

Downtown Infrastructure Renewal Program

Wyndham Street Cross Section and St George's Square Intersection

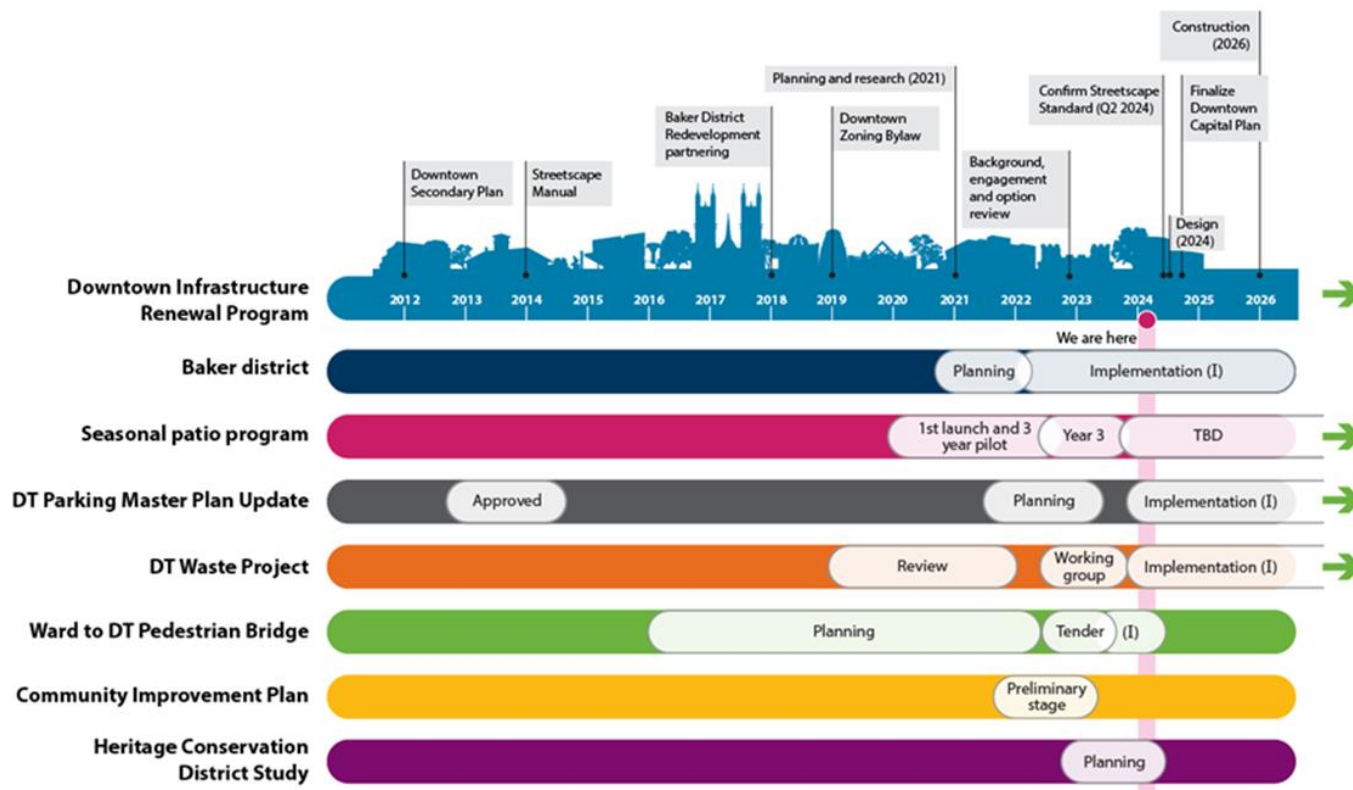
Committee of the Whole Presentation

February 6, 2024



**Downtown
Renewal**

Downtown Renewal



Other considerations

- Drill Hall
- Guelph Central Station proposed terminal building
- Future DT riverfront park

Advancing Future Guelph Themes



City Building

Improve housing supply

Grow and care for our
community spaces and places

Make it easier to get around



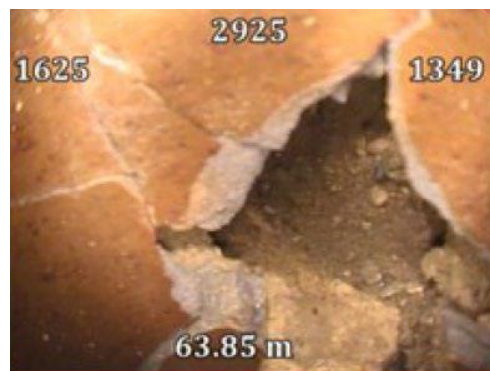
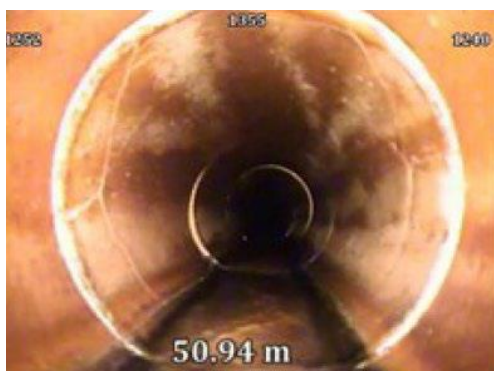
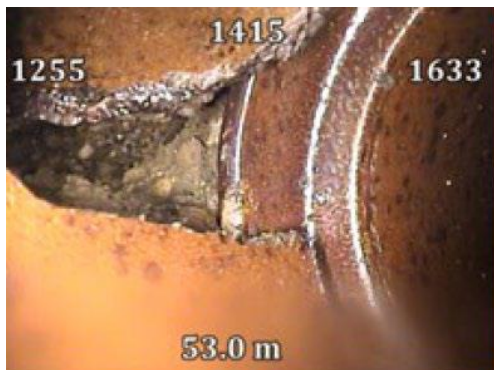
People and Economy

Grow Guelph's economy

Make downtown a
vibrant place for everyone

Support community well-being

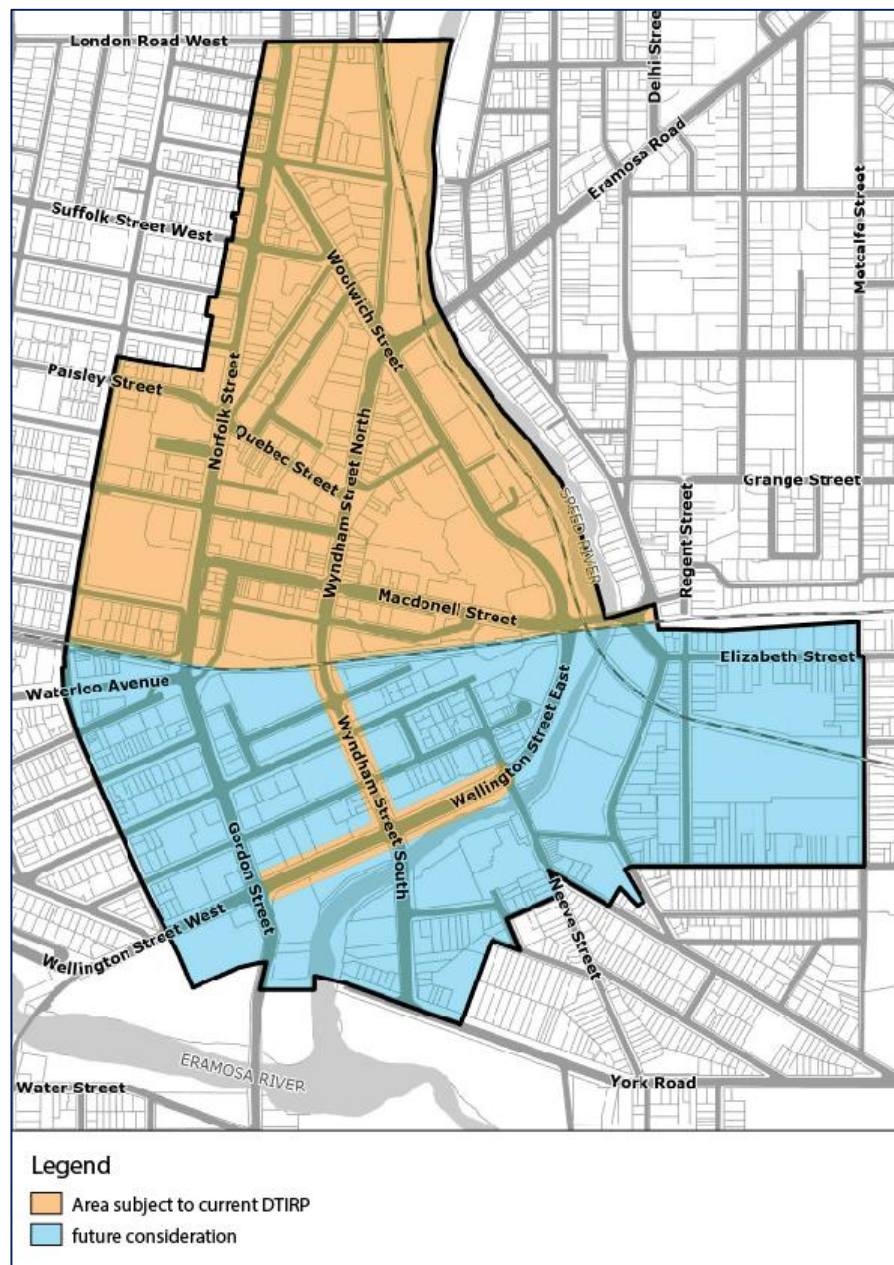
DTIRP – Why now?



DTIRP Study Area

DTIRP Goals

- Future Ready Downtown
- Implement Downtown Vision
- Innovative Approach



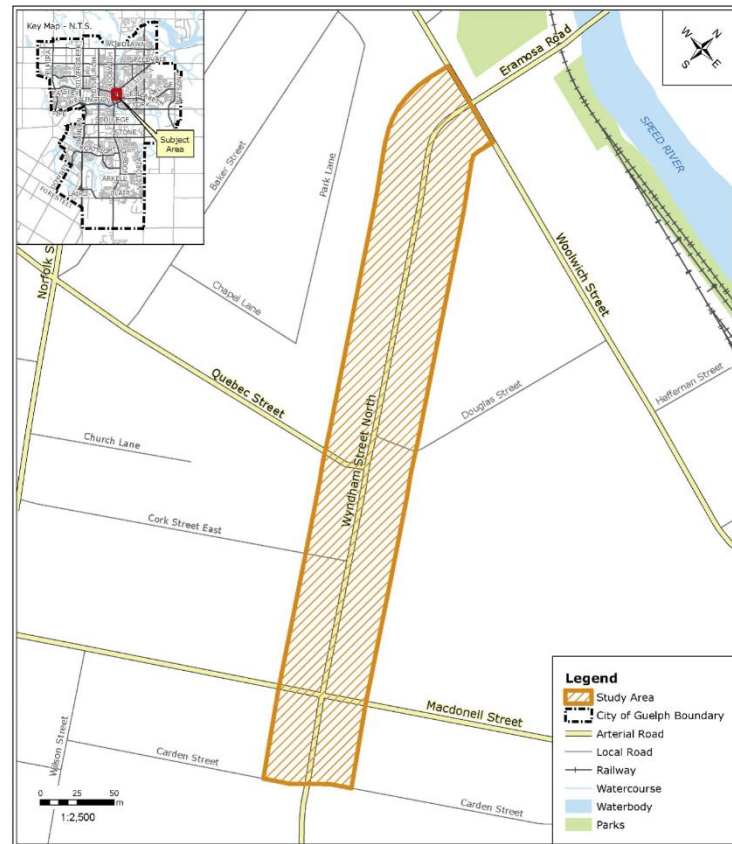
Wyndham Street EA – Study Area & Goals

Study Area

- Wyndham Street between Carden Street and Woolwich Street including St. George's Square

Goals

- Enhance road safety, operations, and connections for people who walk, ride bikes, take transit and drive.
- Improve how the Wyndham Street / Quebec Street / Douglas Street intersection (and St. George's Square) functions.
- Support current City policies to advance Downtown vibrancy and revitalization efforts.



Wyndham EA Study Area

Engagement

Community

- 3 Popup Events
- 2 Public Information Centres
- 3 Have-Your-Say Opportunities
- Door to Door Notice

Key External Stakeholders

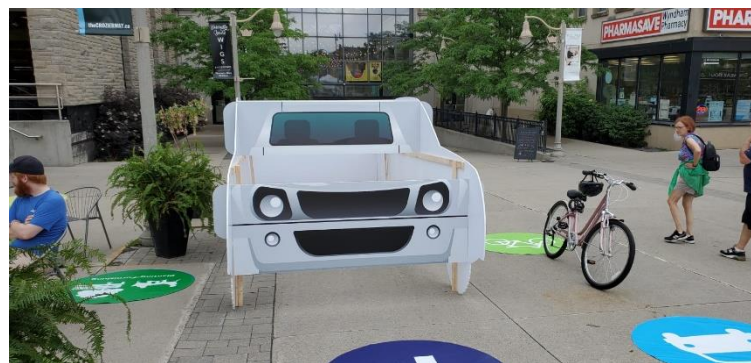
- Downtown Merchants Meeting
- 3 DGBA meetings
- 2 GEDAC meetings
- Agencies

Internal Subject Matter Experts

- Over 40 from various Departments



Public Information Centre at City Hall



Tactical Urbanism Engagement Set Up

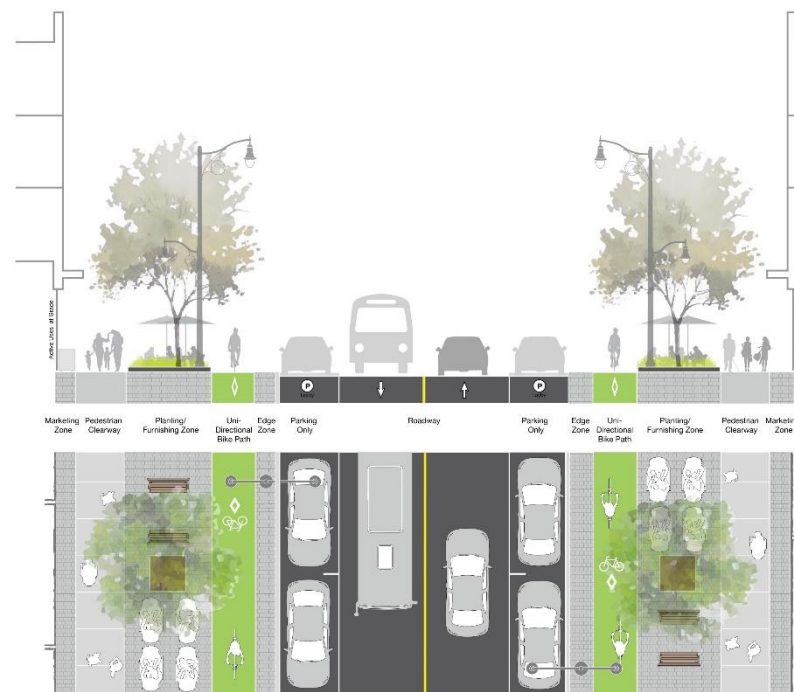
Wyndham Street Corridor Shortlisted Options

- Option 1: Do Nothing
- Option 2: Two-lanes with Shared Use and Angled Parking on One Side of Street
- Option 3: Two-lanes with Uni-Directional Bike Path
- Option 4: Two-lanes with Bi-Directional Bike Path

Options focused on the number of lanes available for vehicles and the accommodation for cycling, which then influences space for parking and other uses such as events, plantings or seating areas.

Recommendation: Two-lanes with Uni-Directional Bike Path

- From four-lanes to two-lanes, providing traffic calming, transit and personal vehicle usage.
- Dedicated lanes for cyclists with physical buffer from vehicles in accordance with TMP.
- Provides for loading zones and parking for similar number of vehicles, maintaining on-street access to businesses.
- Introduces formalized planting / furnishing zone, providing permanent space for flexible uses to create an improved pedestrian zone.
- Furnishing zones and space for equitable flexible uses along both sides as opposed.
- Facilitates seasonable flexible uses (i.e., patio program)



**Recommended Wyndham Street
Cross-Section**

Seasonal Patio Program Configuration



Typical Configuration

Seasonal Patio Program Configuration

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



- Option 1: Standard Intersection Improvements
- Option 2: Realigned Four-leg Intersection
- Option 3: Traffic Circle



Option 1: Standard Intersection Improvements

Summary

St. George's Square continues to occupy the areas on the outside of the intersection, maintaining three distinct public spaces.

Key Features, Pros and Cons

- ✔ **Overall:** Existing configuration with added safety improvements, making it easier to drive, walk & cycle.
- **Pedestrians:** Marked crosswalks at all streets, Douglas Street remains uncontrolled (no stop sign or traffic signal).
- **Cyclists:** Protected bike paths carried through intersection. Crossing at Douglas Street remains uncontrolled (no stop sign or traffic signal).



Standard Intersection Configuration

✔ Pro
 - Neutral
 ✘ Con

Option 1: Standard Intersection Improvements (2)

Key Features, Pros and Cons

- ✓ **Roadway:** Similar operations to existing condition but with fewer travel lanes on Wyndham Street, improved geometric design, and optimized signals.
- **Public Realm:** No change from existing condition.
- ✓ **Special:** Existing public space arrangement, slightly larger spaces, opportunity to build upon a familiar design.
- ✓ **Cost:** \$13 million (approx).



Standard Intersection Configuration

Option 2: Realigned Four-leg Intersection

Summary

Realigns Quebec Street and Douglas Street to create a conventional four-leg intersection. St. George's Square continues to occupy the areas on the outside of the intersection, maintaining three distinct public spaces.

Key Features, Pros and Cons

- ✓ **Overall:** Improves multi-modal safety and operations.
- ✓ **Pedestrians:** Marked and controlled crosswalks at all streets.
- ✓ **Cyclists:** Protected bike paths carried through intersection. Controlled crossing at Douglas Street improves safety (traffic signal).



Realigned four-leg Intersection Configuration.

Option 2: Realigned Four-leg Intersection (2)

Key Features, Pros and Cons

- ✓ **Roadway:** Conventional and predictable intersection operations. Allows for future redirection of Douglas Street, if desired.
- **Public Realm:** Requires moderate geometric adjustments to St. George's Square, re-allocating public space to different places.
- ✓ **Special:** Retains similar public space arrangement but improves intersection performance.
- ✓ **Cost:** \$13 million (approx).

✓ Pro – Neutral ✗ Con



Realigned four-leg Intersection Configuration.

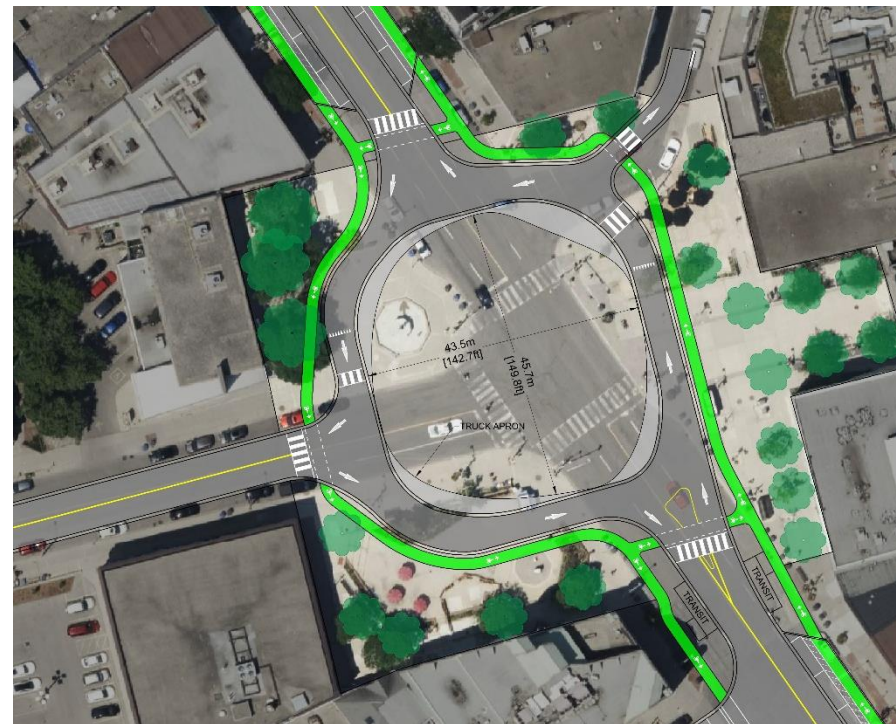
Option 3: Traffic Circle

Summary

This option is similar to the City's earlier vision for the intersection, as identified in the 2014 Streetscape Manual. Each of the streets intersects with a one-way loop, with all vehicles moving in a counterclockwise direction.

Key Elements

- ✔ **Overall:** Creates consolidated public space that supports a broader range of programming.
- **Pedestrians:** Potential safety concerns from pedestrians moving in and out of the public plaza generally mitigated by slower vehicle speeds and location of the crossings.



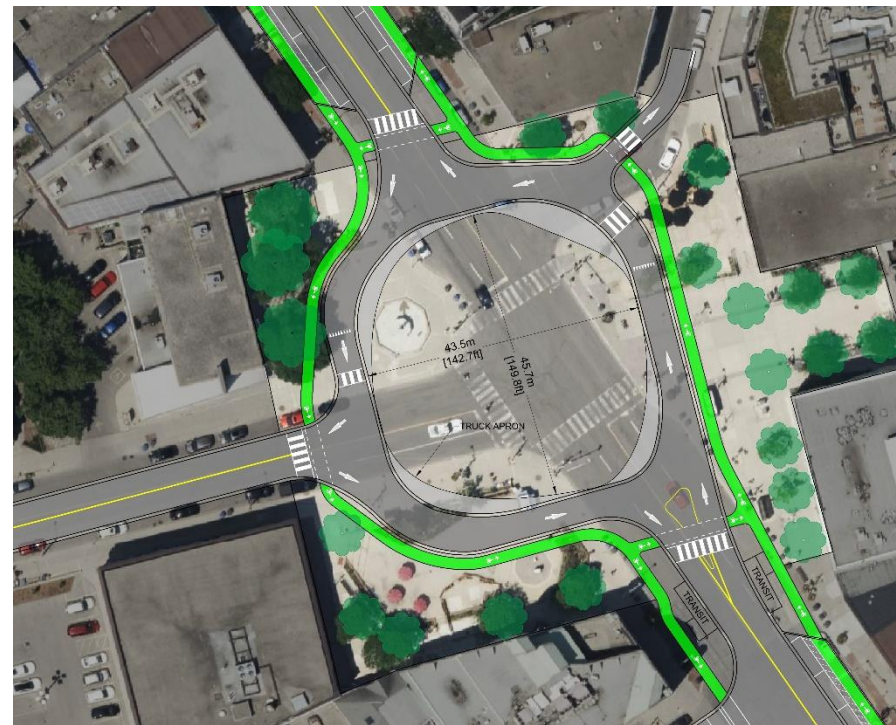
Central Square Intersection Configuration

✔ Pro
 - Neutral
 ✘ Con

Option 3: Traffic Circle (2)

Key Elements

- ✓ **Cyclists:** Would move around the outer perimeter of the loop, following the same direction as other vehicles.
- ✓ **Roadway:** Slow moving vehicles around the central public space.
- **Public Realm:** Reduced area directly in front of businesses for pedestrian activity and parkettes/patios.
- ✓ **Special:** A unique arrangement compared to other downtowns, a large public space that can accommodate gatherings for events
- **Cost:** \$16 million (approx).



Central Square Intersection Configuration

✓ Pro – Neutral ✗ Con

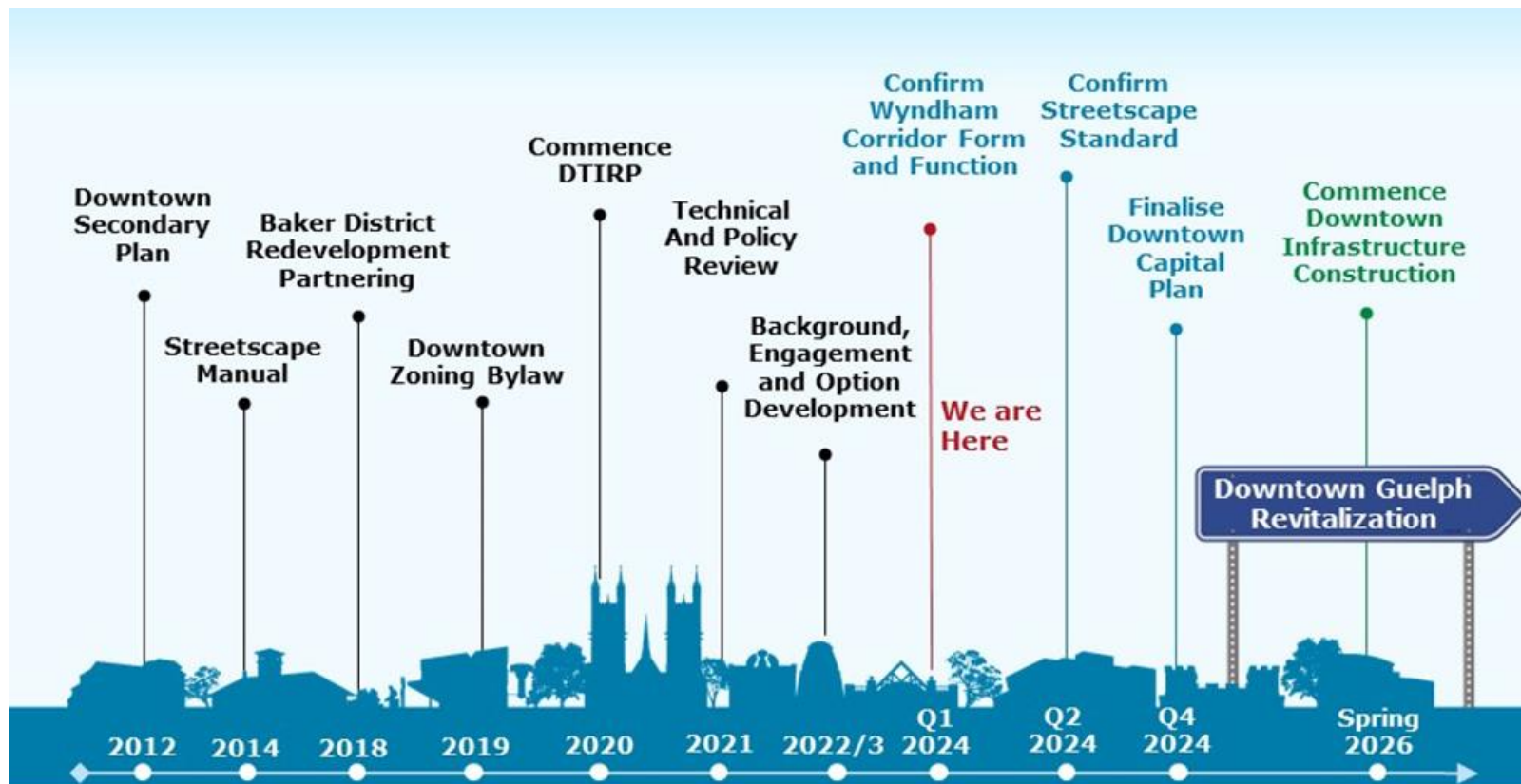
Recommendation: St. George's Square Intersection Configuration

- Similar operations to existing condition with improved geometric design, plus optimized signals with added safety improvements, making it easier to drive, walk & cycle.
- Introduces dedicated lanes for cyclists with physical buffer from vehicles in accordance with Transportation Master Plan.
- Marked crosswalks at all streets, Douglas Street remains uncontrolled and one-way north bound
- Existing public space arrangement with slightly larger area and opportunity to build upon a familiar design.
- Lowest cost intersection improvement option.



Recommended St. George's Square Configuration

DTIRP Journey to Revitalization



April 2024 Council Workshop

- Streetscape Enhancements
 - Consider Level of Service
 - Coordination and Compromise with other infrastructure
 - Currently unfunded in 2024 MYB
- Construction Mitigation
 - Consider mitigation measures including pacing (time to completion)
- June 2024 follow-up report

DTIRP Next Steps

- April 17, 2024 – Council Workshop
- June 2024 – CoW Report re: Streetscape LoS and construction pacing
- 2024 – Finalise Capital Impelmentation Plan
- 2024 / early 2025 – Finalize Macdonell and Allan’s Structure EA
- 2024 / 2025 – Detailed design work / utility relocation commences
- 2026 – Construction commences