

**TREATMENT: SPEED HUMP (TYPICAL)**  
 Phasing: Permanent

**Rationale:** To reduce traffic speeds and discourage short-cutting traffic.

**TREATMENT: LOADING POCKETS WITH RAISED BIKE LANES**  
 Phasing: Permanent

**Rationale:** To minimize parking and loading impacts while providing a fully protected cycling facility. Parking pockets were added where boulevard conditions allowed the protected bike lanes to be shifted to sidewalk level.

Narrow raised protected bicycle lanes required to accommodate loading and parking spaces while avoiding existing Manitoba Hydro timber poles.

**TREATMENT: SPEED TABLE (TYPICAL)**  
 Phasing: Permanent

**What we heard:**

**Rationale:** To reduce traffic speeds on collector streets and improve safety and comfort for cyclists.

**TREATMENT: RAISED PROTECTED BICYCLE LANES**  
 Phasing: Permanent

**Rationale:** To provide a fully protected cycling facility providing an east-west cycling connection for people of all ages and abilities through the blocks with the most safety concerns identified in Phase 1.

Narrow raised protected bicycle lanes required to accommodate loading and parking spaces while avoiding existing Manitoba Hydro timber poles.

**TREATMENT: RAISED PROTECTED BICYCLE LANES**  
 Phasing: Permanent

**What we heard:**

**Rationale:** To provide a fully protected cycling facility providing an east-west cycling connection for people of all ages and abilities. Phase 2 Design included two design options west of Maryland. This treatment received the highest level of support (51% of respondents). This treatment requires removal of 30 on-street parking spaces to accommodate a physically protected bicycle facility.

Net loss of 30 on-street parking stalls on Westminster Street to accommodate protected bicycle lanes. All loading zones retained with one require relocation to an adjacent north-south street. Minimizing parking loss further was explored but deemed unfeasible due to timber poles and mature trees in the boulevard.

**TREATMENT: ACCESS RESTRICTION**  
 Phasing: Pilot

**What we heard:**

**Rationale:** To reduce short-cutting traffic with one-way street conversion on Wolseley Avenue Phase 2 design proposed access restriction at Walnut Street, but received mixed support. Stakeholder input also identified concerns with short-cutting traffic on Dundurn Street. Revised design relocates access restriction to Chestnut Street to address this concern. Implementation recommended as a pilot project along with monitoring.

**TREATMENT: ONE-WAY STREET CONVERSION**  
 Phasing: Pilot

**What we heard:**

**Rationale:** To reduce short-cutting traffic. Treatment received mixed support but was deemed by project team as essential to reducing short-cutting traffic. Implementation recommended as a pilot project along with monitoring.

One-way proposed westbound to address intersection safety issues at Maryland Street with right turning vehicles and to provide access into the neighbourhood.

**TREATMENT: GEOMETRIC IMPROVEMENT**  
 Phasing: Pilot

**Rationale:** To improve pedestrian safety by eliminating eastbound right turn on red through one-way westbound street conversion. Improve cycling connection for eastbound cyclists wanting to connect to the southbound Maryland protected bike lane to be constructed in 2020.

**Central segment**

See West segment

**LEGEND**

EXISTING BUS STOP	LOADING ZONE	NEW TREE
REMOVE EXISTING BUS STOP	PARKING MAINTAINED	TREE REMOVAL AND RELOCATION
PARKING ZONE REMOVAL	PROPOSED STOP SIGN	TIMBER POLE
PARKING ZONE ADDITION	EXISTING STOP SIGN	

Implementation phasing:

- Pilot
- Permanent
- Potential future

