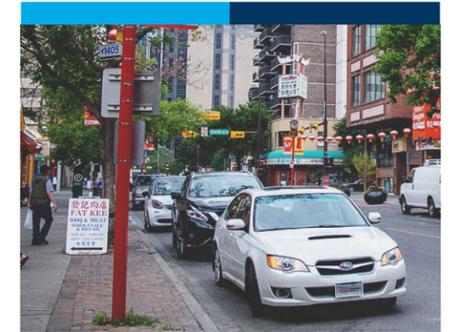
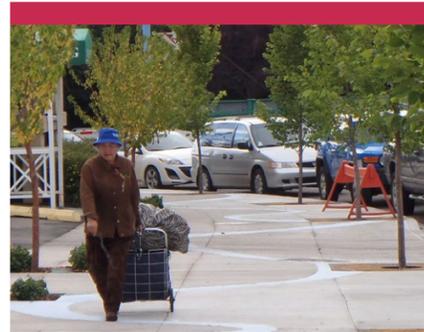
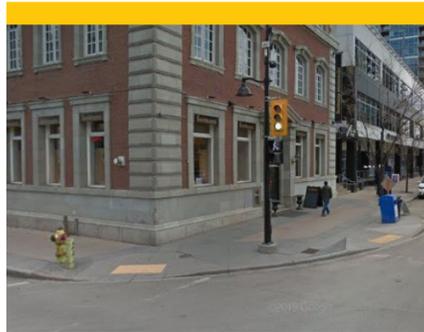


Legend and Glossary



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 B: Central Area



Existing Zone Characteristics

Surrounding Area: Primarily tall commercial buildings with some low and mid-rise buildings, surface parking lots, parking garages, and hotels

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

Traffic Flow: 6,000 to 8,000 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: Faster due to wider street and commercial/office character

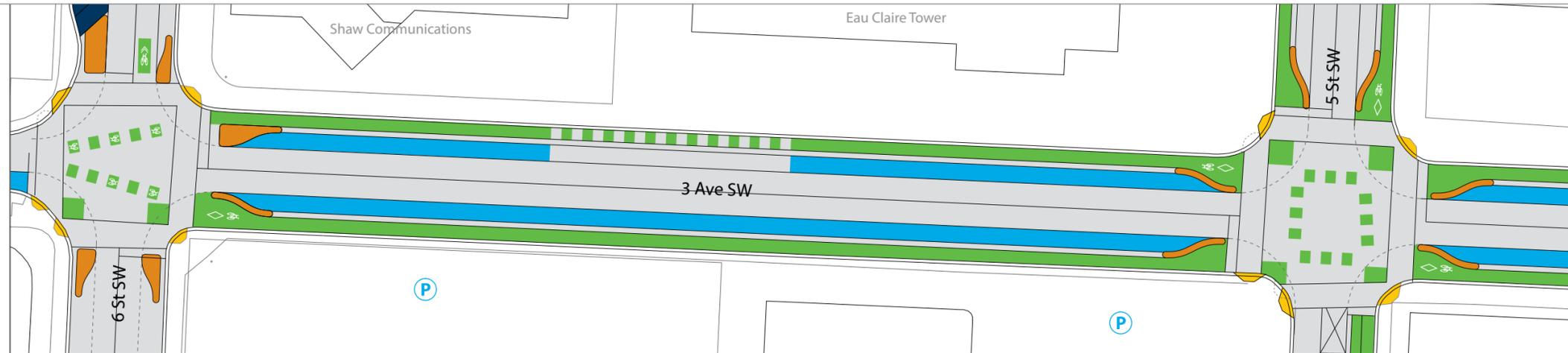
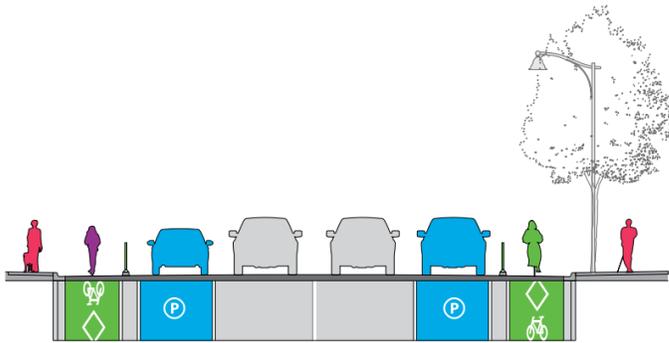
Parking Inventory: 403 on-street stalls (includes all stalls in general area outlined above)

Zone B: 6 Street S.W. to 5 Street S.W.

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



Cycle Tracks



Design Elements:

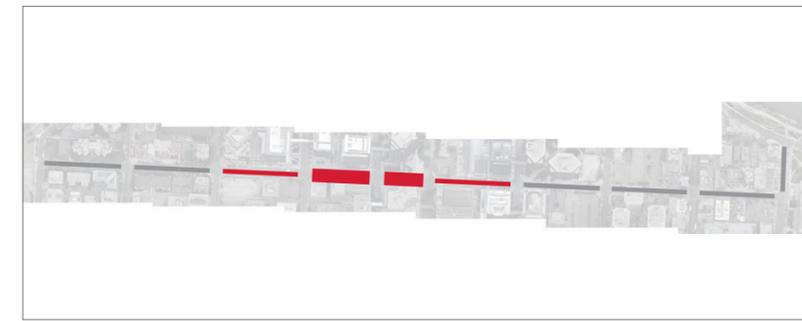
- Separated one-way cycle tracks
- No change to roadway operations or parking

Benefits:

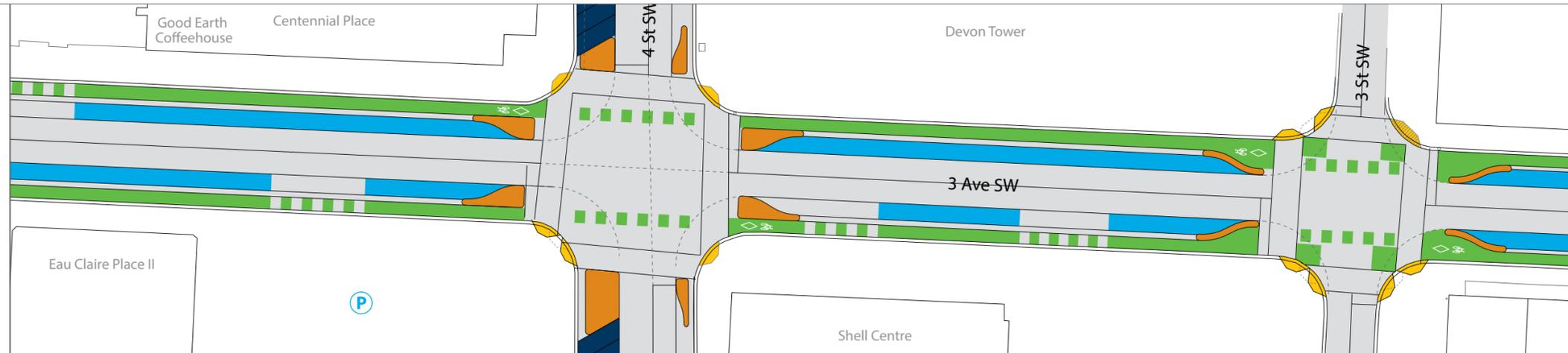
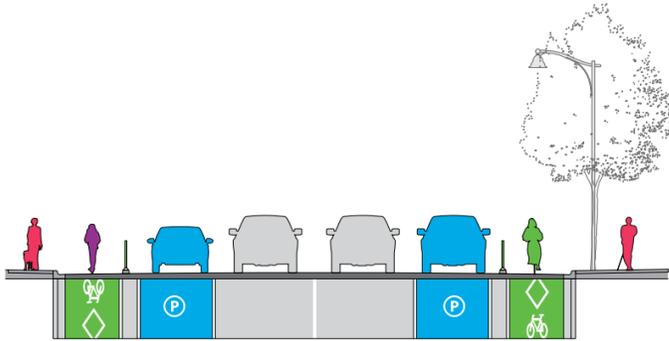
- Increased crossing safety for people using the sidewalk
- People cycling and riding scooters have dedicated spaces to travel that are separated from people walking and people driving

Zone B: 5 Street S.W. to 3 Street S.W.

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



Cycle Tracks



Design Elements:

- Separated one-way cycle tracks
- No change to roadway operations and parking

Benefits:

- Increased crossing safety for people using the sidewalk
- People cycling and riding scooters have dedicated spaces to travel that are separated from people walking and people driving

Trade-offs:

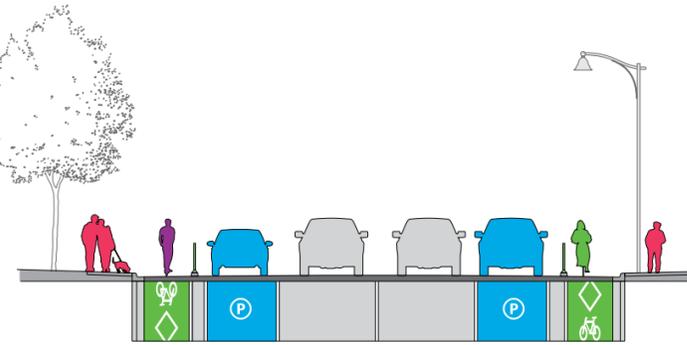
- Pedestrian scramble removed from intersection at 3 Street S.W. and 3 Avenue S.W.

Zone B: 3 Street S.W. to 2 Street S.W.

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



Cycle Tracks



Design Elements:

- Separated one-way cycle tracks
- No change to roadway operations and parking

Benefits:

- Increased crossing safety for people using the sidewalk
- People cycling and riding scooters have dedicated spaces to travel that are separated from people walking and people driving

Trade-offs:

- Pedestrian scramble removed from intersection at 3 Street S.W. and 3 Avenue S.W.

Zone B: Summary

● Ramps

● Sidewalk Improvements

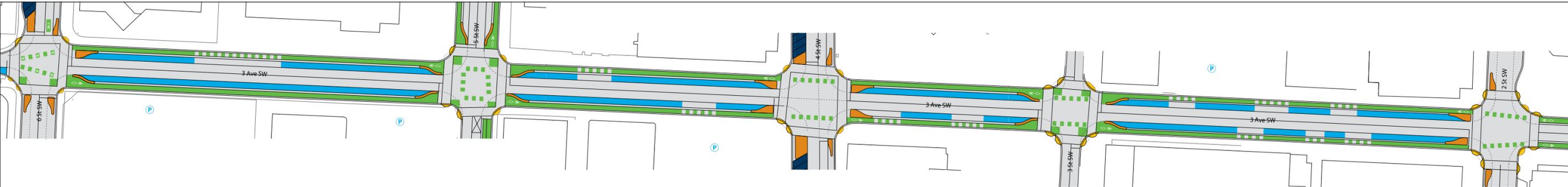
● Crossing Improvements

● Bike Facilities

● Parking & Loading

● New Parking

Cycle Tracks



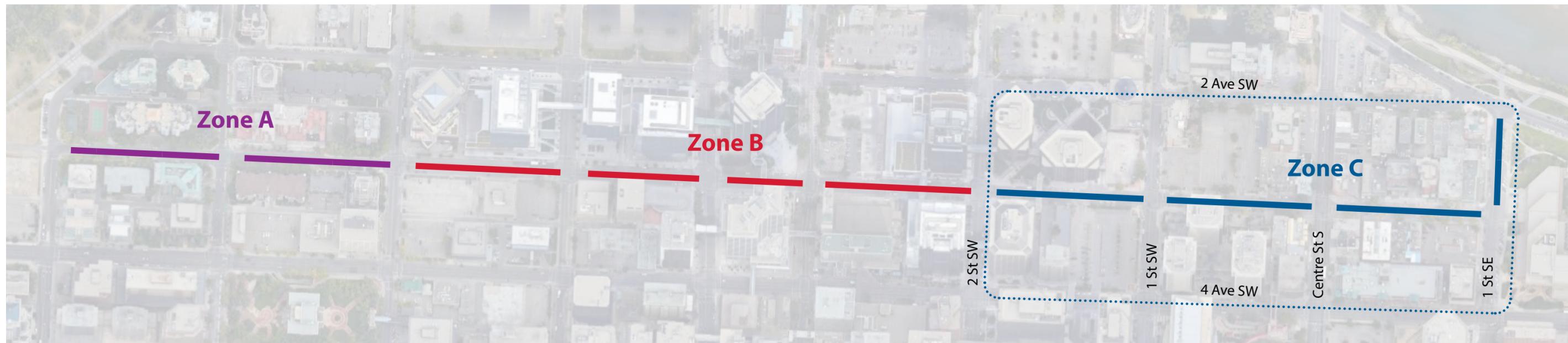
Proposed Characteristics to Consider

Walking and Wheeling: People walking, wheeling, and driving all have dedicated spaces to travel

Driving: Two-way street for people driving with full separation from cyclists

Parking Impacts: 99% parking retention (400 on-street stalls) in area (includes cross streets and 2 Avenue S.W.)

Zone C: East Area



Existing Zone Characteristics

Surrounding Area: Transitions from tall office buildings to mid and low-rise buildings with commercial uses (e.g. restaurants, shops) along the street, with some surface parking lots and parking garages

Street Design: Two-way street with on-street parallel or angle parking

Traffic Flow: 3,000 to 8,000 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: Some blocks are faster due to wider street, and others slower due to narrow street and commercial character

Parking Inventory: 262 on-street stalls (includes all stalls in general area outlined above)