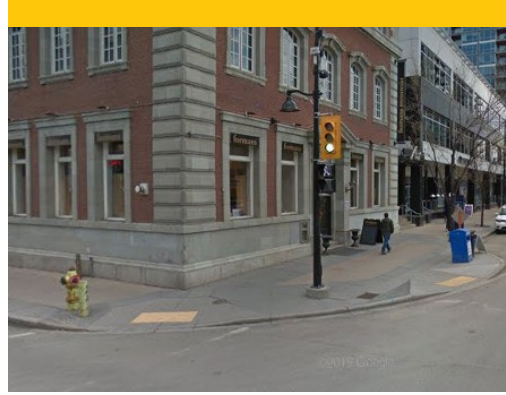
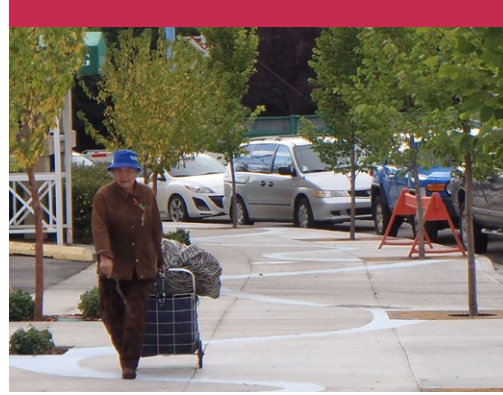


# Legend and Glossary



## 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



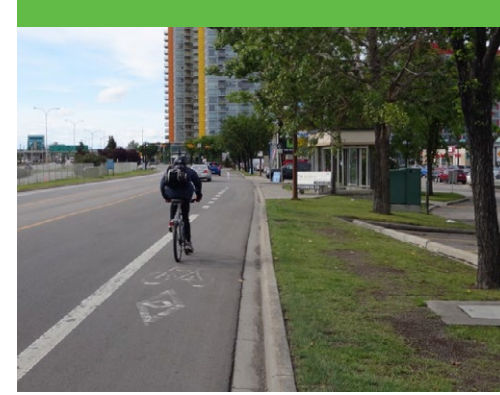
## Sidewalk Improvements

- 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 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)

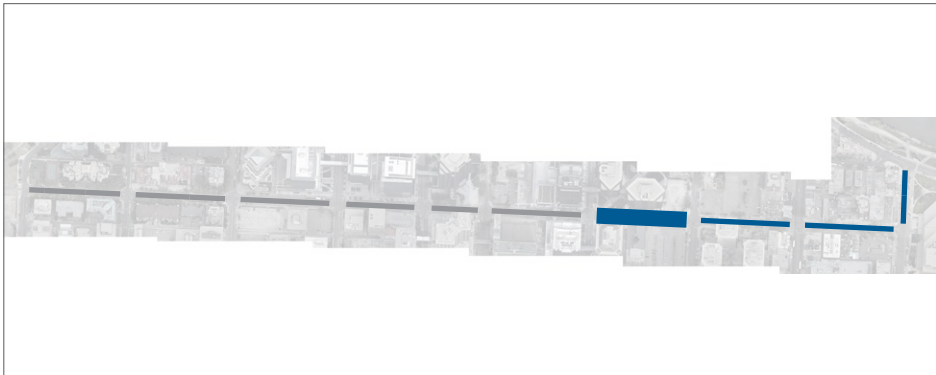
**Walking and Wheeling Comfort Level:** People walking and riding scooters share the sidewalk, while people cycling and driving share the road

**Perceived Driving Behaviour:** Some blocks are faster due to wider street, and others slower due to narrow street and commercial character

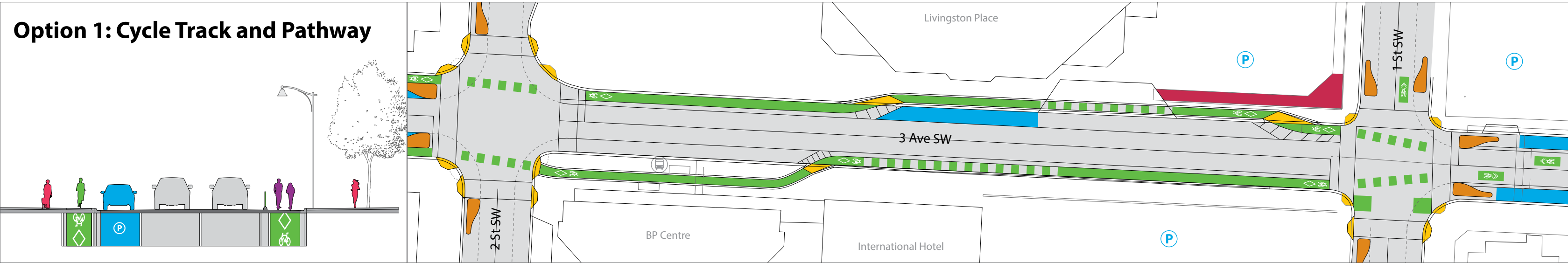
**Parking Inventory:** 262 on-street stalls (includes all stalls in general area outlined above)

# Zone C: 2 Street S.W. to 1 Street S.W.

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



## Option 1: Cycle Track and Pathway



### Design Elements:

- Separated one-way cycle tracks and raised pathway
- No change to roadway operations for people driving

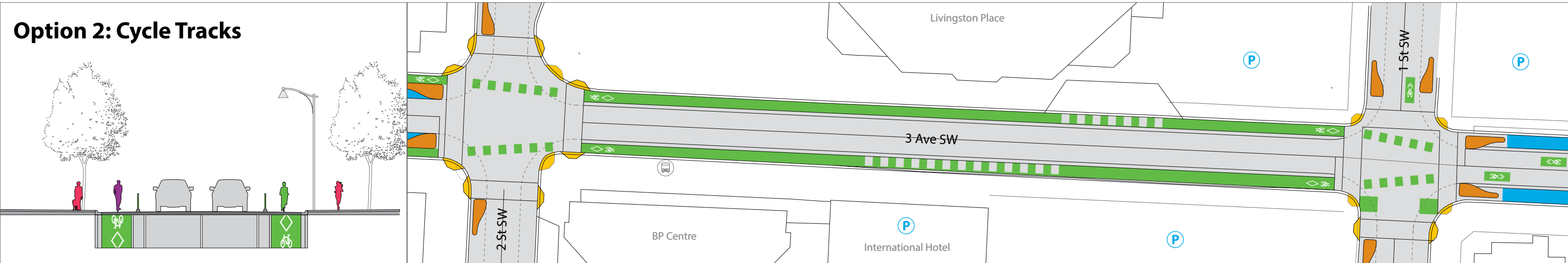
### Benefits:

- People cycling and riding scooters are separated from people driving

### Trade-offs:

- People walking and wheeling will share space on the sidewalk in some areas
- Some parking removal along both sides of street
- Some trees removed

## Option 2: Cycle Tracks



### Design Elements:

- Separated one-way cycle tracks
- No change to roadway operations for people driving

### Benefits:

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

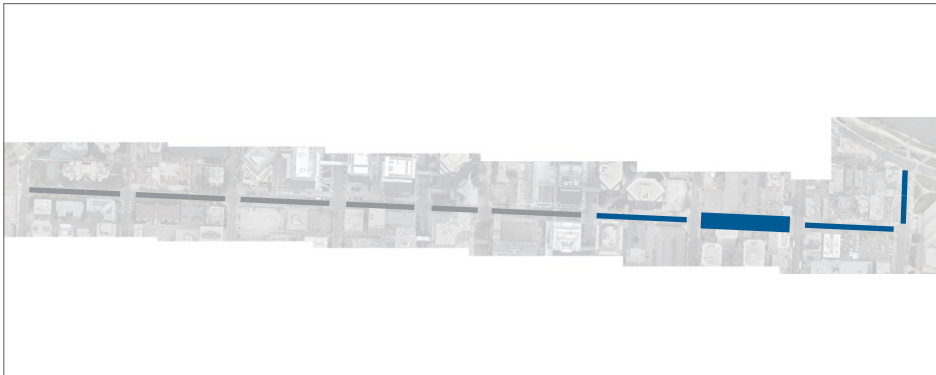
### Trade-offs:

- Parking removal from both sides of the street

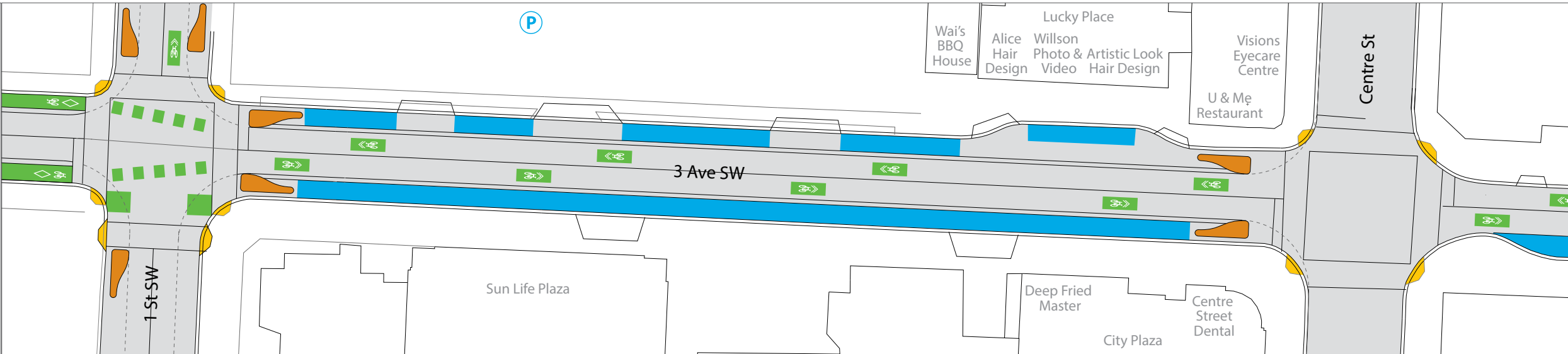


# Zone C: 1 Street S.W. to Centre Street

- 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
- Traffic calming elements at intersections

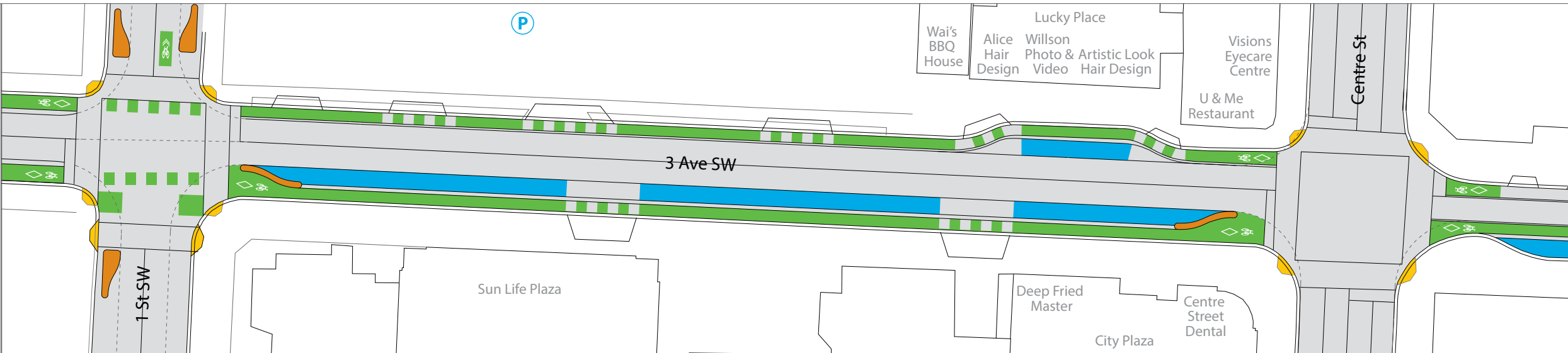
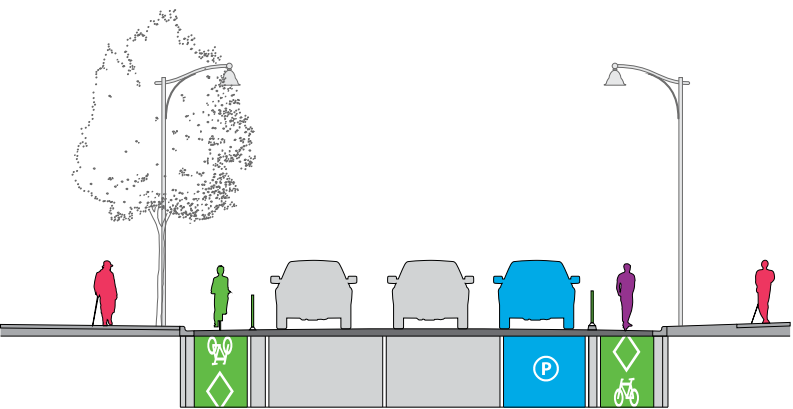
### Benefits:

- Intersection improvements improve comfort and safety for people walking and wheeling
- No changes to existing on-street 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
- No change to roadway operations for people driving

### Benefits:

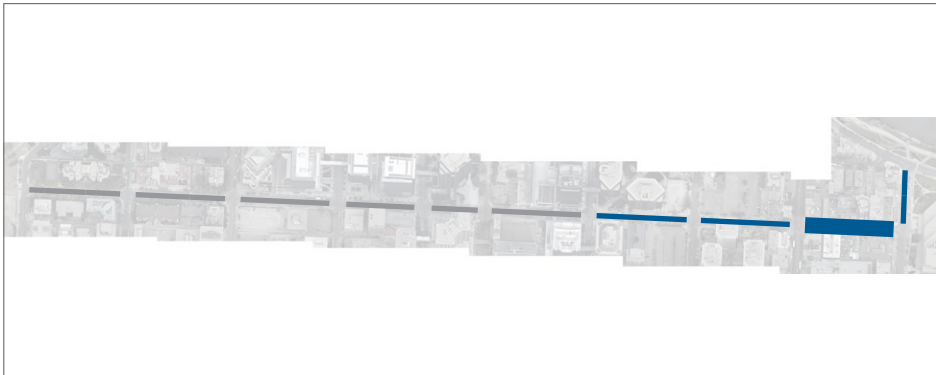
- People cycling and riding scooters have dedicated spaces to travel that are separated from people walking and people driving

### Trade-offs:

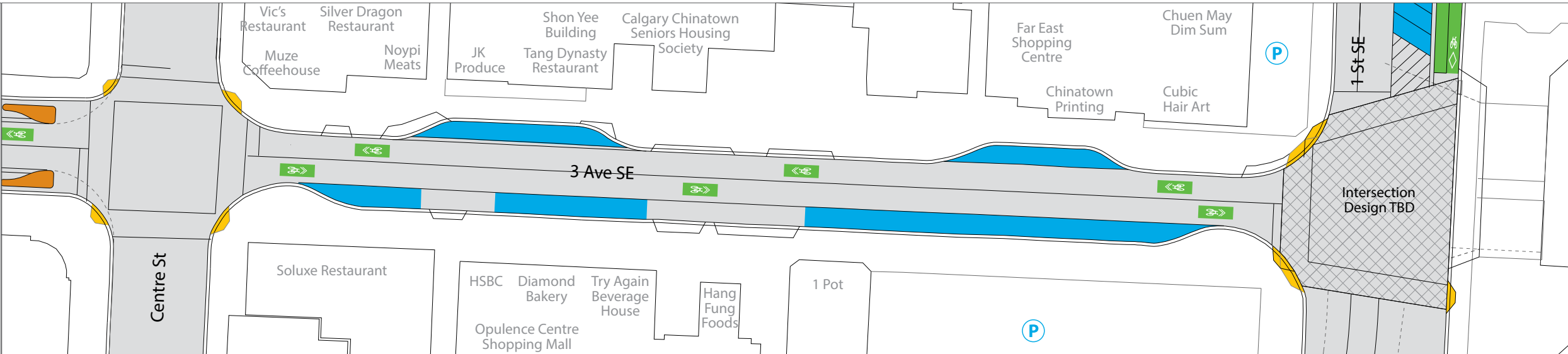
- Parking removal from north side of 3 Avenue S.W.

# Zone C: Centre Street to 1 Street S.E.

- 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

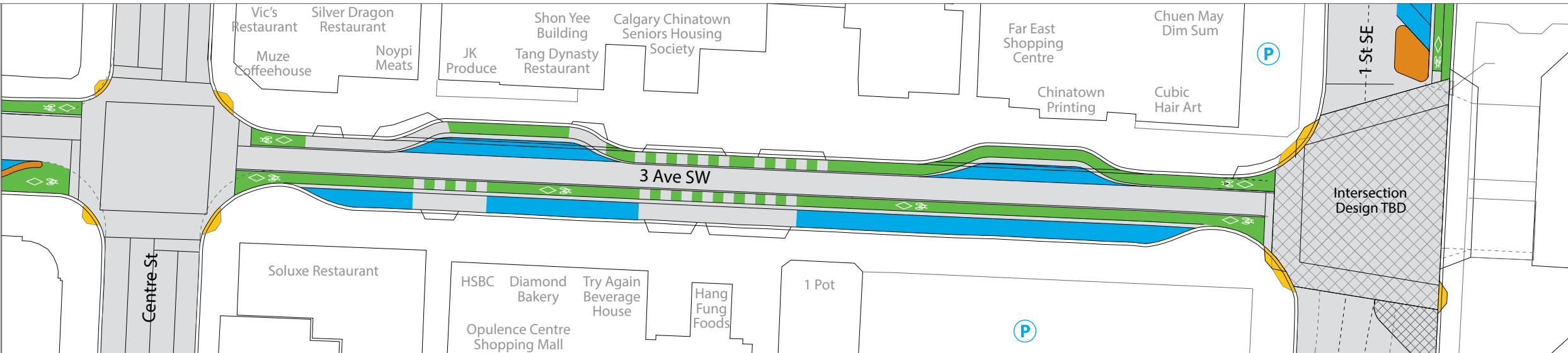
### Benefits:

- No changes to existing on-street 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 track (westbound) and buffered bike lane (eastbound)
- Change to one-way road operations (eastbound) for people driving

### Benefits:

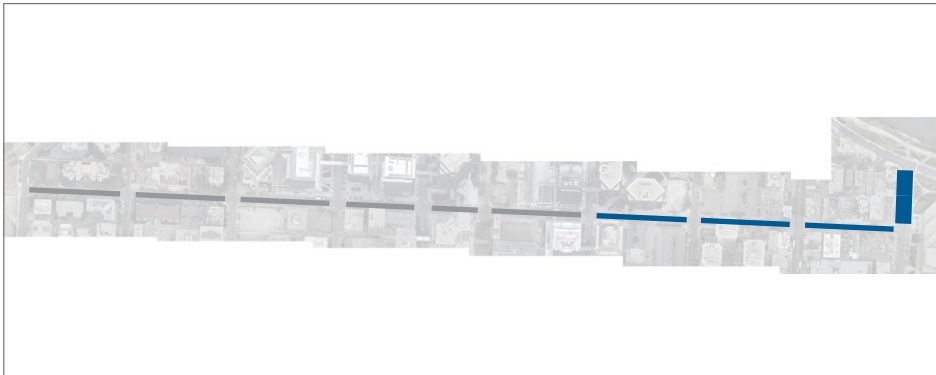
- People cycling and riding scooters have dedicated spaces to travel that are separated from people walking and people driving

### Trade-offs:

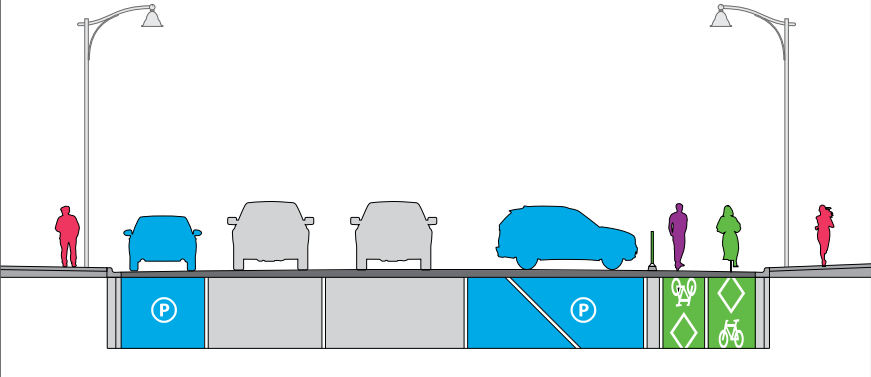
- Change to the existing traffic pattern

# Zone C: 3 Avenue S.E. to Riverfront Avenue

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



## Option 1: Cycle Track (Narrow)



### Design Elements:

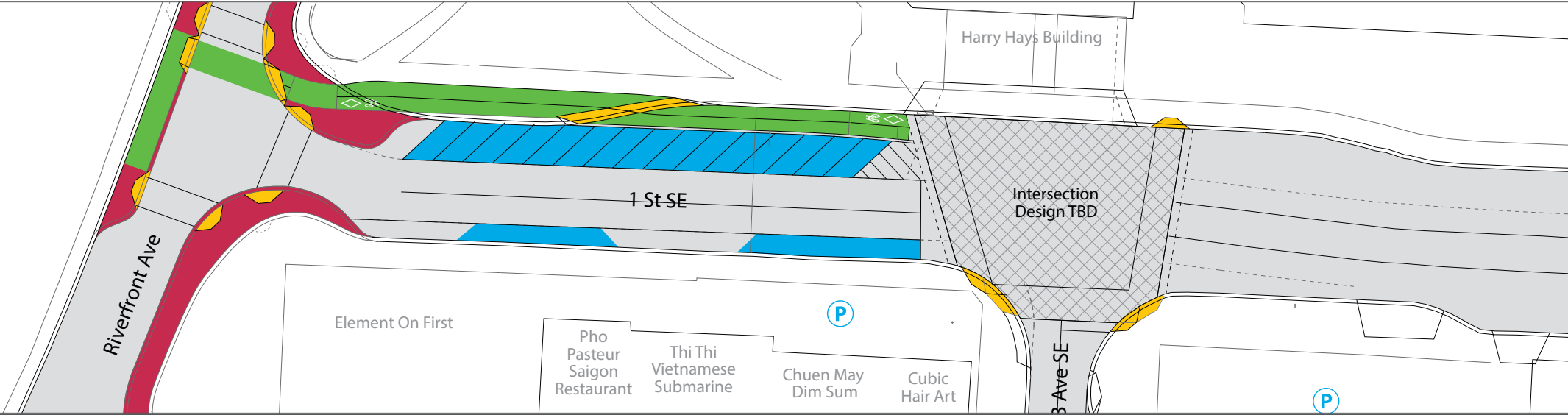
- Separated two-way cycle track along east lane
- Parallel and angle parking is maintained

### Benefits:

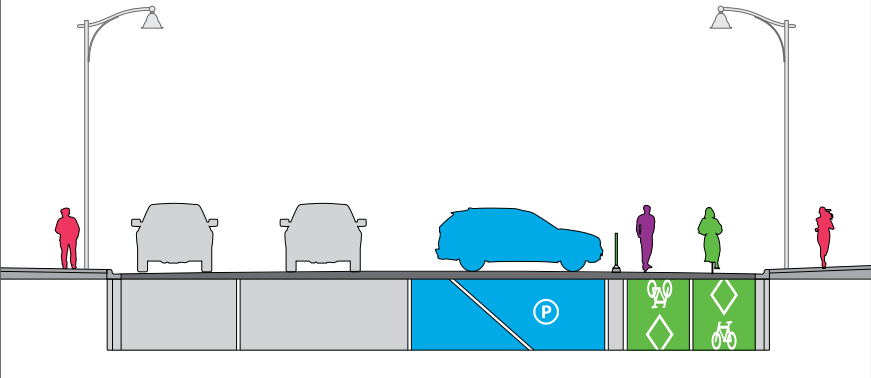
- People cycling and riding scooters have dedicated spaces that are separated from people walking and people driving
- Increased crossing safety for people walking and wheeling

### Trade-offs:

- Cycle track is narrower for people cycling and riding scooters



## Option 2: Cycle Track (Wide)



### Design Elements:

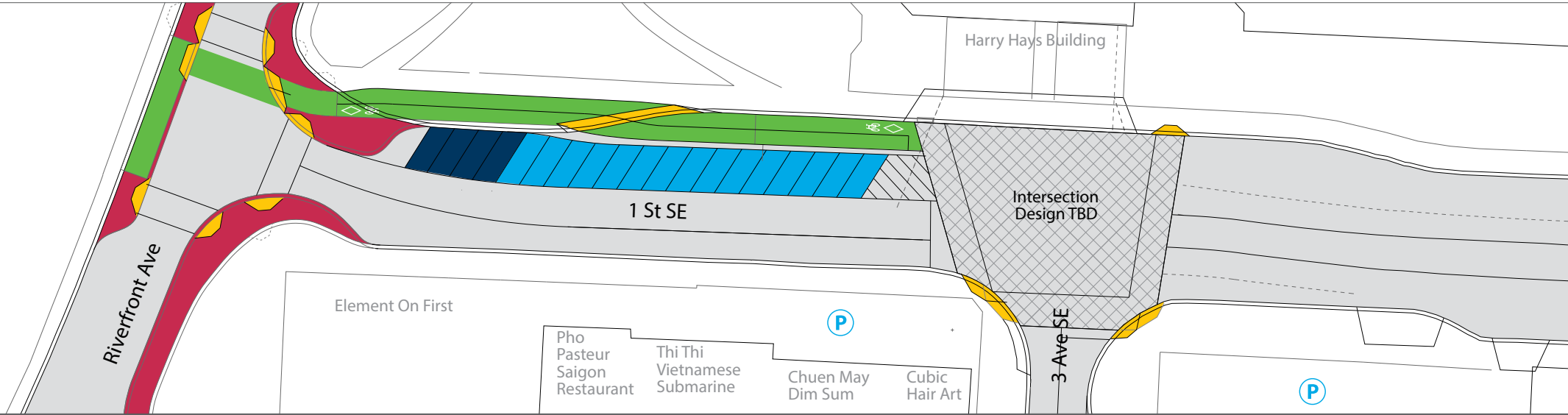
- Separated two-way cycle track along east lane
- Angle parking is maintained

### Benefits:

- People cycling and riding scooters have dedicated spaces to travel that are separated from people walking and people driving
- Increased crossing safety for people walking and wheeling
- New angle parking stalls are added

### Trade-offs:

- Parking removal from the west side of 1 Street S.E.

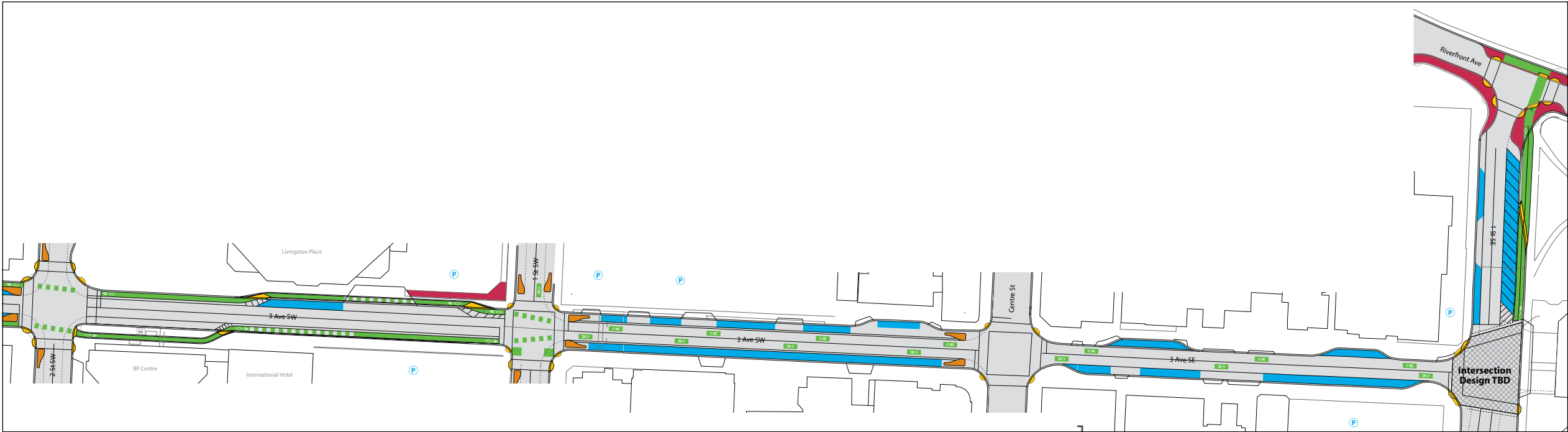




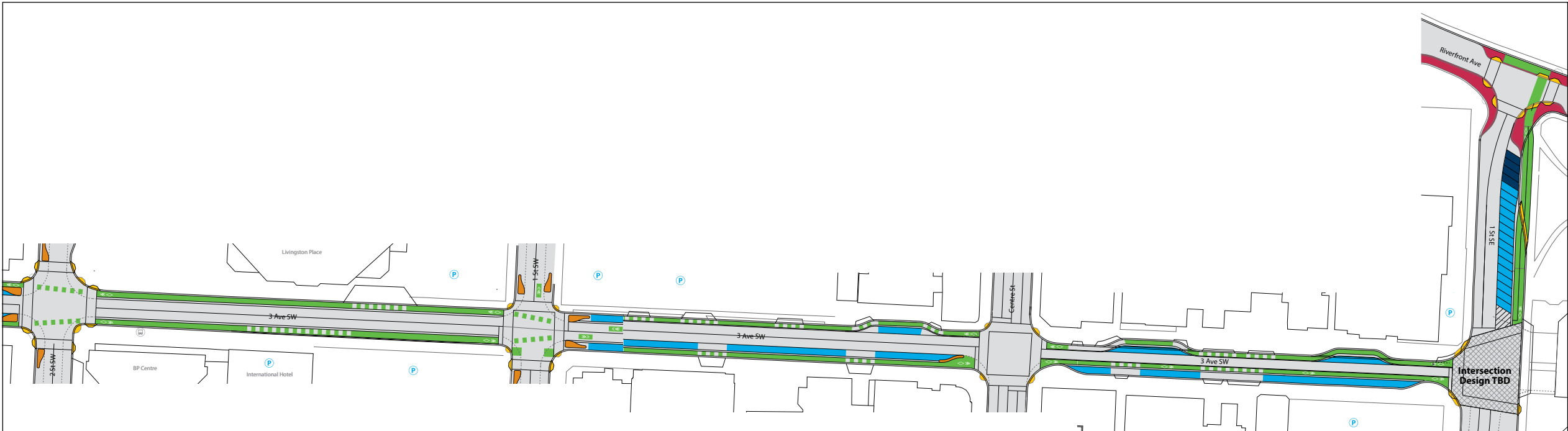
# Zone C: Summary

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

Option 1



Option 2



## Proposed Characteristics to Consider

### Walking and Wheeling:

Option 1 – People cycling and driving share the road while people walking and riding scooters share the sidewalk

Option 2 – Dedicated spaces for people walking, wheeling, and driving

### Driving:

Option 1 – Two-way street

Option 2 – One way street between Centre Street and 1 Street S.E.

### Parking Impacts:

Option 1 – 100% parking retention (262 on-street stalls)

Option 2 – 86% parking retention in area (225 on-street stalls)

(includes cross streets and 2 Avenue S.W.)