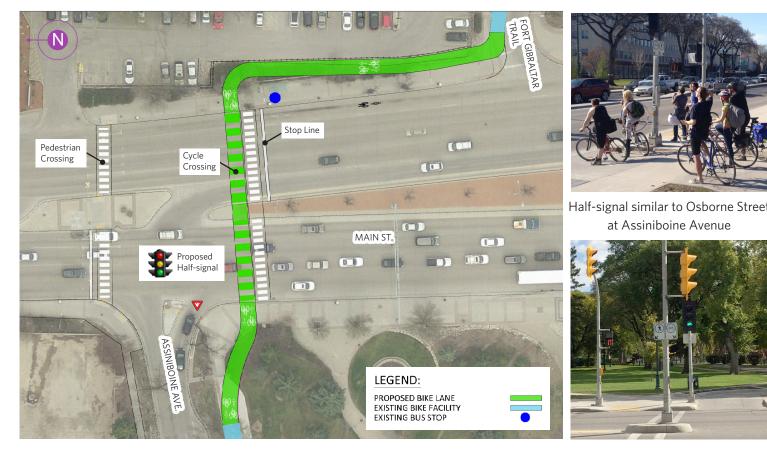
Proposed Main Street Crossing





DOWNTOWN BIKE LANE SYSTEM Connecting The Forks to the Exchange District (Fort St., Garry St. & The Forks to Assiniboine connection)



In September 2015, the City of Winnipeg initiated a public engagement process to receive input on the Downtown Bike Lane System Study. This study will explore and create a design for Protected Bicycle Lanes on Fort Street and/or Garry Street; and design and construct a signalized pedestrian/cycling crossing of Main Street in the vicinity of Assiniboine Avenue.



SHARE YOUR INPUT ONLINE

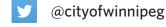
INTERACTIVE PUBLIC ENGAGEMENT WEBSITE:

Coming March 11 - View design options, post comments on the discussion board and provide feedback through an online survey.

www.winnipeg.ca/walkbikeprojects

Project Contact: David Jopling / 204.943.3178 / joplingd@mmm.ca







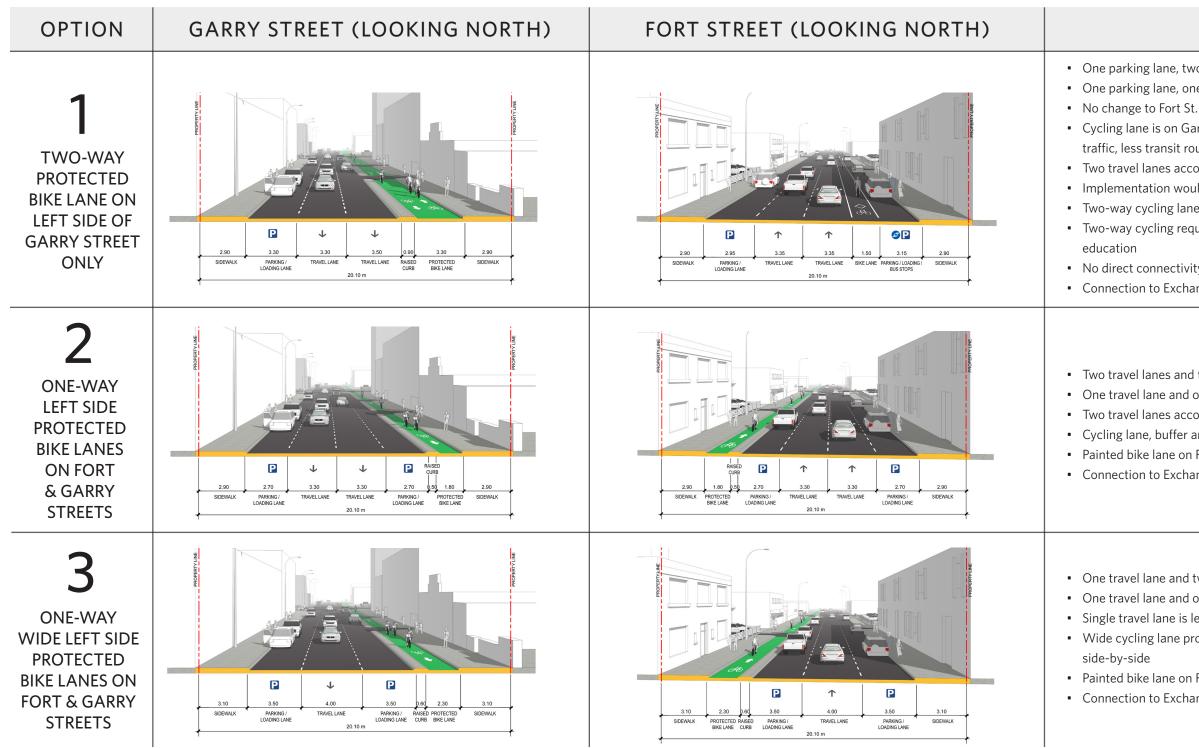


Garry Street & Fort Street Design Options

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





ATTRIBUTES

• One parking lane, two travel lanes north of Broadway on Garry St. • One parking lane, one travel lane south of Broadway on Garry 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

• No direct connectivity to destinations on Fort St. • Connection to Exchange District at Arthur St.

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.

• 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

Painted bike lane on Fort St. south of Broadway

Connection to Exchange District at both Arthur St. and Albert St.