PENRITH AVENUE IMPROVEMENTS PROJECT

LEGEND

- ASPHALT
- CONCRETE
- GRASS
- POSSIBLE NEW TREE
- TACTILE WARNING SURFACE INDICATOR

PROPERTIES THAT HAVE EXISTING PARKING FACILITIES WITHIN PRIVATE PROPERTY WILL BE PROVIDED WITH DRIVEWAY LETDOWNS TO THE EDGE OF TRAVEL LANE. THIS INCREASES SAFETY BY IMPROVING SIGHT LINES, AS WELL AS PROVIDING INTERMITTENT 'PINCHING' OF THE ROAD WIDTH WHICH HELPS CALM TRAFFIC

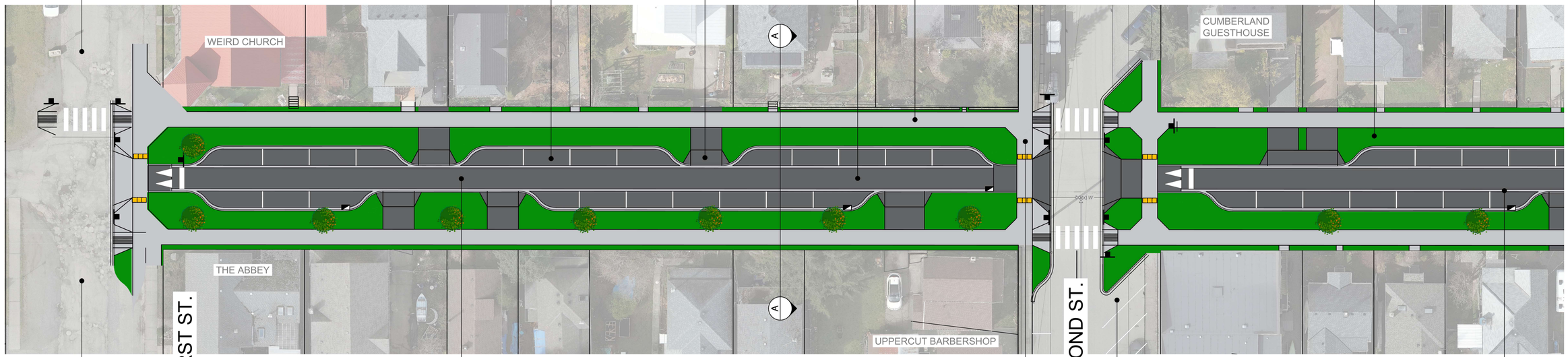
FIRST STREET PHASE 2
CURRENTLY OUT TO TENDER,
CONSTRUCTION TO BEGIN IN 2026

PARALLEL PARKING POCKETS ON BOTH SIDES OF ROAD

ESTABLISH PROPER ROAD STRUCTURE TO INCREASE ASPHALT LONGEVITY

COMPLETE MISSING SIDEWALK CONNECTIONS

ADDITIONAL GREENSPACE IN THE FORM OF WIDER BOULEVARDS



FIRST STREET PHASE 1
COMPLETED IN 2024

ONE WAY STREET DESIGN

PENRITH AVENUE

CONTINUOUS SIDEWALKS TO IMPROVE PEDESTRIAN SAFETY AND PROVIDE TRAFFIC CALMING

SECOND STREET CENTERLINE ALIGNMENT ADJUSTED TO ALLOW FOR ADDITIONAL DIAGONAL PARKING

300mm WIDE CONCRETE FLAT PAN AT EDGE OF TRAVEL LANE PROVIDES A VISUAL CUE TO THE LANE WIDTH WHICH HELPS REDUCE SPEEDS WHEN LESS PARKING IS PRESENT

CONTINUOUS SIDEWALKS

CONTINUOUS SIDEWALKS ARE A PEDESTRIAN SAFETY AND TRAFFIC CALMING MEASURE THAT ORIGINATED IN THE NETHERLANDS, BUT ARE BECOMING MORE AND MORE COMMON THROUGHOUT NORTH AMERICA.

BY REMOVING THE TRADITIONAL CURB RETURN INTERSECTION MODEL BETWEEN COLLECTOR ROADS AND LOCAL ROADS, AND REPLACING IT WITH WHAT MOST CLOSELY RESEMBLES A COMMERCIAL DRIVEWAY ACCESS, THE TRUE RIGHT OF WAY HIERARCHY IS REFLECTED TO THE USERS. PEDESTRIANS ARE ABLE TO COMFORTABLY WALK THROUGH THE INTERSECTION WITHOUT DROPPING DOWN TO STREET LEVEL.

MEANWHILE EFFECTIVE TRAFFIC CALMING IS ACHIEVED AS A SUBCONSCIOUS SIGNAL IS PROVIDED TO DRIVERS THAT THEY ARE ENTERING A 'SLOW ZONE' ON A RESIDENTIAL STREET WHERE THEY ARE THE GUEST AND NOT THE PRIMARY USER. THIS IS SIMILAR TO THE EFFECT OF ENTERING A PRIVATE ROADWAY WITHIN A TOWNHOUSE COMPLEX, WHERE YOU NATURALLY SLOW DOWN, AS THE FACILITIES ARE MORE CONSTRAINED, AND YOU ARE APPROACHING YOUR DESTINATION.

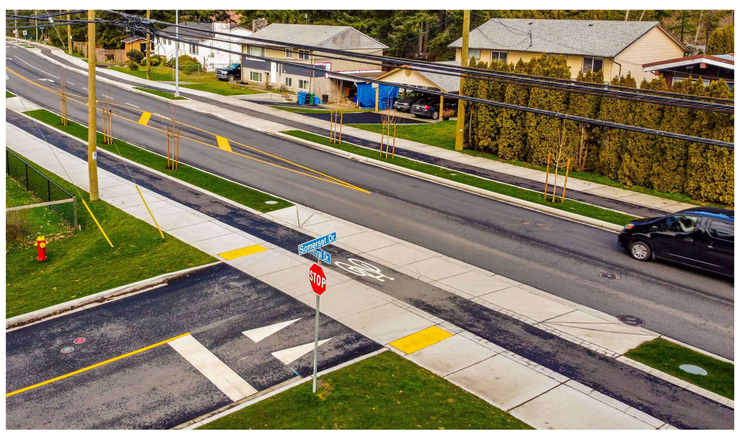
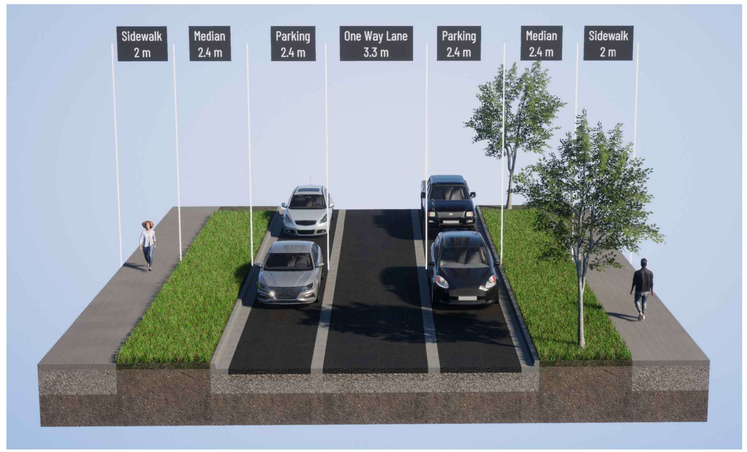


*PHOTO FROM METRAL DRIVE IN NANAIMO, BC



PENRITH AVENUE CROSS SECTION A-A

PENRITH AVENUE IMPROVEMENTS PROJECT

LEGEND

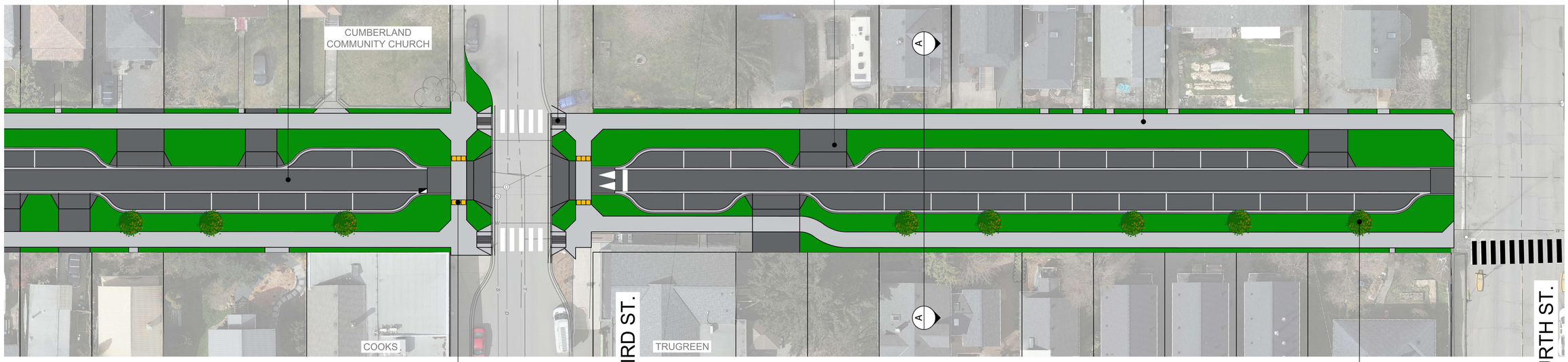
- ASPHALT
- CONCRETE
- GRASS
- POSSIBLE NEW TREE
- TACTILE WARNING SURFACE INDICATOR

BY BRACKETING TRAVEL LANE WITH CONCRETE FLAT PANS, FUTURE ROAD RESURFACING COSTS WILL BE GREATLY REDUCED

WHEELCHAIR LETDOWNS ESTABLISHED AT ALL CROSSWALKS

DRIVEWAYS RESTRICTED TO ONE 6m (MAX) DRIVEWAY PER LOT HELPING TO MAXIMIZE STREET PARKING

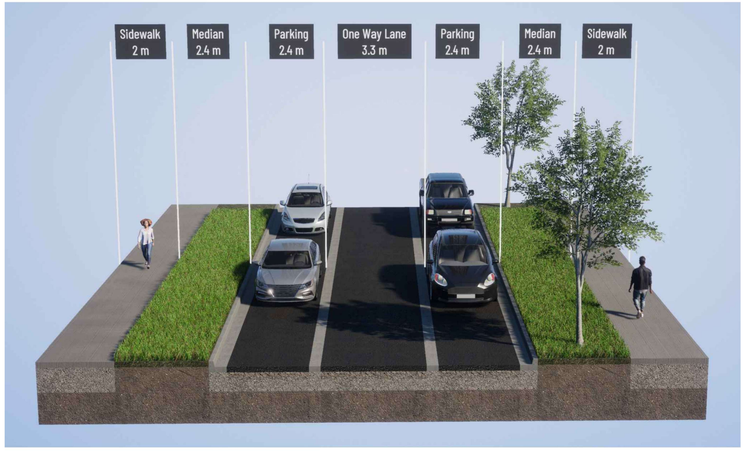
2 METER WIDE SIDEWALKS THROUGHOUT



TACTILE WARNING SURFACE INDICATORS AT INTERSECTIONS FOR THE VISUALLY IMPAIRED

PENRITH AVENUE

STREET TREES ON SOUTH SIDE OF ROAD TO PROVIDE ADDITIONAL SHADE



PENRITH AVENUE CROSS SECTION A-A



LOCATION MAP