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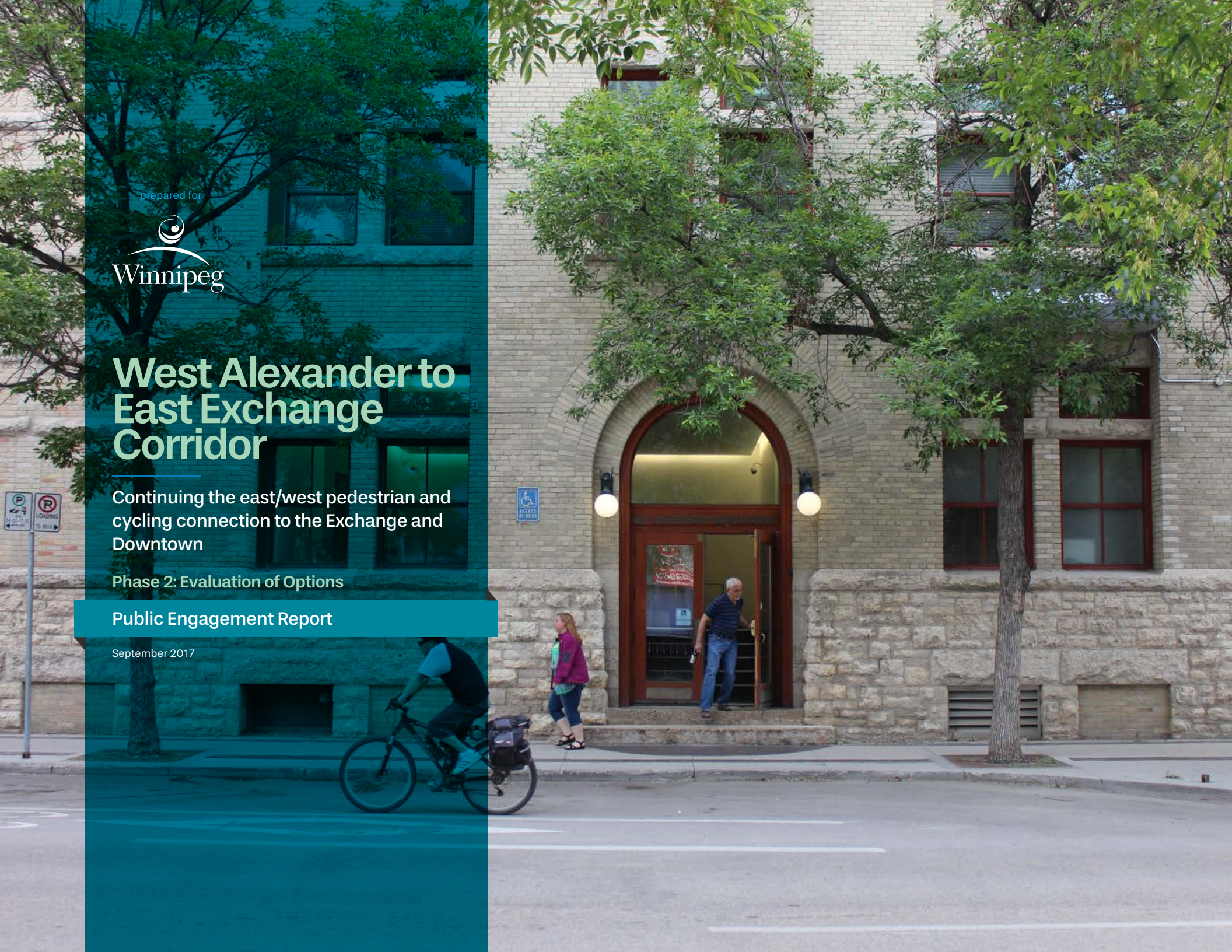
West Alexander to East Exchange Corridor

Continuing the east/west pedestrian and
cycling connection to the Exchange and
Downtown

Phase 2: Evaluation of Options

Public Engagement Report

September 2017





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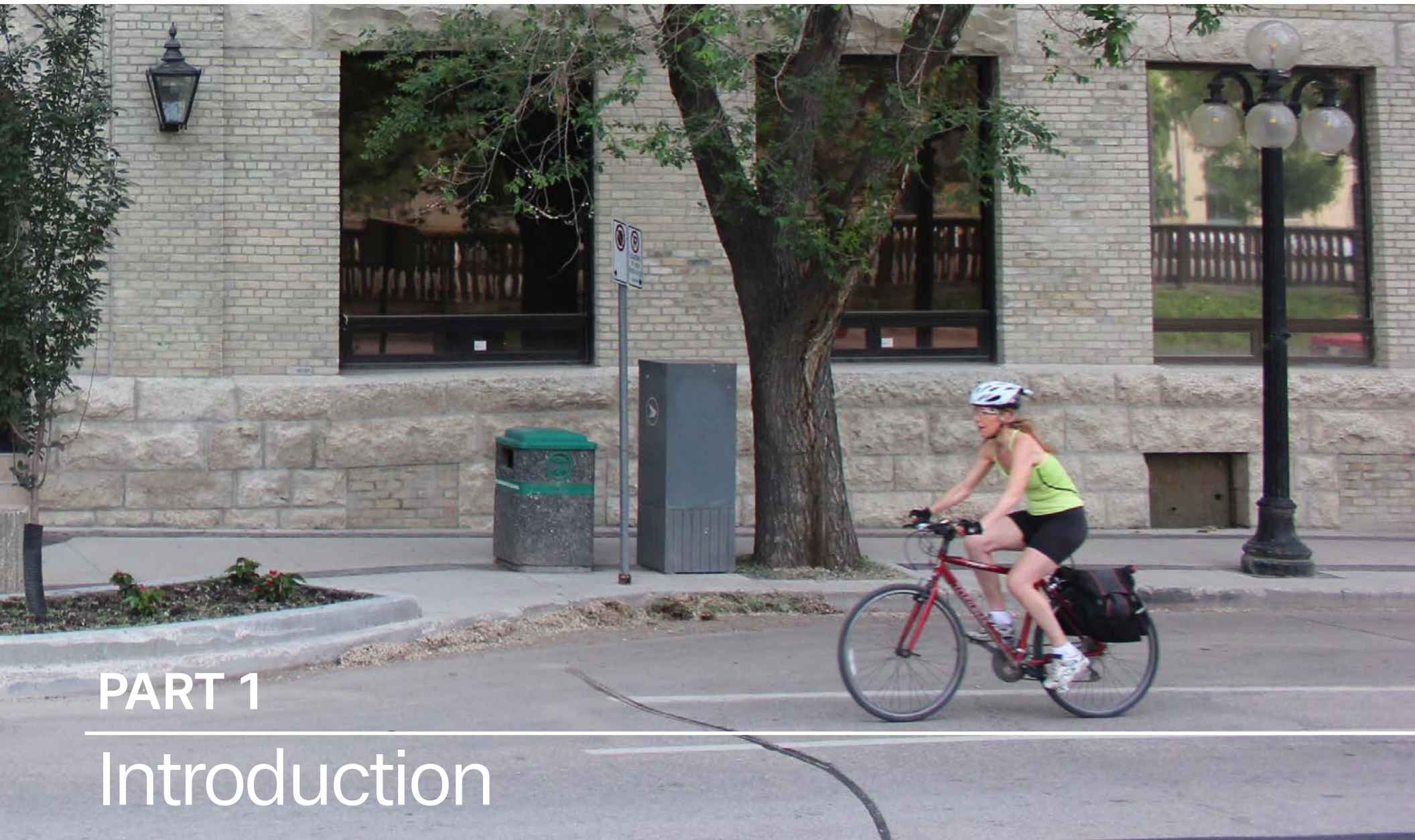
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The Consulting Firms







PART 1

Introduction

Part 1

Introduction

In November 2011, City of Winnipeg Council approved the Transportation Master Plan (TMP). A key goal of the TMP is to expand the range of travel options that are available to residents, workers and visitors, as well as to ensure that people are not dependent on one single mode of transportation. The TMP also calls for the development of the Pedestrian and Cycling Strategies.

In 2015, City Council approved the Winnipeg Pedestrian and Cycling Strategies, which provide a long-range policy framework for active modes of transportation for the next 20 years.

In September 2015, the City of Winnipeg (the City) initiated a public engagement process to receive input on the Downtown Bike Lane System and the West Alexander Pedestrian and Cycling Corridor. Feedback received during this process has been incorporated into preferred design options, which include a two-way protected bike lane on Garry Street and a two-way protected bike lane on McDermot Avenue. These projects are scheduled to be built in the next few years.

This project is a high priority in the Pedestrian and Cycling Strategies and will improve travel choices, accessibility and connectivity to the Exchange District, Downtown, Health Sciences Centre, University of Manitoba Bannatyne Campus and neighbourhoods surrounding Sherbrook Street.

Given the length of these streets and the anticipated magnitude of costs for permanent implementation, it is anticipated that the bike facility upgrades would have to be implemented in conjunction with street renewal programs over the course of several construction seasons. This project will also study and design adjustable protected bike lanes that could be implemented in the short term. These adjustable facilities would allow for on-going monitoring and public feedback of protected bike facilities that would inform the design of the permanent facilities to be constructed at the time of the future street renewal.

Input from the community was an essential component of the study process. The first round of public engagement for the West Alexander to East Exchange Corridor took place in February, 2017 and the second round of public engagement took place in June, 2017. Both rounds of engagement involved a variety of in-person events and opportunities to participate online. Phase 2 engagement efforts are described in the following infographic:



The input received has been summarized in this report and was used to inform the development of concepts, alongside technical information.



Information on the project and associated public engagement for the West Alexander to East Exchange Corridor is available on the website: <http://www.winnipeg.ca/publicworks/pedestriansCycling/walkbikeprojects/westAlexander-EastExchangeCorridor.stm>

PURPOSE AND CONTENT OF THIS REPORT

The purpose of the second phase of public engagement was to gather stakeholder perspectives and feedback on proposed design options. The top priorities identified during the initial round of public engagement included safety, cycling comfort, and bike network connections. Phase 2 focused on gathering feedback as to how the three proposed design options could accomplish stakeholder priorities through design. The three design options proposed include: uni-directional protected bike lanes, contra-flow protected bike lanes and hybrid protected bike lanes.

Some of the key questions considered in this phase of engagement included:

- > From your perspective, what are the key elements:
 - > To creating bike network connectivity?
 - > That define safety?
 - > To vehicle access/parking/loading?
- > From the design options proposed what aspects of these network connections/safety and cycling comfort/vehicle needs are important to you?
- > Do you have any suggestions to improve network connections/safety and cycling comfort/vehicle needs with the three proposed Options?

The feedback gathered supported the adjustment and refinement of proposed design options considered while determining a recommended design.

This Phase 2 Summary Report describes the public engagement process, potentially affected stakeholders, communication materials, public engagement events, and key perspectives and themes gathered as a result of this public engagement.

The Phase 2 public engagement efforts contributed to the determination of a recommended design for the West Alexander to East Exchange Corridor. See **Figure 1** for Project Timeline.

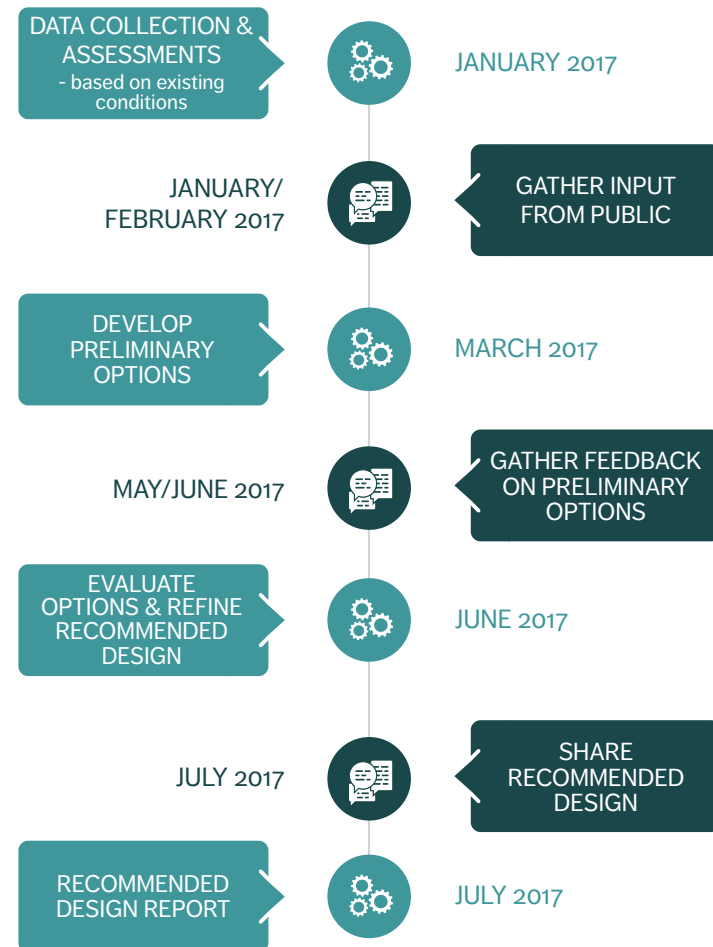


FIGURE 1 // WEST ALEXANDER TO EAST EXCHANGE CORRIDOR TIMELINE



PART 2

Public Engagement Process

Part 2 Public Engagement Process

Pop-up Events, Workshop Invitation and Online Survey Promotion

Several communication methods were used to inform stakeholders throughout the Phase 2 Public Engagement process.

See **Part 4** for Phase 2 Promotion Materials.

- > 7,194 Pop-up event and workshop invitations were delivered by non-addressed admail in the project study area describing the project, inviting them to the pop-up events and workshop, and inviting them to provide feedback on the proposed designs through the online survey.
- > 300 pop-up event and workshop invitations were distributed by the Exchange District BIZ patrol to all fronting business owners along McDermot Avenue and Bannatyne Avenue from Waterfront Drive to Hargrave Street.
- > 200 pop-up event and workshop invitations were distributed by the Downtown Winnipeg BIZ patrol to all fronting business owners along Hargrave Street and Carlton Street between Bannatyne Avenue and Portage Avenue.
- > 49 pop-up event and workshop invitations were distributed via email to the stakeholder list.
- > Notification was given to residents and businesses in immediate proximity to pop-up locations to advise them about upcoming events and associated temporary parking restrictions due to the pop-up bicycle lane simulation.
- > Membership lists of the Exchange District BIZ, Downtown Winnipeg BIZ, Bike Winnipeg, and Winnipeg Trails Association were all emailed the pop-up event and workshop invitation which included promotion of the online survey.
- > The City sent out a news release on June 8, 2017.
- > A public engagement e-newsletter was distributed on June 15, 2017 to promote the pop-up events and as a reminder of the online survey closure deadline. The e-newsletter was successfully sent to 5,078 email

- addresses with 4,108 of these emails opened.
- > The City posted on FaceBook and Twitter promoting the pop-up events, the public workshop, and the online survey.
- > Key person interviews were completed with 50 participants, most of which were local businesses within the project study area. This effort ensured business perspectives were captured in stakeholder feedback.
- > Project booklets were handed out to stakeholders at pop-up

- events and at the workshop, and were also left with businesses in the study area. The booklets contained a brief description of the project, project design options, a link to the City of Winnipeg WalkBike webpage, study area parking availability and traffic volumes, and a map of the project study area.
- > A reminder email about the June 30 deadline for survey completion was sent out to the stakeholder list and Exchange BIZ membership list on June 28.

TABLE 1 // PHASE 2 POP-UP EVENTS

Date	Pop-up Location	Interactions
June 20, 2017	Hugh John MacDonald School, 567 Bannatyne Avenue	142
June 21, 2017	Old Market Square, Exchange District	363
Pop-up total		505





PART 3

Stakeholders

Part 3

Stakeholders

Stakeholder List

Residents of the Exchange District (R:ED)

West Alexander Residents Association

Central Neighbourhoods Development Organization

École Victoria-Albert

Hugh John MacDonald

École Sacré-Coeur

Dufferin School

Daniel MacIntyre Collegiate Institute

Burton Cummings Community Centre

Ka Ni Kanichihk Inc.

IRCOM House

Rossbrook House

Immigrant Centre MB

Mama Wi Chi Itata

Exchange District BIZ

Downtown BIZ

True North Sports & Entertainment

MTS Centre

West End BIZ

Red River College

University of Manitoba Bannatyne Campus – Office of Sustainability

University of Manitoba, Faculty of Kinesiology and Recreation Management

Health Sciences Centre – Staff and Visitors

City of Winnipeg Access Advisory Committee

Winnipeg Regional Health Authority

Winnipeg Rehabilitation Housing Association

Manitoba Health, Seniors and Active Living

Government of Manitoba- Indigenous and Municipal Relations

Manitoba Restaurant and Food Services Association

Manitoba Housing and Renewal Corporation

Parks Canada

Bike Winnipeg

Manitoba Cycling Association

The WRENCH

Green Action Centre

Winnipeg Trails Association

Manitoba Centennial Centre Corporation

The Arts and Cultural Industries Association of Manitoba

Thin Air: Winnipeg International Writers Festival

Soca Reggae Festival

Send + Receive Festival

New Music Festival

Freeze Frame International Film Festival

Architecture + Design Film Festival

Culture Days Manitoba/Nuit Blanche

Manitoba Electronic Music Exhibition (MEME) Festival

TD Winnipeg International Jazz Festival

Manitoba Artist Run Centres Coalition

Artspace

Fringe Festival

Winnipeg Arts Council

Winnipeg Boys and Girls Club

Youth Agencies Alliance (YAL)

SAM Management

Aboriginal Peoples Television Network

Park Indigo Canada

Prairie Architects Inc.

The United Equities Group

Marwest Management Canada Ltd.

Allied Properties REIT

Laurie Nealin Communications

U.N. Luggage

Bronuts

Workshop Attendees

LENNARD TAYLOR DESIGN

PARK INDIGO

WEST ALEXANDER RESIDENTS ASSOCIATION

FORTH

TRUE NORTH SPORTS & ENTERTAINMENT

CITY OF WINNIPEG ACCESS ADVISORY COMMITTEE

BIKE WINNIPEG

EXCHANGE BIZ

5 CONSTITUENTS



PART 4

Public Engagement Materials

Part 4 Public Engagement Materials

Invite



WEST ALEXANDER TO EAST EXCHANGE CORRIDOR
CONTINUING THE EAST/WEST PEDESTRIAN AND CYCLING CONNECTION TO THE EXCHANGE AND DOWNTOWN



The City of Winnipeg is looking at options to improve the existing painted bike lanes on McDermot Avenue and Bannatyne Avenue to protected infrastructure so that they are comfortable for people of all ages and abilities. The public engagement process for this project began in February 2017 and documented input from stakeholders. We're looking to continue the conversation and get input on proposed design options.



WE WANT YOUR INPUT

JOIN US AT ONE OF OUR IN-PERSON EVENTS

**TUESDAY
JUNE 20, 2017**

POP-UP
Hugh John MacDonald School,
567 Bannatyne Avenue
Time: 11 a.m. – 1:30 p.m.

Come experience a pop-up protected bike lane demonstrating a potential design option and provide feedback.



Attend the June 20, 2017 pop-up and enter to win a free bike! (Bike provided by Hugh John MacDonald School and the WRENCH)

**WEDNESDAY
JUNE 21, 2017**

POP-UP
Old Market Square, Exchange District
Time: 10 a.m. – 2 p.m.

Come experience a pop-up protected bike lane demonstrating a potential design option and provide feedback.



SHARE YOUR PERSPECTIVES ON DESIGN OPTIONS ONLINE!

View design options and provide feedback through an online survey.
winnipeg.ca/walkbikeprojects

MORE INFORMATION

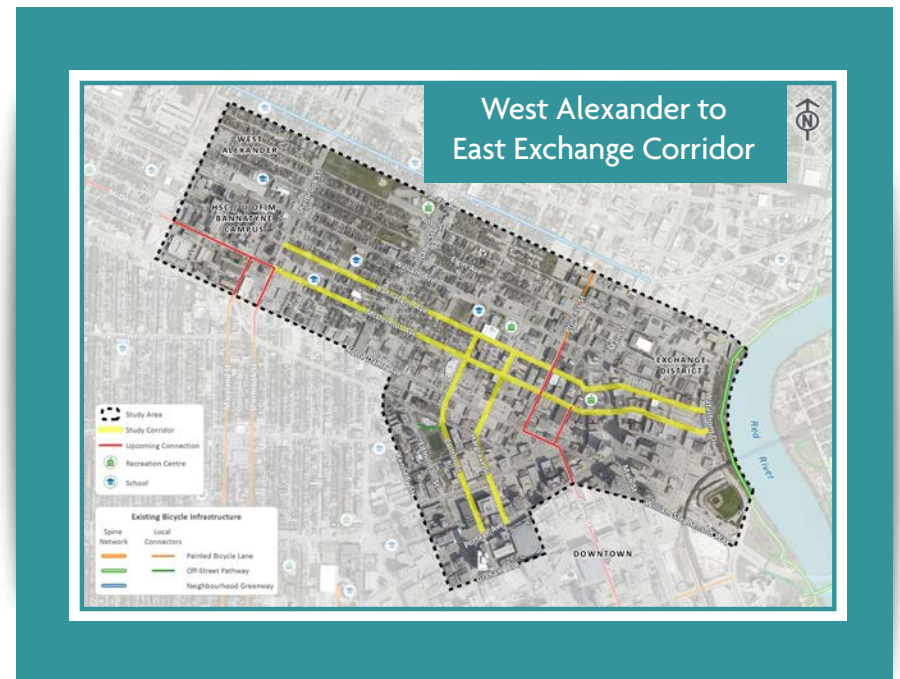
For inquiries or for those who require alternate formats or interpretation in order to participate, please contact John Osler at (204) 942-0654 or WestAlexCorr@intergroup.ca by June 13, 2017.

FOLLOW US

Follow the City of Winnipeg on Facebook and Twitter for project updates.

  [#WalkBikeWPG](https://twitter.com/WalkBikeWPG)

This contact, including the collection of any personal information, will be administered solely by Hugh John MacDonald School. The City of Winnipeg will not receive any personal information provided by you to Hugh John MacDonald School. The City of Winnipeg makes no warranties or representations as to the condition, merchantability, durability, or fitness for a particular purpose of the price. In no event shall the City of Winnipeg be liable for any loss or damage, however caused, arising out of the donor's participation in this contact.





WEST ALEXANDER TO EAST EXCHANGE CORRIDOR

CONTINUING THE EAST/WEST PEDESTRIAN AND CYCLING CONNECTION TO THE EXCHANGE AND DOWNTOWN

Uni-Directional Protected Bike Lane on Hargrave Street and Carlton Street

Sample Carlton Street

RECOMMENDED DESIGN: DOWNTOWN CONNECTION

SHARE YOUR PERSPECTIVES ON DESIGN OPTIONS!

The City of Winnipeg is looking at options to improve the existing painted bike lanes on McDermot Avenue and Bannatyne Avenue to protected infrastructure so that they are comfortable for people of all ages and abilities.

The public engagement process for this project began in February 2017 and documented input from almost 800 stakeholders. We heard that **Safety, Bike Network Connections, and Cycling Comfort** were the top priorities that should be considered.

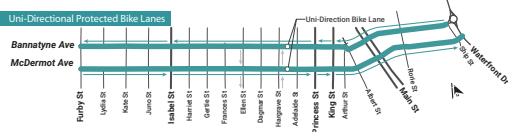
winnipeg.ca/walkbikeprojects

WEST ALEXANDER TO EAST EXCHANGE CORRIDOR DESIGN OPTIONS

After reviewing a number of options the project team has narrowed it down to the three options displayed below.

Option #1

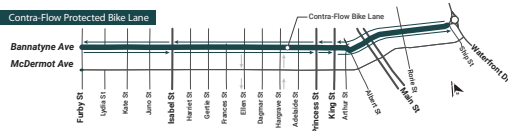
Uni-Directional Protected Bike Lanes



Sample McDermot Avenue (West Alexander)

Option #2

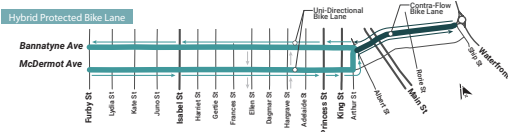
Contra-Flow Protected Bike Lane



Sample Bannatyne Avenue (Exchange District)

Option #3

Hybrid Protected Bike Lane



Quick Rating

Priority	Option #1	Option #2	Option #3
Safety	●●●●●	●●●●●	●●●●●
Network	●●●●●	●●●●●	●●●●●
Comfort	●●●●●	●●●●●	●●●●●
Cost	●●●●●	●●●●●	●●●●●
Feasibility	●●●●●	●●●●●	●●●●●
Public Acceptance	●●●●●	●●●●●	●●●●●
Overall Score	●●●●●	●●●●●	●●●●●

YOU SPOKE WE LISTENED

TOP PRIORITIES

- SAFETY
- BIKE NETWORK
- COMFORT

ADDITIONAL PRIORITIES

- WALKING
- TRANSIT
- VEHICLES
- ENVIRONMENT
- COMMUNITY
- ACCESSIBILITY
- CONNECTIONS

OPTIONS CONSIDER VARIOUS ELEMENTS INCLUDING WALKING, CYCLING, TRANSIT AND VEHICLES. Learn more and share your perspectives on design options online at winnipeg.ca/walkbikeprojects/

PARKING

On-street parking is available at most locations along the study corridors. There are over 1,500 on-street parking spots and over 3,700 off-street parking spots available in the study area.

TRAFFIC

Traffic volumes on Bannatyne Avenue are lower than McDermot Avenue. PM traffic is generally more congested than AM traffic.

Project design options have been developed to improve the existing painted bike lanes to protected infrastructure so that they are comfortable for people of all ages and abilities.

View design options and provide feedback through an online survey.

MORE INFORMATION

For further information or to provide your feedback contact:
 John Osler, Public Engagement Lead
 P: (204) 944-9944
 E: WestAlexCom@winnipeg.ca

FOLLOW US

Follow the City of Winnipeg Facebook and Twitter feeds for project updates.

[Facebook](https://www.facebook.com/winnipeg) [Twitter](https://twitter.com/winnipeg) [Instagram](https://www.instagram.com/winnipeg) [YouTube](https://www.youtube.com/winnipeg)

winnipeg.ca/walkbikeprojects/ [#WalkBikeWPG](https://www.facebook.com/WalkBikeWPG)



Pop-Up Notice Letters

JUNE 20, 2017



PUBLIC WORKS DEPARTMENT • SERVICE DES TRAVAUX PUBLICS
Transportation Division • Division des transports

June 7, 2017

To Residents/Businesses

Notice of Upcoming Pop-up Public Engagement Events in the Neighbourhood

We wanted to let you know that we will be installing a temporary pop-up protected bike lane on Bannatyne Avenue to demonstrate a potential design option we are considering for the West Alexander to East Exchange Corridor Walk Bike project and to gather feedback. The public is being invited to try out the bike lane option during the following time:

Date	Tuesday, June 20, 2017
Time	11 a.m. – 1:30 p.m.
Location	Hugh John MacDonald School, 567 Bannatyne Avenue Between June Street and Furby Street

Some parking in the area will be temporarily restricted to accommodate set up for the event. Transit stops will remain at their current location. Emergency, pedestrian and business access will be maintained throughout the event.

We will do everything we can to minimize disruption in the area. We understand these events may cause you some inconvenience and we appreciate your patience.

For more information on the project please visit our website at winnipeg.ca/walkbikeprojects. We would welcome your participation in this project. Please feel free to come visit us at the event to learn more about the project and provide your feedback or fill out a survey available on the website.

If you have any questions or concerns regarding this work please contact John Osler, Public Engagement Lead, of InterGroup Consultants, our consultant on this project. He can be reached by email at WestAlexCorr@intergroup.ca or by phone at 204-942-0654.



101 – 1155 Pacific Avenue • 1155, avenue Pacific, bureau 101 • Winnipeg • Manitoba • R3E 3P1
Fax/télec. (204) 986-7020 • www.winnipeg.ca

JUNE 21, 2017



PUBLIC WORKS DEPARTMENT • SERVICE DES TRAVAUX PUBLICS
Transportation Division • Division des transports

June 7, 2017

To Residents/Businesses

Notice of Upcoming Pop-up Public Engagement Events in the Neighbourhood

We wanted to let you know that we will be installing a temporary pop-up protected bike lane on Bannatyne Avenue and McDermot Avenue to demonstrate a potential design option we are considering for the West Alexander to East Exchange Corridor Walk Bike project and to gather feedback. The public is being invited to try out the bike lane option during the following time:

Date	Wednesday, June 21, 2017
Time	10 a.m. – 2 p.m.
Location	Old Market Square, Exchange District Between Princess Street and Main Street

On the day of the event, some parking in the area will be temporarily restricted to accommodate set up for the event. Transit stops will remain at their current location. Emergency, pedestrian and business access will be maintained throughout the event.

We will do everything we can to minimize disruption to businesses. We understand these events may cause you some inconvenience and we appreciate your patience.

For more information on the project please visit our website at winnipeg.ca/walkbikeprojects. We would welcome your participation in this project. Please feel free to come visit us at the event to learn more about the project and provide your feedback or fill out a survey available on the website.

If you have any questions or concerns regarding this work please contact John Osler, Public Engagement Lead, of InterGroup Consultants, our consultant on this project. He can be reached by email at WestAlexCorr@intergroup.ca or by phone at 204-942-0654.



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PUBLIC ENGAGEMENT NEWS

New Opportunities for Engagement with the City of Winnipeg

West Alexander to East Exchange Corridor

McDermot Avenue and Bannatyne Avenue provide important east-west connections between Waterfront Drive and Sherbrook Street. This project will look at options for improving the existing painted bike lanes to protected lanes so that they are comfortable for people of all ages and abilities.

Engage at a pop-up protected bike lane

Date: Tuesday, June 20, 2017

Time: 11 a.m. to 1:30 p.m.

Location: Hugh John MacDonald School, [567 Bannatyne Ave.](#)

Date: Wednesday, June 21, 2017

Time: 10 a.m. to 2 p.m.

Location: [Old Market Square](#), Exchange District

Participate in a workshop

Date: Tuesday, June 20, 2017

Time: 5 p.m. to 7 p.m.

Location: Carol Shields Auditorium, Millennium Library, [251 Donald Street](#)

Review design options and share your input. Space is limited so please RSVP to John Osler, 204-942-0654 or WestAlexCorr@intergroup.ca before June 16, 2017.

Participate online

View the [workshop presentation](#) for more information on the options, and fill out the [survey](#) at winnipeg.ca/walkbikeprojects. The survey will remain open until June 30, 2017.

St. John's Park Redevelopment Master Plan Information Session

The City of Winnipeg is seeking public feedback on a redevelopment master plan for St. John's Park. The redevelopment features improvements on recreation and leisure options, accessibility and safety, gardens and cultural heritage within St. John's Park. The City is asking the community to share their vision for the site to ensure that the proposed redevelopment plans meet residents' visions and needs for the area.

The Park Redevelopment Master Plan conceptual designs will also be made available for the public to view at this event.

Date: Thursday, June 22, 2017

Time: 4 p.m. – 7 p.m.

Location: St. John's Park, picnic shelter, [1 Fowler Street](#)

Rain location: St. John's Cathedral, church hall, [135 Anderson Avenue](#)

For more information, please visit winnipeg.ca/stjohnspark.

Ongoing Opportunities for Engagement with the City of Winnipeg

Chief Peguis Trail Extension West Survey

Thank you to everyone who attended the public information session on June 6, 2017 at the Red River Community Centre. Approximately 280 people attended the event and 112 surveys were collected.

If you were unable to attend, please view the [Information Session boards](#) and fill out the [survey](#) at winnipeg.ca/chiefpeguistrail. The survey will remain open until June 20, 2017.

Truro Creek Culvert Replacement Information Survey

Thank you to all who attended our public information session on June 14 to view the design concepts, ask questions and talk with project team members, and provide comment in regards to the project.

View the [information session boards](#) and fill out the [survey](#) at winnipeg.ca/trurocreek. The survey will remain open until June 21, 2017.

Eastern Corridor Digital Workshop

The Eastern Corridor Study digital workshop is intended to identify important places in your community and the criteria you feel should be considered when determining the best way to connect Downtown to Eastern Winnipeg. We are excited to hear from you and include your input in the planning and design process.

[Idea Wall](#)

The Idea Wall is the best place to share your big, bold ideas for the study. It will be open throughout the project.

[Mapping](#)

The Eastern Corridor should connect places that are important to everyone. Nobody knows the community better than the people who spend time in it every day. Use the map to provide information on places that are important to you, features you like and dislike, and any information you feel would help us know more about your community. You can also vote and comment on other people's submissions.

[Criteria](#)

The criteria that will be used to develop options, and ultimately to select the recommended route alignment, will be developed with your input. We want to know about all the criteria that you think should be considered when it comes time to evaluate different locations and routes for the corridor.

[Additional Study Components](#)



Learn more about the Louise Bridge, Stadacona Street Extension, Marconi Walkway, Nairn Avenue Pedestrian Crossing and the Eastern Transit Garage, and provide your input.

To learn more, please visit: winnipeg.ca/easterncorridor

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PART 5

What We Heard

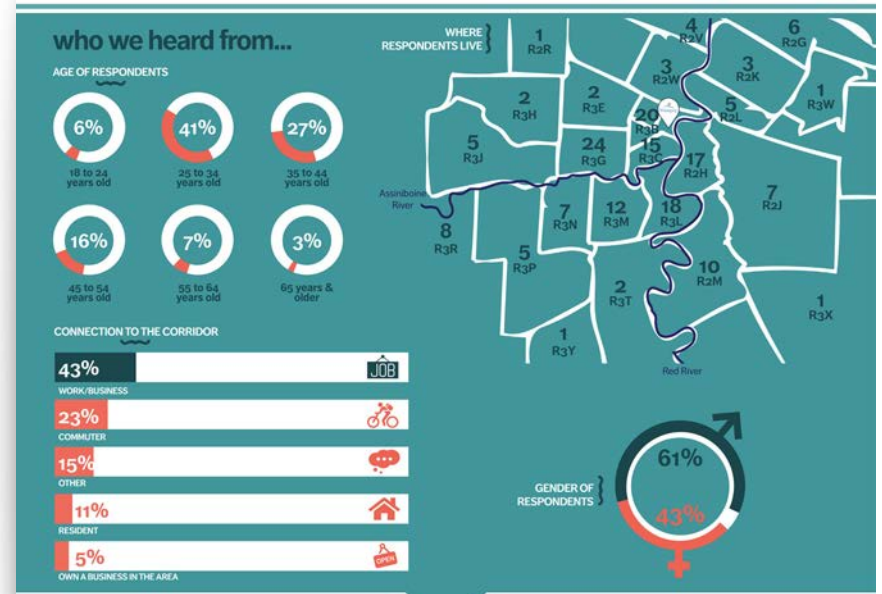
Part 5 What We Heard

Summary Infographic

PHASE 2 ENGAGEMENT SNAPSHOT WEST ALEXANDER TO EAST EXCHANGE CORRIDOR



PHASE 2 ENGAGEMENT SNAPSHOT WEST ALEXANDER TO EAST EXCHANGE CORRIDOR



top priorities...



ADDITIONAL PRIORITIES



PHASE 2 ENGAGEMENT SNAPSHOT

WEST ALEXANDER TO EAST EXCHANGE CORRIDOR



evaluating options

OPTION 1: UNI-DIRECTIONAL PROTECTED BIKE LANES

average rating 
4.0 stars

does option 1 meet the top 3 project priorities?

 SAFETY  NETWORK CONNECTIONS  CYCLING COMFORT
  



OPTION 2: CONTRA-FLOW PROTECTED BIKE LANES

average rating 
3.0 stars

does option 2 meet the top 3 project priorities?

 SAFETY  NETWORK CONNECTIONS  CYCLING COMFORT
  

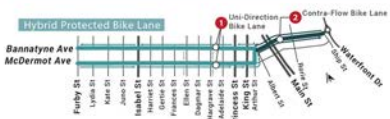


OPTION 3: HYBRID PROTECTED BIKE LANES

average rating 
2.7 stars

does option 3 meet the top 3 project priorities?

 SAFETY  NETWORK CONNECTIONS  CYCLING COMFORT
  

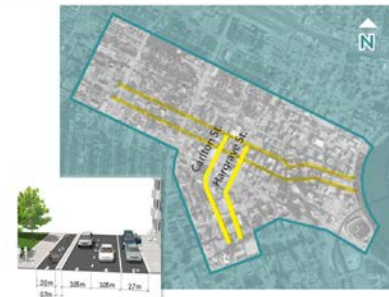


DOWNTOWN CONNECTION RECOMMENDATION

average rating 
4.3 stars

does the downtown connection recommendation meet the top 3 project priorities?

 SAFETY  NETWORK CONNECTIONS  CYCLING COMFORT
  





PART 6

Stakeholder Feedback

Part 6

Stakeholder Feedback

Stakeholder Workshop Feedback

The following highlights the issues and perspectives from stakeholders during the Phase 2 Public Engagement workshop. The information has been organized into general project related themes. The comments below are not verbatim, but reflect the issues and perspectives identified at the Phase 2 Public Engagement stakeholder workshop..

SAFETY:

- > Support for the protected bike lanes and highlighted that biking on sidewalks would likely decrease as a result of the on-street protected bike lanes.
- > Concern noted that cyclists require better protection from vehicles, protected bike lanes can take many forms and painted lines on the street are not sufficient.
- > Traffic along Waterfront Drive is steadily increasing and should be considered as it is the terminus at one end of this proposed protected bike corridor.
 - » Waterfront Drive is becoming increasingly dangerous as vehicle speed and traffic increases on the narrow roadway.
 - » Waterfront Drive does not have any easy connections to the park pathway, connection is awkward and dissuades people from using that route for cycling.
- > Concern for high vehicle traffic speed currently along this route, suggest extending reduced speed school zones as infrastructure design will not have the ability to slow traffic.
- > Would like to see cyclists have dedicated protected space and not ride on the sidewalk.
- > Protected infrastructure for bikes will reduce vehicle speed on turns.
- > Pedestrian safety:
 - » Suggest that ramps at bus stops be integrated into the bike lane design.
 - » Pedestrians require safe spaces on the medians between roads, a refuge or an island to wait while crossing.
 - » Suggest that when a parking lane ends a bump-out be installed to facilitate safe pedestrian crossing.
 - » Wait time between crossing light cycles should be decreased and time allocated for crossing should be increased allowing older people to cross safely.
- > It is impractical to have protected bike lanes as they will make vehicles lanes too small.
 - » Suggestion to let bikes use the sidewalks, paint a line down the middle of the sidewalk to indicate a designated bike lane.
 - » Cyclists on sidewalks are frustrating and dangerous, for pedestrians, especially children.
 - » Concern that this idea would not be safe for pedestrians or cyclists.

- » Further debate around whether bikes should share space with pedestrians or cars – which are they more like.
- » The proposed designs have separated pedestrians, cyclists and vehicles, which will decrease the number of accidents.
- > Countdown times on pedestrian crossing signs at intersections are very good, they provide an extra layer of safety, reduces anxiety of people crossing the street.
- > Would like to see raised bumps laid in stop lines to protect pedestrians crossing the street, providing tactile information for citizens with low vision – this is a design policy for the City of Winnipeg.
- > The Exchange District is currently unsafe for cyclists, particularly at the identified gaps in the infrastructure.
- > McDermot Avenue at Adelaide Street is an area with a lot of car break-ins.
- > The Exchange District was identified as having generally light industrial buildings with studios, lofts and warehouses.
- > It would be safer for everyone if cyclists were separated from cars. Not all drivers share this perspective. Some are entirely against cycling on the road, as they believe in the supremacy of the automobile.

CYCLING COMFORT

- > Cycling comfort should be a priority – the width of the protected bike lane should allow for the ability for cyclists to pass each other or ride side-by-side.
 - » Comfortable width of bike lane would allow for cyclists of variable skill levels to feel comfortable and use the protected lane.
 - » Suggestion to include passing lane in design of bike lane.

NETWORK CONNECTIONS

- > The proposed McDermot Avenue corridor will provide critical connections to Health Sciences Centre and Waterfront Drive.
- > Noted that Isabel Street and Disrael Freeway are important connection routes.
- > Unclear as to how Isabel Street and Balmoral Street connections will be made.

VEHICLE PARKING

- > The parkade on Rorie Street & McDermot Avenue is well used and has a large volume of traffic exiting at rush hour time periods.
- > Parking on the north side of McDermot Avenue has a lot of turnover and needs to be maintained for loading and customers.
- > Arthur Street at McDermot Avenue: Concerns and complaints from customers are consistently about parking availability and proximity. For the aging population, walking long distances is not always enjoyable.
- > Arthur and Albert Streets between Bannatyne Avenue and Notre Dame Avenue have ample space for loading and unloading, perhaps too much. Could be considered for diagonal parking stalls.
- > Carlton Street between Portage Avenue and Ellice Avenue: Concern around MTS Centre, securing large access spaces for large events 14-15 times a year. Tour buses are of particular concern – maintaining periodic availability of space is important.
- > Examine volume/sheer number of loading zones block-by-block along Bannatyne Avenue between Main Street and Arthur Street. If there are too many loading zones, they should be consolidated to allow for more parking.

- > Concern that parking and loading can mean different things and to different people, i.e. business owners, workers and customers all value these too different degrees, and changes on these will have varying degrees of implications to different stakeholders.

INPUT FOR DESIGN

- > A number of residents on McDermot Avenue prefer an adjustable protected bike lane that would be removed in the winter.
 - » Emergency service vehicles, transit buses and garbage trucks currently make the corridor congested, concern is that protected bike lane would increase this congestion.
 - » Seniors live along McDermot Avenue on 25 foot property lots, garbage and recycling must be put out on the front curb, concern that protected bike infrastructure would make this task more difficult.
 - » Concern is when parking and bike infrastructure conflicts with garbage storage and pick up, specifically on McDermot Avenue at Gertie Street, cars will use side streets where parking is already limited and under pressure, particularly with local residents.
 - » Assumption that snow clearing would be a challenge if the bike lane was left installed year round.
- > Snow clearing is an important factor to consider, any protected infrastructure design will make snow clearing more complicated.
- > Suggestion to look at installing the protected bike lane along Notre Dame Street as it would likely be used a lot more than the McDermot Avenue route.
 - » Notre Dame Avenue route would also potentially provide increased connectivity.
- > Support for protected bike lanes along Maryland Street and Sherbrook Street, would like to see similar infrastructure along McDermot Avenue and Bannatyne Avenue.
- > Supportive of active transportation but would like to see alternative designs developed for Hargrave Street and Carleton Street.
 - » Section of the streets seem too narrow to include a dedicated bike lane, specifically northbound on Hargrave Street between Graham Avenue and Portage Avenue.
 - » Streetscaping on Carleton Street is currently not appropriate for the functions of the MTS Centre, specifically parking and loading are issues.
 - » Suggestion that the bus stops on Carleton Street are currently not well used, this space could be re-purposed for protected bike lanes.
 - » Mentioned that the new True North Square will include a bike parking.
- > The crosswalk at Assiniboine Avenue and Main Street should be used as an example of good design.
 - » Cyclists get their own crossing signal and there is no right turn allowed on a red light.
- > Suggestion that Option #1 was the safer option of the three and it seemed to be easiest for vehicles to navigate.
- > Suggestion to extend the project to include the Millennium Library and Giant Tiger as destinations/end points.
- > Consideration should be given to all modes of transportation – everyone should obey the rules and respect each other.
- > Comment that the design Option #1 was very clear and requires less thought or interpretation which ultimately makes the design safe.
 - » Clear direction for traffic (pedestrians/cyclists/vehicles) = increased safety.
 - » People don't always obey the traffic rules which leads to an increase in possibility for accidents.
 - » Goal of the selected design should be to set out a route that is as safe as possible, straightforward and clear design will remove confusion.

- > Option 2 may be more efficient as the protected cycling infrastructure would only be implemented on one street.
 - » This may be easier for pedestrians and cyclists to navigate.
- > Statement that children will not use bike lanes.
- > People should be respecting the rules and walking bikes on the sidewalks.
- > Back lanes in downtown are currently not well utilized and could be painted white and used as dedicated cycling lanes. This would enhance the separation between vehicles and cyclists.
- > Ensure protected bike lane design includes cuts in the protective barriers to allow pedestrians to cross through protected bike lanes – pedestrians should be the priority in all plans considered.
- > Impacts and benefits must be shared among residents and businesses along McDermot Avenue between Juno Street and Kate Street as best as possible.
- > École Sacré-Coeur School is a major cause of traffic due to its catchment area.
- > A bike lane continuing along McDermot Avenue east of Rorie Street on the south side of the street would be disruptive. Consider positioning the bike lane only on the north side of the street, this would reduce conflicts with vehicle parking, parkades and other choke points.
- > Concern that historically building and maintaining infrastructure in Winnipeg has been notoriously poor. Not enough money is allocated to maintain infrastructure.
- > As far as capital and operational cost, Option 2 seems to be the best option.

- > Generally agreed upon that bike and foot traffic is good for many businesses.
- > Overall, a variety of modes of transportation is beneficial for all traffic flow.
- > MTS Centre is a big draw for vehicular traffic and parking pressure.
- > A good way to activate streets for businesses is the use of parklets.

Key Person Interviews (KPIs) Feedback

The following highlights the issues and perspectives from KPIs during the Phase 2 Public Engagement. KPIs were completed with 50 participants, most of which were local businesses within the project study area. This effort ensured business perspectives were captured in stakeholder feedback. The comments below are not verbatim, but reflect the issues and perspectives identified in KPIs.

SAFETY

- > Concern that vehicular traffic is too heavy at peak times to allow for bike lanes.
- > As a pedestrian, it is preferred that cyclists have their own lane. Concern that contraflow options are confusing especially for people used to neighbourhood traffic movement. Option 1 is preferred.
- > Frustrated, wants to be constructive but doesn't think input will make a difference. Came to pop-up and very concerned about safety for cyclists turning left from Bannatyne Avenue to King Street (important intersection). Doesn't see sufficient follow-through on existing bike lanes. There are no bike racks on McDermot Avenue to encourage cyclists to come to area and stop and shop.
- > Positive about the 2m width for cyclist lanes.

NETWORK CONNECTIVITY

- > Inherent issue with putting this kind of investment in and east-west bike route in this location. As an active cyclist their perspective is that there are far more cyclists trying to move in a north-south direction.

CYCLING COMFORT

- > Bike racks in front of stores were not relocated when street front patios were opened. Would like to see bike racks repositioned on the opposite side of street or across the street.

VEHICLE PARKING

- > Not against the project however as a destination retail business offering workshops they are concerned about losing parking. Feels that there are far too many loading zones on Princess Street, which were needed when area was predominantly manufacturing – not the case now. Loading zones could be converted to parking.
- > Priorities include clients, service people, delivery people and employees. Parking and loading is essential for businesses along the route.
- > Concerned that bike lanes won't meet pressing needs in the same way that parking and loading zones are needed for their businesses to operate.
- > As a destination business with customers from all over city, 60 people who drive to shop daily, they are very concerned about losing parking. There are many loading zones around the building.
- > Concerned that bike lanes will not be used. A high volume of their customers rely on parking meters. Prefer option 2, the contraflow design on Bannatyne Avenue. McDermot Avenue is a very busy street. The fire hall creates heavy emergency responder traffic, and drivers use curb.

lanes to clear a path. Staff park at 2 hour meters and go out every 2 hours throughout the day to "feed the meter".

- > Generally not supportive of cycling infrastructure projects, but specifically opposed to this project. It was difficult to get customers to move from previous downtown location where they had more parking to this new location in the Exchange District. Customers have been told that parking is/will be available.
- > Supports angled parking on Albert Street and Arthur Street, and feels that all the loading zones are not required.
- > Likes cycling, a number of staff cycle to work, however some customers purchase large items – which they can't carry on bicycles which means they rely on parking. Many parking spots have been lost to street front patios. A small loading zone in front of shop is currently needed for the approximately 20 service/repair customers each day. Currently this space is signed as a taxi stop after retail hours for restaurants/clubs which is confusing for customers. In addition, parking is required on Bannatyne Avenue for those who approach the store from the rear. Over-supply may be referred to a parkade across the street, which currently offers monthly parking with only the roof-top level accommodating short-term parking. Customers have found this parkade difficult as it does not have an attendant.
- > Supportive of the project as it will encourage walking, which is good for small business. The parking in the area is terrible and would like to see more multi-level parkades. Does not like patios as they take away from available parking.
- > Supportive of cycling lanes. The construction along Market Avenue and Lily Street went on for long time was a huge issue. Prefers parking to be located on north side of Bannatyne Avenue, i.e. where establishments are located. South side of the street impacts people with mobility issues or carrying heavy items. Would like to see enforcement for cyclists to observe traffic laws.

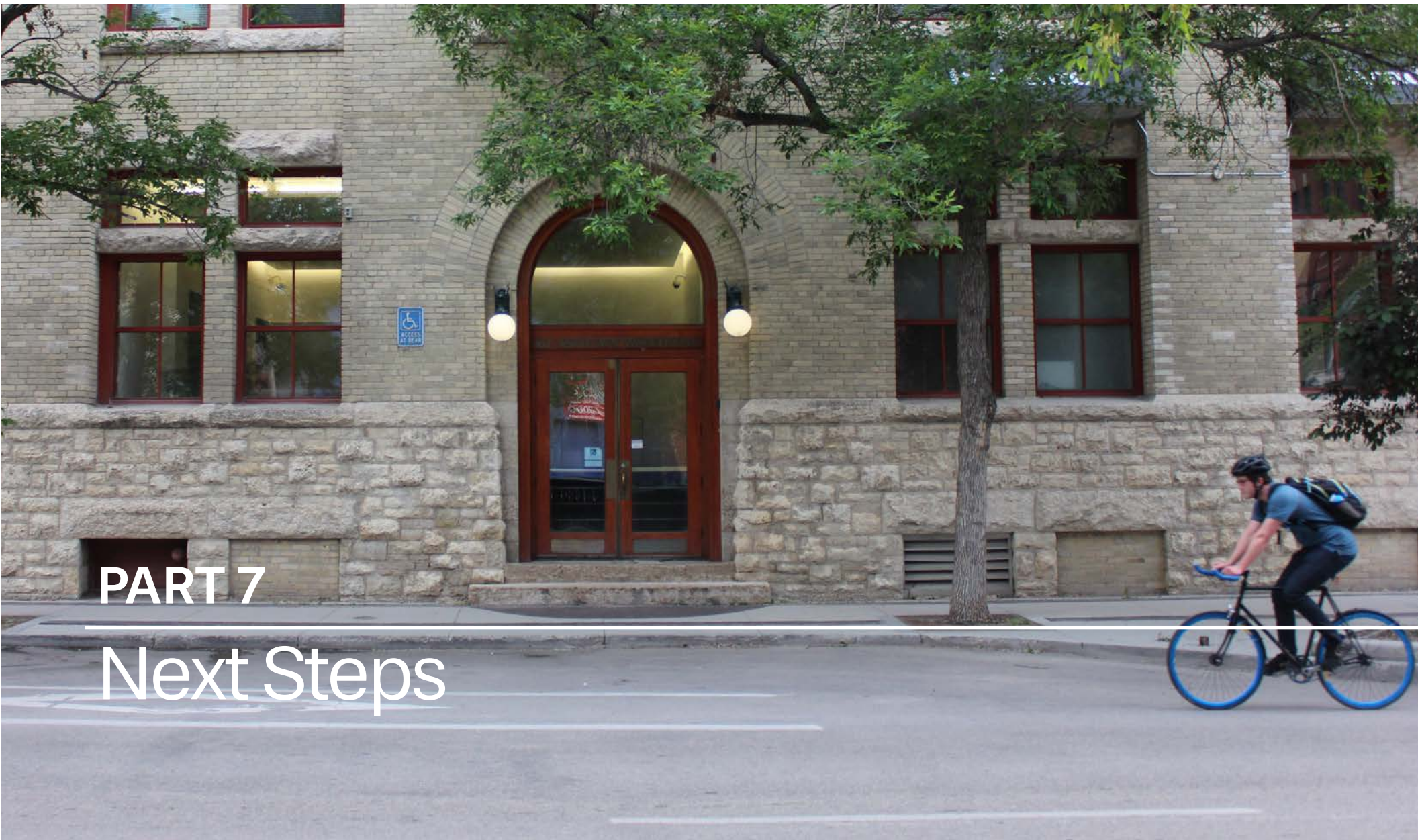
- > As a resident on James Avenue, parking is the primary issue as there are very few spots available, however also agrees that bike lanes are important too as they also cycle. Absolutely does not want two lanes of traffic on Bannatyne Avenue as it will dramatically reduce parking. Suggest that the City build a parking garage. As a business on Waterfront Drive their loading zone was removed, unsure as to why it was removed, now they load at 8 a.m. from street. Option 1 appears to be the best, for safety, comfort, and parking.
- > Option 1 is preferred for parking, which is important for their clients. Surface parking lots aren't available for occasional parking due to monthly parking. Option 3 seems good for managing traffic. There are rumours of a parkade being built in the area. They located to this area because of the atmosphere. If Bannatyne Avenue is converted to one-way for angled parking it would not be an issue and they would notify their clients.
- > Concerned that if all cyclists are on Bannatyne Avenue in protected bike lanes, businesses on McDermot Avenue will miss the business opportunity that cyclists would bring.
- > Preference for option 1, driving in the area is hard enough due to one-way streets. Option 2 appears to be the most confusing.
- > Would like to see McDermot Avenue converted to a one-way east of Rorie to gain more parking.
- > Will soon be moving into an apartment along the route and will bike, preference for option 1.
- > This project will not affect their business, select design option with safest flow for cyclists, this appears to be option 1 or 3.
- > Supports protected cycling lanes initiative. If parking is angled on Bannatyne Avenue then it leaves option 1 as the only choice. Option 1 appears to be easier for cyclists to understand, although noted that option 3 was ranked higher for safety in the quick rating on the project booklet.

INPUT FOR DESIGN

- > Supportive of the project. Likes option 2 as it could be easily replicated elsewhere in the Exchange District. Option 1 is second choice. Thinks option 3 is limiting for connections.
- > Many restaurants use the loading zone on Bannatyne Avenue in front of Peasant Cookery. Design options need to take this requirement into consideration and allow for a loading zone in the same general area. Parking is very important to local restaurants. If parking in the area is in fact under-utilized, recommendation is to promote this information to the public so they are informed of this fact.
- > Supportive of the project. Preference is for option 1 as they don't like cyclists travelling in the opposite direction of traffic. Safety issues are their greatest priority.
- > Requested more information as to why William Avenue was not chosen rather than McDermot Avenue and Bannatyne Avenue.

GENERAL FEEDBACK

- > Pleased about proposed bike lanes.
- > Concerned about lack of notification about project overall and the pop-up and workshop events. Indicated that registered letters to building owners don't inform tenants who are running their businesses along the project route. Feel that their views are not considered in the project planning or design.
- > Happy about and supportive of bike lanes as many people cycle to work.
- > Staff are encouraged to cycle to work.
- > As part of this project, request the City to initiate a study to deregulate over-supply of loading zones so they can be converted to parking.
- > Business is a pedestrian and cyclists destination, supportive of all design options.
- > Their patio runs from end May until August or as late as October. Cycling lane currently goes around patio. Some staff commute by bike. Pedestrian traffic is observed during the day. Vehicle destination traffic observed at in the evening. Very supportive of cycling lanes. The price for parking is increasing so cycling is a good transportation option.
- > Many employees cycle to work, supportive of project.
- > Liking the amount of community engagement they have had lately. Project KPI visit and also, Councillor Pakhtakhan was at the door to discuss angled parking on Bannatyne Avenue.



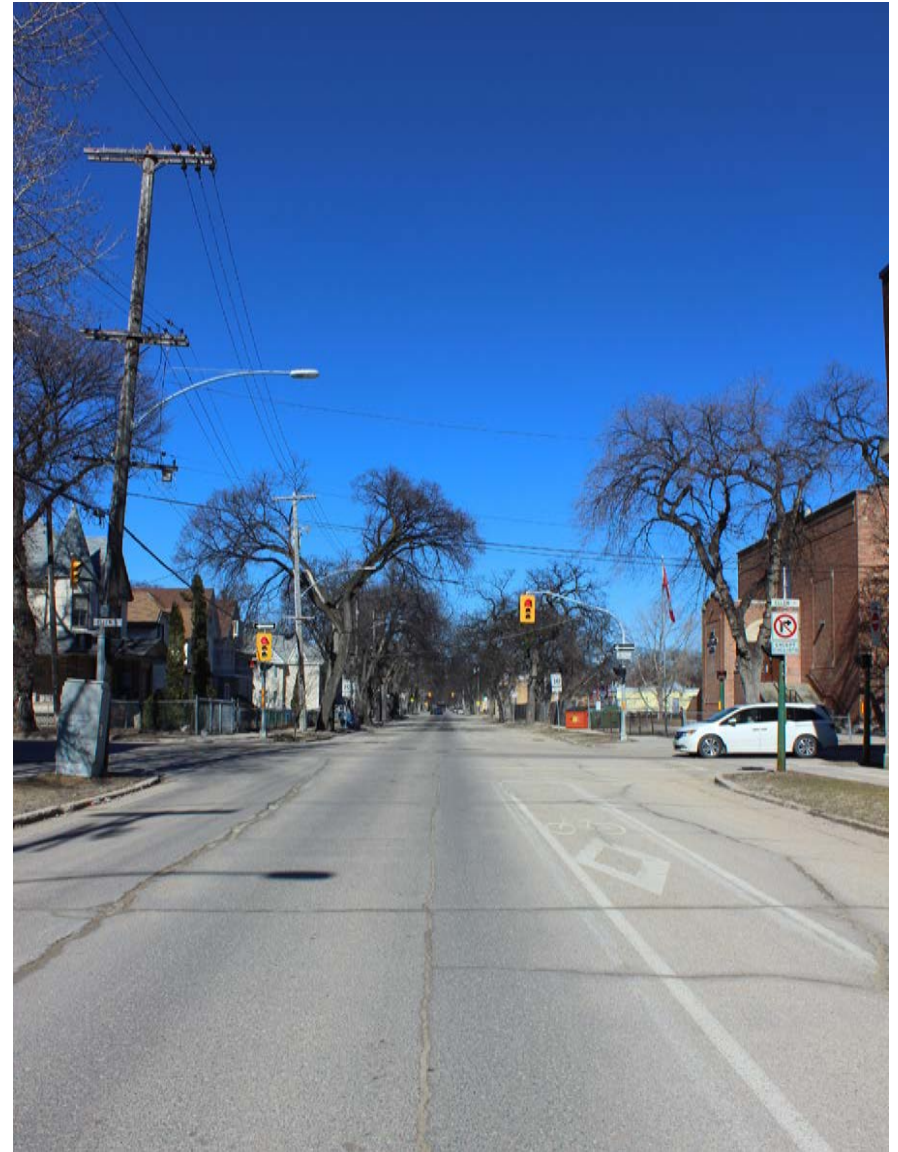
PART 7

Next Steps

Part 7

Next Steps

The feedback provided by stakeholders throughout Phase 1 and 2 has provided valuable insight to the determination of a recommended design for the West Alexander to East Exchange Corridor. The feedback and perspectives provided were considered when evaluating various components of the design options including bike network connectivity, safety and cycling comfort. The recommended design for the project will be available through the project website. The City will review the project from a cost-benefit perspective to determine how this project fits with other City-wide priorities and future budget considerations.





PART 8

**Workshop Presentation, Discussion
Guide and Online Survey Questionnaire**

Part 8

Workshop Presentation, Discussion Guide and Online Survey Questionnaire

Workshop Presentation



West Alexander to East Exchange Corridor

Continuing the east/west pedestrian and cycling connection to the Exchange and Downtown

Stakeholder Workshop

Carol Shield Auditorium, Millennium Library

June 20, 2017



AGENDA

1. Introductions
2. Study Overview
3. Existing Conditions
4. What We've Heard
5. Options
6. Discussion
7. Next Steps



PURPOSE OF TODAY

- Share **what we've heard so far** and **how we have incorporated your input** to address the issues you've identified.
- **Discuss the overall concept** and gather feedback on options.
- Discuss **next steps**.



1. INTRODUCTIONS

2. STUDY OVERVIEW

STUDY PURPOSE

- The City is developing options to improve the existing painted bicycle lanes on McDermot Avenue and/or Bannatyne Avenue
- The study will determine what concerns and issues exist with the existing facilities and determine the best design option for upgrading the existing facilities to protected bike lanes
- The selected design will be refined and presented in a final design report



STUDY BACKGROUND

- In 2015, Winnipeg City Council approved the Pedestrian and Cycling Strategies (PCS), which provides a vision and roadmap for the future of walking and cycling in Winnipeg.
- This study is identified as a high priority in the PCS.
- This study was approved by Council as part of the 2016 Pedestrian and Cycling Action Plan.



STUDY AREA

- Study area extends east from Sherbrooke Street to Waterfront Drive and south from Bannatyne Avenue to Portage Avenue.
- McDermot Avenue and Bannatyne Avenue are one-way non-regional roads forming an east-west couplet roadway system connecting the city centre to neighbourhoods to the west.
- Ellen/Carlton Street and Hargrave Street are one-way roads forming a north-south couplet roadway system connecting Portage Avenue to McDermot Avenue and Bannatyne Avenue.

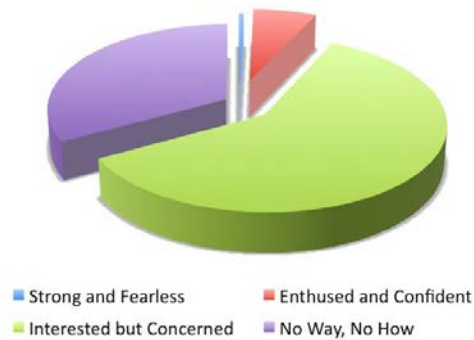


PROJECT GOALS

- 1 To **improve connectivity** to the Exchange District, Downtown, Health Sciences Centre, University of Manitoba Bannatyne campus, and neighbourhoods surrounding Sherbrook Street.
- 2 To improve the existing painted bicycle lanes to protected lanes so they are **comfortable for people of all ages and abilities**.
- 3 To **integrate with existing and future planned infrastructure**, such as the West Alexander Pedestrian and Cycling Corridor (between Arlington Street and Sherbrook Street), the Arlington Street/Bridge connection, and the Downtown Bike Lane System on Garry Street.
- 4 To **balance the needs of various means of transportation** and maintain as much on-street parking and loading as possible.

WHY ARE PROTECTED FACILITIES NEEDED?

- Most people do not feel comfortable cycling on busy roads with high traffic volumes and speeds.
- Physical protection helps to create safer and more comfortable facilities for people of all ages and abilities.
- Protected bicycle lanes have been shown to increase bicycle use by up to 170%, and also result in more diversity of cyclists, including women, children, and seniors.



10

WHAT ARE ADJUSTABLE PROTECTED BIKE LANES?

- Given the length of these streets, the project will consider adjustable protected bike lanes as a solution that can be implemented in the short-term.
- They are physically separated from lanes of traffic and pedestrian infrastructure using a variety of options.
- Adjustable treatments mean the layout and installation can be easily modified based on actual performance and on-going public engagement.



11

STUDY PROCESS

- Assessment and review of existing conditions and guiding policies to ensure that recommendations meet local demands and support the Pedestrian and Cycling Strategies.
- The public and stakeholders have been consulted to identify issues, concerns and goals.
- This information has been considered as well as the best practices around the world to help develop design options that meet the local constraints and accomplish the established goals.



PHASE 1 ENGAGEMENT

- **Business Workshop**
 - February 9, 2017
 - 11 attendees
- **4 Pop-Up Events**
 - February 10, 2017
 - Bronuts
 - Red River College,
 - Across the Board Cafe,
 - Boon Burger Café
 - Over 440 interactions
- **On-Line Survey**
 - February 1 – 21, 2017
 - 316 completed responses



3. EXISTING CONDITIONS

COMPLETE STREETS APPROACH

What are Complete Streets?

- A street design that considers the needs of all road users including ages, physical abilities and income level
- Provides needs-based transportation option for all users
- Creates livable, neighbourhood streets to encourage people to travel by walking, cycling and transit



Before



After



LAND USE

Neighbourhoods

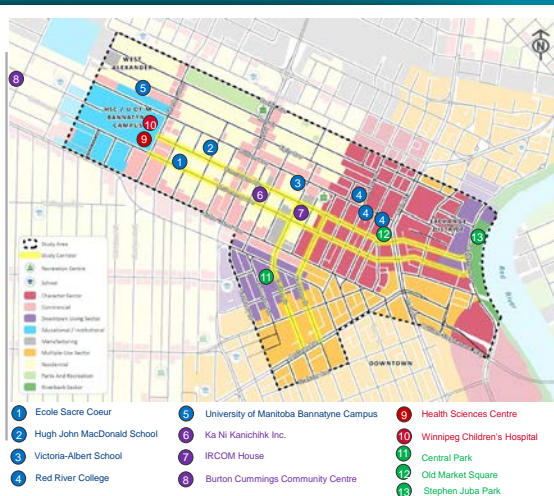
Study area includes several neighbourhood clusters, including West Alexander, Exchange District, Central Park, and Portage-Elles

Mixed Use

Land use varies along the corridor. West of Hargrave Street is largely residential, while east of Hargrave Street the corridor passes through the historic Exchange District which houses many restaurants, shops, cultural venues, and offices.

Destinations

Many schools, community facilities, health and social services, and parks are located within the study area.



CYCLING

Existing

Painted bike lanes are found along most of the study corridors, with several gaps.

Planned

The Pedestrian and Cycling Strategies recommended protected bike lanes along the study corridor

Connections

A bi-directional protected bike lane is planned on the south side of McDermot Avenue west of Sherbrooke Street.

South of the study corridor a protected bi-directional bike lane is planned for construction along Garry Street, including connections to The Exchange.



WALKING

Sidewalks

Sidewalks are found on both sides of the street along most of the study area. Most sidewalks meet the City minimum width requirements.

Pedestrian Crossings

25 traffic signals are located along the study corridors in addition to 5 marked crosswalks

Pathways

A regional pathway is located east of Waterfront Drive at the east end of the study area and within Central Park along Carlton Street



TRANSIT

McDermot Avenue

Conventional transit is provided on McDermot Avenue west of Main Street, with the #17 and the #29 (between King and Main Street Only)

Downtown Spirit Routes

The Downtown Spirit bus operates on Bannatyne east of Main Street, McDermot between Main Street and Rorie Street, and Ellen, Carlton and Hargrave Streets.

Express and Night Service

4 bus routes operate for one block on Carlton Street between Ellice Avenue and Portage Avenue

Route	Route Name	Type	Frequency (minutes)			Comments
			AM Peak	Mid-Day	PM Peak	
1	Downtown Spirit	Free	NA	20	NA	Free Downtown Connector
2	Downtown Spirit	Free	NA	20	NA	Free Downtown Connector
3	Downtown Spirit	Free	35	35	35	Free Downtown Connector
17	McGregor	Conventional Bus	10	25	10	
29	Sherbrook	Conventional Bus	5-10	30	10-15	
137	Richmond Super Express	Express Bus	NA	NA	10-15	North - South rapid connector, minimal service
162	Downtown-Ft. Richmond-U of M-St. Norbert Express	Express Bus	5-10	20	5-10	
170	Downtown-Ft. Richmond-U of M-St. Norbert	Conventional Bus	NA	NA	30-40	Night route
183	Richmond West Express	Express Bus	NA	NA	15	

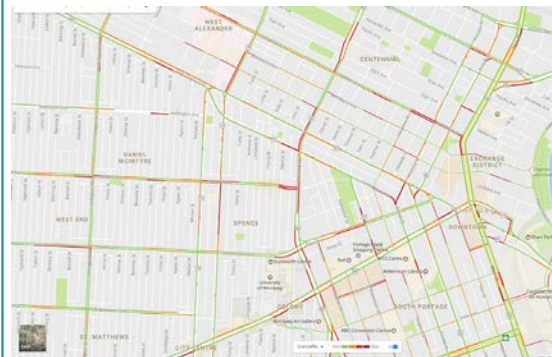
VEHICLES

Congestion

PM traffic is generally more congested than AM traffic

Traffic is more congested in the Exchange (Main St, King St and Princess St) and also near Isabel St.

Traffic along the study corridors are generally operating at acceptable LOS (D or better) at most intersections.



COLLISIONS

Top Collision Locations

McDermot at Main Street – 142 collisions
 Bannatyne at Main Street – 86 collisions
 Carlton at Portage Avenue – 80 collisions
 McDermot at Isabel Street – 55 collisions
 Hargrave at Portage Avenue – 40 collisions
 Carlton at Ellice Avenue – 40 collisions



PARKING

Supply

On-street parking is available at most locations along the study corridors. Additionally over 1,500 off-street parking spots are available in parking lots and parkades within the study area. **On-street parking along the study corridor makes up less than half** of the total available parking in the study area.

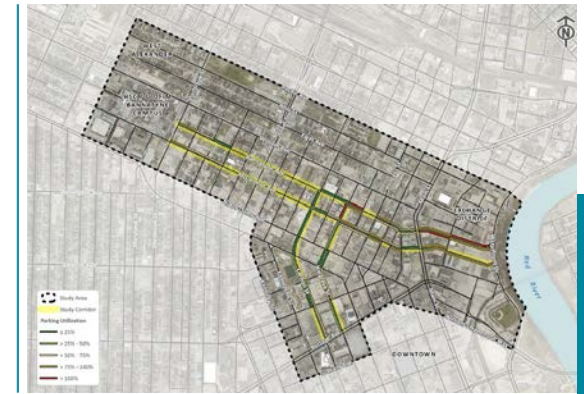


PARKING

Utilization

Parking utilization indicates the percentage of time pay parking is used. Utilization information is approximate since parking location is not required in the pay parking system.

Average daily utilization is highest in the Exchange with many blocks on both McDermot and Bannatyne above 75% utilization.



CONNECTIONS

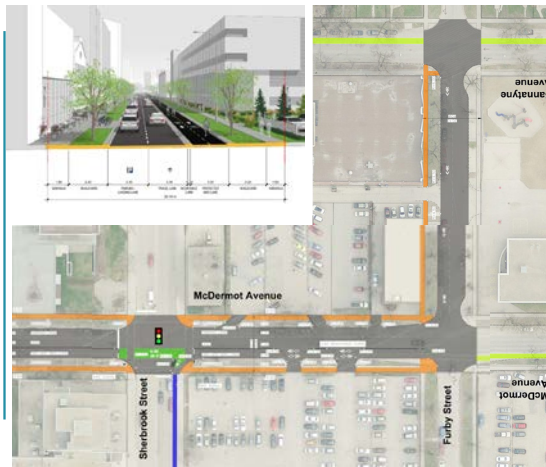
West Alexander Pedestrian and Cycling Corridor

Arlington Street to Sherbrook Street

3.2m bi-directional protected bicycle lane separated by 0.2m mountable curb on south side

Shared use lane connection from Bannatyne Avenue over Furby Street

Currently in detailed design



CONNECTIONS

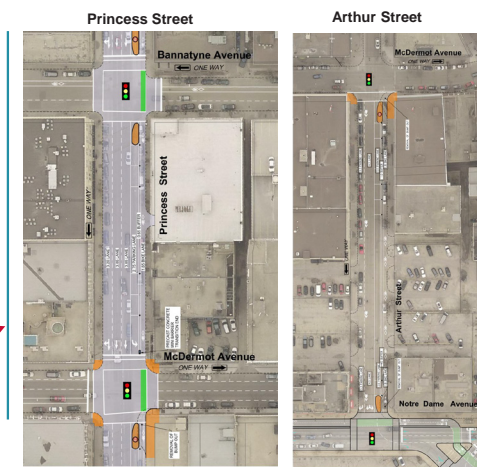
Downtown Bike Lane System

Princess Street (Notre Dame Avenue to William Avenue): 1.65m southbound parking protected bike lane with protection at intersections

Arthur Street (Notre Dame Avenue to McDermot Avenue): 4.5m southbound shared use lane and 1.8m contraflow northbound parking protected bike lane with protection at intersections

Connects Exchange to Garry Street protected bike lanes

Currently in detailed design



4. WHAT WE'VE HEARD



PRIORITIES

Safety

Safety was the most frequent and highest ranked priority, being selected over 200 times and having the highest average rank position

Cycling Connections and Comfort

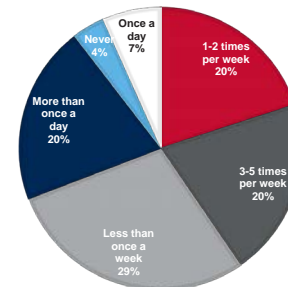
Cycling connections and comfort were the second and third most commonly ranked priorities, and also had high rank positions.

Vehicle Traffic, Parking and Loading

While vehicle traffic, parking and loading were not selected as among the top three priorities, when they were selected they received a relatively high rank position.



FREQUENCY



40% of respondents indicated that they travel on McDermot / Bannatyne at least 3 times per week (by any mode).

Half (50%) of all respondents indicated that walking or cycling is currently their primary mode of transportation.



DESIRE TO CYCLE MORE

Three quarters (73%) of respondents indicated they are either more likely or much more likely to ride on McDermot / Bannatyne with protected bike lanes.

TRIP PURPOSE

Shopping, Restaurants, and Events

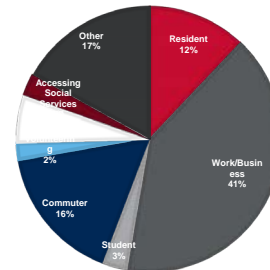
Over half (56%) of respondents indicated they travel along the corridors to go shopping or out to eat, and traveling to shows or events.

Commuting

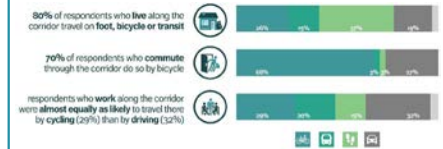
Over a quarter (26%) of respondents indicated they travel along the corridors to commute to work or school.



CONNECTION TO AREA



Over 40% of respondents indicated that their main connection to the McDermot / Bannatyne corridor is work/business.



ISSUES

Overall Issues

734 unique markers were placed on the map to identify an issue

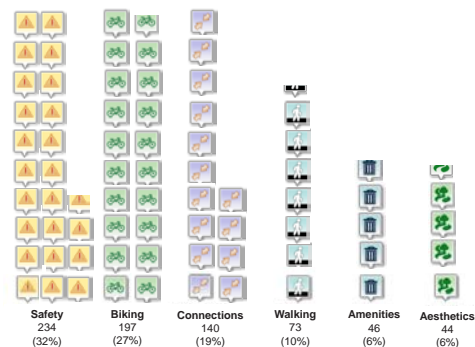
Safety

Safety was the highest ranked issue, with nearly a third (32%) of all markers

Biking

Biking was the second highest ranked issue, with over a quarter of all markers

Please drag and drop at least 3 markers on the map

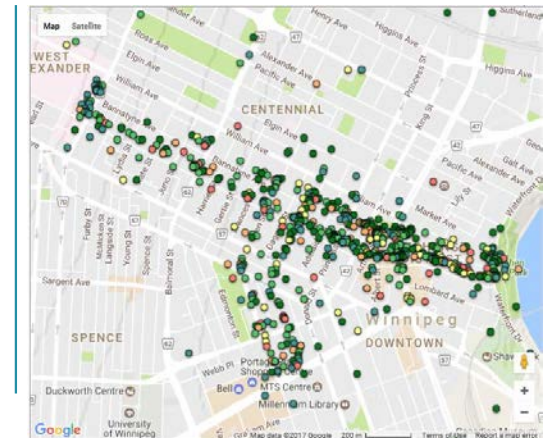


ISSUES

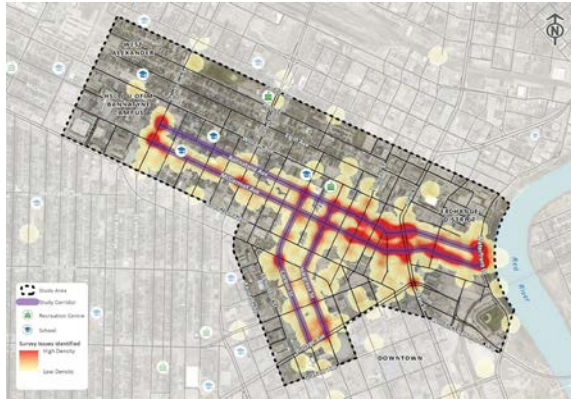


OBSERVATIONS

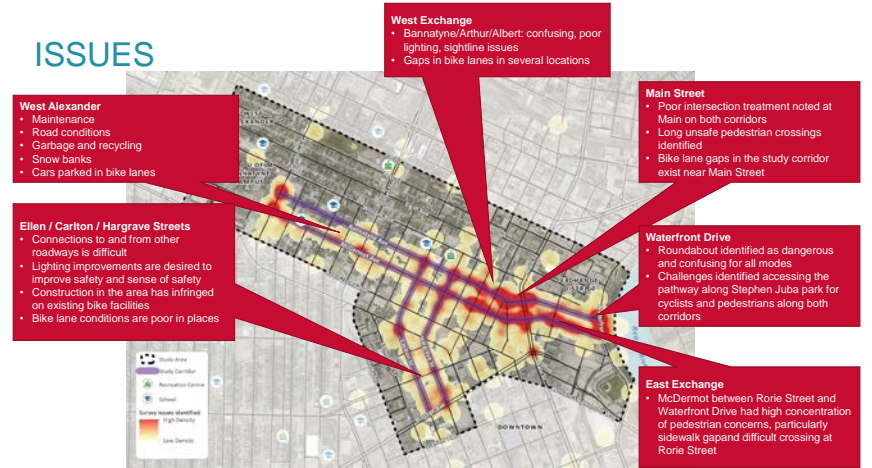
- Highest concentration of issues in the Exchange District
- More bike parking facilities needed
- Bike lane = wayfinding signage is lacking
- Bike lanes are in poor condition + snow covered during winter months
- Connections to pathway in Stephen Juba Park are a priority
- Cars parked in bike lanes



ISSUES



ISSUES



STAKEHOLDER WORKSHOP

Perspectives included:

- Perspectives on cycling in the Exchange District and Winnipeg in general
- Safety for cyclists
- Concerns about parking for both business and residential, and possible reduction in the already limited supply
- Concern for vehicle/cyclist conflicts at high traffic intersections
- Education for both vehicles and cyclists sharing the road
- Detailed suggestions for project design
- Suggested bike rack locations
- Converting some sections of streets to one-way
- Input on who cycles in the study area and for what purpose
- What draws people to the Exchange District
- Description of how and why the influx of traffic to the area changes

POP-UP EVENTS

4 completed surveys

Top priorities:

- Safety x4
- Bike network connections x3
- Pedestrian comfort x1
- Vehicular traffic flow x1
- Accessibility x1
- Cycling comfort x1

Reasons for travelling the corridor:

- Shopping/restaurants x4
- Attend shows or events/festivals x4
- Commute to school x3
- Recreation/exercise x2
- Commute to work x1

Likelihood to cycle more should there be protected bike lanes

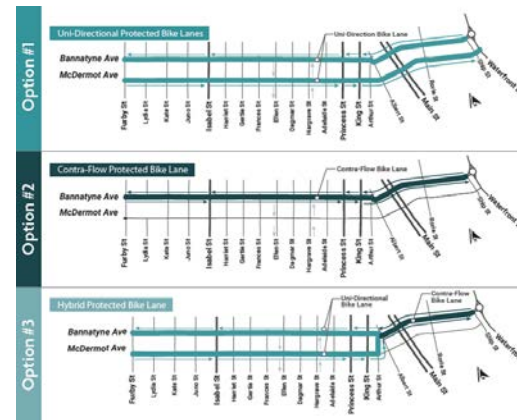
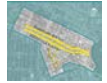
- Much more likely (especially in the winter x1) x3
- More likely x1

Perspectives included:

- Concerns regarding cyclist safety
- Existing bike lanes not respected
- Identification of vehicle/cyclist high collision locations
- Detailed suggestions for project design, including:
 - designated bike signals,
 - bi-directional bike lanes,
 - protected intersections,
 - bike lock-ups,
 - 4th lane in roundabouts, and
 - ensuring consideration for up-keep and maintenance

5. OPTIONS

DESIGN OPTIONS



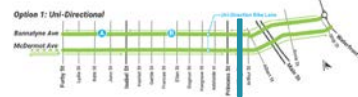
OPTION 1

Bannatyne Avenue
(Exchange District)



Key Features:

- Westbound protected bike lane on north side of street
- 1 westbound motor vehicle lane
- Turn lanes at key intersections
- On-street parking on at least one side of the street
- Most loading areas maintained
- Pedestrian crossing improvements
- Limited transit impacts



McDermot Avenue
(Exchange District)



Key Features:

- Eastbound protected bike lane on south side of street
- 2 eastbound motor vehicle lanes
- Turn lanes at key intersections
- On-street parking on one side of the street for most blocks
- Most loading areas maintained
- Pedestrian crossing improvements
- Bus stops with landing pads for boarding and alighting

OPTION 1

Bannatyne Avenue
(West Alexander)



Key Features:

- Westbound protected bike lane on north side of street
- 1 westbound motor vehicle lane
- On-street parking on north side of street
- Optional on-street parking or second vehicle lane on south side
- Most loading areas maintained
- Pedestrian crossing improvements
- No transit impacts



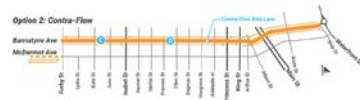
McDermot Avenue
(West Alexander)



Key Features:

- Eastbound protected bike lane on north side of street
- 1 eastbound motor vehicle lane
- On-street parking on north side of street
- Most loading areas maintained
- Pedestrian crossing improvements
- Bus stops with landing pads east of Isabel Street

OPTION 2



Bannatyne Avenue
(Exchange District)



Key Features:

- Westbound protected bike lane on north side of street
- Contra-flow eastbound protected bike lane on south side of street
- 1 westbound motor vehicle lane
- Limited on-street parking opportunities
- Most loading areas maintained
- Pedestrian crossing improvements
- Limited transit impacts
- No changes to McDermot Avenue

Bannatyne Avenue
(West Alexander)



Key Features:

- Westbound protected bike lane on north side of street
- Contra-flow eastbound protected bike lane on south side of street
- 1 westbound motor vehicle lane
- On-street parking on north side of the street
- Most loading areas maintained
- Pedestrian crossing improvements
- No transit impacts
- No changes to McDermot Avenue

OPTION 3



Bannatyne Avenue
(West of Arthur Street)



Key Features:

- Westbound protected bike lane on north side of street
- 1 westbound motor vehicle lane
- On-street parking on north side of street
- Optional on-street parking or second vehicle lane on south side
- Most loading areas maintained
- Pedestrian crossing improvements
- No transit impacts

Bannatyne Avenue
(East of Arthur Street)



Key Features:

- Westbound protected bike lane on north side of street
- Contra-flow eastbound protected bike lane on south side of street
- 1 westbound motor vehicle lane
- On-street parking on north side of the street
- Most loading areas maintained
- Pedestrian crossing improvements
- No transit impacts
- No changes to McDermot Avenue

SUMMARY OF OPTIONS

Option #	Quick Rating	Rationale
Option #1	<p>Safety: ●●●●●</p> <p>Network: ●●●●●</p> <p>Cycling Comfort: ●●●●●</p> <p>Transit: ●●●●●</p> <p>Parking/Loading: ●●●●●</p> <p>Pedestrian Comfort: ●●●●●</p> <p>Traffic Flow: ●●●●●</p>	<ul style="list-style-type: none"> • Cyclists travelling in same direction as motor vehicles • One-way travel on both streets • Fully protected bicycle lane • 7 bus stops east of Isabel St • On-street parking on at least one side of the street • Pedestrian crossing improvements • 2 vehicles lanes on McDermot Ave east of Isabel St; 1 vehicle lane elsewhere
Option #2	<p>Safety: ●●●●●</p> <p>Network: ●●●●●</p> <p>Cycling Comfort: ●●●●●</p> <p>Transit: ●●●●●</p> <p>Parking/Loading: ●●●●●</p> <p>Pedestrian Comfort: ●●●●●</p> <p>Traffic Flow: ●●●●●</p>	<ul style="list-style-type: none"> • Eastbound cyclists travelling in opposite direction as motor vehicles • Additional connectivity with eastbound bike lanes on both streets • Fully protected bicycle lane • 2 bus stops east of Main St • Limited on-street parking, especially in the Exchange; no change to McDermot Ave • Pedestrian crossing improvements • 1 vehicle lane on Bannatyne Ave; no change to McDermot Ave
Option #3	<p>Safety: ●●●●●</p> <p>Network: ●●●●●</p> <p>Cycling Comfort: ●●●●●</p> <p>Transit: ●●●●●</p> <p>Parking/Loading: ●●●●●</p> <p>Pedestrian Comfort: ●●●●●</p> <p>Traffic Flow: ●●●●●</p>	<ul style="list-style-type: none"> • Eastbound cyclists travelling in opposite direction as motor vehicles in Exchange • One-way travel on both streets; Additional connectivity in Exchange • Fully protected bicycle lane • 2 bus stops east of Main St • On-street parking on at least one side of the street • Pedestrian crossing improvements • 2 vehicles lanes on McDermot Ave east of Isabel St; 1 vehicle lane elsewhere

DOWNTOWN CONNECTION

Ellen / Carlton Streets



Key Features:

- Southbound protected bike lane on west side of street
- 2 southbound motor vehicle lanes
- On-street parking on at least one side of the street
- Most loading areas maintained
- Pedestrian crossing improvements
- Bus stops with landing pads for boarding and alighting

Hargrave Street



Key Features:

- Northbound protected bike lane east side of street
- 2 northbound motor vehicle lanes
- On-street parking on at least one side of the street south of Notre Dame Avenue
- Most loading areas maintained
- Pedestrian crossing improvements
- Bus stops with landing pads for boarding and alighting

6. DISCUSSION

West Alexander to East Exchange Corridor Workshop

Tuesday, June 20, 2017

5:00 – 7:00pm

Carol Shield Auditorium, Millennium Library, 251 Donald Street

Discussion Guide

The goal of the project is to improve connectivity, improve the existing painted bicycle lanes so they are comfortable for people of all ages and abilities, to integrate with existing and future planned infrastructure, and to balance the needs of various means of transportation. The top priorities identified during the initial round of public engagement included safety, cycling comfort, and bike network connections.

Breaking into discussion groups, we will explore some of these topics in detail, and get your feedback as to how the three options can accomplish this through design. You are welcome to join which ever group you are most passionate about at the outset of the discussion, and we would encourage you to wander around the room and join in any or all of the discussion groups at some stage. (If we don't see any movement between groups – we may suggest a shuffle at some point in the discussion).

The groups for discussion are:

Bike Network Connections – Improve connectivity to the Exchange District, Downtown, Health Sciences Centre, University of Manitoba Bannatyne campus, and neighbourhoods surrounding Sherbrook Street. Additionally, ensure integrate with existing and future planned infrastructure, such as the West Alexander Pedestrian and Cycling Corridor (between Arlington Street and Sherbrook Street), the Arlington Street/Bridge connection, and the Downtown Bike Lane System on Garry Street.

Safety and Cycling Comfort - Improve the existing painted bicycle lanes to protected lanes so they are both safe and comfortable for people of all ages and abilities.

Balancing vehicle transportation needs and maintain as much on-street parking and loading as possible.

Bike Network Connections group:

- From your perspective
 - What the key elements to creating bike network connectivity?
 - Identify/review the key connection points along the route
- From the design options reviewed what aspects of these network connections are important to you?
- Do you have any suggestions to improve bike network connections with Option #1/#2/#3?
- Have we missed anything important?

Safety and Cycling Comfort discussion group:

- From your perspective
 - What are the key elements that define safety?
Create a broad list to further assess the design options
 - What are the key elements to creating cycling comfort?
Create a broad list to further assess the design options
- From the design options reviewed what aspects of safety/cycling comfort are important to you?
- Do you have any suggestions to improve safety/cycling comfort with Option #1/#2/#3?
- Have we missed anything important?

Balancing vehicle transportation needs group:

- From your perspective
 - What are the key elements to vehicle access/parking/loading?
Identify/review vehicle needs along the route
- From the design options reviewed what aspects of these vehicle needs are important to you?
- Do you have any suggestions to improve vehicle needs with Option #1/#2/#3?
- Have we missed anything important?

7. NEXT STEPS

JOIN US AT ONE OF OUR IN-PERSON EVENTS

JUNE 20, 2017

POP-UP
Hugh John MacDonald School,
567 Bannatyne Ave.
Time: 11:00 am – 1:30 pm
Come experience the installed
design option and provide feedback.



Participants attending the June 20, 2017
Pop-up will be entered to win a free bike!
(Bike provided by Hugh John MacDonald School)

WORKSHOP
Carol Shield Auditorium,
Millennium Library,
251 Donald Street
Time: 5:00 pm - 7:00 pm
Review design options and share
your input. Space is limited so please
RSVP before June 16, 2017

JUNE 21, 2017

POP-UP
Old Market Square, Exchange District
Time: 10:00 am – 2:00 pm
Come experience the installed design
option and provide feedback.



SHARE YOUR PERSPECTIVES ON DESIGN OPTIONS!

View design options and provide
feedback through an online survey.
www.winnipeg.ca/walkbikeprojects

MORE INFORMATION

For further information or to provide
your feedback contact:
John Osler, Public Engagement Lead
P: (204) 942-0654
E: WestAlex.Corr@intergroup.ca

FOLLOW US

Follow the City of Winnipeg
Facebook and Twitter feeds
for Project Updates
 #WalkBikeWPG

NEXT STEPS

- **March** – Further develop and refine options based on outcomes of workshop
- **Early April** – Circulate to staff for review and comment
- **Late April / May** – Phase 2 Public Engagement



Discussion Guide

West Alexander to East Exchange Corridor

Continuing the east/west pedestrian and cycling connection to the Exchange and Downtown

Workshop
Tuesday, June 20, 2017
5:00 – 7:00pm
Carol Shield Auditorium, Millennium Library
251 Donald Street

Discussion Guide

The goal of the project is to improve connectivity, improve the existing painted bicycle lanes so they are comfortable for people of all ages and abilities, to integrate with existing and future planned infrastructure, and to balance the needs of various means of transportation. The top priorities identified during the initial round of public engagement included safety, cycling comfort, and bike network connections. Breaking into discussion groups, we will explore some of these topics in detail, and get your feedback as to how the three options can accomplish this through design. You are welcome to join which ever group you are most passionate about at the outset of the discussion, and we would encourage you to wander around the room and join in any or all of the discussion groups at some stage. (If we don't see any movement between groups – we may suggest a shuffle at some point in the discussion).

The groups for discussion are:

- **Bike Network Connections** – Improve connectivity to the Exchange District, Downtown, Health Sciences Centre, University of Manitoba Bannatyne campus, and neighbourhoods surrounding Sherbrook Street. Additionally, ensure integrate with existing and future planned infrastructure, such as the West Alexander Pedestrian and Cycling Corridor (between Arlington Street and Sherbrook Street), the Arlington Street/Bridge connection, and the Downtown Bike Lane System on Garry Street.
- **Safety and Cycling Comfort** - Improve the existing painted bicycle lanes to protected lanes so they are both safe and comfortable for people of all ages and abilities.
- **Balancing vehicle transportation needs** and maintain as much on-street parking and loading as possible.

Bike Network Connections group:

- From your perspective
 - What the key elements to creating bike network connectivity?
 - Identify/review the key connection points along the route
- From the design options reviewed what aspects of these network connections are important to you?
- Do you have any suggestions to improve bike network connections with Option #1/#2/#3?
- Have we missed anything important?

Safety and Cycling Comfort discussion group:


- From your perspective
 - What are the key elements that define safety?
 - Create a broad list to further assess the design options
 - What are the key elements to creating cycling comfort?
 - Create a broad list to further assess the design options
- From the design options reviewed what aspects of safety/cycling comfort are important to you?
- Do you have any suggestions to improve safety/cycling comfort with Option #1/#2/#3?
- Have we missed anything important?

Balancing vehicle transportation needs group:

- From your perspective
 - What are the key elements to vehicle access/parking/loading?
 - Identify/review vehicle needs along the route
- From the design options reviewed what aspects of these vehicle needs are important to you?
- Do you have any suggestions to improve vehicle needs with Option #1/#2/#3?
- Have we missed anything important?

Online Survey Questionnaire

Walk Bike: West Alexander to East Exchange Corridor

Progress 

Welcome

WELCOME

McDermot Avenue and Bannatyne Avenue provide important east-west connections between Waterfront Drive and Sherbrook Street. This project is looking at options to improve the existing bike lanes to protected infrastructure so that they are comfortable for people of all ages and abilities.

[Begin](#)


PRIORITIES

PREFERRED DESIGN

RATING OPTION

THANK YOU

For inquiries or for those who require alternate formats or interpretation to participate, please contact:
John Osler, Public Engagement Lead, (204) 942-0654,
WestAlexCorr@intergroup.ca



Walk Bike: West Alexander to East Exchange Corridor

Progress

2 What is important to you?

What to do Next Task

WELCOME PRIORITIES

Order your top 3 items above this line

- Bike network connections
- Access to destinations
- Accessing transit
- Cycling safety
- Vehicular traffic flow
- Accessibility for all
- Pedestrian comfort
- Parking and loading

There are a number of factors to be considered when determining the design of the improved bike lane system to consider the needs of all road users. What are your top three priorities that should be considered in the design?

Please drag 3 of the items above the line in your preferred order.

Suggest another item

PREFERRED DESIGN RATING OPTION THANK YOU

Walk Bike: West Alexander to East Exchange Corridor

Progress

3 What design do you prefer?

What to do Next Task

WELCOME PRIORITIES

PREFERRED DESIGN

Option 1 Option 2 Option 3 Recommendation

Option 1

Uni-Directional Protected Bike Lane This option includes a uni-directional (one-way) protected bike lanes on both McDermot and Bannatyne Avenue.

Please rate this scenario: ★★★★★

Optional Comment

What do you like about this option? What do you dislike? Leave an optional comment

PREFERRED DESIGN RATING OPTION THANK YOU

3 What design do you prefer? What to do Next Task

Option 1 | Option 2 | Option 3 | Recommendation

Option 2
Contra-Flow Protected Bike Lane This option includes uni-directional (one-way) protected bike lanes on both sides of Bannatyne.

Please rate this scenario: ★★★★★
 Optional Comment

What do you like about this option? What do you dislike? Leave an optional comment

WELCOME | PRIORITIES | PREFERRED DESIGN | RATING OPTION | THANK YOU

3 What design do you prefer? What to do Next Task

Option 1 | Option 2 | Option 3 | Recommendation

Option 3
Hybrid Protected Bike Lane - This option includes a hybrid of Option 1 (uni-directional protected bike lanes) west of Arthur Street, and Option 2 (contra-flow protected bike lanes east) of Arthur Street.

Please rate this scenario: ★★★★★
 Optional Comment

What do you like about this option? What do you dislike? Leave an optional comment

1 - Uni-Direction Bike Lane | 2 - Contra-Flow Bike Lane

WELCOME | PRIORITIES | PREFERRED DESIGN | RATING OPTION | THANK YOU

Walk Bike: West Alexander to East Exchange Corridor

Progress

WELCOME
 2 PRIORITIES
 3 PREFERRED DESIGN
 4 RATING OPTION
 5 THANK YOU

What design do you prefer?

What to do Next Task

Option 1
Option 2
Option 3
Recommendation

Recommendation

Downtown Connection - Uni-directional (one-way) protected bike lanes are also proposed on Hargrave Street (northbound) and Ellen/Carlton Street (southbound) to improve connections to downtown.

What do you like about this recommendation?
What do you dislike? Leave an optional comment

Please rate this scenario:

★★★★★

Optional Comment

Walk Bike: West Alexander to East Exchange Corridor

Progress

WELCOME
 2 PRIORITIES
 3 PREFERRED DESIGN
 4 RATING OPTION
 5 THANK YOU

How do you rate the options?

What to do Next Task

Safety

Improve safety for all road users.

Bike Network Connections

Option 1

Uni-directional (one-way) protected bike lanes on both McDermot Avenue and Bannatyne Avenue

★★★★★

Comment

Cycling Comfort

Option 2

Uni-directional (one-way) protected bike lanes on both sides of Bannatyne Avenue

★★★★★

Comment

Option 3

Hybrid of Option 1 (uni-directional protected bike lanes) west of Arthur Street, and Option 2 (contra-flow protected bike lanes) east of Arthur Street.

★★★★★

Comment

Downtown Connector

Uni-directional (one-way) protected bike lanes on Hargrave Street (northbound) and Ellen/Carlton Street (southbound)

★★★★★

Comment

Next Category

Walk Bike: West Alexander to East Exchange Corridor Progress


4 How do you rate the options? What to do Next Task

WELCOME PRIORITIES PREFERRED DESIGN RATING OPTION THANK YOU

Safety

Bike Network Connections

Cycling Comfort

 *Improve bicycle network connections from West Alexander to the Exchange and to the Downtown area.*

Option 1
Uni-directional (one-way) protected bike lanes on both McDermot Avenue and Bannatyne Avenue ★★★★★ Comment

Option 2
Uni-directional (one-way) protected bike lanes on both sides of Bannatyne Avenue ★★★★★ Comment

Option 3
Hybrid of Option 1 (uni-directional protected bike lanes) west of Arthur Street, and Option 2 (contra-flow protected bike lanes) east of Arthur Street. ★★★★★ Comment

Downtown Connector
Uni-directional (one-way) protected bike lanes on Hargrave Street (northbound) and Ellen/Carlton Street (southbound) ★★★★★ Comment

Next Category

Walk Bike: West Alexander to East Exchange Corridor Progress


4 How do you rate the options? What to do Next Task

WELCOME PRIORITIES PREFERRED DESIGN RATING OPTION THANK YOU

Safety

Bike Network Connections

Cycling Comfort

 *Make it more comfortable for people of all ages and abilities to choose to cycle.*

Option 1
Uni-directional (one-way) protected bike lanes on both McDermot Avenue and Bannatyne Avenue ★★★★★ Comment

Option 2
Uni-directional (one-way) protected bike lanes on both sides of Bannatyne Avenue ★★★★★ Comment

Option 3
Hybrid of Option 1 (uni-directional protected bike lanes) west of Arthur Street, and Option 2 (contra-flow protected bike lanes) east of Arthur Street. ★★★★★ Comment

Downtown Connector
Uni-directional (one-way) protected bike lanes on Hargrave Street (northbound) and Ellen/Carlton Street (southbound) ★★★★★ Comment

Next Task

1 WELCOME

2 PRIORITIES

3 PREFERRED DESIGN

4 RATING OPTION

5 **Thank You** What to do

Final Questions

What is your age?
Select:

What is your gender?
Select:

What is your postal code?
First three digits...

What is your main mode of transportation?
Select:

What's your connection to the study area?
Select:


How did you hear about this Project?

City of Winnipeg website Mail invite
 Email invitation Facebook Twitter
 Local media/news Pop-up/community event
 Public Engagement News Other

Thank You

The City of Winnipeg is committed to keeping area residents, land owners, and businesses fully informed at each stage of this important project.

For more information, to view project materials and to join our email list please visit winnipeg.ca/walkbikeprojects.





www.urbansystems.ca