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
### GARRY STREET & FORT STREET DESIGN OPTIONS

<table>
<thead>
<tr>
<th>OPTION</th>
<th>GARRY STREET (LOOKING NORTH)</th>
<th>FORT STREET (LOOKING NORTH)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td><strong>TWO-WAY PROTECTED BIKE LANE ON LEFT SIDE OF GARRY STREET ONLY</strong></td>
<td><img src="image1" alt="Diagram of Option 1 for Garry Street" /> <img src="image2" alt="Diagram of Option 1 for Fort Street" /></td>
</tr>
<tr>
<td>2</td>
<td><strong>ONE-WAY LEFT SIDE PROTECTED BIKE LINES ON FORT &amp; GARRY STREETS</strong></td>
<td><img src="image3" alt="Diagram of Option 2 for Garry Street" /> <img src="image4" alt="Diagram of Option 2 for Fort Street" /></td>
</tr>
<tr>
<td>3</td>
<td><strong>ONE-WAY WIDE LEFT SIDE PROTECTED BIKE LINES ON FORT &amp; GARRY STREETS</strong></td>
<td><img src="image5" alt="Diagram of Option 3 for Garry Street" /> <img src="image6" alt="Diagram of Option 3 for Fort Street" /></td>
</tr>
</tbody>
</table>
**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 doorooing 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.

<table>
<thead>
<tr>
<th>OPTION</th>
<th>ATTRIBUTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td><strong>TWO-WAY PROTECTED BIKE LANE ON LEFT SIDE OF GARRY STREET ONLY</strong></td>
</tr>
<tr>
<td></td>
<td>• One parking lane, two travel lanes north of Broadway on Garry St.</td>
</tr>
<tr>
<td></td>
<td>• One parking lane, one travel lane south of Broadway on Garry St.</td>
</tr>
<tr>
<td></td>
<td>• No change to Fort St.</td>
</tr>
<tr>
<td></td>
<td>• 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</td>
</tr>
<tr>
<td></td>
<td>• Two travel lanes accommodates pick-up/drop-off and emergency services</td>
</tr>
<tr>
<td></td>
<td>• Implementation would be faster as only one street requires renewal</td>
</tr>
<tr>
<td></td>
<td>• Two-way cycling lane allows cyclists to pass slower riders</td>
</tr>
<tr>
<td></td>
<td>• Two-way cycling requires bike signals at intersections and increased driver/cyclist education</td>
</tr>
<tr>
<td></td>
<td>• No direct connectivity to destinations on Fort St.</td>
</tr>
<tr>
<td></td>
<td>• Connection to Exchange District at Arthur St.</td>
</tr>
</tbody>
</table>

| 2      | **ONE-WAY LEFT SIDE PROTECTED BIKE LAINES ON FORT & GARRY STREETS** |
|        | • 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. |

| 3      | **ONE-WAY WIDE LEFT SIDE PROTECTED BIKE LAINES ON FORT & GARRY STREETS** |
|        | • 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. |

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**CYCLING LANE SEPARATION TYPES**

- **PLANTER BOXES**
  - Various types of curbs can be used in place of planters

- **BOLLARDS**
  - Can be combined with curbs

- **RAISED**
  - Cycling lane can be raised above the road or to sidewalk height

- **TWO-WAY**
  - Separation options can be applied to two-way cycling lanes

**CYCLING INTERSECTION TREATMENTS**

- **TWO-STAGE BIKE BOX**
  - Assists in right turns that require cyclists to cross traffic lanes

- **BIKE SIGNAL**
  - Provide safe crossings for two-way cycling lanes

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This document is for information purposes only.
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:

**WHAT WE HEARD**

- Promote cyclist safety
- Consider traffic demands
- Maintain parking and loading
- Ensure sidewalks and bike lanes are well maintained
- Create interconnected bike lanes
- Wayfinding signage is important
- Design facilities for all users
- Driver and cyclist education is important
- Incorporate enhancements and amenities

**OPTION EVALUATION CRITERIA**

The options will be evaluated based on the following criteria:

<table>
<thead>
<tr>
<th>Category</th>
<th>Sub-Criteria</th>
</tr>
</thead>
</table>
| Safety (20%)                    | Safety for all users  
|                                 | Separation between cyclists and vehicles  
|                                 | Pedestrian crossing risks  
|                                 | Emergency vehicles  
| Cyclist & Facilities (15%)      | Comfort for cyclists  
|                                 | Doorings  
|                                 | Cycling within the area  
| Pedestrian Realm & Accessibility (15%) | Access to businesses  
|                                 | Pedestrian comfort  
| Streetscaping & Amenities (5%)  | Streetscaping and amenities  
|                                 | Pop-up patios  
| Traffic Operations (10%)        | Traffic congestion and delays  
| Transit (10%)                   | Transit operations  
|                                 | Access to loading  
| Parking & Loading (15%)         | On-street parking and loading  
|                                 | Access to/from parking and loading  
| Costs (5%)                      | Capital costs  
|                                 | Maintenance costs  
| Ease of Construction & Maintenance (5%) | Construction and staging  
|                                 | Utility impacts  
|                                 | Maintenance (snow clearing, street cleaning etc.)  

- Safety for all users
- Separation between cyclists and vehicles
- Pedestrian crossing risks
- Emergency vehicles
- Connections to existing facilities
- Access to desired destinations
- Bicycle parking
- Access to businesses
- Pedestrian comfort
- Streetscaping and amenities
- Pop-up patios
- Traffic congestion and delays
- Transit operations
- Access to loading
- On-street parking and loading
- Access to/from parking and loading
- Capital costs
- Maintenance costs
- Construction and staging
- Utility impacts
- Maintenance (snow clearing, street cleaning etc.)