

prepared for



West Alexander to East Exchange Corridor

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

Phase 1: Gather Input from Public

Public Engagement Report

May 2017





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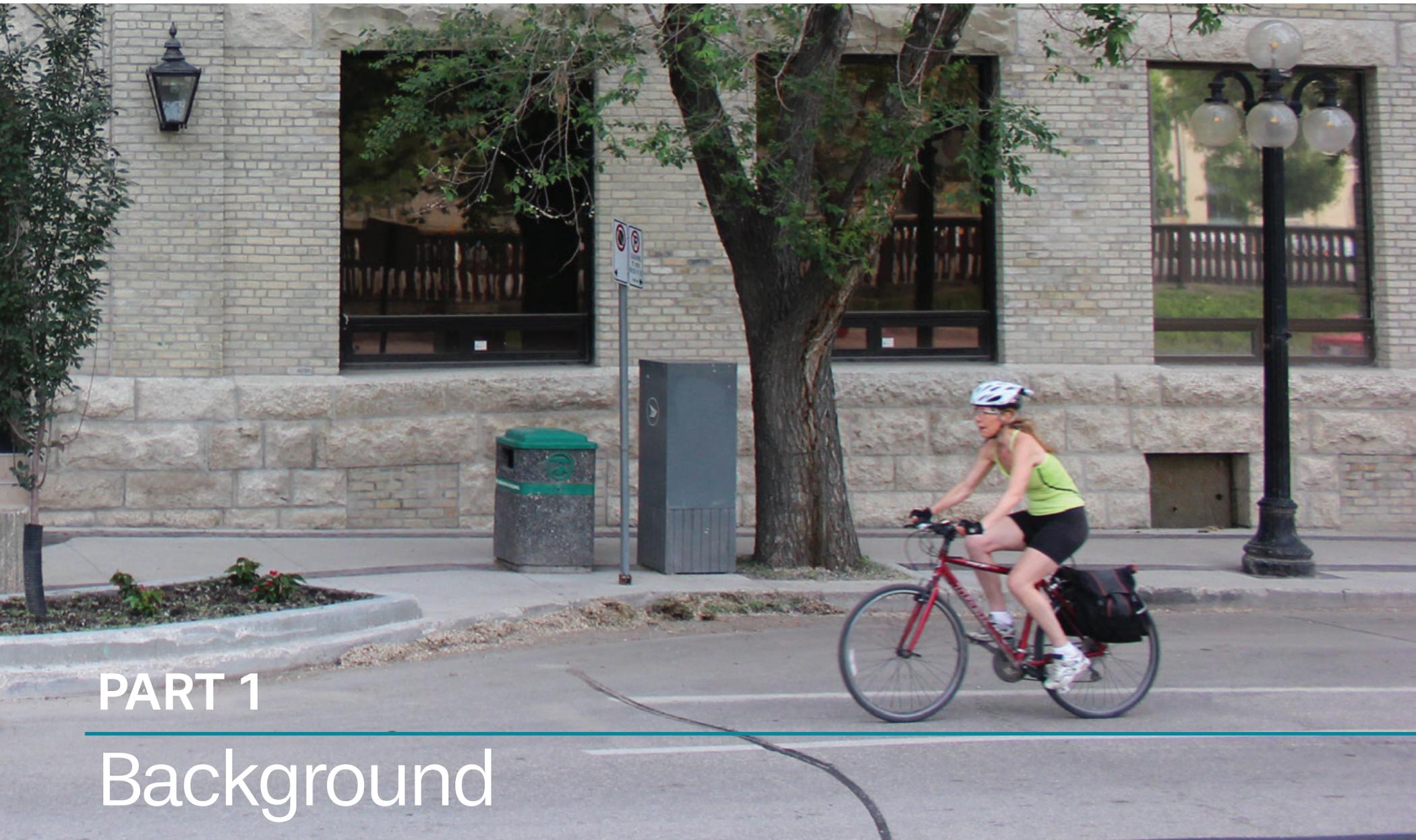
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The Consulting Firms







PART 1

Background



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 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 is 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 involving a variety of in-person events and opportunities to participate online, including:



The input received has been summarized in this report and will be 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>

1.1. PURPOSE AND CONTENT OF THIS REPORT

The purpose of the first phase of public engagement was to identify the strengths, barriers and issues around neighbourhood mobility and traffic safety. Some of the key questions considered in this phase of engagement included:

- > What are the key **values and objectives** for this Project for community members?
- > What are the **current uses and features** of the study area? (e.g., loading zones, school zones, major crossings, garbage collection, etc.).
- > What features of the area contribute to or detract from **user safety**?
- > What steps would be necessary to successfully turn the corridor into a **safe route for cyclists and pedestrians**? What would be important to you?
- > Are there **alternatives to consider** and, if so, why would this be preferred?

This information will support the functional design options to be developed prior to Phase 2 of public engagement.

This Phase 1 Summary Report describes the public engagement process, potentially affected stakeholders, communication material, public engagement events and key perspectives and themes gathered as a result of this public engagement.

The Phase 2 Public Engagement efforts will continue in June, 2017 in an effort to solicit input from the public on the options developed by the study team. See [Figure 1](#) for Project Timeline.

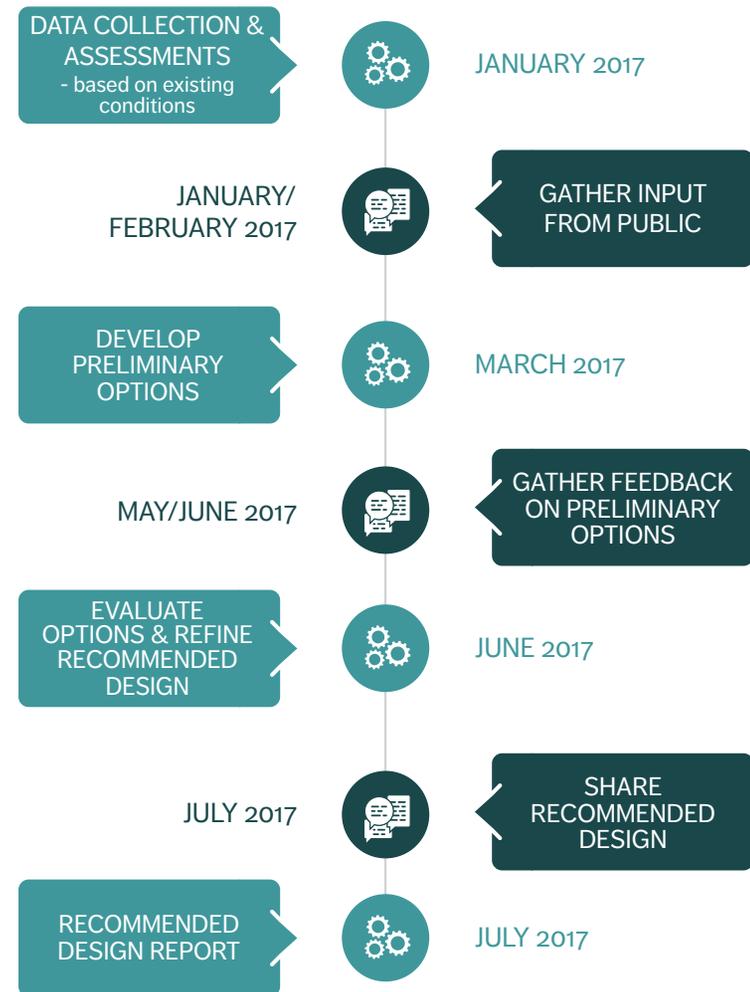


FIGURE 1 // WEST ALEXANDER TO EAST EXCHANGE CORRIDOR TIMELINE



PART 2

Public Engagement Process and Methodology

Phase 1 Public Engagement activities occurred between February 1, 2017 and February 21, 2017 and provided stakeholders with meaningful opportunities to provide input and recommendations into the design process. Stakeholder advice and recommendations will be incorporated into the decisions to the maximum extent possible. Phase 1 Public Engagement focused on identifying strengths, barriers, and issues around neighbourhood mobility and traffic safety. Opportunities for feedback and number of stakeholder interactions are included in Table 1 below.

TABLE 1 // PHASE 1 ENGAGEMENT TACTICS

| Date | Engagement Tactic | Interactions |
|-------------------------|--|--|
| Jan. 5, 2017 to present | Project email address | 2 direct emails |
| Jan. 13 – 31, 2017 | Key Person Interviews (KPIs) | 4 participating organizations |
| Feb. 1 – 21, 2017 | Online Survey | 316 completed responses |
| Feb. 3, 2017 | City of Winnipeg, Office of Public Engagement, e-newsletter | 4,240 Public Engagement News emails opened |
| Feb. 3, 2017 | Sustainable Transportation Strategy Open House, Office of Sustainability, Bannatyne Campus, University of Manitoba | 50 interactions |
| Feb. 9, 2017 | Stakeholder Workshop | 11 participants |
| Feb. 15, 2017 | City of Winnipeg, Office of Public Engagement, e-newsletter | 3,878 Public Engagement News email opened |

The public engagement process was based on International Association of Public Participation (IAP2) principles, best practice, and core values. Responses from the stakeholder workshop, pop-up events, email, and online survey are based on self-respondents who are more likely to respond as they would like to express an opinion on the topic. While these opinions are valuable, they cannot be viewed as representative of all Winnipeggers.

See [Appendix A](#) for Stakeholder List and Stakeholder Workshop Attendees.

| Pop-up Events | Locations | Interactions |
|---------------------|---|--------------|
| Feb. 10, 2017 | Bronuts, C-100 King St | 112 |
| Feb. 10, 2017 | Red River College, Loewen Atrium, 160 Princess St | 107 |
| Feb. 10, 2017 | Across the Board Cafe, 211 Bannatyne Ave | 70 |
| Feb. 10, 2017 | Boon Burger Cafe, 141 Bannatyne Ave | 157 |
| Pop-up total | | 446 |



PART 3

Promotion

Several communication methods were used to inform stakeholders throughout the Phase 1 Public Engagement process.

Stakeholder Workshop Invitation:

- > 138 property owners along the study area corridor were sent workshop invitations via registered mail describing the project and inviting them to the stakeholder workshop.
- > Over 400 workshop invitations were distributed by the Downtown BIZ patrol and the Exchange BIZ patrol to all business owners along the study area corridor.
- > The Downtown BIZ provided a list of 29 potentially interested stakeholders located beyond the study area. These businesses were subsequently invited to the stakeholder workshop either by a phone call or email.

Pop-up Event Notification:

- > 48 pop-up event notifications were distributed via email to the broad stakeholder list.
- > Hard copies of the pop-up notification were delivered to approximately 105 residential houses along McDermot Avenue and Bannatyne Avenue from Sherbrook Street to Hargrave Street.
- > The Exchange BIZ patrol distributed over 400 pop-up event notifications to all fronting businesses along McDermot Avenue and Bannatyne Avenue from Waterfront Drive to Hargrave Street.
- > Membership lists of the Downtown BIZ, the Exchange BIZ, and Winnipeg Trails Association were all emailed the pop-up event notification.

- > Notification was given to 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.
- > The City of Winnipeg, Office of Public Engagement sent out a news release on February 1, 2017 prior to the pop-up events. In addition, public engagement news emails were distributed on February 3 and February 15, 2017 to promote the pop-up events and as a reminder of the online survey closure deadline. The February 3, 2017 public engagement news email was successfully sent to 4,878 email addresses with 4,240 of these emails opened, leading to 63 clicks on the project webpage, 46 clicks on the project survey link, and 32 clicks on the project pop-up locations Google map links. The February 15, 2017 e-newsletter was successfully sent to 4,907 email addresses with 3,878 of these emails opened.
- > The City of Winnipeg posted on Facebook and Twitter on February 1, 3, and 10, 2017 promoting the pop-up events.

Online Survey Promotion:

- > The City of Winnipeg posted on Facebook and Twitter on February 1, 3, 10, 16, 19, and 21, 2017 promoting the online survey.

Post Cards:

- > Project postcards were handed out to stakeholders at pop-up events and the workshop, and were also left with businesses in the study area. The postcard contained a brief description of the project, a link to the City of Winnipeg WalkBike webpage, and a map of the project study area.

See [Appendix B](#) for Phase 1 Promotion Materials.

3.1. PUBLIC ENGAGEMENT TACTICS

Stakeholder Workshop

A stakeholder workshop was held on February 9, 2017 to provide an opportunity to introduce the project and initiate dialogue about potential project issues and perspectives. In total, eleven (11) stakeholders attended the workshop, where a detailed list of attendees is found in Appendix A. A brief presentation about the project was provided by the Study Team. Following the presentation, participants were split into three groups for further discussion about the project. Participants were lead through a series of questions focussing on understanding their priorities and perspectives. Large study area maps were available at each discussion table to encourage project specific discussion.

The workshop presentation and discussion guide is provided in [Appendix C](#).

Pop-Up Events

Pop-up events were held at several locations within the study area to solicit input from people at bike lane pop-ups and/or local high traffic businesses (e.g., Bronuts Coffee Shop). These pop-up events were designed to build awareness and excitement for the project in a fun, informal, accessible manner, and to direct residents to the online interactive survey. Pop-up events also provided an opportunity for brief interactions between participants and facilitators to solicit information about their interests, issues and concerns associated with the project. Four pop-up events were held on February 10, 2017, the same day as Winter Bike to Work Day, in an effort to build on enthusiasm for active transportation. Pop-up events included:

TABLE 2 // PHASE 1 POP-UP EVENTS

| Pop-up Events | Locations | Interactions |
|---|--|--------------|
| Feb. 10, 2017 10:00 a.m. to 12:00 p.m. | Bronuts, C-100 King St | 112 |
| Feb. 10, 2017 1:00 p.m. to 2:00 p.m. | Red River College, Loewen Atrium, 160 Princess St | 107 |
| Feb. 10, 2017 1:00 p.m. to 2:00 p.m. | Across the Board Cafe, 211 Bannatyne Ave | 70 |
| Feb. 10, 2017 3:30 p.m. to 5:30 p.m. | Boon Burger Cafe, 141 Bannatyne Ave | 157 |
| Pop-up total | | 446 |

A demonstration pop-up bicycle lane was implemented at three locations along the corridor to provide an example of what a protected bicycle lane could look like .

Approximately fifty (50) postcards were handed out at a public engagement event being held by the University of Manitoba at the Brodie Atrium on February 1, 2017.

At each pop-up event, postcards with high level details of the project and a link to the online survey and study area map were distributed. Postcards were distributed to four hundred and forty-six (446) pop-up event participants. A large study area map was available for use as the basis of conversations with the public to identify and document their perspectives.

Online Survey

An interactive online survey and mapping tool was available from February 1 to 21, 2017 on the project's web page. The survey was developed in collaboration with Envision Sustainability Tools (MetroQuest), a Canadian digital engagement software company. MetroQuest is a web-based suite of public engagement tools used in planning processes to engage stakeholders and the public. The online survey was designed to provide a better understanding of current travel habits, priorities, and issues and opportunities to improve safety and mobility within the study area. The survey included an interactive map, where respondents were able to drop markers on a map of the study area to identify specific issues and ideas for improvements. The online survey received more than 450 views, resulting in 316 survey responses.

The online survey questionnaire is provided in [Appendix C](#).





PART 4

What We Heard

Summary Infographic

A summary infographic was developed to provide a snapshot of the Phase 1 engagement summary.



PHASE 1 ENGAGEMENT SNAPSHOT

WEST ALEXANDER TO EAST EXCHANGE CORRIDOR



travel patterns

HOW OFTEN + WHERE...



40% of respondents travel along McDermot/Bannatyne 3 or more times per week (by any mode)

RESPONDENTS ARE USING THE CORRIDOR TO...



29% shop + dine out



23% commute to work



27% travel to shows + events



18% exercise + recreation



3% commute to school

36% BIKE MOST OF THE TIME



33% DRIVE MOST OF THE TIME



14% WALK MOST OF THE TIME



16% TAKE TRANSIT MOST OF THE TIME



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.

using the corridor

RESIDENTS | COMMUTERS | WORK/BUSINESS

80% of respondents who live along the corridor travel on foot, bicycle or transit



70% of respondents who commute through the corridor do so by bicycle



respondents who work along the corridor were almost equally as likely to travel there by cycling (29%) than by driving (32%)



PHASE 1 ENGAGEMENT SNAPSHOT

WEST ALEXANDER TO EAST EXCHANGE CORRIDOR



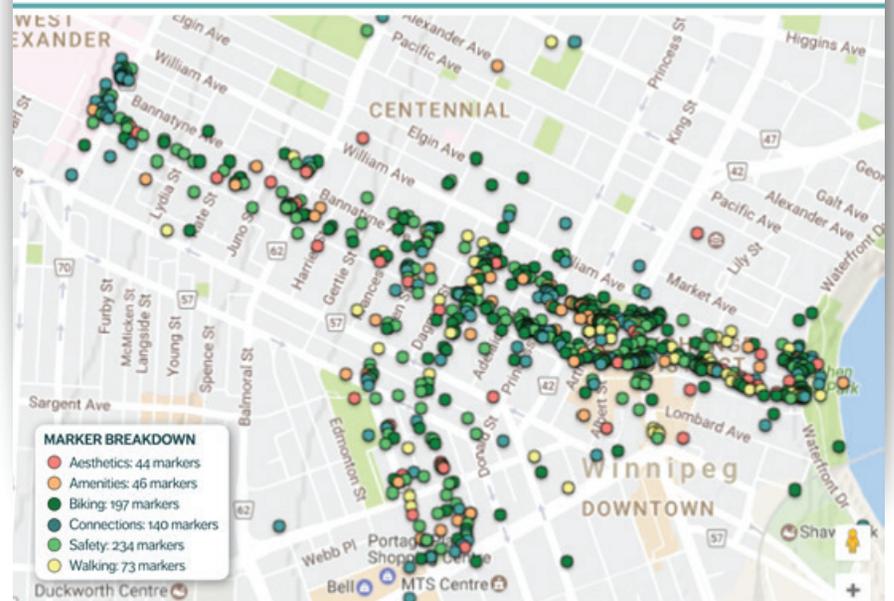
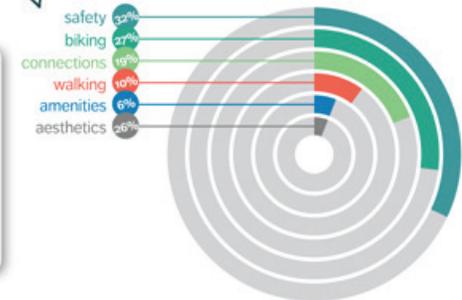
key issues and opportunities

734 unique markers were placed on a map by respondents identifying a variety of issues



OBSERVATIONS

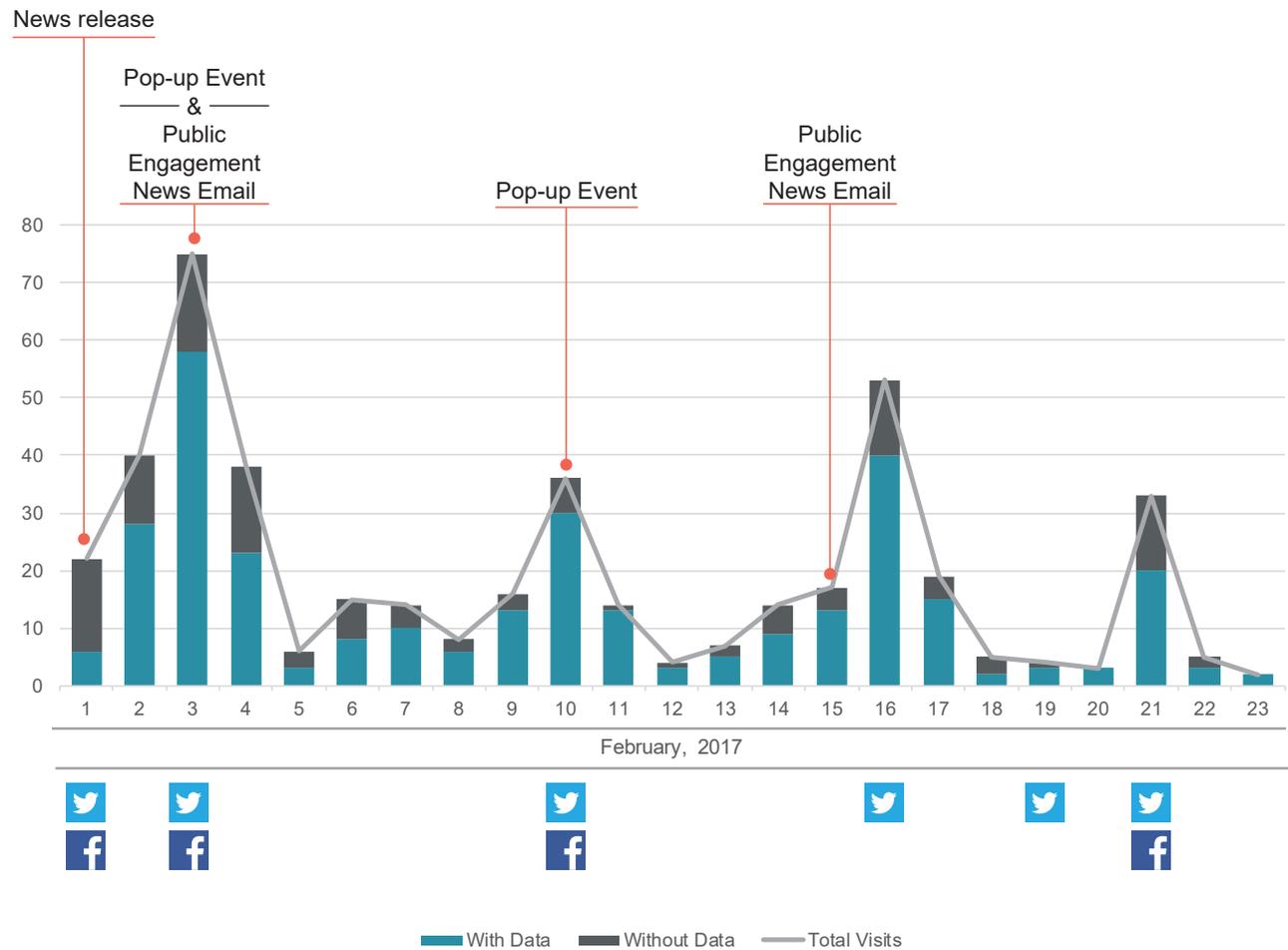
- Highest concentration of issues in the Exchange District
- More bike parking facilities needed
- Bike lane + wayfinding signage is lacking
- Bike lanes are in poor condition + snow covered during winter months
- Connections to pathway in Stephen Juba Park are a priority
- Cars parked in bike lanes



Online Survey Results

The following section summarizes the results of what we heard through the online survey.

As noted previously, of the 450 people that accessed the survey (Without data) between February 1 and 21, 2017, 316 of the visitors provided survey responses (With data). Response rates generally corresponded with increased promotion, such as news releases, pop-up events, and social media.



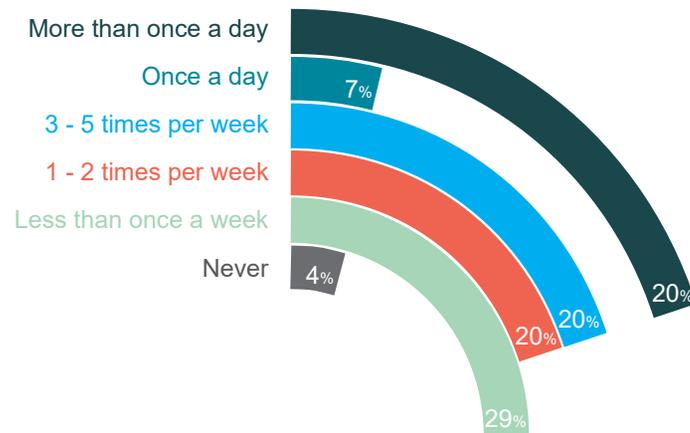
PRIORITIES

Respondents were asked to indicate their priorities for improving the existing conditions along McDermot Avenue and Bannatyne and Carlton Street and Hargrave Street when creating a design by selecting three reasons from a list of eight or by adding their own topic. Safety was seen as the top priority, followed by bicycle network connections and cycling comfort. Parking and loading and access to transit were the least important

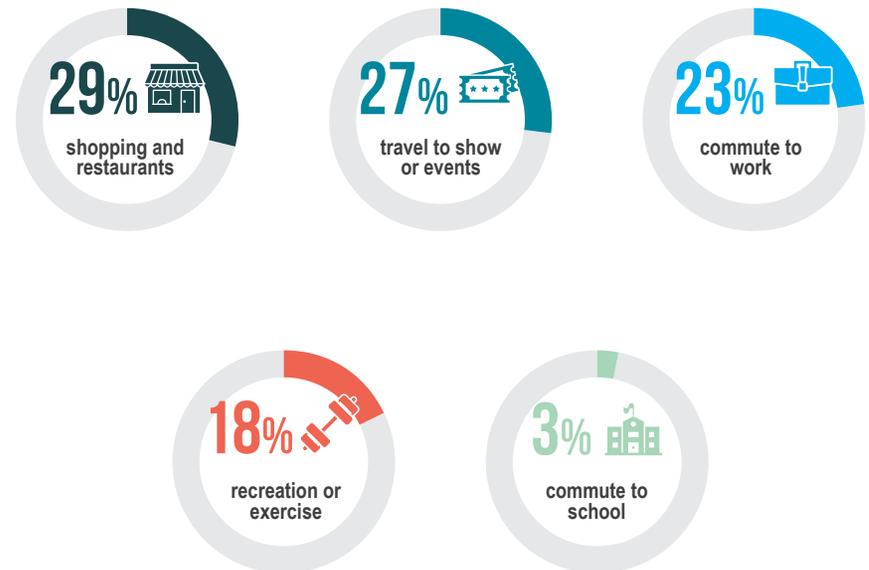


TRAVEL HABITS

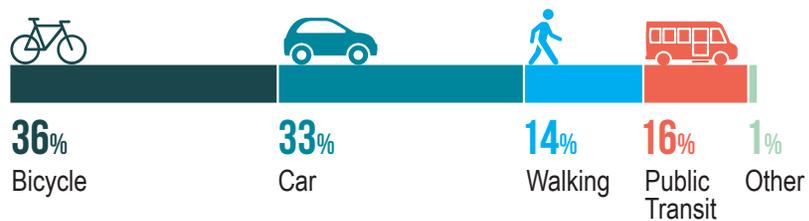
Respondents were asked how often they travel along McDermot Avenue and/or Bannatyne Avenue. 40% of respondents indicated that they travel on McDermot/Bannatyne at least 3 times per week (by any mode).



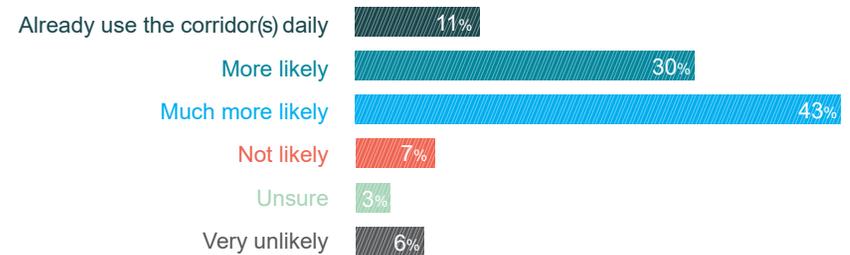
Respondents were asked why they usually travel on McDermot and/or Bannatyne Avenue. Over half (56%) of respondents indicated they travel along the corridors to go shopping or out to eat, and traveling to shows or events, while over a quarter (26%) of respondents indicated they travel along the corridors to commute to work or school.



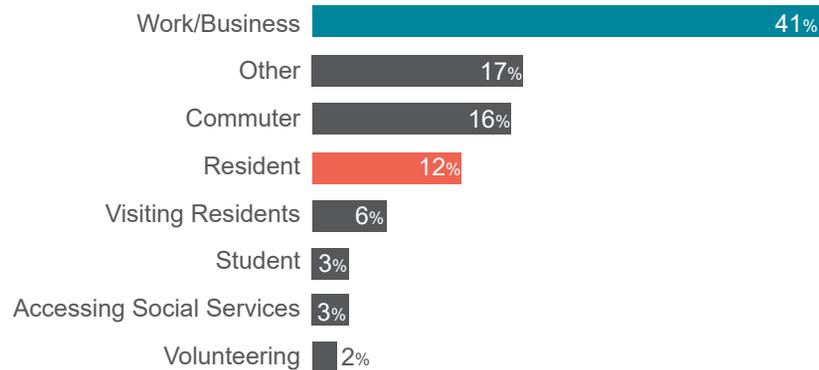
Respondents were asked to indicate their primary mode of transportation. There were a similar number of respondents who indicated cycling (36%) was their primary mode transportation as driving (33%).



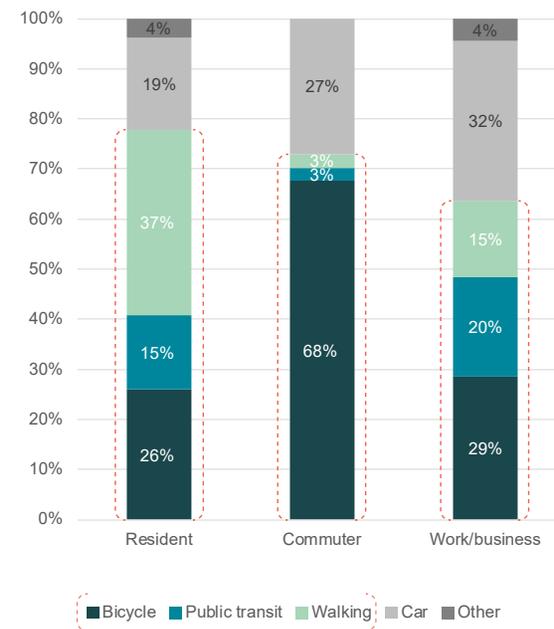
Respondents were also asked whether they would be more likely to cycle on McDermot Avenue and/or Bannatyne Avenue if the current bicycle lanes were protected. Three quarters (73%) of respondents indicated they are either more likely or much more likely to ride on McDermot Avenue and/or Bannatyne Avenue with protected bike lanes.



Respondents were asked to indicate their main connection to the area. Over 40% of respondents indicated that their main connection to the McDermot/Bannatyne corridor is work/business. Residents only made up the fourth largest group of respondents with just 12% of the responses.



Of those who indicated that their connection to the McDermot/Bannatyne corridor was work/business, nearly two-thirds (64%) travelled by walking, cycling or transit. Almost 70% of respondents who reported travelling the corridor for commuter purposes primarily did so by bicycle. Almost 80% of respondents who reported they were residents, travelled primarily by walking, cycling or transit.



ISSUES AND OPPORTUNITIES

Respondents were asked to place at least three markers onto the map and describe the issue as well as suggestions on how the issue could be improved. Markers were provided for the following topics:

- > Safety
- > Connections
- > Amenities
- > Aesthetics
- > Walking
- > Biking

734 unique markers were placed on a map by respondents identifying a variety of issues. Safety was the highest ranked issue, with nearly a third (32%) of all markers. Biking was the second highest ranked issue, with over a quarter of all markers.

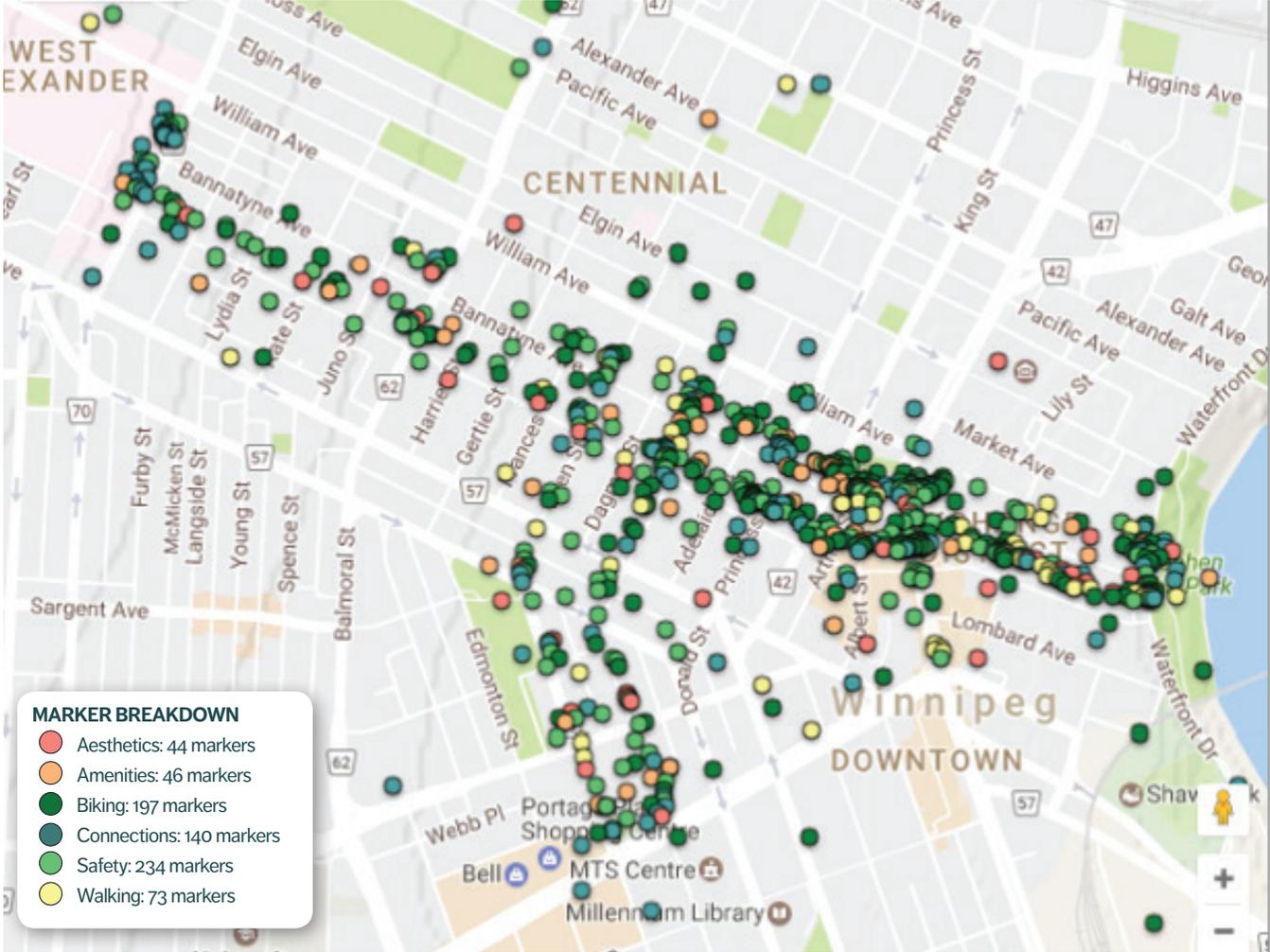
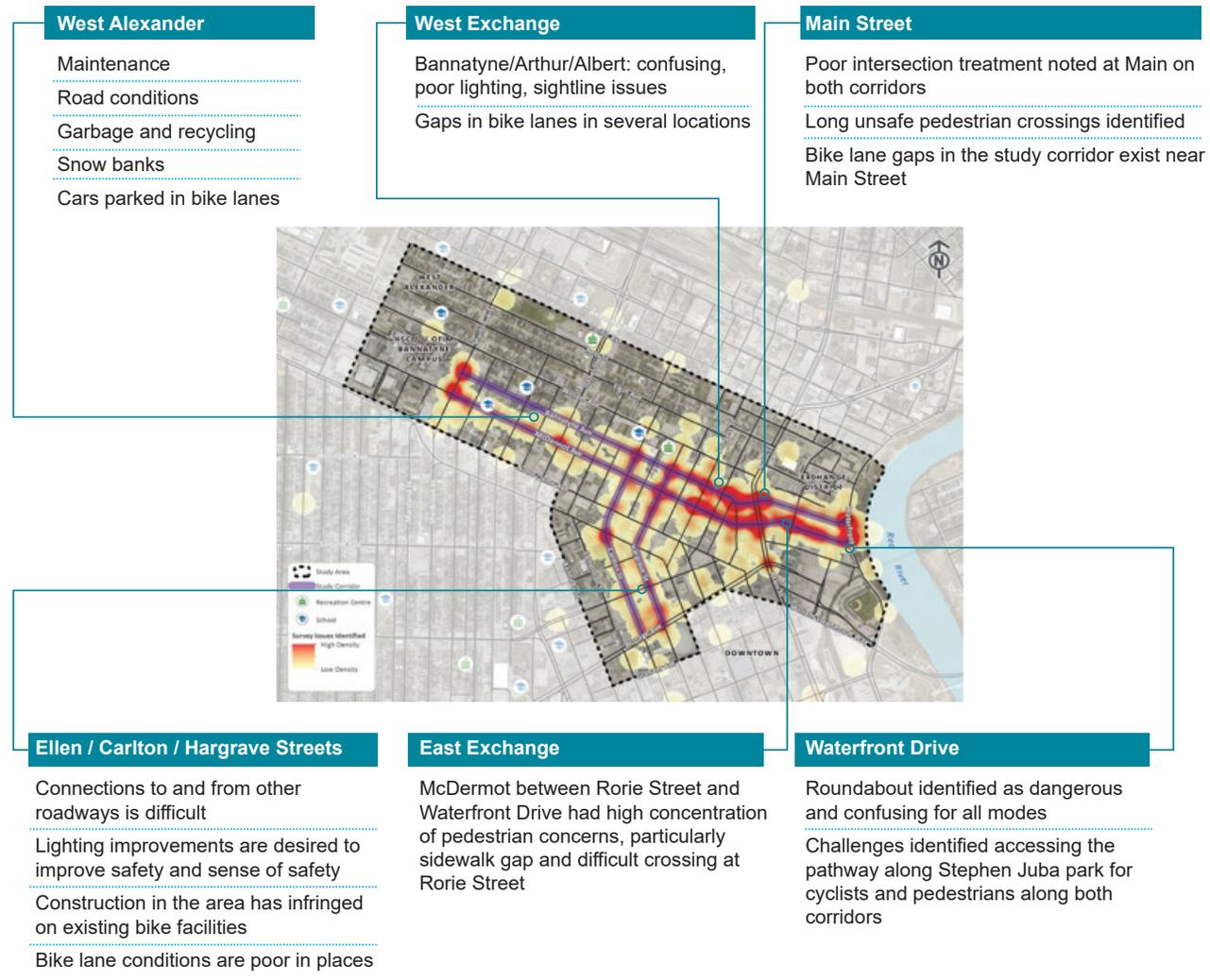


FIGURE 2 // SURVEY MARKER DISTRIBUTION

Some key observations included:

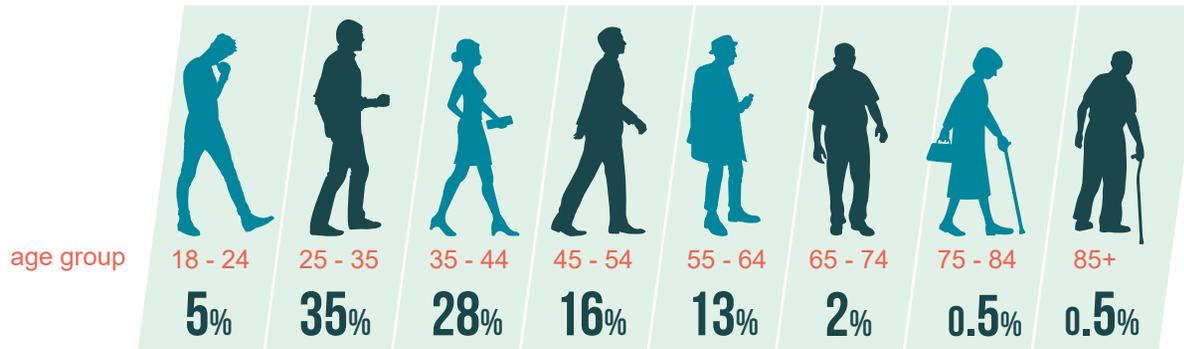
- > Issues were identified throughout the study area, with highest concentration of issues in the Exchange District
- > More bike parking facilities are needed
- > Bike lane signage and wayfinding signage is lacking
- > Bike lanes are in poor condition and covered with snow during winter months
- > Connections to pathway in Stephen Juba Park are a priority
- > Cars parked in bike lanes

Issues were concentrated in a number of areas in the study area, including Main Street and Waterfront Drive. A number of issues were identified throughout the East Exchange, West Exchange, and West Alexander neighbourhoods as well as along Ellen, Carlton and Hargrave Streets, as shown on the right.

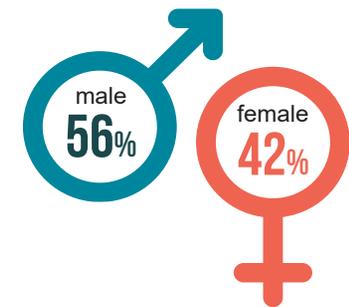


DEMOGRAPHICS

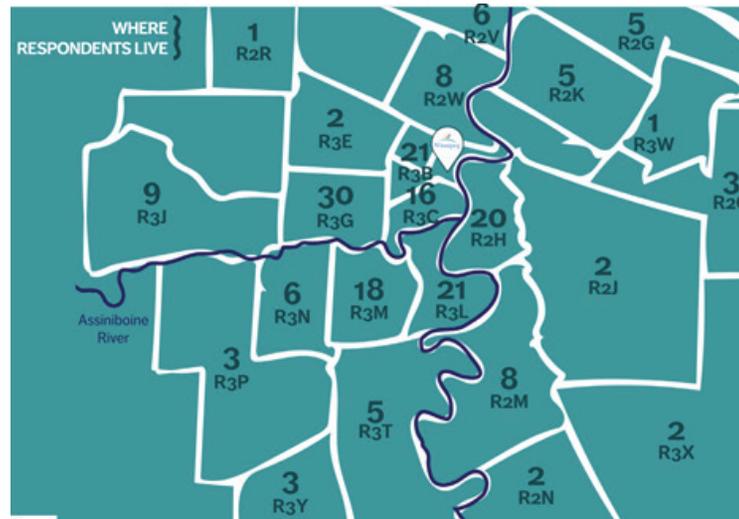
Nearly two-thirds (63%) of respondents were between the Ages of 25 and 44.



There was a relatively even distribution of responses, with slightly more males (56%) responding.



Survey responses were received from people across Winnipeg, with the highest concentration found in the communities near the study area.



Stakeholder Workshop

Input from the stakeholder workshop centered on a variety of topics including:

- > Safety
- > Vehicle parking
- > Education
- > Input for design
- > Cycling perspectives
- > Exchange district perspectives

Specific 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

Specific perspectives from the pop-up events included:

- > Concerns regarding cyclist safety
- > Existing bike lanes not being 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 leg in roundabout
 - » ensuring consideration for up-keep and maintenance

See [Appendix D](#) for detailed Stakeholder Workshop and Pop-up Event Feedback.



PART 5
APPENDICES

Appendix A

Stakeholder List and Stakeholder Workshop Attendees

Stakeholder List

- > Exchange District Residents Association
- > West Alexander Residents Association
- > Central Neighbourhoods Development Organization
- > Ecole Victoria-Albert
- > Hugh John MacDonald
- > Ecole Sacre Coeur
- > Dufferin School
- > Burton Cummings Community Centre
- > Ka Ni Kanichihk Inc.
- > IRCOM House
- > Rossbrook House
- > Immigrant Centre MB
- > Manitoba Interfaith Immigration Council Inc.
- > Mama Wi Chi Itata
- > Exchange District BIZ
- > Downtown BIZ
- > True North Sports & Entertainment
- > West End BIZ
- > Red River College
- > University of Manitoba Bannatyne Campus – Office of Sustainability
- > Health Sciences Centre – Staff and Visitors
- > Winnipeg Regional Health Authority
- > 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
- > Wpg Rehabilitation Housing Association
- > Kinew Housing
- > MB Housing

Business Workshop Attendees

- > Artis Reit
- > Marwest Management
- > Aboriginal Peoples Television Network, (APTN)
- > Indigo Parking
- > Ashdown Warehouse Condominium
- > Exchange BIZ
- > The United Equities Group
- > First Person Strategies

Appendix B Promotions



WEST ALEXANDER TO EAST EXCHANGE CORRIDOR

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

You are invited to a stakeholder workshop about developing 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. This workshop is the beginning of the public engagement process for the project and will provide an opportunity to share your thoughts on what should be considered in the design. We do not currently have specific plans to share, but would like to meet with stakeholders early in this process to learn about what is important as we move forward with the project. The meeting will consist of a brief presentation followed by an open discussion.

The West Alexander to East Exchange Corridor project is identified as a priority in the City's long-term Pedestrian and Cycling Strategies policy document, which was developed following consultation with more than 3,000 citizens. Urban Systems and InterGroup Consultants have been hired by the City of Winnipeg to provide consulting services for this project.

STAKEHOLDER MEETING DETAILS

The West Alexander to East Exchange Corridor – Continuing the east/west pedestrian and cycling connection to the Exchange and Downtown

DATE: Thursday, February 9, 2017

TIME: 2:30 p.m. – 4:00 p.m.

LOCATION: Ted Motyka Dance Studio, 460 Main Street



RSVP

We hope to see you there! We kindly ask you to contact **John Osler**, InterGroup at (204) 942-0654 or by email at WestAlexCorr@intergroup.ca by **February 6, 2017** to confirm your attendance and whether alternate formats, including ASL interpretation, would be required in order to participate.

MORE INFORMATION

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.





WEST ALEXANDER TO EAST EXCHANGE CORRIDOR

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

WE WANT TO HEAR FROM YOU

Come visit us at one of the four pop-up engagement events. 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.

Visit www.winnipeg.ca/walkbikeprojects to learn more about the project and to provide your input through an online survey. We do not currently have specific plans to share, but would like to work with stakeholders early in this process to learn about what is important to you as we move forward with the project.

POP-UP ENGAGEMENT EVENTS FEBRUARY 10, 2017

Visit us at the pop-up locations to have opportunities to discuss your perspectives on the project.

Drop-by format (come and go)

BRONUTS, C-100 King St.

Time: 10:00 a.m. – 12:00 p.m.

RED RIVER COLLEGE, Loewen Atrium, 160 Princess St.

Time: 1:00 p.m. – 2:00 p.m.

ACROSS THE BOARD CAFE, 211 Bannatyne Ave.

Time: 1:00 p.m. – 2:00 p.m.

BOON BURGER CAFE, 141 Bannatyne Ave.

Time: 3:30 p.m. – 5:30 p.m.



MORE INFORMATION

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.

For further information or to provide your feedback you may contact:

John Osler, Public Engagement Lead

(204) 942-0654

WestAlexCorr@intergroup.ca

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April 2017

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February 1, 2017

- [Winnipeggers asked to help shape plans for pedestrian and cycling projects](#)

Winnipeggers asked to help shape plans for pedestrian and cycling projects

City seeks input on West Alexander to East Exchange Corridor, Southeast Corridor and Seine River Crossing pedestrian and cycling projects

Released: 2:00 p.m.

Winnipeg, MB – The City is asking Winnipeggers to help shape plans for a number of pedestrian and cycling projects. Several opportunities to provide input on the West Alexander to East Exchange Corridor, Southeast Corridor and Seine River Crossing pedestrian and cycling projects are coming up.

West Alexander to East Exchange Corridor

The goal of this project is to balance the needs of stakeholders and improve travel choices, accessibility and connectivity by developing 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.

Provide your input online at www.winnipeg.ca/walkbikeprojects until February 21 or join us at a pop-up event on Winter Bike to Work Day on **February 10**:

- 10:00 a.m. – 12:00 p.m. at Bronuts, C-100 King St
- 1:00 p.m. – 2:00 p.m. at Red River College, Loewien Atrium, 160 Princess St
- 1:00 p.m. – 2:00 p.m. at Across the Board Cafe, 211 Bannatyne Ave
- 3:30 p.m. – 5:30 p.m. at Boon Burger Cafe, 141 Bannatyne Ave

Southeast Corridor

The goal of the Southeast Corridor Study and Design, along the area around Des Meurons Street and St. George Road, is to provide a pedestrian and cycling facility that allows people of all ages and abilities to walk or bike from the Bishop Grandin Greenway to the St. Boniface neighbourhood. Visit www.winnipeg.ca/walkbikeprojects to learn more about this project and to provide your input through an online survey and mapping tool until February 16.

Seine River Crossing

The Seine River Crossing project is a study to identify a preferred location for a new pedestrian and cycling crossing over the river. Participate in a survey until February 16 at www.winnipeg.ca/walkbikeprojects.

FEBRUARY 3, 2017



New Opportunities for Engagement with the City of Winnipeg

Join us and share your input on the West Alexander to East Exchange Corridor, Southeast Corridor and Seine River Crossing pedestrian and cycling projects

Help shape plans for a number of pedestrian and cycling projects. Several opportunities to provide input on the West Alexander to East Exchange Corridor, Southeast Corridor and Seine River Crossing pedestrian and cycling projects are available and coming up.

West Alexander to East Exchange Corridor

The goal of this project is to balance the needs of stakeholders and improve travel choices, accessibility and connectivity by developing 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.

Provide your input online through a [survey](http://www.winnipeg.ca/walkbikeprojects) at www.winnipeg.ca/walkbikeprojects until February 21 or join us at a pop-up event on Winter Bike to Work Day on February 10:

- 10:00 a.m. – 12:00 p.m. at Bronuts, [C-100 King St](#)
- 1:00 p.m. – 2:00 p.m. at Red River College, Loewen Atrium, [160 Princess St](#)
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Online Engagement Opportunities with the City of Winnipeg

Southeast Corridor

The goal of the Southeast Corridor Study and Design, along the area around Des Meurons Street and St. George Road, is to provide a pedestrian and cycling facility that allows people of all ages and abilities to walk or bike from the Bishop Grandin Greenway to the St. Boniface neighbourhood. Visit www.winnipeg.ca/walkbikeprojects to learn more about this project and to provide your input through an online [survey](#) and mapping tool until February 16.

Seine River Crossing

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Chief Peguis Greenway Extension

Thank you to all who attended the open house on January 31. If you were unable to attend, please review the [open house materials](#) and complete the [online survey](#). The online survey will be available until February 14, 2017. For more information, please visit winnipeg.ca/chiefpeguisgreenway.

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FEBRUARY 15, 2017



New Opportunities for Engagement with the City of Winnipeg

Rose Hill Park Renewal

Winnipeggers are invited to attend an open house on the continuing renewal of Rose Hill Park. Rose Hill Park is a vital community link in the Inkster Gardens neighbourhood. The City-owned space is used for the benefit of students from Meadows West School in the day while providing a popular community space at night.

The park is currently under a significant renovation that saw the creation of a new playground in 2016. The final stages of this redevelopment include the installation of a fitness trail, shade structure and seating area with improved drainage. Construction is expected to be complete late in 2017. We are asking for the community to provide input on a variety of options for fitness equipment that will be installed at different locations on the trail, encouraging physical activity and promoting outdoor exercise.

Date: Thursday, February 16, 2017

Time: 6:30 p.m. to 8:00 p.m.

Location: Meadows West School, Gymnasium, [150 Inkster Garden Drive](#)

Please visit [winnipeg.ca/rosehillpark](#) to view the [open house boards](#) before you attend or if you are unable, read about the renewal and take the [online survey](#).

Online Engagement Opportunities with the City of Winnipeg

West Alexander to East Exchange Corridor

Thank you to all who came out to the Bike to Work Day pop-up events on Friday, February 10. We had over 400 interactions to discuss the improvements to bike lanes on McDermot and Bannatyne Avenue and gather information about what is important to those who live, work, and spend time in the project area.

There is still time to provide your input! Those who wish to provide their feedback at this stage in the process have until Tuesday, February 21 to visit [winnipeg.ca/walkbikeprojects](#) fill in the [survey](#) and use the mapping tool.

Southeast Corridor

The goal of the Southeast Corridor Study and Design, along the area around Des Meurons Street and St. George Road, is to provide a pedestrian and cycling facility that allows people of all ages and abilities to walk or bike from the Bishop Grandin Greenway to the St. Boniface neighbourhood. Visit [www.winnipeg.ca/walkbikeprojects](#) to learn more about this project and to provide your input through an online [survey](#) and mapping tool until February 20.

Seine River Crossing

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

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.

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.

**WEST ALEXANDER
TO EAST EXCHANGE
CORRIDOR**

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



Appendix C

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

Thursday, February 9, 2017

2:30 – 4:00pm

Ted Motyka Dance Studio, 460 Main Street



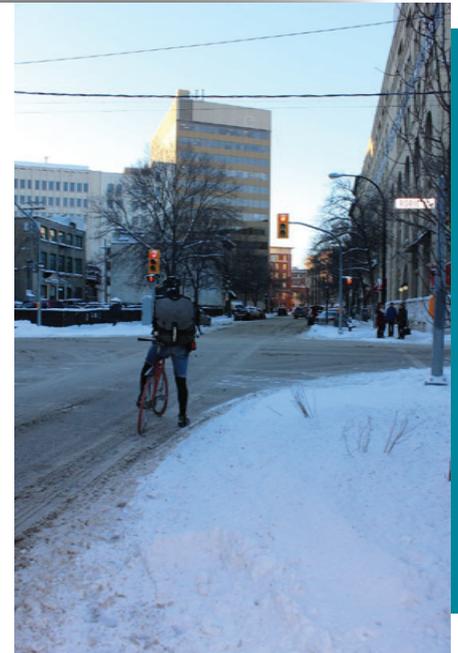
Agenda

1. Introductions
2. Study Overview
3. Group Discussion and Questions
4. Next Steps



Meeting Purpose

- The City is developing options to improve the existing painted bike lanes on McDermot Avenue and/or Bannatyne Avenue.
- This workshop is the beginning of the public engagement process.
- This meeting provides you with an opportunity to share your thoughts on what should be considered in the design.



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 Goals

- To **improve connectivity** to the Exchange District, Downtown, Health Sciences Centre, University of Manitoba Bannatyne campus, and neighbourhoods surrounding Sherbrook Street.
- To **provide an important east-west connection** between Waterfront Drive and Sherbrook Street, which will improve the existing painted bicycle lanes to protected lanes so they are **comfortable for people of all ages and abilities**.
- To **provide an enhanced connection** to 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.
- To **balance the needs of various means of transportation** and maintain as much on-street parking and loading as possible.

Study Area



Timeline



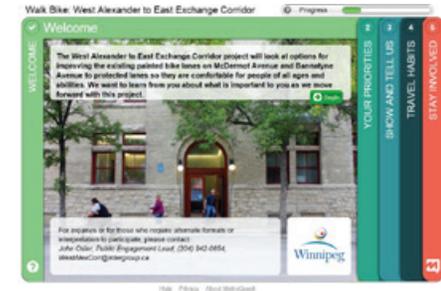
Adjustable Protected Bike Lanes

- 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.



Public Engagement

- Phase 1 Public Engagement
 - Stakeholder Workshop (Today)
 - Pop-up Engagement (February 10)
 - On-Line Survey (Available Until February 21)
- For more information:
 - Web:
winnipeg.ca/walkbikeprojects
 - E-mail:
WestAlexCorr@intergroup.ca



Discussion

1. What do you feel are the priorities for improving existing conditions along:
 - a) McDermot and Bannatyne?
 - b) Ellen/Carlton and Hargrave?
2. To understand your perspective, where do you currently experience challenges, what works well, where could there be improvements, and what might those improvements be?
3. To understand your customers' experience when travelling to your business, what do you understand their challenges are, what do they like about coming to your location, how do they travel to and from your business, and are you aware of any identified improvement needs to improve their experience?



West Alexander to East Exchange Corridor

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

Stakeholder Workshop
Thursday, February 9, 2017
2:30 – 4:00pm

Ted Motyka Dance Studio, 460 Main Street



Discussion Guide

West Alexander to East Exchange Corridor

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

Stakeholder Workshop

Thursday, February 9, 2017

2:30 – 4:00pm

Ted Motyka Dance Studio, 460 Main Street

Discussion Guide

- 1) What do you feel are the priorities for improving existing conditions along:
 - a. McDermot and Bannatyne?
 - b. Ellen/Carlton and Hargrave?
- 2) To understand your perspective,
 - a. Where do you currently experience challenges?
 - b. What works well?
 - c. Where could there be improvements?
 - d. What might those improvements be?
- 3) To understand your customers' experience when travelling to your business, what do you understand their challenges are, what do they like about coming to your location, how do they travel to and from your business, and are you aware of any identified improvement needs to improve their experience?

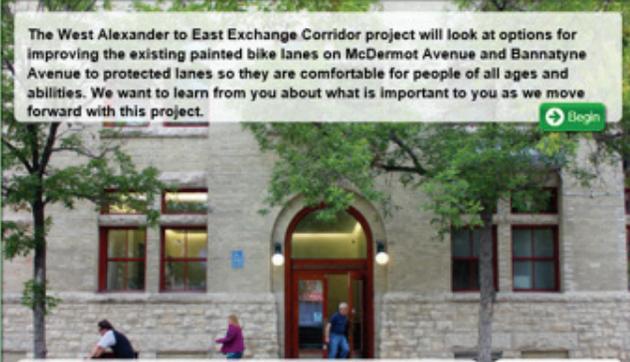
Online Survey Questionnaire

Walk Bike: West Alexander to East Exchange Corridor Progress

WELCOME

Welcome

The West Alexander to East Exchange Corridor project will look at options for improving the existing painted bike lanes on McDermot Avenue and Bannatyne Avenue to protected lanes so they are comfortable for people of all ages and abilities. We want to learn from you about what is important to you as we move forward with this project. [Begin](#)



YOUR PRIORITIES **2**
SHOW AND TELL US **3**
TRAVEL HABITS **4**
STAY INVOLVED **5**

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 Your Priorities

WELCOME

YOUR PRIORITIES

What to do Next Task

Order your top 3 items above this line

- Access to Transit
- Bike network connections
- Vehicular traffic flow
- Accessibility
- Safety
- Cycling comfort
- Pedestrian comfort
- Parking and Loading

When creating a design for improving the existing conditions along McDermot Avenue and Bannatyne Avenue, what are your top three priorities that should be considered?

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

Suggest another item

SHOW AND TELL US

TRAVEL HABITS

STAY INVOLVED

Walk Bike: West Alexander to East Exchange Corridor

Progress

3 Show and Tell Us

WELCOME

YOUR PRIORITIES

SHOW AND TELL US

What to do Next Task

Please drag and drop at least 3 markers on the map.

- Safety
- Connections
- Amenities
- Aesthetics
- Walking
- Biking

TRAVEL HABITS

STAY INVOLVED

Walk Bike: West Alexander to East Exchange Corridor

Progress

1 WELCOME

2 YOUR PRIORITIES

3 SHOW AND TELL US

4 **Travel Habits**

What to do Next Task

5 STAY INVOLVED

Frequency

Purpose

Future Use

Frequency

How often do you travel on McDermot Avenue and/or Bannatyne Avenue? (Please select one)

More than once a day

Once a day

3-5 times per week

1-2 times per week

Less than once a week

Never

Next Category

Walk Bike: West Alexander to East Exchange Corridor

Progress

1 WELCOME

2 YOUR PRIORITIES

3 SHOW AND TELL US

4 **Travel Habits**

What to do Next Task

5 STAY INVOLVED

Frequency

Purpose

Future Use

Purpose

Why do you usually travel on McDermot Avenue and/or Bannatyne Avenue? (Please check all that apply)

Commute to work

Commute to school

Recreation/exercise

To go to shops or restaurants

To go to shows or events/festivals

Next Category

Walk Bike: West Alexander to East Exchange Corridor Progress

1 WELCOME
2 YOUR PRIORITIES
3 SHOW AND TELL US
4 **Travel Habits**
5 STAY INVOLVED

What to do Next Task

Frequency
Purpose
Future Use

Future Use

If the current bicycle lanes were protected on McDermot Avenue and/or Bannatyne Avenue, how much more likely would you cycle on these corridors? (Please select one)

Much more likely
More likely
Not likely
Very unlikely
Unsure
I already use the corridor(s) daily

Next Task

Walk Bike: West Alexander to East Exchange Corridor Progress

1 WELCOME
2 YOUR PRIORITIES
3 SHOW AND TELL US
4 TRAVEL HABITS
5 **Stay Involved**
6

What to do

Final Questions (Optional)

What is your age?
Select

What is your gender?
Select

What is your postal code? (first 3 digits)
Type

What is your main mode of transportation?
Select

What is your main connection to this area?
 Resident Work/business Student
 Commuter Volunteering
 Visiting local residents
 Accessing social services Other

Submit Final Questions Skip

Thank You

Please visit the [project website](#) for more information about the study, or to join in other public engagement events.

You can also connect with us on [Facebook](#), or follow us on [Twitter](#).



Appendix D

Stakeholder Workshop and Pop-up Event Feedback

Stakeholder Workshop Feedback

The following highlights the issues and perspectives from stakeholders during the Phase 1 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 1 Public Engagement business workshop.

SAFETY:

- > Concern for vehicle/cyclist conflict at the Grain Exchange parking lot (Lot 180) as there is only one exit and vehicle traffic gets quite congested. Traffic is high in this area and a designated lane for cyclists may increase the potential for injury. Location is at approximately 110 McDermot Avenue, south side of street.
- > Challenges getting in/out of parking lots at 93 Lombard Avenue and at the corner of Ship Street and McDermot Avenue as there is only one exit per lot.
- > Concern around safety for cyclists at the two vehicle exits on to Bannatyne at the Ashdown Warehouse. Additionally, street parking in front of the Ashdown Warehouse is lost during the summer to street side patios. This reduction in parking spots leads to vehicles parking in bike lanes and causing greater safety concern for all traffic.
- > Bannatyne Avenue often has vehicles travelling at high speed during rush hour. As result cyclists are not often viewed on this route (perception is that cyclists do not use this route often).
- > Currently there are challenges getting in and out of the parking lot at the southwest corner of Bannatyne and Rorie (approximately 166 Bannatyne Avenue). Concerned for cyclist safety. Suggestion to install the bike lane on the north side of McDermot Avenue to decrease the potential for vehicle/cyclist conflicts. The north side of McDermot Avenue has access to 1 parking lot whereas the south side of McDermot Avenue has access to 3-4 parking lots.
- > Cyclist safety is an issue at this location, corner of Bannatyne Avenue and Main Street. Protection in designated bike lane ends for a section and then starts back up. This leaves cyclists unprotected at a high vehicle traffic location.
- > In general, bike lanes are painted too close to parked vehicles. Winnipeg vehicle drivers have yet to adopt the "Dutch Reach" technique to look for oncoming cyclist.
- > The intersection of Bannatyne Avenue and Albert Street and Arthur Street is a dangerous location for pedestrians to cross in the north-south direction across Bannatyne Avenue. This is an active corner with a large volume of vehicle and pedestrian traffic.
- > Concern around how narrow Winnipeg streets get in winter due to snow plow drifts and the potential for designated bike lanes to further reduce the width of narrow streets. Currently cyclists move to travel along the pedestrian sidewalks in the winter.
- > Concern regarding ability for cyclists to safely cross Main Street at McDermot Avenue.

- > Concern regarding safety for cyclists at the corner of McDermot Avenue and Rorie Street as it is a high vehicle traffic area and gets quite congested at peak hours.
- > Concerns regarding cyclist safety considering the delivery traffic to the Grain Exchange Building on McDermot Avenue (McDermot Avenue and Rorie Street). Bike cages at this location are highly utilized however it is not a high speed cycling area as it is too dangerous. Concern regarding safety due to the parkades on McDermot Avenue creating a high vehicle traffic area.
- > The eastbound right hand turn from McDermot Avenue to Main Street is a busy traffic location. Traffic often backs up to Arthur Street.

VEHICLE PARKING

- > Concern about reducing already limited vehicle parking in the Exchange District to ensure bike lanes are protected.
- > On-street parking and loading is important to local businesses, concern that bike lane would reduce already limited availability. Would not support the loss of on-street parking. Perception is that currently there is very little vehicle parking in the Exchange District.
- > On-street parking is important for business owners in the retail area of the Exchange District (McDermot Avenue and Bannatyne Avenue between Main Street and Hargrave Street). Priority is for customer on-street parking for high turn-over usage.
- > It was mentioned that the Exchange BIZ has optimized loading space and converted it to vehicle parking space where possible.
- > Concern regarding the conflict between the residential and restaurant owners demand for parking. Residential owners would like long term free parking (McDermot Avenue and Bannatyne Avenue between Main Street

and Waterfront Drive) while restaurants owners would like high turnover vehicle parking.

- > Participants shared that the corridors between Main Street and Waterfront Drive along McDermot Avenue and Bannatyne Avenue are busy streets and continually saturated with on-street parking. This area is generally used by downtown vehicular parking with the area emptying out evenings and weekends.
- > Suggestion was to clearly describe what parking will be lost and what parking will be gained to assist with project communication.

EDUCATION

- > Perception is that cyclists do not use green painted lanes.
- > The roundabouts on Waterfront Drive do not provide enough signage or direction about how vehicles and cyclists should share the road.
- > Suggestion to provide additional vehicle driver and cyclist education on sharing the road. Bike lanes are often not noticed or understood by vehicle drivers. Sherbrook Street was cited as an example. Additionally there is the perception that cyclists do not always follow the rules of the road.

INPUT FOR DESIGN

- > Bike lanes on Bannatyne from Main to approximately Princess need to be re-painted as they are no longer visible.
- > Would like to see bike racks and temporary summer patios incorporated into the design for bike lane protection.
- > Suggestion was to look to other cities, including Vancouver, for safe cycling examples. It was shared that it is difficult to find vehicle parking in various locations in Vancouver so people cycle as an alternative. Programs

have developed to promote alternative transportation including bike storage programs and bike and car sharing programs. This support has led to the growth of the cycling momentum in Vancouver.

- > An additional cycling priority suggestion from other cities included a priority cycling lane down the centre of the vehicle lane.
- > Suggestion that the two-way section of McDermot Avenue, beginning at Waterfront Drive, could become a one-way for vehicles.
- > Participants shared that bike theft is a significant deterrent to cycling, as such bike parking is important to consider.
- > Participants mentioned that the Exchange BIZ installs bike racks however many are lost to snow clearing efforts.
- > On two-way streets along bus routes it was suggested to decrease the width of a vehicle driving lane as opposed to decreasing parking. This would achieve traffic calming without losing vehicle parking.
- > Suggestion for covered bike parking on the island of lane at the south corner of the Bannatyne Avenue, Albert Street, and Arthur Street in front of Bodegos Restaurant.

CYCLING PERSPECTIVES

- > Bike lanes are actively used by a large number of cyclists in the Exchange District.
- > It was mentioned that the Sherbrook/Maryland bike lane is an important corridor.
- > Feedback on the Sherbrook corridor suggests the vehicle parking stalls are too small and cyclists do not follow the rules of the road.
- > Perspective was shared that cyclists will travel wherever they want and will not follow the rules of the road.

- > Waterfront Drive often has cyclists using the street. The perception is that these cyclists are travelling for recreational.
- > Perception that cycling infrastructure may not be beneficial to the local area and may potentially become a deterrent. The opinion is that cycling infrastructure in the area would primarily be used by families to attend special events. Participants would be interested in knowing how many people cycle to the Exchange District and what is their end destination? Is travel primarily for a commute to work or casual cycling?
- > Perception is that there are currently no safety concerns for cycling throughout the Exchange District. Additionally, it was mentioned that the majority of cyclists do not ride in the winter.

EXCHANGE DISTRICT PERSPECTIVES

- > General thoughts include the seasonality of the Exchange District and the increase in traffic in the warmer summer months. From May through September the number of people visiting the Exchange District increases by the 1,000s.
- > The Exchange District is a National Historic Site Neighbourhood with a high concentration of artists' studios, galleries, retail shops and restaurants. Local culture is the primary draw of the neighbourhood including accessibility, culture, and festivals, which is increasing the residential drive to the neighbourhood and supporting the influx of condominium development.
- > Sport Manitoba is located in the Exchange District and is in the process of re-developing the facility on Lily Street. The Canada Summer Games 2017 are being hosted this summer in Winnipeg. This will bring a large influx of people to the Exchange District.
- > The connection between the Forks and the Exchange District along Waterfront Drive is an important linkage to maintain as it provides a gateway for tourism between the two areas.

- > The Exchange BIZ is working towards understanding where people are coming from when they travel to the Exchange District. Traffic counts for the intersections of Bannatyne Avenue and Albert Street and Arthur Street and Arthur Street and McDermot Avenue would be helpful for the Exchange BIZ.

Pop-up Event Feedback

The following highlights the issues and perspectives from stakeholders during the Phase 1 Public Engagement pop-up events. 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 1 Public Engagement pop-up events.

SAFETY

- > The bike lane at the intersection of Bannatyne Avenue and Albert Street and Arthur Street disappears and creates confusion.
- > The bike lane on McDermot Avenue between Main Street and Rorie Street is often ignored.
- > At least three cycling accidents have been witnessed at the Bannatyne Avenue and Waterfront Drive roundabout.
- > Turning right onto Main Street from either Bannatyne Avenue or McDermot Avenue is a safety issue. Suggestion is for a designated cyclist priority signal, similar to a transit priority signal.
- > The intersections of Carlton Street and Hargrave Street at Cumberland Avenue create safety issues for cyclists. Suggestion is for designated cyclist priority signal or push button light system similar to the Tuxedo Avenue and Kenaston Boulevard.
- > Hargrave Street traffic lights are poorly timed north of Portage Avenue creating safety issues for cyclists.
- > The intersection of Princess Street and McDermot Avenue is a trouble spot for cyclists. This is a one-way street and cyclists are not comfortable travelling on the wrong side of the road.

INPUT FOR DESIGN

- > Bi-directional bike lanes would be well suited for the intersections of Carlton Street and Hargrave Street at McDermot Avenue. Bi-directional bike lanes also increase the number of riders in the same space which will increase rapport.
- > If a bi-directional bike lane is installed at the corner of Bannatyne Avenue and Carlton Street it will be difficult for cyclists travelling east on Bannatyne Avenue who stop to wait to turn right onto Carlton Avenue. They will be blocking cyclists travelling eastward on Bannatyne Avenue. This concern is shared for any other bi-directional bike lane installed.
- > In general, protected intersections are needed. Capacity should be considered as it's important to facilitate room for two bikes travelling side-by-side.
- > Greater connectivity to Red River College would be appreciated, specifically connectivity between Elgin Avenue and Red River College.
- > A suggestion was to add a fourth lane entering into the Bannatyne Avenue and Waterfront Drive roundabout to add connectivity from northwest parkway/waterfront.
- > Consideration of the Qu'Appelle Avenue to the University of Winnipeg campus was noted as a priority. This would enhance the connectivity to Balmoral Street and Spence Street.

- > Old Market Square requires additional bike parking, especially considering the number of events hosted in this location, Jazzfest etc. There is a need for greater accommodation of people attending these events by bike.
- > Suggestion that Albert Street should be closed to vehicle traffic throughout the summer months.

CYCLING PERSPECTIVES

- > Support was voiced for the Active Transportation pathway created along Sherbrook Street.
- > Positive enthusiasm for protected bike lanes which are seen as an improvement over painted bike lanes.
- > Isabel Street should be considered in this project.
- > Bike lock up locations are an important part of this plan and should be considered.
- > Up keep and maintenance will be an issue that requires consideration and responsibility. These details should be determined well in advance.
- > One-way bike lanes on one-way streets are more intuitive than two-way bike lanes.



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