

RIGHT-OF-WAY BREAKDOWN USING CONSTRUCTION SET 'FRONT STREET & THIRD AVENUE INFRASTRUCTURE UPGRADES AND ROAD RECONSTRUCTION', WE HAVE MAINTAINED THE RIGHT-OF-WAY AS FOLLOWS:

- 1.5m CONCRETE SIDEWALK
- 1.9m UNIT PAVER BOULEVARD - PAVER AMENITY STRIP IS WIDE ENOUGH TO ACCOMMODATE TREES
- 0.5m CURB AND GUTTER
- 2.8m SHOULDER/PARKING
- 0.6m BUFFER
- 1.5m BIKE LANE
- 3.5m DRIVING LANE (WESTBOUND)
- 3.5m DRIVING LANE (EASTBOUND)
- 1.5m BIKE LANE
- 0.5m CURB AND GUTTER
- 2.3-2.5m UNIT PAVER SIDEWALK

RECOMMENDATION TO USE ROLL CURBS FOR THESE PRIVATE APPROACHES OFF FRONT STREET. THIS WILL ALLOW PEDESTRIANS TO REMAIN AT THE SAME ELEVATION AS THE SIDEWALK, CREATING A SAFER PEDESTRIAN ENVIRONMENT.

TREES IN UNIT PAVER STRIP
PARALLEL PARKING

BUMP-OUT CURB EXTENSIONS AT ALL INTERSECTIONS FOR TRAFFIC CALMING AND SHORTER PEDESTRIAN CROSSING DISTANCES IN PLACE OF PARKING STALLS AT CORNERS

PROVIDE CROSSWALKS AT ALL INTERSECTIONS AND APPROACHES

CONSIDERATION FOR BIKE LANE ON WELLINGTON STREET:
THE EXISTING LANE WIDTH FOR WELLINGTON STREET IS 3.75m. ISLANDS REQUIRE NARROWING TO ACCOMMODATE DEDICATED BIKE LANE, OR CYCLISTS WOULD NEED TO DRIVE IN VEHICLE LANE

RECOMMEND ENCOURAGING TREE PLANTING ON PRIVATE LAND WHEN LOTS ON SOUTH SIDE OF FRONT STREET ARE REDEVELOPED TO PROVIDE A MORE COMFORTABLE PEDESTRIAN EXPERIENCE

RECOMMENDATION TO USE ROLL CURBS FOR THESE PRIVATE APPROACHES OFF FRONT STREET. THIS WILL ALLOW PEDESTRIANS TO REMAIN AT THE SAME ELEVATION AS THE SIDEWALK, CREATING A SAFER PEDESTRIAN ENVIRONMENT.

CONSIDERATION FOR BIKE LANE ON WELLINGTON STREET:

THE EXISTING LANE WIDTH FOR THE WELLINGTON UNDERPASS IS 4.0m WIDE, AND NARROWS TO 3.75m AS WELLINGTON PROGRESSES NORTHWARD. THIS IS NARROWER THAN THE MINIMUM RECOMMENDED LANE WIDTH OF 5.0m FOR A DEDICATED BIKE LANE (MIN. 3.5m DRIVE LANE & MIN. 1.5m BIKE LANE). GIVEN THIS, CYCLISTS WILL NEED TO JOIN THE EXISTING VEHICLE DRIVING LANES WHILE NAVIGATING WELLINGTON STREET.