



WELCOME



Downtown Bike Lane System

Connecting The Forks to the Exchange District (Fort St., Garry St. & The Forks to Assiniboine Connection)



PUBLIC OPEN HOUSE

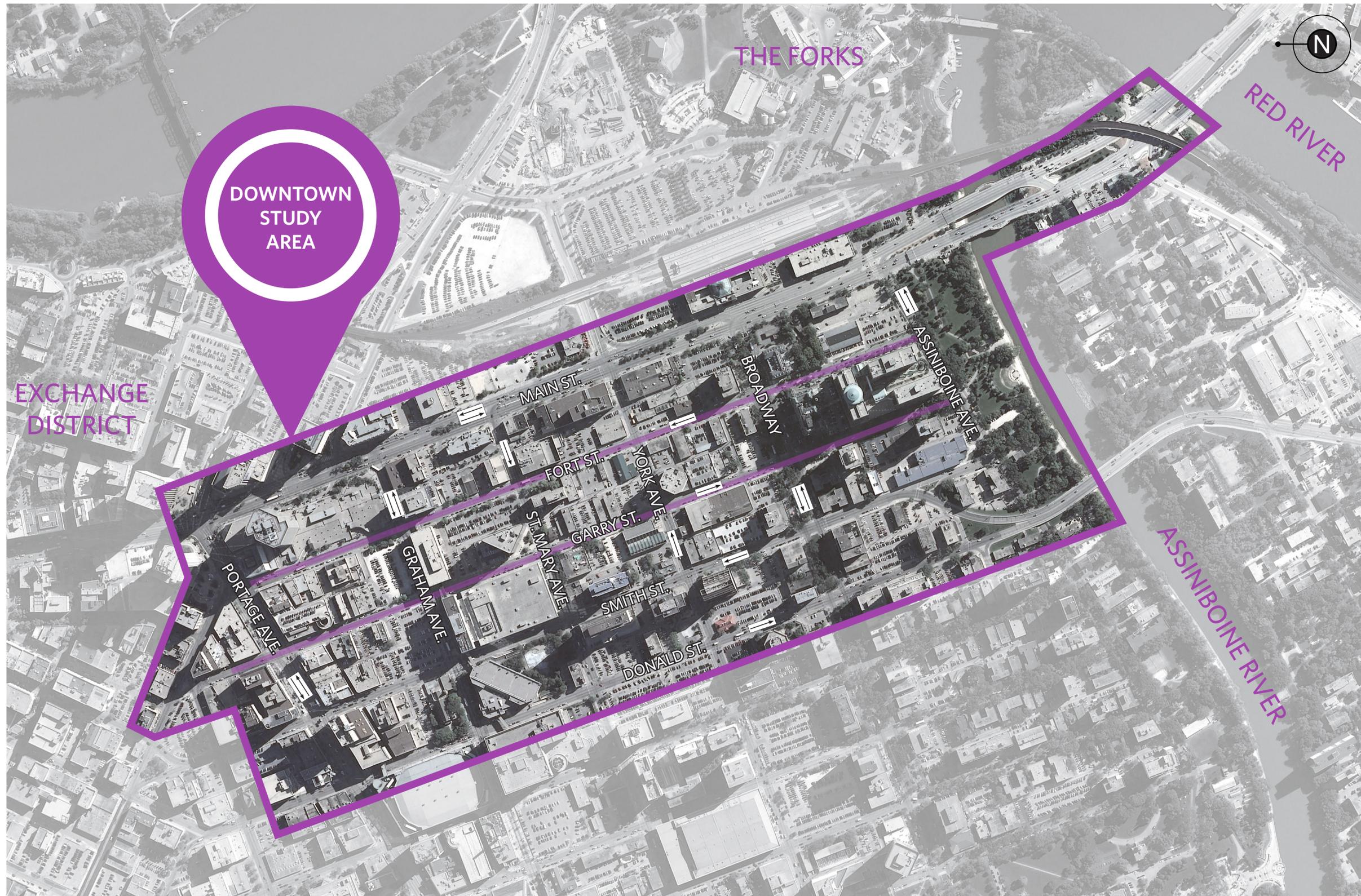
OPEN HOUSE GOALS

- » Introduce the study
- » Discuss with the study team and other members of the public
- » Allow you to share any specific interests and/or concerns regarding the study
- » Encourage feedback through written and digital comments
- » Learn how to stay involved

Please use the sticky notes to post comments directly on the presentation boards.

Please provide your input at one of our computer kiosks.

STUDY AREA



POLICY CONTEXT

Winnipeg's pedestrian and cycling strategies are directly linked to and informed by the City's key long-term planning documents:



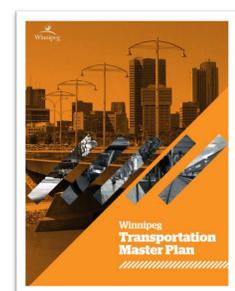
» ***OurWinnipeg*** guides the physical, social, environmental, and economic growth and development of our city over the next 25 years. The document outlines the importance of enabling walking and cycling for all Winnipeg residents as a direct way to improve social, environmental and economic sustainability.



» ***The Complete Communities Direction Strategy*** guides land use and development by promoting 'Complete Communities' - places that offer and support a variety of transportation options, lifestyle choices, and opportunities for people to live, work, shop, learn and play in close proximity to one another.



» ***The Sustainable Transportation Direction Strategy*** emphasizes moving people, goods, and services in a way that is socially, environmentally, and economically sustainable. The Sustainable Transportation Direction strategy forms the policy framework for the Transportation Master Plan.



» ***Winnipeg's Transportation Master Plan*** presents a long-term strategy for the planning, development, renewal and maintenance of a multi-modal transportation system that is consistent with projected needs, and aligned with the City's growth and overall vision for a sustainable Winnipeg. The document contains directions for the development of a comprehensive pedestrian and cycling strategy.

WINNIPEG'S PEDESTRIAN & CYCLING STRATEGIES

WINNIPEG PEDESTRIAN & CYCLING STRATEGIES

- » Adopted by City Council in July 2015.
- » Originates from the 2011 *Transportation Master Plan* and establishes directions for walking and cycling policies, infrastructure, and programs over the next 20 years.
- » The recommended strategies seek to maximize transportation options by ensuring the accessibility, comfort, and safety of walking and cycling in Winnipeg with downtown being one of the first priorities.

PEDESTRIAN & CYCLING ACTION PLAN

- » Adopted by City Council in May 2015.
- » Outlines the Public Service's annual recommendations for yearly capital budget spending associated with walking and cycling.
- » This study was approved through the 2015 Action Plan.

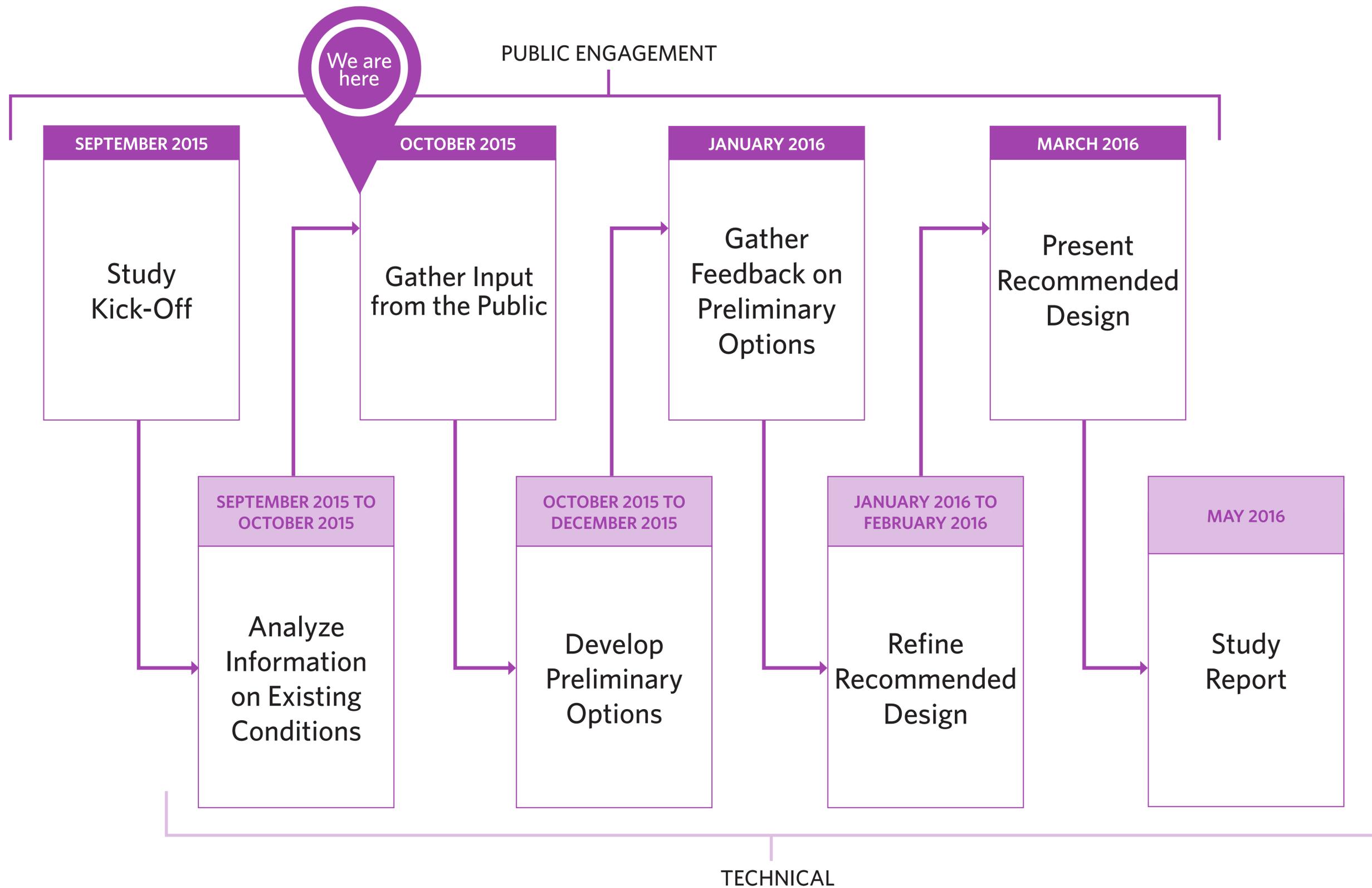
DOWNTOWN BIKE LANE SYSTEM

- » The *Winnipeg Pedestrian and Cycling Strategies* recommend that the City of Winnipeg engage in neighbourhood-based public engagement when pursuing pedestrian and cycling projects.

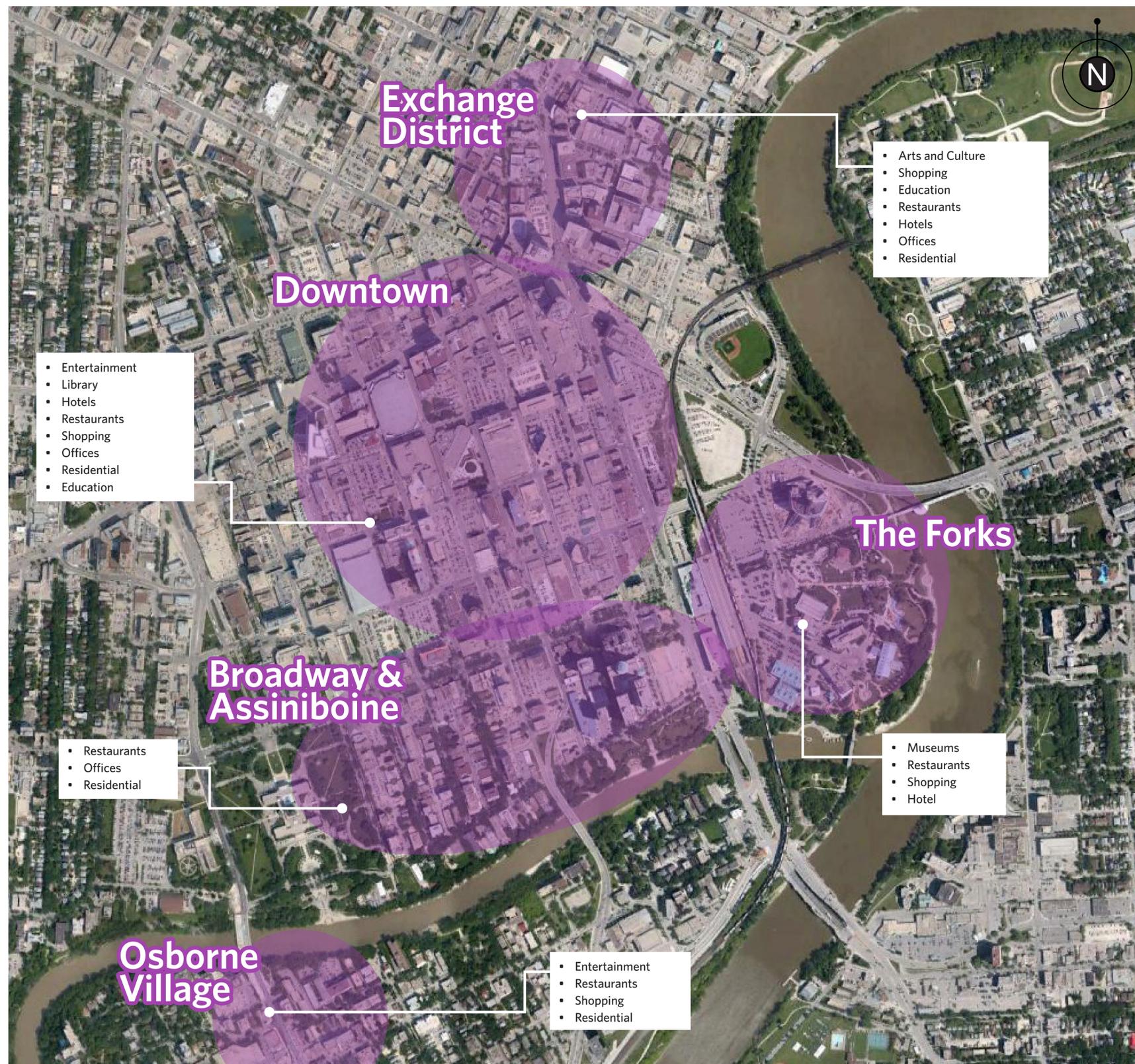
STUDY GOALS

- » Develop a plan to upgrade the existing pedestrian and cycling facilities downtown while renewing the roads.
- » Enable people of all ages and abilities to feel safe and comfortable walking and cycling downtown.
- » Improve the vibrancy of downtown by providing improved walking and cycling opportunities and by enhancing the area as a destination.
- » Contribute to quality of life and community well-being through an enhanced pedestrian realm.
- » Support reinvestment in Winnipeg's downtown by connecting two of Winnipeg's prominent neighbourhoods; The Forks and the Exchange District.
- » Engage citizens and receive input that will be considered in the final design.

TIMELINE



CONNECTING DOWNTOWN



EXAMPLES OF PROTECTED CYCLING INFRASTRUCTURE



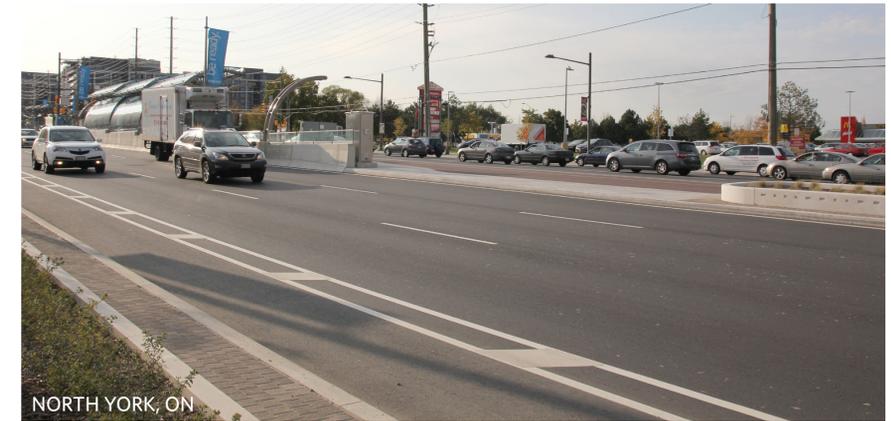
FEATURES:

- » Safest on-street cycling facility
- » Physical barrier minimizes vehicle encroachment into the bike lane
- » Eliminates risk of collisions with over-taking vehicles
- » Minimizes “door zone” conflicts between parked cars and cyclists
- » More attractive to a wider range of cyclists

IMPLICATIONS:

- » More road right-of-way is required for protected facilities than for painted lanes and sharrows
- » In some cases pedestrians are required to cross the facility to access transit and/or parked cars
- » Requires additional maintenance (curbs, planters, bollards and snow removal)

EXAMPLES OF BUFFERED CYCLING INFRASTRUCTURE



FEATURES:

- » More attractive to cyclists than painted bike lanes and sharrows
- » Provides more space between cyclists and automobiles without being wide enough to be mistaken as an automobile travel lane
- » Provides additional space for cyclists to pass each other without entering the vehicle travel lane
- » Less maintenance required than protected facilities

IMPLICATIONS:

- » Lack of physical barrier between automobiles and cyclists reduces safety for cyclists
- » More maintenance required than painted bike lanes and sharrows

EXAMPLES OF INTERSECTIONS

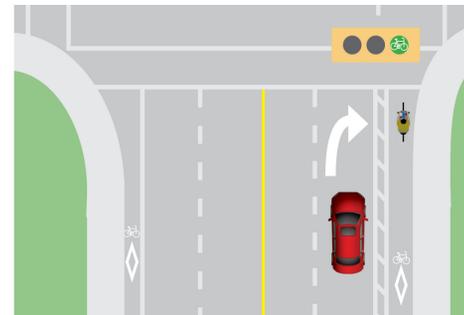
BIKE BOXES



Features:

- » Increases cycling efficiency by eliminating queuing in cycling lanes & allowing cyclists to start first
- » Reduces conflict points between cyclists and motorists during left and right turns
- » Increases the visibility of cyclists making left and right turns

CYCLING SIGNALS



Features:

- » Highlights the conflict point for vehicles and improves visibility of cyclists
- » Mitigates conflict between right turning vehicles and cyclists
- » Simplifies bicycle movements through complex intersections, promoting safety and awareness

HALF SIGNAL CROSSINGS



Features:

- » Provides greater surety that automobiles will stop
- » Creates gaps for cyclists to cross busy streets safely
- » Increases cyclist compliance with traffic controls

EXAMPLES OF PEDESTRIAN FACILITIES

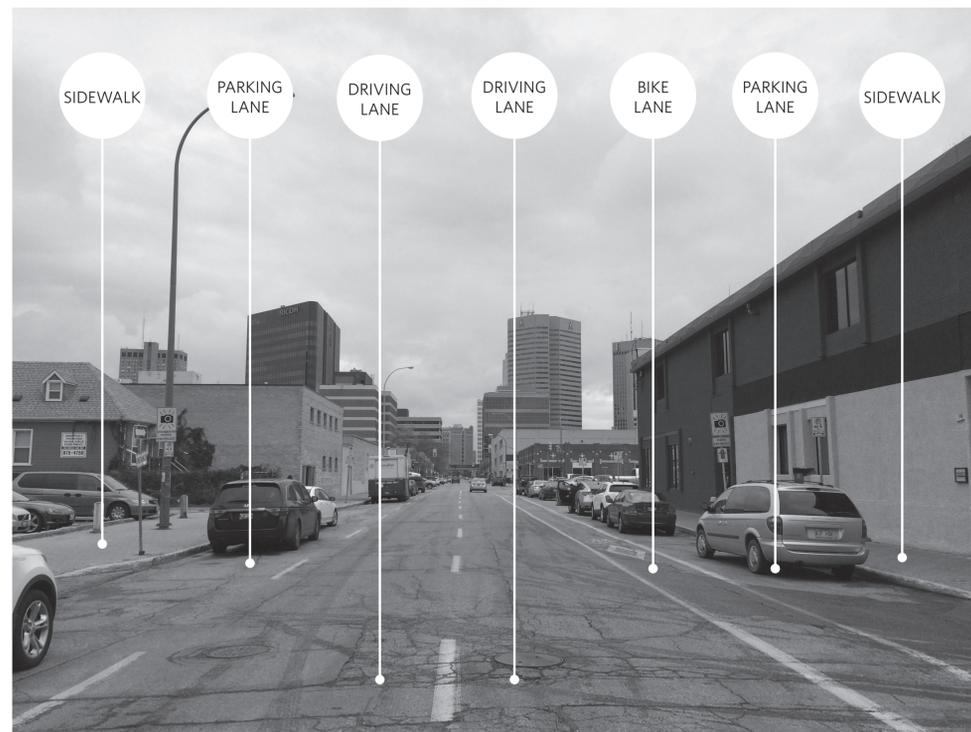
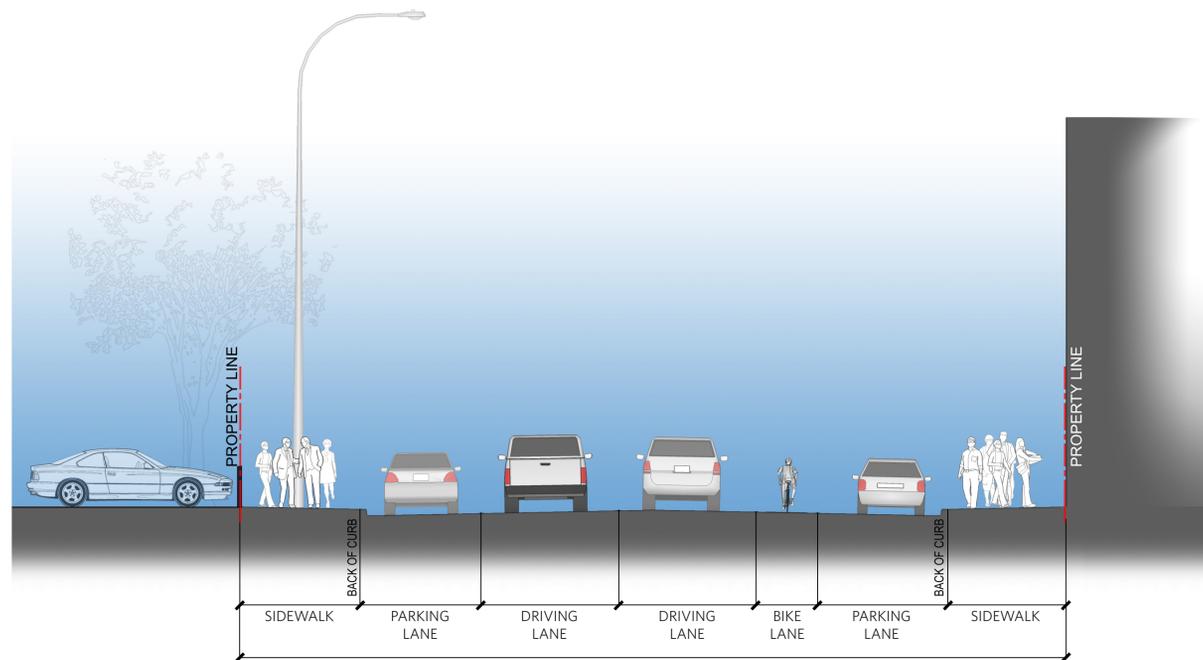


These examples contribute to a safe and comfortable pedestrian environment

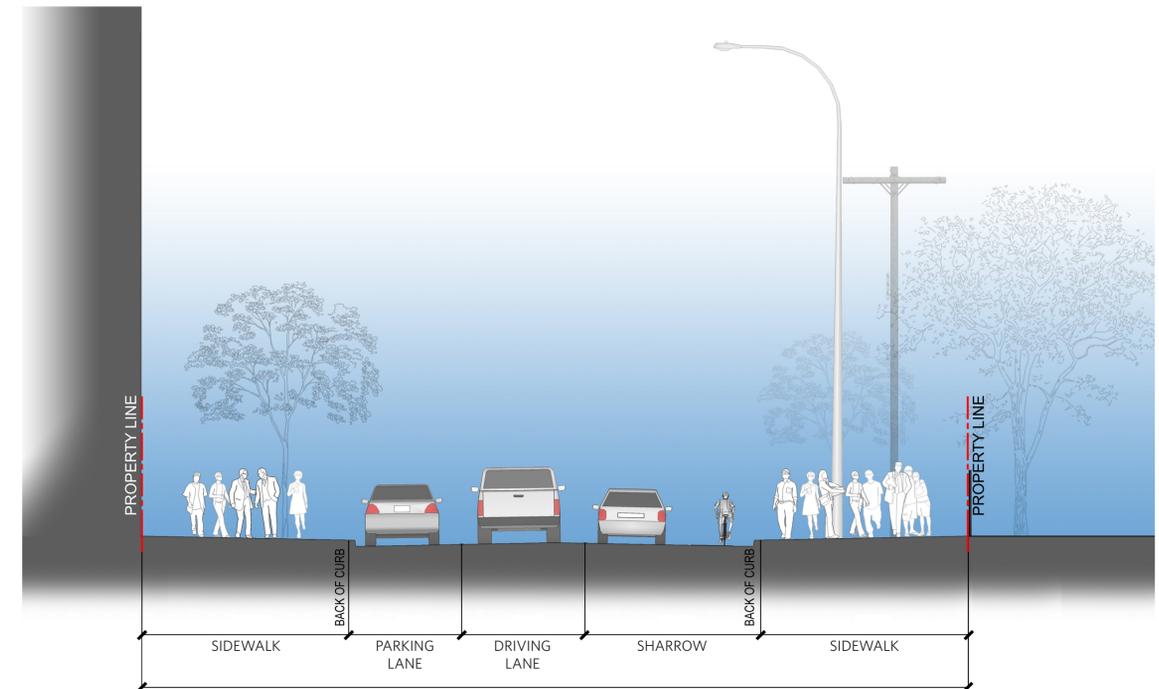


EXISTING ROAD CROSS SECTIONS

Fort St. North of Broadway - facing north

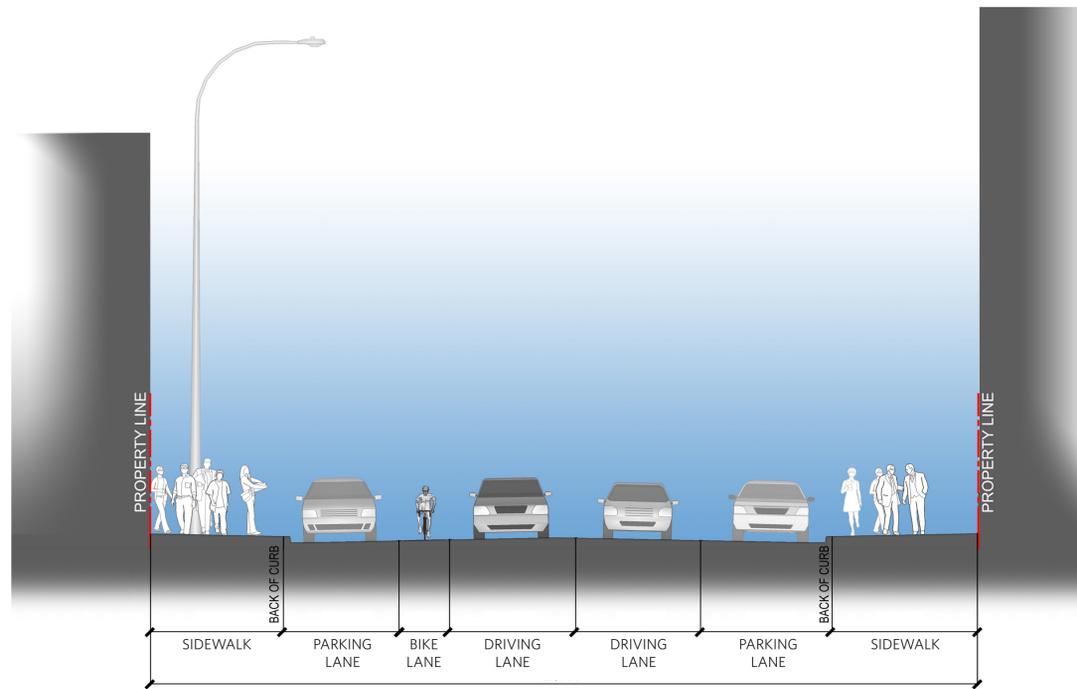


Fort St. South of Broadway- facing north

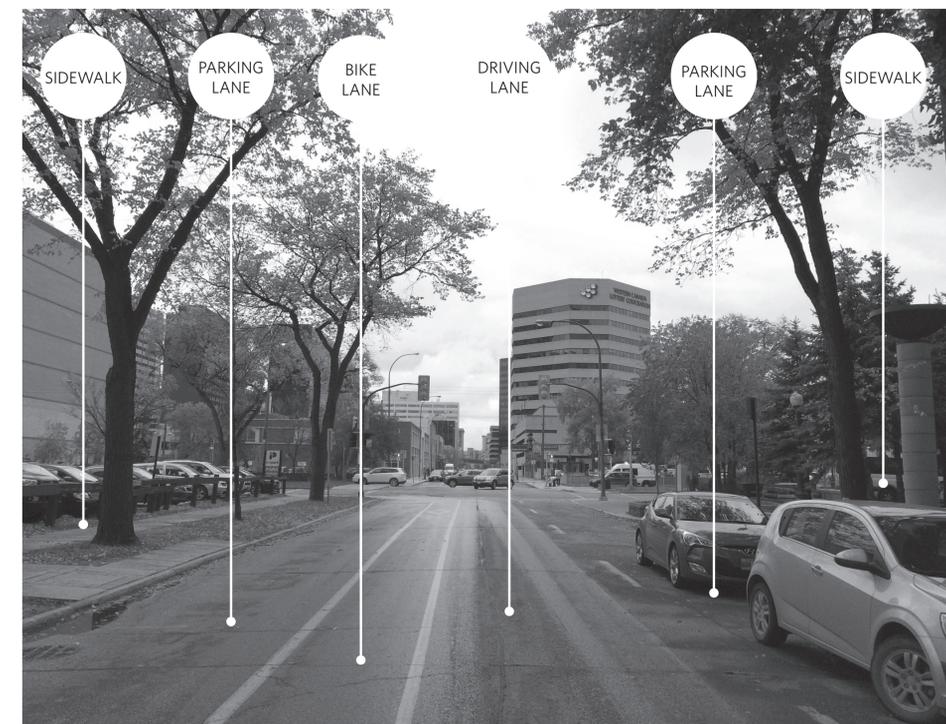
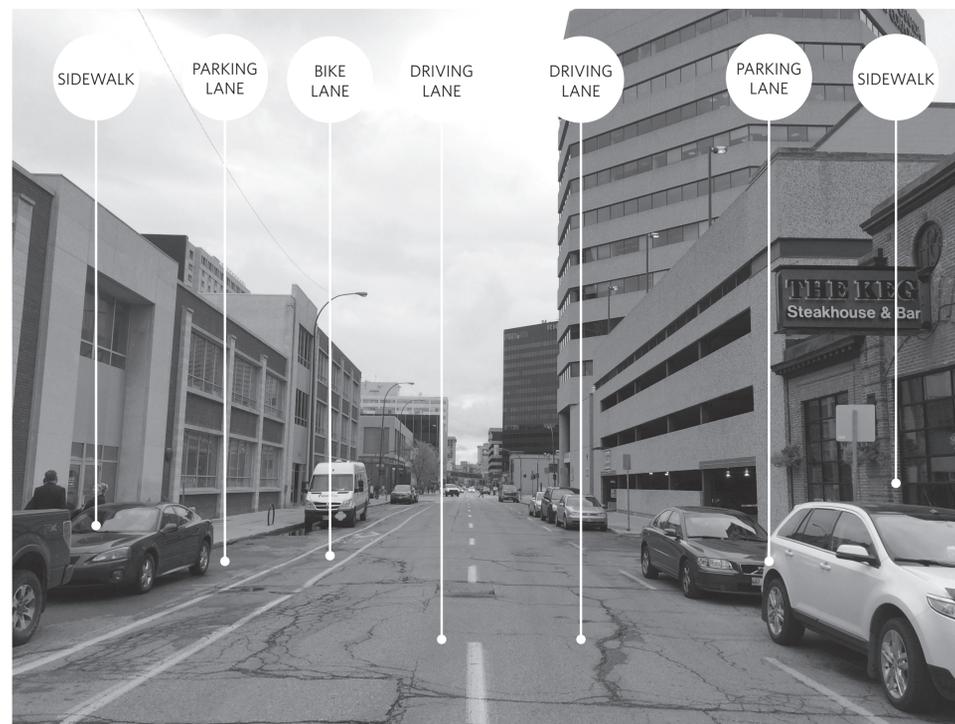
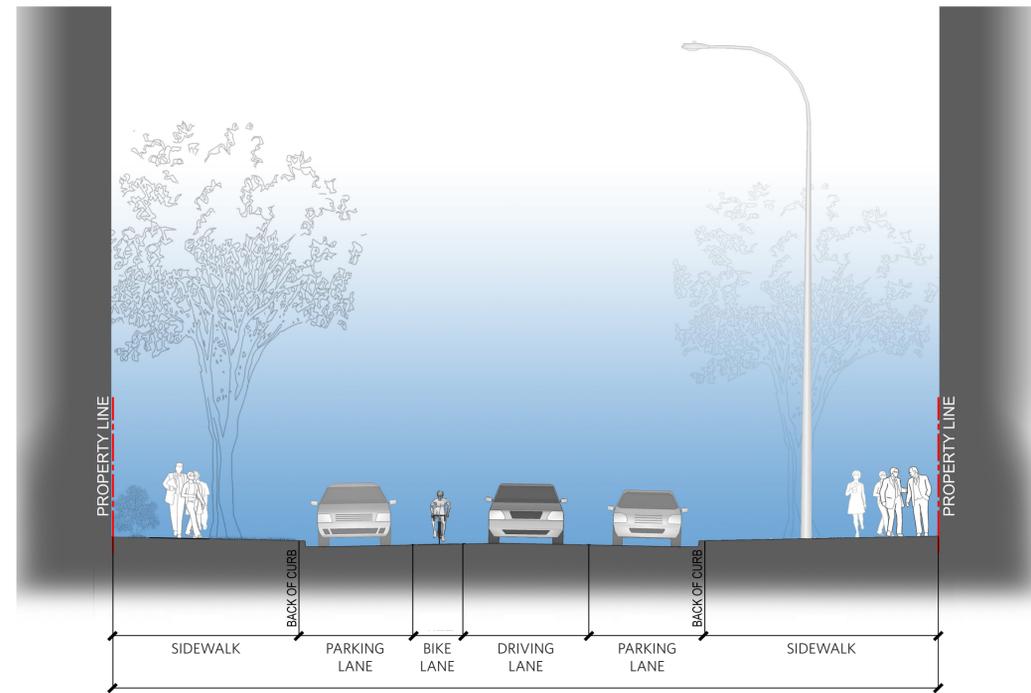


EXISTING ROAD CROSS SECTIONS

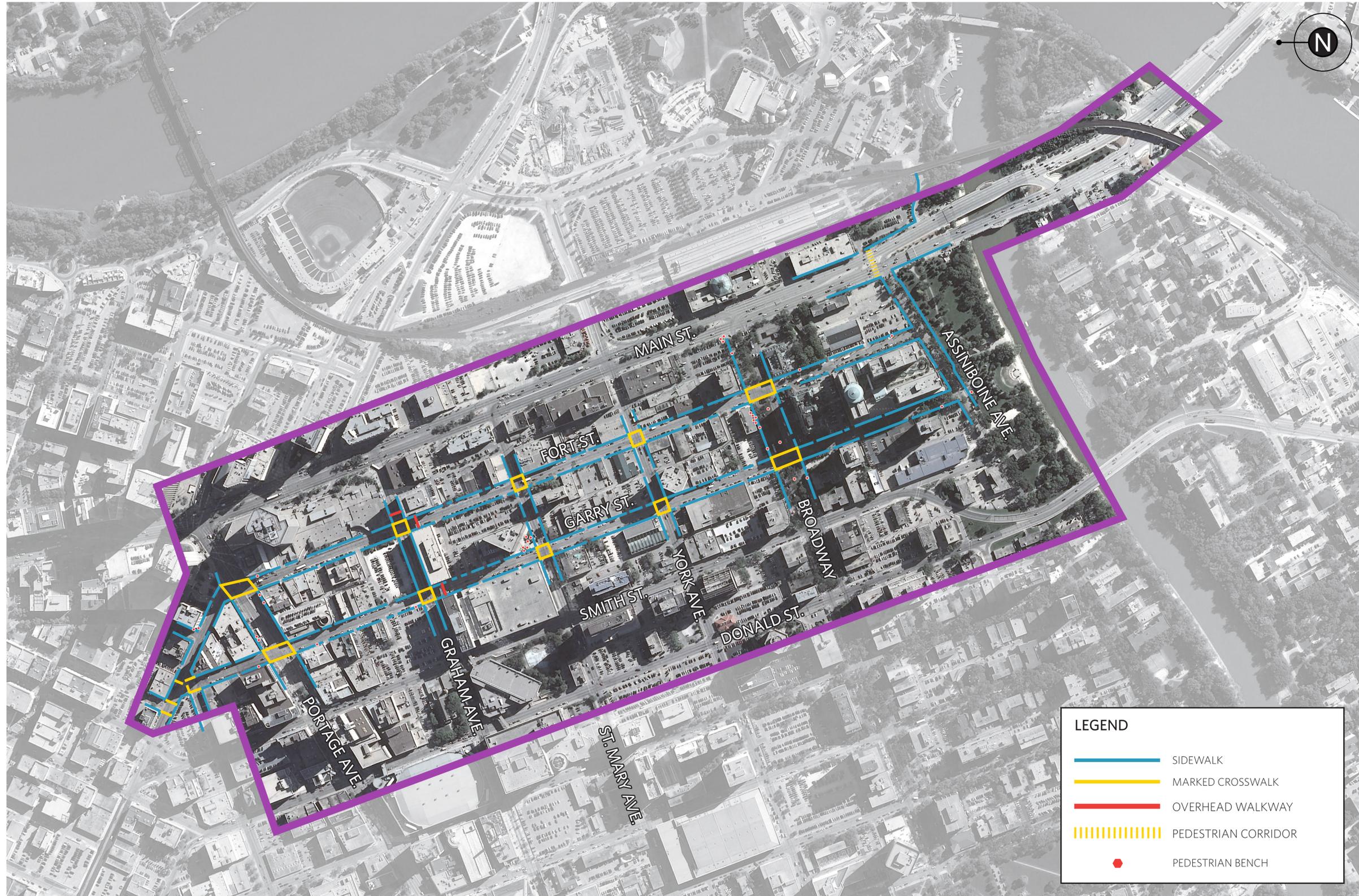
Garry St. North of Broadway - facing north



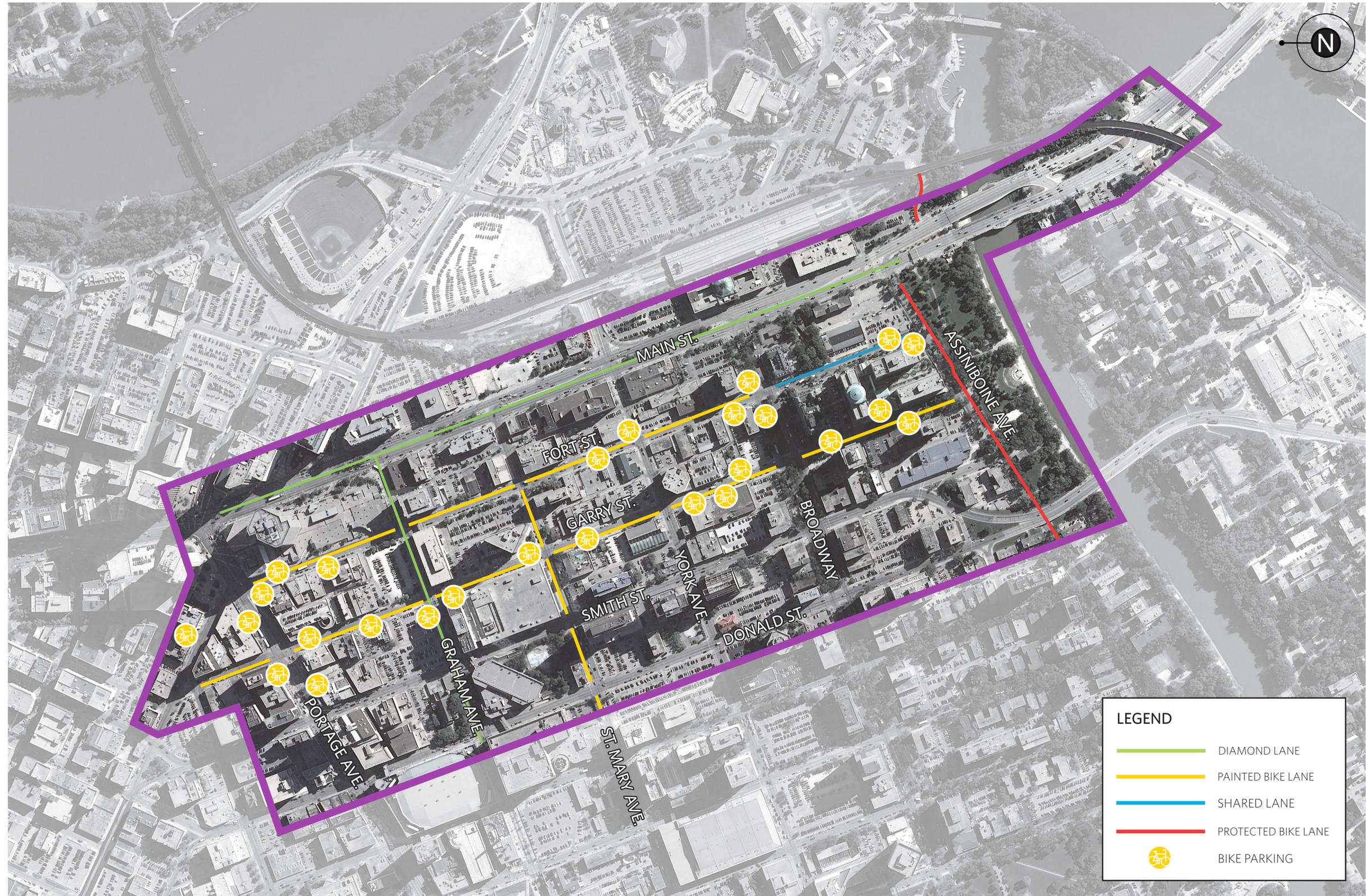
Garry St. South of Broadway - facing north



EXISTING PEDESTRIAN FACILITIES



EXISTING CYCLING FACILITIES



EXISTING TRANSIT USAGE



EXISTING ON-STREET PARKING & LOADING



EXISTING PARKING UTILIZATION

NOTES:

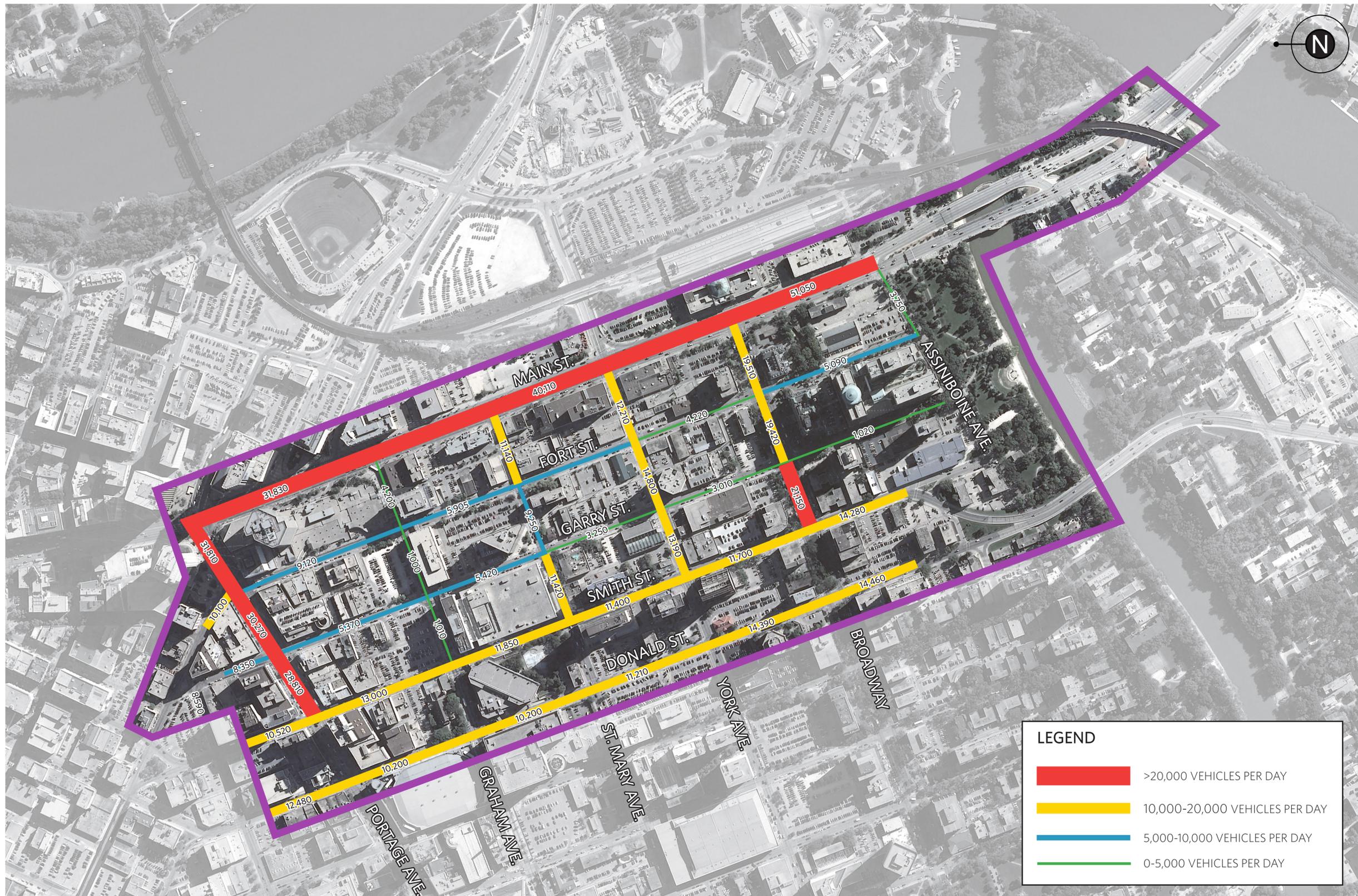
UTILIZATION IS BASED ON THE FOLLOWING FORMULA:

$$\frac{\text{ANNUAL TRANSACTIONS}}{\text{MAX POSSIBLE ANNUAL TRANSACTION}}$$

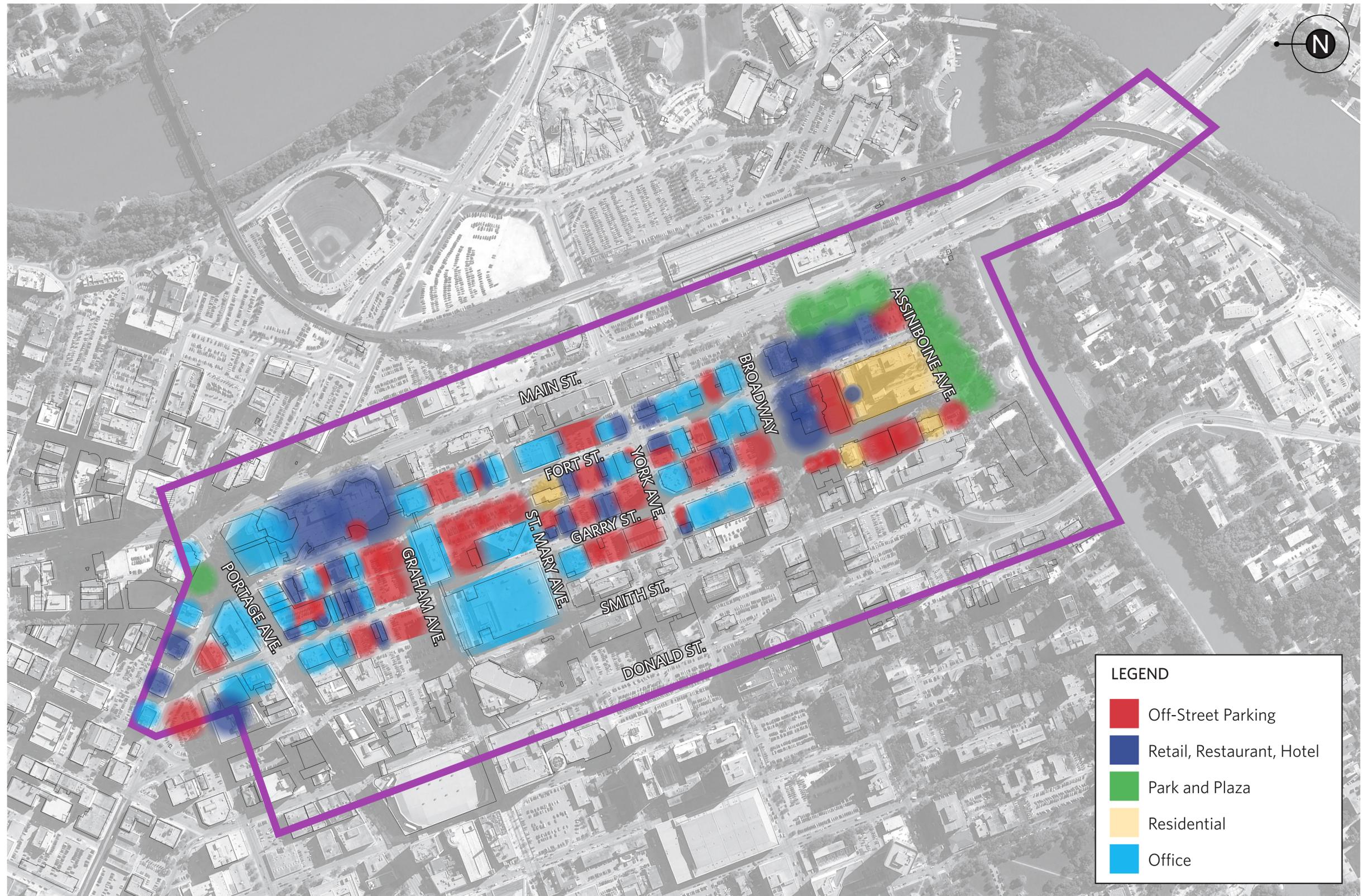
- BASED ON A DAILY AVERAGE
- UTILIZATION GREATER THAN 100% RESULTS FROM:
 - MORE VEHICLES USING SPACE THAN OFFICIAL LISTED CAPACITY
 - VEHICLES NOT STAYING FOR FULL TIME PAID FOR AND STALL BECOMES OCCUPIED AS SOON IT IS EMPTY



EXISTING TRAFFIC VOLUMES

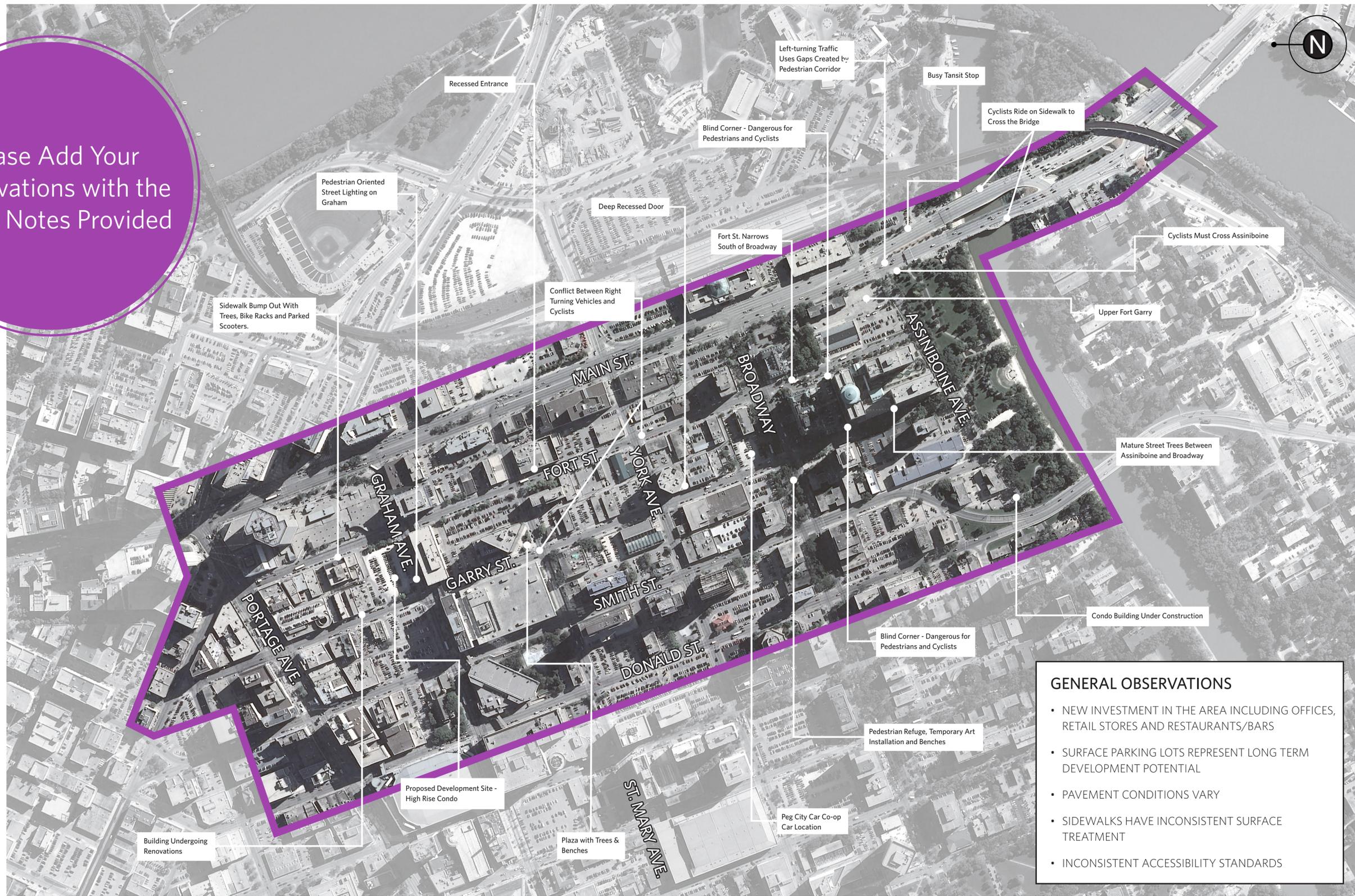


EXISTING LAND USE



OBSERVATIONS

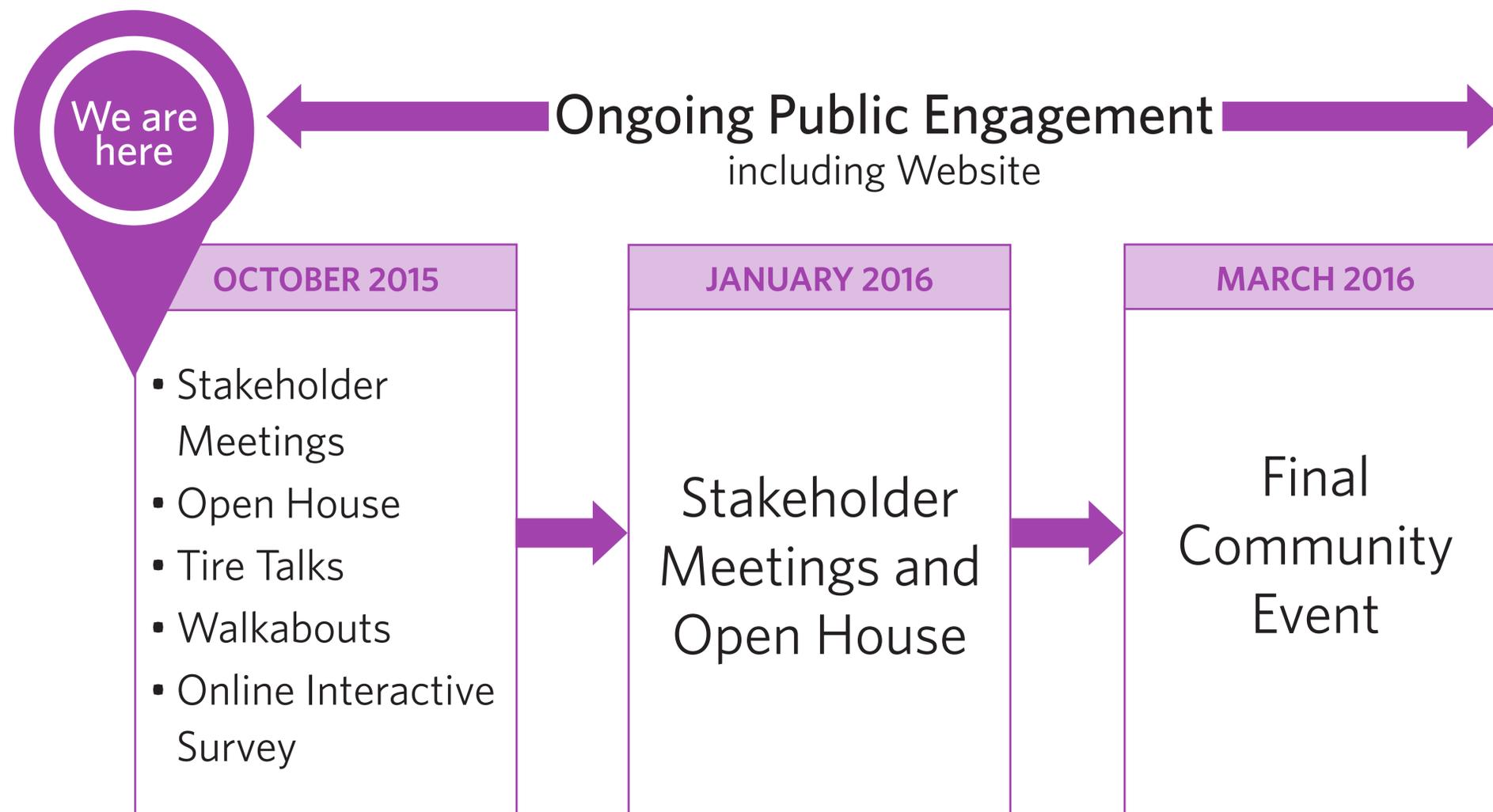
Please Add Your Observations with the Post-it Notes Provided



- GENERAL OBSERVATIONS**
- NEW INVESTMENT IN THE AREA INCLUDING OFFICES, RETAIL STORES AND RESTAURANTS/BARS
 - SURFACE PARKING LOTS REPRESENT LONG TERM DEVELOPMENT POTENTIAL
 - PAVEMENT CONDITIONS VARY
 - SIDEWALKS HAVE INCONSISTENT SURFACE TREATMENT
 - INCONSISTENT ACCESSIBILITY STANDARDS

HOW TO GET INVOLVED

Public engagement is a key component of this study and there will be several opportunities to provide input and ask questions throughout.



THANK YOU & PLEASE STAY IN TOUCH



On behalf of the Study Team, thank you for your attendance and participation.

To stay informed about the study process:

Please visit winnipeg.ca/walkbikeprojects where you can also join the email list to be notified about upcoming public engagement opportunities

Follow the City of Winnipeg on  (@cityofwinnipeg) and  (cityofwinnipeg)



Please provide your input prior to leaving at one of our computer kiosks