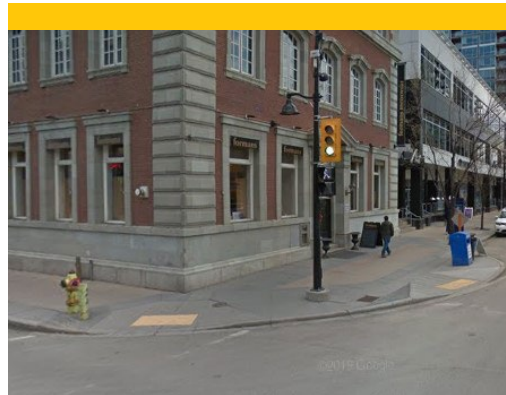
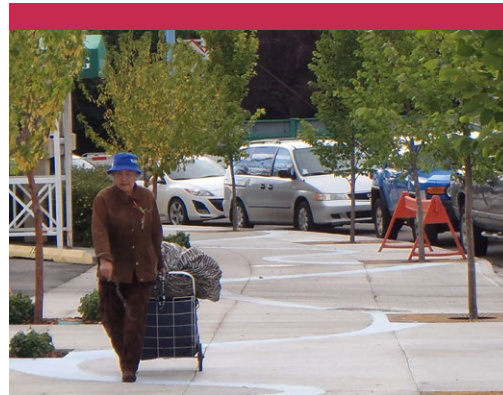


Legend and Glossary



Ramps

- Includes sidewalk ramps at intersections for people walking and wheeling, or ramps to access pathways
- Designed to make crossing intersections more convenient, attractive, and comfortable for people of all ages and abilities



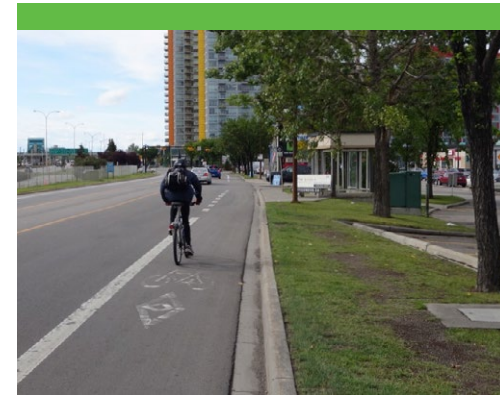
Sidewalk Improvements

- Physical changes made to sidewalks intended to make them safer and more comfortable for people walking and wheeling
- Proposed treatments include expanding and improving the paved areas along sidewalks and at intersections



Crossing Improvements

- Physical changes made to intersections that are intended to improve the safety and comfort of people walking, wheeling, and driving
- Proposed treatments include traffic calming through narrowing the roadway and improvements to crosswalk markings

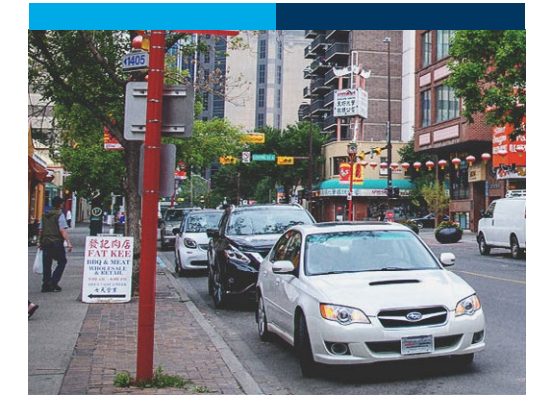


Cycling Facilities

- **Bike Lane:** An on-street lane designated for the exclusive use of bicycles, identified by a painted line, pavement markings, and signs
- **Neighbourhood Greenway:** Residential streets with low volumes of vehicle traffic and low speeds where people cycling and walking are given priority, and feature pavement markings, signs, and traffic calming



- **Cycle Track:** An enhanced bike lane, distinct from the sidewalk, that is separated by a physical barrier from moving and parked cars
- **Pathway:** An off-street pathway for cyclists, scooter users, skateboarders and in-line skaters.



Parking & Loading

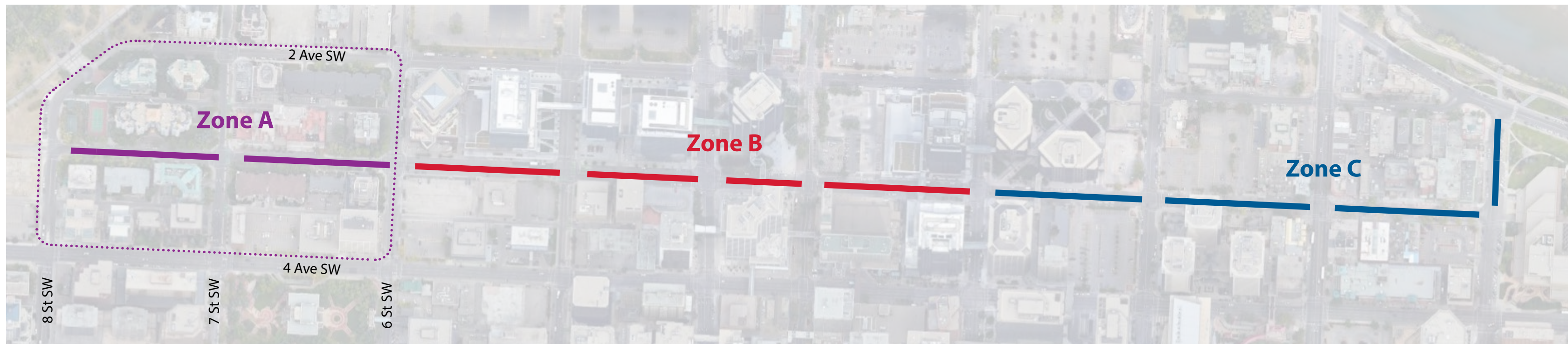
- Existing parking and loading areas along streets
- Includes both parallel and angle on-street parking stalls

New Parking

- New on-street parking stalls added through proposed changes



Zone A: West Area



Existing Zone Characteristics

Surrounding Area: Mid-rise and high-rise residential buildings with some commercial uses (e.g. restaurants, shops) along the street

Street Design: Two-way street with on-street parking lanes

Traffic Flow: 4,000 vehicles per day (2018)

Walking and Wheeling Comfort Level: People walking and riding scooters share the sidewalk, while people cycling and driving share the road

Perceived Driving Behaviour: Slower due to narrow street and residential character

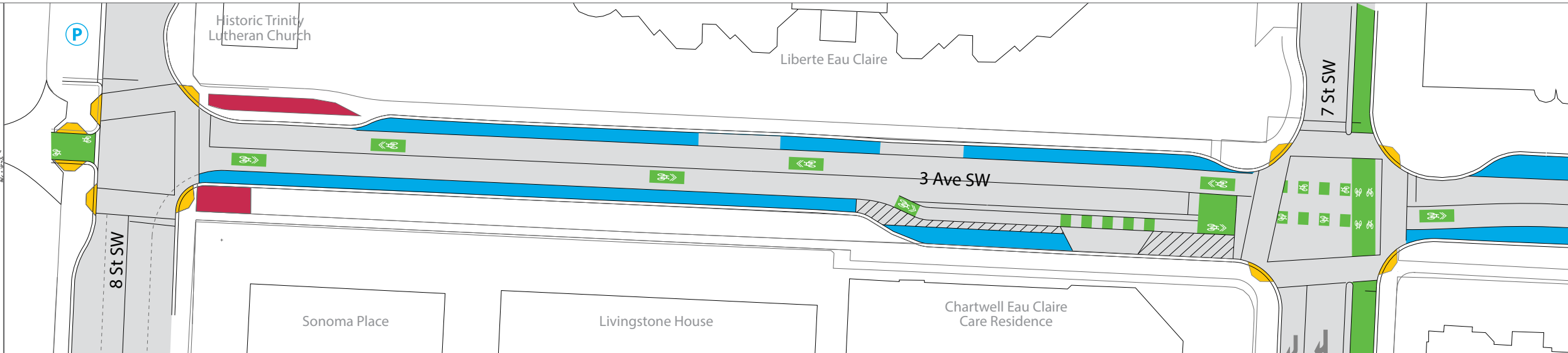
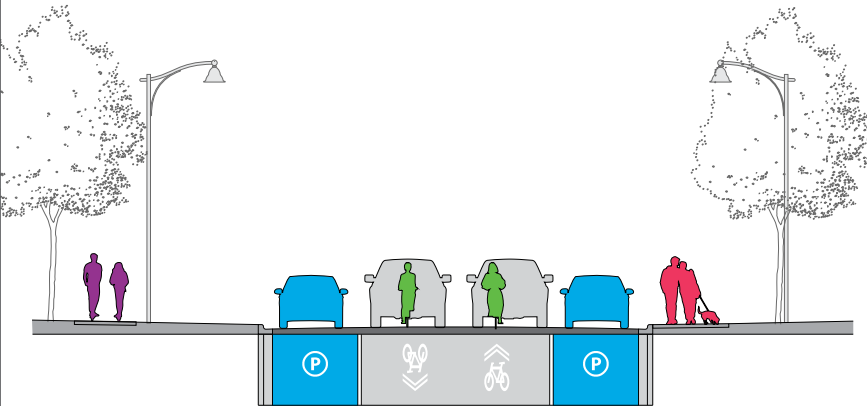
Parking Inventory: 174 on-street stalls (includes all stalls in general area outlined above)

Zone A: 8 Street S.W. to 7 Street S.W.

- Ramps
- Sidewalk Improvements
- Crossing Improvements
- Bike Facilities
- Parking & Loading
- New Parking



Option 1: Neighbourhood Greenway



Design Elements:

- Single file shared lines, with two-way roadway operation
- Separated eastbound bike lane section

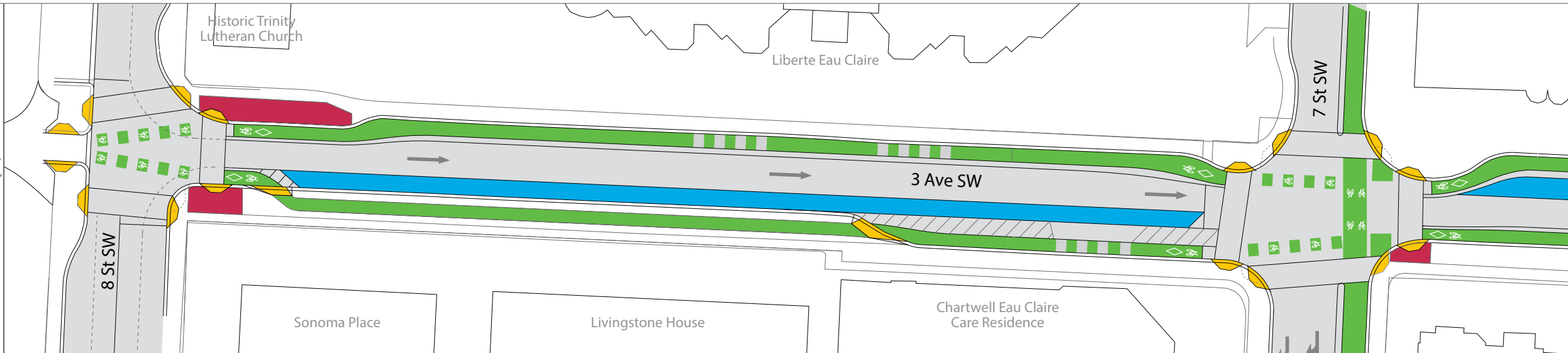
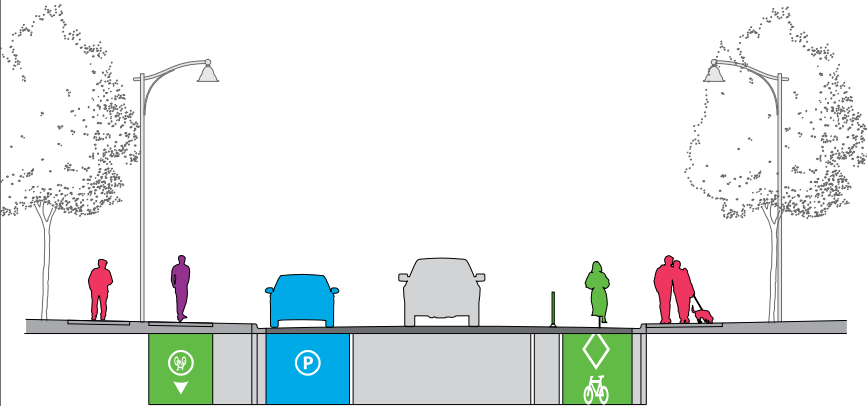
Benefits:

- Sidewalk improvements support people walking
- No changes to two-way road operation or parking

Trade-offs:

- People walking and riding scooters share the sidewalk
- People cycling and driving share the road

Option 2: Cycle Tracks



Design Elements:

- Separated one-way cycle tracks with bike path
- Change to one-way road operation (eastbound)

Benefits:

- People cycling and riding scooters have dedicated spaces to travel that are separated from people walking and people driving

Trade-offs:

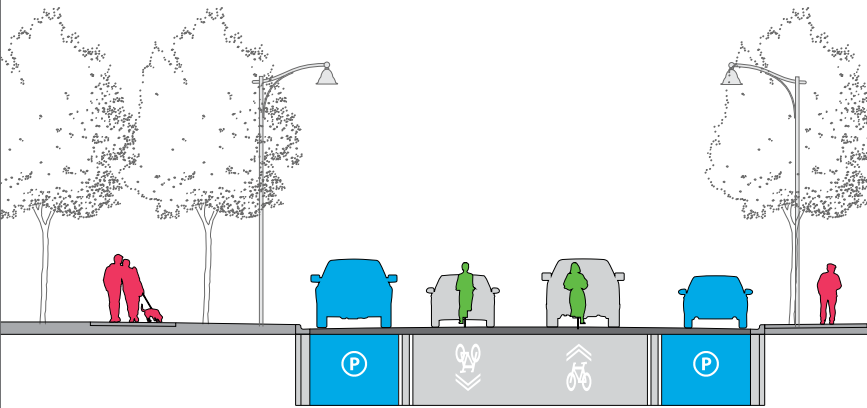
- Parking removal from north side of 3 Avenue S.W.
- Change to the existing traffic pattern
- 4 medium bushes removed (lilacs)

Zone A: 7 Street S.W. to 6 Street S.W.

- Ramps
- Sidewalk Improvements
- Crossing Improvements
- Bike Facilities
- Parking & Loading
- New Parking



Option 1: Neighbourhood Greenway

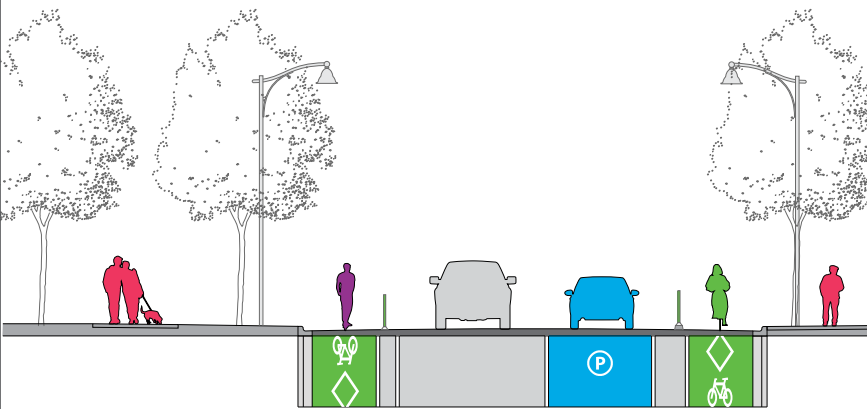


- Design Elements:**
- Single file shared lines, with two-way roadway operation
 - Potential for new angle parking on 6 Street S.W.

- Benefits:**
- No changes to two-way road operation or parking

- Trade-offs:**
- People walking and riding scooters share the sidewalk
 - People cycling and driving share the road

Option 2: Cycle Tracks



- Design Elements:**
- One-way road with separated cycle tracks
 - Potential for new angle parking on 6 Street S.W.

- Benefits:**
- Sidewalk improvements support people walking
 - People cycling and riding scooters have dedicated spaces to travel that are separated from people walking and people driving

- Trade-offs:**
- People driving can no longer travel westbound
 - Parking removal from south side of 3 Avenue S.W.
 - Change to the existing traffic pattern

Zone A: Summary



Ramps



Sidewalk Improvements



Crossing Improvements



Bike Facilities

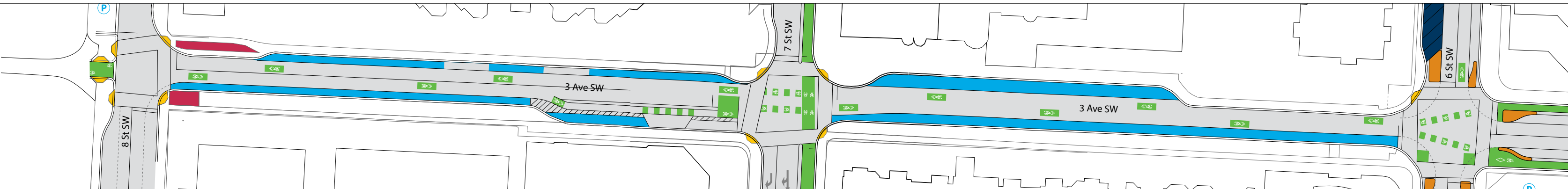


Parking & Loading

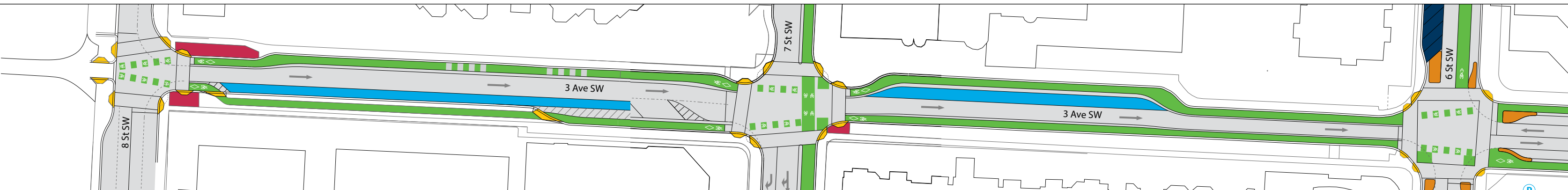


New Parking

Option 1: Neighbourhood Greenway



Option 2: Cycle Tracks



Proposed Characteristics to Consider

Walking and Wheeling:

Option 1 – No separation between people cycling and driving

Option 2 – Full separation of people cycling and riding scooters, and people driving

Driving:

Option 1 – Two-way street with no cyclist separation

Option 2 – One way street with full separation from cyclists

Parking Impacts:

Option 1 – 100% parking retention (174 on-street stalls)

Option 2 – 86% parking retention in area (149 on-street stalls) (includes cross streets and 2 Avenue S.W.)