

Lyall Street Corridor - Complete Street Improvements

Welcome to the Open House!

Municipal Hall (1229 Esquimalt Rd)
Thursday, November 22, 2018 6:30 - 8:30 PM



Project Background & Purpose

PURPOSE

Provide an improved environment within the right-of-way for all street users

COMPLETE STREETS PROJECT AREA

» Canteen Road to Head Street

COMPLETE STREETS PRINCIPLES

- Consider all street users
- Balanced approach to street function
- Support vulnerable road users
- Shift to sustainable transportation travel modes
- Improve quality of public space within the right-of-way



Study Area



“What we heard”

Reduce posted speed limit,
drivers are speeding.

Install traffic calming features
to reduce speeding.

Remove some of the on-street parking,
as sometimes vehicles block driveways
and/or affect sightlines.

Improve cyclist safety
by adding separated
bike facilities.

Apply weight restrictions
so that trucks and heavy
vehicles use Esquimalt Rd.

No changes needed.

Feedback from Lyall St Public Survey on potential improvements

By the Numbers



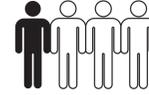
268 Respondents



78% live within a 5-min
walk from Lyall St



75% of respondents are
using Lyall St as pedestrians



26% of respondents are using
Lyall St for on-street parking



55% of respondents are
using Lyall St as cyclists



80% of respondents are
using Lyall St as motorists

Proposed Improvements

TRAFFIC CALMING MEASURES



Curb Extensions



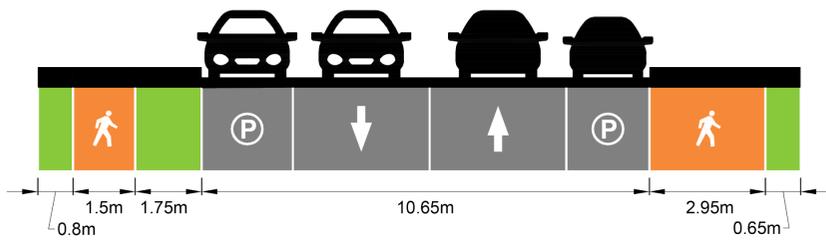
Parking Bays



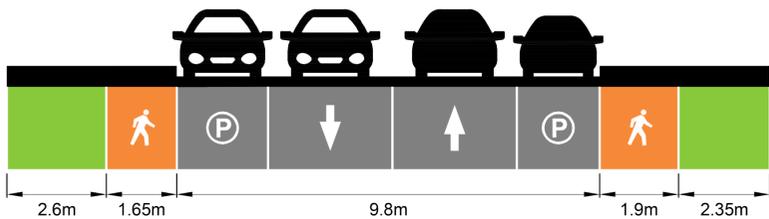
Raised Crosswalks

EXISTING & PROPOSED CROSS SECTIONS

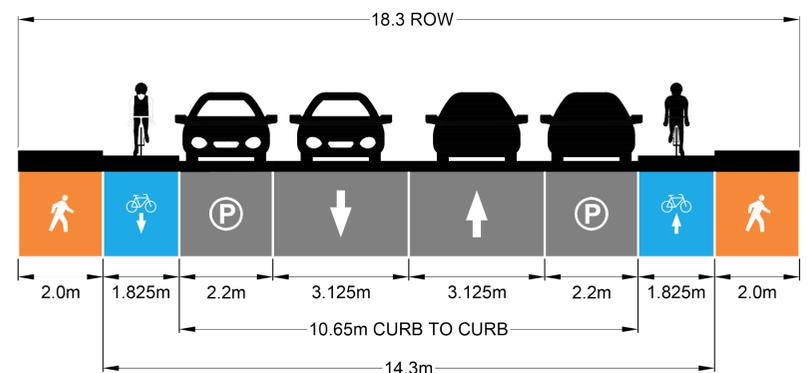
EXISTING TYPICAL CROSS SECTION (GRAFTON ST TO MACAULAY ST)



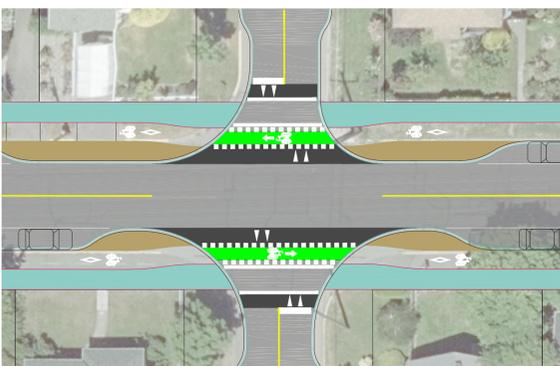
EXISTING TYPICAL CROSS SECTION (PARADISE ST TO HEAD ST)



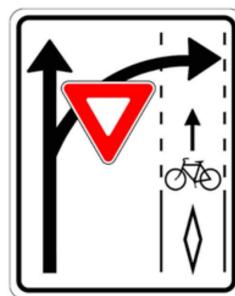
PROPOSED TYPICAL CROSS SECTION



DESIGNING FOR SAFETY



Protected Intersection Design



Sample
Yield
Signage



Cycle Track Treatment
Churchill Ave, Ottawa

Preliminary Design - Canteen Rd to Constance Ave



WHAT IS STAYING THE SAME?

- Number of travel lanes
- Parking on both sides
- Sidewalks on each side
- Driveways

WHAT IS CHANGING?

- Barrier curb between parking and bicycle/pedestrian area
- New wider sidewalk on both sides
- New bicycle lanes separated from vehicles (moving & parked)
- Curb extensions at intersections to reduce speeds and crossing distances for pedestrians
- Speed limit reduced to 30 km/h

Preliminary Design - Constance Ave to Heald Ave



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Preliminary Design - Heald Ave to Lampson St



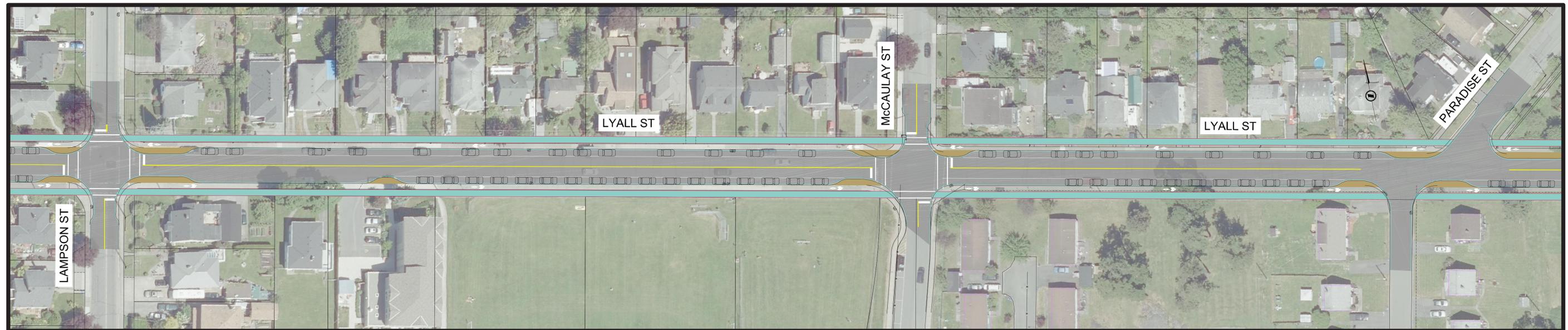
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Preliminary Design - Lampson St to Paradise St



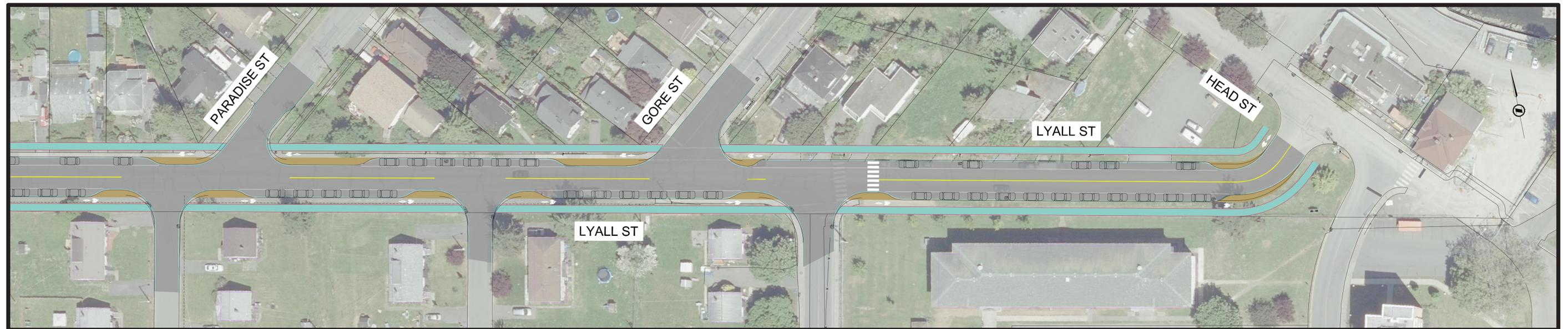
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Preliminary Design - Paradise St to Head St



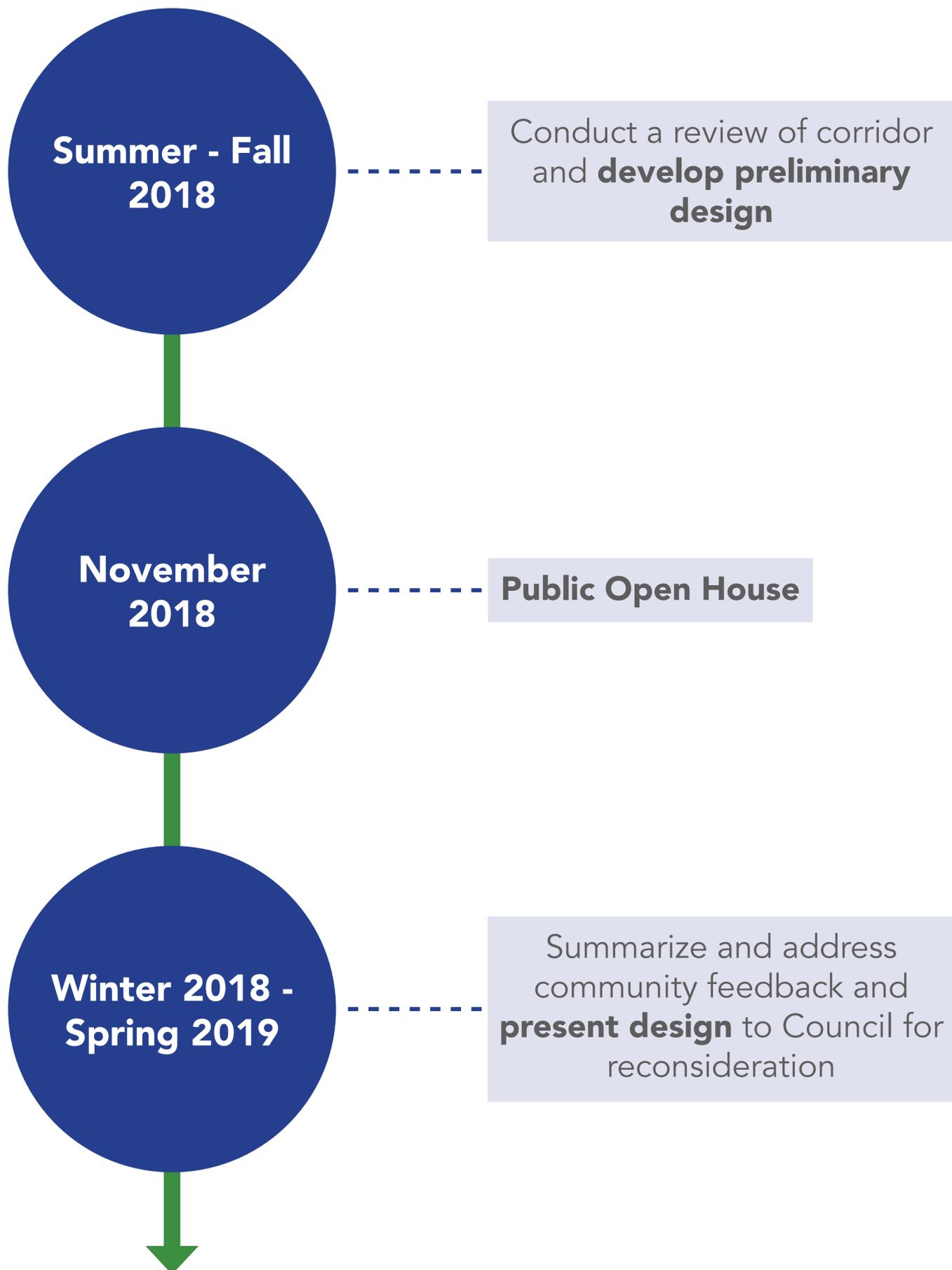
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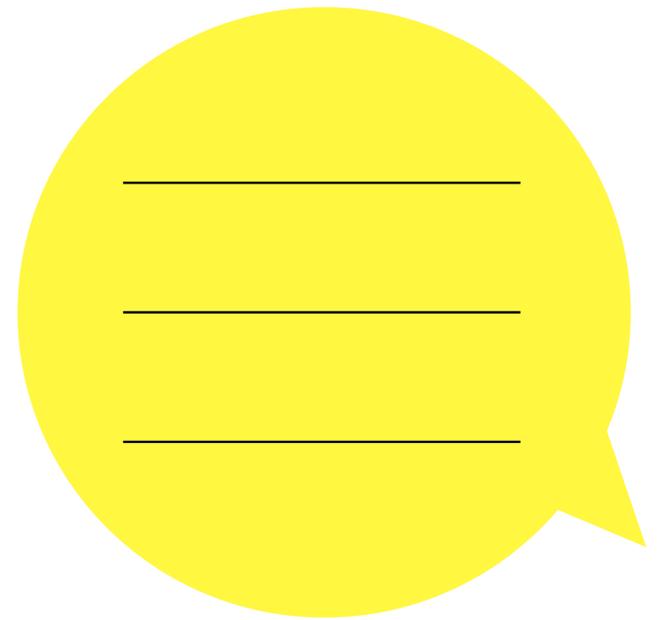
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Timeline & Next Steps

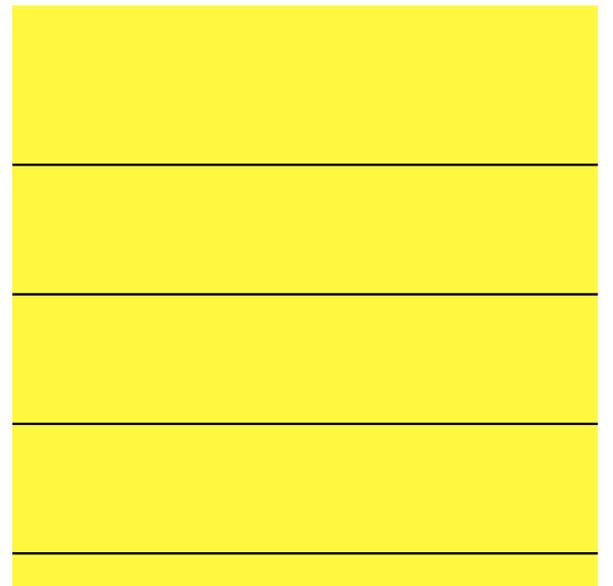


Share Your Feedback!



A yellow speech bubble graphic with a tail pointing towards the bottom right. Inside the bubble are three horizontal black lines, serving as a template for writing feedback.

Share Your Feedback!



A vertical stack of five yellow rectangular boxes, each separated by a thin black horizontal line, intended for providing feedback.