

HUGH JOHN
MACDONALD
SCHOOL

BANNATYNE

AVENUE

LYDIA
STREET

BANNATYNE

REMOVE EXISTING PARKING

RAISED CROSSWALK

PULL-IN, DROP-OFF ZONE

RAISED CROSSWALK

POTENTIAL NORTH
CONNECTION TO
HUGH JOHN
MACDONALD
SCHOOL FROM
MCDERMOT
AVENUE

REMOVE EXISTING PARKING

PULL-IN, DROP-OFF ZONE

ECOLE SACRE
COEUR

RAISED CROSSWALK

MCDERMOT

AVENUE

KATE STREET

RAISED CROSSWALK






JUNO STREET

MCDERMOT

AVENUE

APPROXIMATE
LOCATION OF
FIRE HYDRANT
(TYP)

Legend

- Bike Lane 
- Conflict Paint 
- Parking Zone 
- Loading Zone 
- Bus Stop 

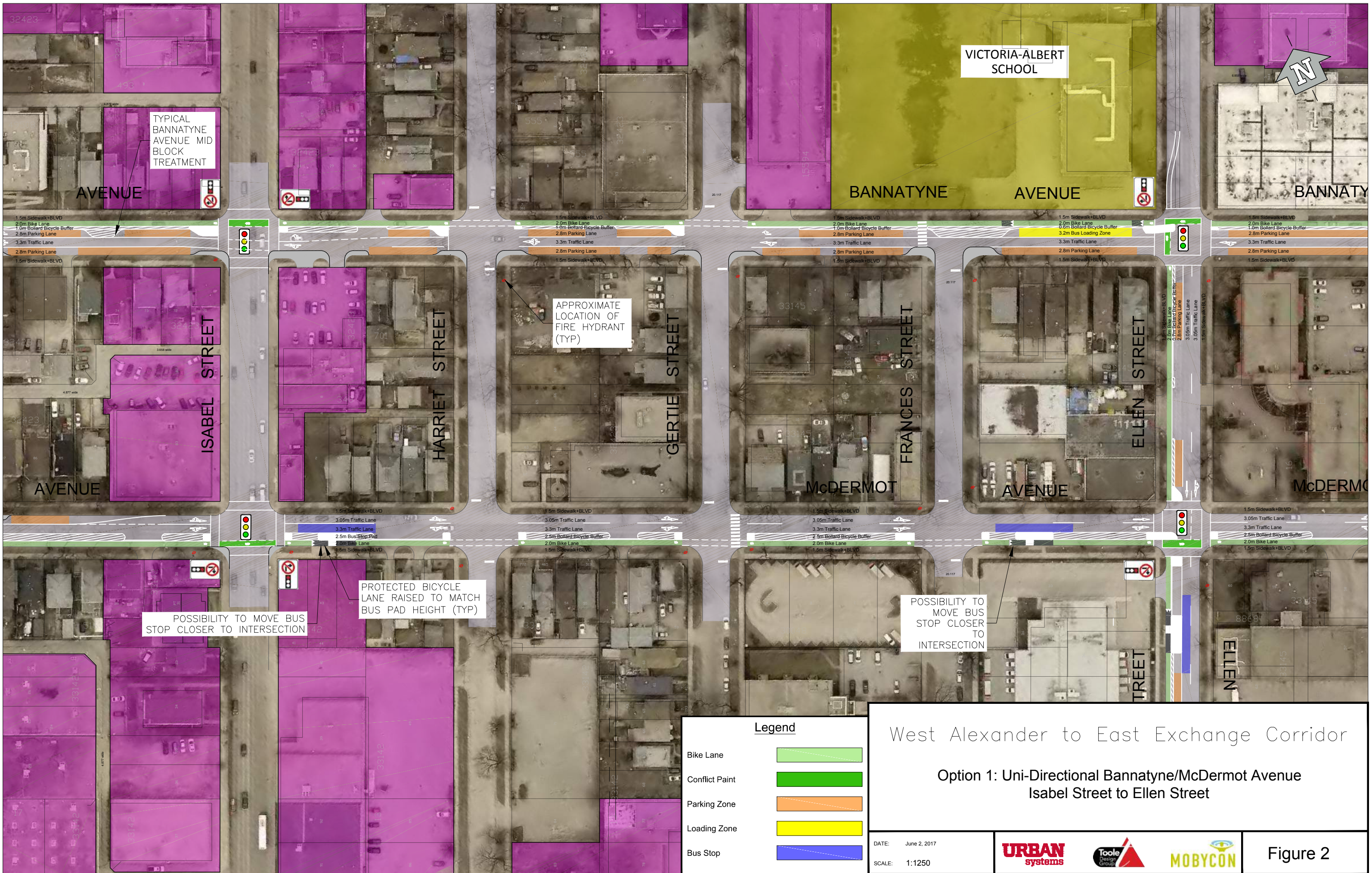
West Alexander to East Exchange Corridor

**Option 1: Uni-Directional Bannatyne/McDermot Avenue
Sherbrook Street to Juno Street**

DATE: June 2, 2017
SCALE: 1:1250





TYPICAL BANNATYNE AVENUE MID BLOCK TREATMENT

VICTORIA-ALBERT SCHOOL

APPROXIMATE LOCATION OF FIRE HYDRANT (TYP)

POSSIBILITY TO MOVE BUS STOP CLOSER TO INTERSECTION

PROTECTED BICYCLE LANE RAISED TO MATCH BUS PAD HEIGHT (TYP)

POSSIBILITY TO MOVE BUS STOP CLOSER TO INTERSECTION

Legend

- Bike Lane
- Conflict Point
- Parking Zone
- Loading Zone
- Bus Stop

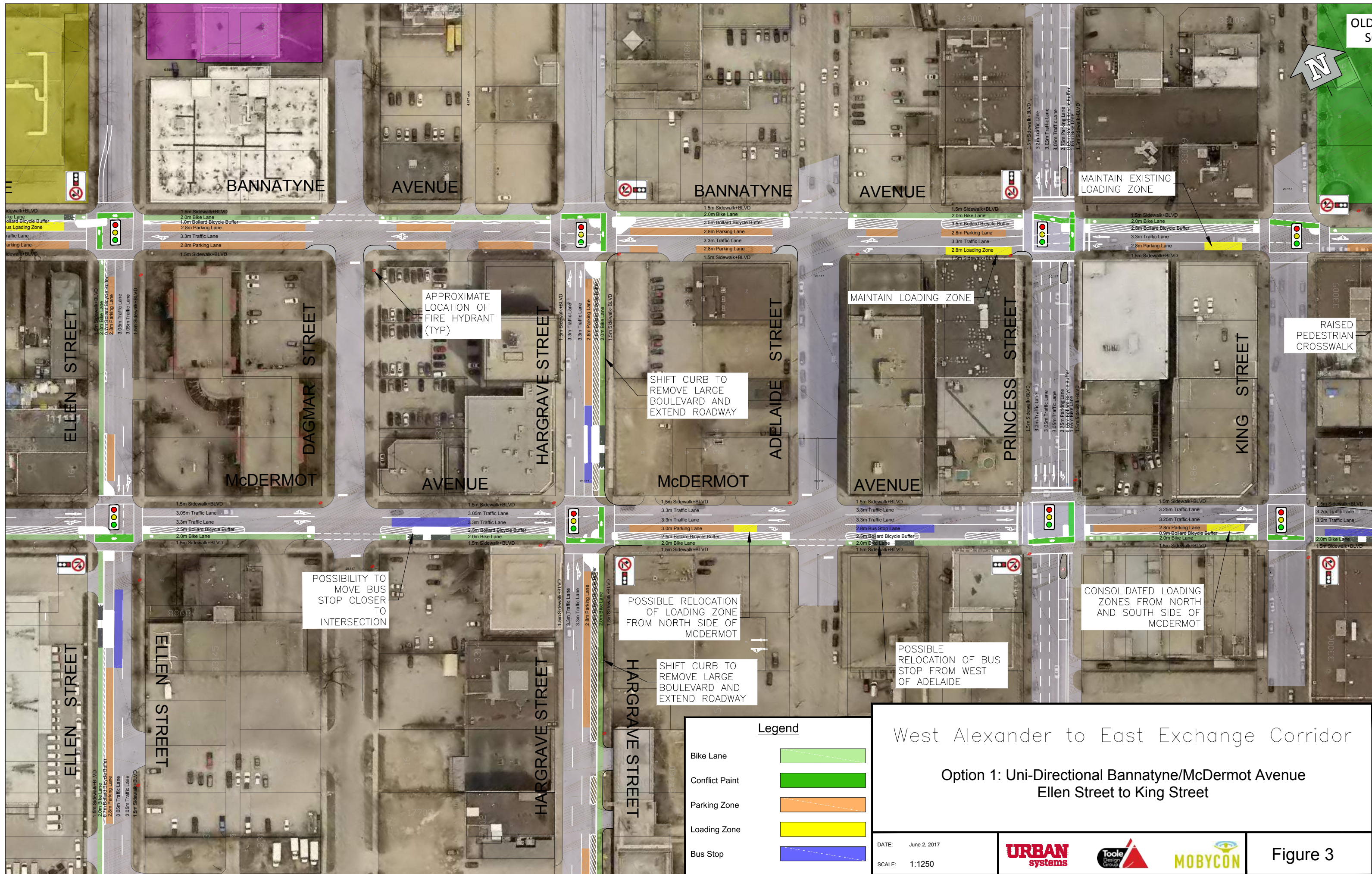
West Alexander to East Exchange Corridor

Option 1: Uni-Directional Bannatyne/McDermot Avenue
Isabel Street to Ellen Street

DATE: June 2, 2017
SCALE: 1:1250



Figure 2



1.5m Sidewalk+BLVD
2.0m Bike Lane
0.7m Bollard Bicycle Buffer
2.8m Parking Lane
3.3m Traffic Lane
2.8m Loading Zone
1.5m Sidewalk+BLVD

1.5m Sidewalk+BLVD
2.0m Bike Lane
0.7m Bollard Bicycle Buffer
2.8m Parking Lane
3.05m Traffic Lane
1.5m Sidewalk+BLVD

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3.05m Traffic Lane
3.3m Traffic Lane
2.5m Bollard Bicycle Buffer
2.0m Bike Lane
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2.0m Bike Lane
1.5m Sidewalk+BLVD

1.5m Sidewalk+BLVD
3.05m Traffic Lane
3.3m Traffic Lane
2.5m Bollard Bicycle Buffer
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1.5m Sidewalk+BLVD

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1.5m Sidewalk+BLVD

1.5m Sidewalk+BLVD
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3.3m Traffic Lane
2.5m Bollard Bicycle Buffer
2.0m Bike Lane
1.5m Sidewalk+BLVD

1.5m Sidewalk+BLVD
3.05m Traffic Lane
3.3m Traffic Lane
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2.0m Bike Lane
1.5m Sidewalk+BLVD

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3.05m Traffic Lane
3.3m Traffic Lane
2.5m Bollard Bicycle Buffer
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1.5m Sidewalk+BLVD

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3.05m Traffic Lane
3.3m Traffic Lane
2.5m Bollard Bicycle Buffer
2.0m Bike Lane
1.5m Sidewalk+BLVD

1.5m Sidewalk+BLVD
3.05m Traffic Lane
3.3m Traffic Lane
2.5m Bollard Bicycle Buffer
2.0m Bike Lane
1.5m Sidewalk+BLVD

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3.05m Traffic Lane
3.3m Traffic Lane
2.5m Bollard Bicycle Buffer
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1.5m Sidewalk+BLVD

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2.0m Bike Lane
0.7m Bollard Bicycle Buffer
2.8m Parking Lane
3.05m Traffic Lane
1.5m Sidewalk+BLVD

APPROXIMATE LOCATION OF FIRE HYDRANT (TYP)

SHIFT CURB TO REMOVE LARGE BOULEVARD AND EXTEND ROADWAY

MAINTAIN EXISTING LOADING ZONE

RAISED PEDESTRIAN CROSSWALK

POSSIBILITY TO MOVE BUS STOP CLOSER TO INTERSECTION

POSSIBLE RELOCATION OF LOADING ZONE FROM NORTH SIDE OF MCDERMOT

SHIFT CURB TO REMOVE LARGE BOULEVARD AND EXTEND ROADWAY

POSSIBLE RELOCATION OF BUS STOP FROM WEST OF ADELAIDE

CONSOLIDATED LOADING ZONES FROM NORTH AND SOUTH SIDE OF MCDERMOT

Legend

- Bike Lane
- Conflict Point
- Parking Zone
- Loading Zone
- Bus Stop

West Alexander to East Exchange Corridor
Option 1: Uni-Directional Bannatyne/McDermot Avenue
Ellen Street to King Street

DATE: June 2, 2017
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Figure 3



OLD MARKET SQUARE

PROPOSED LOADING LOCATION

PROPOSED LOADING LOCATION

MAINTAIN EXISTING LOADING ZONE

MAINTAIN EXISTING LOADING ZONE

MAINTAIN EXISTING LOADING ZONE

MAINTAIN EXISTING LOADING ZONE

MAINTAIN LOADING ZONE

OFF PEAK PARKING AND POSSIBLE LOADING ZONE

RAISED PEDESTRIAN CROSSWALK

MAINTAIN EXISTING LOADING ZONE

CONSOLIDATE LOADING ZONE TO NORTH SIDE OF MCDERMOT

APPROXIMATE LOCATION OF FIRE HYDRANT (TYP)

MAINTAIN EXISTING LOADING ZONE

REVISE SIGNAL TIMING TO SEPARATE PHASES TO AVOID CONFLICTS BETWEEN RIGHT-TURNING VEHICLES AND BICYCLES

BUS STOP RELOCATED FROM MCDERMOT TO MAIN STREET TO AVOID CONFLICT WITH CYCLE TRACK

CONSOLIDATED LOADING ZONES FROM NORTH AND SOUTH SIDE OF MCDERMOT

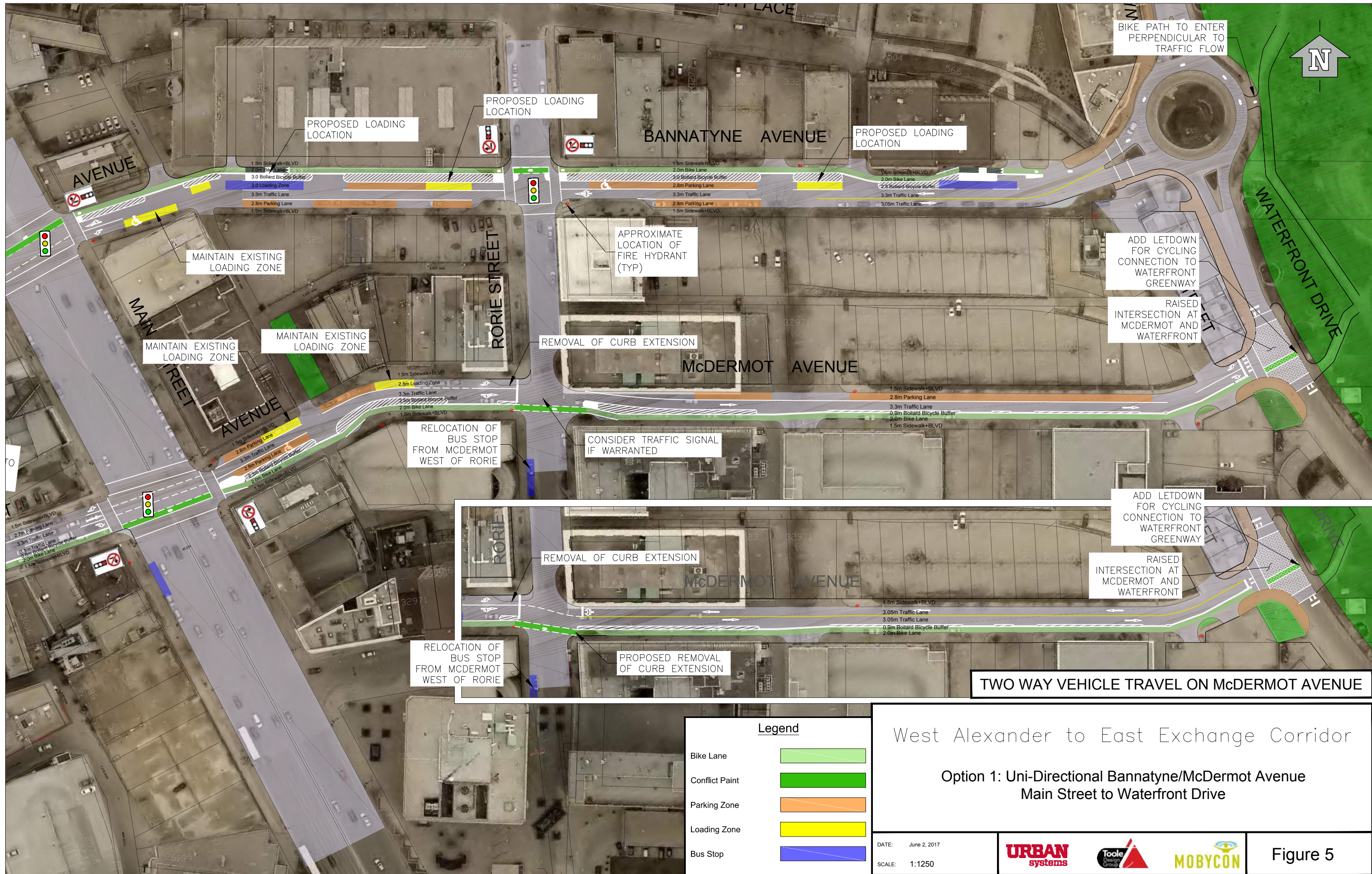
POSSIBLE RELOCATION OF BUS STOP FROM WEST OF ADELAIDE

Legend

- Bike Lane
- Conflict Point
- Parking Zone
- Loading Zone
- Bus Stop

West Alexander to East Exchange Corridor
 Option 1: Uni-Directional Bannatyne/McDermot Avenue
 Princess Street to Main Street

DATE: June 2, 2017
 SCALE: 1:1250



BIKE PATH TO ENTER PERPENDICULAR TO TRAFFIC FLOW



PROPOSED LOADING LOCATION

PROPOSED LOADING LOCATION

PROPOSED LOADING LOCATION

BANNATYNE AVENUE

1.5m Sidewalk+BLVD
2.0m Bike Lane
3.0 Bollard Bicycle Buffer
3.0 Loading Zone
3.3m Traffic Lane
2.8m Parking Lane
1.5m Sidewalk+BLVD

1.5m Sidewalk+BLVD
2.0m Bike Lane
3.0 Bollard Bicycle Buffer
2.8m Parking Lane
3.3m Traffic Lane
2.8m Parking Lane
1.5m Sidewalk+BLVD

1.5m Sidewalk+BLVD
2.0m Bike Lane
2.5 Bollard Bicycle Buffer
3.3m Traffic Lane
3.05m Traffic Lane

MAINTAIN EXISTING LOADING ZONE

APPROXIMATE LOCATION OF FIRE HYDRANT (TYP)

ADD LETDOWN FOR CYCLING CONNECTION TO WATERFRONT GREENWAY

RAISED INTERSECTION AT MCDERMOT AND WATERFRONT

MAINTAIN EXISTING LOADING ZONE

MAINTAIN EXISTING LOADING ZONE

REMOVAL OF CURB EXTENSION

MCDERMOT AVENUE

1.5m Sidewalk+BLVD
2.8m Loading Zone
3.3m Traffic Lane
2.5m Bollard Bicycle Buffer
2.0m Bike Lane
1.5m Sidewalk+BLVD

RELOCATION OF BUS STOP FROM MCDERMOT WEST OF RORIE

CONSIDER TRAFFIC SIGNAL IF WARRANTED

1.5m Sidewalk+BLVD
2.8m Parking Lane
3.3m Traffic Lane
0.9m Bollard Bicycle Buffer
2.0m Bike Lane
1.5m Sidewalk+BLVD

ADD LETDOWN FOR CYCLING CONNECTION TO WATERFRONT GREENWAY

RAISED INTERSECTION AT MCDERMOT AND WATERFRONT

REMOVAL OF CURB EXTENSION

MCDERMOT AVENUE

1.5m Sidewalk+BLVD
3.05m Traffic Lane
3.05m Traffic Lane
0.9m Bollard Bicycle Buffer
2.0m Bike Lane

RELOCATION OF BUS STOP FROM MCDERMOT WEST OF RORIE

PROPOSED REMOVAL OF CURB EXTENSION

TWO WAY VEHICLE TRAVEL ON MCDERMOT AVENUE

Legend

- Bike Lane
- Conflict Point
- Parking Zone
- Loading Zone
- Bus Stop

West Alexander to East Exchange Corridor

Option 1: Uni-Directional Bannatyne/McDermot Avenue
Main Street to Waterfront Drive

DATE: June 2, 2017
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Figure 5