

WELCOME



**DOWNTOWN BIKE LANE
SYSTEM**

Connecting The Forks to the
Exchange District



**WEST ALEXANDER
PEDESTRIAN
AND CYCLING CORRIDOR**

Connecting McPhillips Street to
Sherbrook Street



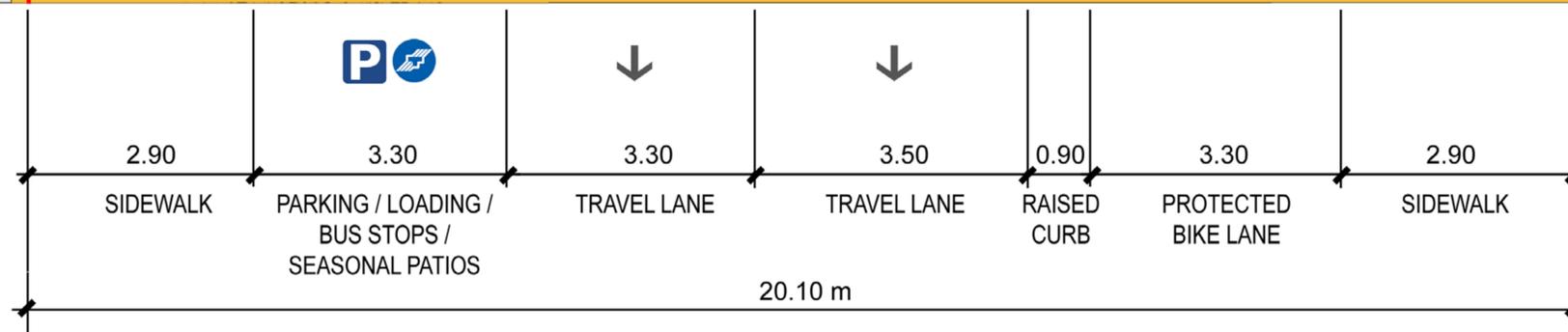
**RECOMMENDED DESIGNS
POP-UP ENGAGEMENT EVENT**

DOWNTOWN DESIGN



TWO-WAY PROTECTED BIKE LANE ON LEFT SIDE OF GARRY STREET ONLY

GARRY STREET (LOOKING NORTH)



WHY WAS THIS DESIGN CHOSEN?

- Two-way protected bike lane has the widest raised curb buffer of all the options, which provides increased distance between cyclists and vehicles and is wide enough for landscaping features
- This is the only design that includes a protected bike lane south of Broadway Ave. to Assiniboine Ave.
- Wider bike lane has enough room for cyclists to pass each other
- Has the least impact on transit operations
- Maintaining two vehicular travel lanes better accommodates automobile traffic, curbside pickups / drop offs and emergency vehicles
- Construction and maintenance on one street instead of two streets is faster and more cost effective
- Wider bike lane provides ease of maintenance (clearing of debris, leaves, snow and sand)

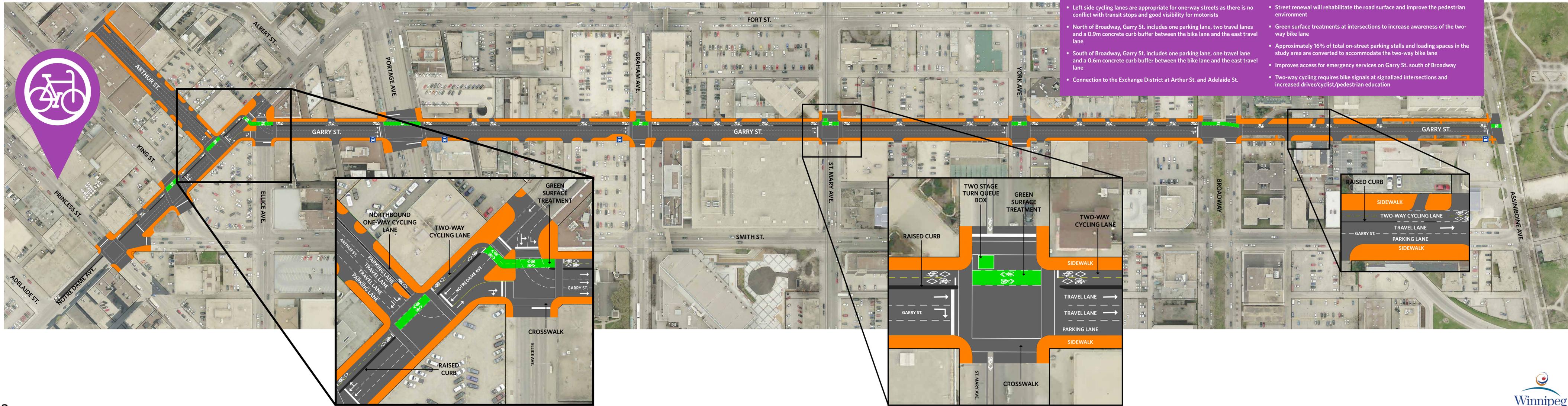
LEVEL OF SUPPORT

- Feedback received indicated a similar level of support for all three options

NEXT STEPS

- Detailed design and construction anticipated to start in 2017
- Construction will include road and sidewalk renewals and the addition of the protected bike lane
- Watermains will also be renewed where required
- The City of Winnipeg will work with Manitoba Public Insurance and the Winnipeg Police Service to promote cyclist and driver education of the use of this facility

DOWNTOWN PREFERRED DESIGN • TWO-WAY PROTECTED BIKE LANE ON LEFT SIDE OF GARRY STREET ONLY

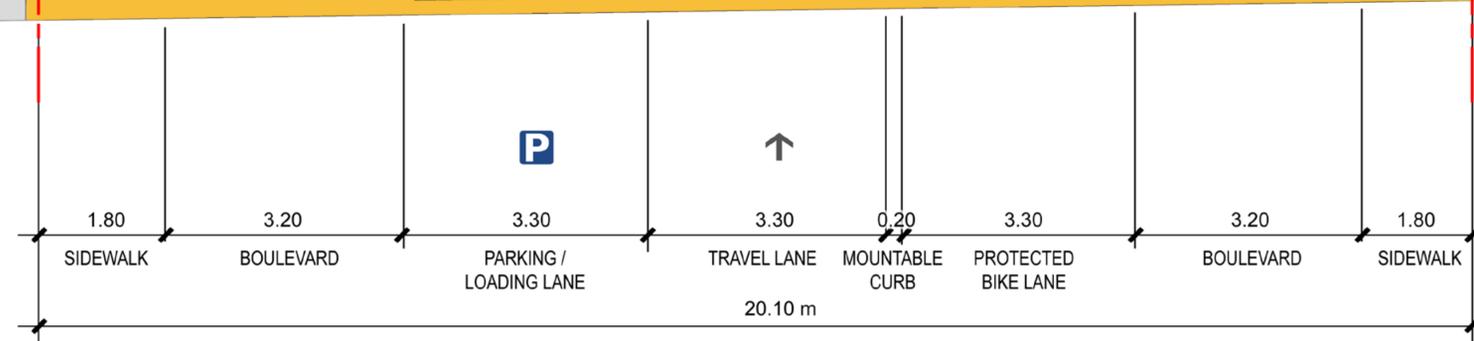


WEST ALEXANDER DESIGN



TWO-WAY PROTECTED BIKE LANE WITH ONE-WAY EASTBOUND TRAFFIC

MCDERMOT AVE. (LOOKING EAST)



WHY WAS THIS DESIGN CHOSEN?

- This design best accommodates the inclusion of all modes of transportation (pedestrians, a wide range of cyclists, transit users and motorists)
- Separated bike lane is safer for cyclists
- Wider bike lane has enough room for cyclists to pass each other
- To simplify traffic operations, existing one-way vehicle travel on McDermot Ave., east of Sherbrook St. is extended to Arlington St.
- Wider bike lane provides ease of maintenance (clearing of debris, leaves, snow and sand)

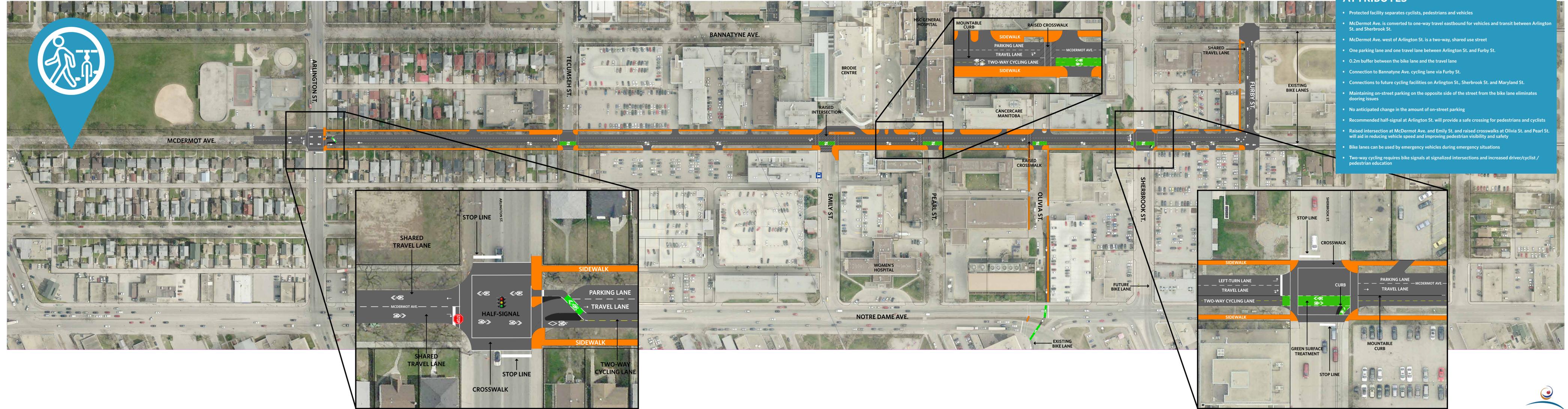
LEVEL OF SUPPORT

- The majority of feedback received supported this option

NEXT STEPS

- Detailed design and construction could start as early as 2017
- The City of Winnipeg will work with Manitoba Public Insurance and the Winnipeg Police Service to promote cyclist and driver education related to the use of this facility

WEST ALEXANDER PREFERRED DESIGN • TWO-WAY PROTECTED BIKE LANE WITH ONE-WAY TRAFFIC



- ### ATTRIBUTES
- Protected facility separates cyclists, pedestrians and vehicles
 - McDermot Ave. is converted to one-way travel eastbound for vehicles and transit between Arlington St. and Sherbrook St.
 - McDermot Ave. west of Arlington St. is a two-way, shared use street
 - One parking lane and one travel lane between Arlington St. and Furby St.
 - 0.2m buffer between the bike lane and the travel lane
 - Connection to Bannatyne Ave. cycling lane via Furby St.
 - Connections to future cycling facilities on Arlington St., Sherbrook St. and Maryland St.
 - Maintaining on-street parking on the opposite side of the street from the bike lane eliminates dooring issues
 - No anticipated change in the amount of on-street parking
 - Recommended half-signal at Arlington St. will provide a safe crossing for pedestrians and cyclists
 - Raised intersection at McDermot Ave. and Emily St. and raised crosswalks at Olivia St. and Pearl St. will aid in reducing vehicle speed and improving pedestrian visibility and safety
 - Bike lanes can be used by emergency vehicles during emergency situations
 - Two-way cycling requires bike signals at signalized intersections and increased driver/cyclist / pedestrian education

MAIN ST. AT ASSINIBOINE AVE. HALF-SIGNAL CROSSING



DESIGN ATTRIBUTES

- Provides a connection between The Forks new cycling infrastructure and Granite Way cycle track
- Half-signal (similar to Osborne St. at Granite Way)
- Increases visibility and safety for cyclists, pedestrians and vehicles

NEXT STEPS

- Construction Schedule
 - Detailed Design and Tendering: March - May 2016
 - Construction Start: June 2016
 - Construction Complete: July 2016

SUMMARY OF ENGAGEMENT PROCESS TO DATE



ONLINE INTERACTIVE MAPPING SURVEY

470
respondents

276
comments

1428
map markers

ONLINE SURVEY

304
RESPONSES



3 POP-UP ENGAGEMENT EVENTS
(453 INTERACTIONS)



TIRE TALKS

55 Recorded Conversations & **80** Flyers Distributed

1 PUBLIC OPEN HOUSE EVENT



3 STAKEHOLDER MEETINGS (38 ATTENDEES)



DOWNTOWN PUBLIC ENGAGEMENT



WHAT WE HEARD

LEFT SIDE BIKE LANES

- As cyclists normally travel on the right side of the street people were concerned about safety

ENHANCED STREETSCAPING

- Improving the streetscape will make the downtown a more desirable and enjoyable place for people to be



WHAT WE HEARD

DOWNTOWN & WEST ALEXANDER

SAFETY FOR CYCLISTS

- Cyclists indicated they felt safest on protected bike lanes

CONNECTIVITY OF BIKE LANES

- Ensuring new bike lanes connect with existing ones

STREET PARKING AND LOADING

- Important for businesses, residents and the University of Manitoba

MAINTENANCE OF BIKE LANES

- Ensuring that cycling infrastructure is well maintained and cleared of debris, leaves, snow and sand

INCREASED BIKE PARKING

- Including bike racks and secure bike parking structures will help promote cycling

ABILITY FOR CYCLISTS TO PASS

- Two-way lanes allow faster cyclists to pass slower cyclists

TWO-WAY BIKE LANE ON A ONE-WAY STREET

- Cyclists traveling against traffic on a one-way street is less familiar for users



WEST ALEXANDER PUBLIC ENGAGEMENT



WHAT WE HEARD

TWO-WAY PROTECTED BIKE LANE

- Respondents indicated this was more desirable because it was safer for cyclists

PEDESTRIAN SAFETY AT MCDERMOT AVE. AND EMILY ST.

- The area is often congested with pedestrians and automobiles, pedestrian safety should be a key consideration



TIRE TALKS

25 Recorded Conversations & **200** Flyers Distributed

1 PUBLIC OPEN HOUSE EVENT



3 STAKEHOLDER MEETING (17 ATTENDEES)



ONLINE SURVEY

99
RESPONSES



2 POP-UP ENGAGEMENT EVENTS
(83 INTERACTIONS)



ONLINE INTERACTIVE MAPPING SURVEY

134
respondents

58
comments

347
map markers