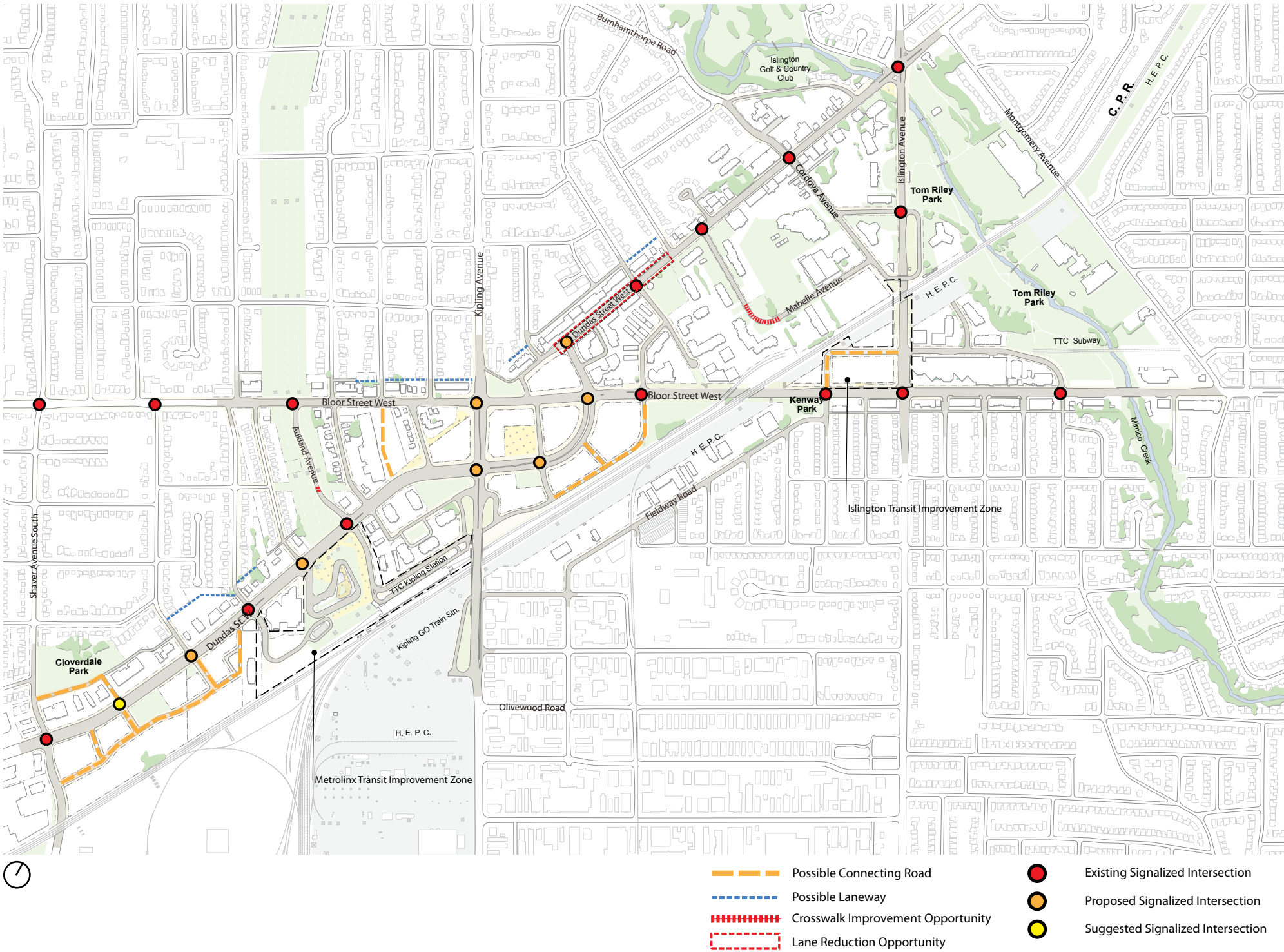


7.1.3 Balance the Transportation Network

Transportation in and through the Centre must be safe and easy for all modes of transportation. New streets will increase the porosity in the Centre and lighten the burden on some of the major arterial roads, while new crossings will create more opportunities for pedestrians to safely travel through the Centre. Improving bicycle and transit facilities will encourage people into alternative travel modes. Finally, completing and connecting laneways behind new development will reduce the need for curb cuts and minimize the number of pedestrian-vehicle conflicts.



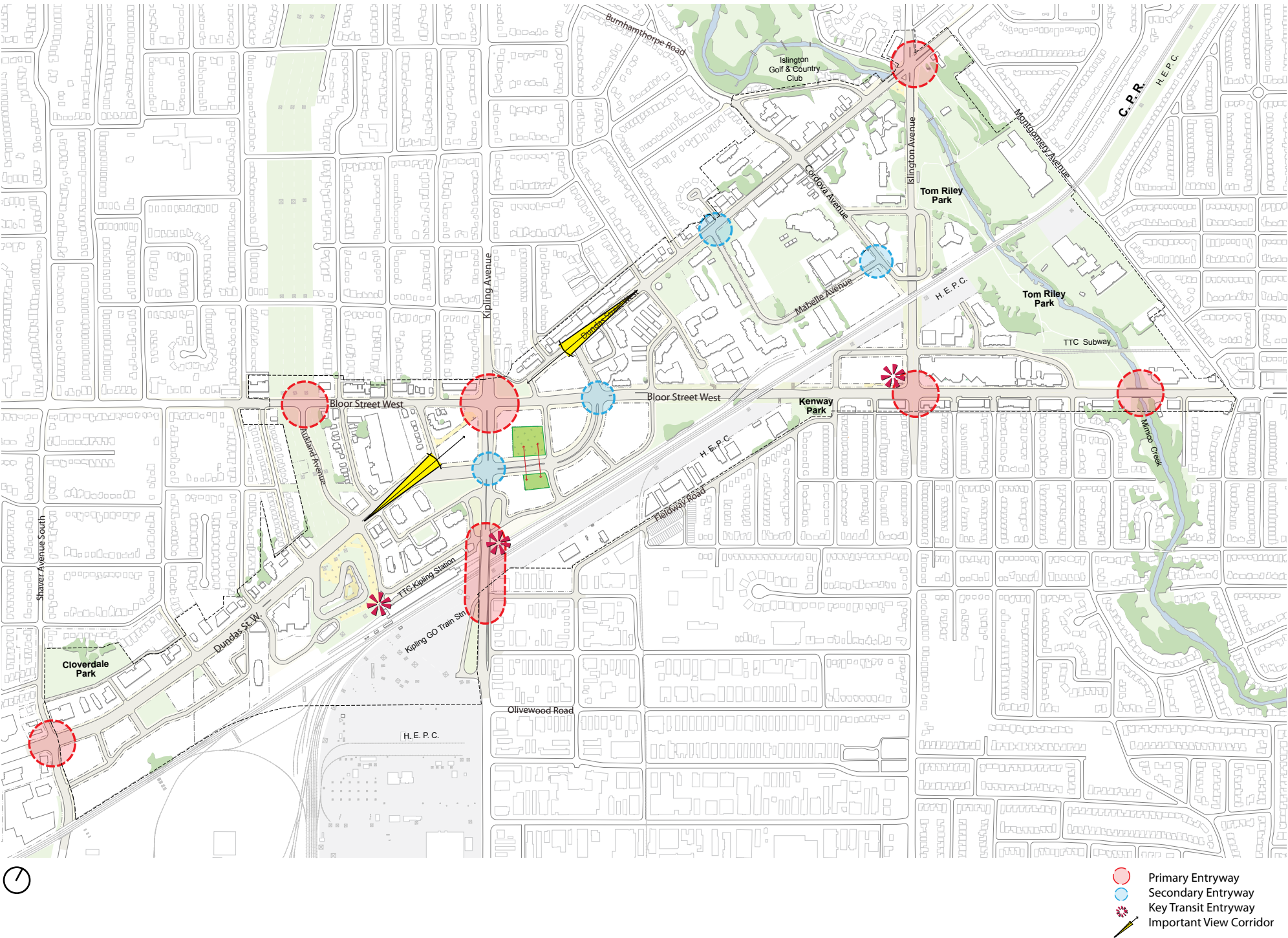
Map 20: Possible New Streets, Lanes, and Crossing Improvements



7.1.4 Create a Sense of Entry

The Centre must have a distinct feeling of entry. Public art, symbolic entry ways, special building and other landscape treatments will celebrate the importance of the Centre. Moments of transition will be marked by smaller gestures, such as strategic elements in paving or mosaic tiling.

Map 21: Entryway Treatments



7.1.5 Encourage Public Art

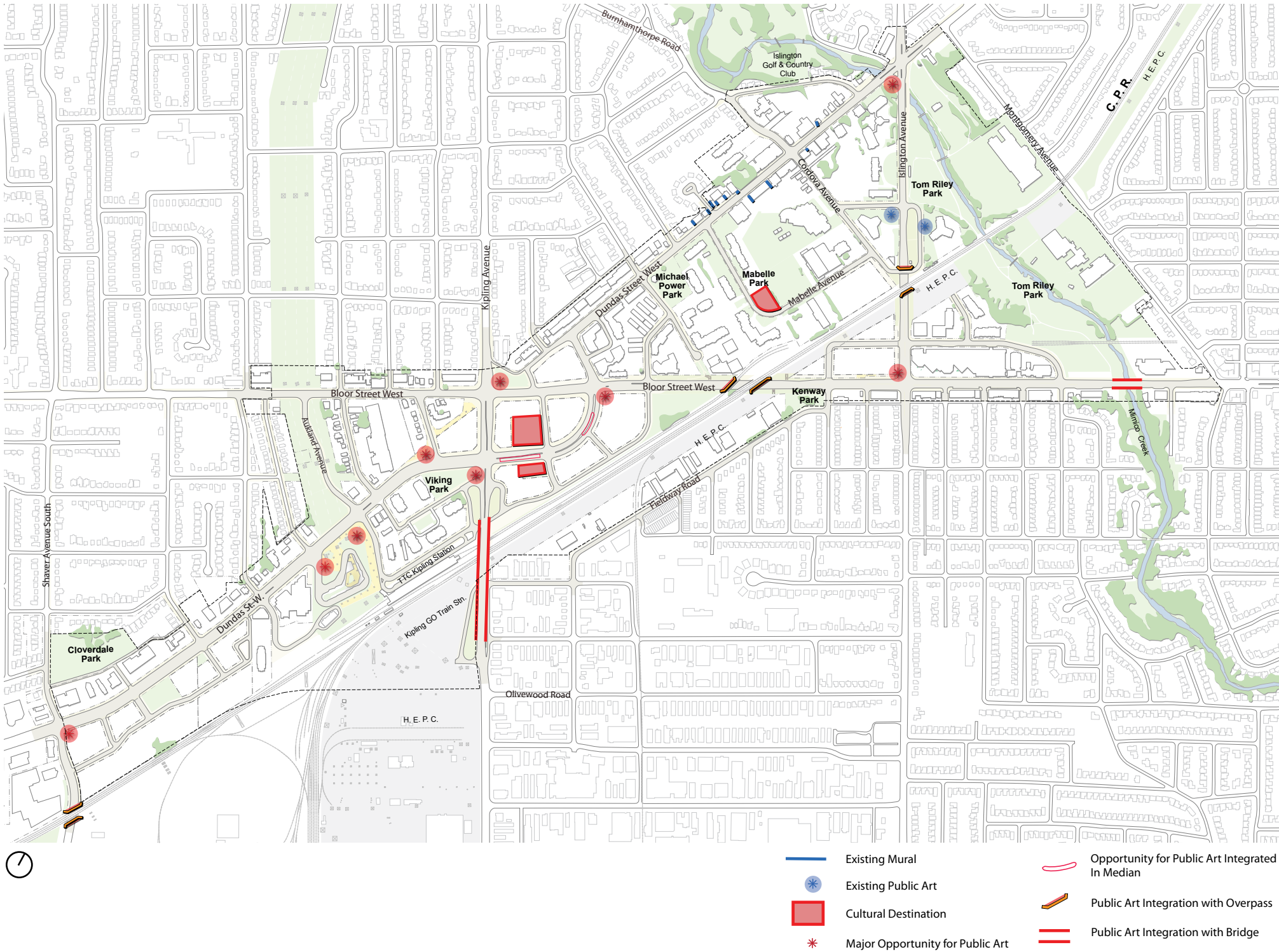
The Centre must tell its stories. Beyond the sculptures along Islington Avenue and the murals in Islington Village, there is very little public art within the Centre. New art installations will contribute to the Centre’s feeling as a distinct place with a unique identity. Public art will be positioned to take advantage of important view corridors and vantage points.



Images on left from MABELLEarts.ca



Map 22: Existing and Potential Public Art Sites



7.1.6 Build the Bicycle Network and Integrate Cycling Facilities

The transportation network must support cyclists. **1** A continuous boulevard bike lane along Dundas Street, south of Bloor Street, will provide a safe cycling environment that minimizes conflicts with pedestrian and cars. **2** A bicycle path along the Hydro Corridor will facilitate better north-south connections, as will **3** a new connection to Tom Riley Park. **4** A new multi-use pathway parallel to the rail corridor will connect the eastern side of the Centre with the Westwood / Civic District and the Mobility Area, and **5** new crossings will facilitate better north-south connections across the rail corridor.



Map 23: Existing and Proposed Bicycle Networks

