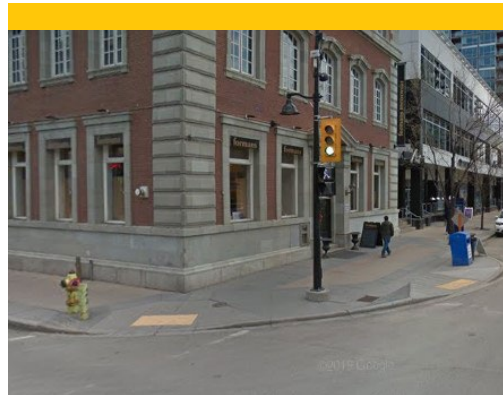
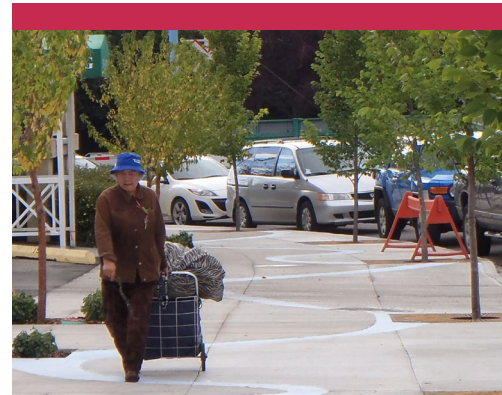


Legend and Glossary



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



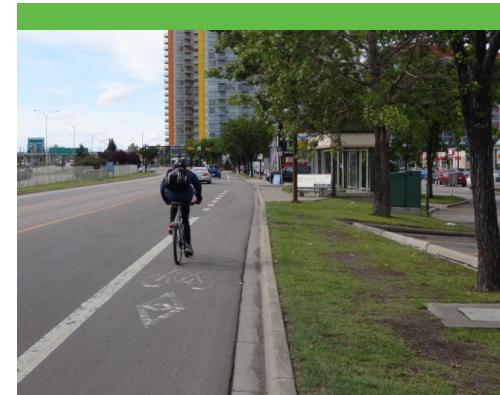
Sidewalk Improvements

- 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



Crossings & Separation

- 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.

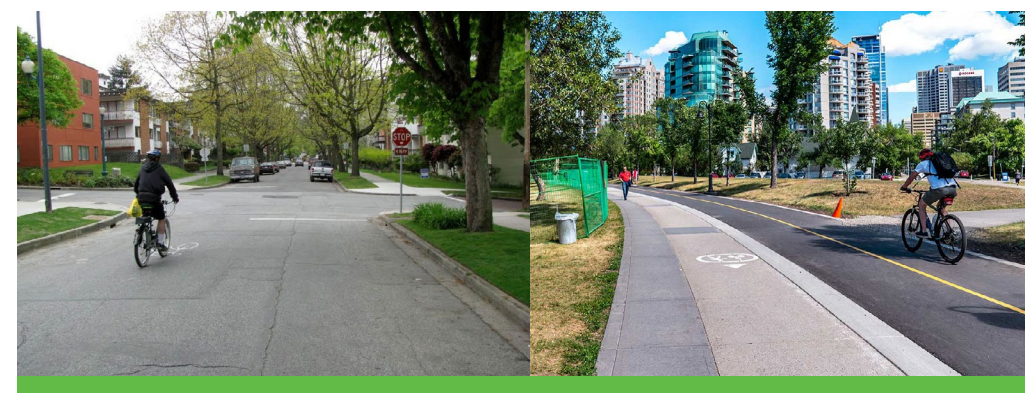


Parking & Loading

- 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

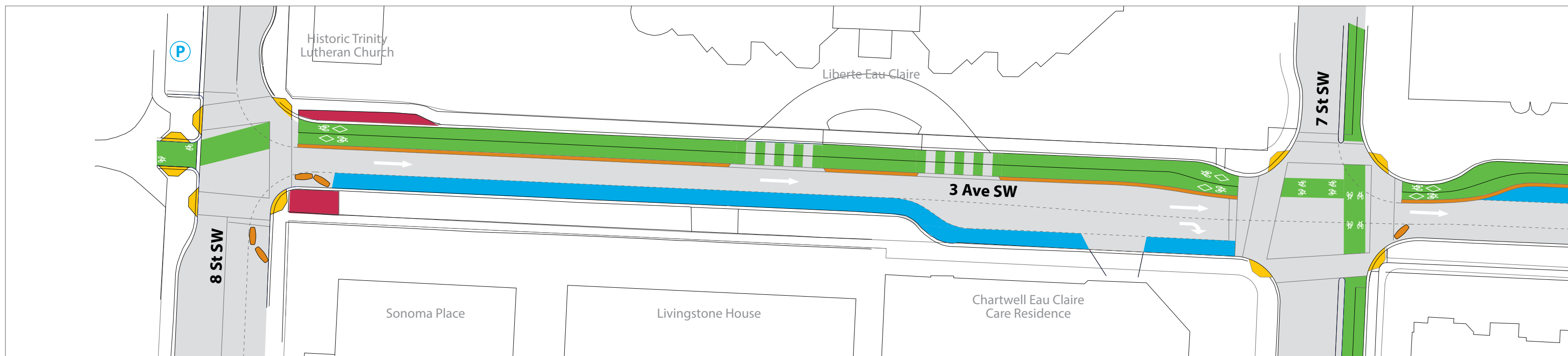
Street Design: Two-way street with on-street parking lanes

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

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



- Sidewalk Improvements
- Crossings & Separation
- Ramps
- Bike Facilities
- Parking & Loading
- New Parking

Design Elements:

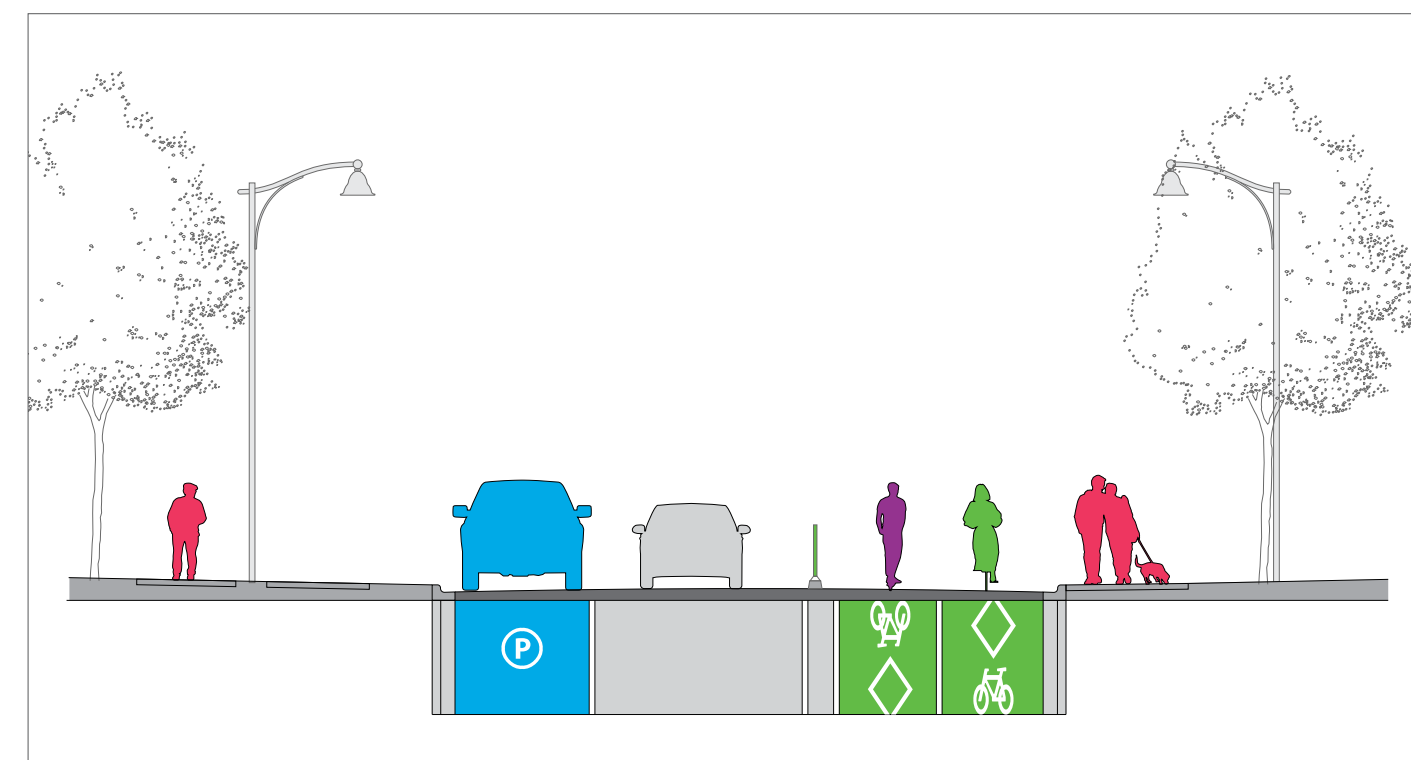
- Separated bi-directional cycle tracks
- Westbound one-way travel for vehicles

Benefits:

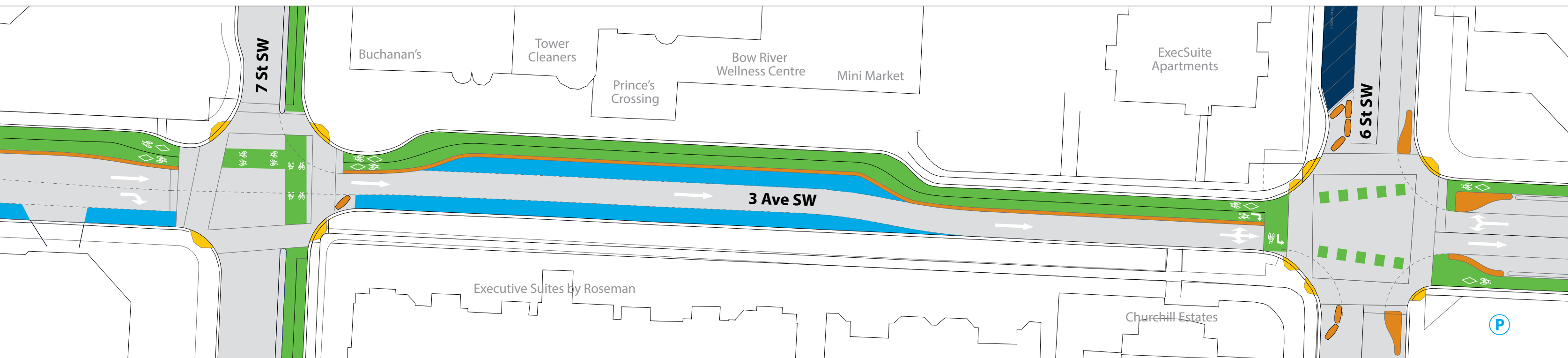
- Increased crossing safety for people using the sidewalk
- People cycling and riding scooters have dedicated spaces to travel that are separated from people walking and people driving

Trade-offs:

- Removal of on-street parking on north side of street



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



- Sidewalk Improvements
- Crossings & Separation
- Ramps
- Bike Facilities
- Parking & Loading
- New Parking

Design Elements:

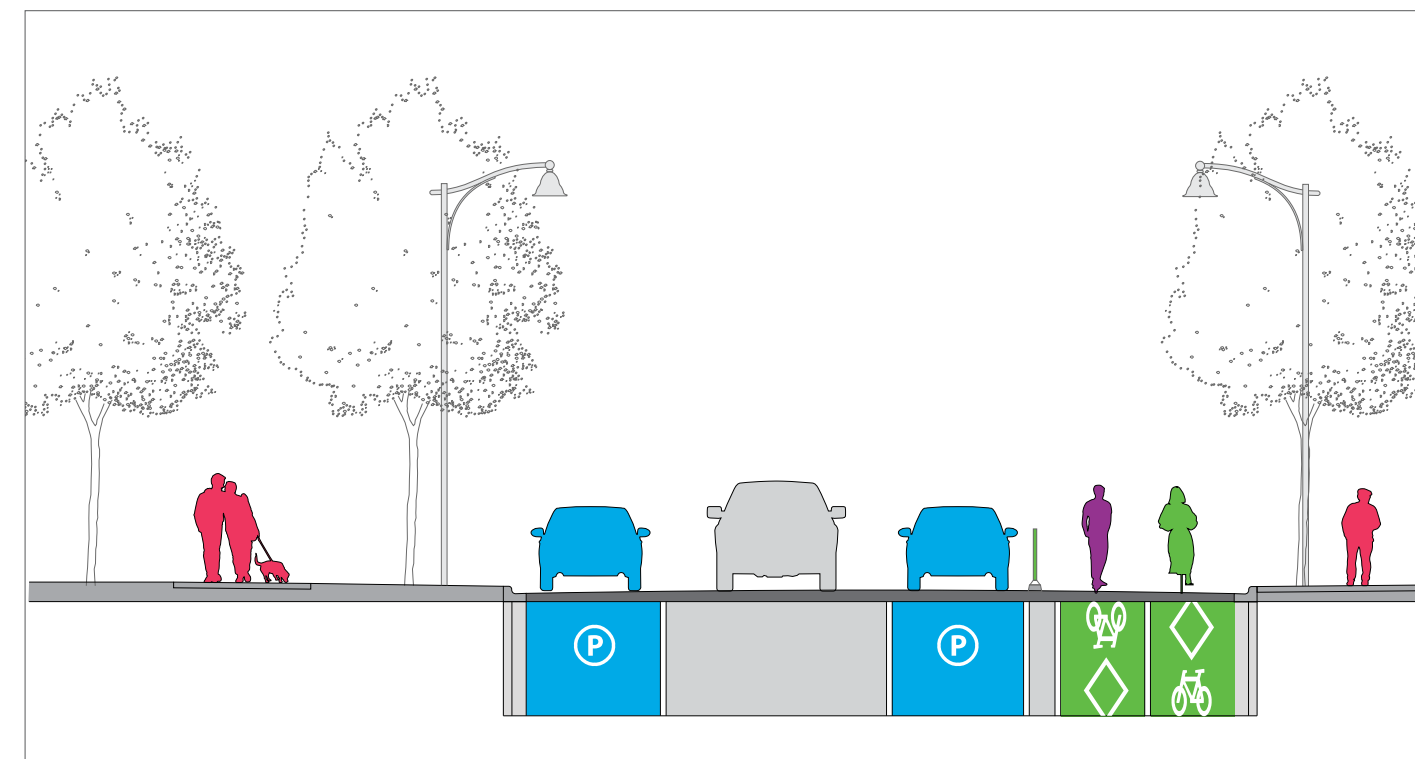
- Separated two-way cycle tracks
- Westbound one-way travel for vehicles
- New angle parking on 6 Street SW

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:

- Some parking stalls are relocated to 6 Street SW



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

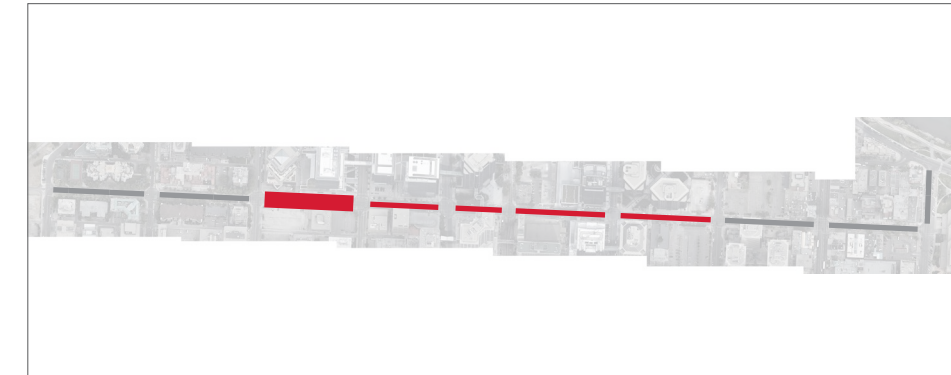
Street Design: Two-way street with on-street parking lanes

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

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



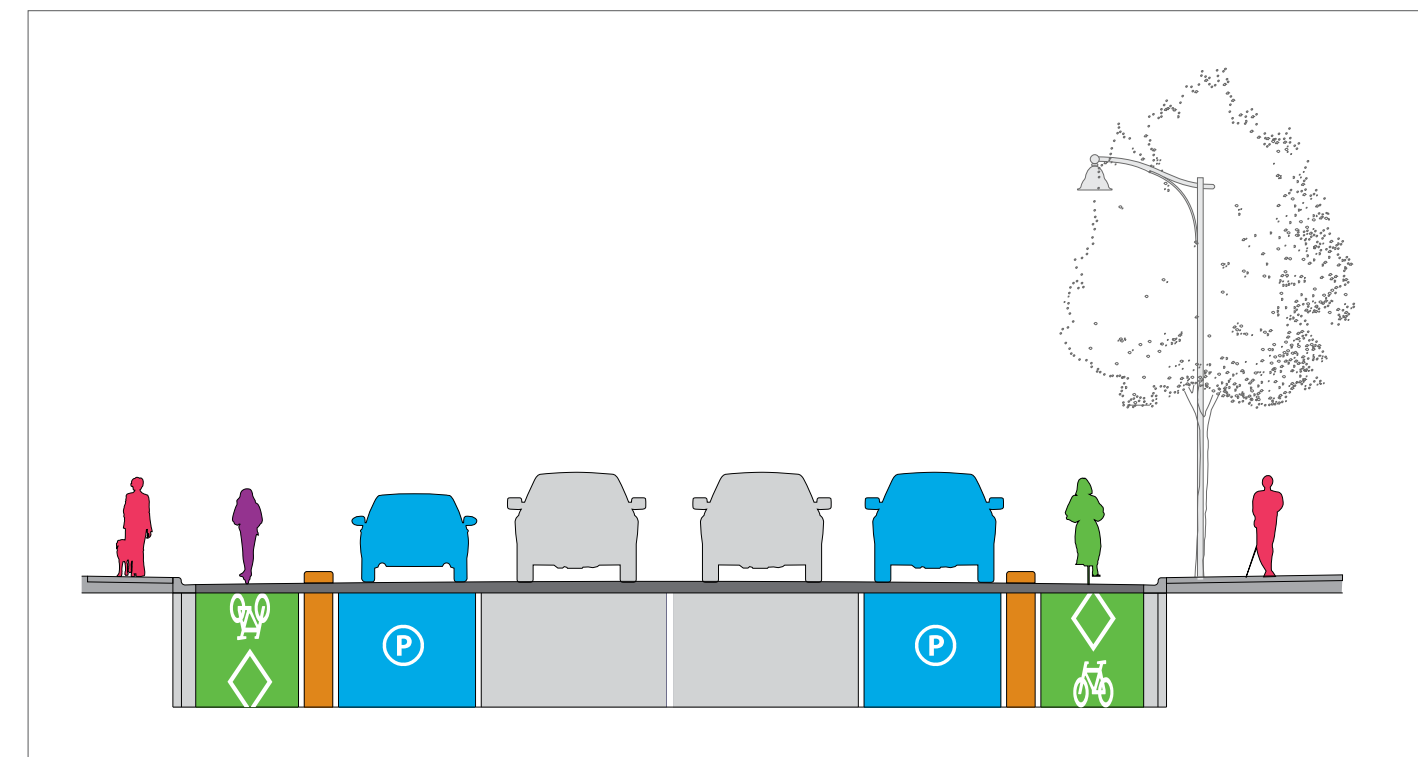
- Sidewalk Improvements
- Crossings & Separation
- Ramps
- Bike Facilities
- Parking & Loading
- New Parking

Design Elements:

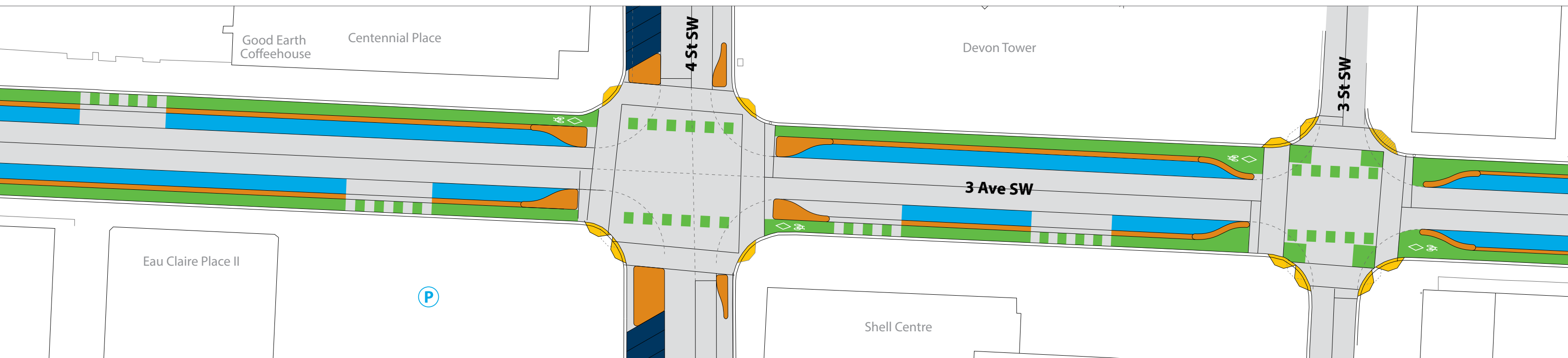
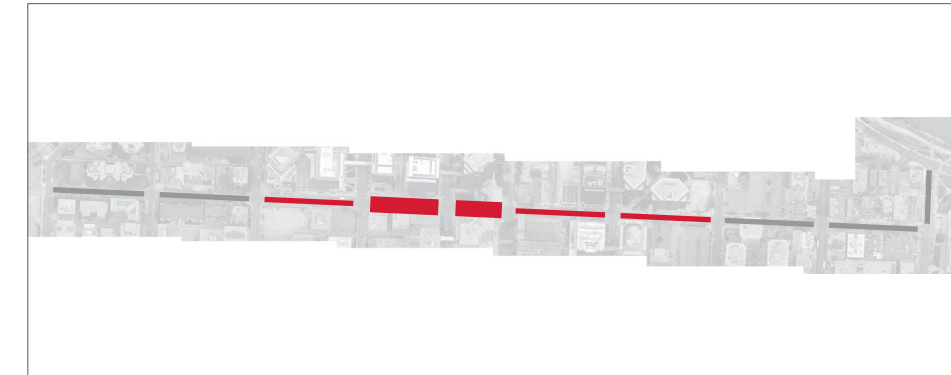
- Separated one-way cycle tracks
- No change to roadway operations or parking

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.



- Sidewalk Improvements
- Crossings & Separation
- Ramps
- Bike Facilities
- Parking & Loading
- New Parking

Design Elements:

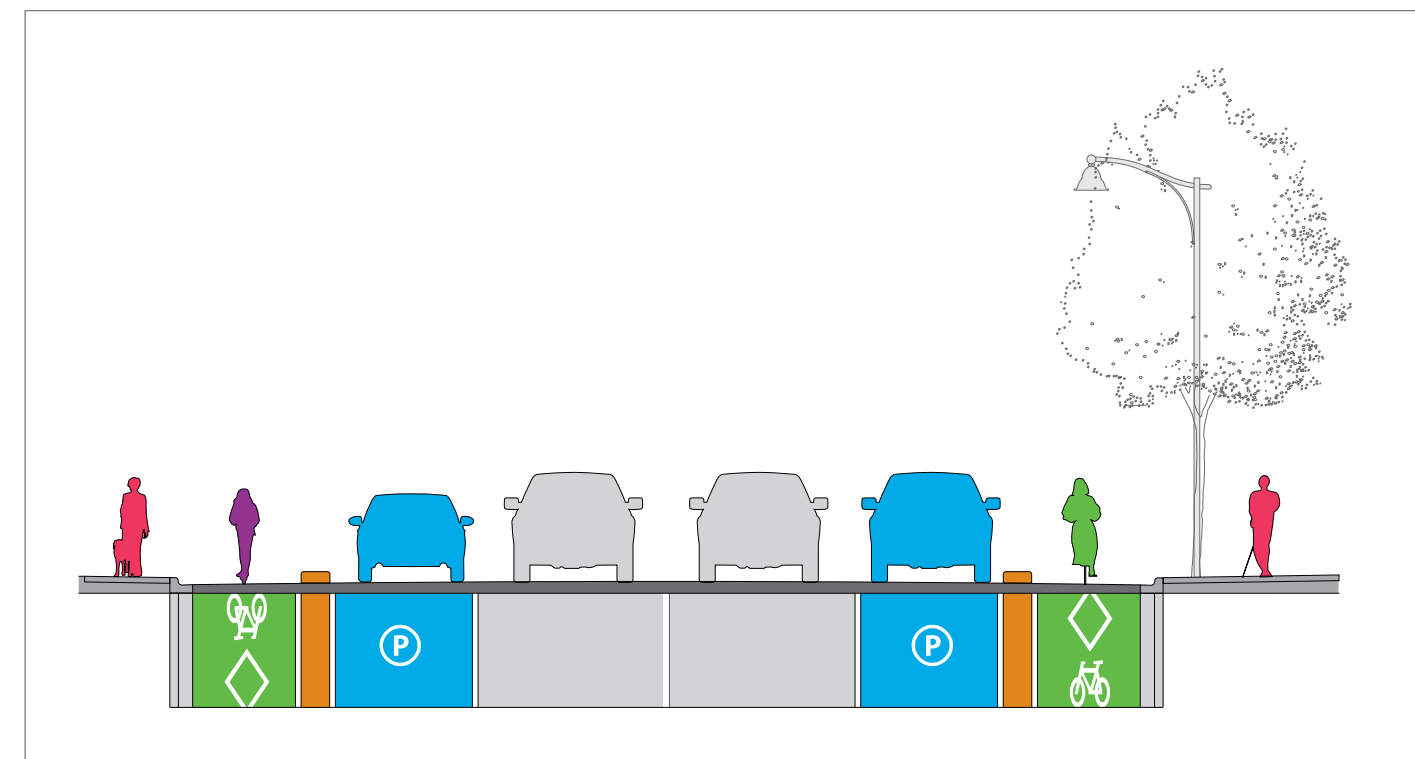
- Separated one-way cycle tracks
- No change to roadway operations and parking

Benefits:

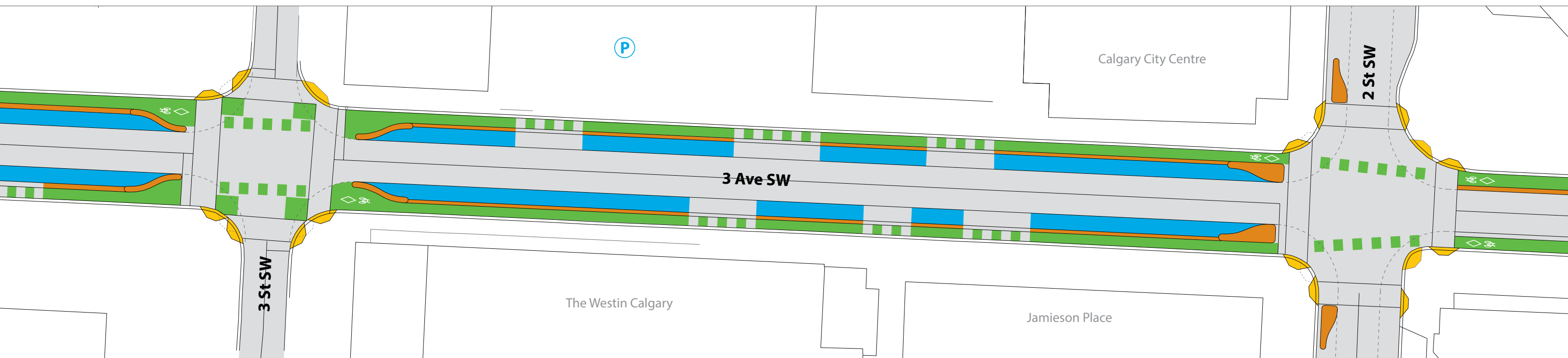
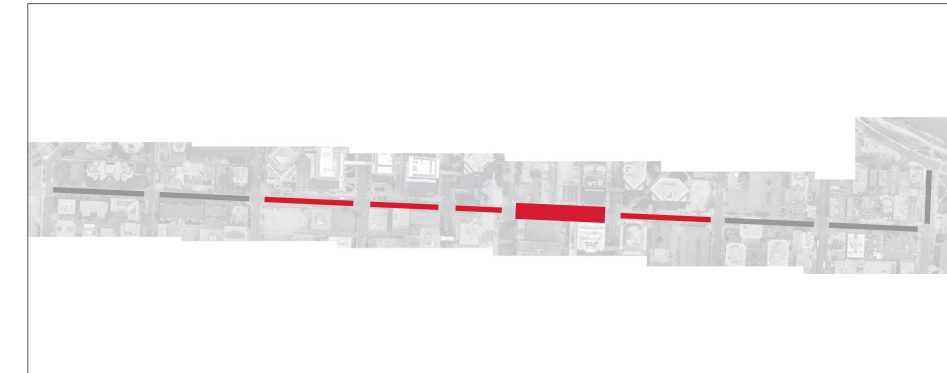
- Increased crossing safety for people using the sidewalk
- People cycling and riding scooters have dedicated spaces to travel that are separated from people walking and people driving

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.



- Sidewalk Improvements
- Crossings & Separation
- Ramps
- Bike Facilities
- Parking & Loading
- New Parking

Design Elements:

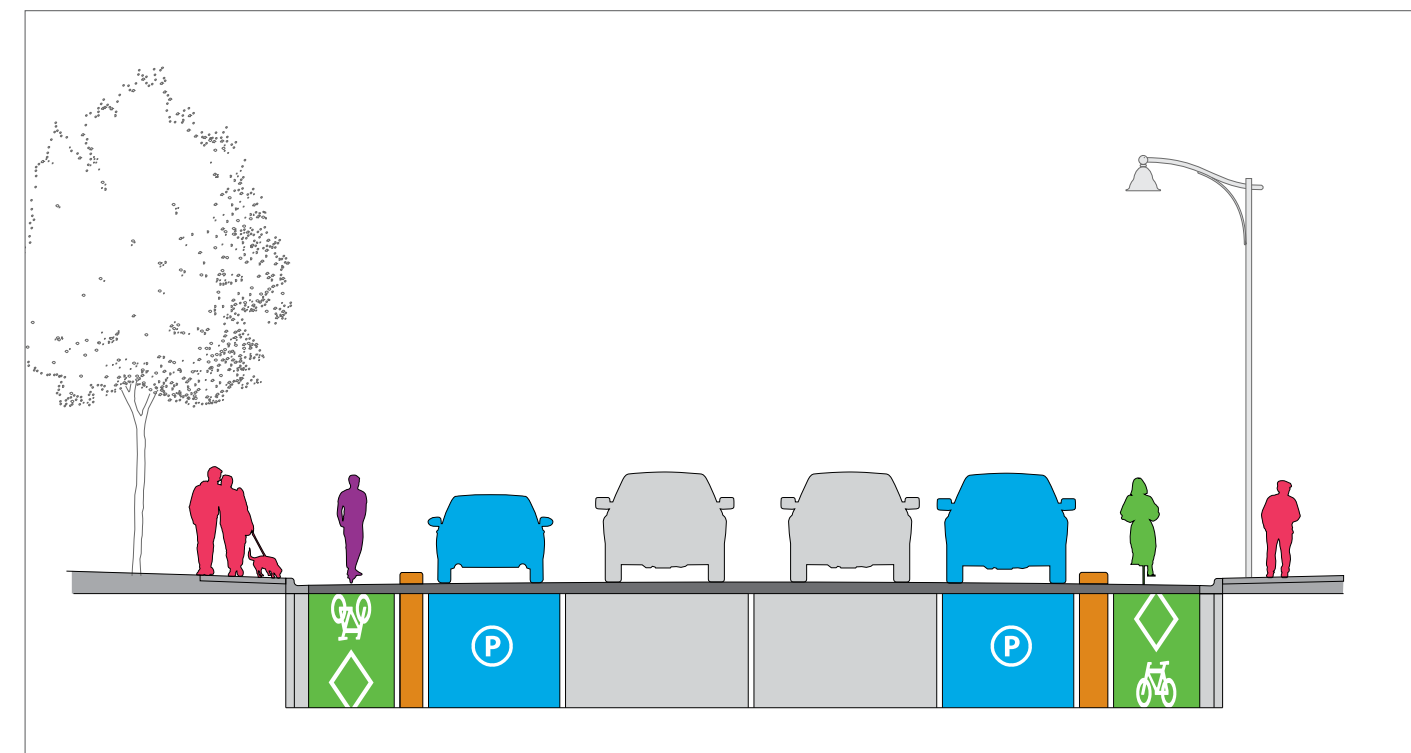
- Separated one-way cycle tracks
- No change to roadway operations and parking

Benefits:

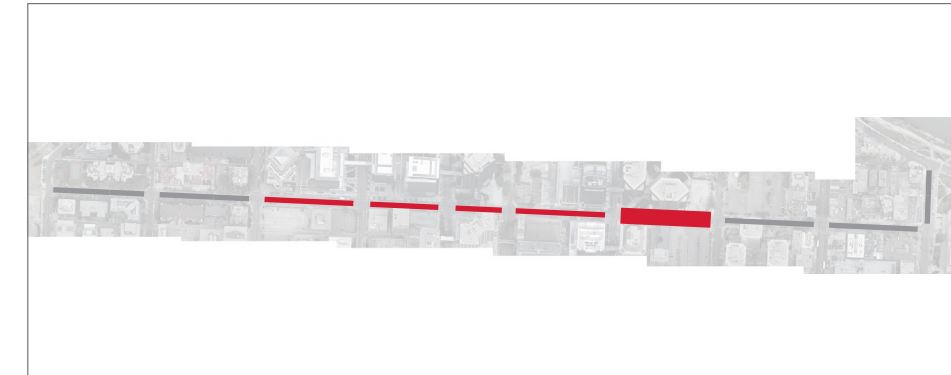
- Increased crossing safety for people using the sidewalk
- People cycling and riding scooters have dedicated spaces to travel that are separated from people walking and people driving

Trade-offs:

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



Zone B: 2 Street S.W. to 1 Street S.W.



- Sidewalk Improvements
- Crossings & Separation
- Ramps
- Bike Facilities
- Parking & Loading
- New Parking

Design Elements:

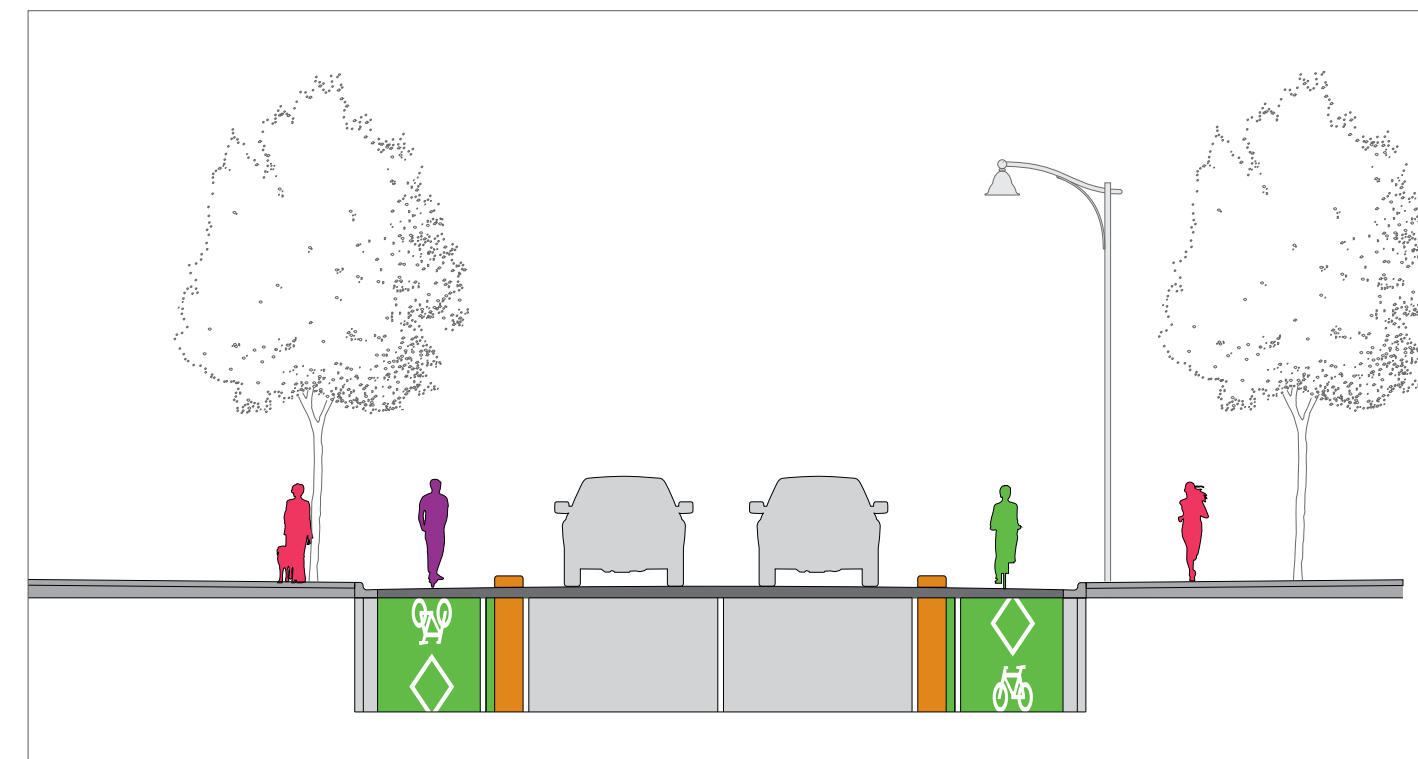
- Separated one-way cycle tracks
- No change to roadway operations for people driving

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: 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

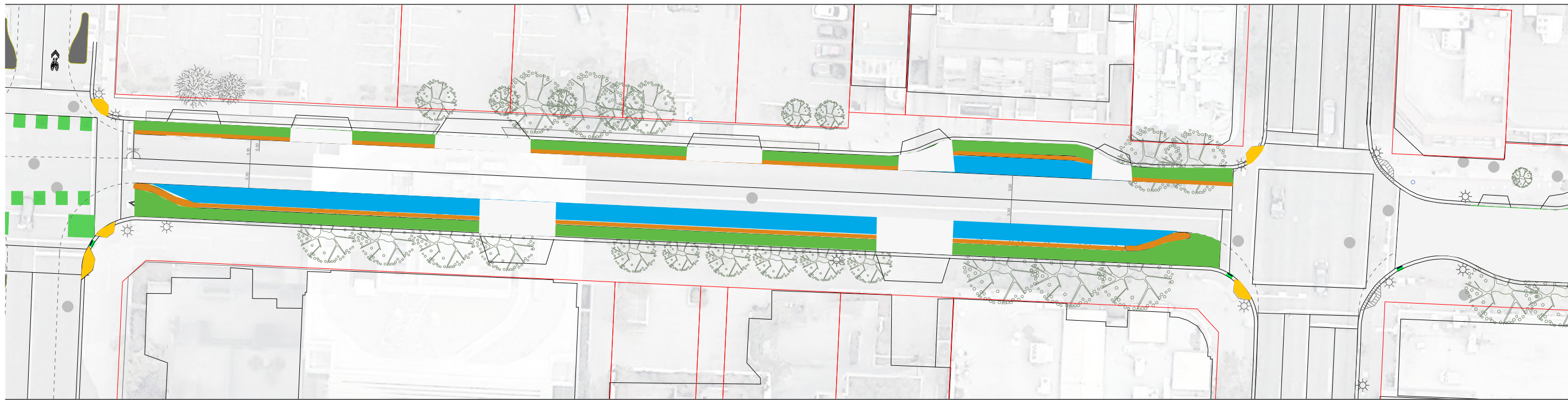
Street Design: Two-way and one-way streets with on-street parallel or angle parking

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 configuration, and others slower due to narrow street and commercial character

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



- Sidewalk Improvements
- Crossings & Separation
- Ramps
- Bike Facilities
- Parking & Loading
- New Parking

Design Elements:

- Single file shared lines, with two-way roadway operation
- Traffic calming elements at intersections

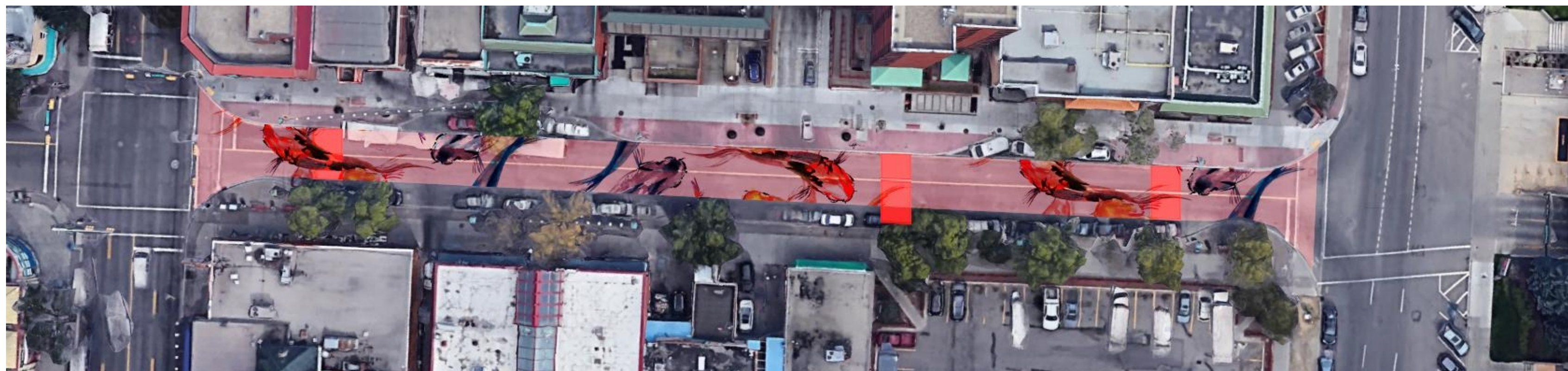
Benefits:

- 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

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

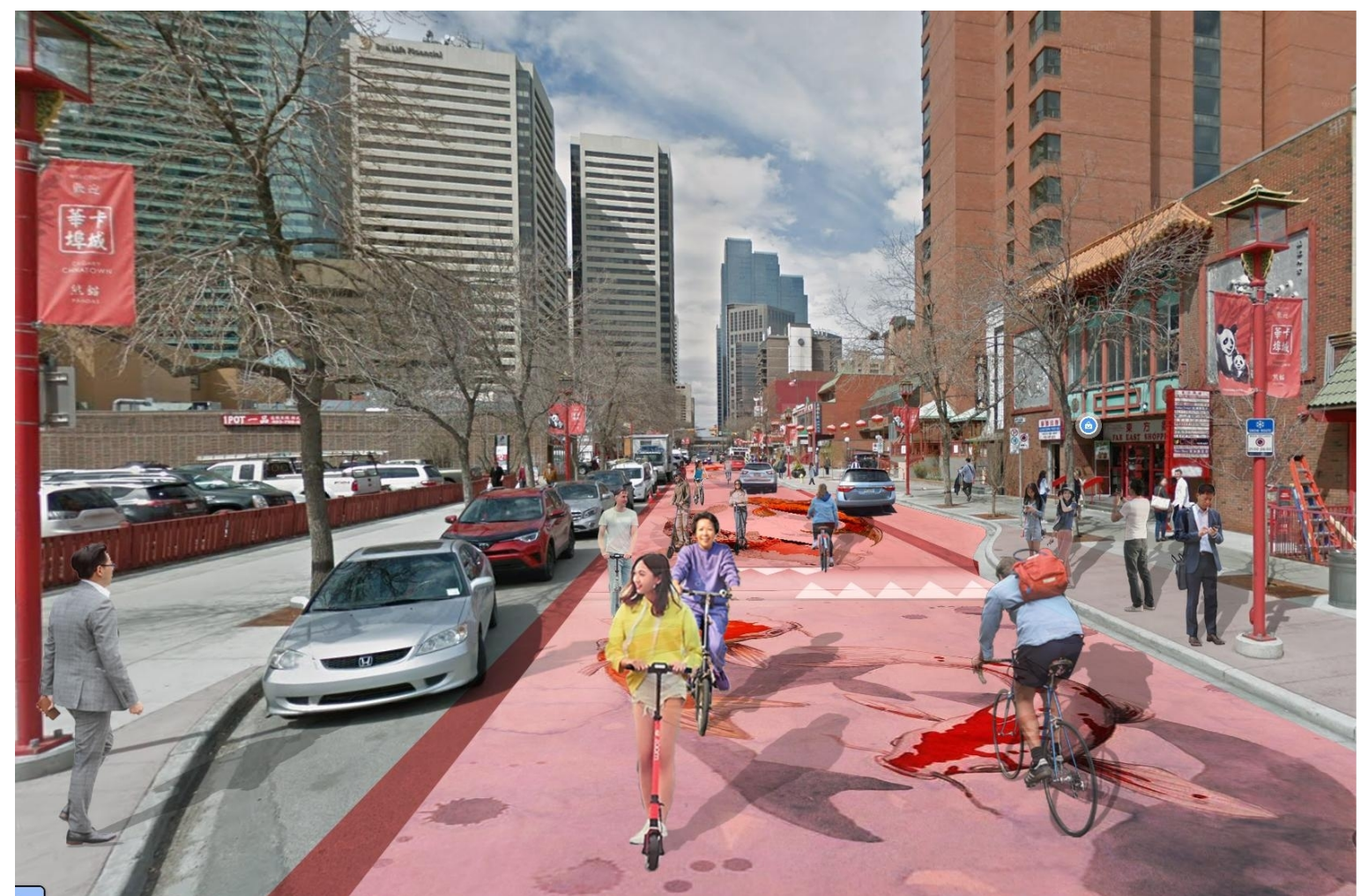


Design Elements:

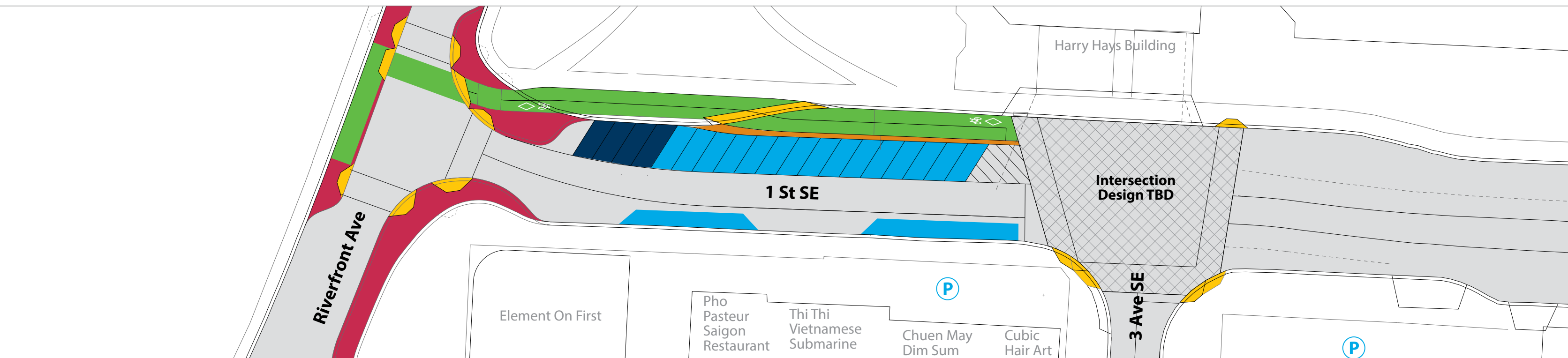
- Single file shared lines, with two-way roadway operation

Benefits:

- No changes to existing on-street parking



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



- Sidewalk Improvements
- Crossings & Separation
- Ramps
- Bike Facilities
- Parking & Loading
- New Parking

Design Elements:

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

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

Trade-offs:

- Less off-peak driving lanes.

