

Option 1 – Bike Lanes on road separated by line painting (Sidewalk on West Side and No Parking on Road) – All figures are looking North



Description:

- 10m asphalt road width
- 2 driving lanes width of 3.5m.
- 2 bike lanes width of 1.5m (plus 0.3m gutter) separated from the driving lane by line painting.
- Barrier curb and gutter both sides.
- 1m boulevard (west side) between curb and sidewalk.
- 1 sidewalk at 1.5m (west side) with a max 3.3% slope.

Benefit:

- No utility pole relocation required.
- The bike lanes would not be crossing driveways.
- The existing sidewalk on the west side would be replaced in the same location, therefore will be no change to the length of driveways up to the sidewalk.

Disadvantage:

- No parking on the road
- Designated bike lanes additional maintenance ongoing costs

Option 2 – Parking Lane (Sidewalk West Side and No Bike Lanes) – All figures are looking North



Description:

- 10m asphalt road width
- 2 driving lanes width of 3.7m.
- 1 parking lane width of 2.6m separated from the driving lane by line painting.
- Barrier curb and gutter both sides.
- 1m boulevard (west side) between curb and sidewalk.
- 1 sidewalk width of 1.5m (west side) with a max 3.3% slope.

Benefit:

- Motorists would be able to park along the west side of the road on the designated lane.
- No utility pole relocation required.
- The existing sidewalk on the west side would be replaced in the same location, therefore will be no change to the length of driveways up to the sidewalk.

Disadvantage:

- No designated bike lanes (a 10m wide road would allow additional room for cyclists, but there would not be designated bike lane).

Option 3 – Sidewalk Both Side of the Road (No Bike Lanes and No Designated Parking Lane) – All figures are looking North



Description:

- 8.5m asphalt road width
- 2 driving lanes width of 4.25m.
- Barrier curb and gutter both sides.
- 1m boulevard (both sides) between curb and sidewalk. Due to the Environmental Protected Area, there would be 1m boulevard (west side only) from Middlesex Drive to Harris Circle, and the east sidewalk would be adjacent to the curb.
- Sidewalk width of 1.5m (both side from Pannell Lane to Middlesex Drive) with a max 3.3% slope. For the section from Middlesex Drive to Second Street the west sidewalk would be 1.5m wide and the east sidewalk would be 1.8m wide.

Benefit:

- Sidewalk on both sides of the road for the complete project area.
- Motorists would be able to park along the west side of the road, but there will be no designated parking lane.
- No utility pole relocation required.
- The existing sidewalk on the west side would be replaced in the same location, therefore will be no change to the length of driveways up to the sidewalk.

Disadvantage:

- 8.5m road does not comply with the width for a designated collector road which is 10m.
- No designated bike lanes
- No designated parking lane

Comparison Concept Options Chart

Option	Designated Bike Lanes	Designated Parking Lane	Sidewalk Both Sides	Parking on Road	Reducing Driveway Lengths on West Side	10m Asphalt Road Width for Primary Collector Road	Head St Reconstruction - Preliminary Estimate Cost
1	Yes	No	No	No	No	Yes	\$5,715,000 +HST
2	No	Yes	No	Yes	No	Yes	\$5,710,000 +HST
3	No	No	Yes	Yes	No	8.5m wide (Non-Compliance)	\$5,675,000 +HST