

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

Option 1: Do Nothing

The Wyndham / Quebec / Douglas Intersection and St. George's Square configuration would remain as it exists today, with no improvements other than the below grade infrastructure.

This intersection option relates to the Wyndham Street Option 1: Do Nothing. All of the streets are the same, with the same elements and operations.

Summary: Key Elements

Overall: no change from the existing conditions. This arrangement can work with all of the Wyndham Street cross section options.

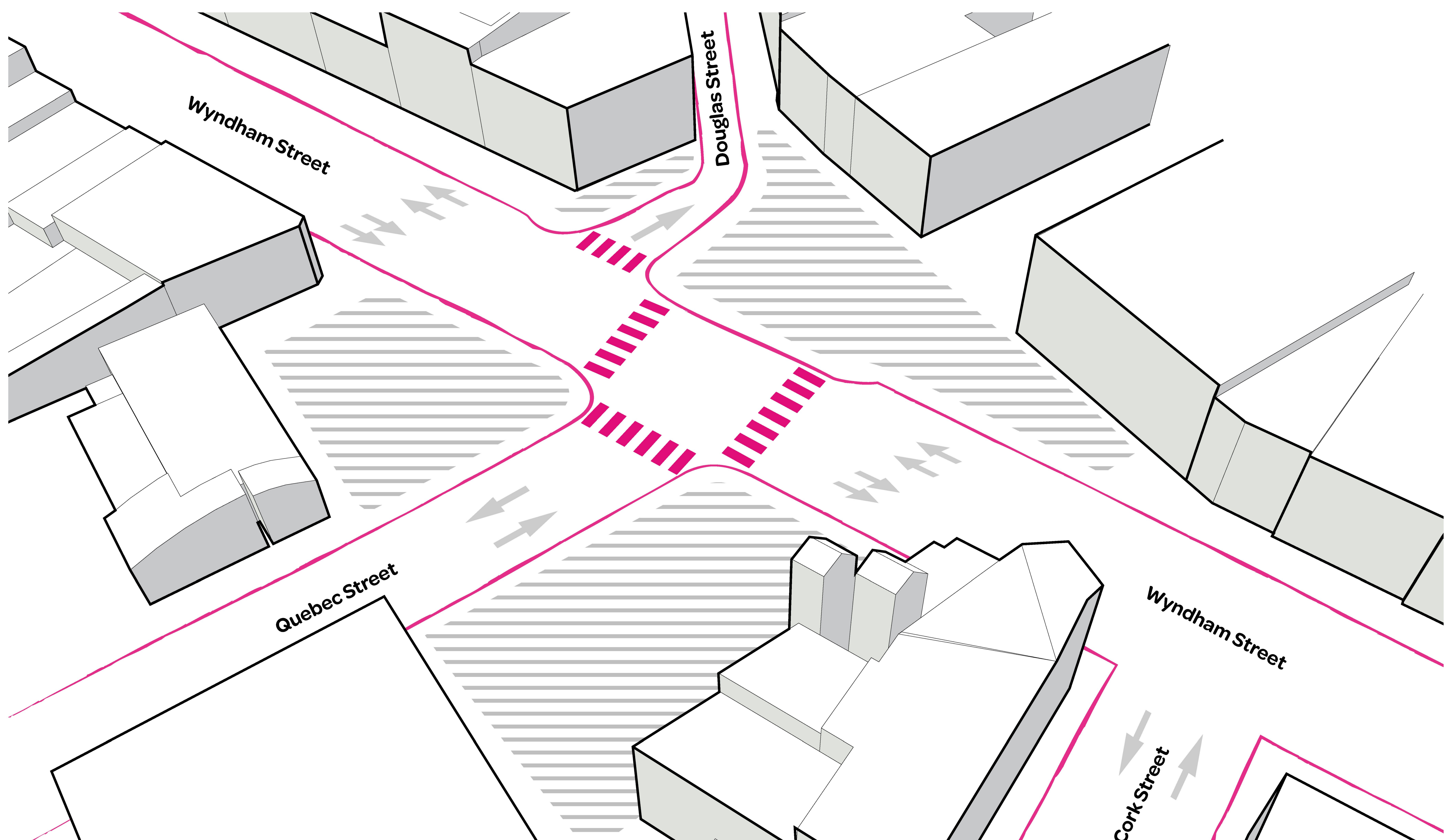
Pedestrians: no change from the existing conditions. Marked and controlled crosswalks at all streets.

Cyclists: this arrangement can work with all of the potential cycling arrangements, whether in shared traffic or as a protected uni-directional or bi-directional facility.

Roadway: no change from the existing conditions.

Curbside: no change from the existing conditions.

Special: no change from the existing conditions.



Wyndham / Quebec / Douglas / Intersection & St. George's Square Option 2: Standard Intersection Improvements

This option retains the same physical arrangement as the existing conditions, introduces localized operational and safety improvements. The type of improvements include measures to make the street safer and more efficient for all users (i.e., tighter roadway, left turn lanes, improved pavement markings and signs, leading pedestrian signals, tighter corners).

St. George's Square would continue to occupy the areas on the outside of the intersection, creating three distinct public spaces.

Summary: Key Elements

Overall: this arrangement can work with all of the Wyndham Street cross section options.

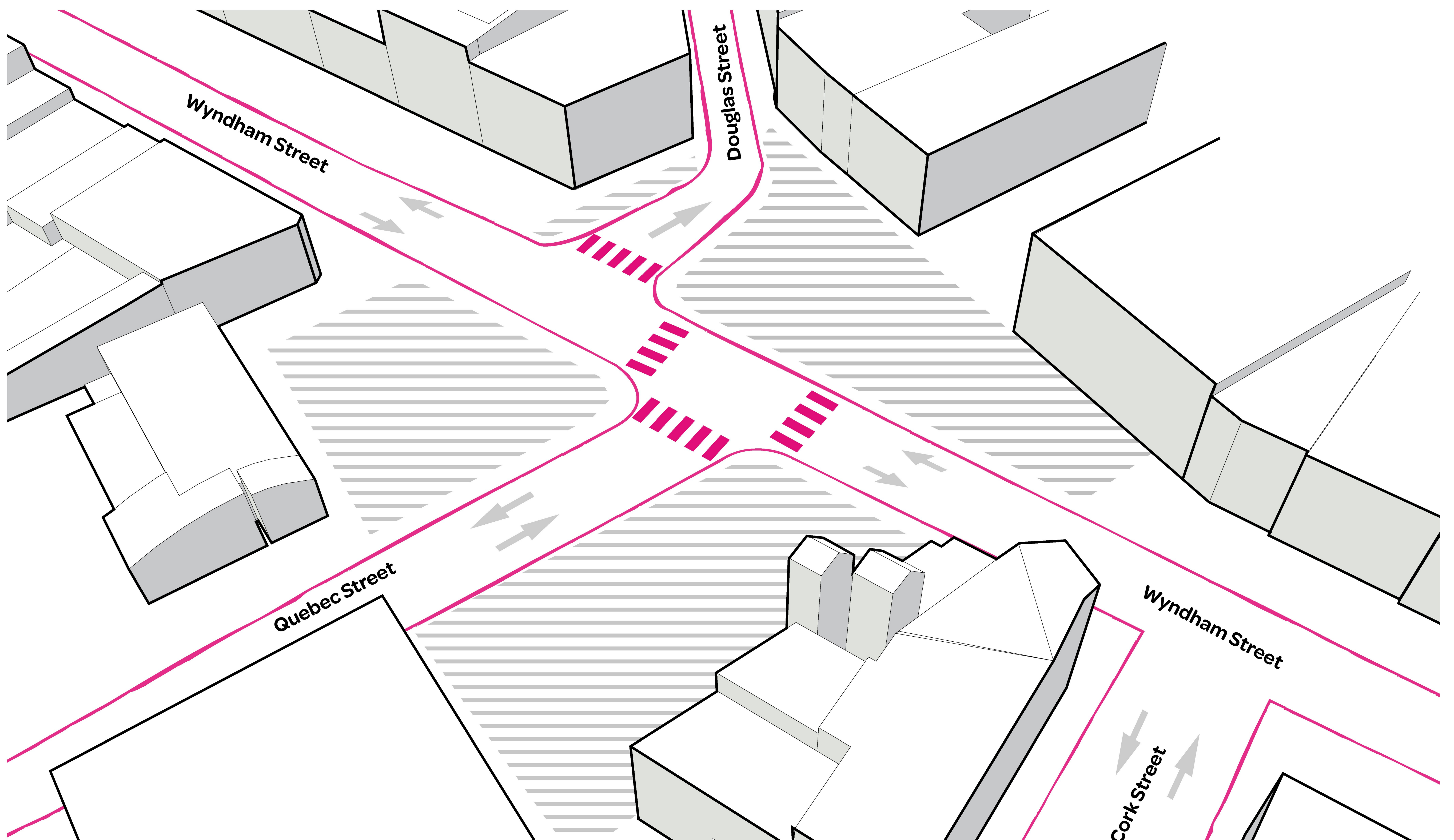
Pedestrians: Marked crosswalks at all streets, with controlled crossings at Quebec and Wyndham Streets. Shorter crossing distances on Wyndham Street due to fewer travel lanes.

Cyclists: this arrangement can work with all of the potential cycling arrangements, whether in shared traffic or as a protected uni-directional or bi-directional facility.

Roadway: similar operations to existing condition but with fewer travel lanes on Wyndham Street, improved geometric design, and optimized signals.

Curbside: no change from the existing condition.

Special: retains the same public space arrangement as existing condition, but with slightly larger spaces.



Wyndham / Quebec / Douglas / Intersection & St. George's Square Option 3: Re-aligned Four Leg Intersection

This option realigns Quebec Street and Douglas Street to create a conventional four-leg intersection for the new intersection alignment.

The primary intent of this option is to improve traffic operations. This would require minor to moderate geometric adjustments to St. George's Square, re-allocating public space to different places.

Summary: Key Elements

Overall: this arrangement can work with all of the Wyndham Street cross section options.

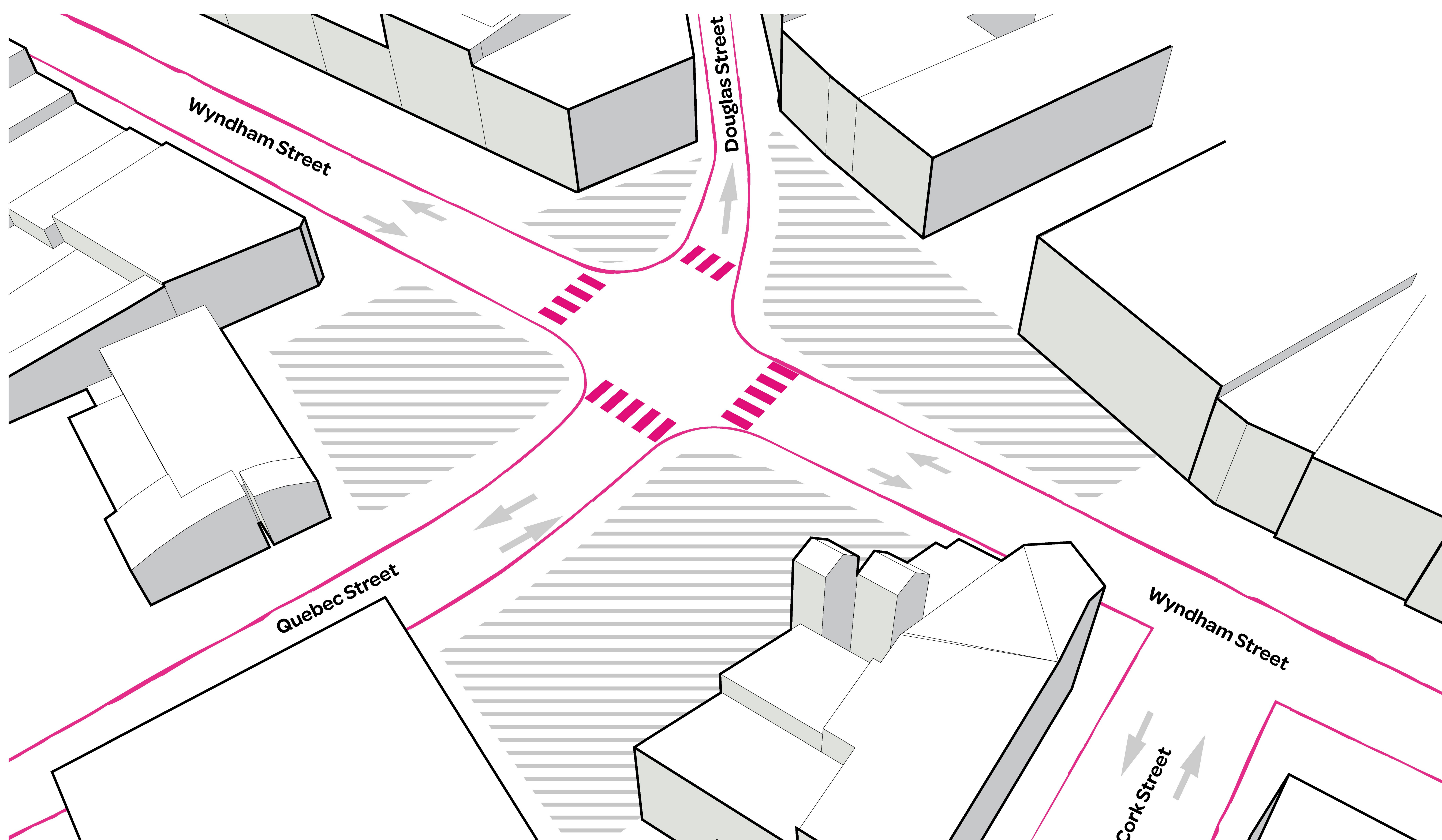
Pedestrians: Marked and controlled crosswalks at all streets.

Cyclists: this arrangement can work with all of the potential cycling arrangements, whether in shared traffic or as a protected uni-directional or bi-directional facility.

Roadway: conventional and predictable intersection operations. Douglas Street may experience higher through traffic movements from Quebec Street.

Curbside: no change from the existing conditions.

Special: retains a similar public space arrangement, but improves intersection performance.



Wyndham / Quebec / Douglas / Intersection & St. George's Square Option 4: Traffic Circle with Central Public Space

This option is distinct from the others, and 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 counter clockwise direction. This arrangement creates a large consolidated public space in the middle of the overall Square that can support a broader range of programming.

Summary: Key Elements

Overall: this arrangement of elements can work with all of the Wyndham Street cross section options.

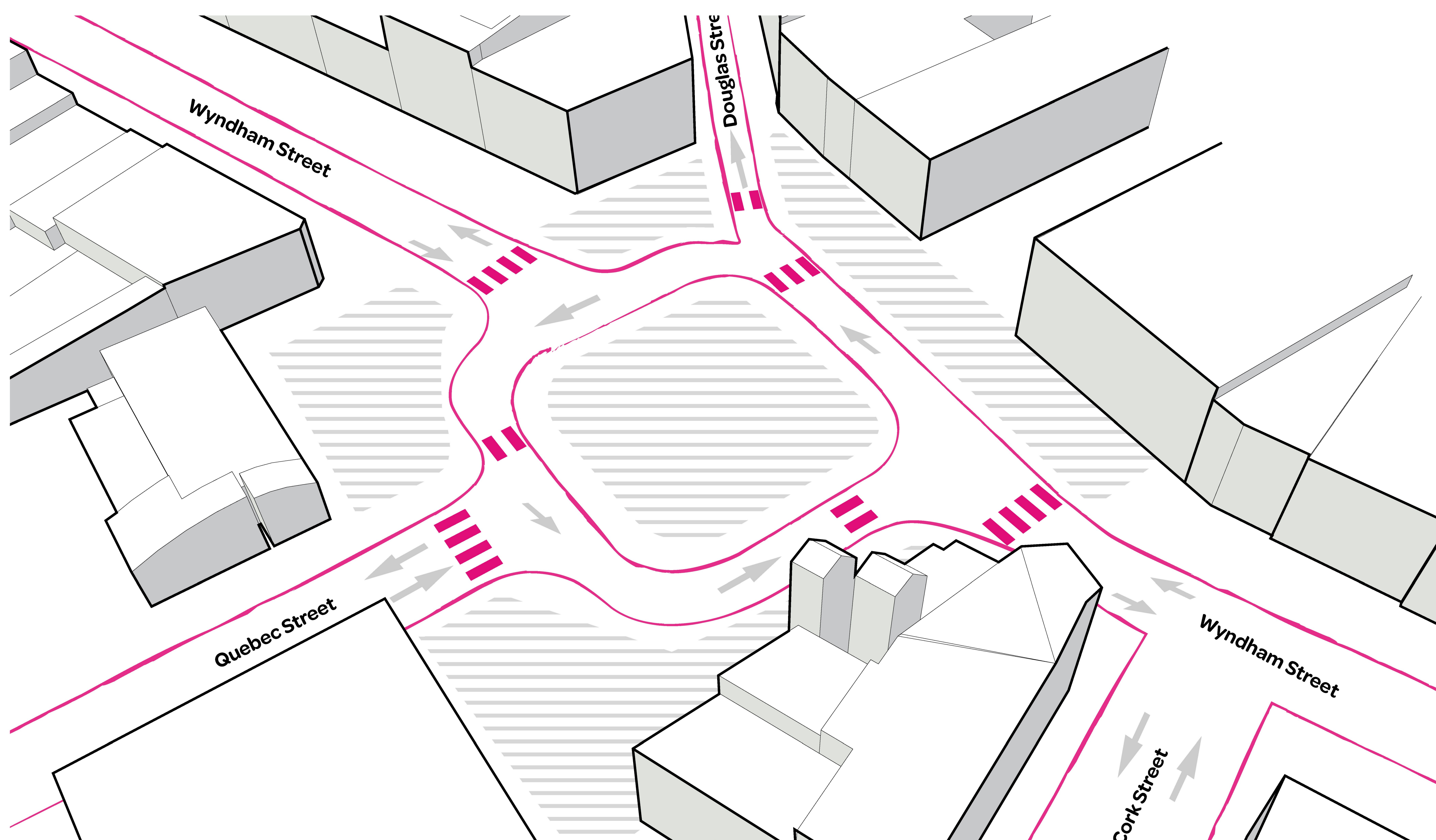
Pedestrians: marked crosswalks at all streets and to the central public space.

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.

Curbside: potential for layby space for parking, loading, servicing, and potential parklets/patios.

Special: a unique arrangement compared to other downtowns, with strong views along all streets that terminate in the central public space.



Please Share Your Reaction to the Options Presented!

Visit the **Downtown Infrastructure Renewal Program** project website to complete the survey and keep up to date on the latest news! Scan the QR code to the right or follow the URL address below.

www.haveyoursay.guelph.ca/downtownproject

