

# ST. GEORGE RAINWAY

## Design | Street Layout Options

### Design Options Summary

The development of a Rainway requires some trade-offs. To create space for the Rainway, some road space that is currently used for parking and/or travel will need to be repurposed. City staff have developed four design options that examine these trade-offs.

	Option 1: Car-free Space at Broadway, and from 7 <sup>th</sup> to 6 <sup>th</sup> Avenue	Option 2: Car-free Space from 7 <sup>th</sup> to 6 <sup>th</sup> Avenue	Option 3: One-way Southbound Vehicular Travel	Option 4: One-way Southbound Vehicular Travel with Moderate Parking
<b>Bikeway Configuration</b>	Local Street Bikeway with two car-free spaces (6 <sup>th</sup> to 7 <sup>th</sup> Avenue and a half-block from Broadway to the lane).	Local Street Bikeway with one-way bike lanes and one car-free space from 6 <sup>th</sup> to 7 <sup>th</sup> Avenue.	Local Street Bikeway with one-way bike lanes between Broadway and 8 <sup>th</sup> Avenue.	Local Street Bikeway with one-way bike lanes between Broadway and 8 <sup>th</sup> Avenue.
<b>Vehicle Circulation</b>	One-way southbound traffic with two closures (6 <sup>th</sup> to 7 <sup>th</sup> Avenue and a half-block from Broadway to the lane). The traffic circle at 8 <sup>th</sup> Avenue would be replaced with a two-way stop control.	One-way southbound traffic with closures from 6 <sup>th</sup> to 7 <sup>th</sup> Avenue.	One-way southbound traffic.	One-way southbound traffic. The traffic circles at 8 <sup>th</sup> Avenue and 6 <sup>th</sup> Avenue would be replaced with a two-way stop control.
<b>Parking</b>	Minimum. Remove parking from Broadway to 6 <sup>th</sup> Avenue; Remove parking from the east side of St. George Street from 6 <sup>th</sup> to 5 <sup>th</sup> Avenue.	Minimum. Remove parking from Broadway to 6 <sup>th</sup> Avenue; Remove parking from the east side of St. George Street from 6 <sup>th</sup> to 5 <sup>th</sup> Avenue.	Minimum. Remove parking from Broadway to 6 <sup>th</sup> Avenue; Remove parking from the east side of St. George Street from 6 <sup>th</sup> to 5 <sup>th</sup> Avenue.	Moderate. Remove parking from the west side of St. George Street from Broadway to 8 <sup>th</sup> Avenue; Remove parking from east side of St. George Street.
<b>Green Infrastructure</b>	Maximum.	Maximum.	Moderate	Minimum.

### Traffic Circulation

In order to meet AAA cycling guidelines and make a welcoming space for nature and people, vehicular traffic on St. George Street needs to be reduced. To accomplish this, St. George Street will become one-way southbound for vehicles between 5<sup>th</sup> Avenue and Broadway. This direction of travel was chosen to facilitate safe and convenient vehicle circulation around Mount Pleasant Elementary to facilitate pick-ups and drop-offs. Existing two-way vehicle travel would be maintained on all other streets and laneways. In Options 1&2, certain segments of St. George Street would be closed to motor vehicles, reducing motor vehicle short-cutting in the neighbourhood. Each of the four Street Layout Options maintain access to all residences, businesses, driveways, lanes and emergency vehicles.

- Legend**
- One Way Vehicles
  - No Vehicle Traffic
  - Local Access Only
  - Proposed Bikeway
  - Bike Route
  - Existing Bike Route

Option 1



Option 2



Option 3 & 4



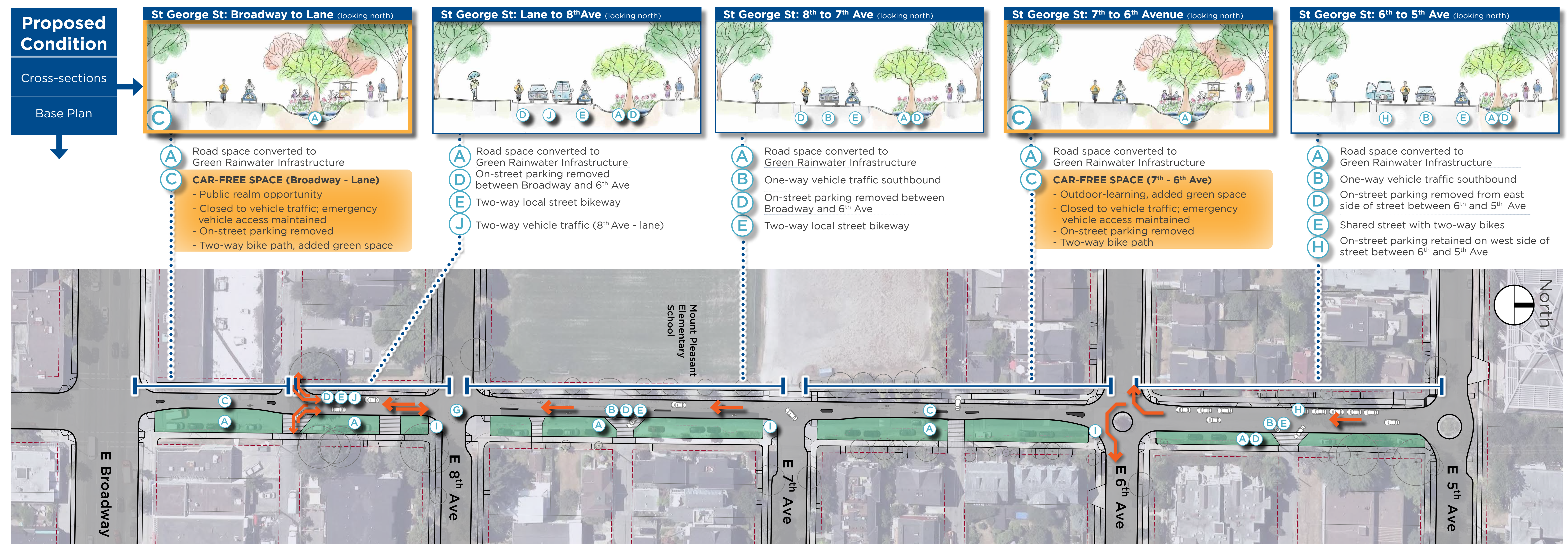


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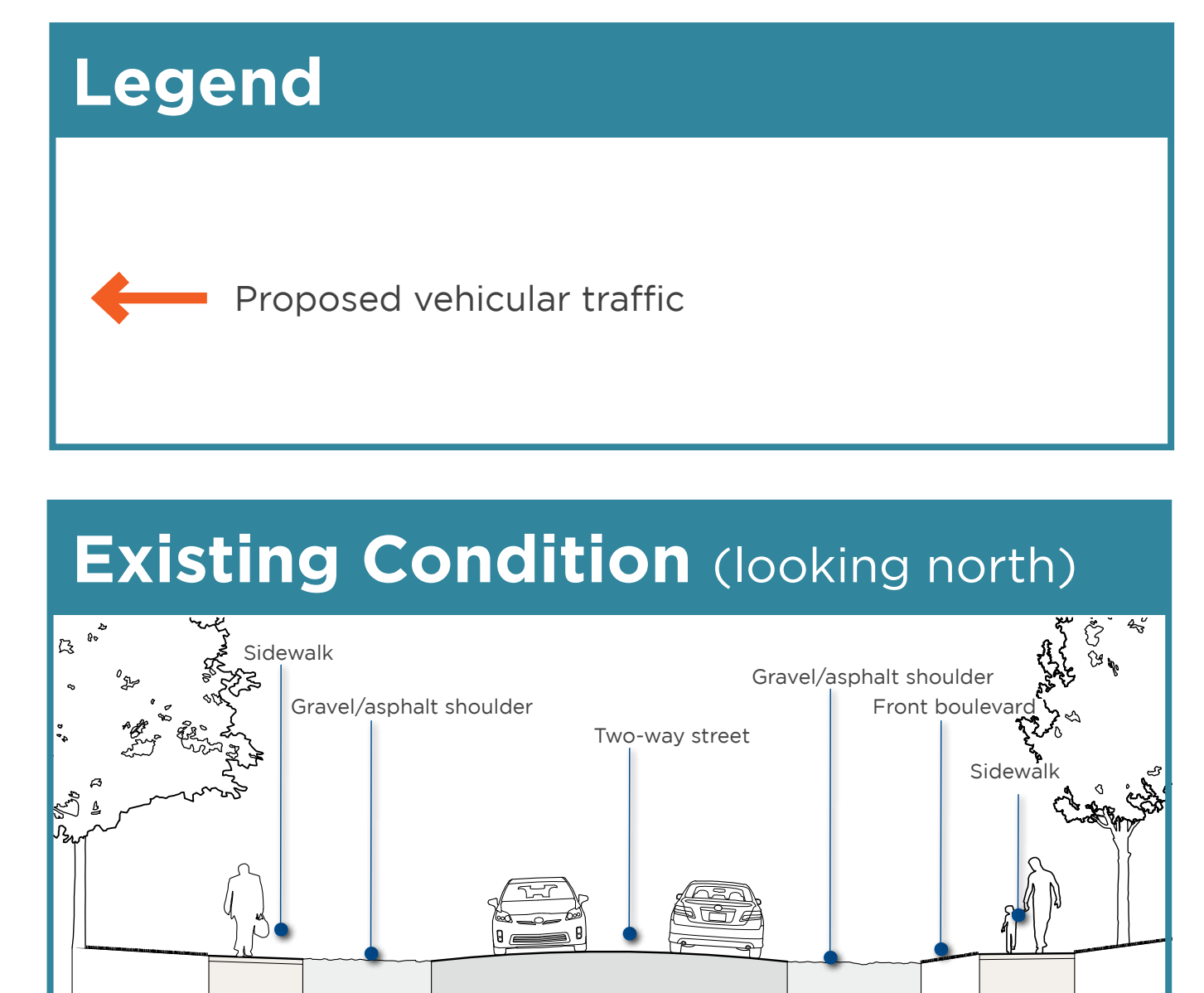
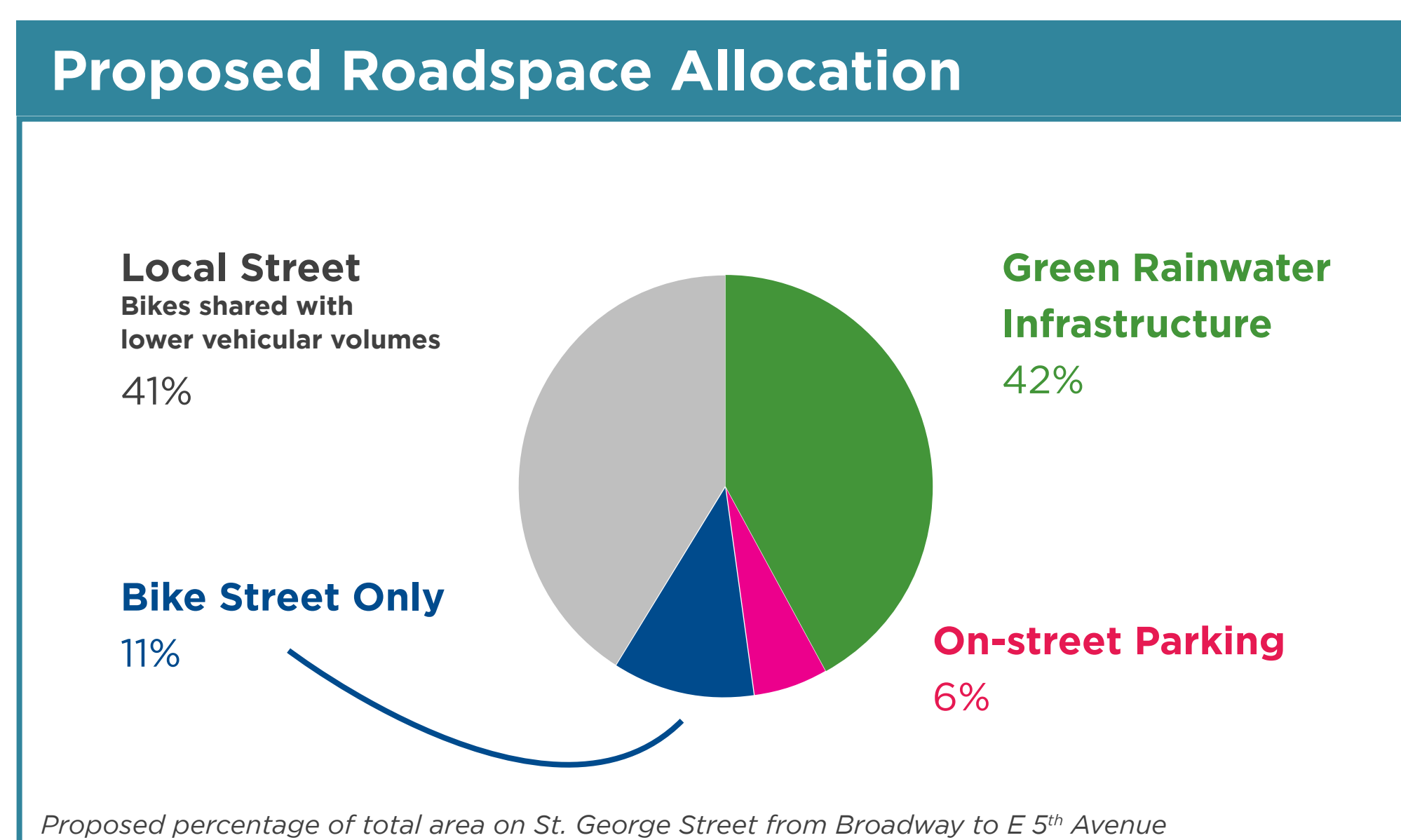
## Design | Street Layout Options

### Street Layout Option 1: Car-free Space at Broadway and from 7<sup>th</sup> to 6<sup>th</sup> Avenue

St. George Street is converted to one-way southbound vehicle traffic with a car-free space at Broadway and between 7<sup>th</sup> and 6<sup>th</sup> Avenue.



What changes are being proposed?	Why?
A Road space converted to Green Rainwater Infrastructure (GRI)	• To provide space within the street right of way for the development of the Rainway and public space improvements
B Conversion of St. George Street to one-way southbound for vehicles	• To provide a comfortable cycling environment for all road users and reduce vehicle volumes while maintaining residential and emergency vehicle access
C Car-free Space at Broadway, and from 7 <sup>th</sup> to 6 <sup>th</sup> Avenue	• To add new green space on St. George Street through a closure to motor vehicles. Emergency vehicle access will be maintained.
D On-street parking removed (except for the west side of St. George Street between 6 <sup>th</sup> and 5 <sup>th</sup> Avenue)	• To provide space for the development of the Rainway, public space improvements, and one-way traffic
E Two-way local street bikeway	• To provide a comfortable cycling environment for people of all ages and abilities (AAA)
F Protected bike lanes on both sides of street (Broadway - 8 <sup>th</sup> Avenue)	• To provide a comfortable cycling environment for people of all ages and abilities where vehicle volumes will likely be higher than our AAA standard
G Replace traffic circle at 8 <sup>th</sup> Avenue with infiltration curb bulges	• To increase the rainwater catchment area for the GRI while also slowing vehicle turning movements and improving sightlines.
H On-street parking retained on the west side of St. George Street (6 <sup>th</sup> - 5 <sup>th</sup> Avenue)	• To maintain on-street parking where feasible for adjacent residents
I Improved pedestrian ramps at all intersections	• To improve pedestrian accessibility. Where feasible, corner radii are tightened to help slow turning vehicles and provide more sidewalk space for pedestrians
J Two-way vehicular traffic between 8 <sup>th</sup> Avenue and the Lane	• To maintain residential and commercial access
Other: New front boulevard on the west side of St. George Street	• To provide additional green space, and further separate the sidewalk from vehicular traffic



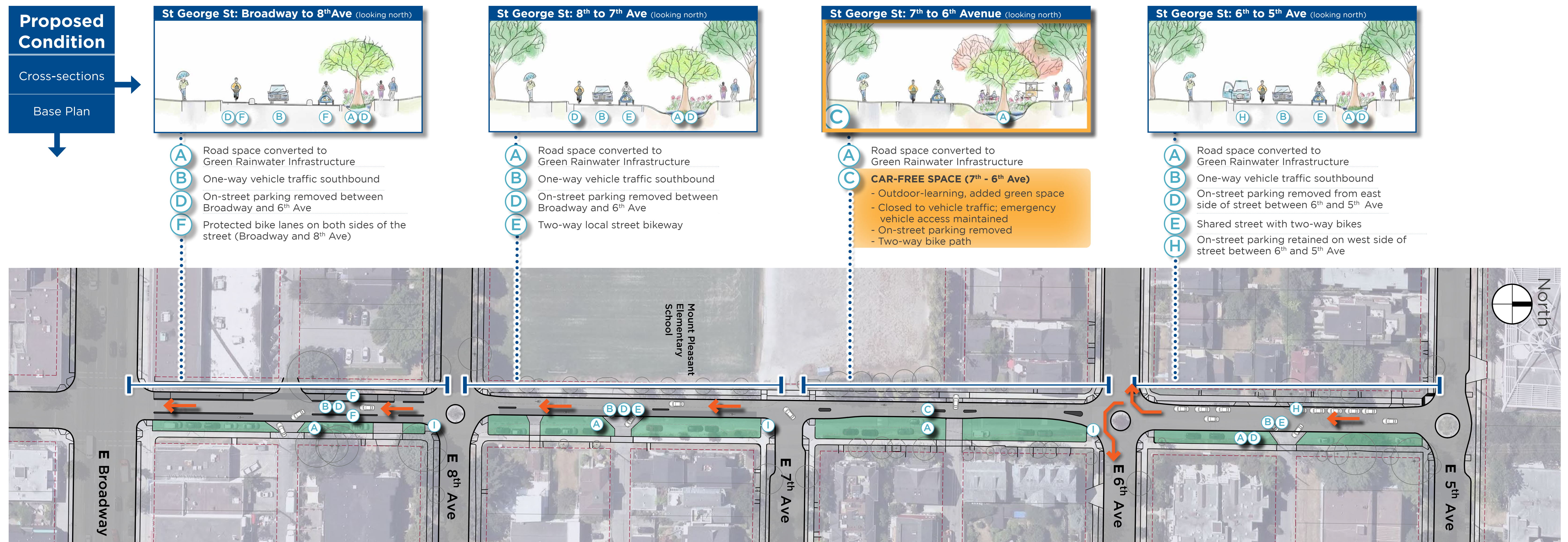


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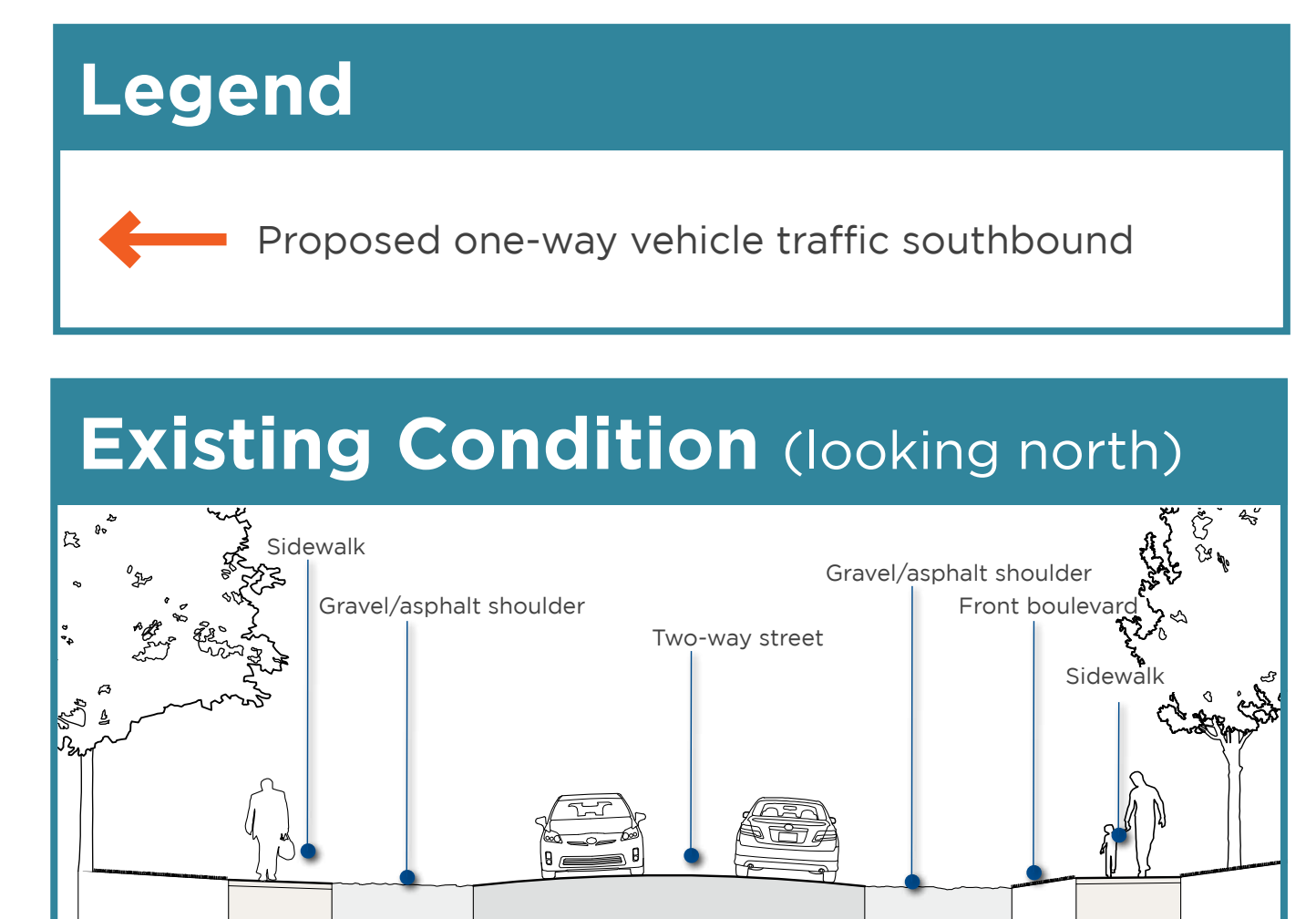
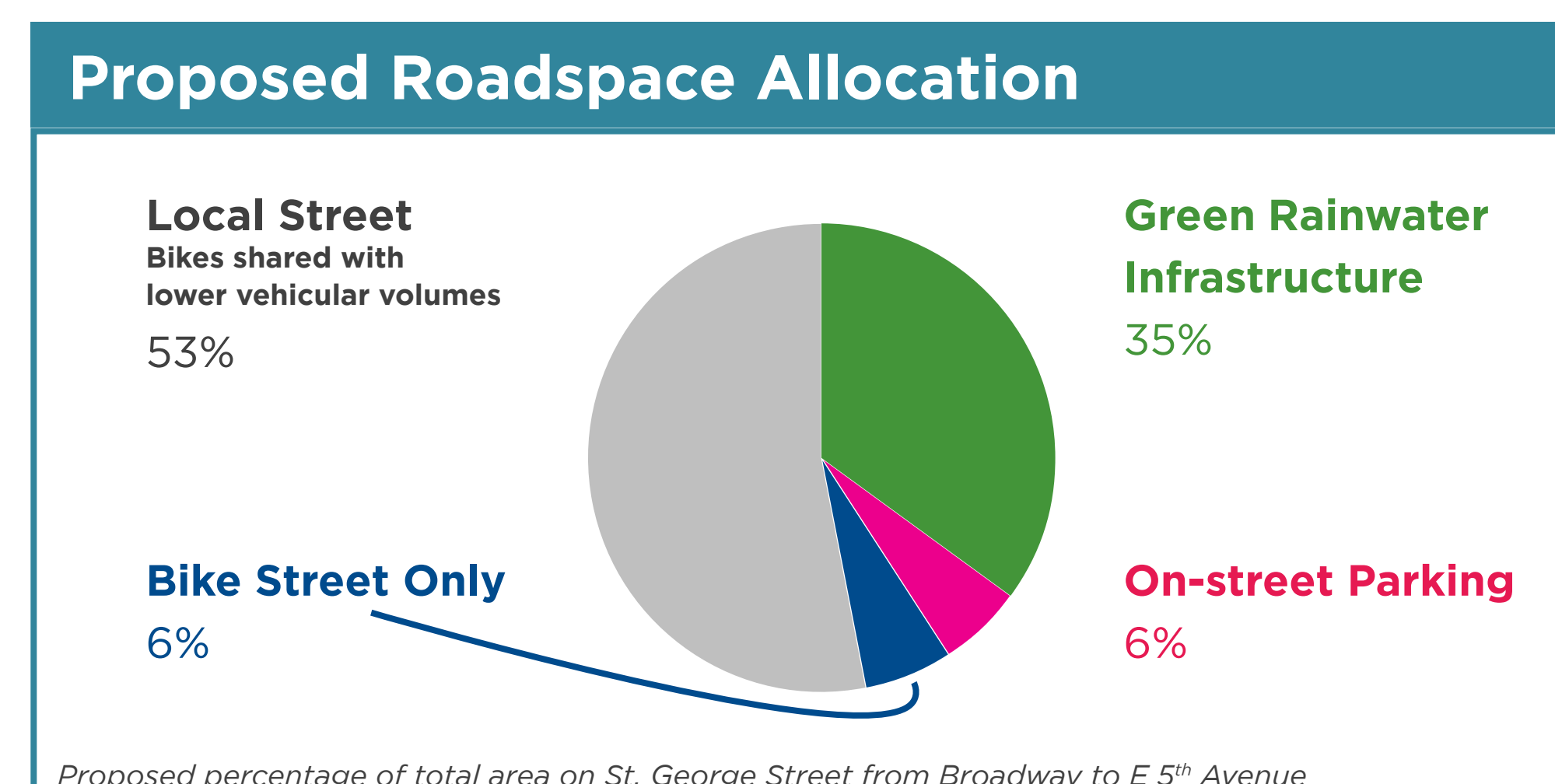
## Design | Street Layout Options

### Street Layout Option 2: Car-free Space from 7<sup>th</sup> to 6<sup>th</sup> Avenue

St. George Street is converted to one-way southbound vehicle traffic with a car-free space between 7<sup>th</sup> and 6<sup>th</sup> Avenue.



What changes are being proposed?	Why?
<b>A</b> Road space converted to Green Rainwater Infrastructure (GRI)	<ul style="list-style-type: none"> <li>To provide space within the street right of way for the development of the Rainway and public space improvements</li> </ul>
<b>B</b> Conversion of St. George Street to one-way southbound for vehicles	<ul style="list-style-type: none"> <li>To provide a comfortable cycling environment for all road users and reduce vehicle volumes while maintaining residential and emergency vehicle access</li> </ul>
<b>C</b> Car-free Space between 7 <sup>th</sup> and 6 <sup>th</sup> Avenue	<ul style="list-style-type: none"> <li>To add new green space on St. George Street through a closure to motor vehicles. Emergency vehicle access will be maintained.</li> </ul>
<b>D</b> On-street parking removed (except for the west side of St. George Street between 6 <sup>th</sup> and 5 <sup>th</sup> Avenue)	<ul style="list-style-type: none"> <li>To provide space for the development of the Rainway, public space improvements, and one-way traffic</li> </ul>
<b>E</b> Two-way local street bikeway	<ul style="list-style-type: none"> <li>To provide a comfortable cycling environment for people of all ages and abilities (AAA)</li> </ul>
<b>F</b> Protected bike lanes on both sides of street (Broadway - 8 <sup>th</sup> Avenue)	<ul style="list-style-type: none"> <li>To provide a comfortable cycling environment for people of all ages and abilities where vehicle volumes will likely be higher than our AAA standard</li> </ul>
<b>H</b> On-street parking retained on the west side of St. George Street (6 <sup>th</sup> - 5 <sup>th</sup> Avenue)	<ul style="list-style-type: none"> <li>To maintain on-street parking where feasible for adjacent residents</li> </ul>
<b>I</b> Improved pedestrian ramps at all intersections	<ul style="list-style-type: none"> <li>To improve pedestrian accessibility. Where feasible, corner radii are tightened to help slow turning vehicles and provide more sidewalk space for pedestrians</li> </ul>
Other: New front boulevard on the west side of St. George Street	<ul style="list-style-type: none"> <li>To provide additional green space, and further separate the sidewalk from vehicular traffic</li> </ul>



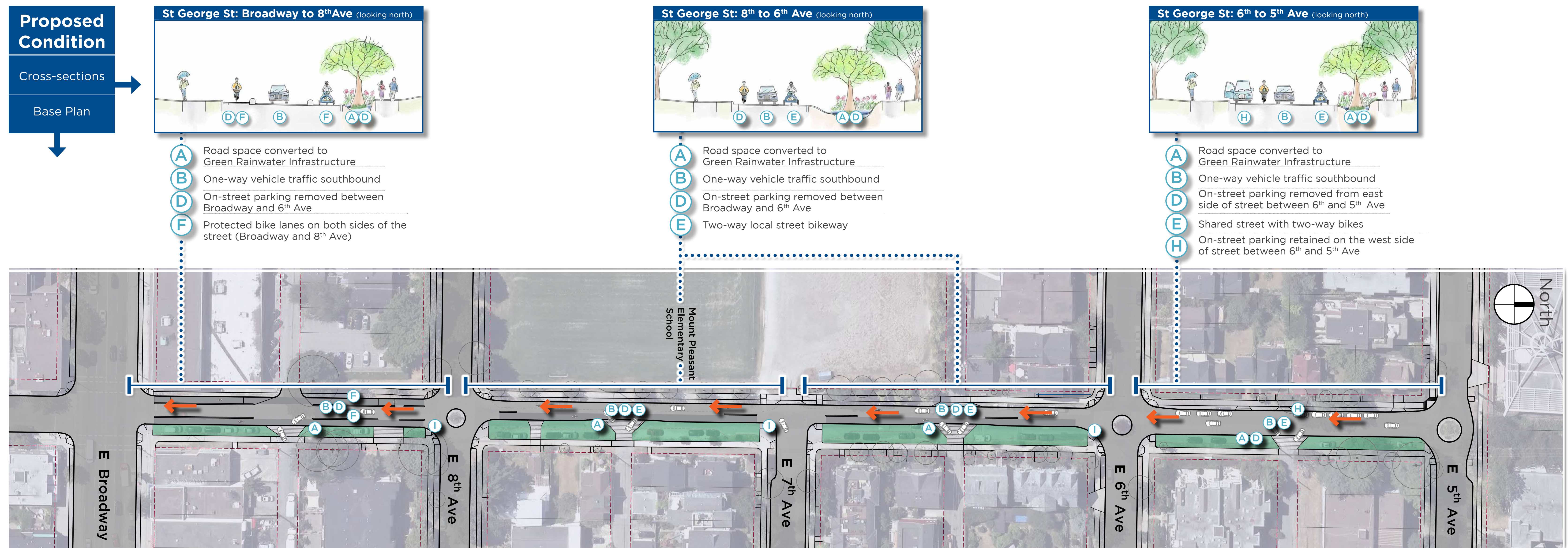


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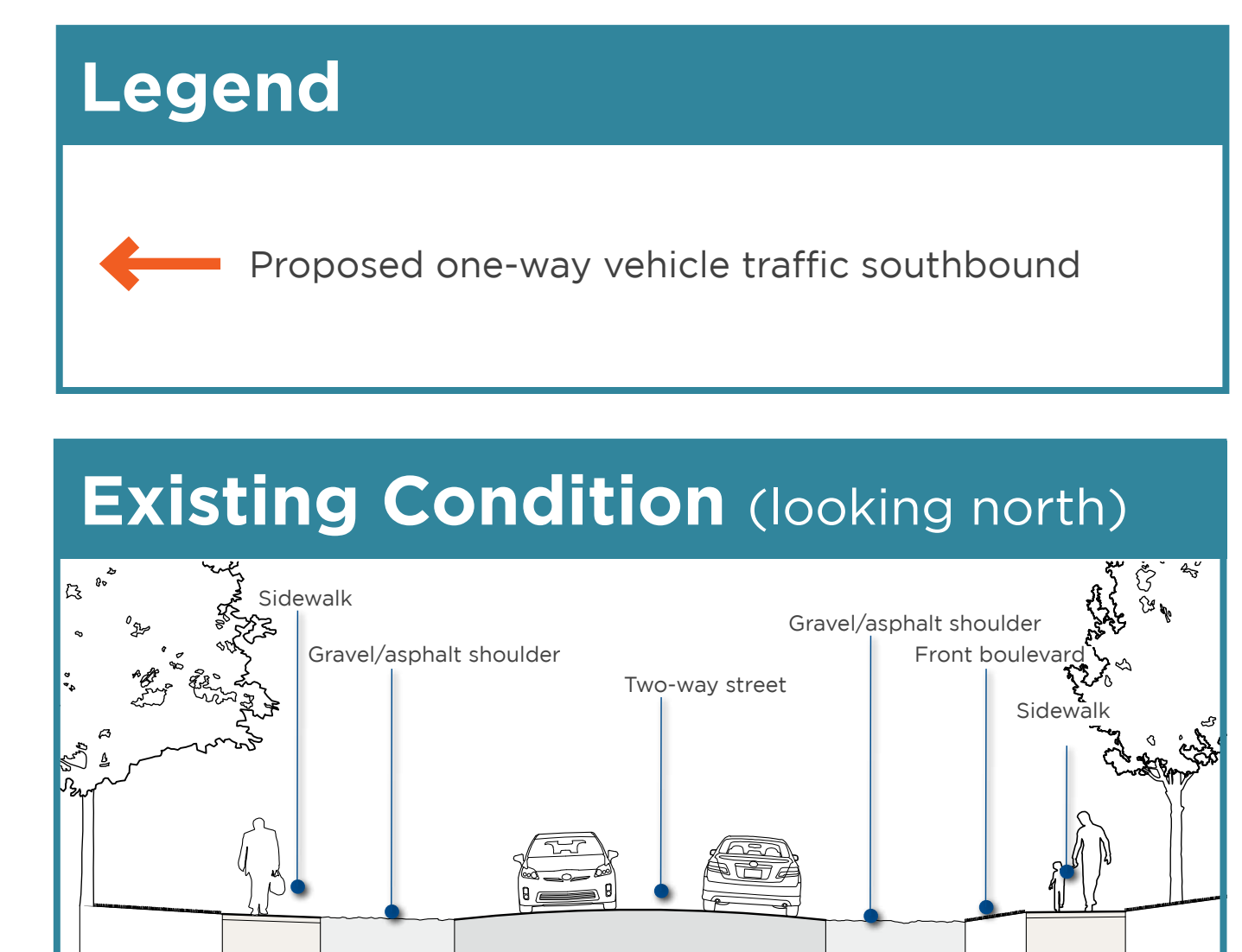
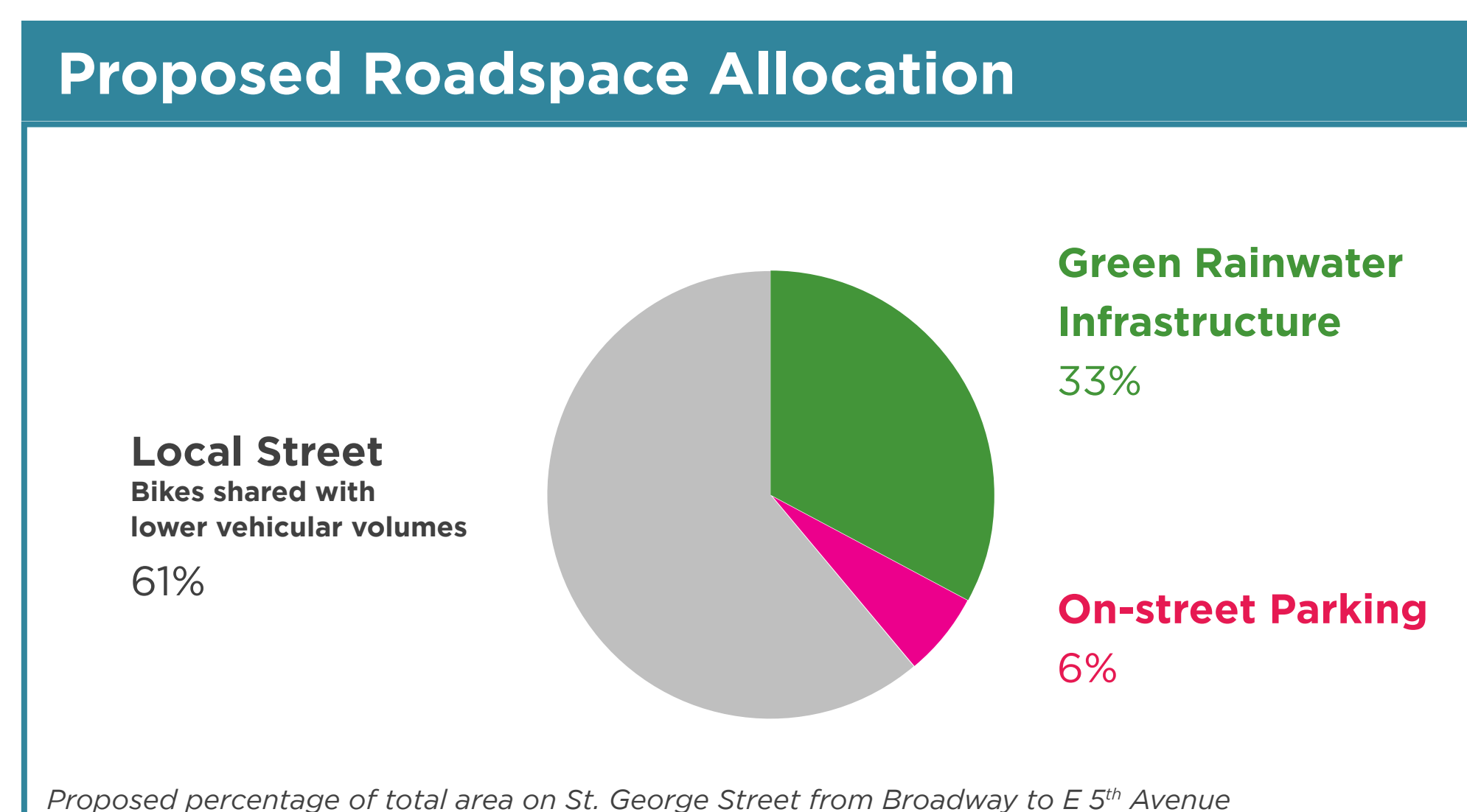
## Design | Street Layout Options

### Street Layout Option 3: One-way Southbound Vehicular Travel

St. George Street is converted to one-way southbound vehicle traffic with no on-street parking between Broadway and 6<sup>th</sup> Avenue.



What changes are being proposed?	Why?
<b>(A)</b> Road space converted to Green Rainwater Infrastructure (GRI)	• To provide space within the street right of way for the development of the Rainway and public space improvements
<b>(B)</b> Conversion of St. George Street to one-way southbound for vehicles	• To provide a comfortable cycling environment for all road users and reduce vehicle volumes while maintaining residential and emergency vehicle access
<b>(D)</b> On-street parking removed (except for the west side of St. George Street between 6 <sup>th</sup> and 5 <sup>th</sup> Avenue)	• To provide space for the development of the Rainway, public space improvements, and one-way traffic
<b>(E)</b> Two-way local street bikeway	• To provide a comfortable cycling environment for people of all ages and abilities (AAA)
<b>(F)</b> Protected bike lanes on both sides of street (Broadway - 8 <sup>th</sup> Ave)	• To provide a comfortable cycling environment for people of all ages and abilities where vehicle volumes will likely be higher than our AAA standard
<b>(H)</b> On-street parking retained on the west side of St. George Street (6 <sup>th</sup> - 5 <sup>th</sup> Ave)	• To maintain on-street parking where feasible for adjacent residents
<b>(I)</b> Improved pedestrian ramps at all intersections	• To improve pedestrian accessibility. Where feasible, corner radii are tightened to help slow turning vehicles and provide more sidewalk space for pedestrians
Other: New front boulevard on the west side of St. George St	• To provide additional green space, and further separate the sidewalk from vehicular traffic



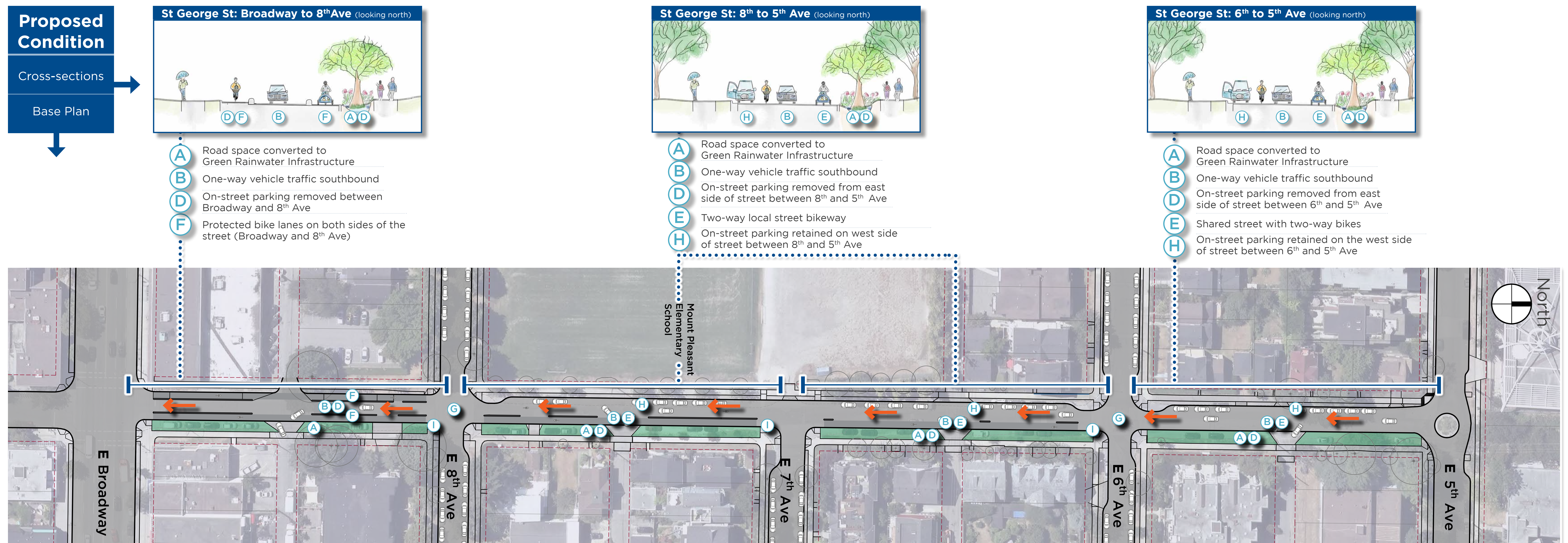


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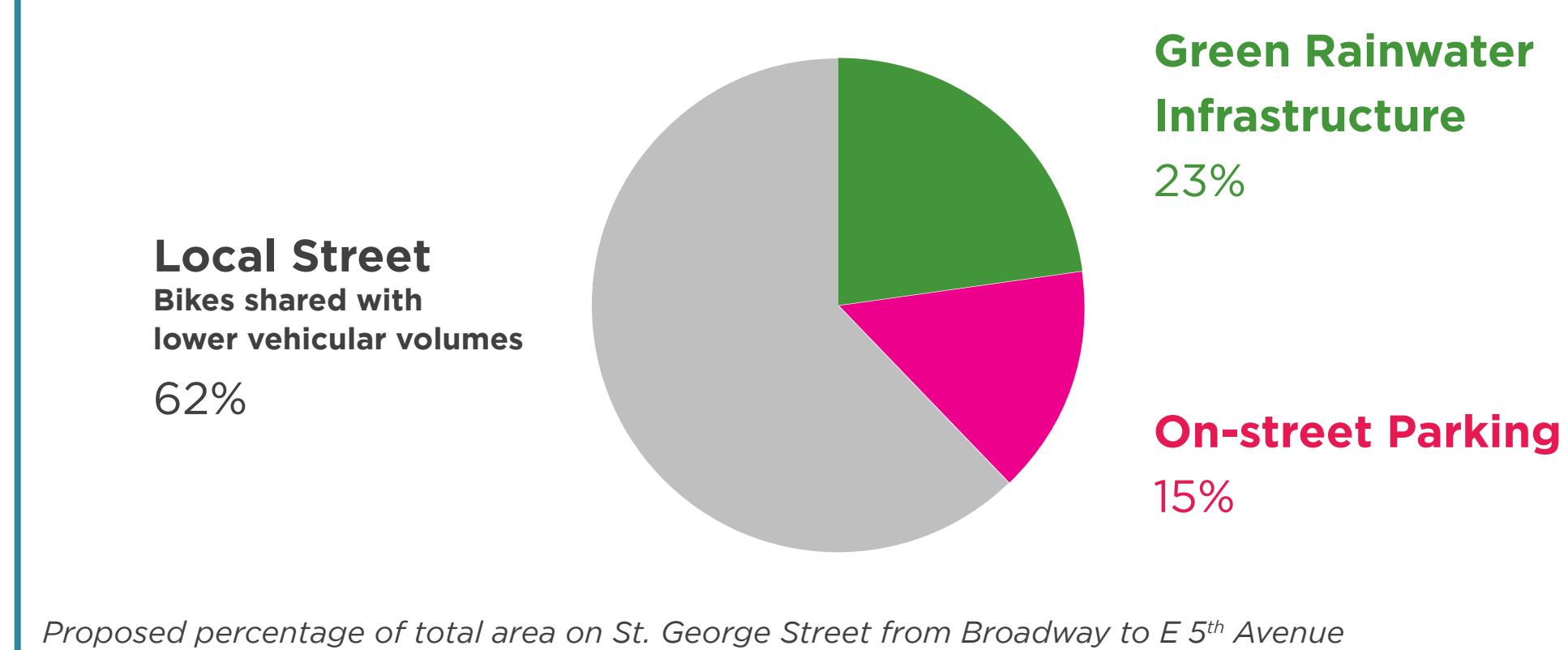
### Street Layout Option 4: One-way Southbound Vehicular Travel with Moderate Parking

St. George Street is converted to one-way southbound vehicle traffic with parking retained on the west side of the St. George Street between 8<sup>th</sup> and 5<sup>th</sup> Avenue.



What changes are being proposed?	Why?
<b>(A)</b> Road space converted to Green Rainwater Infrastructure (GRI)	• To provide space within the street right of way for the development of the Rainway and public space improvements
<b>(B)</b> Conversion of St. George Street to one-way southbound for vehicles	• To provide a comfortable cycling environment for all road users and reduce vehicle volumes while maintaining residential and emergency vehicle access
<b>(D)</b> On-street parking removed (except for the west side of St. George Street between 8 <sup>th</sup> and 5 <sup>th</sup> Avenue)	• To provide space for the development of the Rainway, public space improvements, and one-way traffic
<b>(E)</b> Two- way local street bikeway	• To provide a comfortable cycling environment for people of all ages and abilities (AAA)
<b>(F)</b> Protected bike lanes on both sides of street (Broadway - 8 <sup>th</sup> Avenue)	• To provide a comfortable cycling environment for people of all ages and abilities where vehicle volumes will likely be higher than our AAA standard
<b>(G)</b> Replace traffic circles at 8 <sup>th</sup> and 6 <sup>th</sup> Avenue with infiltration curb bulges	• To increase the rainwater catchment area for the GRI while also slowing vehicle turning movements and improving sightlines
<b>(H)</b> On-street parking retained on the west side of St. George Street (8 <sup>th</sup> - 5 <sup>th</sup> Avenue)	• To maintain on-street parking where feasible for adjacent residents
<b>(I)</b> Improved pedestrian ramps at all intersections	• To improve pedestrian accessibility. Where feasible, corner radii are tightened to help slow turning vehicles and provide more sidewalk space for pedestrians
Other: New front boulevard on the west side of St. George Street	• To provide additional green space, and further separate the sidewalk from vehicular traffic

#### Proposed Roadspace Allocation



#### Legend

← Proposed one-way vehicle traffic southbound

#### Existing Condition (looking north)

