



GRANITE WAY
CURLING CLUB

TREATMENT: TWO-WAY PROTECTED BICYCLE LANE (TWO-WAY STREET) ON THE SOUTH SIDE OF GRANITE WAY

Phasing: Permanent

Rationale: The alignment south of the motor vehicle travel lanes was selected to provide a direct east-west cycling connection for people of all ages and abilities that limits the number of street crossings for people cycling. Phase 2 Design included one-way westbound street conversion, which received mixed support. Concept has been modified to provide two-way motor vehicle traffic on Granite Way and Balmoral Street north of Granite Way to provide full access to businesses and stakeholders.

Parking pockets created at west and east ends to maintain 16 out of 32 parking spaces, which requires removing 6 street trees at west end and 3 street trees at the east end. These trees were identified to be removed as they were either deemed to be unhealthy by the City or conflicted with Manitoba Hydro lines. All trees removed will be replaced within the study area.

No parking is provided in central segment as the curling rink and street trees restrict flexibility in the design. Street trees preserved in this segment.

Design maintains loading access for large trucks accessing Canada Life.

Alternative alignments outside of the road right of way were deemed unfeasible due to riverbank stability concerns and possible spring flooding adjacent to the Assiniboine River.

TREATMENT: PROTECTED BICYCLE LANES ALONG CURBS (ONE-WAY STREET SOUTHBOUND/WESTBOUND)

Phasing: Permanent

What we heard:

Percentage of respondents
23%
10%
14%
17%
35%

Do nothing/leave as is ← → Full support

Rationale: To provide a direct east-west cycling connection for people of all ages and abilities. Phase 2 design included three design options. This treatment provides a one-way physically protected bicycle lane on each side of the street with mountable curbs and flexible posts while also reducing short-cutting traffic due to one-way street conversion. With the available space within the roadway, it was not possible to provide an All Ages and Abilities bicycle facility while maintaining two-way vehicle traffic and maintaining street trees in the boulevard. This treatment also improves intersection safety at the Westminster/Young and the Balmoral/Young intersections.

Net loss of 4 on-street parking stalls on Balmoral Street, and net gain of 3 loading zones on Young Street and Spence Street.

East 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

See Central Segment

