

# Proposed Main Street Crossing



Half-signal similar to Osborne Street at Assiniboine Avenue



## DOWNTOWN BIKE LANE SYSTEM

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



## 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](http://www.winnipeg.ca/walkbikeprojects)

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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.



# 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

OPTION	GARRY STREET (LOOKING NORTH)	FORT STREET (LOOKING NORTH)	ATTRIBUTES
<p><b>1</b></p> <p>TWO-WAY PROTECTED BIKE LANE ON LEFT SIDE OF GARRY STREET ONLY</p>			<ul style="list-style-type: none"> <li>• One parking lane, two travel lanes north of Broadway on Garry St.</li> <li>• One parking lane, one travel lane south of Broadway on Garry St.</li> <li>• No change to Fort St.</li> <li>• 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</li> <li>• Two travel lanes accommodates pick-up/drop-off and emergency services</li> <li>• Implementation would be faster as only one street requires renewal</li> <li>• Two-way cycling lane allows cyclists to pass slower riders</li> <li>• Two-way cycling requires bike signals at intersections and increased driver/cyclist education</li> <li>• No direct connectivity to destinations on Fort St.</li> <li>• Connection to Exchange District at Arthur St.</li> </ul>
<p><b>2</b></p> <p>ONE-WAY LEFT SIDE PROTECTED BIKE LANES ON FORT &amp; GARRY STREETS</p>			<ul style="list-style-type: none"> <li>• Two travel lanes and two parking lanes north of Broadway</li> <li>• One travel lane and one parking lane south of Broadway</li> <li>• Two travel lanes accommodates pick-up/drop-off and emergency services</li> <li>• Cycling lane, buffer and vehicle lanes are all minimum acceptable width</li> <li>• Painted bike lane on Fort St. south of Broadway</li> <li>• Connection to Exchange District at both Arthur St. and Albert St.</li> </ul>
<p><b>3</b></p> <p>ONE-WAY WIDE LEFT SIDE PROTECTED BIKE LANES ON FORT &amp; GARRY STREETS</p>			<ul style="list-style-type: none"> <li>• One travel lane and two parking lanes north of Broadway</li> <li>• One travel lane and one parking lane south of Broadway</li> <li>• Single travel lane is less desirable for Emergency Services</li> <li>• Wide cycling lane provides room for cyclists to pass slower riders and ride side-by-side</li> <li>• Painted bike lane on Fort St. south of Broadway</li> <li>• Connection to Exchange District at both Arthur St. and Albert St.</li> </ul>