

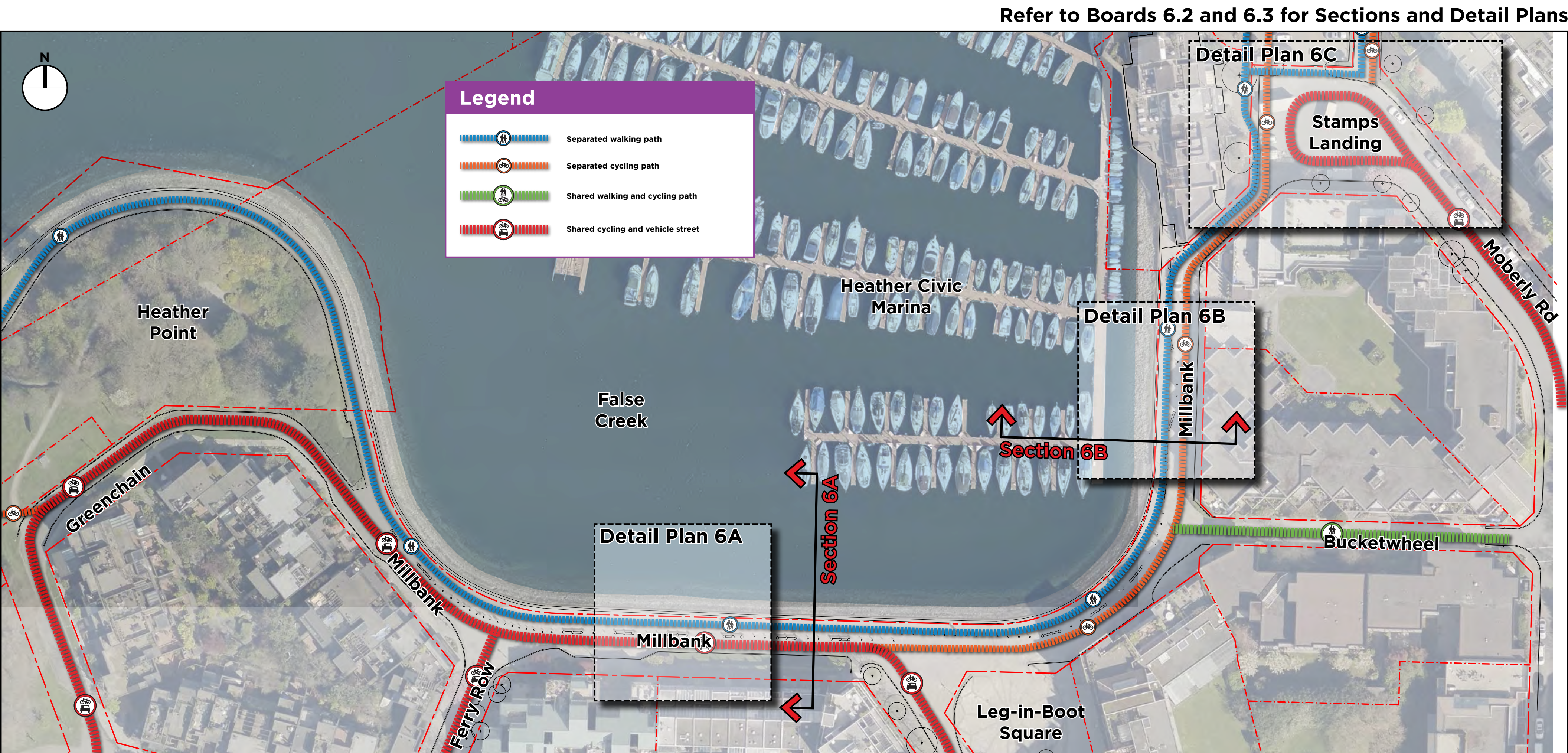
What You Told Us

- Maintain existing path width and reconfigure layout to create walking and cycling paths separated by a median. **(85% Yes, 7% No)**
 - Designate Bucketwheel for walking and cycling only, prohibiting non-emergency vehicle use. **(57% Yes, 16% No)**
- Reconfigure the laneway between the Seawall and Stamps Landing by repaving the surface, and providing pavement markings and signage. **(69% Yes, 10% No)**
 - Provide a smoother paving surface through the section with flagstone pavers. **(67% Yes, 17% No)**

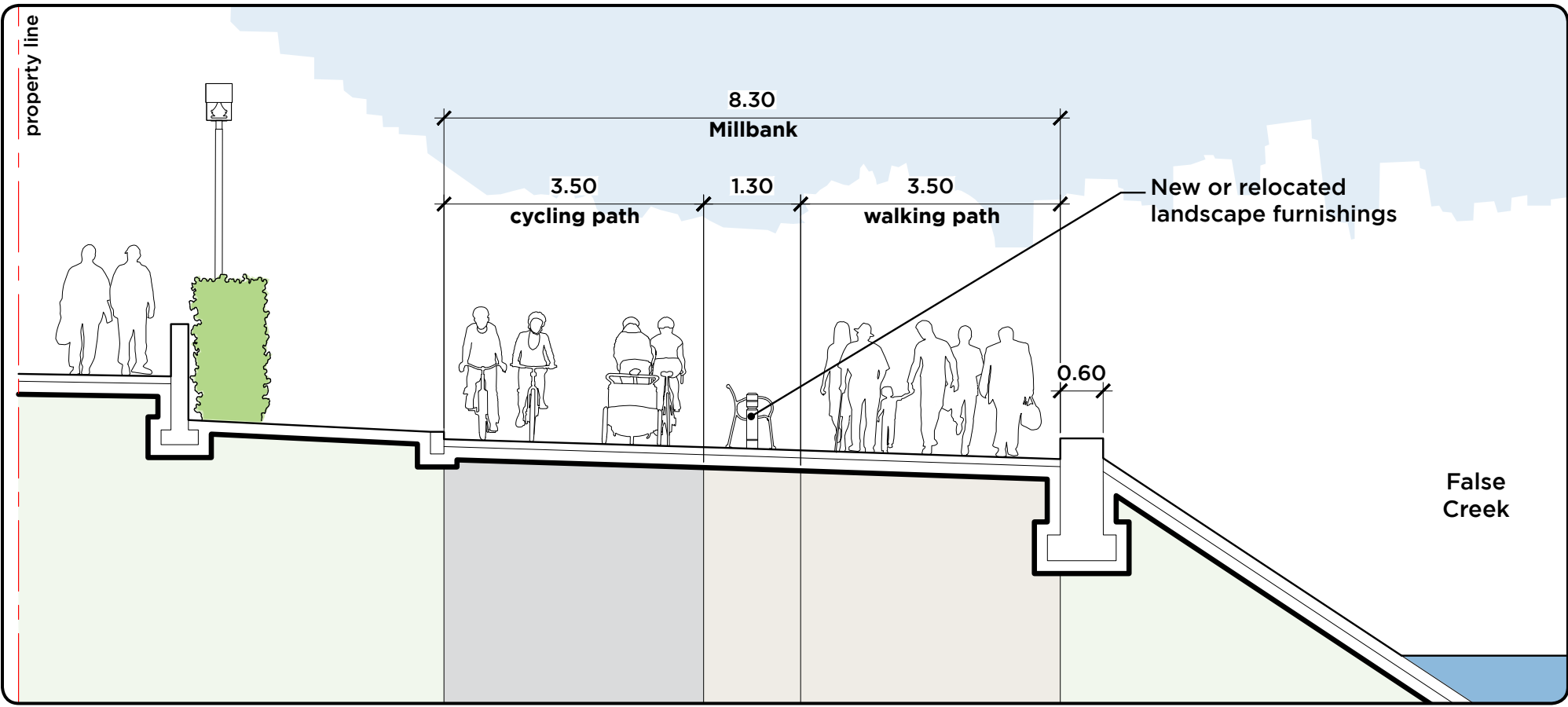
*Remainder of answers were “Unsure/don’t know”. Results are from October 2015 public open houses and online feedback survey.

Our Recommendation

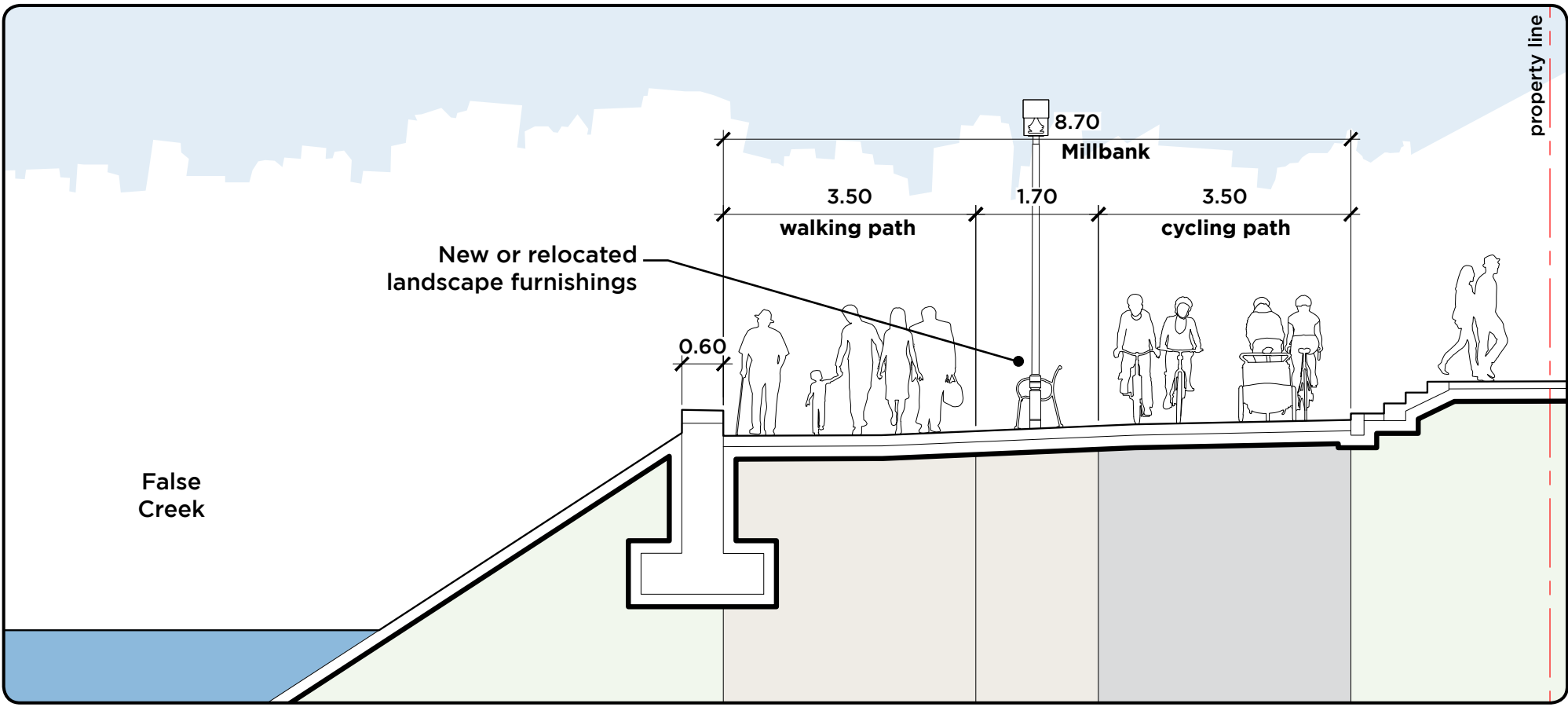
Recommended Solutions	Why?	When?
<p>Reconfigure the path layout and create a median separating the walking and cycling paths.</p> <p>See Detail Plans 6A and 6B, Board 6.2</p> <p>Key components of design:</p> <ul style="list-style-type: none">• 3.5m walking path and 3.5m cycling path.• Median with new or relocated benches and lighting.• Existing flagstone paving surface retained.	<p>The separation provided by the existing bollards, benches and signage is unclear.</p>	<p>Winter 2016/17</p>
<p>Limit vehicle traffic on the Seawall by designating Bucketwheel for walking and cycling only.</p> <p>Key components of design:</p> <ul style="list-style-type: none">• New passenger zone on the west side of Moberly Road to serve Bucketwheel residents.• Emergency vehicle access retained on Bucketwheel.	<p>The existing road right-of-way and poorly defined space increases the potential for conflicts between people driving, walking, and cycling.</p>	<p>Winter 2016/17</p>
<p>Reconfigure the laneway west of Stamps Landing.</p> <p>Key components of design:</p> <ul style="list-style-type: none">• Laneway surface repaved level with sidewalk.• Pavement markings and signage to clarify walking and cycling paths.	<p>The laneway is narrow and the existing design is confusing to navigate.</p>	<p>Winter 2016/17</p>
Future Considerations	Why?	
<p>Replace flagstone pavers with a smoother and more accessible surface treatment for walking and cycling.</p>	<p>Extensive resurfacing is beyond the scope of this project and any decision on this will require further design work and public input.</p>	



Cross Sections 6A and 6B

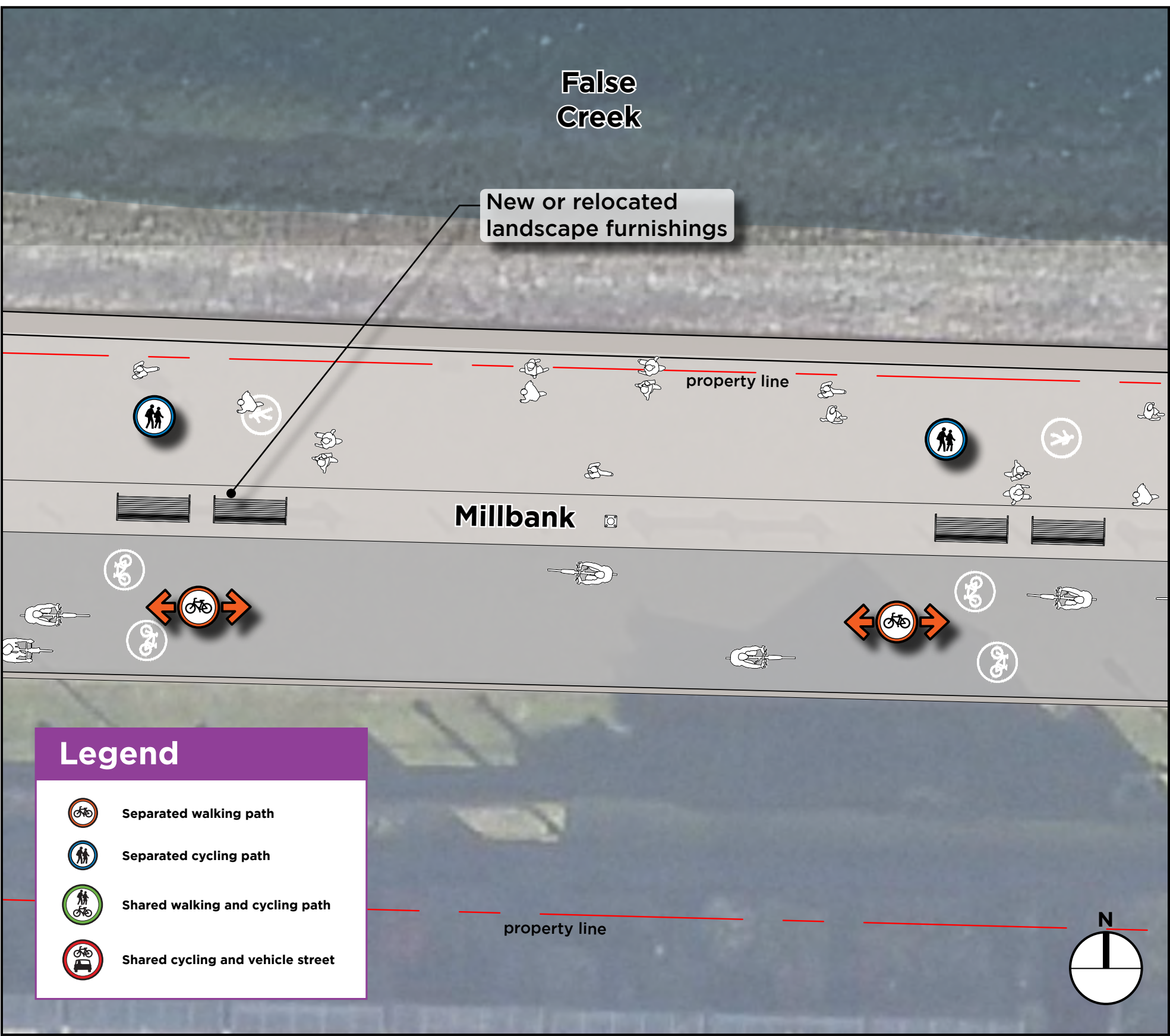


Section 6A



Section 6B

Detail Plan 6A



Reconfigure the path layout and create a median separating the walking and cycling paths.



Existing view, Millbank between Ferry Row and Leg In Boot Square looking West

Detail Plan 6B



Reconfigure the path layout and create a median separating the walking and cycling paths.







Existing view, Millbank between Bucketwheel and Stamps Landing looking South

- Greater support for creating a new cycling path on the west side of the cul-de-sac (64% Yes, 23% No) than on the south side of the cul-de-sac (44% Yes, 27% No)
- Create a clear walking path on the west side of the cul-de-sac. (71% Yes, 19% No)

*Remainder of answers were “Unsure/don’t know”. Results are from October 2015 public open houses and online feedback survey.

Recommended Solutions	Why?	When?
Create a new cycling path and a clear walking path on the west side of the cul-de-sac. Conduct further review and work with adjacent stakeholders to refine the design. See Detail Plan 6C, Below	Shared and poorly defined space through the cul-de-sac increases potential for conflicts between people driving, walking, and cycling.	Under review

Legend

	Separated walking path
	Separated cycling path
	Shared walking and cycling path
	Shared cycling and vehicle street

