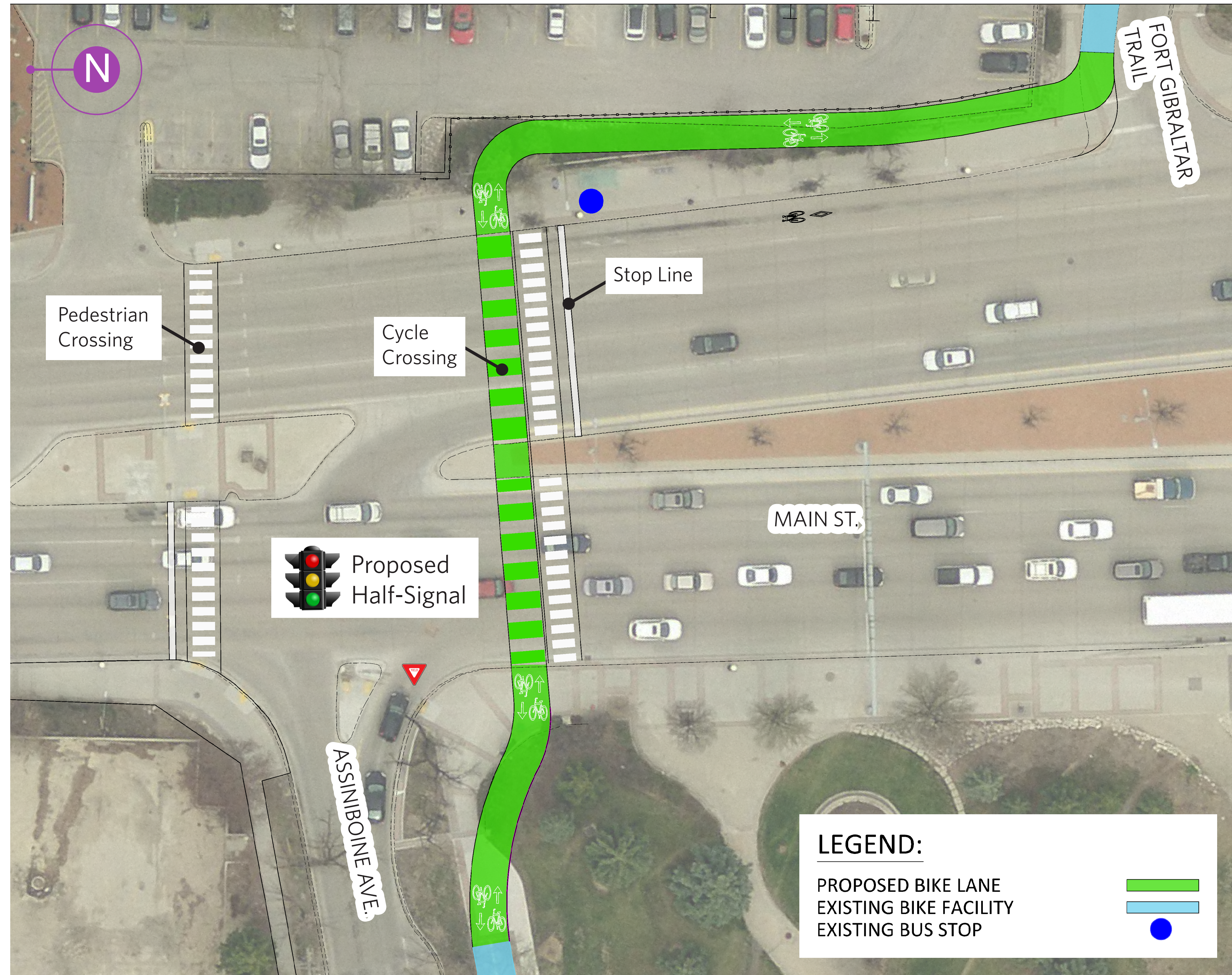


PROPOSED MAIN STREET CROSSING

- Half-signal (similar to Osborne St. at Assiniboine Ave.)
- Increases visibility and safety for cyclists, pedestrians and vehicles
- Provides a connection between The Forks new cycling infrastructure and Assiniboine Ave. cycle track



Half-signal similar to Osborne Street at Assiniboine Avenue



GARRY STREET & FORT STREET DESIGN OPTIONS



OPTION	GARRY STREET (LOOKING NORTH)	FORT STREET (LOOKING NORTH)
<p>1</p> <p>TWO-WAY PROTECTED BIKE LANE ON LEFT SIDE OF GARRY STREET ONLY</p>	<p>2.90 SIDEWALK 3.30 PARKING / LOADING LANE 3.30 TRAVEL LANE 3.50 TRAVEL LANE 0.90 RAISED CURB 3.30 PROTECTED BIKE LANE 2.90 SIDEWALK</p> <p>20.10 m</p>	<p>2.90 SIDEWALK 2.95 PARKING / LOADING LANE 3.35 TRAVEL LANE 3.35 TRAVEL LANE 1.50 BIKE LANE 3.15 PARKING / LOADING / BUS STOPS 2.90 SIDEWALK</p> <p>20.10 m</p>
<p>2</p> <p>ONE-WAY LEFT SIDE PROTECTED BIKE LANES ON FORT & GARRY STREETS</p>	<p>2.90 SIDEWALK 2.70 PARKING / LOADING LANE 3.30 TRAVEL LANE 3.30 TRAVEL LANE 2.70 PARKING / LOADING LANE 0.50 RAISED CURB 1.80 PROTECTED BIKE LANE 2.90 SIDEWALK</p> <p>20.10 m</p>	<p>2.90 SIDEWALK 1.80 PROTECTED BIKE LANE 0.50 RAISED CURB 2.70 PARKING / LOADING LANE 3.30 TRAVEL LANE 3.30 TRAVEL LANE 2.70 PARKING / LOADING LANE 2.90 SIDEWALK</p> <p>20.10 m</p>
<p>3</p> <p>ONE-WAY WIDE LEFT SIDE PROTECTED BIKE LANES ON FORT & GARRY STREETS</p>	<p>3.10 SIDEWALK 3.50 PARKING / LOADING LANE 4.00 TRAVEL LANE 3.50 PARKING / LOADING LANE 0.60 RAISED CURB 2.30 PROTECTED BIKE LANE 3.10 SIDEWALK</p> <p>20.10 m</p>	<p>3.10 SIDEWALK 2.30 PROTECTED BIKE LANE 0.60 RAISED CURB 3.50 PARKING / LOADING LANE 4.00 TRAVEL LANE 3.50 PARKING / LOADING LANE 3.10 SIDEWALK</p> <p>20.10 m</p>

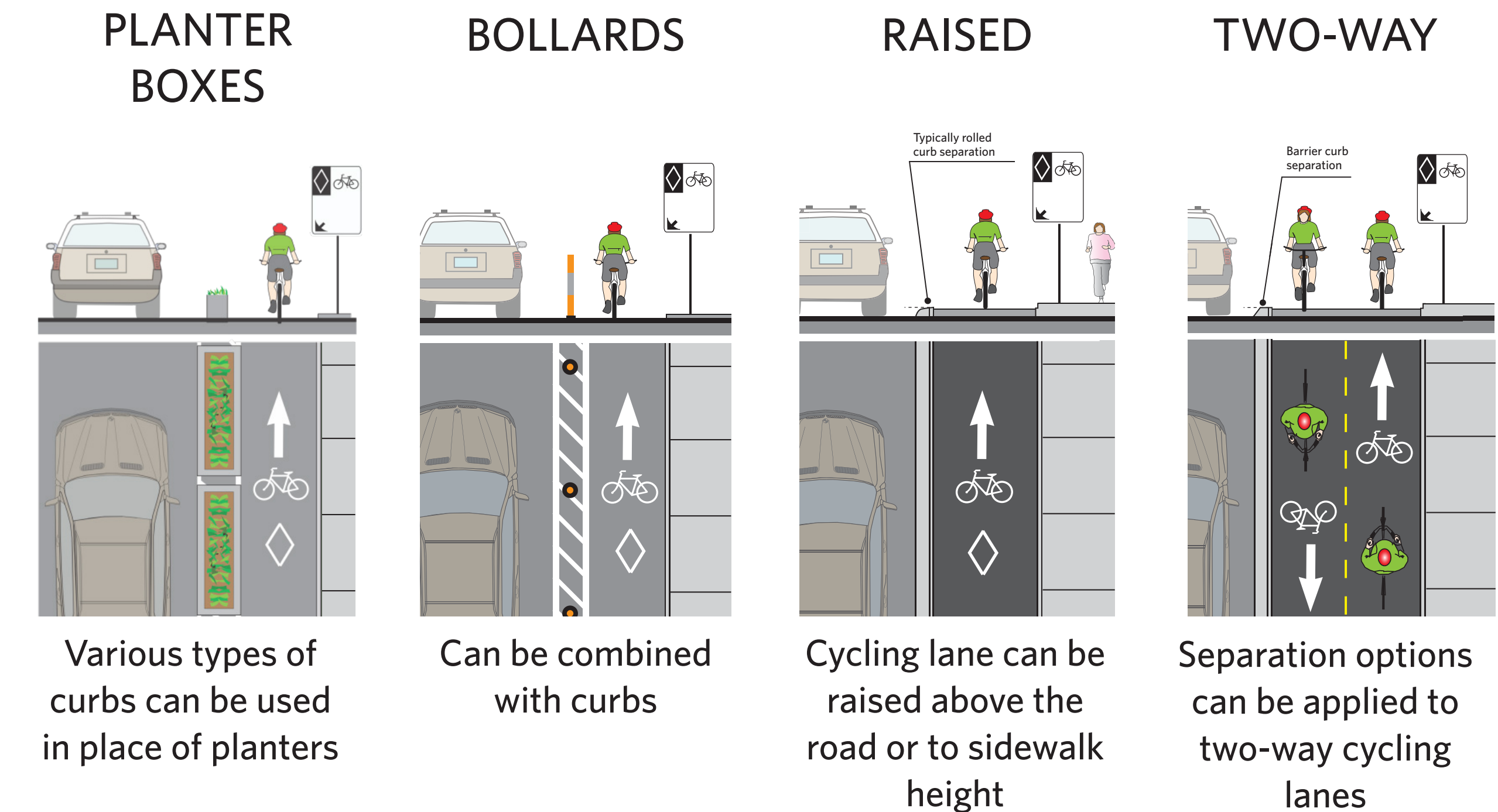
OPTION ATTRIBUTES & DESIGN DETAILS

SHARED ATTRIBUTES

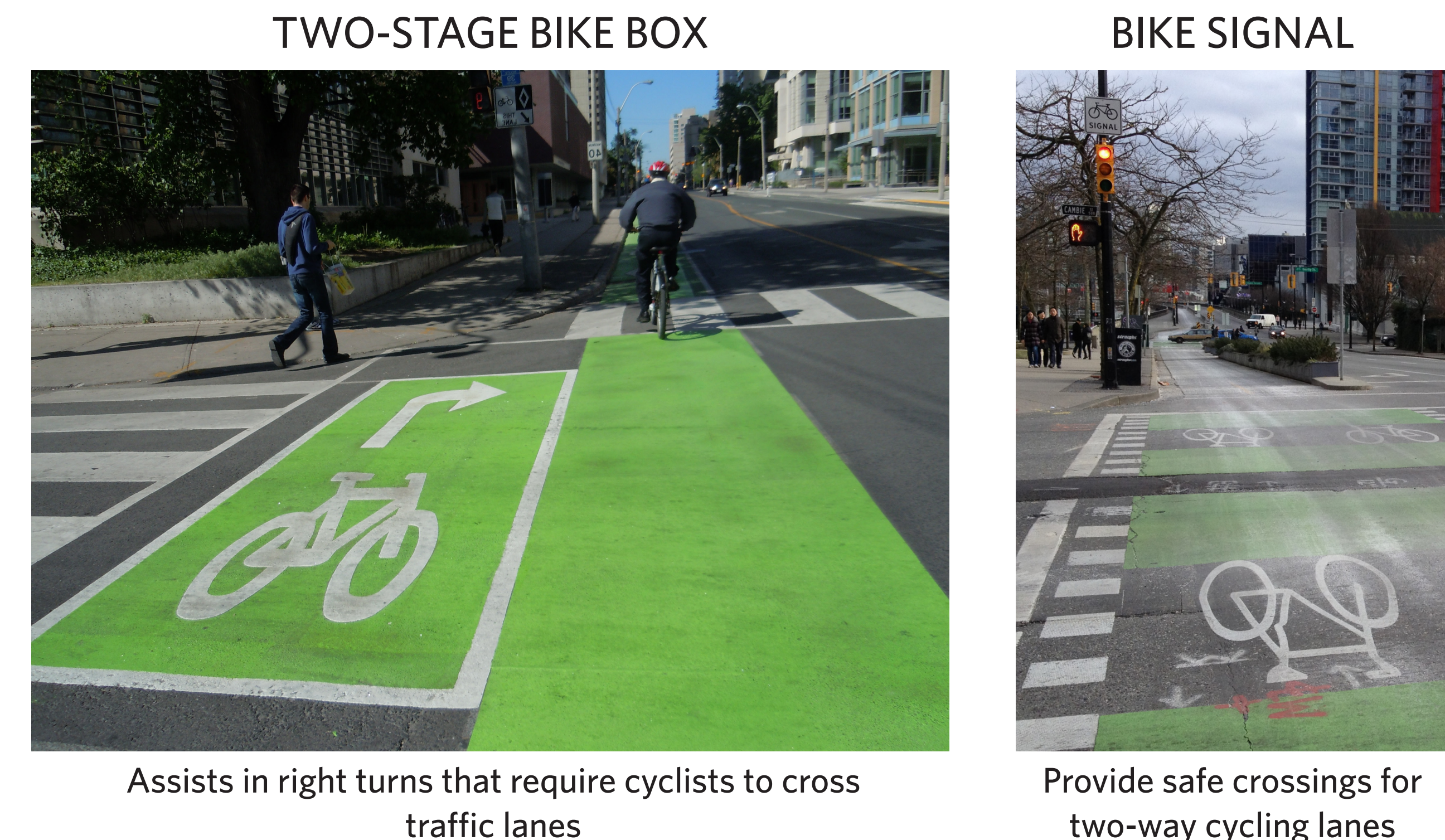
- Left side cycling lanes are appropriate for one-way streets as there is no conflict with transit stops and good visibility for motorists
- Buffer separation eliminates dooring issue
- Street renewal will rehabilitate the road surface and improve the pedestrian environment
- Bump-outs at intersections reduce street crossing distance for pedestrians
- Approximately 25% of total on-street parking stalls and loading spaces are converted to improve sight lines for all users and vehicle capacity at intersections
- Improves emergency access on Garry St. south of Broadway

OPTION	ATTRIBUTES
<p>1</p> <p>TWO-WAY PROTECTED BIKE LANE ON LEFT SIDE OF GARRY STREET ONLY</p>	<ul style="list-style-type: none"> • One parking lane, two travel lanes north of Broadway on Garry St. • One parking lane, one travel lane south of Broadway on Garry St. • No change to Fort St. • Cycling lane is on Garry St. and not Fort St. because Garry St. has less vehicular traffic, less transit routes and provides better connectivity to the Exchange District • Two travel lanes accommodates pick-up/drop-off and emergency services • Implementation would be faster as only one street requires renewal • Two-way cycling lane allows cyclists to pass slower riders • Two-way cycling requires bike signals at intersections and increased driver/cyclist education • No direct connectivity to destinations on Fort St. • Connection to Exchange District at Arthur St.
<p>2</p> <p>ONE-WAY LEFT SIDE PROTECTED BIKE LANES ON FORT & GARRY STREETS</p>	<ul style="list-style-type: none"> • Two travel lanes and two parking lanes north of Broadway • One travel lane and one parking lane south of Broadway • Two travel lanes accommodates pick-up/drop-off and emergency services • Cycling lane, buffer and vehicle lanes are all minimum acceptable width • Painted bike lane on Fort St. south of Broadway • Connection to Exchange District at both Arthur St. and Albert St.
<p>3</p> <p>ONE-WAY WIDE LEFT SIDE PROTECTED BIKE LANES ON FORT & GARRY STREETS</p>	<ul style="list-style-type: none"> • One travel lane and two parking lanes north of Broadway • One travel lane and one parking lane south of Broadway • Single travel lane is less desirable for Emergency Services • Wide cycling lane provides room for cyclists to pass slower riders and ride side-by-side • Painted bike lane on Fort St. south of Broadway • Connection to Exchange District at both Arthur St. and Albert St.

CYCLING LANE SEPARATION TYPES



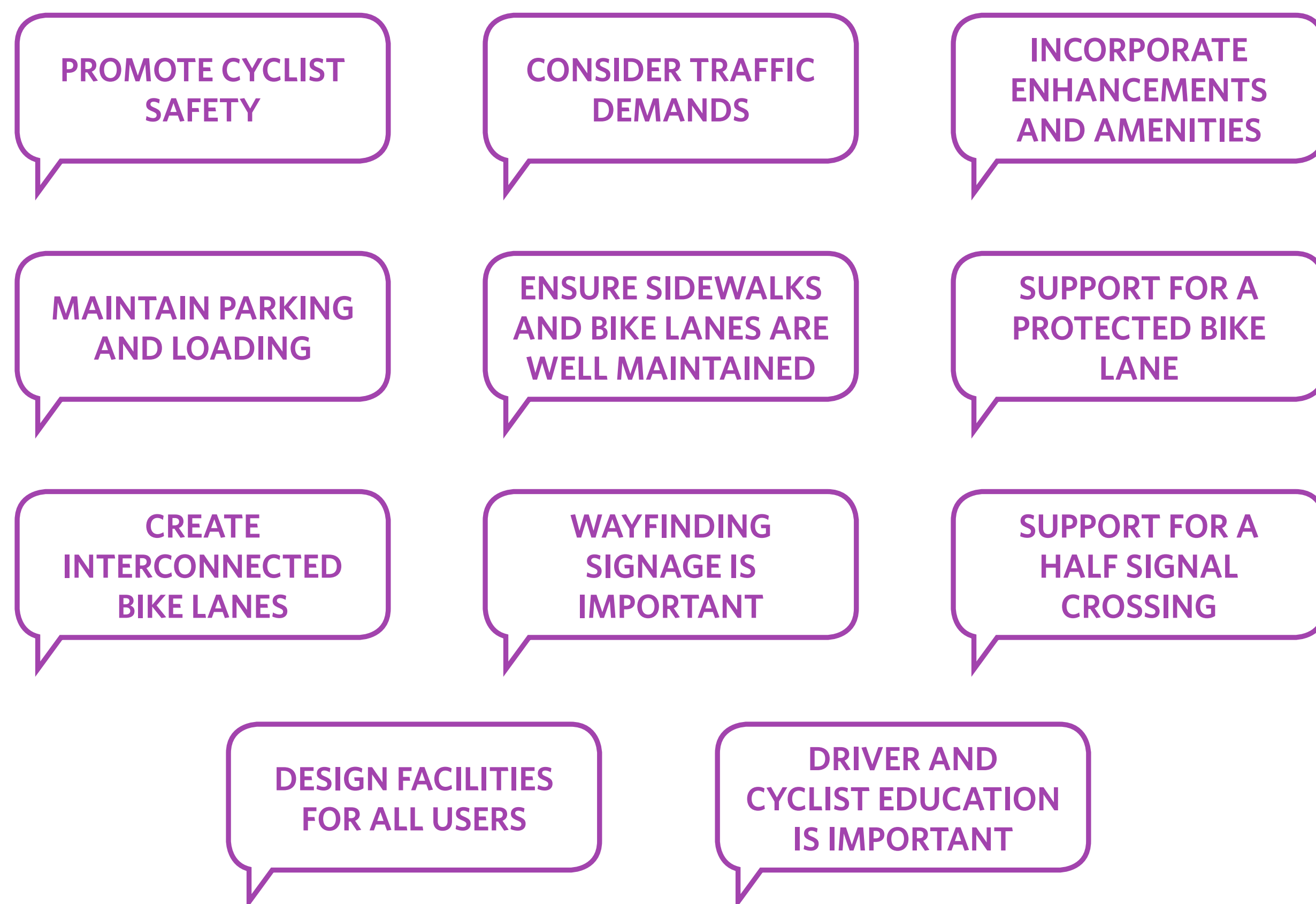
CYCLING INTERSECTION TREATMENTS



WHAT WE HEARD

Between September and November 2015, the public provided input on the Downtown Bike Lane System Study through multiple public engagement activities.

The key themes that emerged from the input included the following:



OPTION EVALUATION CRITERIA

The options will be evaluated based on the following criteria:

SAFETY	SAFETY (20%)	<ul style="list-style-type: none"> Safety for all users Separation between cyclists and vehicles Pedestrian crossing risks Emergency vehicles
PEDESTRIAN & CYCLING ENVIRONMENT	CYCLING OPERATIONS & FACILITIES (15%)	<ul style="list-style-type: none"> Comfort for cyclists Dooring Cycling within the area Connections to existing facilities Access to desired destinations Bicycle parking
	PEDESTRIAN REALM & ACCESSIBILITY (15%)	<ul style="list-style-type: none"> Access to businesses Pedestrian comfort Accessibility
	STREETSCAPING & AMENITIES (5%)	<ul style="list-style-type: none"> Streetscaping and amenities Pop-up patios
VEHICULAR OPERATIONS	TRAFFIC OPERATIONS (10%)	<ul style="list-style-type: none"> Traffic congestion and delays
	TRANSIT (10%)	<ul style="list-style-type: none"> Transit operations Access to loading Access for transit users and vehicles
	PARKING & LOADING (15%)	<ul style="list-style-type: none"> On-street parking and loading Access to/from parking and loading
CONSTRUCTION & MAINTENANCE	COSTS (5%)	<ul style="list-style-type: none"> Capital costs Maintenance costs
	EASE OF CONSTRUCTION & MAINTENANCE (5%)	<ul style="list-style-type: none"> Construction and staging Utility impacts Maintenance (snow clearing, street cleaning etc.)