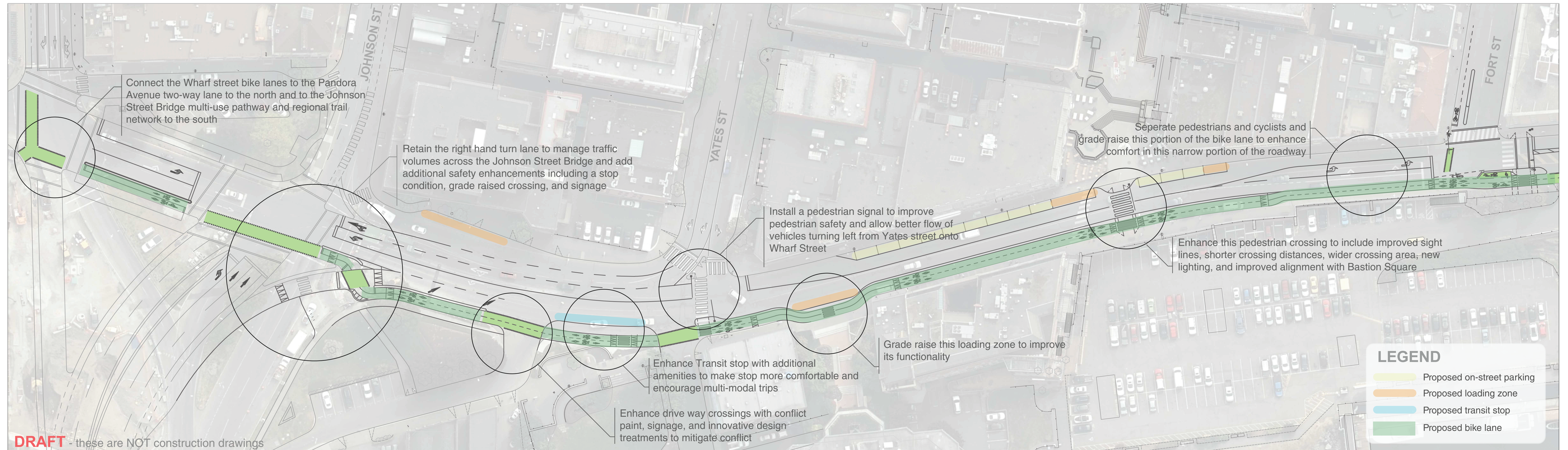


PROTECTED BIKE LANES & ACTIVE TRANSPORTATION IMPROVEMENTS

WHARF STREET | Preferred Design Concept

SEGMENT A | Pandora Avenue to Fort Street



Conceptual design consultation findings - design revisions informed by consultation activities Q3-Q4 of 2017

Preferred Design Elements:

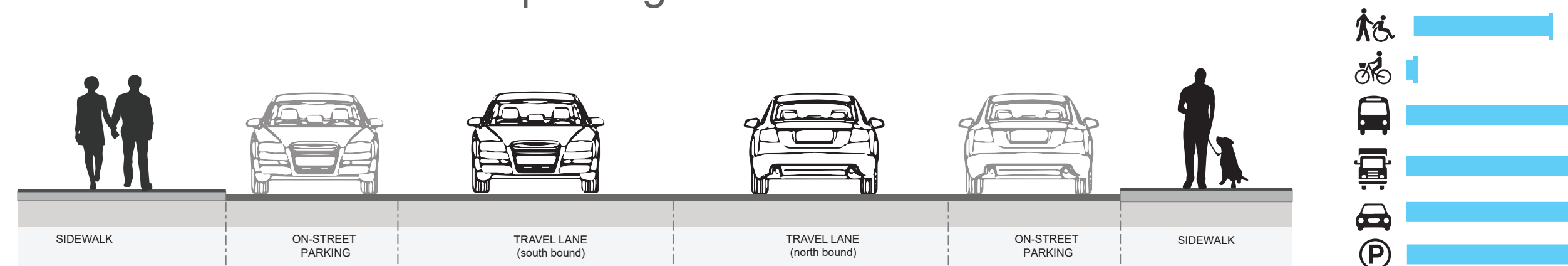
- Continue with two-way bicycle lane on west side of Wharf Street
- Retain right turn slip lane from JSB onto Wharf Street
- Retain left hand turn lane on to Fort Street
- Enhance Transit stop amenities at Reeson Park
- Improve pedestrian crossings throughout

Other design elements suggested:

- Build conventional painted bike lanes - **conventional bike lanes would still impact parking and have limited protection for cyclists**
- Build one-way protected bike lanes on both sides of street - **not feasible due to significant impacts to on-street parking and loading**
- Build two-way protected bike lanes on east side of street - **less suitable due to increase in intersection conflicts and vehicle level of service impacts**

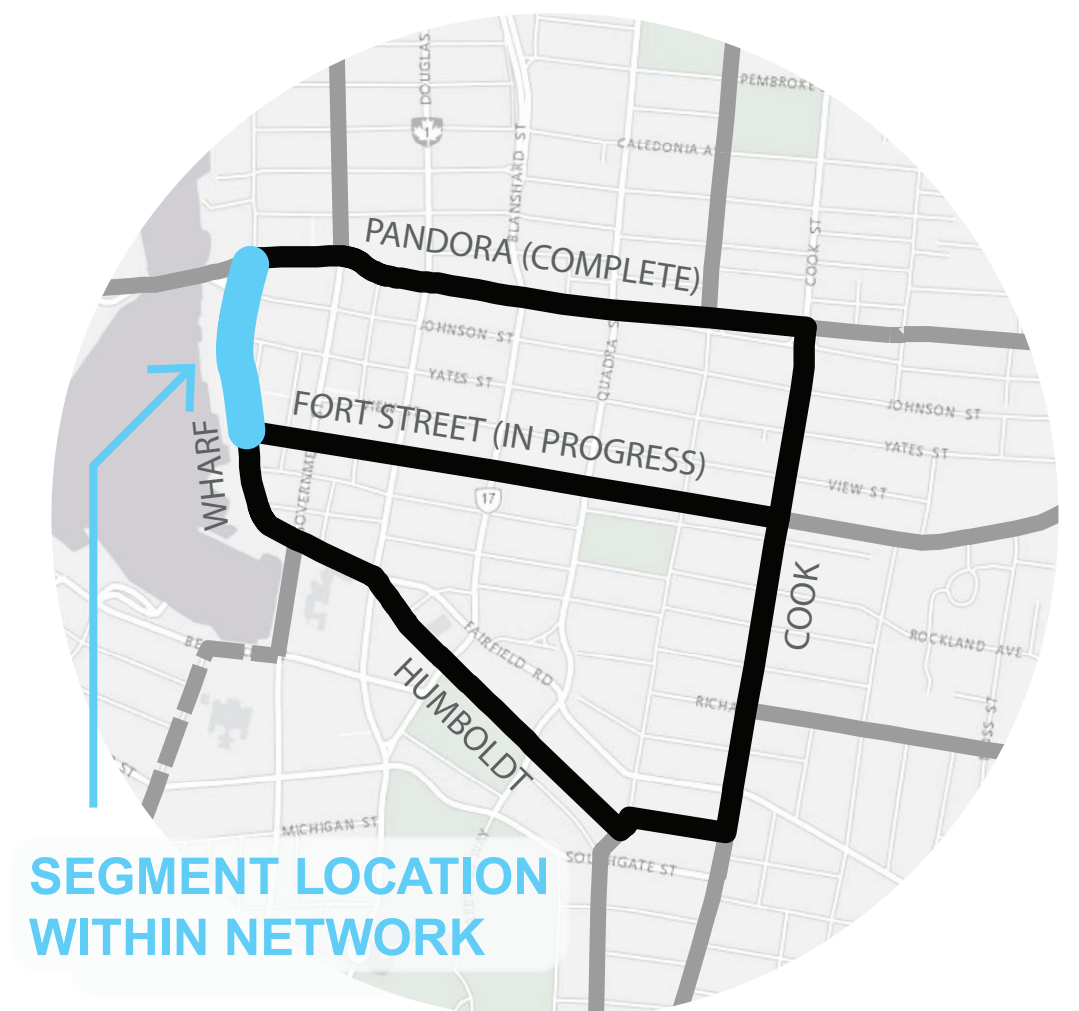
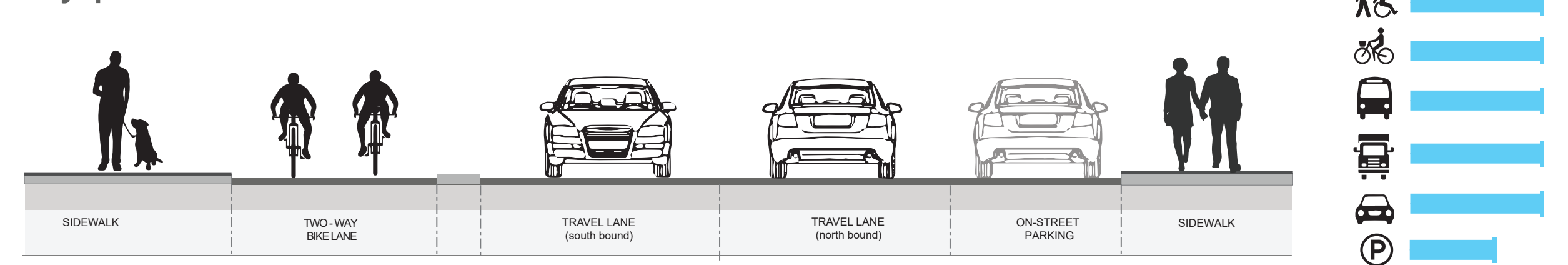
Existing Conditions:

2 travel lanes and on-street parking both sides of street



Proposed Conditions:

2 way protected bike lanes on west side of street

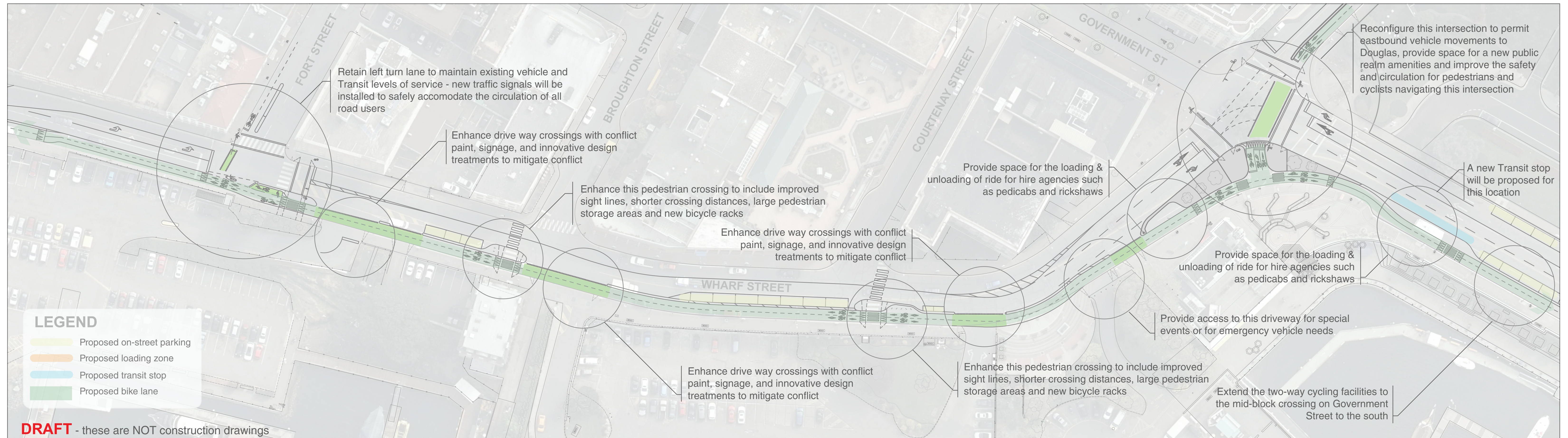


For more information | victoria.ca/cycling

PROTECTED BIKE LANES & ACTIVE TRANSPORTATION IMPROVEMENTS

WHARF STREET | Preferred Design Concept

SEGMENT B | Fort Street to Government Street



Conceptual design consultation findings - design revisions informed by consultation activities Q3-Q4 of 2017

Preferred Design Elements:

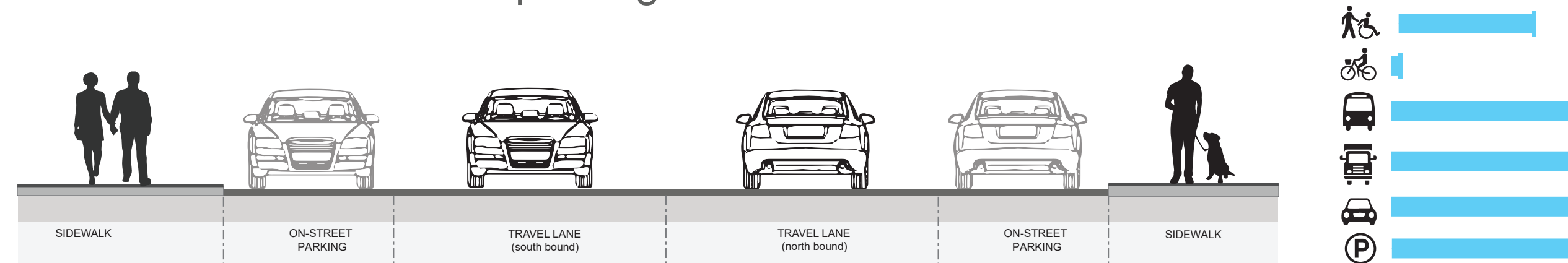
- Continue with two-way bicycle lane on west side of Wharf Street
- Reconfigure the intersection at Government / Wharf / Humboldt
- Retain left hand turn lane onto Fort Street
- Provide a new Transit stop amenities on Government Street
- Improve pedestrian crossings throughout

Other design elements suggested:

- Build conventional painted bike lanes - *conventional bike lanes would still impact parking and have limited protection for cyclists*
- Build one-way protected bike lanes on both sides of street - *not feasible due to significant impacts to on-street parking and loading*
- Build two-way protected bike lanes on east side of street - *less suitable due to increase in intersection conflicts and vehicle level of service impacts*

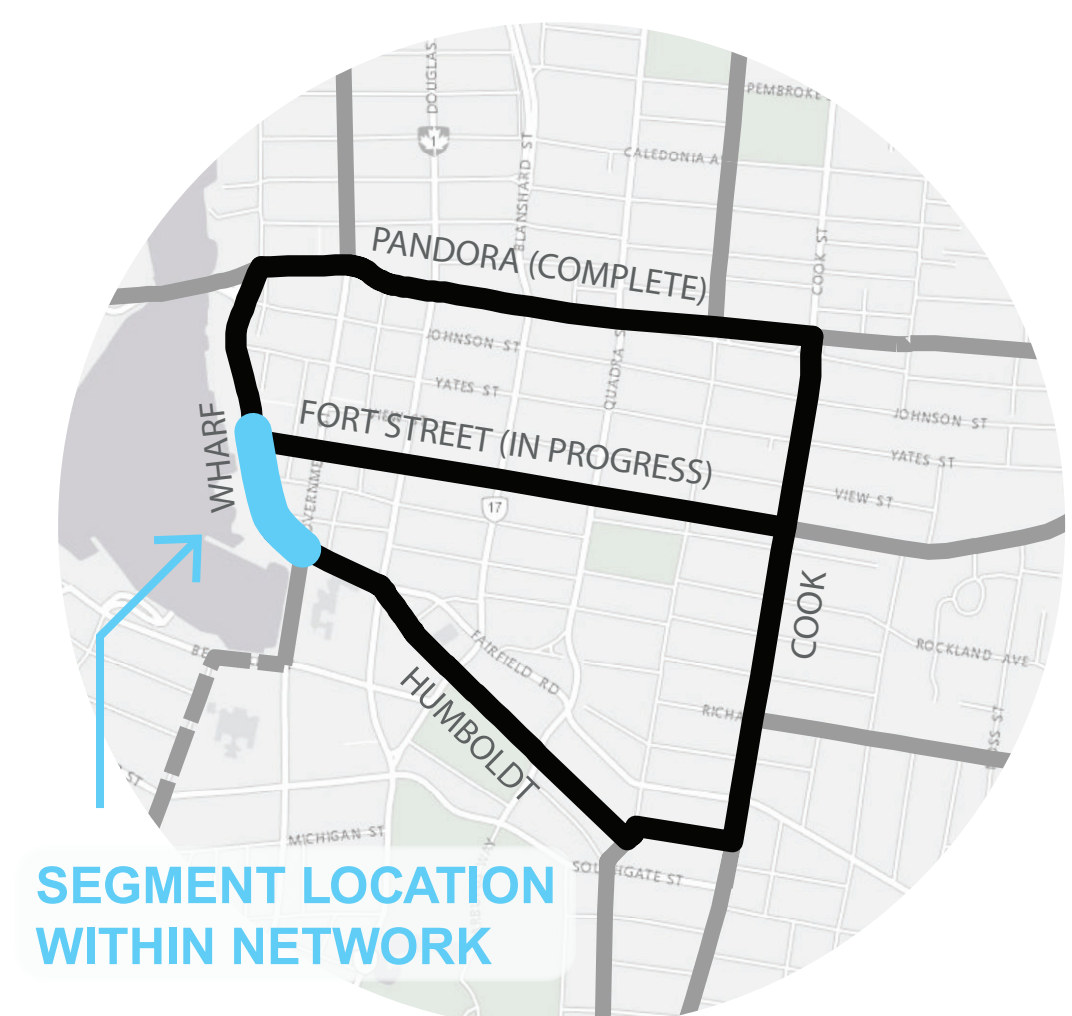
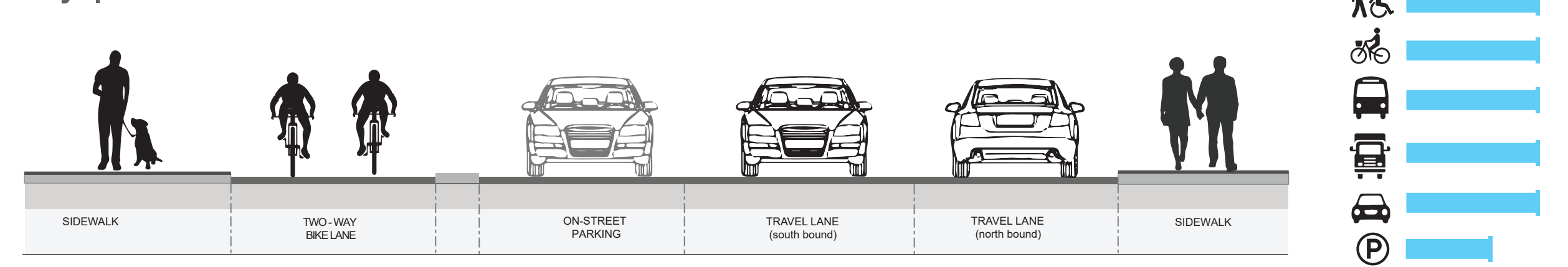
Existing Conditions:

2 travel lanes and on-street parking both sides of street



Proposed Conditions:

2 way protected bike lanes on west side of street



For more information | victoria.ca/cycling