

**Winnipeg Walk Bike Projects**

**Downtown Public Open House #1 Summary**

December 2015

Submitted by:

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**Date:** October 20, 2015

**Time:** 4:00 – 7:00 p.m.

**Location:** Manitoba Children’s Museum (The Great Hall), 45 Forks Market Road

**Number of Attendees:** 73

## 1.0 Promotion

The Downtown Public Open House was promoted using several methods:

- 3,243 invitations were mailed to businesses, land owners and residents in the study area (Appendix D).
- Invitations were hand delivered to property managers and businesses along Hargrave Street and Carlton Street between Assiniboine Avenue and Portage Avenue.
- Email invites were sent to 119 stakeholders and they were also encouraged to share the invite with their networks.
- Advertised in the Metro on October 9-12, 2015.
- A public engagement news email advertising the Public Open House was sent out to 3,794 email recipients on October 9, 2015, and 3,806 email recipients on October 19, 2015.
- Downtown Tire Talks event which had over 60 visitors.
- City of Winnipeg press release and the City of Winnipeg’s social media accounts; Facebook and Twitter.

## 2.0 Public Open House Summary

A Public Open House was held on Tuesday, October 20, 2015, for the Downtown Bike Lane System Study. The Public Open House was part of the beginning of the public engagement process for the study. The Public Open House provided an opportunity for the public to meet with the study team and for the study team to learn about what is important to the public, before any specific plans are designed.

The goals of the Public Open House were to:

- Introduce the study.
- Discuss with the study team and other members of the project.
- Share any specific interests and/or concerns regarding the study.
- Encourage feedback through written and digital comments.
- Learn how to stay involved.

Participants were greeted at the entrance and given a brief introduction to the event. Display boards presented information about the study and encouraged participants to leave comments on the boards using sticky notes. Table maps with icons were used to capture location specific

input. Four computers were also set up to encourage participants to complete the online interactive survey. If participants were not comfortable using a computer, hard copies of the survey were also available. The results of the comments posted on the presentation boards (Appendix C) and maps (Appendix D) are detailed in Appendix A.

### 3.0 Key Themes

The comments recorded on the presentation boards and maps were collated and the following themes emerged along with a general statement about those themes:

- **Maintenance:** There is a desire for the bike infrastructure to be better maintained, especially to be cleared in the winter and cleaned of sand in the spring.
- **Physical Buffer:** There is a preference for physical buffers because drivers often dismiss the painted lines.
- **Bike Boxes:** There was a general positive interest in bike boxes, but there were some questions about how to use them, driver education, and how they are labelled.
- **Pedestrian Facilities:** There is a desire to improve the pedestrian facilities which include more countdown signals, landscaping, and safer crossings at driveways.
- **Existing Bike Lanes:** Sharrows were seen as being ineffective and also that the paint wears off too easily.
- **Construction:** There is a strong desire for a safe alternative for bike infrastructure when there is construction.
- **Bike Parking:** There is a need for more bike parking at key locations such as the library.
- **Norwood/Queen Elisabeth Way Bridges:** Users identified these bridges as being dangerous for both cyclists and pedestrians.
- **Connections:** There was an overall interest in better connections. Some bike lanes were seen as dead ending, and there are challenges with some of the major intersections.
- **Balancing Users:** There was a question of whether or not there is enough space for parking, bike lanes and vehicle travel lanes?



## Appendix A – Presentation Board and Map Comments

The following comments were noted on the following presentation boards:

### Connecting Downtown (Board 8)

- Securing year round river walk access would be incredible.
- Residential on the way for The Forks.

### Examples of Protected Cycling Infrastructure (Board 9)

- Necessary part of an active transportation plan to have these in high traffic areas, especially in downtown in rush hour.
- These are great but better cleaning/clearing of lanes are needed.
- Having the bus platform in the parking lane as on Sherbrook works well. See MASS DOT guidelines for a better, more accessible design.
- These [Calgary, AB example with green paint] are AWESOME.
- Concentrate on safe cycling for seniors.
- Ideally would limit cyclists need to slow on stop. In other words: allow people to keep riding continuously.
- Clear signage is important - there is a great deal of confusion for vehicles turning right on Sherbrook.
- Ensure there is enough width to meet demand, to allow for passing, and to allow for side by side riding.
  - >4 or 9 m for 2-way
  - >2.5 m for one way

### Examples of Buffered Cycling Infrastructure (Board 10)

- Physical dividers required or vehicles ignore the painted lines.
- Winnipeg drivers often ignore or don't notice bike lanes that don't have a physical (rather than painted) buffer. Especially in the winter.
- Is there more maintenance?

### Examples of Intersections (Board 11)

- Bike Boxes
  - I like these:
    - Cheap
    - Even without bike lanes
    - No one loses time or space
  - Bike boxes are great! But education needed for drivers who already have licenses - Winnipeg drivers already ignore pedestrian crossing lines.
  - Bike boxes & signals both sound fantastic!
  - Auto driver education please
  - What happens if I need to turn left and it's green?
  - Leery about these! Give bicycle turning signal lights ahead of vehicles.

- How are bike boxes labelled in the winter?
- Bike box Intersections so cyclists can be in front of cars.
- Cycling signals
  - How can protected bike lanes be carried through the intersection (to maintain the protection)? Can Dutch model be considered?
  - Makes good sense.
  - Cycle traffic signals are great. I used them in Europe.
- Half signal crossings
  - These are great, but lights must change faster!
  - I agree!
  - Yes - more crossings that don't pretend cyclists will push across. Should not have to, you'd never expect a car to.
  - The light at Osborne and Assiniboine takes way too long to turn green. This encourages crossing against the light.
  - Half signal crossings are way too slow. The wait to cross is way too long. It's faster to take alternate routes which defeat the purpose.
  - Regulating river height at this location would help.

### **Examples of Pedestrian Facilities (Board 12)**

- More of these [pedestrian countdown signals] please.
- Many of these are underutilized/not comfortably accessible at this time.
- We need to make sure that things like parklets, trees, and flowerbeds are included to help create great places to visit, not just to drive through.
- What do any of these have to do with walking as active transportation alternative.
- Need to re-design driveways ("private approaches" to highlight pedestrian right-of-way. Sidewalks should continue across driveways (and perhaps at other intersections).

### **Existing Road Cross-Sections (Fort Street) (Board 13)**

- Sharrows are completely ineffective in Winnipeg.
- Sharrows are a waste of paint. They create no new space for cyclists and make no difference in driver behavior.
- Sharrow really means nothing. But: where you paint, use decent paint!
- Biking up Fort -> sharrow isn't clearly marked - cars park on it. Feels like sharrow doesn't exist!
- City needs to ensure bike lanes painted early spring as difficult to see lanes.
- Use high quality durable paint for all lanes. (painting once instead of twice a year that is gone in a week).

### **Existing Road Cross-Sections (Garry Street) (Board 14)**

- Prioritize clearing of bike paths in the winter.
- Bike lane is blocked from here to Broadway due to evening rush hour. People ignore the lanes and completely block it so they can turn right.
- How do we know it is a cycle lane?

### **Existing Pedestrian Facilities (Board 15)**

- What is with that new park at Assiniboine and Main, has no access to Assiniboine from southwest corner, why?
- Bike lane shifts to the left when you get to the south side of Broadway. Unsafe! [Garry @ Broadway].
- Parked cars on Smith at Radisson Hotel - frequent pedestrian barriers - cars parked on sidewalk.

### **Existing Cycling Facilities (Board 16)**

- Southbound cyclist traffic @ Portage is a mess. Unsafe and should be a priority.
- Diamond lane @ Portage and Main southbound is Crazy. Bike has to sit in second right turn lane and hold up right turn traffic. Try it sometime.
- Sometimes it's easier to bike in one direction than it is making the return trip. For example, I find it easier to get to the Exchange than it is to head back to my work place at Broadway and Kennedy.
- Allow cyclists right turns on red. (Ellice turning on to Garry).
- How are bike lanes connected here [Norwood Bridge/Queen Elizabeth Way]? Are the sidewalks on bridges multi-use? Or if not, where does Assiniboine bike end?
- Vehicles block bike lane due to large amount of vehicles making right turns. Blockage goes all the way to back lane/parking lot entrance [Garry @ Broadway].
- Protected cycling infrastructure only works if there is a minimum of continuity. Allowing construction and maintenance vehicles & equipment to use it is unsafe. Blocking sections for years at a time is a bit of a joke, no?
- When construction closes a bike route there needs to be a safe transition off it to prevent accidents.

### **Existing Parking Utilization (Board 19)**

- What about bike parking?
- Some stands & racks are overcrowded every day.
- More bike racks would be great - hard to find a space by the Millennial Library for example.
- Consider parklets where parking utilization is low.

### **Existing Traffic Volumes (Board 20)**

- Fort & Garry can lose a travel lane without causing any problems.
- I won't go so far out of my way to get to path-alternative to Midtown Bridge.
- We need bike lanes on Donald and Smith. Links to bridges, not dead ends.

- I second this comment!

### Existing Land Use (Board 21)

- Winnipeg Square important destination (shoppers, drycleaner) not enough bike parking.
  - Second that.
- Mixed uses should be shown.
  - In particular, pedestrian oriented main floor uses (as destinations).
  - Fort Garry Place also office - generates lots of pedestrian trips.

### Observations (Board 22)

- Why are Fort + Garry truck routes?
- Only one efficient access point for cyclists to river walk → Assiniboine Avenue.
- There is a high number of pedestrians.
  - On sidewalks on bridges.
  - On e/s sidewalk Assiniboine to Fort Gibraltar.
  - Need to find a way to separate ped/cycle facilities in these contexts.
- All parks on Assiniboine are underutilized because of lack of draw.
- Motor vehicle drivers think bridge is bike path and sometimes menace cyclists on the street [arrow pointing to Norwood/Queen Elizabeth Bridge (QEW)].
- Lack of continuity in cycling infrastructure between Assiniboine Avenue & QEW bridge cycle track is frustrating.
- Water/snow/ice gathers under Midtown Bridge on Assiniboine Avenue.
- Crossing Main @ Assiniboine is hazardous for pedestrians too.
- Construction [on Assiniboine].
- Construction: Could there be policies regarding what happens if construction either blocks a bike lane or reduces space on street to make car passing bike unsafe?
- Construction should include bike lane. At least notice to cars that we're merging.
- Lots of bikes, no bike lane on Donald.
- Taxi pick-up/drop-off for The Pint.

### How to Get Involved (Board 23)

- If this is an "Open House on proposed bike lanes", where are pictures/maps/any information on the proposed bike lanes?
  - Because they are gathering suggestions from you before the design process.
- What are tire talks?

### Study Area Map

- Safety
  - Difficult left turn for cyclists on Fort turning on to St. Mary.
  - Yield radius = fast cars.
  - Pedestrian safety issues [north side of Main Street at York Avenue].
  - Vehicles pass cyclists on the left (wrong lane) when biking EB [Fort Street. and Assiniboine Avenue].

- Bike lane shifts to the left [South Broadway and Garry].
  - Vehicles ignore bike lane to turn right [North Broadway and Garry].
  - Busses & bikes scary to ride & cross Portage Avenue.
    - Agreed
  - Blind corner for pedestrians going north into Exchange [Ellice and Garry].
  - \*Bike lane on Hargrave ends @ Graham. Especially when events are at MTS Centre it's very busy and as a cyclist I don't feel super safe.
  - [sticker at York and Garry] - assumed same comment as Condition - road broken up at Robins Donuts.
  - Getting into and out of protected bike lane on Norwood Bridge is very dangerous southbound and inconvenient northbound. Especially needs attention for cyclists southbound on Main turning east on Marion!
  - Sticker at Norwood Bridge and Lyndale Drive.
  - Garry Street difficult to have a bike lane, vehicle lane, loading, and room for all users. How can you add bike lanes south of Broadway? Nothing against bikes
  - Crossing [Assiniboine and Main pedestrian crosswalk].
  - Dangerous intersection [Main and York].
  - Bike box needed @ Fort and Portage. Too many conflicts with bus stop, cars waiting to turn right because pedestrians crossing Portage Avenue.
  - Cars turning left from southbound Main often do not notice SB cyclists.
    - I second that, one of the most regular conflicts on ride to work for me is that intersection.
  - Frequently cars parked on sidewalk @ Radisson Hotel - difficult for pedestrians to pass [Smith @ south side Portage Avenue].
  - Narrow and busy roadway beside MTS centre [Donald Street].
  - A fast bike lane next to parking is a serious dooring risk on Garry south of York.
  - Poor location of crosswalk forces cyclists to cross in front of traffic on Assiniboine [Main and Assiniboine].
  - Even though there is a crosswalk, this is most dangerous point of my ride. How about a queued crossing on South Assiniboine to Forks? Like Osborne crossing. [Main and Assiniboine].
  - The bike separated lane is dangerous to use when you cross the bridge to get back on St. Mary's Road (on the diamond lane) because cars turn on Lyndall Drive.
  - Light @ Broadway and Main (going north) doesn't give pedestrians enough time to cross safely at present.
  - Light @ Broadway and Main dangerous with short yellow, cyclists still in intersection when pedestrians start to cross. Also, cabs regularly park in the middle of that intersection.
  - Scramble type intersection would be great at Main and Broadway. It is death for pedestrians. Extremely wide and somebody in a car is always trying to turn.
  - A hook turn on NB Main @ St. Mary would greatly improve left turns off Main onto St. Mary.
- Condition
- Exit from Robins Donuts is broken up. Very treacherous for walking [Garry Street].
  - Pedestrian underpass terrible; pigeon droppings, splashing by cars, poor pavement.

- Agree!
- Aesthetics
  - Liven-up landscaping in the median [Sticker at Broadway between Main Street and Fort Street].
- Amenities
  - Shared sidewalk [east side Main Street @ Assiniboine].
- Connections
  - [Sticker at Main Street and York Avenue].
  - Bike path & crosswalk need to flow. High traffic area. Crossing should be elevated changed to allow bikes, pedestrians and cars to flow freely [arrow pointing to Main and Broadway pedestrian crossing].
  - Broadway @ Fort - lights are slow/not synced well. I avoid by turning onto Smith then right on to York then left on to Fort.
  - Keep routes direct, minimize any delays at intersections.
  - Connection to Arthur/Exchange District difficult [Garry @ Notre Dame].
  - Connection sticker at QEW Bridge and riverwalk.
  - S/B at underpass at Bridge north of River. May require upgrading section of riverwalk or additional section of trail to stay dry. Would reduce crossings at Assiniboine Avenue.
  - Assiniboine @ Main Street to The Forks needs a connection. We're ending up on the sidewalk.
  - Assiniboine to Millennium Library - getting there on bike with kids not easily done. Would like safer connection I can take my 6-year old on.
  - Access to Churchill Drive path from Main Street.
  - Southbound Main @ Portage diamond lane for bikes is in second right turn lane with a timed traffic light allowing turns before straight means cars waiting to turn stuck behind bikes going straight.
  - Will there be anything north side to tie into bike lanes already in Exchange, e.g., to get to HSC? Bannatyne/McDermot bike lanes? [Portage and Fort].
    - I second that!
  - Lack of continuity between Assiniboine cycle track and the Forks makes a mockery of cycle friendly infrastructure.
    - Agreed!
  - Shared sidewalk cycle traffic going both ways to connect with Forks [west side QEW Bridge].
  - We need connection to Main Street along St. Mary and York to connect to The Forks.
- Pedestrian
  - Make more inviting to pedestrians (wayfinding, etc.) [sticker at Broadway and Main].
  - Same pedestrian underpass comment as condition.
  - Traffic on Broadway and Fort (4 pm – 5:30 pm) very congested for pedestrian crossing despite change of lights.

- Seniors need adequate time on crossing lights to walk across wide streets like Main Street.
- Pedestrian sidewalks along streets have steep slopes - treacherous in winter.
- Pedestrian (senior) - Brick surface in sidewalks can be difficult to walk on as it becomes uneven - some styles are very slippery in winter.
- Push button does not reset when already pushed by a previous crosser [Main @ Assiniboine crossing].

➤ Other

- No infrastructure on Smith or Donald means we need some.
- Parkade with private bike parking (215 Garry).
- Signal issue - traffic lights @ William and King confusing. Need turn signal.
- Please mark cycling detours when construction blocks the route.
- It would be great to be able to cycle west down Assiniboine to Osborne on the one way road.
- When there is no vehicle traffic and a long red light, it would be nice to have a cyclist push button in a convenient location so we don't have to push the pedestrian button.
- Want Assiniboine to stay as two lanes for vehicles.
  - Disagree!
- Assiniboine Cycle Track - cars still drive into cycle track (westward).
- Fort Garry Place has no visitor parking or on-street parking.
  - Do not add cycle track by removing parking lane
  - Many seniors in this block and need vehicle lanes and good sidewalks
  - Bike paint is poor
- Cycle track curb too low to see.
  - Lighting needs to be improved around this area
- Access out of Fort Garry Place parkade onto Assiniboine.
  - Traffic from Main
  - Design of curbs - takes too much lanes from vehicles
  - Snow embankment too high also
  - Nothing against bicyclist
- Bridge [arrow pointing to parking lot north of Assiniboine and Main pedestrian crossing].
- Turning right Fort to Broadway need to:
  - Watch cyclists
  - Educate drivers on turning movements when you have a bike lane
- Sidewalk narrows at points here - very busy during morning commute.
  - Wide sidewalk at bus stop would be appreciated [Graham between Fort and Garry]
- Need bike parking.
- Issue with parkade merging onto Fort just as current bike lane ends.
- What about Donald and Smith? Why are you not proposing lanes on these streets?
- Bike lane moves left to right, putting cyclists in danger due to conflict with traffic [Fort and Broadway].

- Is this bridge [QEW] crossing southbound shared use or not? Assiniboine bike lane is pushed out onto sidewalk eastbound, but are bikes allowed there, and if so, how far?
- The two-way cycle track leading up to Main St. from The Forks is fabulous. Thank you whoever designed that.

## **Appendix B – Hard Copy Survey**



**DOWNTOWN BIKE LANE SYSTEM STUDY**  
**PUBLIC OPEN HOUSE OCTOBER 20, 2015 COMMENT SHEET**

**RANKING**

*Please rank your top three priorities for Fort Street and Garry Street*

<input type="checkbox"/>	On-street parking and loading zones
<input type="checkbox"/>	User safety and comfort
<input type="checkbox"/>	Comfort as a pedestrian
<input type="checkbox"/>	Safe cycling environment
<input type="checkbox"/>	Connections to amenities
<input type="checkbox"/>	Accessibility for all users
<input type="checkbox"/>	Transit access and service
<input type="checkbox"/>	Vehicular traffic flow
<input type="checkbox"/>	Other:

**Additional comments:**

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## PREFERENCES

*Place a checkmark beside the option that best represents your personal preference*

**PARKING & LOADING IMPACTS [Choose one]** *Which option best represents your personal preference?*

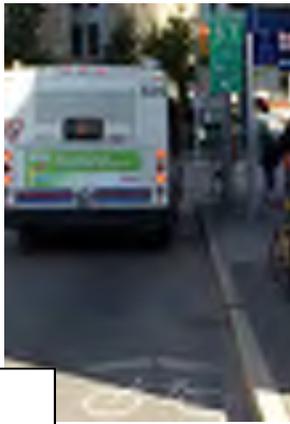


Maintain as much on-street parking and loading as possible



Provide space for painted buffers or traffic separators

**TRANSIT STOPS [Choose one]** *Which option best represents your personal preference?*



Transit stop in the bike lane; cyclists have the option to wait behind the bus or overtake on the left



Transit stop outside the bike lane; cyclists must stop and yield to passengers getting on and off the bus



Bike lane to travel around the transit stop; cyclists can continue when the bus is loading/unloading



**LEFT-TURN OPTIONS [Choose one]** Which option best represents your personal preference?



No cycling-specific intersection markings



Left turn 'bike box' for cyclists making a vehicular-style left turn



Two-stage 'bike box' to help cyclists make a two-stage pedestrian-style left turn

**CYCLING COMFORT [Choose one]** Which option best represents your personal preference?



Only cycle on bike lanes separated from traffic



Comfortable cycling in traffic on almost any road without bike lanes



**TYPE OF SEPARATION [Choose one]** Which option best represents your personal preference?



Paint only; cyclists can enter/exit anywhere but are vulnerable to car traffic



Buffered bike lane; cyclists can enter/exit at fewer locations but cars are discouraged from entering



Bike lane separated by parking; horizontal separation from through traffic; cyclists can enter/exit at fewer locations but are vulnerable to illegal car parking



Bike lane separated by a raised curb; physical separation from through traffic or parking; cyclists can enter/exit at fewer locations and cars are blocked from entering

**Additional comments:**

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Is there anything else you would like to tell us?

Seven horizontal lines for text input.

Please answer the following questions to help us understand your input better

How did you learn about today's Public Open House? (check all that apply):

- Newspaper advertisement
- City of winnipeg website
- Newsletter
- E-mail invitation
- Facebook
- Twitter
- Other: \_\_\_\_\_

Age

- Under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75-84
- 85 and above

Gender \_\_\_\_\_

First 3 digits of your postal code \_\_\_\_\_

What is your primary mode of transportation?

- Cycling
- Walking
- Public transit
- Driving

Thank you for taking the time to help us better understand what is important to you.  
We appreciate your valuable input!



**Appendix C – Presentation Boards**



# WELCOME



## Downtown Bike Lane System

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



### PUBLIC OPEN HOUSE



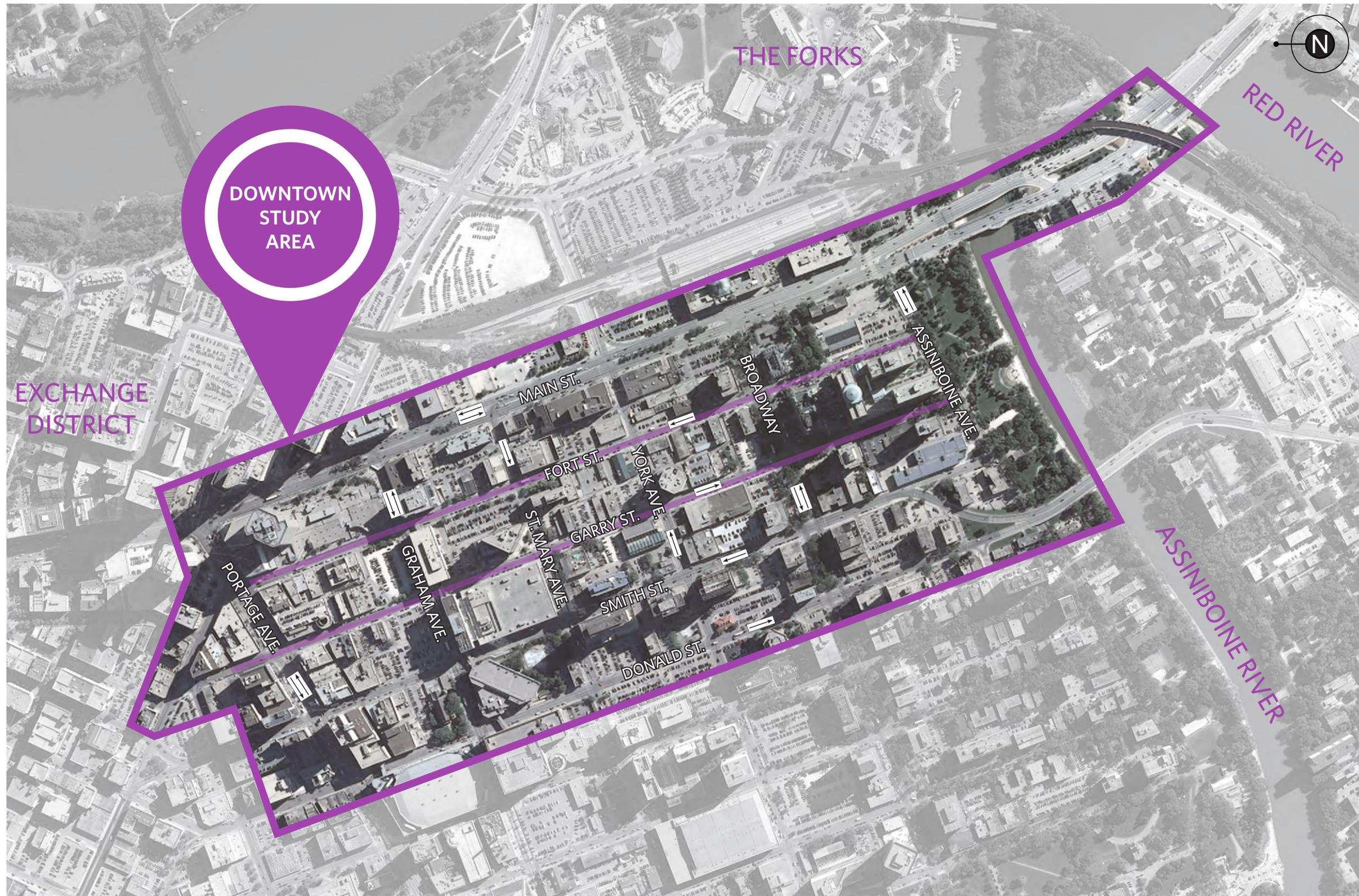
# OPEN HOUSE GOALS

- » 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:



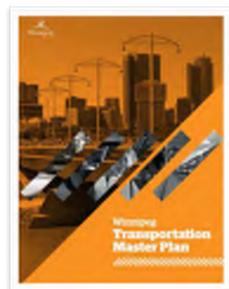
» ***OurWinnipeg*** guides the physical, social, environmental, and economic growth and development of our city over the next 25 years. The document outlines the importance of enabling walking and cycling for all Winnipeg residents as a direct way to improve social, environmental and economic sustainability.



» ***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.

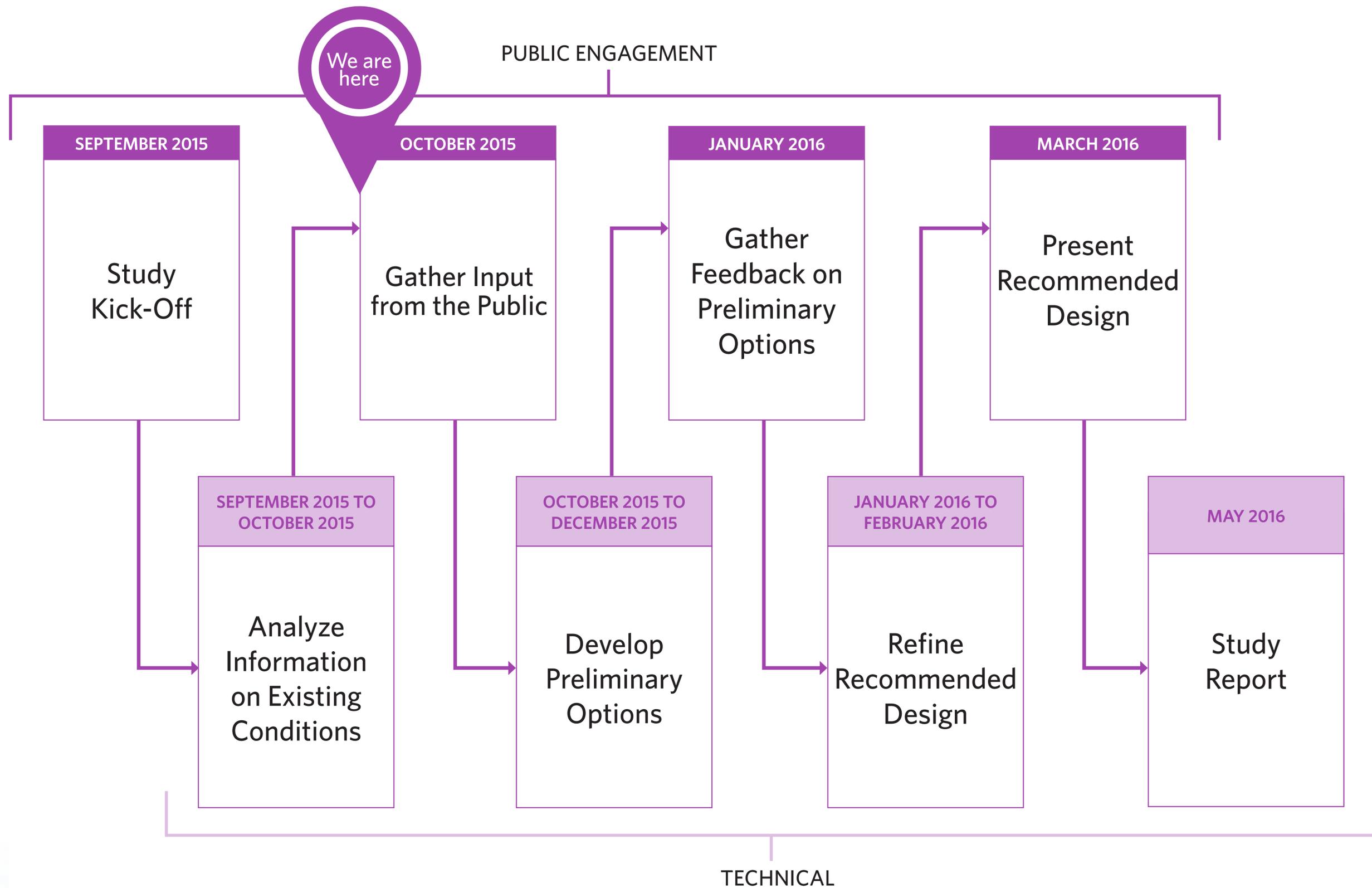
## DOWNTOWN BIKE LANE SYSTEM

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

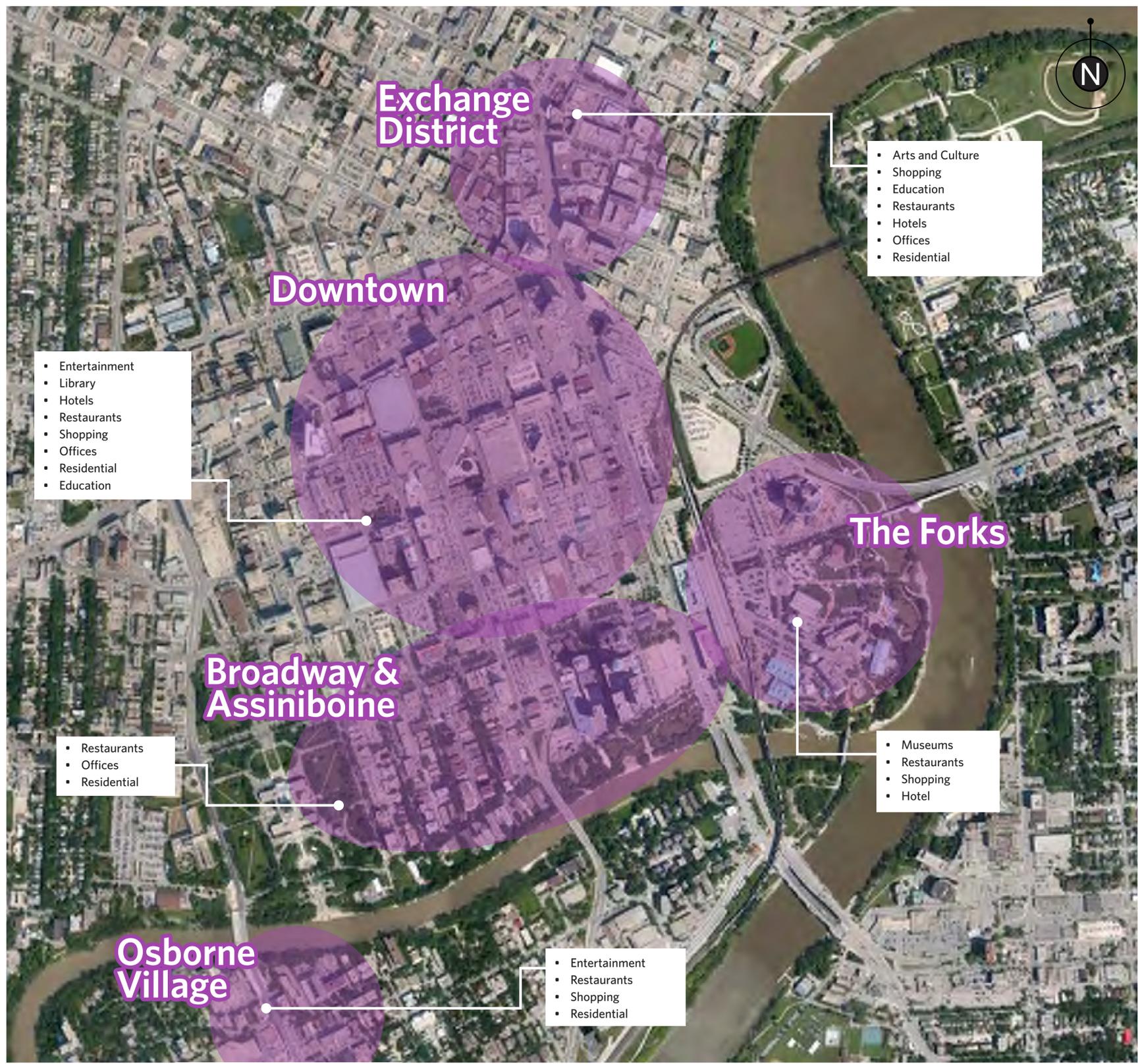
# STUDY GOALS

- » 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



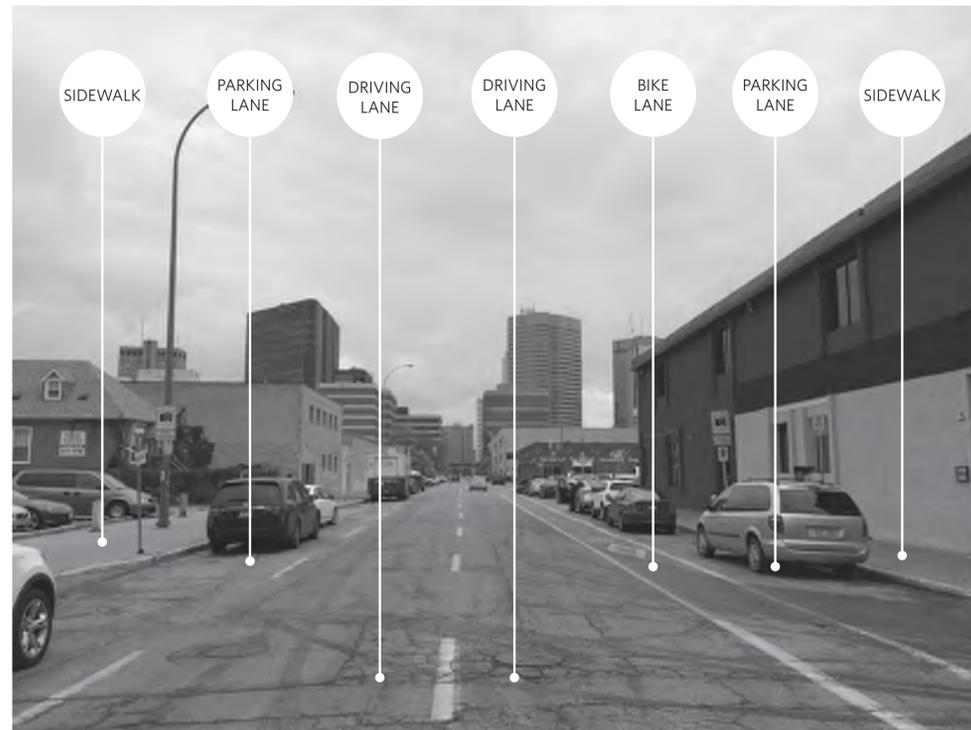
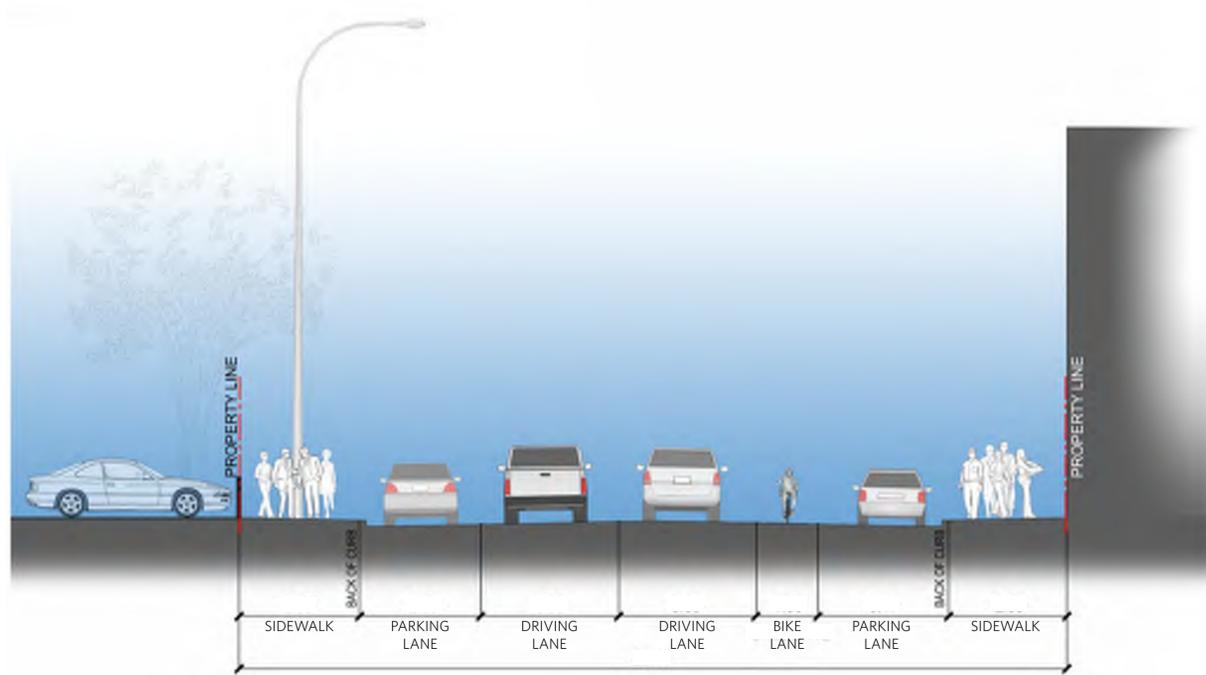
These examples contribute to a safe and comfortable pedestrian environment



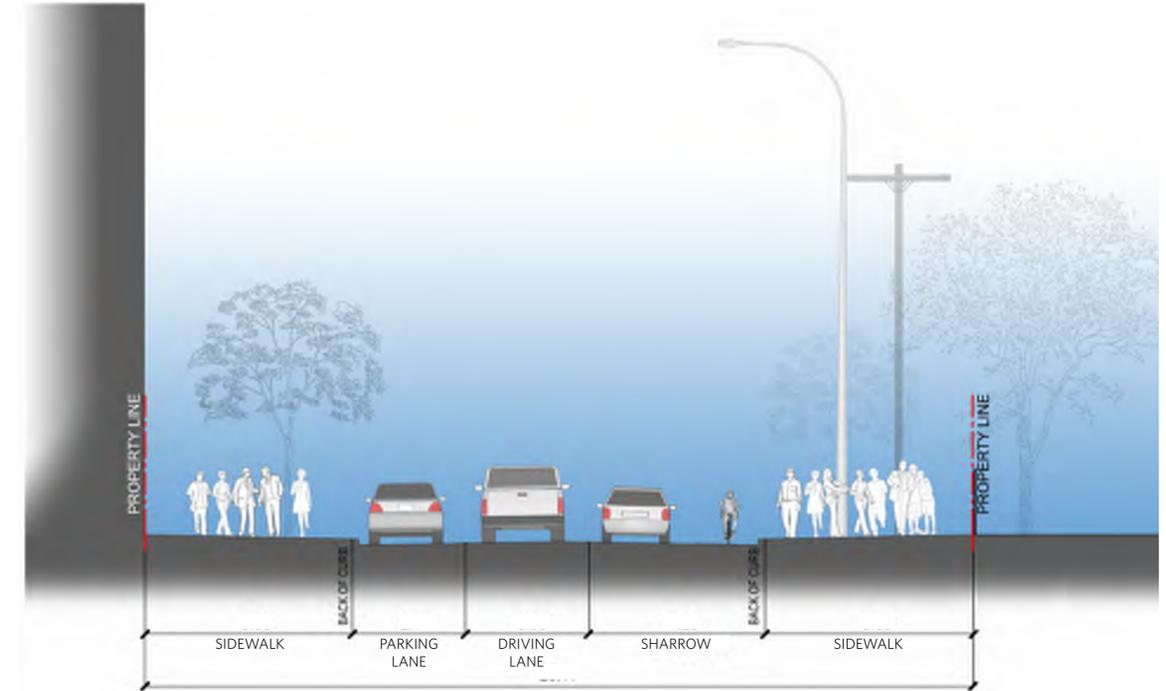
# EXISTING ROAD CROSS SECTIONS



Fort St. North of Broadway - facing north

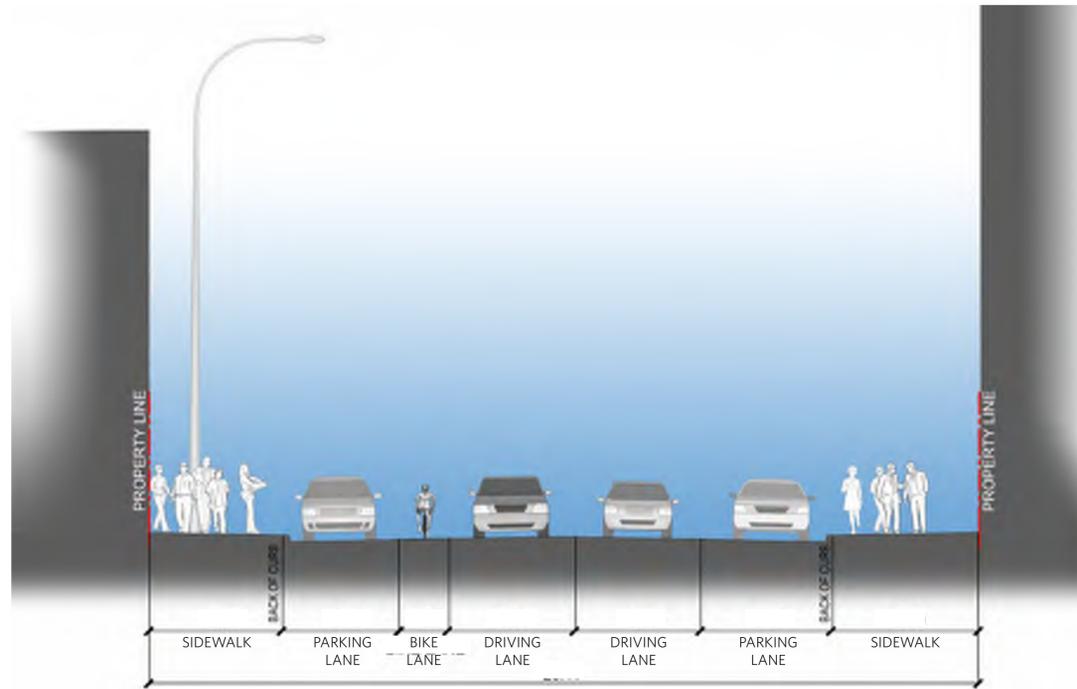


Fort St. South of Broadway- facing north

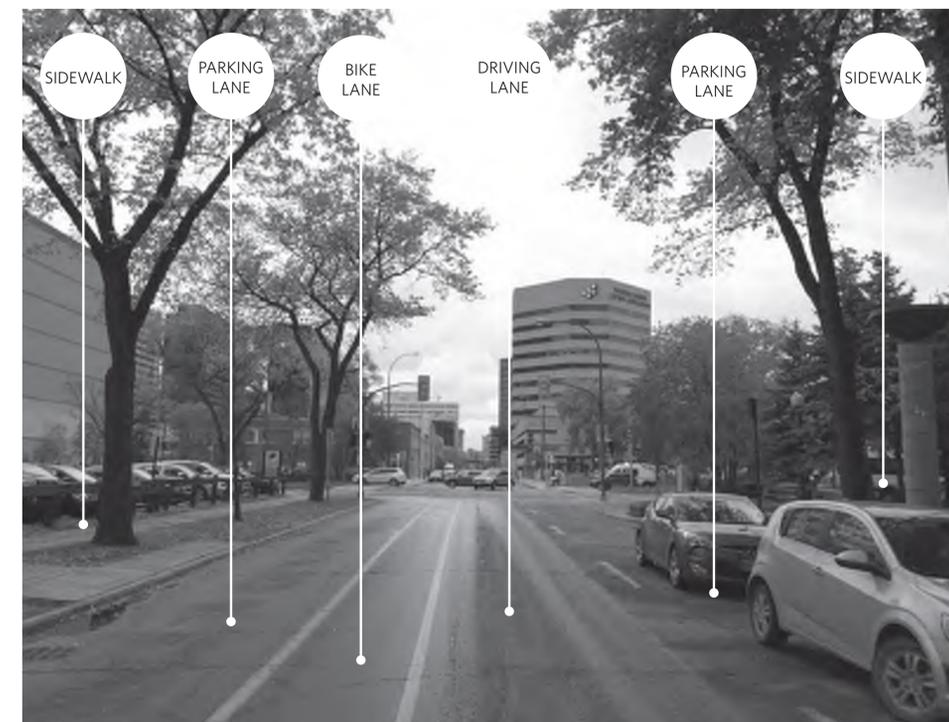
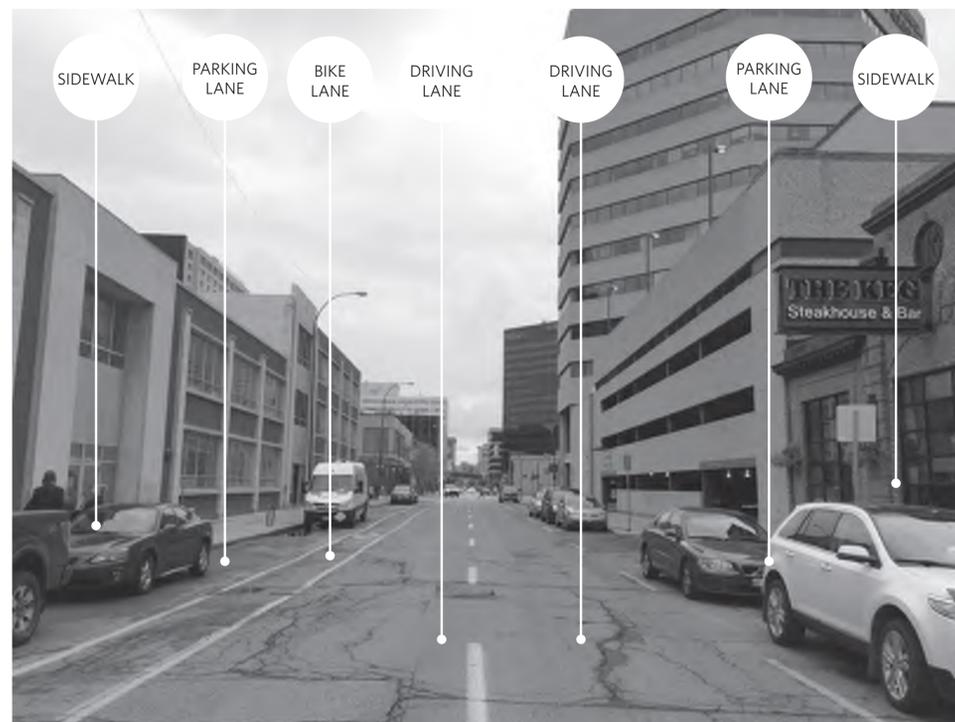
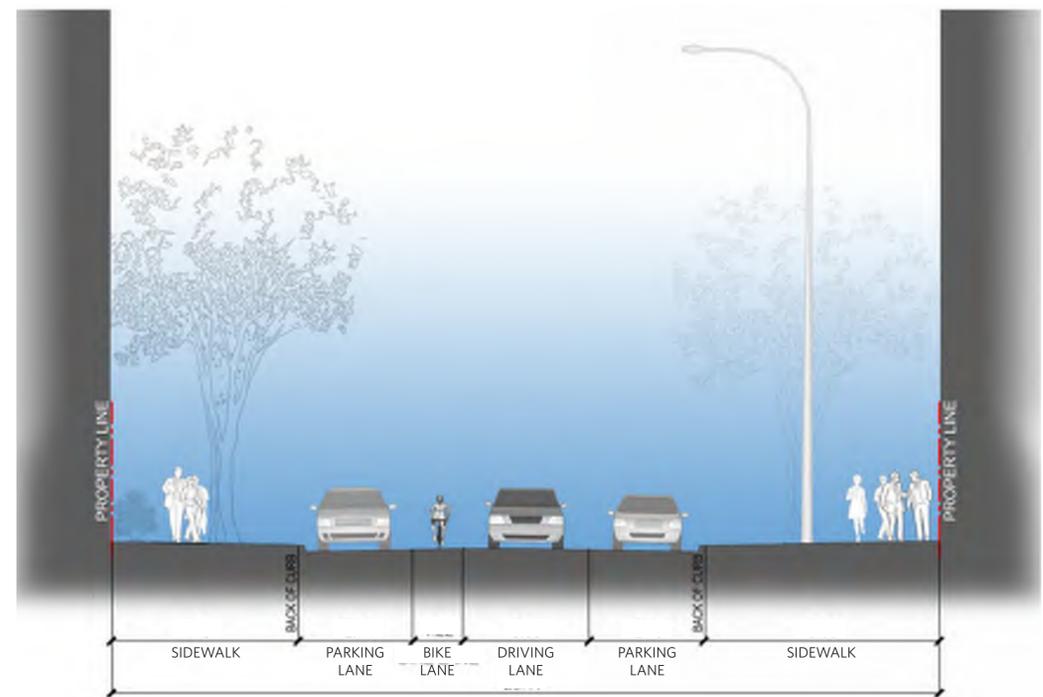


# EXISTING ROAD CROSS SECTIONS

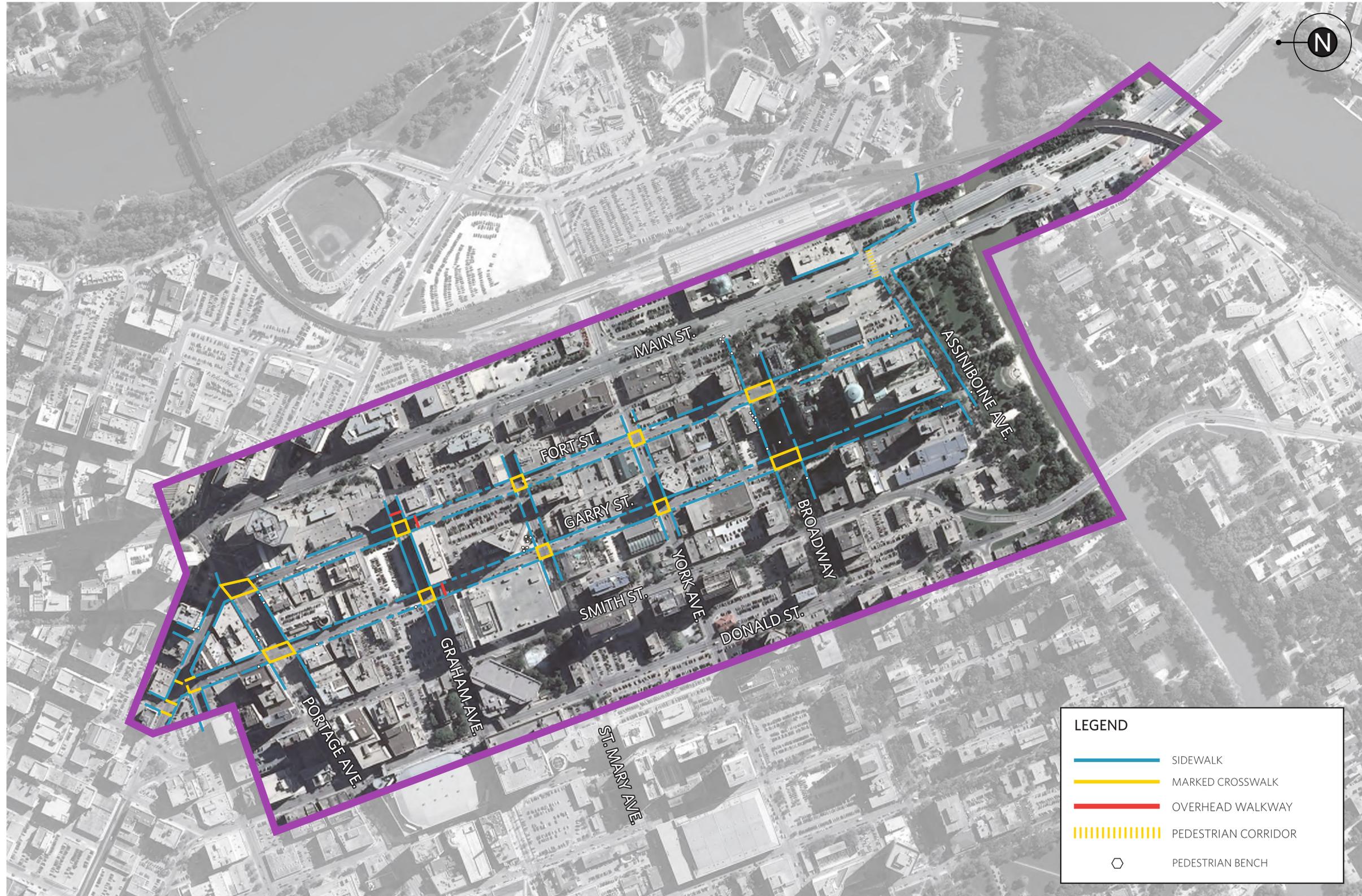
Garry St. North of Broadway - facing north



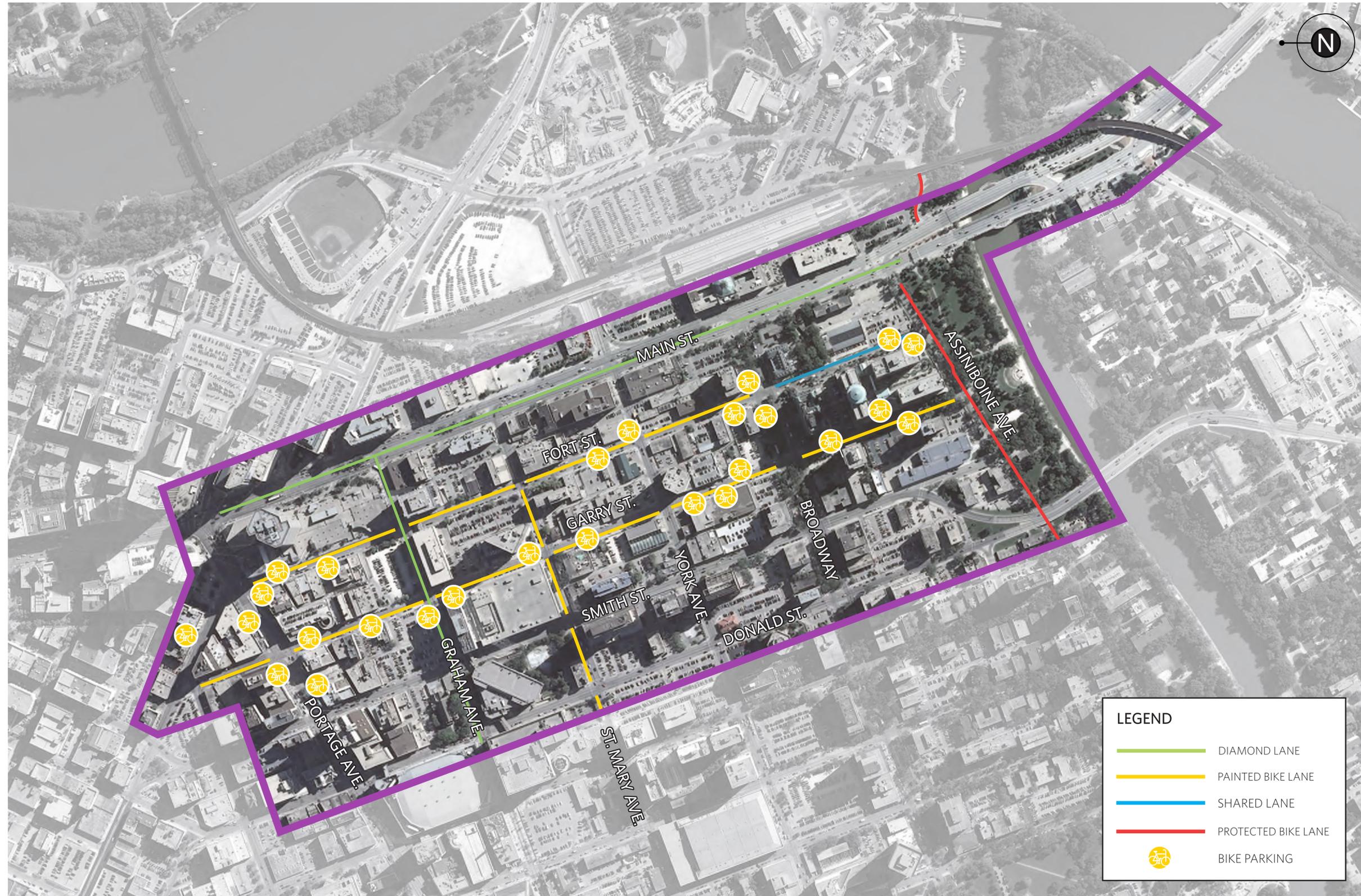
Garry St. South of Broadway - facing north



# EXISTING PEDESTRIAN FACILITIES



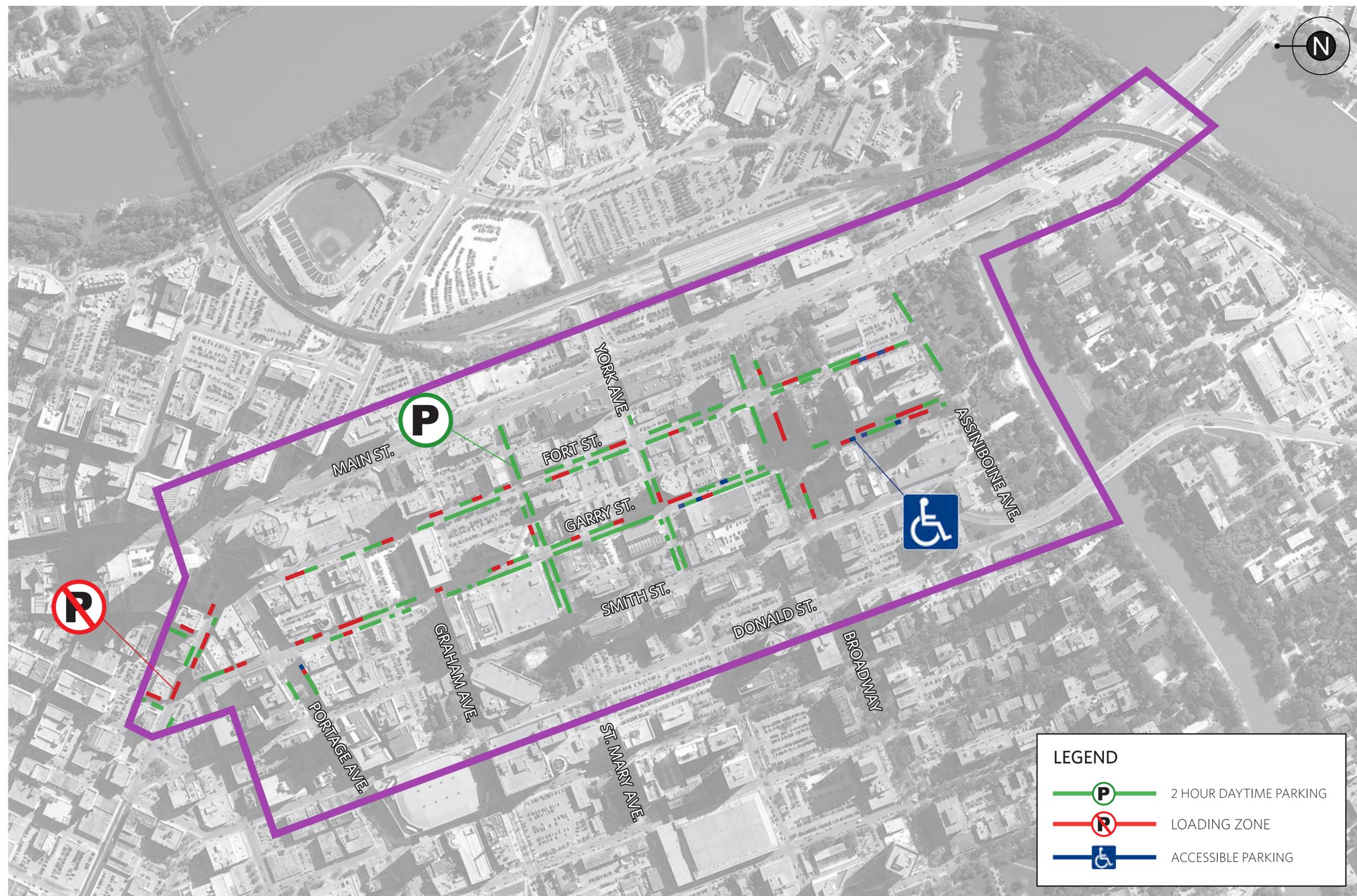
# EXISTING CYCLING FACILITIES



# EXISTING TRANSIT USAGE



# EXISTING ON-STREET PARKING & LOADING



# EXISTING PARKING UTILIZATION

**NOTES:**

UTILIZATION IS BASED ON THE FOLLOWING FORMULA:

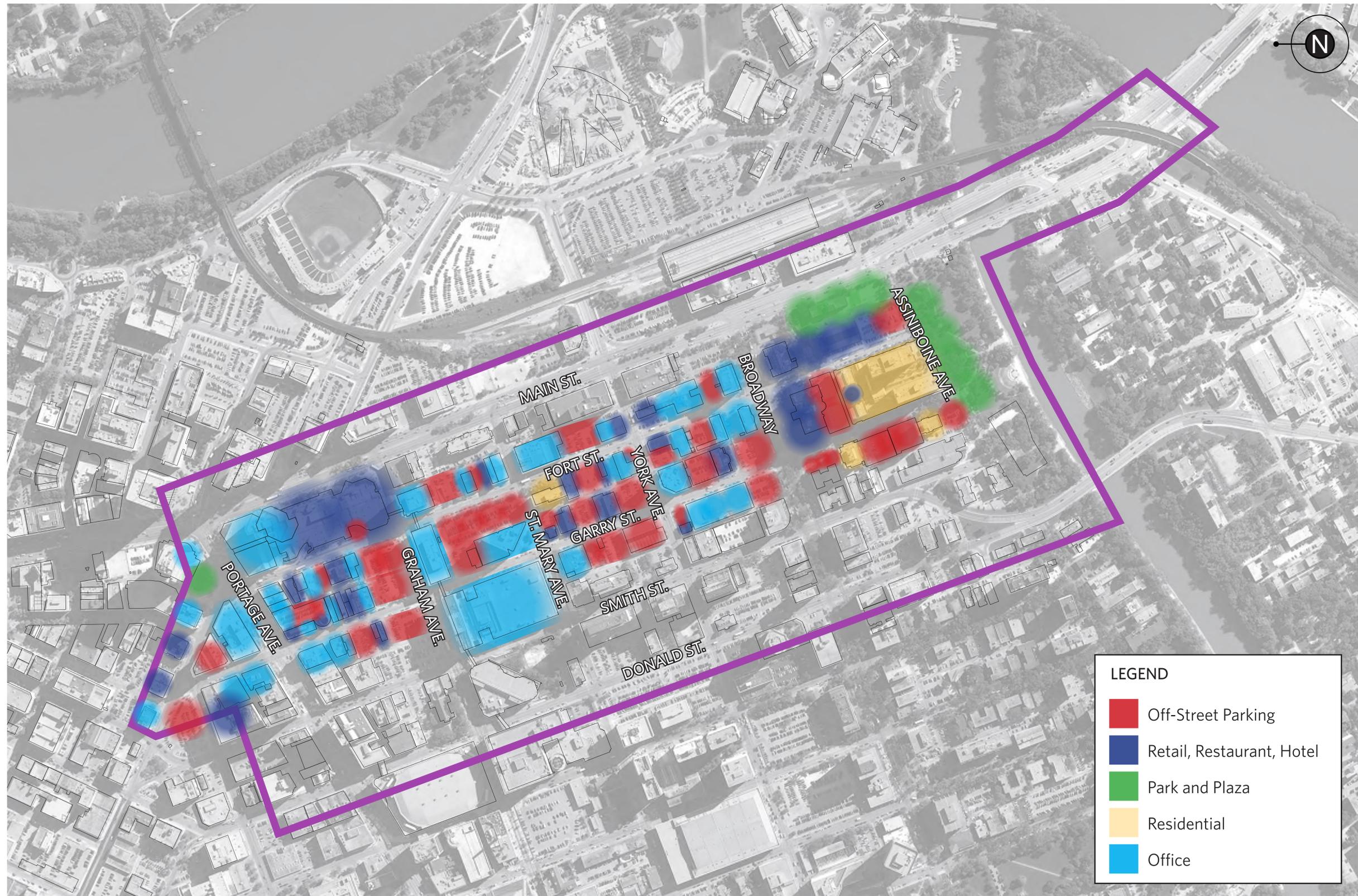
$$\frac{\text{ANNUAL TRANSACTIONS}}{\text{MAX POSSIBLE ANNUAL TRANSACTION}}$$

- 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



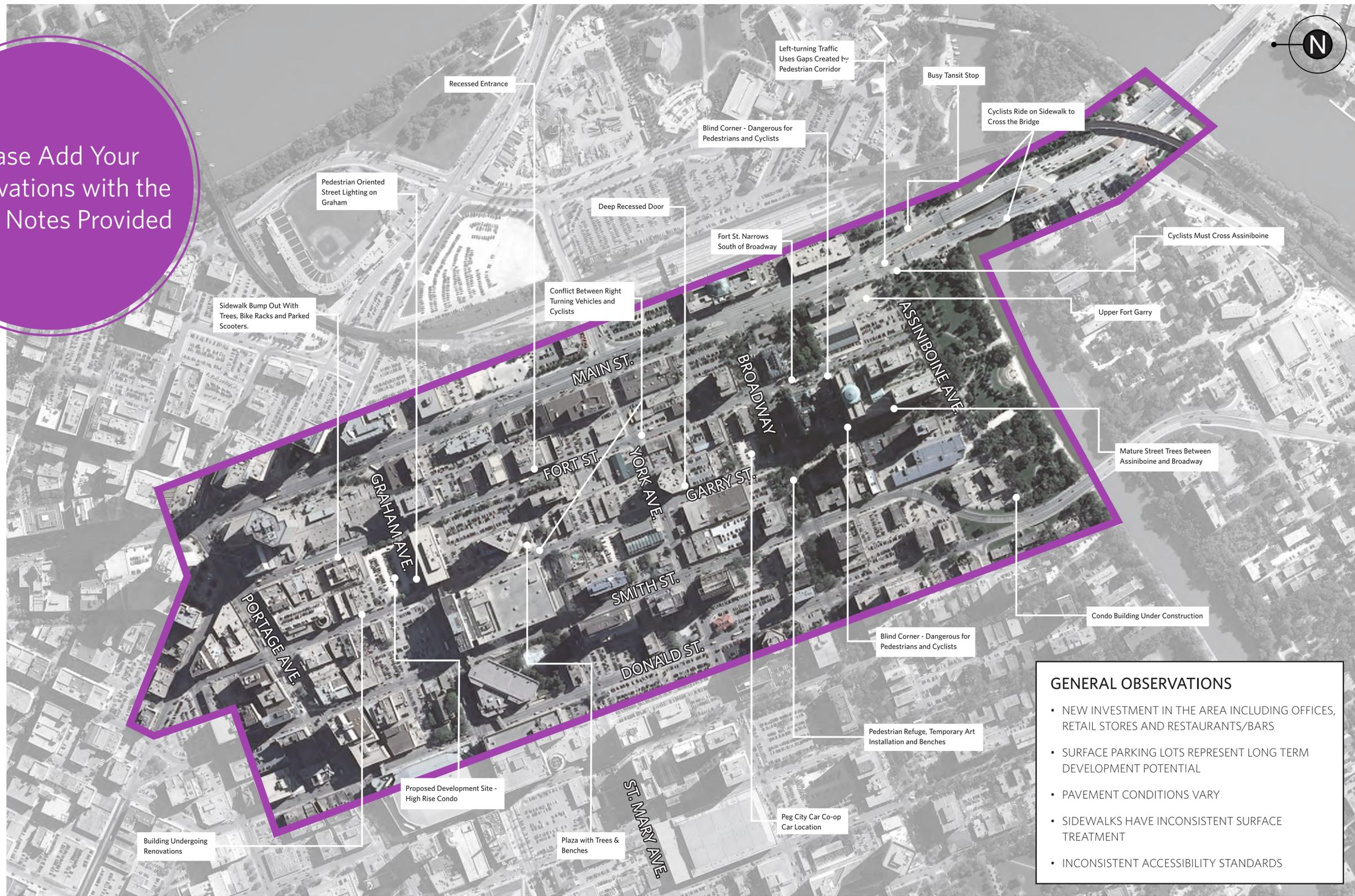


# EXISTING LAND USE



# OBSERVATIONS

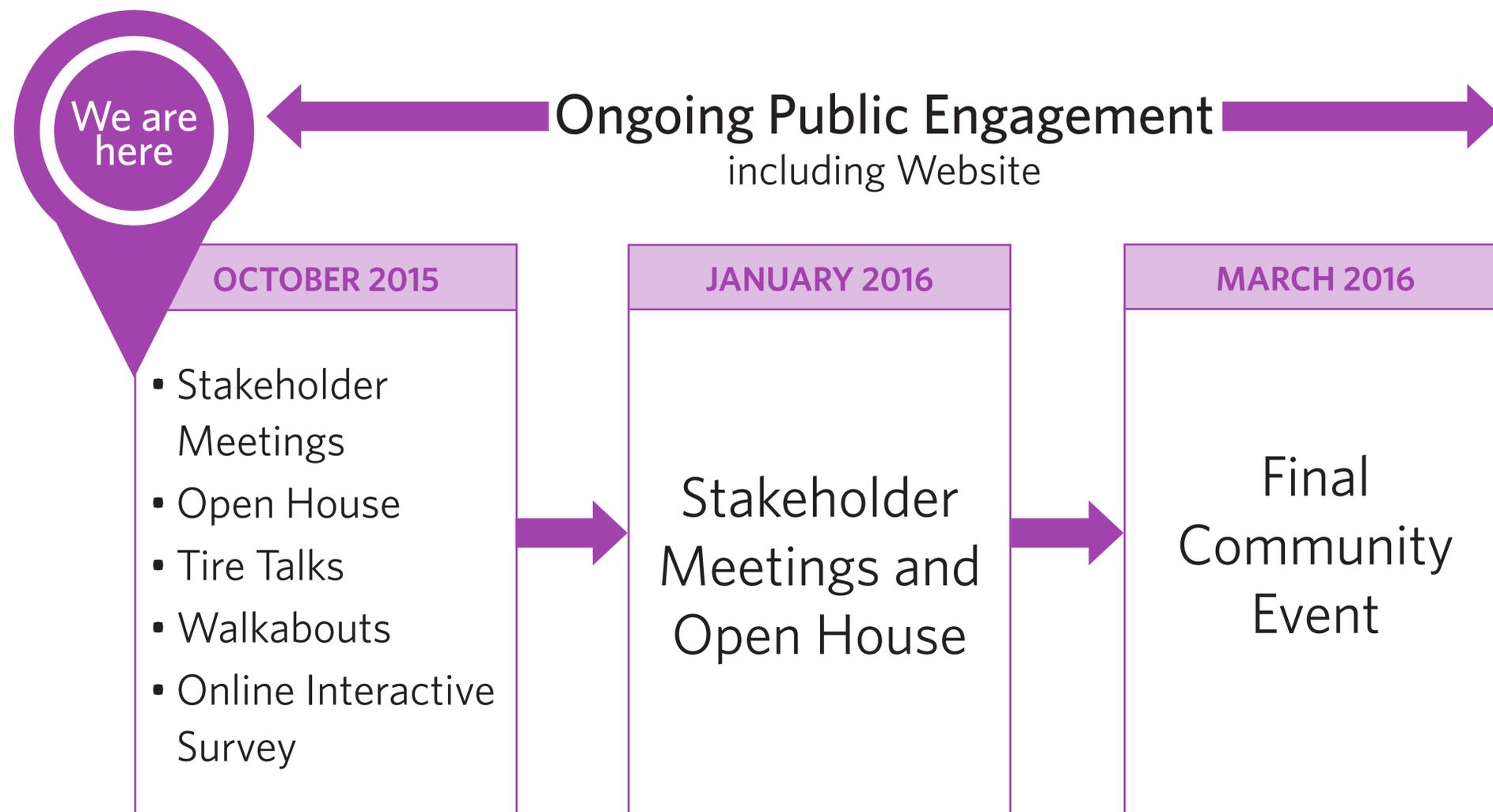
Please Add Your Observations with the Post-it Notes Provided



- 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](http://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

## Appendix D – Table Maps



RED RIVER

ASSINIBOINE RIVER

THE FORKS

DOWNTOWN  
STUDY  
AREA

EXCHANGE  
DISTRICT

ASSINIBOINE AVE.

BROADWAY

MAIN ST.

FORT ST.

YORK ST.

GARY ST.

SMITH ST.

STAND ST.

ST. MARY AVE.

GRAHAM AVE.

PORTAGE AVE.

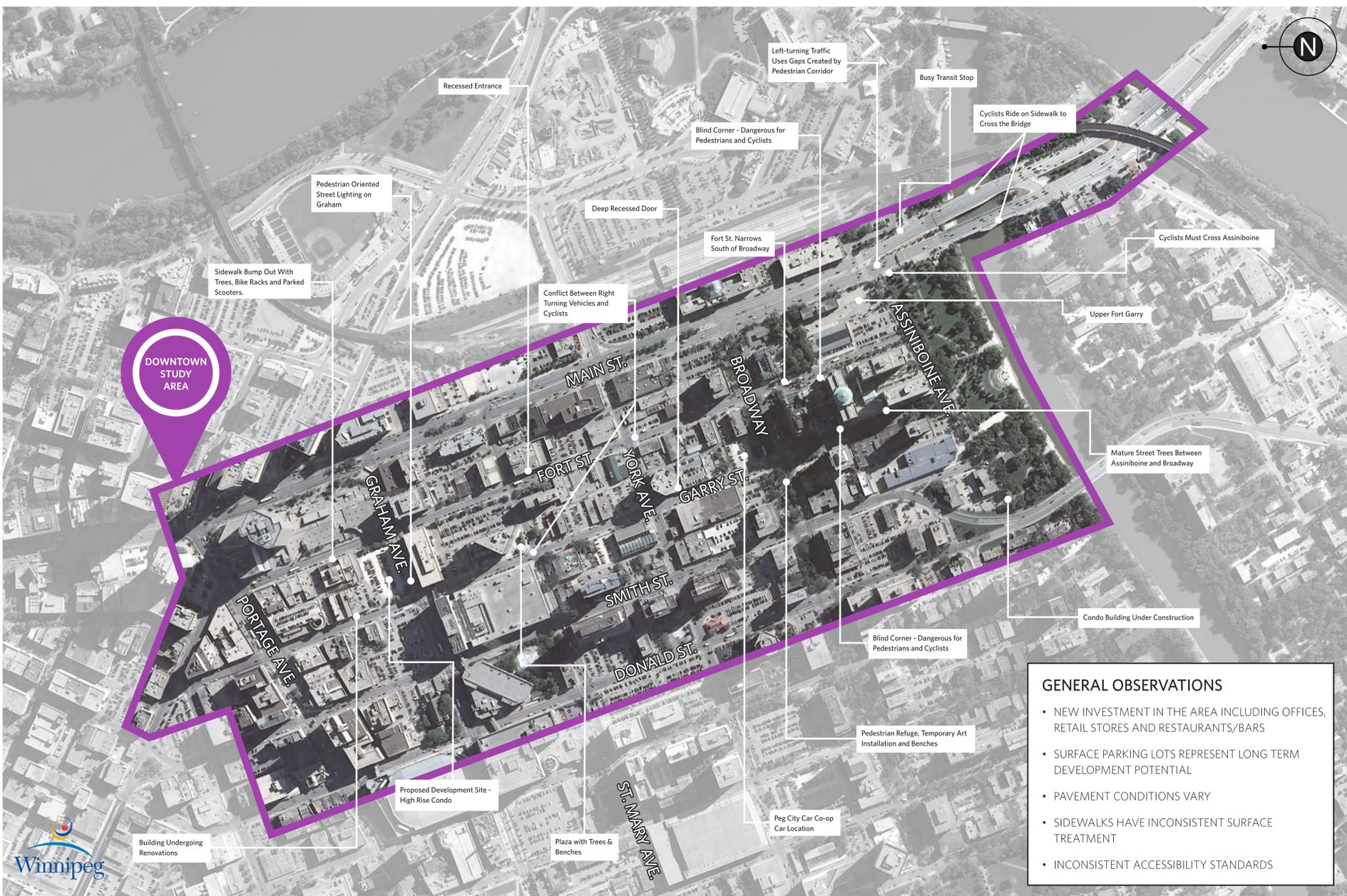
**MAP MARKERS**

	Safety
	Condition
	Aesthetics
	Amenities
	Connections
	Pedestrian
	Other

Place an icon sticker on to the map and leave a comment.

What is your experience as a cyclist or pedestrian travelling through the Downtown?

Show us where you encounter challenges, where walking and cycling are enjoyable, and your ideas for improvement.



- 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

## **Appendix E – Public Open House Invite Letter and Handout**

# PUBLIC OPEN HOUSE



## DOWNTOWN BIKE LANE SYSTEM

CONNECTING THE FORKS TO THE EXCHANGE DISTRICT

(FORT ST., GARRY ST. & THE FORKS TO ASSINIBOINE AVE. CONNECTION)

You are invited to attend an Open House about developing a plan to upgrade the existing bike lanes on Fort Street and Garry Street as well as an improved connection between the Assiniboine Avenue protected bicycle lanes and the new bicycle lanes connecting to The Forks.

This event is the beginning of the public engagement process for the project and will allow you to share your thoughts on the future design for the project with the planners and engineers. We want to meet with and learn from you about what is important to you as we move forward with the project, before beginning to design the specific plans.

### We Want to Hear From You

Drop-in format (come and go at any point). Learn about the purpose of the study. View presentation boards and talk with project team members. Provide your input and feedback.

**DATE:** Tuesday, October 20, 2015  
**TIME:** 4:00 - 7:00 p.m.  
**LOCATION:** Manitoba Children's Museum  
(The Great Hall) 45 Forks Market Rd.



### Project Contact:

David Jopling / 204.943.3178 / joplingd@mmm.ca

For detailed information, updates about this project, to join the mail list, or to provide feedback through our interactive website (available later this month) please visit:

[www.winnipeg.ca/walkbikeprojects](http://www.winnipeg.ca/walkbikeprojects)



**Appendix F – Map of Mail-out Area**

