

High Park Movement Strategy

Road Redesign

Public Meeting

April 7, 2026

Land Acknowledgement

African Ancestral Acknowledgement

Welcome to WebX!

Some tips for a successful virtual meeting



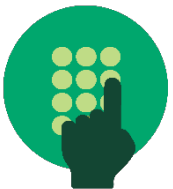
Turn Video On/Off as Needed

Show your video if comfortable, but feel free to turn it off anytime.



Use the Q&A Feature

Type your thoughts or questions in the chat box. Answers will be provided during Q&A.



Computer Audio Issues?

Call +1-416-915-6530 Canada Toll
Access code: 2341 774 0833



Use the “Raise Hand” Feature

Click the Raise Hand button for a chance to ask clarifying questions about each area if scheduled time allows.



Agenda

- 1. Welcome and Introductions**
- 2. Project Overview**
- 3. Design Options Presentation + Questions of Clarification**
- 4. Next Steps**
- 5. Virtual Survey**

Note: We will take verbal questions after each topic area. The Q and A will also be running throughout the meeting, and the project team will do our best to address questions there too.

Please also share your feedback on the virtual survey after the meeting.

Councillor Remarks

My job today:

- Provide **clarity**.
- Create **momentum**.
- Support you to have your **questions answered**.
- Ensure we **hear** from as many people as possible.

Your role is to:

- **Learn** about the scope and project process.
- **Understand** the feedback of the wider community.
- **Work together** to provide community input to City staff that will directly shape the road redesign.

Meet the Project Team

City of Toronto Parks & Recreation

- **Paul Farish**
Director
Parks Planning and Strategic Initiatives
- **Lindsay Stephens**
Senior Public Consultation Coordinator
Community Engagement
- **Lara Herald**
Project Officer
Strategic Project Initiatives
- **Katy Aminian**
Program Manager
Capital Projects Design and Delivery
- **Katie Black**
Project Manager
Capital Projects Design and Delivery
- **Othonas Agourias**
Parks Operations - General Supervisor
Ward 4 Parks Operations
- **Stella Zhou**
Public Consultation Coordinator
Community Engagement
- **Tasha Romeyn**
Public Consultation Coordinator
Community Engagement

Your Local Councillor

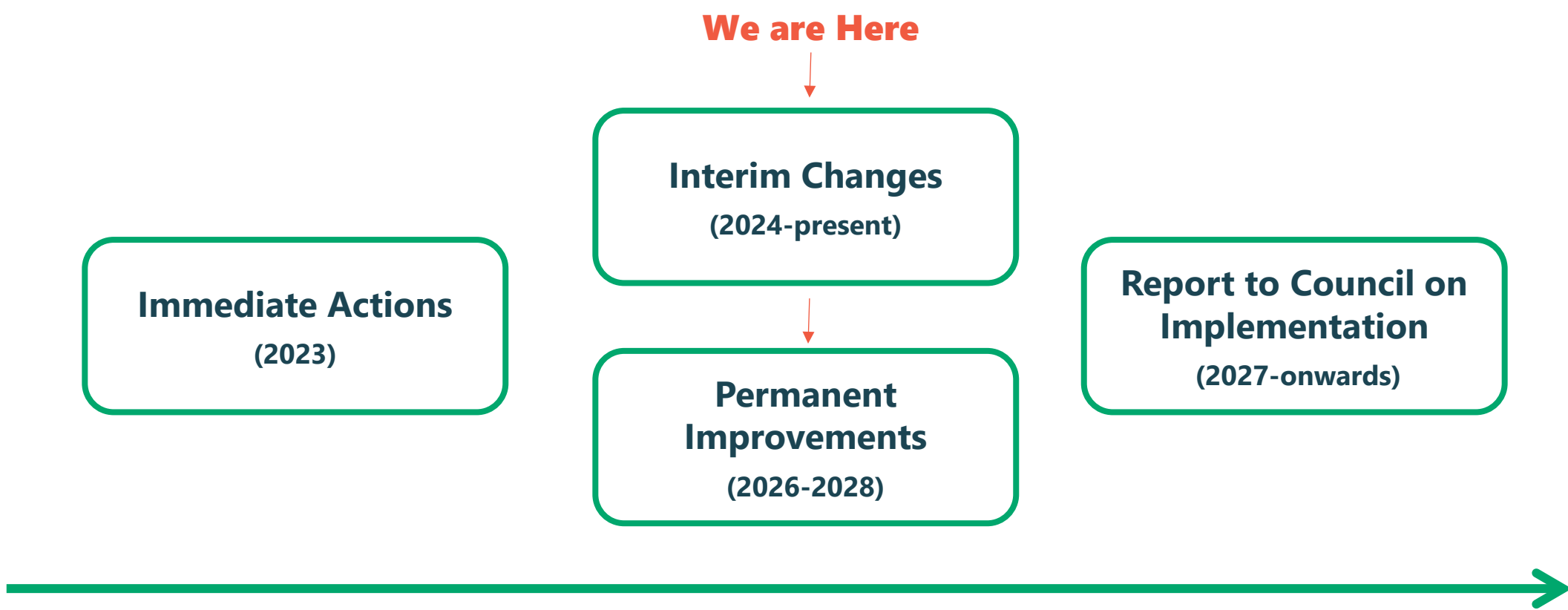
- **Gord Perks**
Ward 4 – Parkdale-High Park
- **Sayan Sivanesan**
Executive Assistant

Consultant Team - WSP

- **Ben Vander Veen**
Project Manager, Senior Landscape Architect and Certified Arborist
- **Erin Houle**
Landscape Architect
- **Maisie MacNaughton**
Active Transportation Designer

About the High Park Movement Strategy (HPMS)

Implementation of the High Park Movement Strategy



Implementation of the High Park Movement Strategy

Immediate Actions (2023)

- Closure of West Road and portions of Colborne Lodge Drive to cars at all times
- Continuation of full road closures on weekends and holidays
- Main vehicle entrance off Parkside Drive and exit from Bloor (one-way travel)



Implementation of the High Park Movement Strategy

Interim Changes

(2024-present)

- Installation of dedicated cycling lanes including painted lines and plastic bollards
- Improvements to pedestrian crossing areas including signage and line painting
- Changes to traffic signals and signage within and around the park
- Activation of decommissioned parking spaces with seating and games.



Implementation of the High Park Movement Strategy

Permanent Improvements (2026-2028)

- Conversion of decommissioned parking spaces to green space and Environmentally Sensitive Areas
- Permanent road redesign and construction works to rebalance roads, enhance safety, and support all modes of mobility.
- Transit improvements including TTC service through the park. Weekend and holiday service will run from March 15th –October 31st weekday service will run from May 4th – Sept 4th



Implementation of the High Park Movement Strategy

Report to Council on Implementation

(2027 Council Report)

- Based on HPMS implementation to date and monitoring results, staff will report to City Council to provide direction on any recommended additional travel network changes and improvements, including the potential for full road closures at all times in High Park.



Project Overview

High Park Movement Strategy Road Redesign Goals

Goals

The goal of the Road Redesign project is to implement High Park Movement Strategy recommendations regarding specific roadways and pedestrian zones in the park.

The overall goal of the Movement Strategy is to better serve park users and the surrounding community, while prioritizing improvements to **safety, accessibility and the park's natural environment.**

Project Scope

The road redesign improvements will cover Colborne Lodge Drive, West Road, and Centre Road.

The scope of work for the detailed road designs includes:

- Intersection and road crossing safety improvements
- Sidewalk expansion and improvements
- Permanent buffered cycle lanes
- Construction of a diverted cycle lane around Grenadier Café
- Considerations for ecologically sensitive areas, existing trees and ongoing stewardship initiatives

Work along Centre Road is limited to pedestrian improvements along the walkway.



Project Schedule

We are Here



Public Engagement

**WE
ARE
HERE**

Goal

Phase 1: Information Gathering, Background and Analysis

Gather experiential information to guide the development of road design options.

- Public Life Study (July 2025)
- Social Pinpoint (Sept/Oct 2025)
- Indigenous Sharing Circles (Nov 7 and 28, 2025)
- P&R Disability Advisory Steering Committee meeting (Nov 27, 2025)

Activity

Information for the Road design consultant

- Public life study report
- Social Pinpoint summary report
- Feedback from local Indigenous groups

Outcome

Summer/Fall 2025

Phase 2: Exploring Options

Present and gather feedback on design options developed by the road designer.

- Online Survey
- Indigenous Sharing Circle
- Focus groups with local organizations
- Virtual public meeting
- P&R Disability Advisory Steering Committee meeting

- Online Survey summary
- Feedback from local Indigenous groups
- Local Organizations focus group summary
- Virtual Public meeting summary

Winter 2026

Phase 3: Communicating the Direction

Share the preferred design and communicate the timelines for implementation of different parts of the design.

- Indigenous Sharing Circle
- Virtual open house

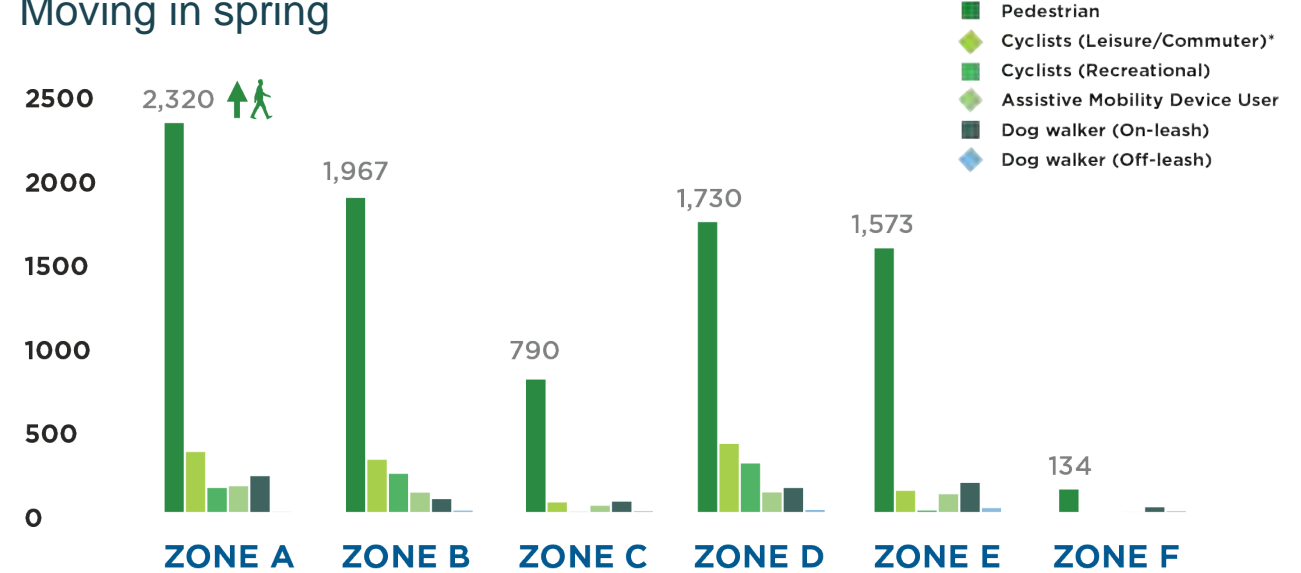
- Provide Final Design, construction updates, and re-opening information (if available).

Spring 2026

Engagement to Date: Public Life Study

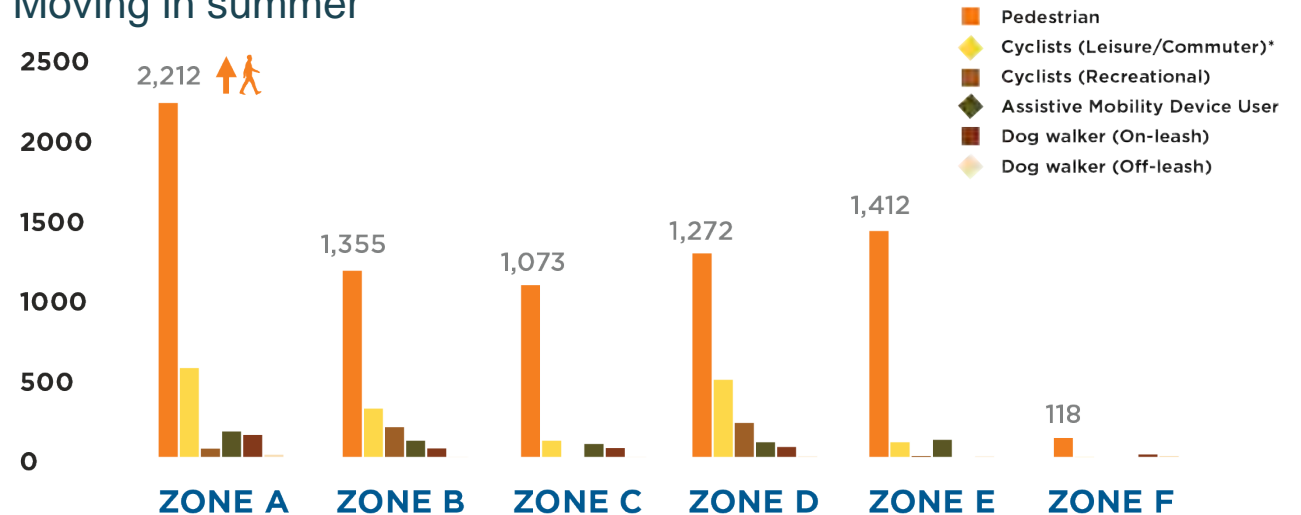
- Six observation zones along parts of the park roads to be improved through the High Park Movement Strategy
- Zones selected for proximity to major entrances, pathways, and park features
- Over 48 hours of spring and summer observations conducted consistently on two weekdays (Tuesday) and two weekend days (Saturday). Observations captured age and gender, travel modes, and stationary activities and postures of park visitors, including:
 - who they are
 - how they move through the space
 - how they pause and spend time

Moving in spring



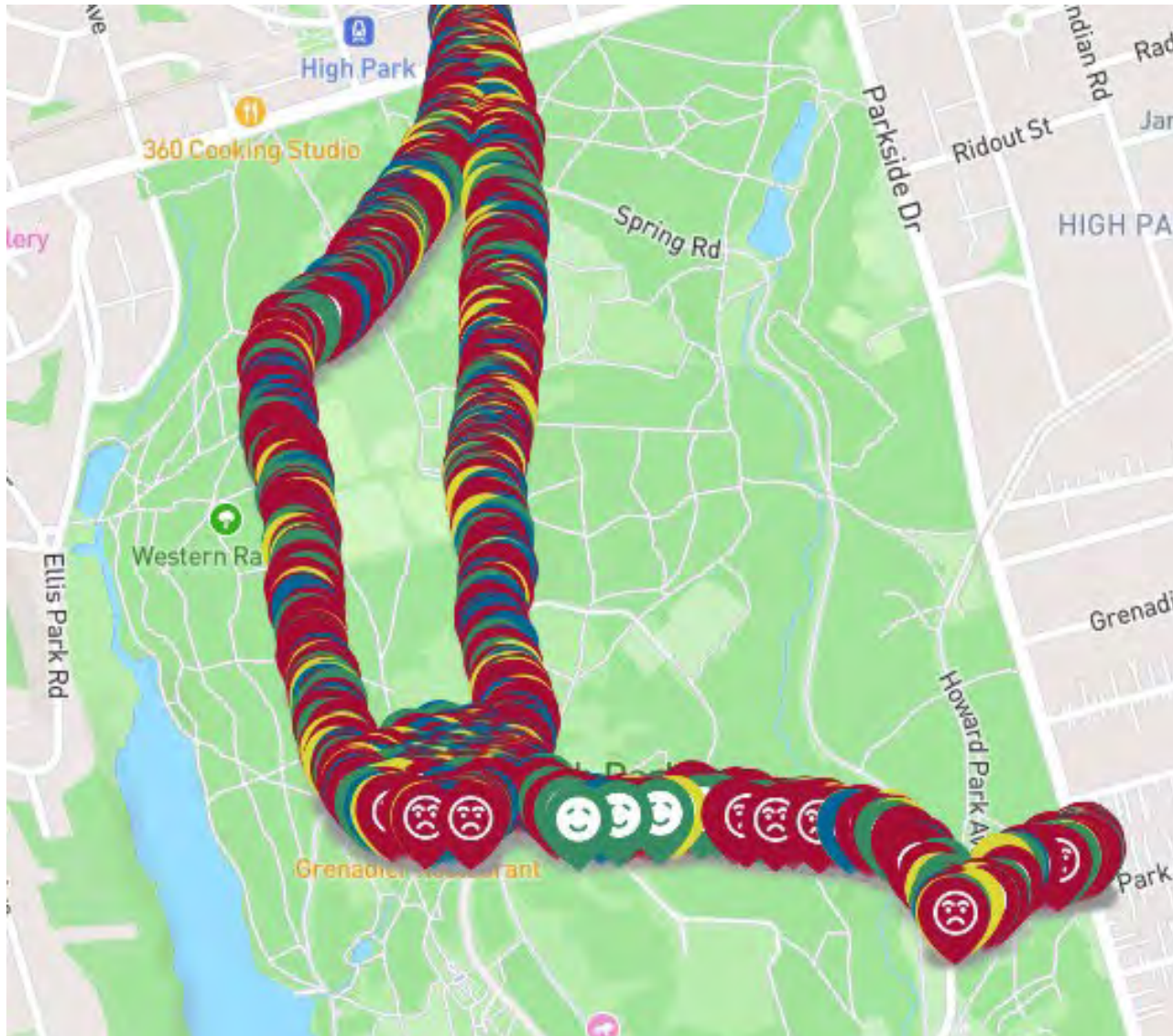
*includes micro-mobility users such as rollerbladers and skateboarders.

Moving in summer



*includes micro-mobility users such as rollerbladers and skateboarders.

Phase 1 Engagement: Social Pinpoint



1848 total markers placed on the map
3038 comments provided

Top Five Themes:

1. Specific suggestions for road design improvements (616)
2. Concerns with fast cyclists (494)
3. General safety concerns (ie. road crossings) (288)
4. Concerns about accessibility (222)
5. Appreciation of the car free park (222)

Phase 1 Engagement: Social Pinpoint Themes

Areas with the Most Comments

1. **Zone F** – Grenadier Café and Centre Rd, Colborne Lodge Dr. Intersection (483 pins)
2. **Zone J** – Recreation on Colborne Lodge Dr. (380 pins)
3. **Zone A** - Bloor St Entrance (213 pins)
4. **Zone B** – Colborne Lodge Dr., Spring Rd., West Rd. Intersection (158 pins)
5. **Zone C** – West Rd. near Jamie Bell Playground (141 pins)



Poll Question # 1

We want to understand who is joining us today, people use the park in different ways. What is your favorite reason to visit High Park?

1. Sports
2. Exercise
3. Being with family or friends
4. Going to a playground or splash pad
5. Gardening
6. Nature
7. Visiting sites (cherry blossoms, the pond, hillside gardens, etc)
8. Dog walking
9. Ceremony or cultural activities
10. Other _____

Poll Question # 2

**The road redesign is about rebalancing the roads for a variety of users.
How do you like to move through the park? (select as many as apply)**

1. Walking
2. Running
3. Driving
4. Cycling
5. Rolling (Assisted Mobility Device)
6. Transit
7. Other _____

Design Goals

High Park Road Re-Design Goals

The goal of the road re-design is to provide high quality public realm improvements that enhance safety, accessibility and the park's natural environment.



Both options enhance safety by:

- Providing **raised cross walks** with improved signage
- Providing **clear, continuous pedestrian routes**
- **Buffering pedestrian paths** of travel
- **Providing a diverted cycle lane** that connects West Road and Colborne Lodge Drive, and **creating a pedestrian plaza within the roadway**
- **Improving clarity at intersections** through pavement markings, signage, and other strategies such as narrowed roads
- Using **traffic calming design tools** to reduce user conflicts and overall speed within the park



Both options improve accessibility by:

- Providing an **accessible, clear path of travel** with a minimum of 2.1m width
- Providing **improved AODA compliant pedestrian crossovers (PXO's)**
- **Increasing the amount of accessible seating** and providing **different seating types**
- **Maintaining the number of existing accessible parking spaces**
- **Improving Pick-up/Drop-off areas**
- Providing **simplified, predictable pedestrian circulation**
- Providing **clearer Wheel Trans and bus stop locations** with nearby seating
- Increasing **bike parking**



Approach to Enhancing the Natural Environment

Both options enhance the natural environment by:

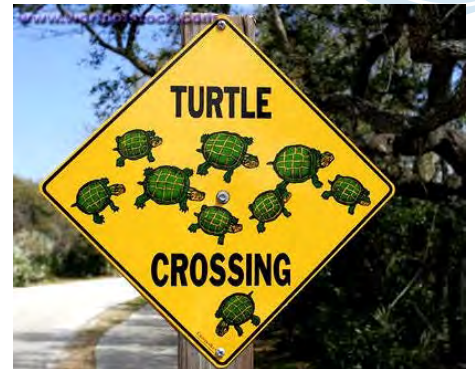
- Focusing improvements within existing paved areas and providing an **overall reduction in paved area**
- **Protecting existing trees**
- **Expanding the Environmentally Sensitive Area (ESA)** where possible
- Implementing **wildlife safety improvements**, using the recommendations from the Toronto Region Conservation Authority (TRCA):
 - Drop curbs with railings
 - Educational signage
 - Wildlife crossings pavement markings
 - Exclusion fencing



Drop Curb



Wildlife Crossing Pavement Markings



Educational Signage



Legend Wildlife Crossing Railing and Seat wall

Poll Question #3

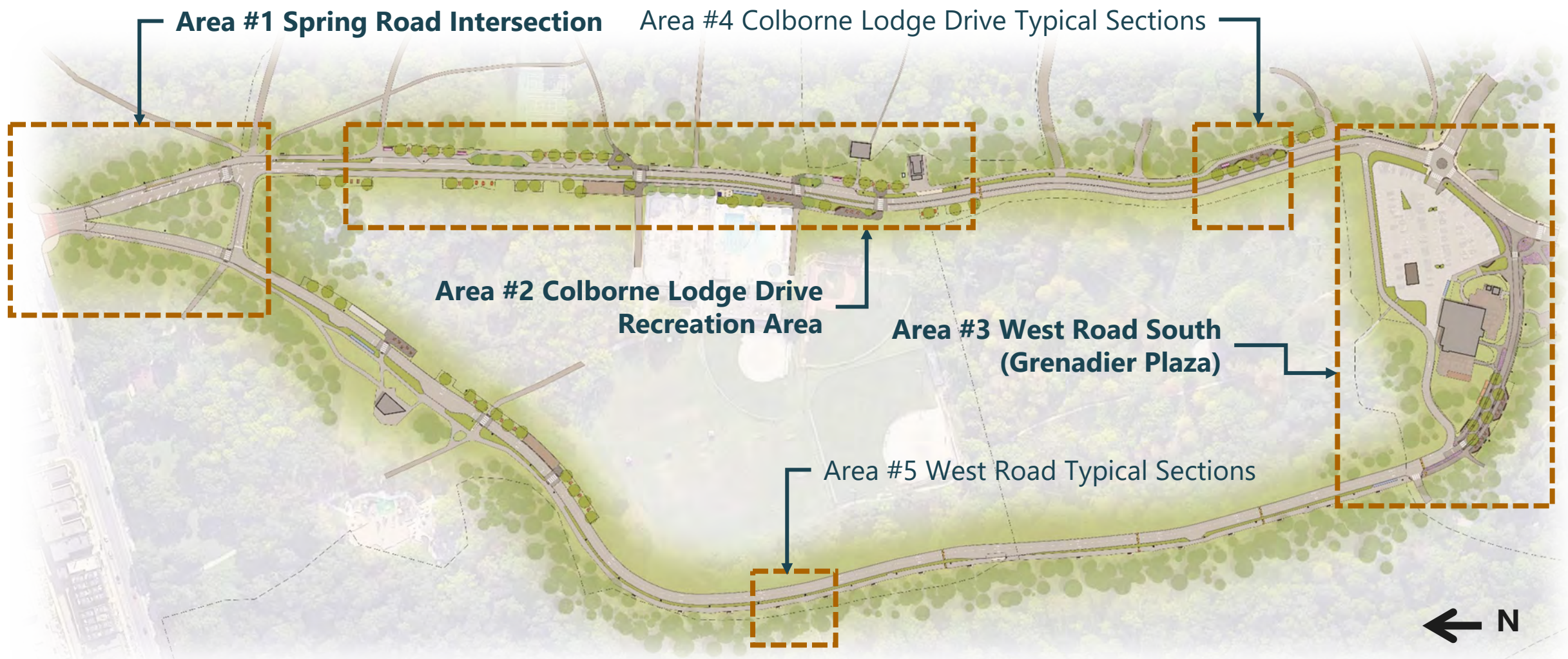
Considering the goals of the Movement Strategy, which are you most interested in?

- Safety for all Park Users
- Improved Accessibility
- Protecting the Natural Environment
- Something else_____

Design Options

About the Design Options

The Design Options presented today illustrate two distinct approaches to creating a safe and accessible public realm. Each option applies proven strategies incorporating a variety of road design elements throughout the proposed designs that respond to each area's unique contextual and functional needs.



Design Option 1 Approach: Separated Modes of Travel

Separated modes of travel provide clear, predictable routes for all park users that are easily navigated.

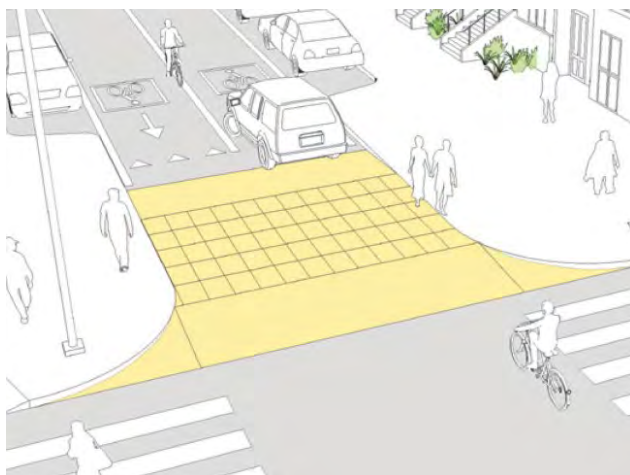
Key Impacts/Outcomes

- Prioritizes safety of all users and modes of transportation
- Requires compliance of all user groups to be successful
- Reduces user conflict
- Improve user clarity; and
- Increase compliance with traffic infrastructure

Design Toolkit



**Protected Cycle Lane
(Physical Barrier)**



Raised Crosswalks



**Designated Cycle Lane
(Pavement Markings)**



**Pedestrian Crossing Signage
with Flashing Lights**



Pedestrian Buffer



Improved Road Signage

Design Option 2 Approach: Shared Spaces

Shared spaces create barrier-free environments that naturally slow movement and enhance safety through visual cues and increased user awareness.

Key Impacts/Outcomes

- Reduces speeds through raised paved areas and narrowed roads and cycle lanes
- Prioritizes pedestrians while supporting low speed cycling and vehicles
- Encourages social interaction, walkability and promotes a sense of community
- Limits opportunities for speed cycling

Design Toolkit



Shared Streets with Pedestrian Priority



Raised Crosswalks & Intersections



Changes in Paving Texture to Slow



Shared Lane Markings



Narrowed Travel Lanes



Pedestrian Crossings with Signage

Area 1: Spring Road Intersection

Area #1 Spring Road Intersection Existing Conditions

Safety Concerns

- Number of crossings
- Low compliance with crossing infrastructure
- Cyclist speeds
- Lack of user clarity
- Bus and cyclist conflict

Accessibility Concerns

- Lack of seating
- Non AODA compliant pedestrian crossings
- Poor pedestrian connectivity
- Clarity on vehicle access at Bloor Street Entrance

Environmental Concerns

- Protecting Large Existing Trees

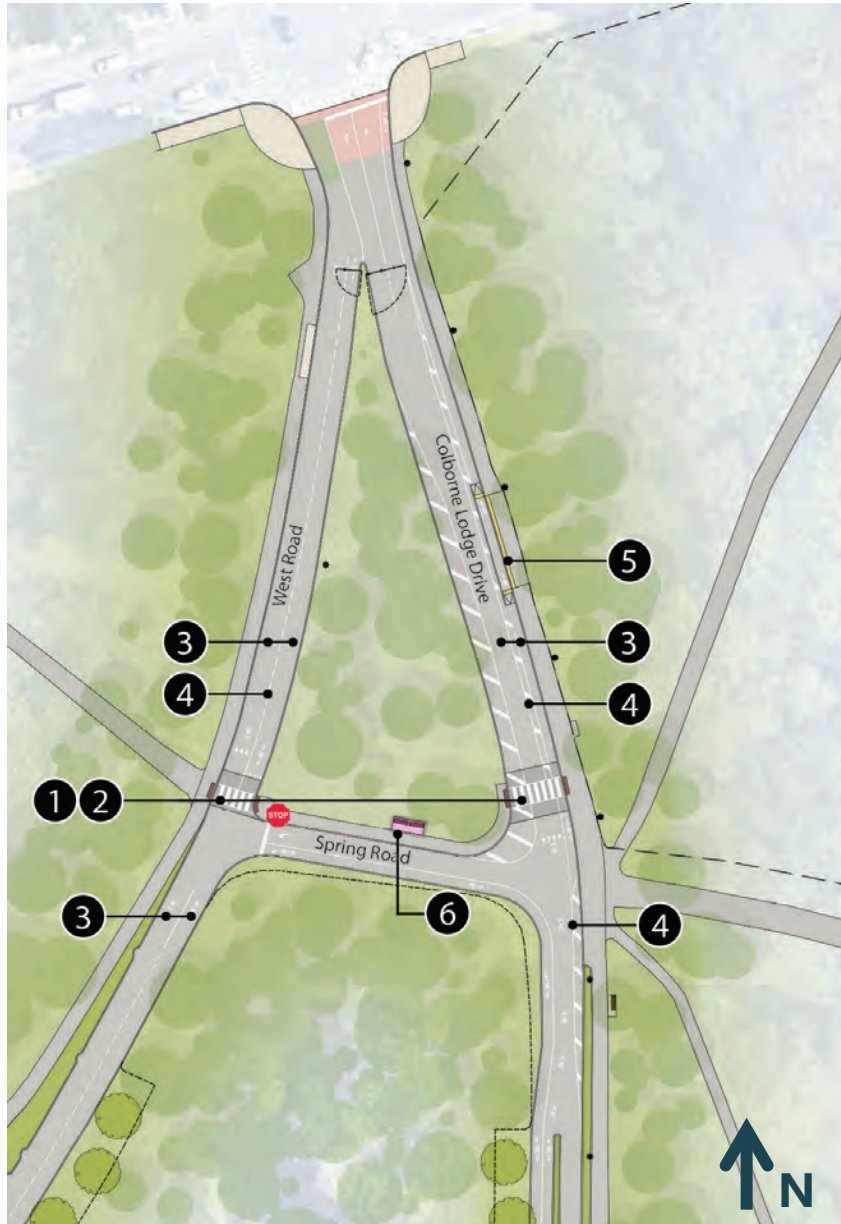


Key Map



Colborne Lodge Dr. and Spring Road intersection

Area #1 Option 1: Simplified crossings and clear paths of travel



Safety Enhancements

1. **Reduced and simplified pedestrian crossings** through the intersection
2. **Raised pedestrian crossings** with signs and push-button lights
3. **Dedicated space for cycling and vehicles**
4. **Clear pavement markings** to guide pedestrians, cyclists and vehicles
5. **Bike lane is raised at the bus platform** to slow cyclist speed

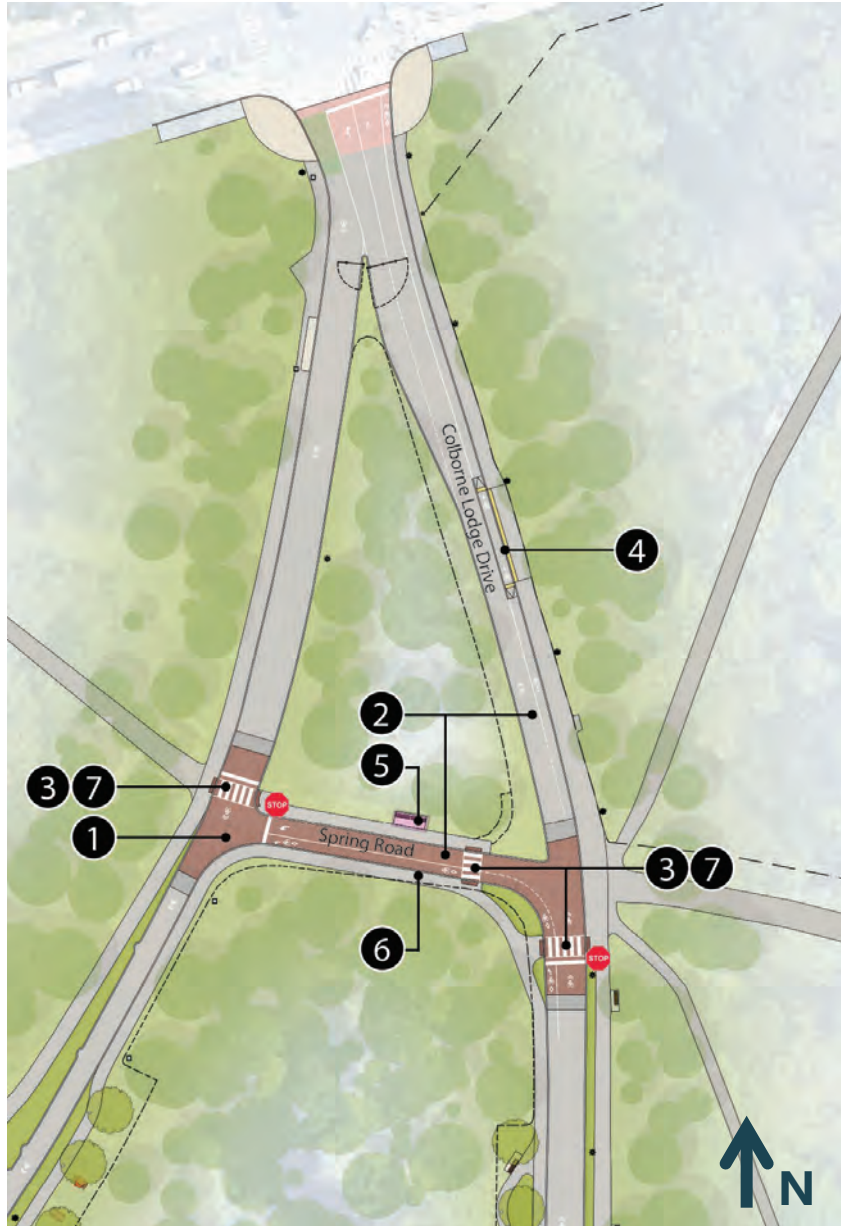
Accessibility Enhancements

6. **Covered bench seating** near trackless train stop
 - **Minimum 2.1m wide pedestrian path**
 - **AODA compliant pedestrian crossings**

Environmental Enhancements

- **Reduced paving** through road narrowing

Area #1 Option 2: Slower, raised shared cycle and vehicle intersection



Safety Enhancements

1. **Raised, textured roadway** for slower vehicle and cycling speeds
2. **Narrowed Spring Road and Colborne Lodge Drive** to slow traffic
3. **Pedestrian crossings realigned**, for shorter crossing distances, with pavement markings and signs
4. **Bike lane is raised at the bus platform** to slow cyclist speed

Accessibility Enhancements

5. **Covered bench seating** near trackless train stop
6. **New continuous sidewalk** on the interior loop
7. **Step free, level movement** at pedestrian crossings
 - **Minimum 2.1m wide pedestrian path**
 - **AODA compliant pedestrian crossings**

Environmental Enhancements

- **Reduced paved areas** through road narrowing

Questions

Area 2: Colborne Lodge Drive Recreation Area

Area #2 Colborne Lodge Drive Recreation Area - Existing Conditions

Safety Concerns

- Low compliance with crossing infrastructure
- Cyclist speeds
- Lack of user separation and clarity of use

Accessibility Concerns

- Limited Pick-up/Drop-off area
- Lack of seating
- Non AODA compliant pedestrian crossings
- Obstructed pedestrian paths of travel
- Poor pedestrian connectivity

Environmental Concerns

- Protecting large existing trees
- Large amount of paved area

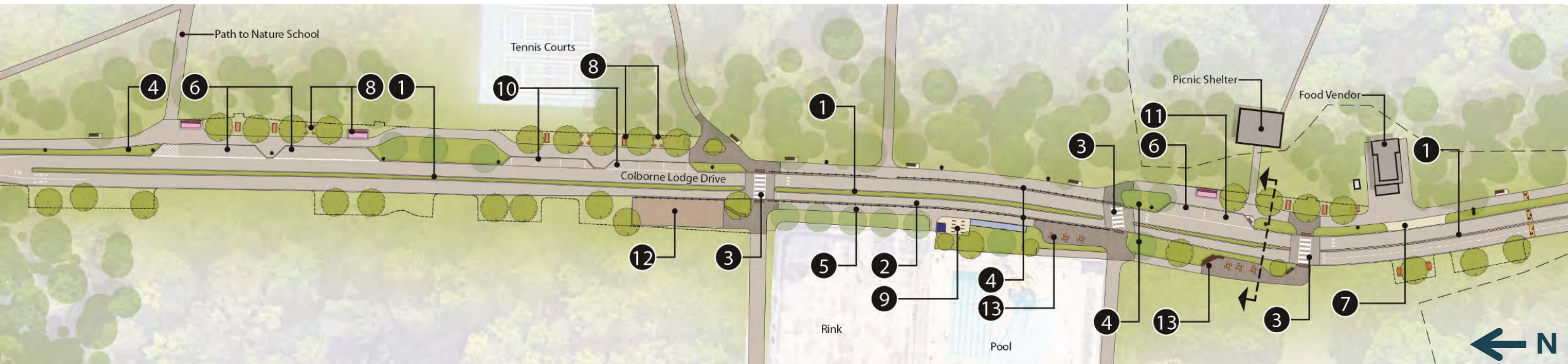


Key Map



Colborne Lodge Dr., looking north

Area #2 Option 1: Separated modes of travel for clarity between users



Safety Enhancements

1. **Cycle and vehicle lanes separated** by planted and concrete medians
2. **Narrowed cycle lane** to reduce cyclist speed
3. **New raised pedestrian crossings** with textured paving, signs and push-button lights
4. Planted boulevard or railing to **buffer pedestrian path of travel**

Accessibility Enhancements

5. **New sidewalk** in front of rink and pool
6. **Increased pick-up/drop-off spaces**
7. **Clearer bus stop location**
8. **More places to sit**
9. **Increased bike parking** and relocated Bike Share
10. **Parallel parking with accessible spaces** in front of tennis courts
11. **Wheel-Trans Pick-up/Drop-off**
 - **Minimum 2.1m wide pedestrian path**

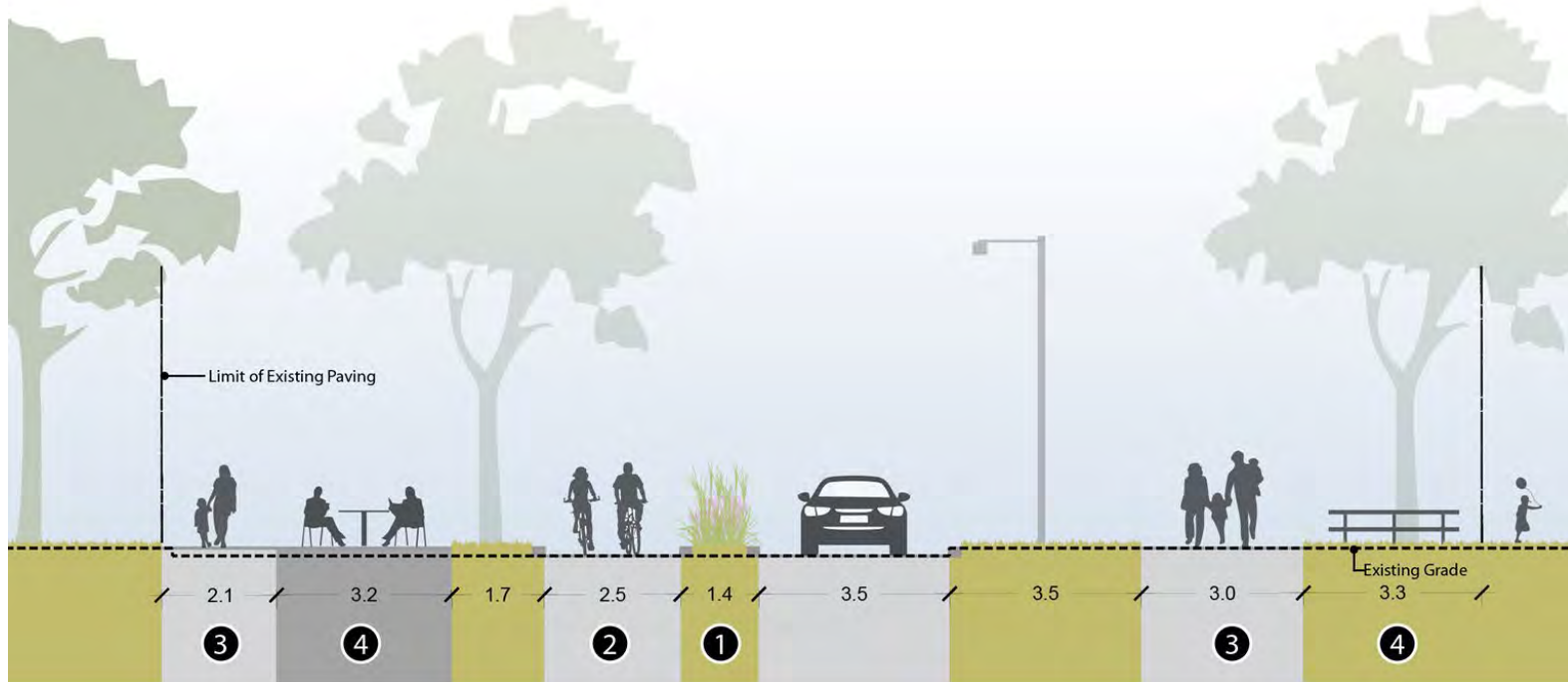
Environmental Enhancements

- **Reduced paving** and expanded green space
- **New tree plantings**

Community Enhancements

12. **Outdoor fitness**
13. **Social seating** in front of pool and ball diamond

Area #2 Option 1 : Separated modes of travel for clarity between users



Safety Enhancements

1. **Cycle and vehicle lanes separated** by planted median
2. **Narrowed cycle lane** to reduce speed

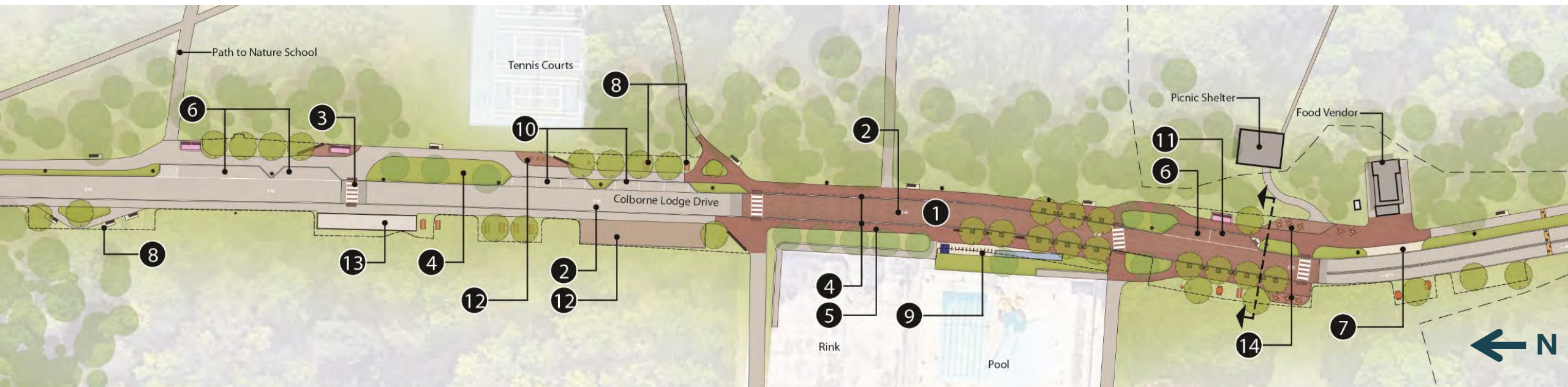
Accessibility Enhancements

3. **Buffered minimum 2.1m wide pedestrian path**
4. **More seating** including picnic tables and bistro tables

Environmental Enhancements

- Expanded green space
- New tree plantings

Area #2 Option 2: Pedestrian priority to slow speeds and share the road



Safety Enhancements

1. **Raised, shared pedestrian priority road** with textured paving in front of rink, pool and ball diamonds
2. **Shared vehicle and cycle lane** to reduce speeds
3. **New pedestrian crossings** with pavement markings and signs
4. Planted boulevard or bollards to **buffer pedestrian path of travel**

Accessibility Enhancements

5. **New sidewalk in front of rink and pool**
6. **Increased pick-up/drop-off spaces**
7. **Clearer bus stop location**
8. **More places to sit**
9. **Increased bike parking** and relocated Bike Share
10. **Parallel parking with accessible spaces** in front of tennis courts
11. **Wheel-Trans Pick-up/Drop-off**
 - **Minimum 2.1m wide pedestrian path**

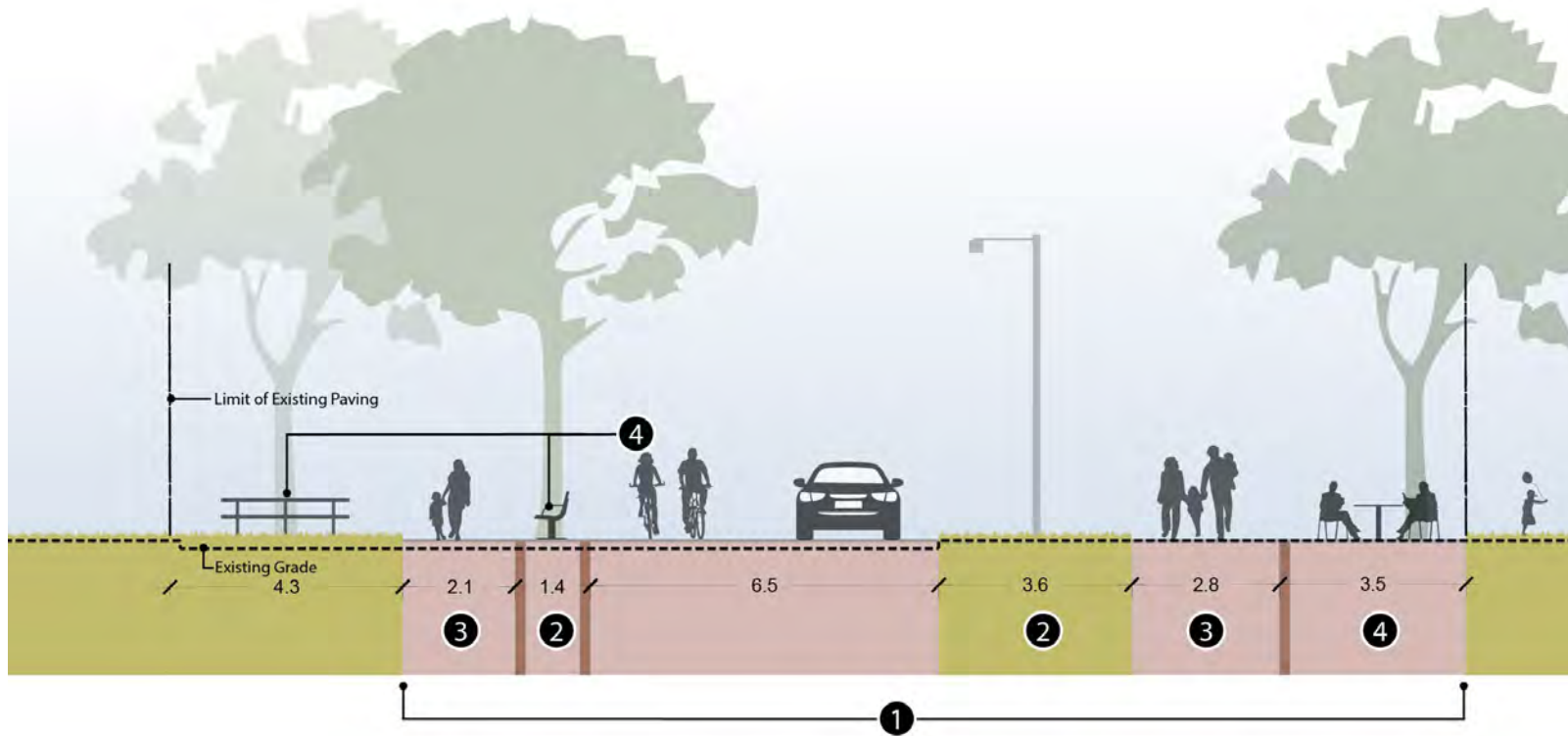
Environmental Enhancements

- **Reduced paving** and expanded green space
- **New tree plantings**

Community Enhancements

12. Outdoor fitness installation
13. Bocce ball and corn hole
14. Social seating

Area #2 Option 2: Pedestrian priority to slow speeds and share the road



Safety Enhancements

1. **Raised, shared pedestrian priority road** with textured paving
2. **Pedestrian buffer zone**

Accessibility Enhancements

- **Step free, level movement** across the space with tactile warnings where appropriate
- 3. **Minimum 2.1m wide pedestrian path**
- 4. **More seating** including picnic tables, benches and bistro tables

Environmental Enhancements

- Expanded green space
- New tree plantings

Questions

Area 3: West Road South

Area #3 West Road South: Existing Condition

Safety Concerns

- Low compliance with crossing and intersection infrastructure
- Cyclist speeds
- Restricted sightlines due to grade change west of centre road intersection
- Lack of user separation and clarity of use
- Lack of clarity for vehicle circulation

Accessibility Concerns

- Lack of seating
- Non AODA compliant pedestrian crossings and intersections
- Poor pedestrian connectivity

Environmental Concerns

- Protecting large existing trees
- Protecting turtle nesting locations

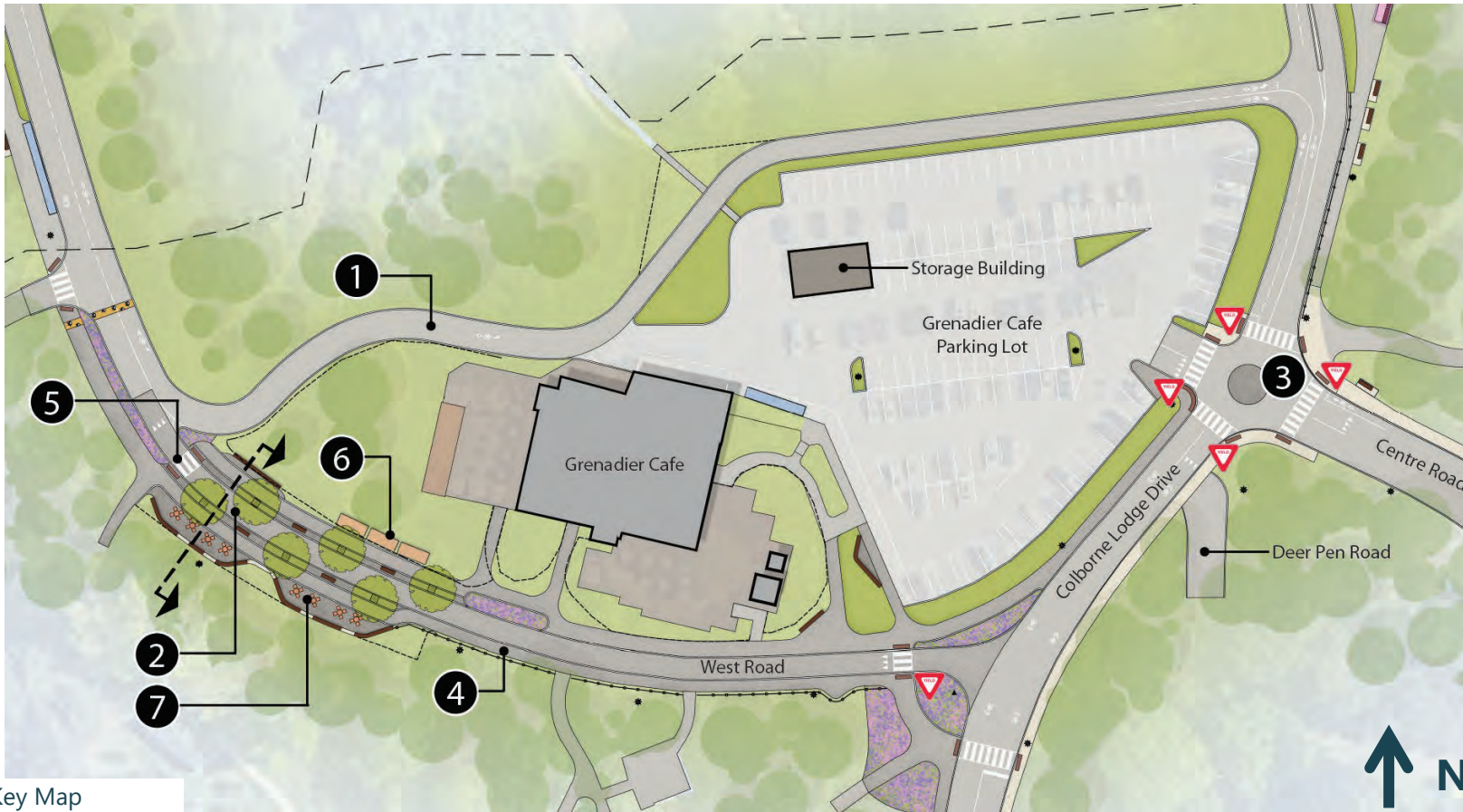


Key Map

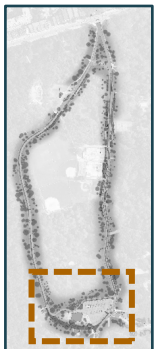


Intersection at Centre Rd. and Colborne Lodge Dr.

Area #3 Option 1: Pedestrian Priority Plaza, Diverted Cycle Lane, Intersection Improvements



Key Map



Safety Enhancements

1. **Diverted Cycle Lane** north of Grenadier Café to re-direct cycle traffic away from new pedestrian-oriented plaza
2. **Pedestrian Oriented Plaza Space** with narrowed authorized vehicle lane to encourage reduced speeds
3. **Yield controlled mini-round about intersection at Centre Road**

Accessibility Enhancements

4. **Formalized sidewalk** on the south side of west road and
5. **Additional pedestrian crossings** to reduce dead-end pedestrian routes
 - **Increased accessible seating**
 - **AODA compliant pedestrian crossings**

Environmental Enhancements

- **Wildlife exclusion measures**
- **New tree plantings**

Community Enhancements

6. **Programming Opportunities – Food Trucks and Markets**
7. **Social seating** on top of Cherry Blossom Hill

Area #3 Option 1: Pedestrian Priority Plaza Improvements

Safety Enhancements

1. **Barrier-free pedestrian oriented shared street** with raised and textured paving
2. **Narrowed travel lane** for authorized vehicles
3. **Planting and furnishing zone** to buffer pedestrian movement

Accessibility Enhancements

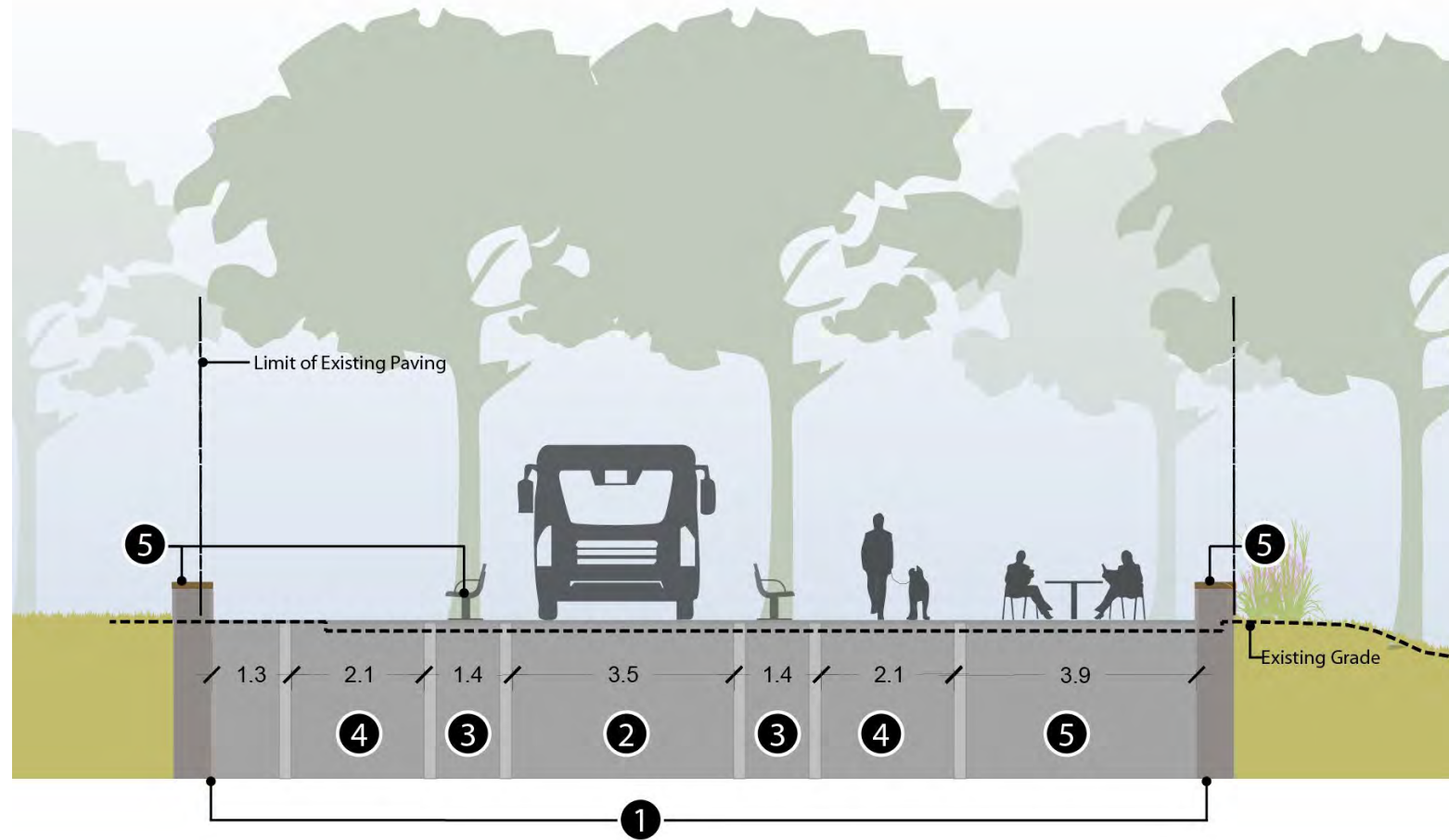
4. **Minimum 2.1m wide pedestrian path**
5. **More seating** including benches, seatwalls and bistro tables

Environmental Enhancements

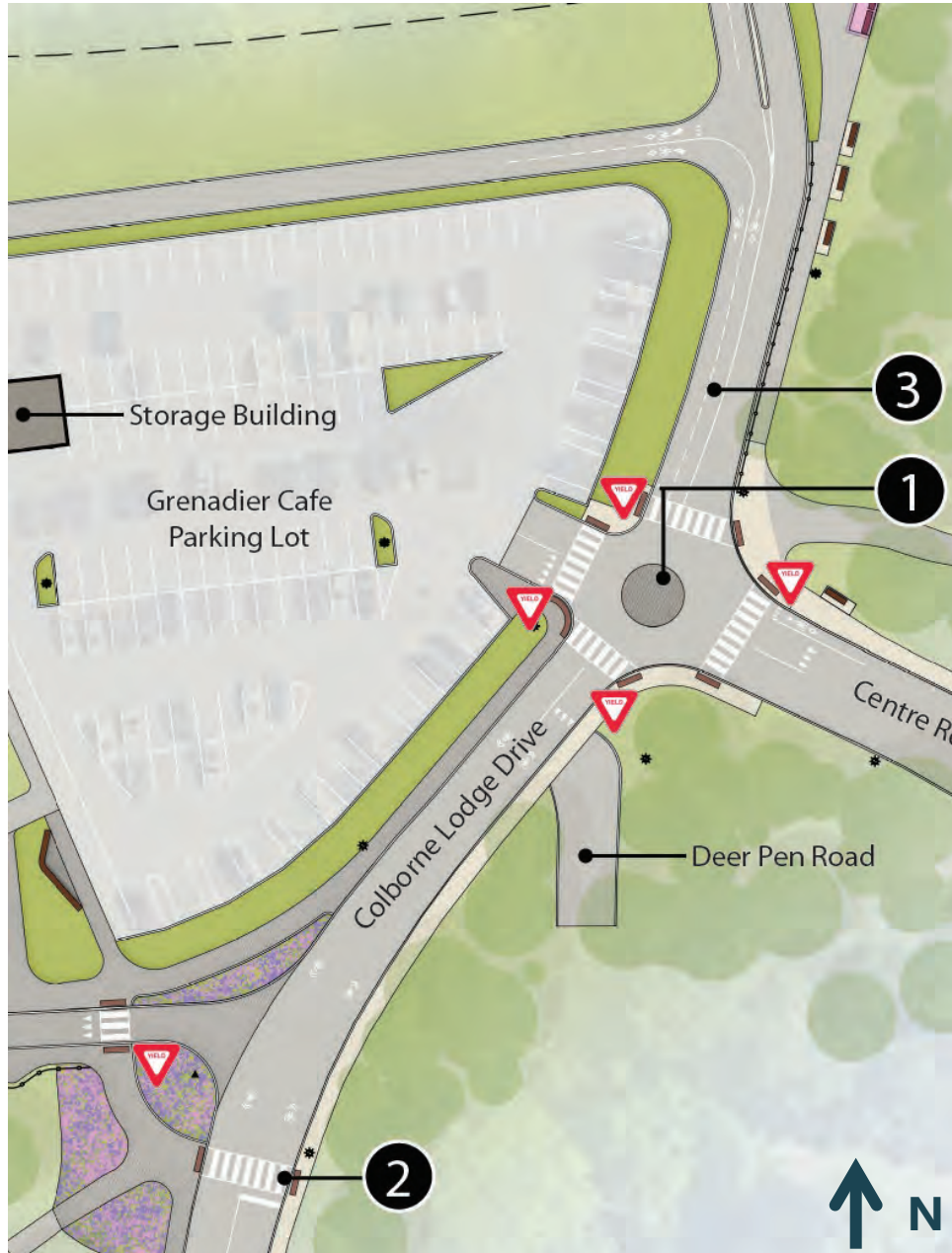
6. **Wildlife exclusion seat wall**

Community Enhancements

- **Space for food truck** and market programming



Area #3 Option 1: Centre Road Intersection



Key Map



Safety Enhancements

1. **Yield controlled round about** at Centre Road with AODA compliant crossings
2. **Pedestrian crossing** with signage and flashing lights
3. **Improved pavement markings** at intersections for user clarity

Key Outcomes

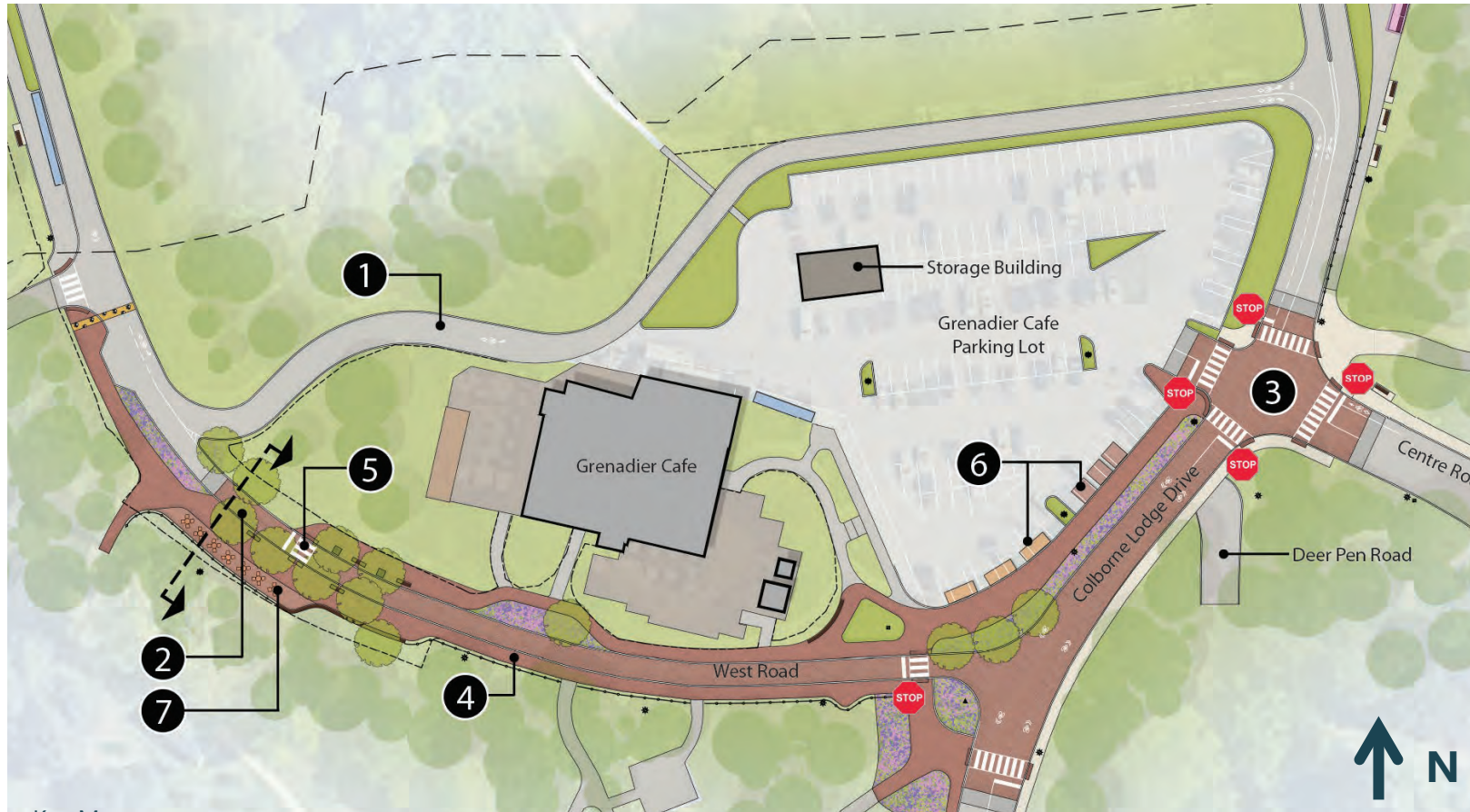
- Lower vehicle speeds
- Clear organization of traffic to minimize conflicts
- Diverted cycle lane reduces the number of cyclists in this area
- Eliminates need for cyclists to come to a complete stop (addresses enforcement/compliance tensions)



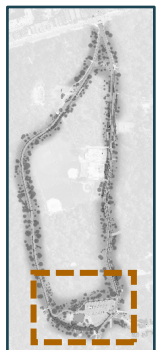
Mini Round About



Area #3 Option 2: Shared Pedestrian Priority Plaza, diverted cycle Lane, Intersection



Key Map



Safety Enhancements

1. **Diverted Cycle Lane** north of Grenadier Café to re-direct cycle traffic away from new pedestrian-oriented plaza
2. **Pedestrian Oriented Plaza Space** with narrowed authorized vehicle path of travel to encourage reduced speeds
3. **Raised, textured stop controlled intersection at Centre Road**

Accessibility Enhancements

4. **Formalized sidewalk** on the south side of west road and
5. **Additional pedestrian crossings** to reduce dead-end pedestrian routes

- Increased accessible seating
- AODA compliant pedestrian crossings

Environmental Enhancements

- Wildlife exclusion measures
- New tree plantings

Community Enhancements

6. **Programming Opportunities – Food Trucks and Markets**
7. **Social seating** on top of Cherry Blossom Hill

Area #3 Option 2: Pedestrian Priority Plaza Improvements

Safety Enhancements

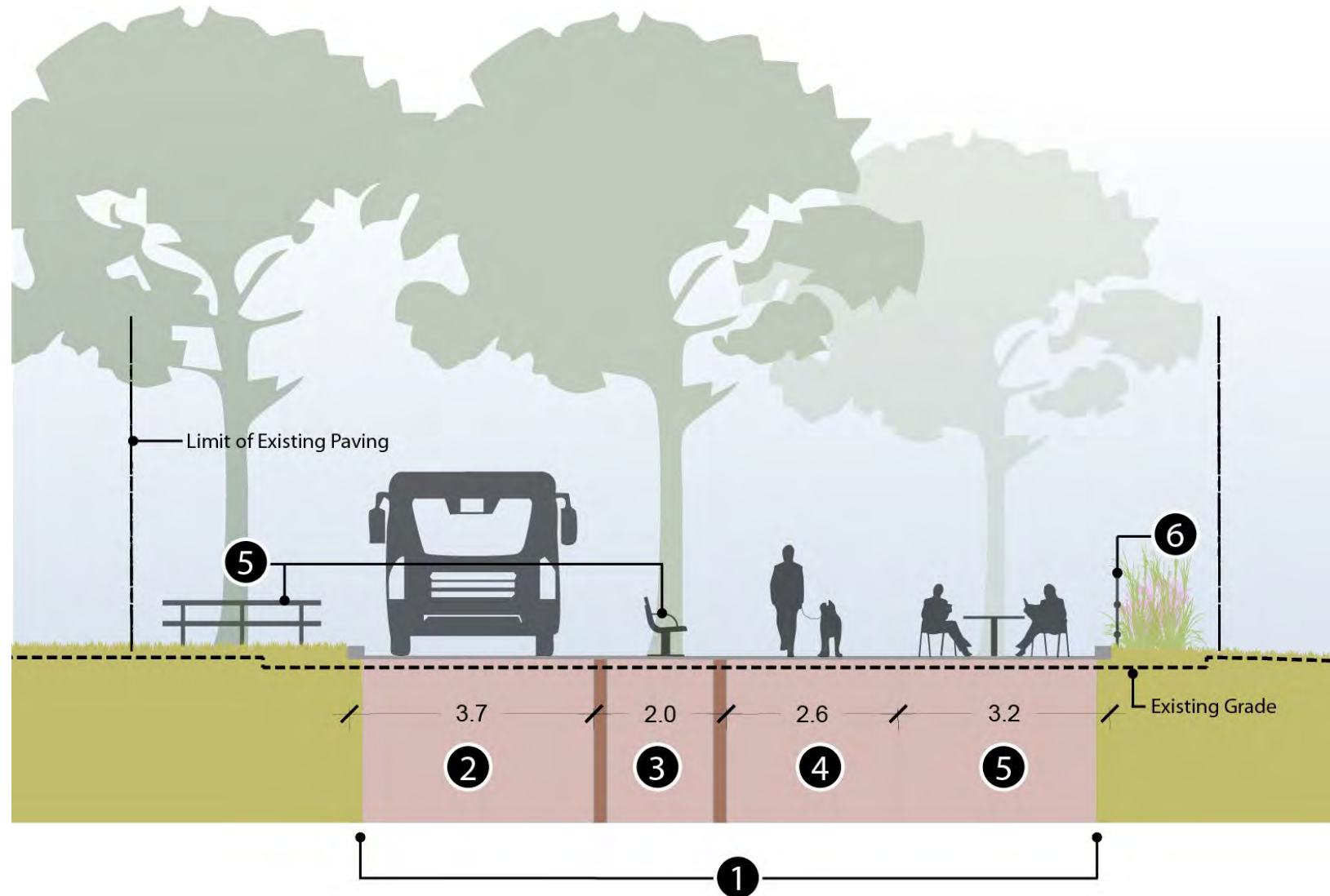
1. **Barrier-free pedestrian oriented shared street** with raised and textured paving
2. **Narrowed travel lane** for authorized vehicles
3. **Planting and furnishing zone** to buffer pedestrian movement

Accessibility Enhancements

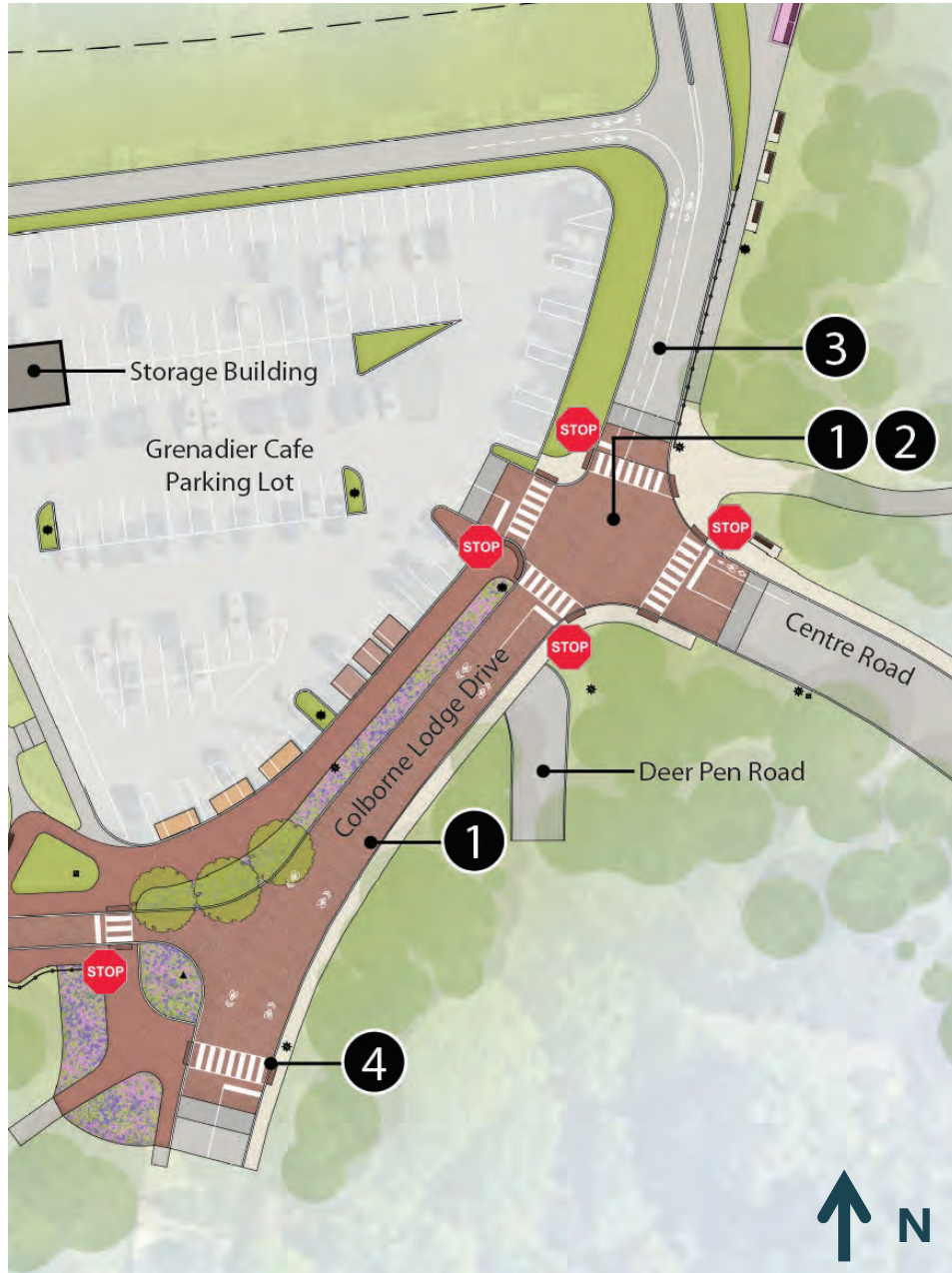
4. **Minimum 2.1m wide pedestrian path**
5. **More seating** including picnic tables, benches and bistro tables

Environmental Enhancements

6. **Wildlife exclusion railing**



Area #3 Option 2: Centre Road Intersection

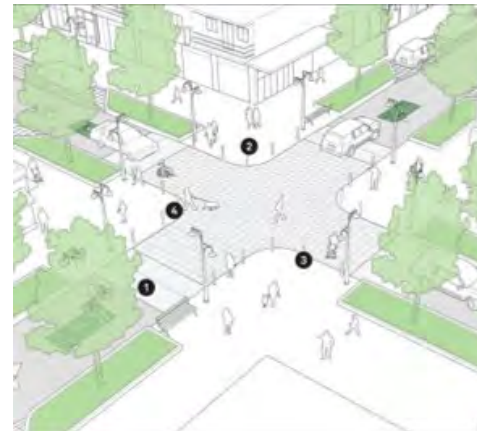


Safety Enhancements

1. **Raised, textured roadway and intersection** for slow vehicle and cycle speeds
2. **Stop controlled intersection** with AODA compliant crossings
3. **Improved pavement markings** for user clarity
4. **Pedestrian crossing** with pedestrian priority signage

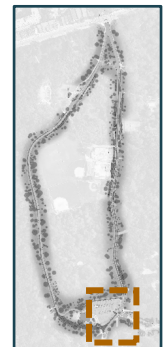
Key Outcomes

- Lower vehicle speeds
- Clear cues to vehicles to stop for pedestrians and minimize conflicts
- Provides visual separation and increased safety
- Diverted cycle lane reduces the number of cyclists in this area



Small Raised Intersection

Key Map



Questions

Areas 4 and 5: Colborne Lodge Dr and West Road

Areas 4 and 5: Colborne Lodge Dr. and West Rd.

Areas 4 and 5 show the typical treatments along Colborne Lodge Dr. and West Rd. Both can be viewed in more detail on the online survey

Area 4: Colborne Lodge Dr.

- Option 1 includes a passing cycle lane and a wider pedestrian buffer
- Option 2 does not have a passing cycle lane
- They both include parallel parking beside the dog park

Area 5: West Road

- Option 1 has separate cycle and vehicle lanes
- Option on 2 has a narrower shared cycle and vehicle lane, a wider sidewalk, and expands the ESA



View down West Road looking south

Having learned more about the two different design options, do you have a preferred approach?

1. Shared spaces
2. Separated modes of travel
3. I like both
4. I like neither
5. I don't know enough yet

Next Steps

- Virtual survey open April 1- April 21 (open to all)
- Feedback from these activities will be shared on the project web page and used to inform a single preferred design.
- The preferred design will be shared through a virtual open house.

Take the Survey!



<https://ca.mar.medallia.com/highparkmoveoptions>

Questions?

Contact:

highparkmove@toronto.ca

www.toronto.ca/highparkmove

Appendix

Area 4: Colborne Lodge Drive Typical Sections

Area #4 Colborne Lodge Drive – Existing Conditions

Safety Concerns

- Cycling Speeds
- Lack of user separation and clarity of user

Accessibility Concerns

- Lack of seating
- Lack of clear direct pedestrian circulation
- Obstructed pedestrian path of travel

Environmental Concerns

- Large amount of unused paved area



Key Map



Area #4 Option 1: Expanded ESA, Protected Paths of Travel & More Amenities

Safety Enhancements

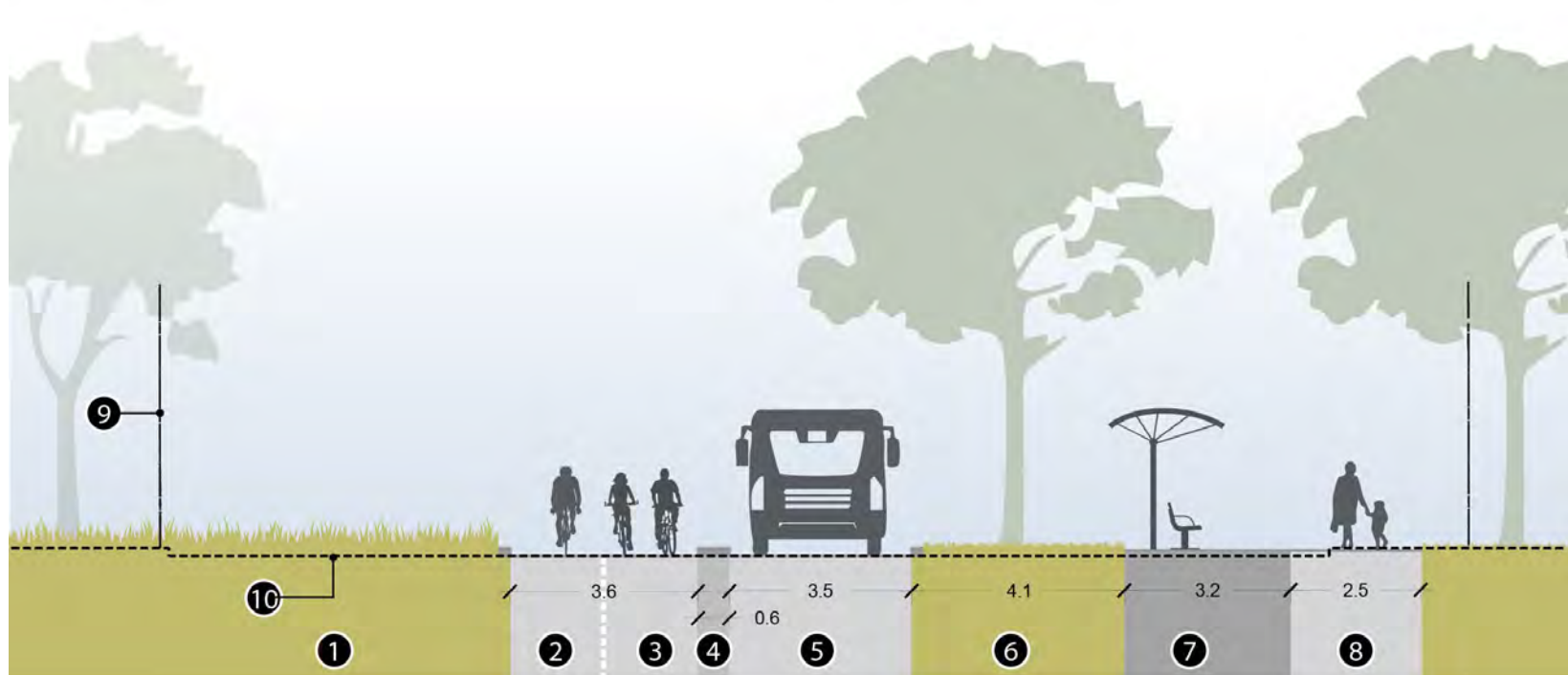
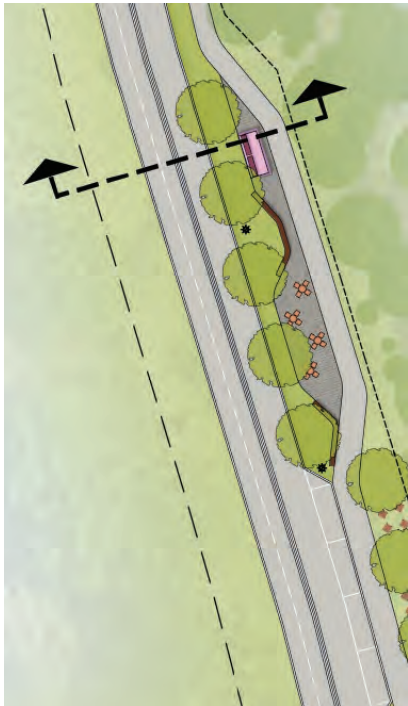
- Protected cycle lanes with passing cycle lane
- Pedestrian buffer zone
- Pedestrian crossings at key locations

Accessibility Enhancements

- Minimum 2.1m wide unobstructed pedestrian path of travel
- Accessible shaded seating

Environmental Enhancements

- Expanded (ESA)
- New tree planting



Legend

- 1** Expanded ESA
- 2** Fast/Passing Cycle Lane
- 3** Protected Cycle Lane
- 4** Median
- 5** Vehicle Lane
- 6** Planted Buffer
- 7** Activation Zone – Covered Seating
- 8** Pedestrian Path (2.1m Min)
- 9** Limit of Existing Paving
- 10** Existing Grade

Area #1 Option 2: Expanded ESA, Protected Paths of Travel & More Amenities

Safety Enhancements

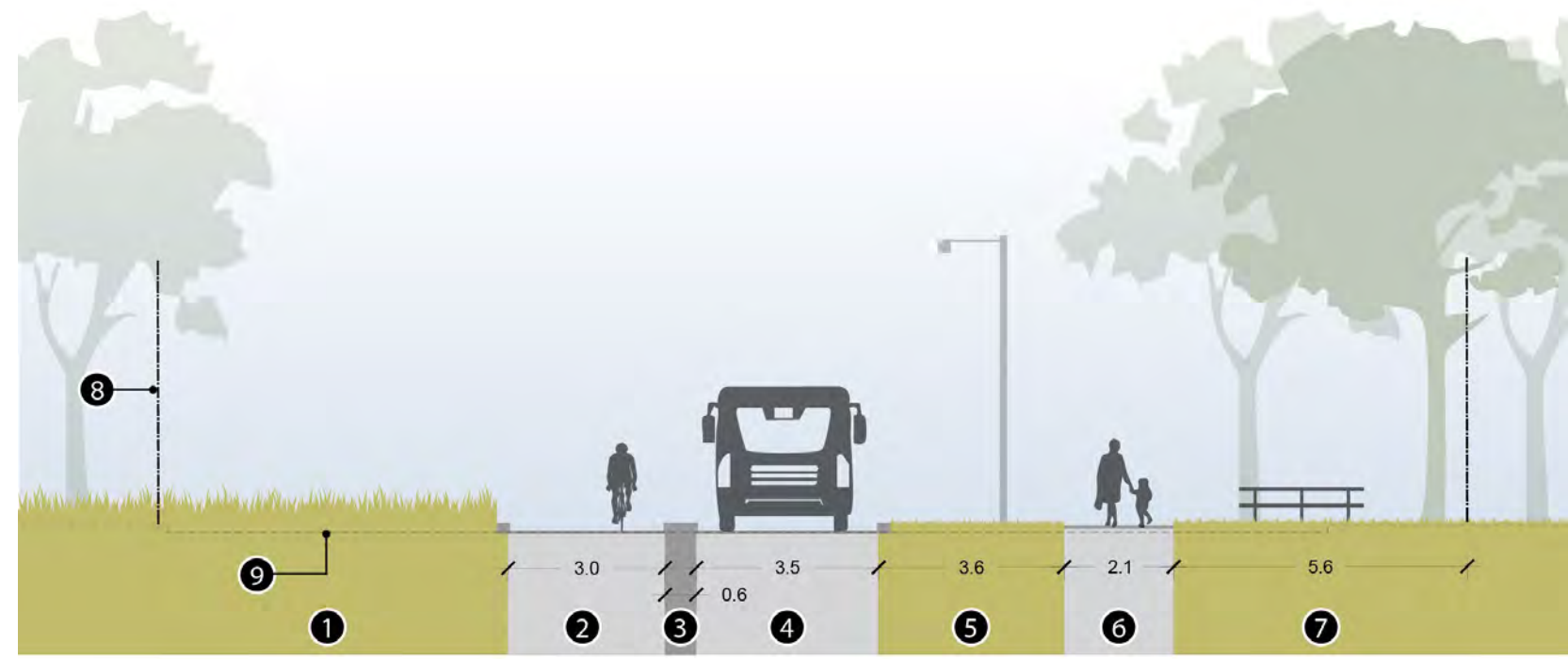
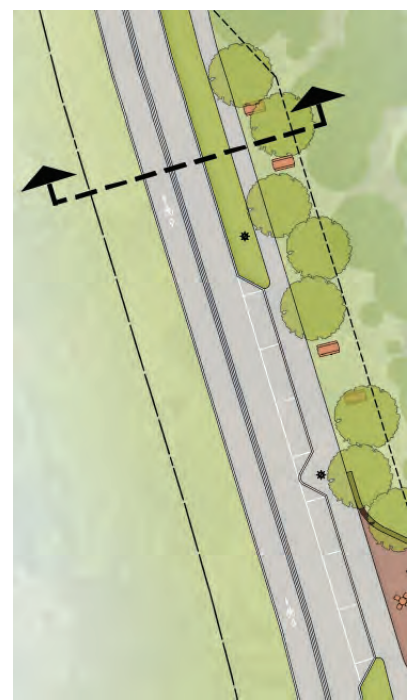
- Protected cycle lanes
- Pedestrian buffer zone
- Pedestrian crossings at key locations

Accessibility Enhancements

- Minimum 2.1m wide unobstructed pedestrian path of travel

Environmental Enhancements

- Expanded Environmentally Sensitive Area
- New tree plantings



- ### Legend
- ① Expanded ESA
 - ② Protected Cycle Lane
 - ③ Median
 - ④ Vehicle Lane
 - ⑤ Planted Buffer
 - ⑥ Pedestrian Path (2.1m Min)
 - ⑦ Activation Zone – Picnic Tables
 - ⑧ Limit of Existing Paving
 - ⑨ Existing Grade

Area 4: West Road Typical Sections

Area #5 West Road - Existing Conditions

Safety Concerns

- Buses crossing cycle lane to access bus stop
- Lack of pavement markings
- Lack of user separation and clarity of use

Accessibility Concerns

- Lack of seating
- Constrained pedestrian pathway width
- Obstructed pedestrian path of travel

Environmental Concerns

- Pedestrian impacts on ESA



Key Map



Area #5 Option 1: Planted Buffer, Increased Seating & Expanded ESA

Safety Enhancements

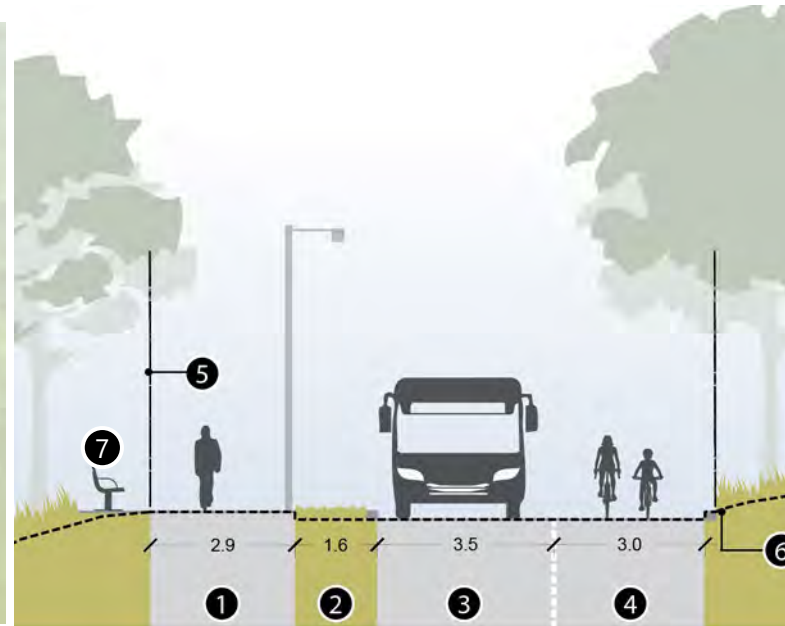
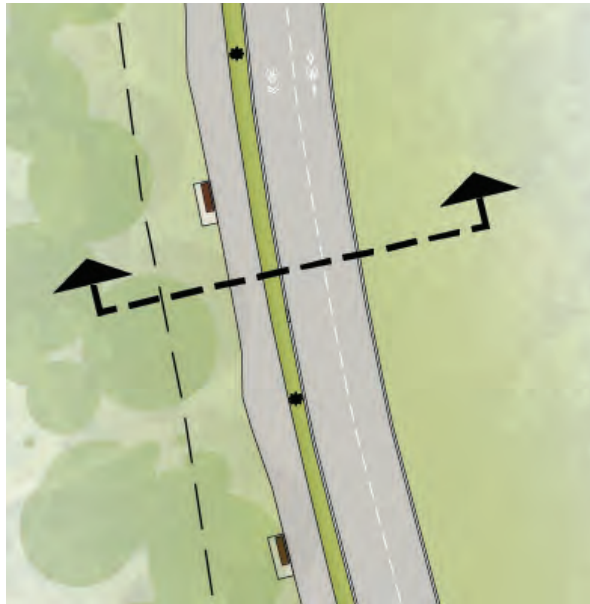
- Designated cycle lane
- Pedestrian buffer zone

Accessibility Enhancements

- Minimum 2.1m wide pedestrian path of travel
- Accessible bench seating

Environmental Enhancements

- Minimal to no encroachment into ESA
- Increased tree planting where possible
- Wildlife crossings



Legend

- ① Pedestrian Path (2.1m Min)
- ② Planted Buffer
- ③ Shared Vehicle & Passing Cycle Lane
- ④ Designated Cycle Lane
- ⑤ Limit of Existing Paving
- ⑥ Existing Grade
- ⑦ Bench Seating

Area #5 Option 2: Planted Buffer, Increased Seating & Expanded ESA

Safety Enhancements

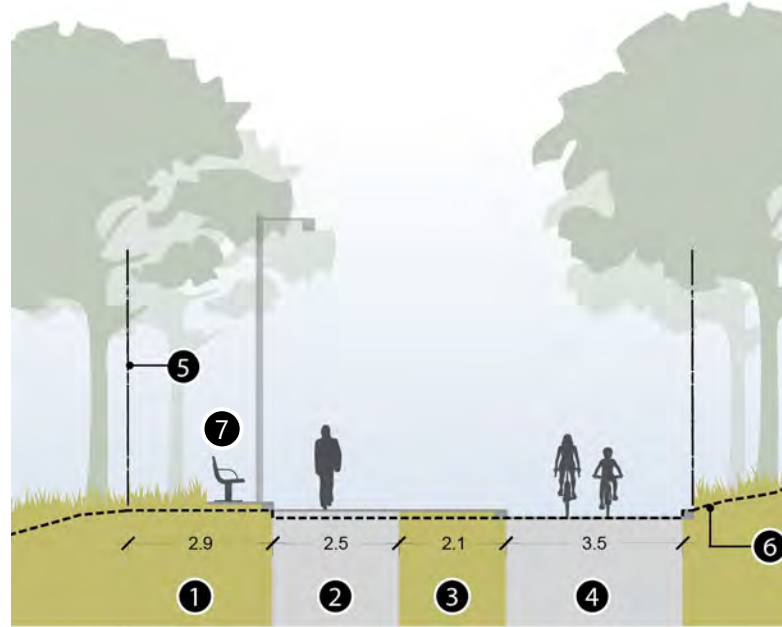
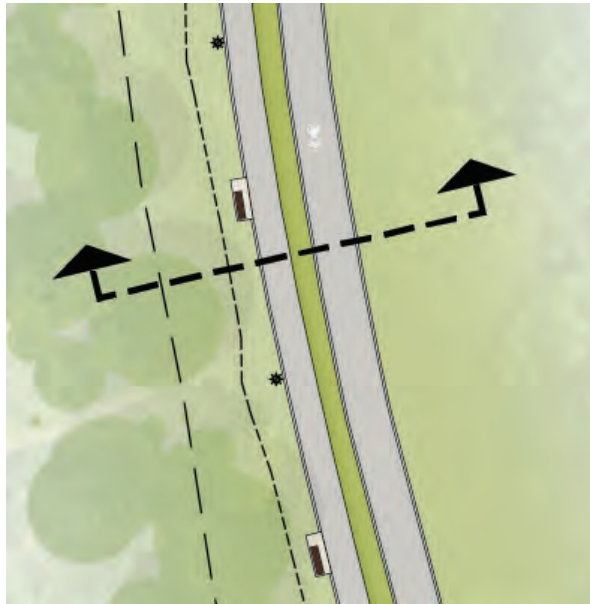
- Narrowed traffic lane
- Pedestrian buffer zone

Accessibility Enhancements

- Minimum 2.1m wide pedestrian path of travel
- Un-obstructed pedestrian path of travel
- Accessible bench seating

Environmental Enhancements

- Expanded ESA
- Increased tree planting where possible
- Wildlife crossings



Legend

- ① Expanded ESA
- ② Pedestrian Path (2.1m Min)
- ③ Planted Buffer
- ④ Shared Space – Shared Vehicle & Cycle Lane
- ⑤ Limit of Existing Paving
- ⑥ Existing Grade
- ⑦ Bench Seating