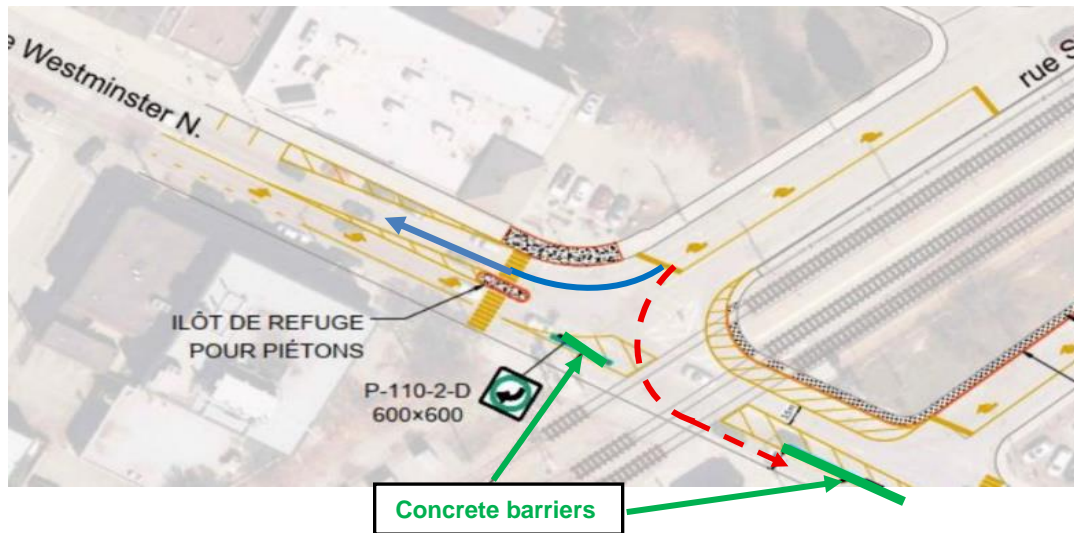


## Visual description of some likely changes in the upcoming pilot project (from the PowerPoint)

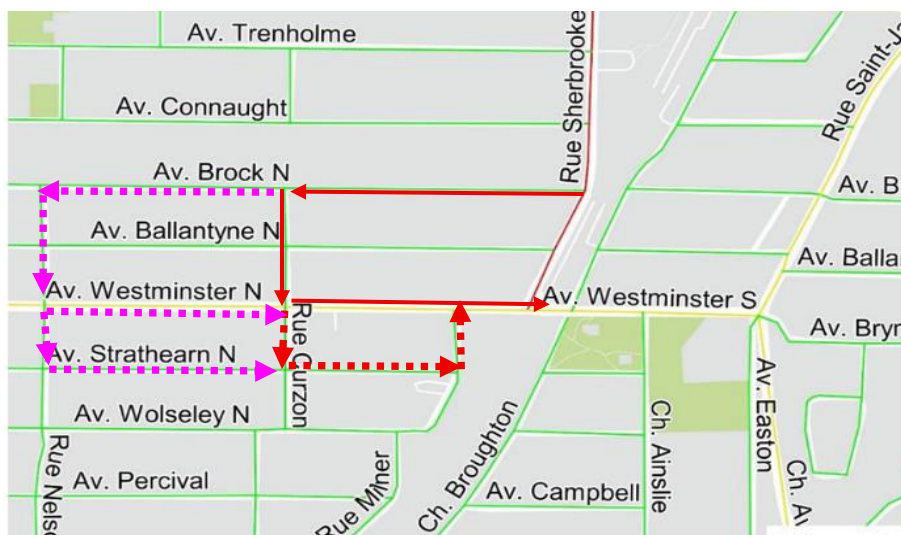
Westminster is assumed to lie along a north-south axis, and Sherbrooke, Broughton and Avon along an east-west axis. All maps taken from the Town's January 2025 PowerPoint.

### Eliminating the left-turn off Sherbrooke to Westminster southbound across the tracks.

- Sherbrooke heading west will be reduced to a single lane turning right onto Westminster northbound (**blue line**).
- To prevent left-turns off Sherbrooke a concrete barrier (**solid green line**) will be placed in the middle of Westminster in the space just north of the train crossing barrier. This barrier is supplemented by cross-hatched lines up to the train tracks. But this barrier does not – and cannot – extend into the train crossing area leaving an opening. (A 2nd barrier blocks turns at Broughton.)
- Audacious drivers (**dashed red line**) may exploit the gap and attempt a left-turn anyway in the absence of police presence.

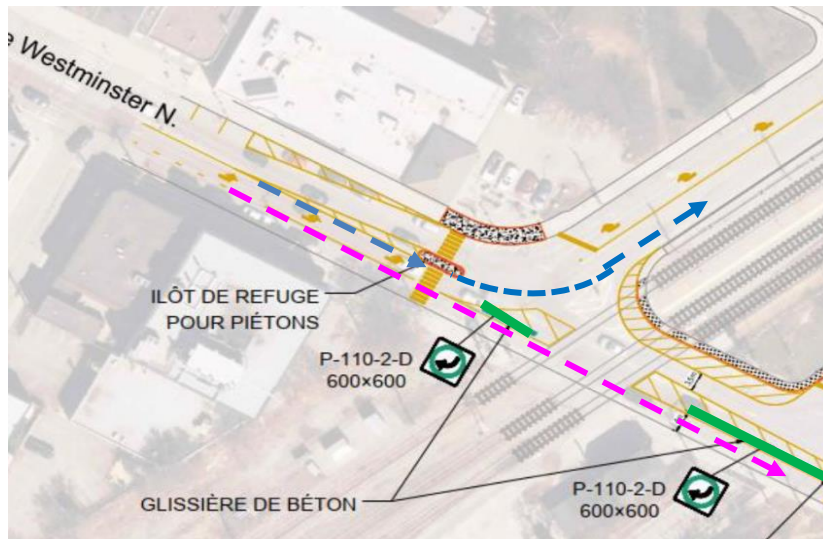


- Drivers will quickly learn, generously aided by Google maps, to compensate for the loss of the left-turn by detouring up Brock N to Curzon, over to Westminster (**solid red line**). If Westminster is “saturated” they may use the Strathearn-Milner bypass (**dotted red line**). If Curzon is gridlocked, some will detour up Brock N to Nelson and over to Westminster, or perhaps Strathearn.

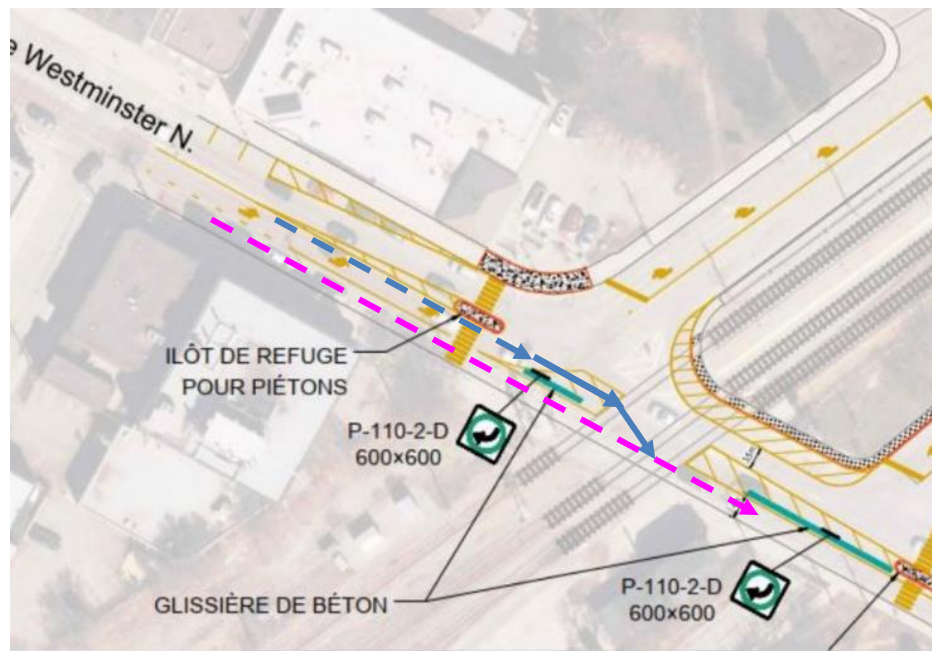


The left-turn-only lane from Westminster southbound onto Sherbrooke may not always be obeyed.

- Westminster southbound in front of the Patisserie will have two lanes (no more parking there). The right inner lane will flow south across the tracks (dashed pink line). The left lane will be a left-turn-only onto Sherbrooke heading east (dashed blue line).



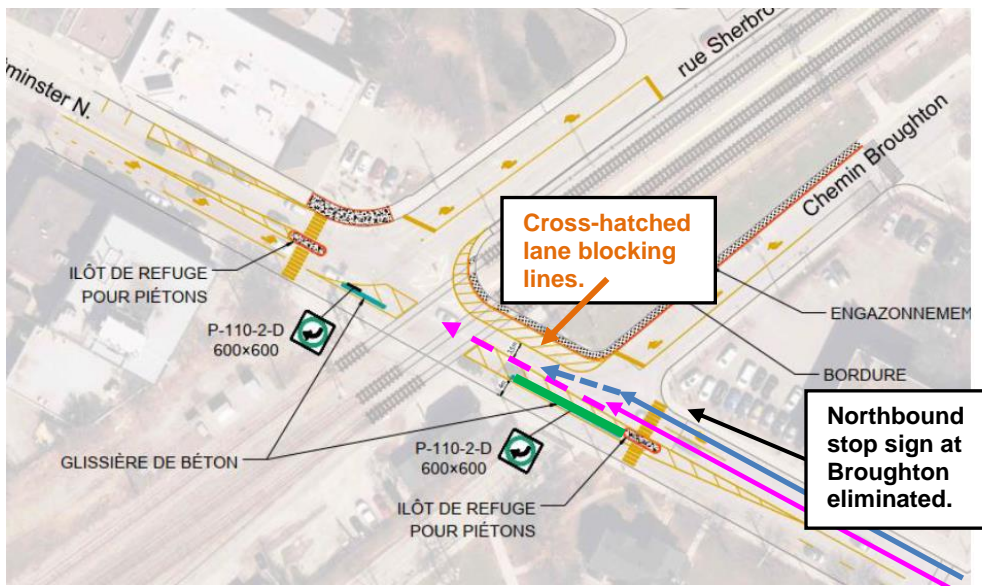
- On the map below, vehicles southbound on Westminster in the left lane (dashed blue line) may not realize that it's left-turn-only. Since there are only cross-hatched lines preventing them, they may attempt to sneak back into the right lane as they enter the rail crossing (solid blue lines).



- Notice the small pedestrian islands ("Ilot de Refuge") in the crosswalks.

### Single lanes across the tracks

- While there appears to be no problem with the single lane southbound across the tracks, the single lane northbound has two major problems.
- The two northbound Westminster lanes approaching Broughton (**solid pink & solid blue**) must merge at the Broughton intersection with the blue right-lane shifting into the **left dashed pink lane**. *This will create chaos.* But, the only thing preventing right-lane vehicles from crossing the tracks in the right-lane – with many of them wanting to turn right onto Sherbrooke – will be the painted **cross-hatched lines** on the road surface. Like all other road markings, these will mostly fade after 7 or 8 months, be not particularly visible in winter, and will probably be unnoticed by drivers unfamiliar with the area.
- With only a single lane, vehicles wishing to turn right onto Sherbrooke will also be forced to stop -- as the current left-hand lane must -- whenever pedestrians use the Westminster/Sherbrooke crosswalk. *This will impede the traffic flow.*



- The trade-off that appears to have been made is to shift the chaos from north of the tracks to the Broughton intersection. *But we may simply end up with a second zone of chaos.*

**Left-hand turns onto Broughton off Westminster southbound and left turns off Broughton onto Westminster southbound** are physically prevented by the concrete barrier/"glissière de béton" (**green line** on the above map) and the pedestrian island in the crosswalk.

**Eliminating the northbound stop sign on Westminster at Broughton** will improve flow across the tracks at the expense of drivers on Broughton wanting to turn right onto Westminster.

The following are not part of the PowerPoint:

**Relocate the Sherbrooke/Westminster crosswalk??** At the October 28, 2024 council meeting (30:16 on the video) resident Nick G. of Percival proposed eliminating the crosswalk and forcing pedestrians to cross at Milner/Westminster by installing guardrails. (I've seen this in London and possibly Barcelona.) This would require blocking the Action Sports parking lot so the barriers could be extended up to the rail crossing, though there'd still be a small opening. Some pedestrians, mostly athletic students, might hurdle the 44" barriers but similar barriers at the east corner might make it too much of a pain to attempt.

**Quantitative assessment of improvements due to the pilot project.** In order to assess some aspects of the upcoming pilot project, it will be useful to have normal baseline values of traffic flow on Westminster and side-streets. The second round of Sherbrooke construction is scheduled to last 10 weeks beginning on June 16. With inevitable delays it should be completed in early September meaning we'd want to get traffic flow monitoring devices setup as soon as possible thereafter. The photos on the next page suggest guardrails are not as unattractive as might be imagined.

<https://www.speedystreetsolutions.com/blog/post/pedestrian-guardrails-all-you-need-to-know>

(Notice the sweeping curve guardrail on the far side of the street. I'm not a fan of the hammer & wrench artwork.)



Black paint seems more attractive.

<https://eziklampsystems.com/blog/maintain-pedestrian-guardrails/>



<https://alpharail.co.uk/2019/09/choosing-pedestrian-guardrail/>