



NCC Pathway intersections with minor roads

Giving pathway users the priority over
motor vehicles: Sir John A Macdonald
Parkway Waterfront Linear Park

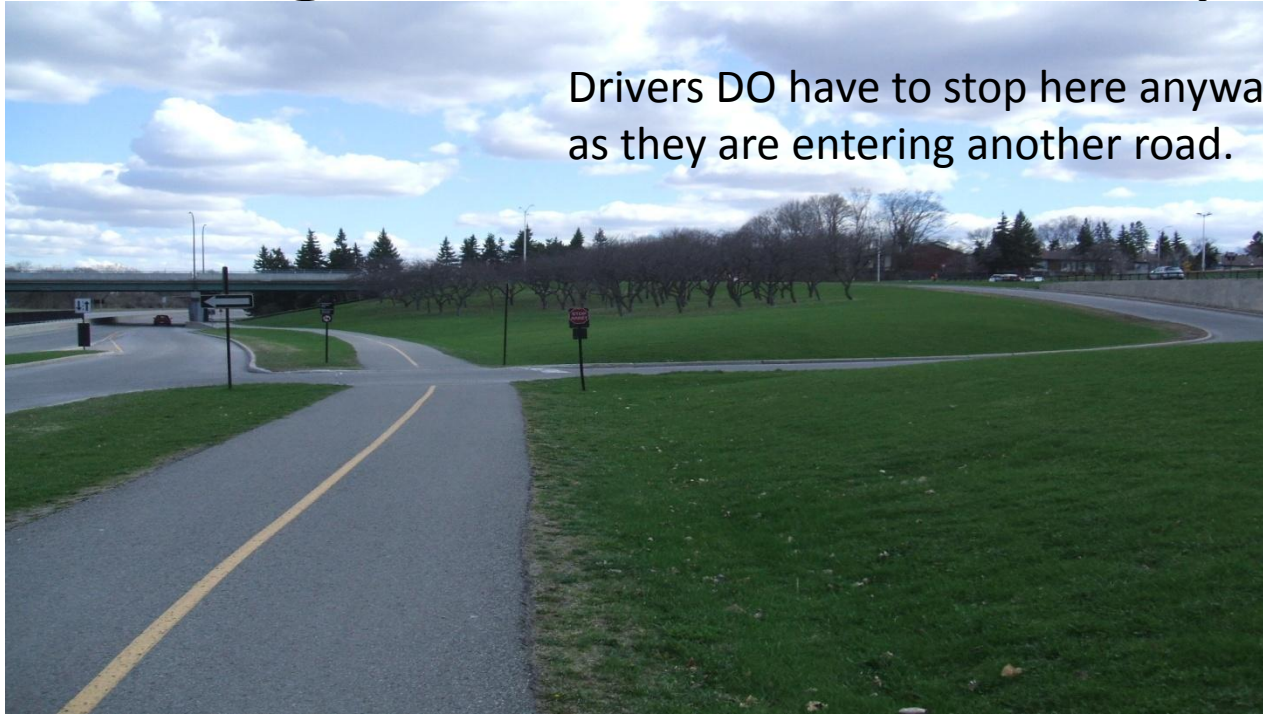
Issue

- Pathways paralleling the Sir John A Macdonald Parkway meet a number of minor roads, mostly access driveways for parking lots along the river
- From observation, there are many more cyclists using the paths than cars using these roads
- Currently, however, the cyclists have to stop at these intersections, but the drivers do not.

Example - parking lot access road



Example- Pinecrest Creek MUP at Carling W/B-to-SJAMP ramp



Drivers DO have to stop here anyway,
as they are entering another road.

CfSC proposal

- Where the pathway meets a minor road, make all vehicles (cars or bikes) on the road stop
- In certain cases, use a 'speed table' (raised intersection), so that vehicles have a 'hump' to get over, encouraging compliance with the stop sign
- Permit the cyclists to cross the road without stopping, and, due to the speed table, without having to drop down to road level. (No curb 'bump'.)

Conditions for these changes

- Make them, provided that:
 - Sightlines are sufficient (or can be made so) for motorists to see fast-moving cyclists before proceeding across path
 - There is sufficient storage space for vehicles inbound to parking lot to queue up without fouling the SJAMP
 - Speed table may not be practical for certain plowed roads

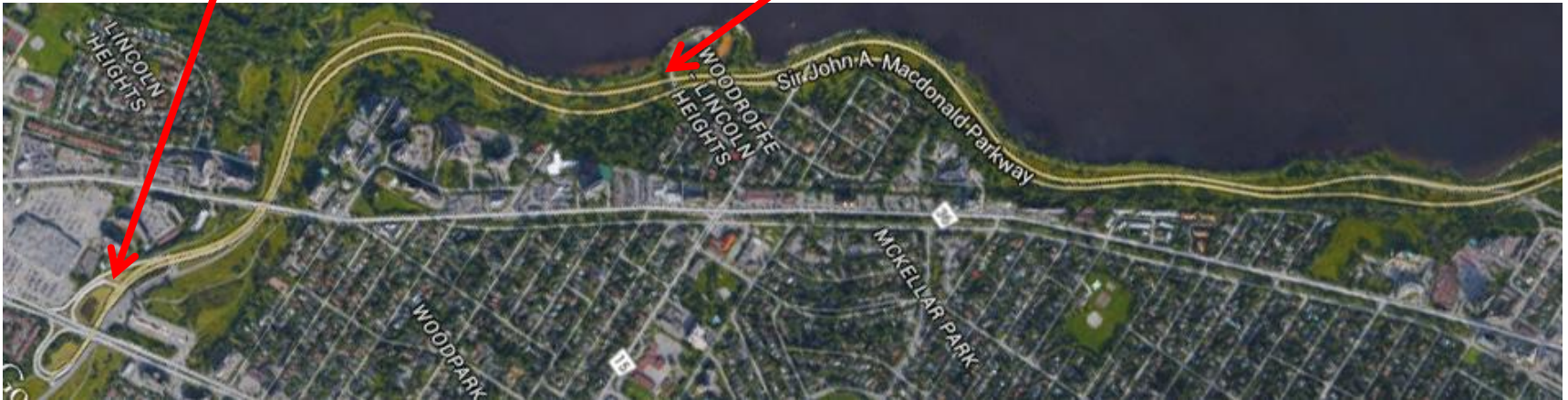
Locations

- 5 locations look suitable for this in the SJAMP area
- It could be a pilot program, and expanded to other areas, if successful. E.g. Sir George Etienne Cartier Parkway has similar roads running north from it.

Carling Avenue to Dominion sector

On-ramp intersection:
- Apply new signage only

Deschênes Rapids parking lot:
-Apply new signage, pavement markings
and speed table



Dominion to Booth sector

Remic Rapids parking lot:

-- Apply new signage, pavement markings and speed table

Kitchissippi Lookout parking lot:

-Apply new signage, pavement markings and speed table

Lemieux Island access (River St):

-Apply new signage and pavement markings only



At River Street - BEFORE



At River Street - AFTER



At River Street – AFTER +



Go further, with crosswalks and central crossride. (Would include bicycle stencils with the arrows.)

Conclusion

- Changes would greatly increase the enjoyment and convenience for those who cycle
- Not dependent on other work to evolve the Waterfront Linear Park—can do this now
- Does the NCC have sole jurisdiction on these intersections?