

# Advisory Committee of Council Staff Report



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To Accessibility Advisory Committee  
Date Tuesday, April 15, 2025  
Subject **Wyndham Street North – Barrier-Free Street Design and Accessible Parking**

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## Recommendation

1. That the Accessibility Advisory Committee offers feedback and insight to help determine accessibility concerns related to the barrier-free street design.
  2. That the Accessibility Advisory Committee offers feedback and insight to help determine the appropriate number and placement of accessible parking spaces.
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## Executive Summary

### Purpose of Report

To communicate and receive feedback on the City’s proposed design for the Wyndham Street North Reconstruction project, focused on the barrier-free street design and proposed accessible parking.

### Key Findings

Wyndham Street North will be reconstructed in 2026. The detailed design of the project proposes a barrier-free street design with flat curbs and bollards, allowing free movement between the road and boulevard for pedestrians and cyclists without any vertical barriers like a typical curb. Three accessible parking spaces have been proposed, with the possibility of adding or moving the accessible spaces in the future.

### Strategic Plan Alignment

12: Make downtown a vibrant place for everyone

- The Wyndham Street North Reconstruction project aligns with the goal of making downtown a vibrant place for everyone through the Downtown Infrastructure Renewal Program (DTIRP).

5: Provide excellent service

- The Wyndham Street North Reconstruction project aligns with the goal of providing excellent service by removing barriers within the downtown

### Financial Implications

There are no financial implications associated with this report.

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# Report

Beginning in spring 2026 Wyndham Street North will be reconstructed from Farquhar Street to the Downtown Trail north of Woolwich Street. The road will be reconfigured to support a wider range of transportation options, with added flexibility to allow the space to be repurposed for special purposes.

The typical cross-section for Wyndham Street North was defined through the Wyndham Street Environmental Assessment (EA) which was concluded on February 27, 2024 when the preferred option was approved by City Council. The preferred cross-section was defined as two travel lanes with parallel parking, one-way cycle tracks in each direction, a furnishing zone for patios, trees, and garbage bins, a pedestrian clearway, and a marketing zone along building faces.

Design work has been ongoing since Winter 2024 and the project has reached the 60% detailed design milestone. At this design milestone there is a clear vision of the final product that enables engagement to determine whether the proposed design is optimal for the end users.

On May 22, 2024, a Council Workshop was hosted regarding Streetscaping and Construction Mitigation within Downtown Guelph to inform Councillors of the various streetscaping elements and provide an understanding of their uses and benefits. On September 24, 2024, City Council approved a budget increase of \$17.1 million for the overall Downtown Infrastructure Renewal Program, including \$7.5 million for Wyndham Street North specifically, to support enhanced streetscaping including flat curbs, traffic bollards, improved street trees, and paving stone surfaces in the furnishing zone and marketing zone on either side of the sidewalk.

The streetscaping elements approved by City Council include a barrier-free approach to the street design. The key element to this approach is the flat curbs, which create a seamless connection between the roadway and boulevard for pedestrians and cyclists. Traffic bollards are included in the design to prevent drivers from accessing the areas outside of the roadway, while maintaining permeability for other users. The barrier-free design will be consistent with the existing design of Wilson Street from Carden Street to Macdonell Street. The typical cross-section can be seen in "Attachment-1 Wyndham Street North Typical Cross-Section."

Accessible parking will be provided on Wyndham Street North following the completion of construction. In the current design a total of 35 parallel parking spaces will be available from Macdonell Street to Woolwich Street, a reduction of 18 parking spaces from the current 53 permanent parking spaces. A total of three accessible parking spaces have been proposed, a reduction of one accessible parking space from the current 4 accessible parking spaces, commensurate with the reduction of general parking spaces. The placement of accessible parking spaces can be seen in "Attachment-2 Wyndham Street North Functional Design."

Based on the barrier-free design of the street, flexibility is available to convert any parking space to an accessible parking space through the installation of regulatory signage. The flexible approach will allow for adaptation of parking spaces as users become accustomed to the new roadway and use patterns become clearer.

## Financial Implications

There are no financial implications associated with this report.

## **Consultations**

The Wyndham Street EA included two open houses in October 2022 and September 2023, each connected to a 'Have Your Say' online survey. Feedback received during the Wyndham Street EA informed the detailed design phase of the Wyndham Street North Reconstruction project.

The Wyndham Street North Reconstruction project has hosted one open house to date, focused on the St. George's Square Conceptual Plan option, which was connected to a 'Have Your Say' online survey. Feedback received during the St. George's Square Conceptual Plan open house has been incorporated into the general streetscape design principles.

Future open houses are planned to continue to collect public feedback to be integrated into the design. A public open house is scheduled for May 1, 2025 to present the 60% detailed design of Wyndham Street North and the preferred option for the St. George's Square Conceptual Plan. This open house will have an online component connected to the City's new online engagement platform. Another future open house is planned for early 2026 to provide information about the timelines and operating plans during construction.

## **Attachments**

Attachment-1 Wyndham Street North Typical Cross-Section

Attachment-2 Wyndham Street North Functional Design

## **Departmental Approval**

Terry Gayman, General Manager, Engineering & Transportation Services

## **Report Author**

Andrew Miller, Project Engineer, Design & Construction

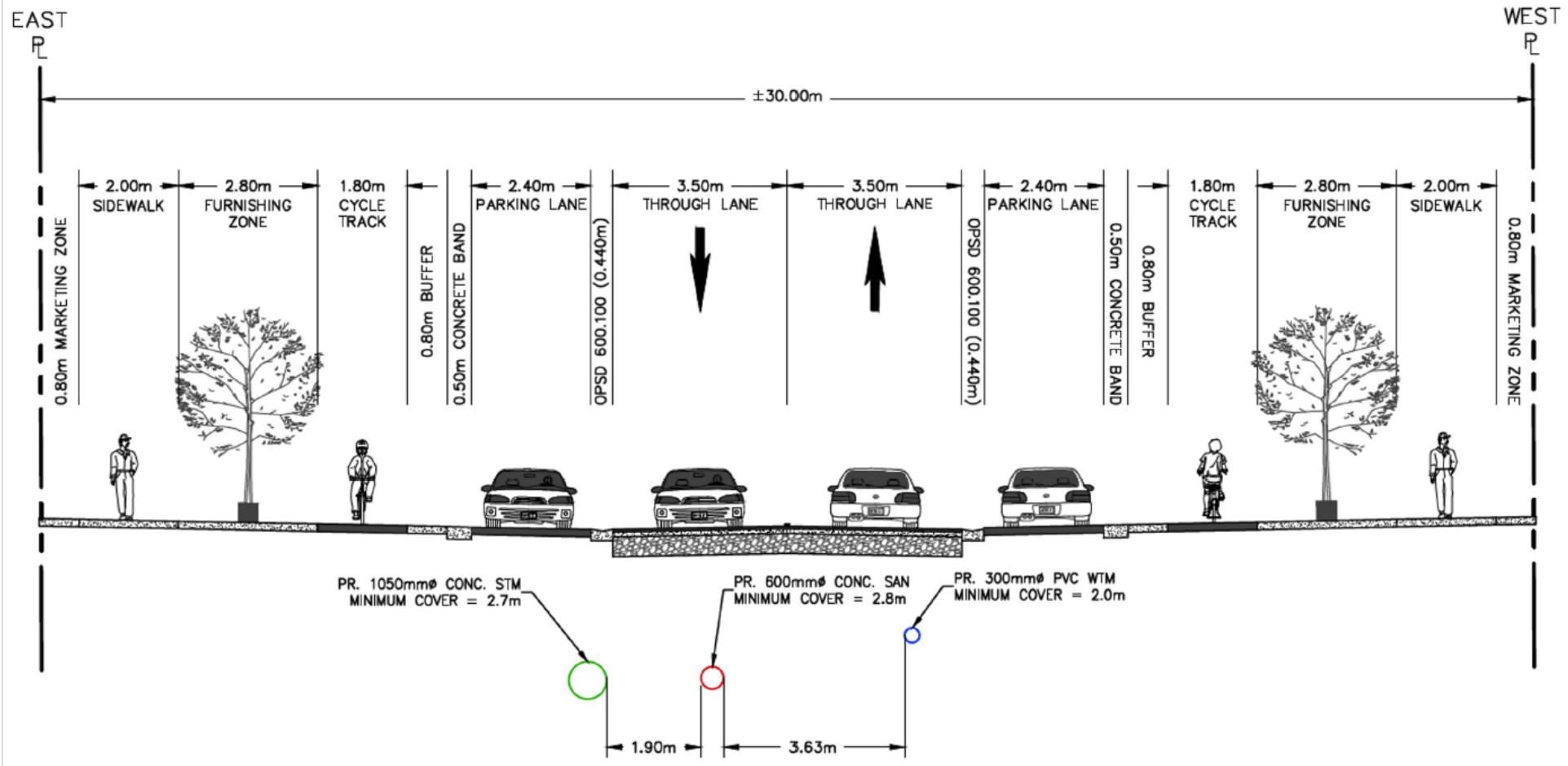
## **This report was approved by:**

Terry Gayman

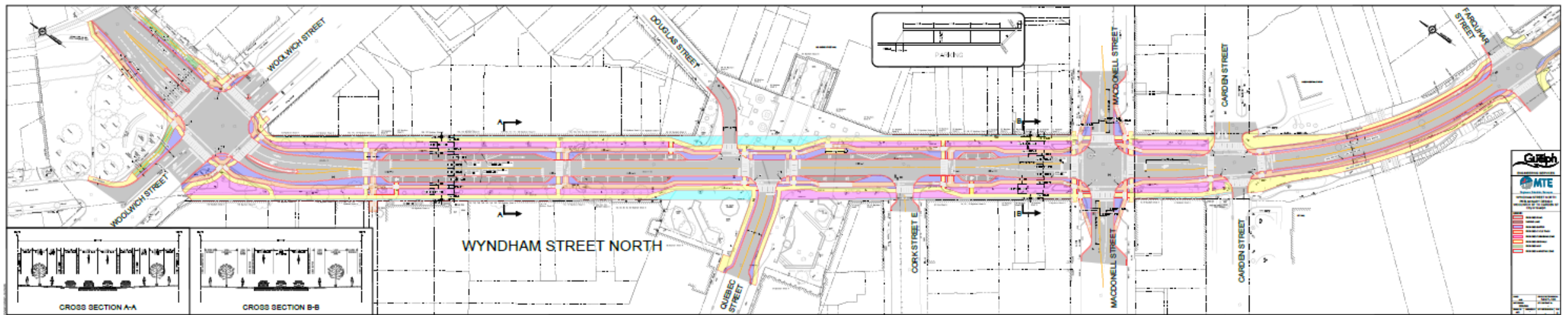
GM, Engineering and Transportation Services

Infrastructure, Development and Enterprise Services

# Attachment 1 Wyndham Street North Typical Cross-Section



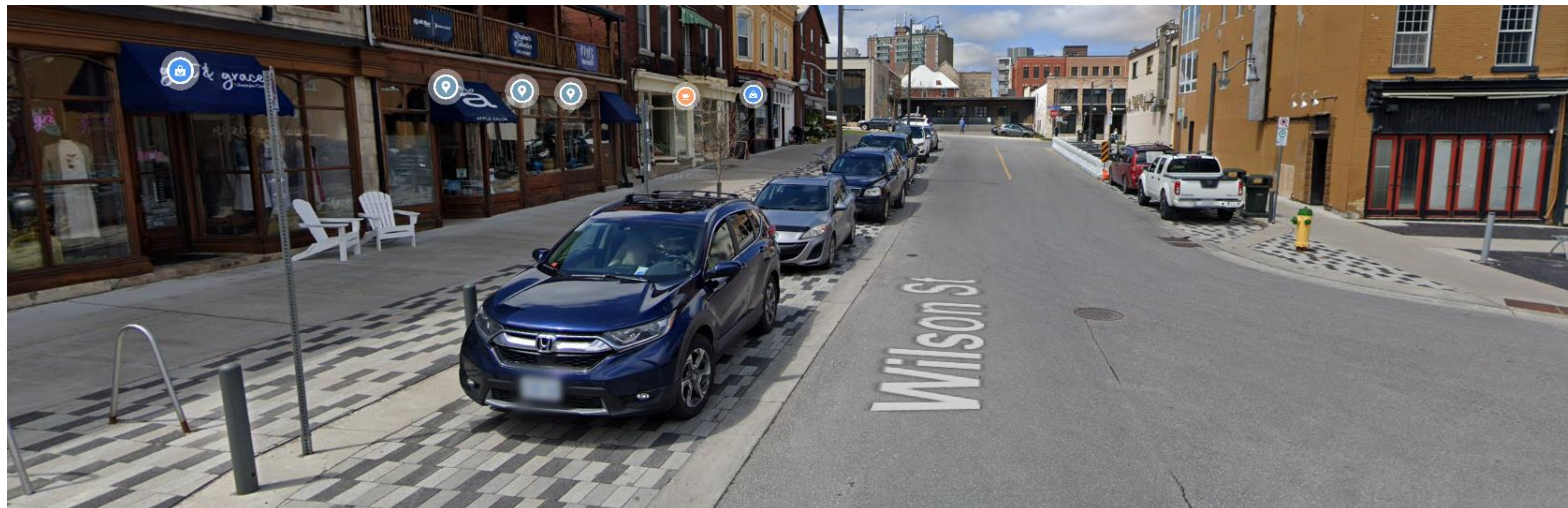
Attachment 2 Wyndham Street North Functional Design



# Barrier-Free Street Design

The barrier-free design eliminates vertical elements in typical road construction

- Curb is flattened, no vertical barrier
- Vehicles separated from pedestrian space by bollards
- Design reminiscent of Wilson Street:



# Recommended Motion – Barrier-Free Street Design

That the Accessibility Advisory Committee offers feedback and insight to help determine accessibility concerns related to the barrier-free street design.

# Accessible Parking Stalls on Wyndham Street

Currently 53 parking spaces permanently available on Wyndham Street

- 4 spaces currently accessible

Proposed design includes 35 parking spaces available on Wyndham Street

- 3 spaces accessible
- Due to barrier-free street design, any space can be accessible

Downtown Parking Master Plan (DPMP) recommends consultation with AAC to determine if available parking is adequate

Curbside Management Strategy under development through 2025 to inform curbside uses, including accessible parking

# Recommended Motion – Accessible Parking

That the Accessibility Advisory Committee offers feedback and insight to help determine the appropriate number and placement of accessible parking spaces.