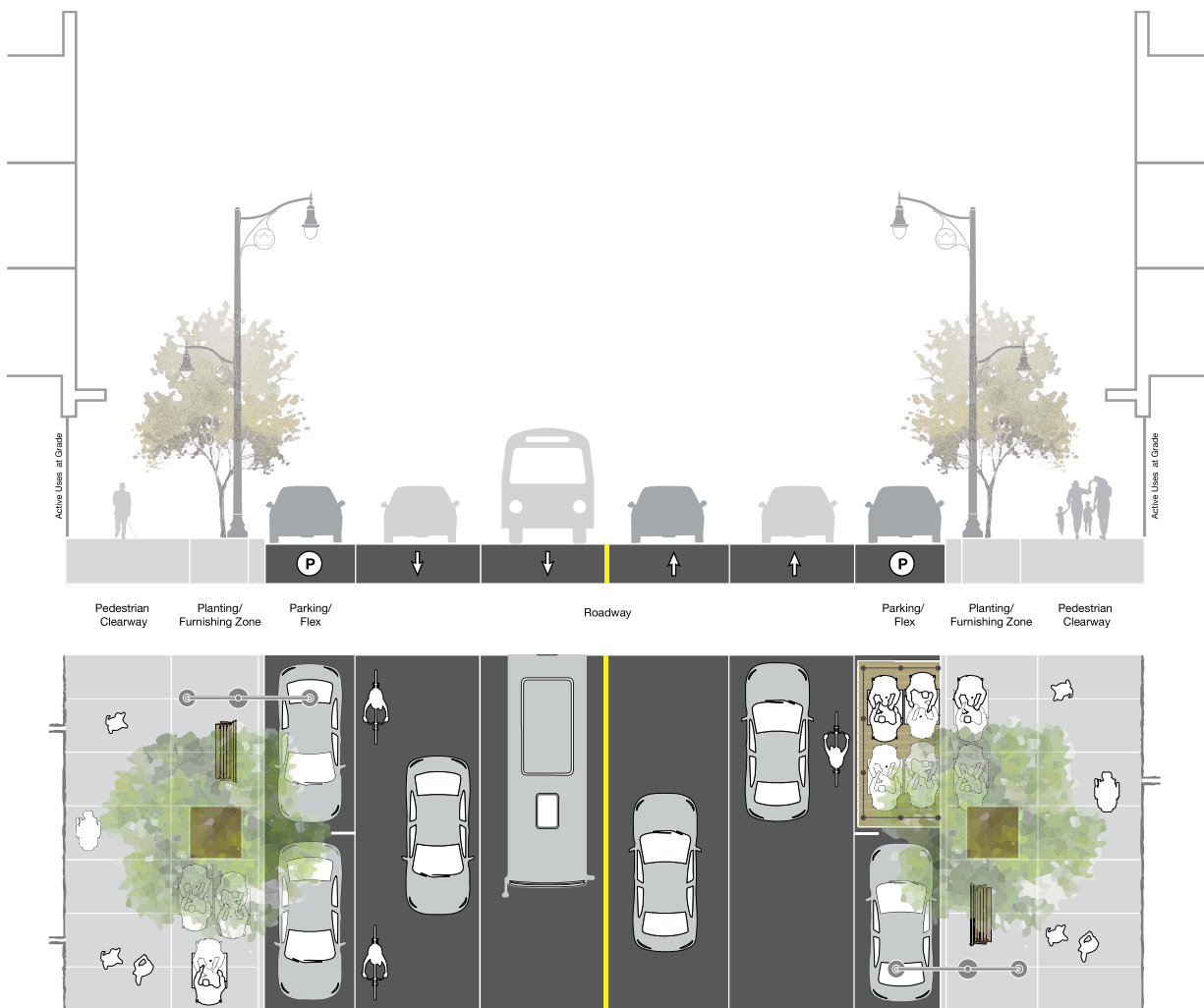
Cyclists: no dedicated bike paths, operate in shared traffic

Roadway: four travel lanes for vehicles

Curbside: full-time parking and/or loading zones

Planting: basic details, trees in grates

Special: possible use of furnishing zone and curbside space for other uses, like outdoor seating or parklets



Option 2a: Two Lanes, Shared Use, Angled Parking

This option represents one of the recommended street designs from the City of Guelph 2014 Downtown Guelph Streetscape Manual.

Wilson Street is a built example of the possible look and feel for Wyndham Street, and how the street could adapt to different uses and programs throughout the year.

Summary: Key Elements

Overall: an improved street for pedestrians and placemaking

Pedestrians: widened sidewalks

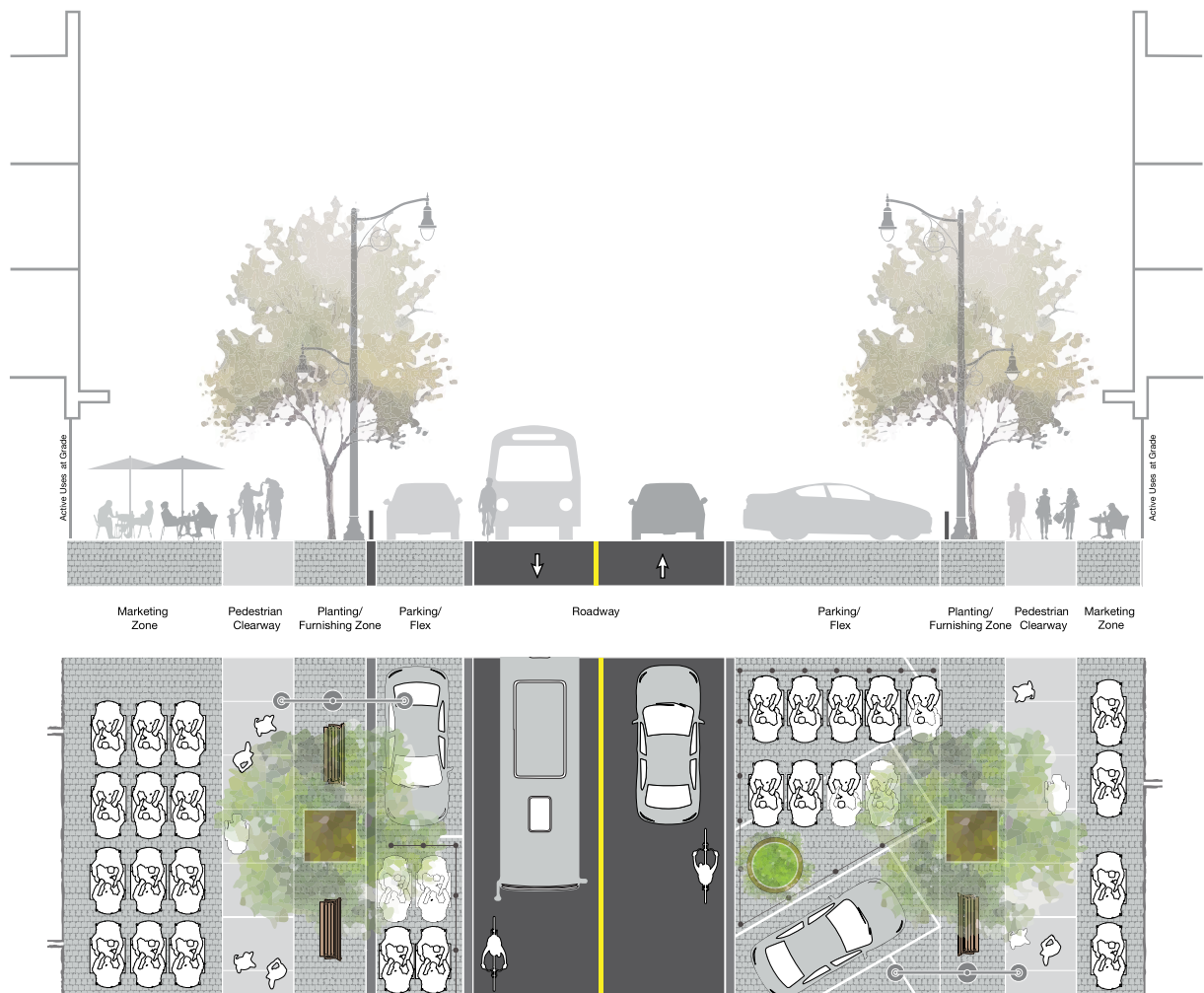
Cyclists: no dedicated bike paths, operate in shared traffic

Roadway: two travel lanes for vehicles

Curbside: full-time parking and/or loading zones, with angled parking on one-side

Planting: enhanced details, trees in grates

Special: possible use of furnishing zone and curbside space for other uses, like outdoor seating or parklets



Option 3: Two Lanes, Uni-Directional Bike Path

Like the previous two options, the travel lanes for vehicles are reduced with space reallocated to other parts of the street.

The main difference is this option has full time protected bike paths (also known as cycle tracks) on both sides. The other difference is that given the location of the bike path, the curbside area cannot support other uses, such as outdoor seating, if in a permanent condition. In response, we are exploring a 'flexible street' design.

Summary: Key Elements

Overall: a safe and equitable street for all users

Pedestrians: widened sidewalks

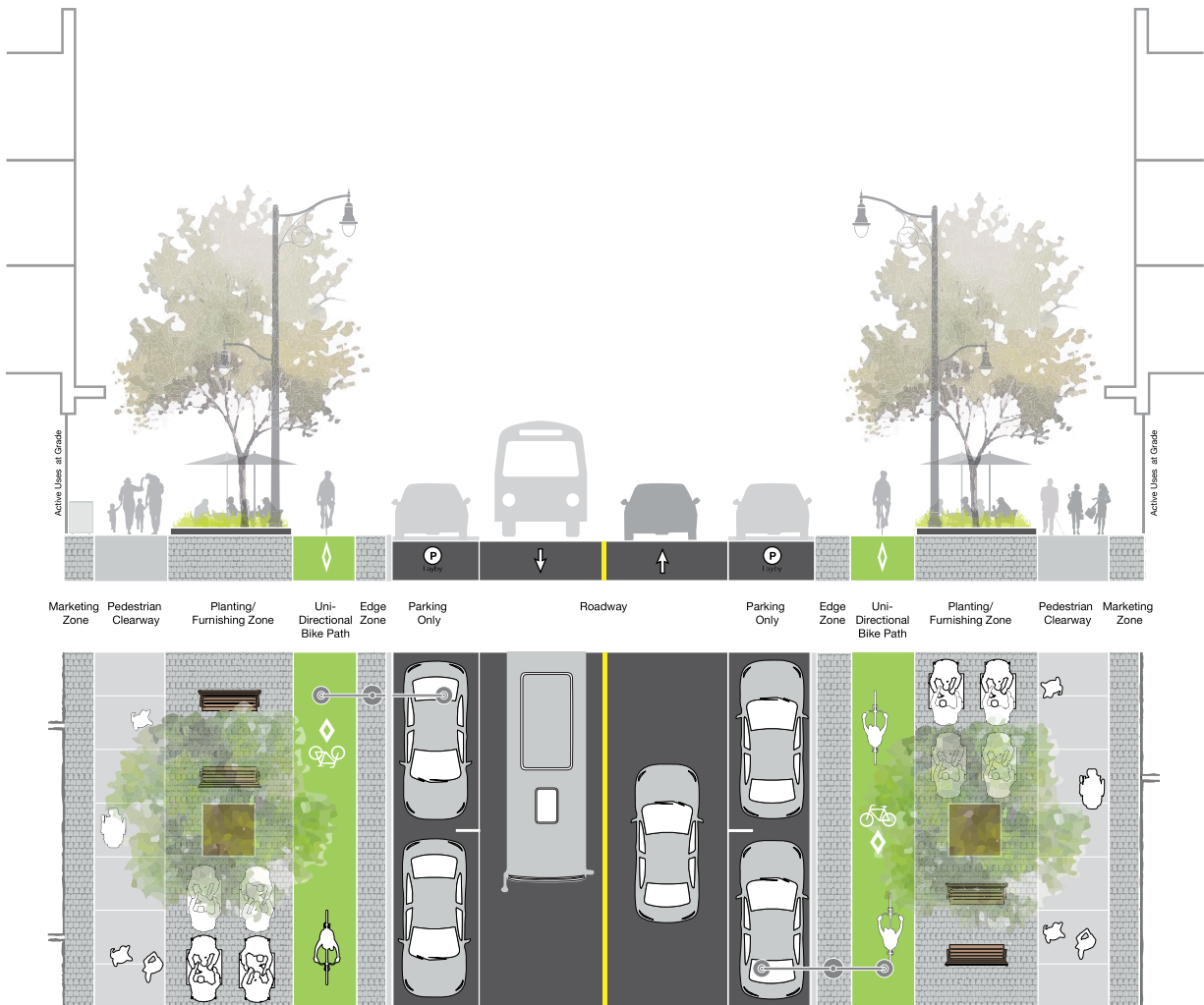
Cyclists: Dedicated and protected bike paths

Roadway: two travel lanes for vehicles

Curbside: full-time parking and/or loading zones

Planting: enhanced details, trees in grates or open planters

Special: possible use of curbside space for other uses, like outdoor seating or parklets. Requires a flexible street design. See the panel that speaks to Flexible Bike Paths.



Option 4: Two Lanes, Bi-Directional Bike Path

Like the previous options, the travel lanes for vehicles are reduced with space reallocated to other parts of the street.

The main difference is this option has a full time protected bi-directional bike path (or cycle track) on one side. With this arrangement, the curbside zone on one side of the street can adapt to accommodate other uses while the other side cannot if in a permanent condition. In response, we are exploring a 'flexible street' design.

Summary: Key Elements

Overall: a safe and equitable street for all users, with different conditions on either side to support businesses.

Pedestrians: widened sidewalks

Cyclists: Dedicated and protected bike path one side of street

Roadway: two travel lanes for vehicles

Curbside: full-time parking and/or loading zones

Planting: enhanced details, trees in grates or open planters with additional planting

Special: possible use of curbside space for other uses, like outdoor seating or parklets. Requires a flexible street design. See the panel that speaks to Flexible Bike Paths.



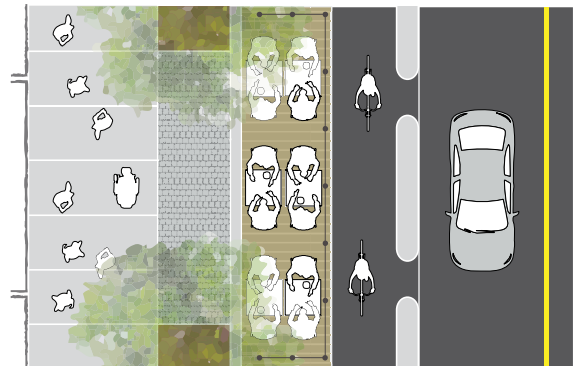
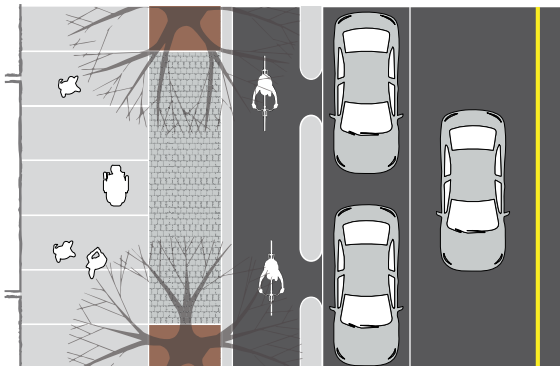
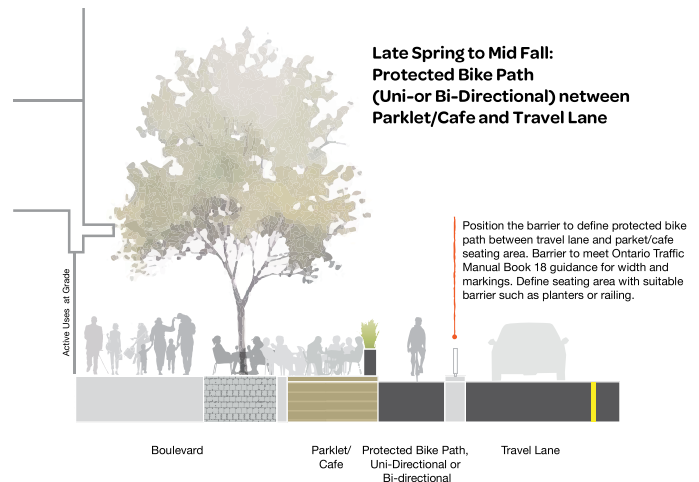
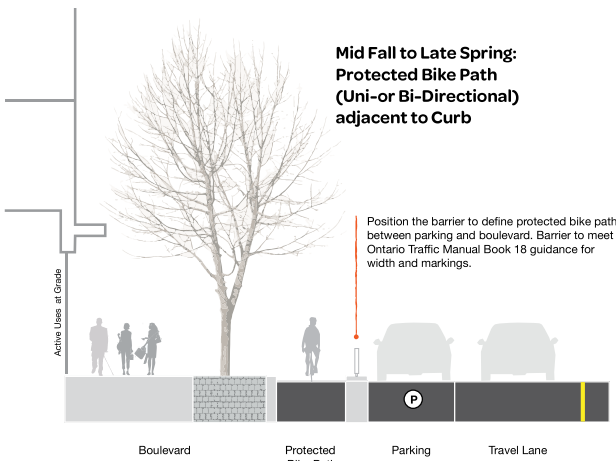
Flexible Bike Paths: A Potential Downtown Guelph Innovation

In the Environmental Assessment, we are tasked to consider how to accommodate the highly successful Downtown Patio Program and to provide a safe and equitable cycling environment that satisfies the City of Guelph Transportation Master Plan.

In response to this challenge, we have developed an innovative approach to the arrangement of the curbside zone where the space allocated to uses, such as parking, and the bike path can change depending on the seasons.

We are learning from best practice in other places that this is indeed possible. This is a potentially innovative way to address a range of interests and requirements for the design of revitalized streets in Downtown Guelph.

The technical details are not yet fully resolved given where we are in the EA study. During the next stage of work, we will begin to test this idea further. There are a number of inputs and requirements we need to fully consider to ensure this approach is practical and cost-effective.



Please Share Your Reaction to the Options Presented!
