Proposed Main Street Crossing

In September 2015, the City of Winnipeg initiated a public engagement process to receive input on the Downtown Bike Lane System Study. This study will explore and create a design for Protected Bicycle Lanes on Fort Street and/or Garry Street; and design and construct a signalized pedestrian/cycling crossing of Main Street in the vicinity of Assiniboine Avenue.

SHARE YOUR INPUT ONLINE
INTERACTIVE PUBLIC ENGAGEMENT WEBSITE:
Coming March 11 - View design options, post comments on the discussion board and provide feedback through an online survey.

www.winnipeg.ca/walkbikeprojects

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DOWNTOWN BIKE LANE SYSTEM
Connecting The Forks to the Exchange District
(Fort St., Garry St. & The Forks to Assiniboine connection)
# Garry Street & Fort Street Design Options

## Shared Attributes
- Left side cycling lanes are appropriate for one-way streets as there is no conflict with transit stops and good visibility for motorists.
- Buffer separation eliminates dooring issue.
- Street renewal will rehabilitate the road surface and improve the pedestrian environment.
- Bump-outs at intersections reduce street crossing distance for pedestrians.
- Approximately 25% of total on-street parking stalls and loading spaces are converted to improve sight lines for all users and vehicle capacity at intersections.
- Improves emergency access on Garry St. south of Broadway.

## Option Table

<table>
<thead>
<tr>
<th>Option</th>
<th>Garry Street (Looking North)</th>
<th>Fort Street (Looking North)</th>
<th>Attributes</th>
</tr>
</thead>
</table>
| 1      | ![Garry Street Option 1](image1) | ![Fort Street Option 1](image2) | - One parking lane, two travel lanes north of Broadway on Garry St.  
- One parking lane, one travel lane south of Broadway on Garry St.  
- No change to Fort St.  
- Cycling lane is on Garry St. and not Fort St. because Garry St. has less vehicular traffic, less transit routes and provides better connectivity to the Exchange District  
- Two travel lanes accommodates pick-up/drop-off and emergency services  
- Implementation would be faster as only one street requires renewal  
- Two-way cycling lane allows cyclists to pass slower riders  
- Two-way cycling requires bike signals at intersections and increased driver/cyclist education  
- No direct connectivity to destinations on Fort St.  
- Connection to Exchange District at Arthur St. |
| 2      | ![Garry Street Option 2](image3) | ![Fort Street Option 2](image4) | - Two travel lanes and two parking lanes north of Broadway  
- One travel lane and one parking lane south of Broadway  
- Two travel lanes accommodates pick-up/drop-off and emergency services  
- Cycling lane, buffer and vehicle lanes are all minimum acceptable width  
- Painted bike lane on Fort St. south of Broadway  
- Connection to Exchange District at both Arthur St. and Albert St. |
| 3      | ![Garry Street Option 3](image5) | ![Fort Street Option 3](image6) | - One travel lane and two parking lanes north of Broadway  
- One travel lane and one parking lane south of Broadway  
- Single travel lane is less desirable for Emergency Services  
- Wide cycling lane provides room for cyclists to pass slower riders and ride side-by-side  
- Painted bike lane on Fort St. south of Broadway  
- Connection to Exchange District at both Arthur St. and Albert St. |