

Attachment #3
**Design Refinement Based on
Feedback (London St)**

Active Transportation Network Plan: London Street

Design Refinement

Opportunities to share feedback on the proposed active transportation improvements to the [London Street Active Transportation Route](#) took place from late May through July 13, 2025. The City had proposed several active transportation improvements, as well as two options to balance sharing the road space on London Street:

Option 1: remove parking on alternating sides of the street to create more space for vehicles and cyclists to comfortably share the road. Two-way traffic flow is maintained. [You can see Option 1 in more detail here.](#)

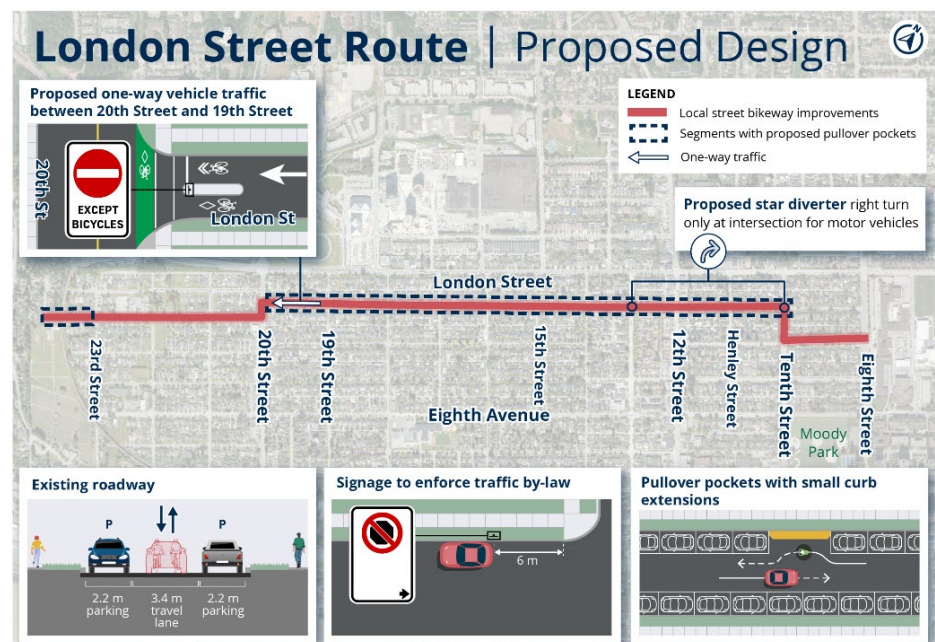
Option 2: create a one-way traffic flow to reduce the chances of conflicts between vehicles and cyclists traveling in opposite directions. Each block of London Street between 20th Street and 14th Street, and the block between 12th Street and Henley Street, would be one-way traffic, with the direction of traffic alternating each block. Parking on both sides of the street would be maintained, and the space available to share would remain the same. [You can see Option 2 in more detail here.](#)

Feedback received through the online survey showed that 41% of participants preferred Option 2, 39% preferred Option 1, and 30% said they were unsure. At the in-person pop-up events, 50% of participants preferred Option 1, while 22% preferred Option 2.

While responses were fairly evenly split, concerns were raised with both options. There was a general lack of support for the proposed amount of parking removal in Option 1, and concern that this design would cause an unsafe weaving pattern of travel. There was also a general lack of support for the alternating one-way traffic flow in Option 2, with concerns this would be confusing and restrict residents' access to their homes.

Based on this input received through public engagement, the design for the Active Transportation Network Plan: London Street Route has been modified.

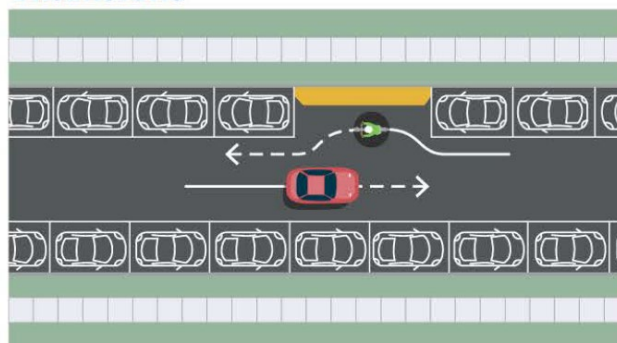
In response to community feedback, the following updates have been made to the planned route:



- 1) **Pullover pockets with more parking retained:** Instead of removing parking on alternating sides of London Street (Option 1), the adjusted design will remove approximately 4 spaces on each block to create “pockets” for vehicles and cyclists to pull over and yield to oncoming traffic. These pullover pockets feature a small, [quick-build](#) curb extension, to restrict parking but allow more space for users to pull over.

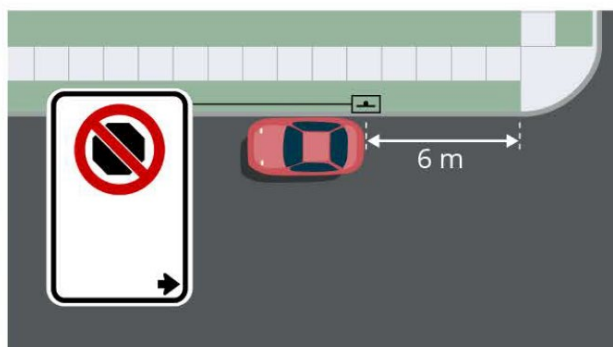
Compared to Option 1, which would remove 39% of existing parking spaces, the adjusted design removes approximately 10% of parking. This modified design supports the feedback received on retaining as much parking as possible on London Street.

Pullover pockets with small curb extensions



- 2) **Signage to enforce existing parking restrictions:** Currently, cars parked near intersections along London Street block sightlines and reduce safety for all users. The modified design will include added signage to clearly indicate where no stopping restrictions already exist – typically within 6 metres of the intersection corner.

Signage to enforce traffic by-law



- 3) **One-way traffic flow on one block of London Street:** Instead of a series of alternating one-way vehicle traffic blocks (Option 2), the modified design features one-way traffic flow on only one block, between 20th Street and 19th Street. This allows only westbound vehicle traffic on this block, and prevents eastbound traffic from entering London Street at 20th Street. This modification supports the feedback received on discouraging vehicles from shortcutting through the neighbourhood.

Proposed one-way vehicle traffic between 20th Street and 19th Street

