

**Winnipeg Walk Bike Projects**  
**West Alexander Public Open House #1 Summary**

December 2015

Submitted by:  
**MMM Group Limited**

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**Date:** October 21, 2015

**Time:** 4:00 – 7:00 p.m.

**Location:** Brodie Centre Atrium, 727 McDermot Avenue (U of M Bannatyne Campus)

**Number of Attendees:** 68

## 1.0 Promotion

The West Alexander Public Open House was promoted using several methods:

- 2,093 invitations were mailed to businesses, land owners and residents in the study area (Appendix E).
- Email invitations were sent to the 21 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 and West Alexander Tire Talks events.
  - 100 handouts advertising the Public Open House were distributed at the West Alexander Tire Talks.
  - Approximately 60 flyers advertising the Public Open House were distributed at the Downtown Tire Talk.
- 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 Wednesday, October 21, 2015, for the West Alexander Pedestrian and Cycling Corridor 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 table maps (Appendix D) are detailed in Appendix A.

## Key Themes

The comments recorded on the presentation boards and maps were collated and the following themes emerged:

- **Cyclist Safety:** There was a concern for the safety of cyclists along the roads and at intersections in and throughout the study area. Cyclists felt that pedestrians and vehicles are not attentive, the traffic on Notre Dame Avenue is fast, and that cars turn right at the same time as pedestrians crossing and that is dangerous.
- **Bike Parking:** There was a desire for more bike parking. Specifically, the Emily Street parkade and in front of the Brodie Centre were mentioned as needing more spaces. Also, there was a desire for secure indoor bike parking and aesthetically pleasing bike racks.
- **Traffic:** Traffic congestion is a main concern for all modes of transportation, especially during the Health Sciences Centre (HSC) shift change and when classes begin and end. Although McDermot Avenue was commonly referred to, all major routes and intersections were identified as being congested.
- **Aesthetics:** Notre Dame was specifically identified as not being aesthetically pleasing, especially the surface parking and lack of trees.
- **Improved Connections:** There was an overall issue with the poor connections for cyclists into and out of the HSC and University of Manitoba Bannatyne campus area. Bike lanes dead end and the connections to downtown need to be improved to be safer and more effective.





## Appendix A – Presentation Board and Map Comments:

The following comments were noted on the following presentation boards:

### Examples of Protected Cycling Infrastructure (Board 8)

- I like having a separate "roadway" for bikes (not level with the street)
- Looks like an interesting plan for cyclists
- This is great most of the time, but can be really dangerous when cars turn right because they often don't shoulder check/forget there's a bike lane. Broadway and Sherbrook, when the lane crosses the right-turn lane, is the worst

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

- Green is so good! It reminds the cars that we exist
- Have a parking space for buses not on the road
- More bicycle parking space required
- Make protected paths wider so we can pass each other. We should reduce car lanes (Oslo is banning them altogether!)
- Nice plan but will the road be smaller for motorists to give way for bicycle lane
- Need more physical barriers and prevent driver/vehicle induced cyclist injuries

### Examples of Intersections (Board 11)

- Bike Boxes
  - Like this. Saw this in Oxford & helps to clear intersection of bikes
  - Motorists will never go for this. Is there an intermediate stage or compromise?
  - This is great and works in London and to turn left
  - Love this!
  - Love it. Especially good for left turns.
  - Love this. Cars don't seem to understand how much more energy it takes for bikes to start from stopped
  - Like the bike box
    - would there be a cyclist "green light"
    - because proper cyclists follow traffic rules
  - I like the green road sections for cyclists in bigger cities like Calgary, Vancouver & Toronto
- Cycling Signals
  - Also really like this!
- Half Signal Crossings
  - We need this [arrow pointing to image]
  - We can do this now

### Observations (Board 18)

- Notre Dame and McPhillips is a terrible intersection for bikes and peds. Needs improvements especially turning north from Notre Dame on to McPhillips
- Lots of bike (and peds) rely on this intersection to get up to McDermot bike lane
- Many peds use Notre Dame - could benefit from trees, shrubs, other street beautification
- Hard to cross Arlington on McDermot as cyclist
- More bikes mean more aesthetically and practically appropriate bike racks/locks needed
- quality secured indoor bike parking similar to a bike station should be included in campus planning
- Traffic is quite busy on McDermot. Protected bike lanes seem to be warranted unless you can reduce traffic quite a bit
- Emily parkade bike room is great but needs more racks

- As it is right now, McDermot (between Emily and Sherbrook) is really frustrating to cycle during the “after work/school” period
  - traffic issue
  - Yes!
  - Agree
  - Yes
- Sherbrook and Maryland need the greatest attention. The cars are unregulated in speed and the cyclists are dangerously exposed
- Continue a bike lane on Sherbrook. It ends on a turn and bikers get cut off. There's no good way getting to HSC from Sherbrook without crossing three lanes of cars
- Need more bike parking in front of Brodie. It would also be nice to have a bike lane that helps us get from Sherbrook onto McDermot

### Existing Parking Utilization (Board 19)

- Reduce or remove vehicular traffic from Emily/McDermot

### Study Area Map

- Safety
  - Peds and vehicles not attentive [Olivia and McDermot]
  - Fast traffic on Notre Dame
  - Sherbrook→Notre Dame
    - three lanes at Sherbrook to four lanes at Cumberland divides [also identified as a condition]
  - Cars turn right going north very quickly at the same time as peds crossing east/west. Dangerous
  - Safety sticker [sw Cumberland and Sherbrook]
  - Safety sticker [east side Sherbrook and Notre Dame]
  - Delivery bay [east of Emily on McDermot]
  - Taxis/drop-off [Cancer Care on McDermot]
- Aesthetics
  - Surface parking and no trees make Notre Dame not a destination/route for people
  - Not very aesthetically appealing as a ped [along Notre Dame near 791 Notre Dame]
- Amenities
  - More park benches
    - walkways to go for exercise breaks
    - mingle areas - outside
  - Unmetered on-street parking 9-3:30 [Arlington between Bannatyne and McDermot]
  - Green space planned [north side McDermot, west of Emily - JA Hiles Northern Medical Unit]
- Connections
  - Link to downtown safely and effectively please (light timing) [Sherbrook and McDermot]
  - Broken link! Bannatyne bike lane ends in heavy traffic by HSC
  - Connection [Banning to McPhillips]
  - Make sure to plan for connections to Cumberland and Wellington, McDermot & Bannatyne, plus N/S on Arlington and Langside Sherbrook/Maryland, Furby
  - Connect [arrow pointing to Wellington]
  - Connection needed [Sherbrook @ Notre Dame]
    - Yes
  - Preferred route [arrow drawn down Bannatyne from Arlington]

- Roundabout - is there enough space? Make sure to consider bike connection [Emily and McDermot]
- Essentially the end of the bike route. Can be hard to cross McPhillips [McPhillips and McDermot]
- Bikes! [Arlington crossing Notre Dame]
- Bike paths end at Notre Dame, going down Sherbrook - needs to continue
- Pedestrian
  - Ped crossing [Cumberland and Notre Dame]
  - Ped crossing [Sherbrook south of Notre Dame]
- Other
  - Shift change congestion
  - Busy intersection for vehicles [Notre Dame @ Tecumseh]
  - New building (Faculty of Nursing [South side of McDermot east of Tecumseh])
  - Need vehicle access maintained here for patients [Cancer Care - NW McDermot and Olivia]
  - Will this [assuming it is the ped cross walk] stay after redevelopment? [Pearl and Notre Dame]
  - Future connection to airport and Polo Park. Regional mixed use centre if a grade separation is allowed over rail tracks at Garbage Hill
  - Protected bike lanes on Arlington would provide a high quality north/south route to the St. Matthews/ Daniel McIntyre Neighbourhoods
  - Garbage pick-up creates conflicts - bins rolled out between [McDermot and Notre Dame and Arlington and Tecumseh]
  - Roundabout?
  - Vehicle congestion [Emily St.]
  - William has good width bike lane
  - No space on McDermot for bikes and very busy
  - Pedestrian/Traffic control issues [Bannatyne near 771 Bannatyne entrance]
  - Circle with X through it at McDermot and Emily intersection
  - Idea for McDermot - bike box at Sherbrook and McDermot; two-way bike lane on south side of McDermot to avoid loading bay/drop off areas (bonus points if it's divided from traffic somehow) then roundabout or pedestrian light or something at Emily and McDermot
  - Coming up Sherbrook, it's really dangerous to get to McDermot.
  - Current Options:
    - Bad
      - Get across two lanes of traffic on Sherbrook before making a left turn on Notre Dame
      - Go up Sherbrook to McDermot, cut a lane over, then turn left when you don't have any sort of turn/advanced green
  - Ideas:
    - Better?
      - Bike box at Cumberland and Sherbrook to let bikes get over to turn left on to Notre Dame
      - Continue bike lane up Sherbrook, put bike box at Sherbrook and McDermot
      - Split sidewalk along Notre Dame
  - Intersection - McDermot/Emily
    - Generally bad. Cars don't see bikes coming out of bike parking, pedestrians don't stop, underground walkways often locked/people don't know they exist."

## **Appendix B – Hard Copy Survey**



# WEST ALEXANDER PEDESTRIAN AND CYCLING CORRIDOR STUDY PUBLIC OPEN HOUSE OCTOBER 21, 2015 COMMENT SHEET

## RANKING

Please rank your top **three** priorities for McDermot Avenue

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

**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?



Cycle in traffic sometimes, but prefer bike lanes



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





**SHARED USE STREETS [Choose one]** Which option best represents your personal preference?



Fully separated by type of user



Shared space for all users

**Additional comments:**

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Is there anything else you would like to tell us?

Multiple 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):

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

Age

- Checkboxes for age groups: 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?

- Checkboxes for: 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



## West Alexander Pedestrian & Cycling Corridor

Connecting McPhillips Street to Sherbrook Street



PUBLIC OPEN HOUSE

# OPEN HOUSE GOALS

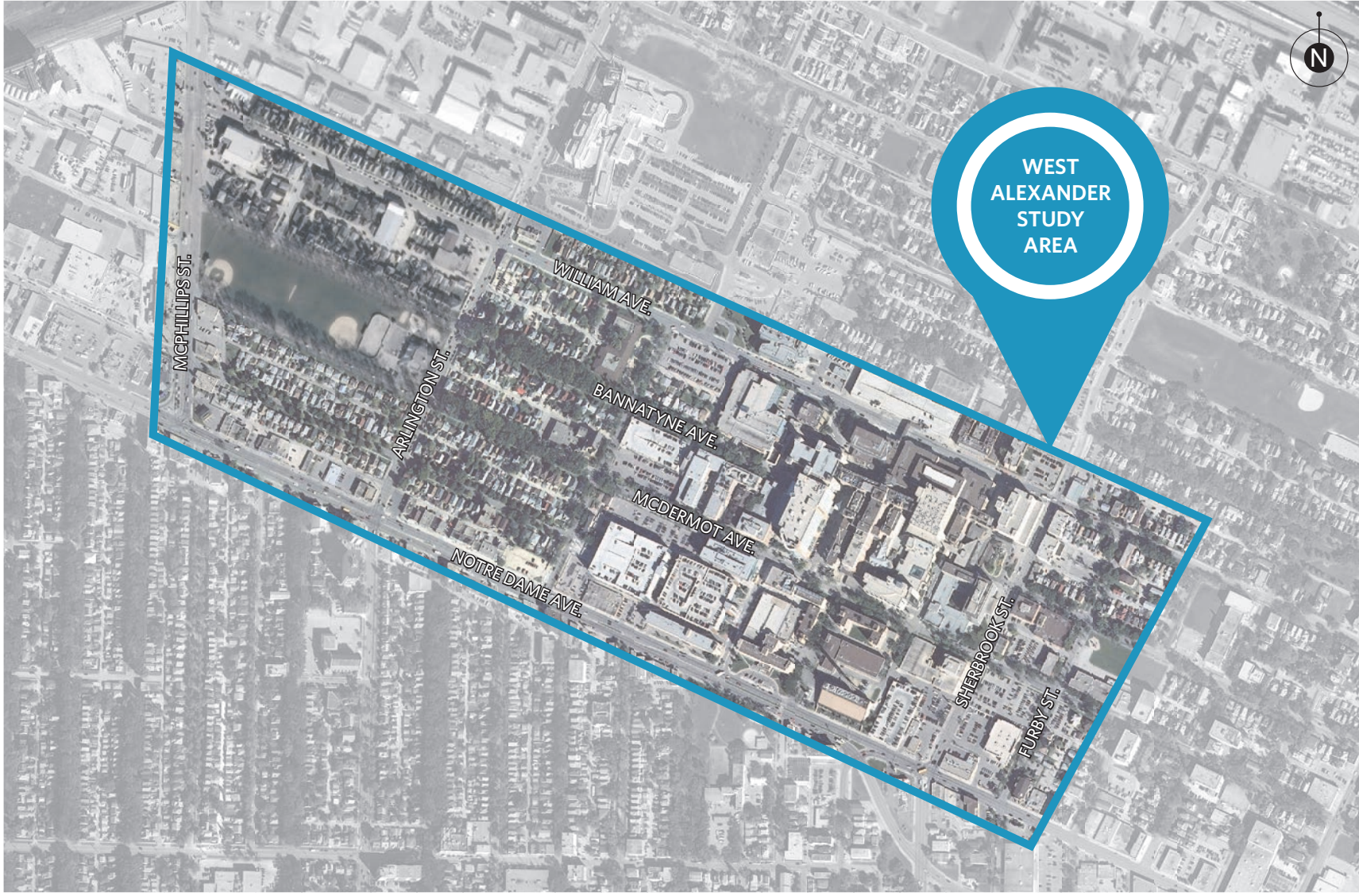


- » Introduce the study
- » Discuss with the study team and other members of the public
- » Allow you to share any specific interests and/or concerns regarding the study
- » Encourage feedback through written and digital comments
- » Learn how to stay involved

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

Please provide your input at one of our computer kiosks.





# 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.

## 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.

## WEST ALEXANDER PEDESTRIAN & CYCLING CORRIDOR

- » 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

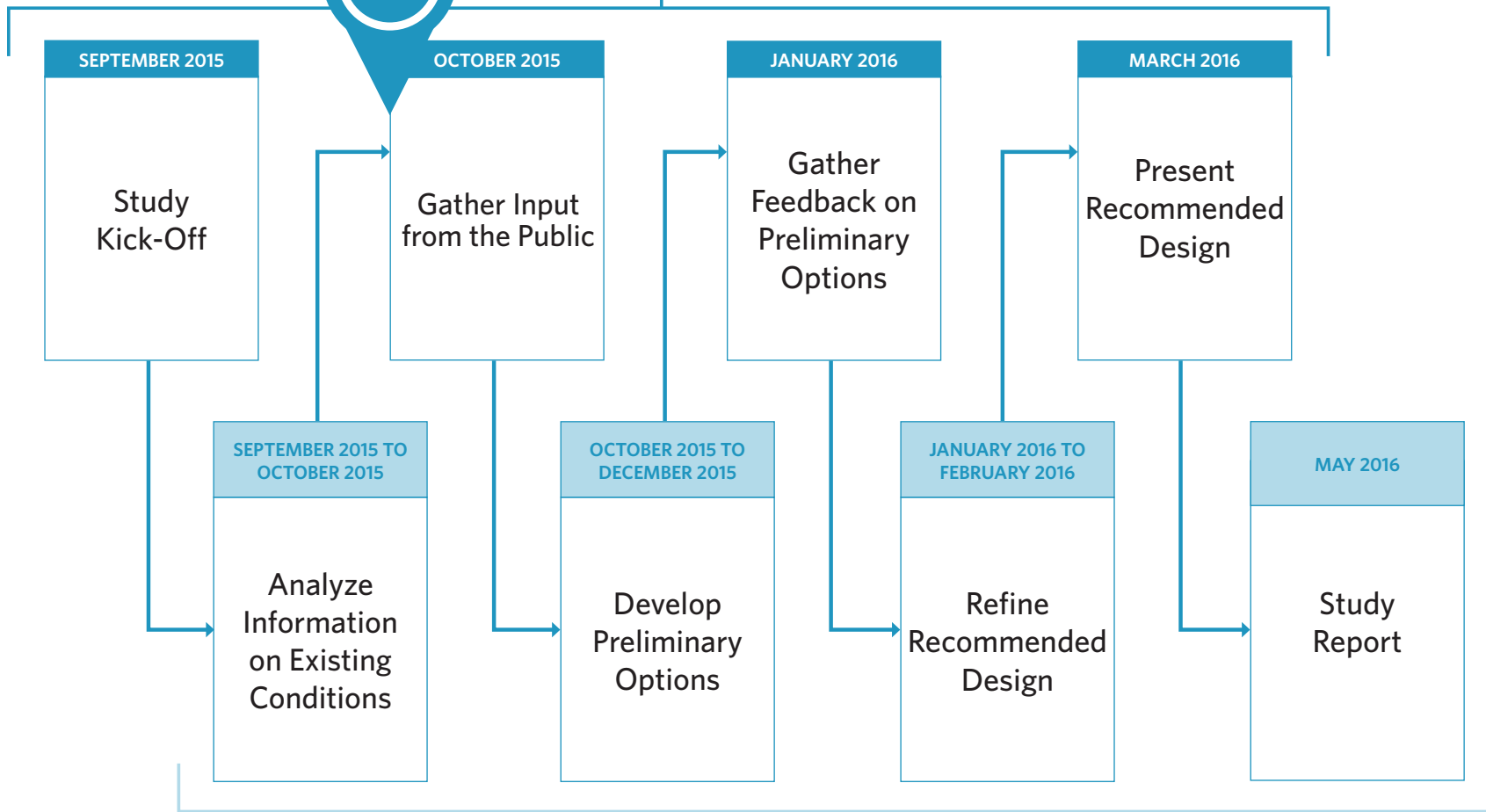


- » Develop a plan to upgrade the existing pedestrian and cycling facilities while renewing the roads.
- » Enable people of all ages and abilities to feel safe and comfortable walking and cycling.
- » Contribute to quality of life and community well-being through an enhanced pedestrian realm.
- » Improve connectivity between the West Alexander community and the Exchange District.
- » Represent an important connection for the many daily visitors and commuters to the Health Sciences Centre and U of M Bannatyne Campus.
- » Engage citizens and receive input that will be considered in the final design.

# TIMELINE



PUBLIC ENGAGEMENT



TECHNICAL

# 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

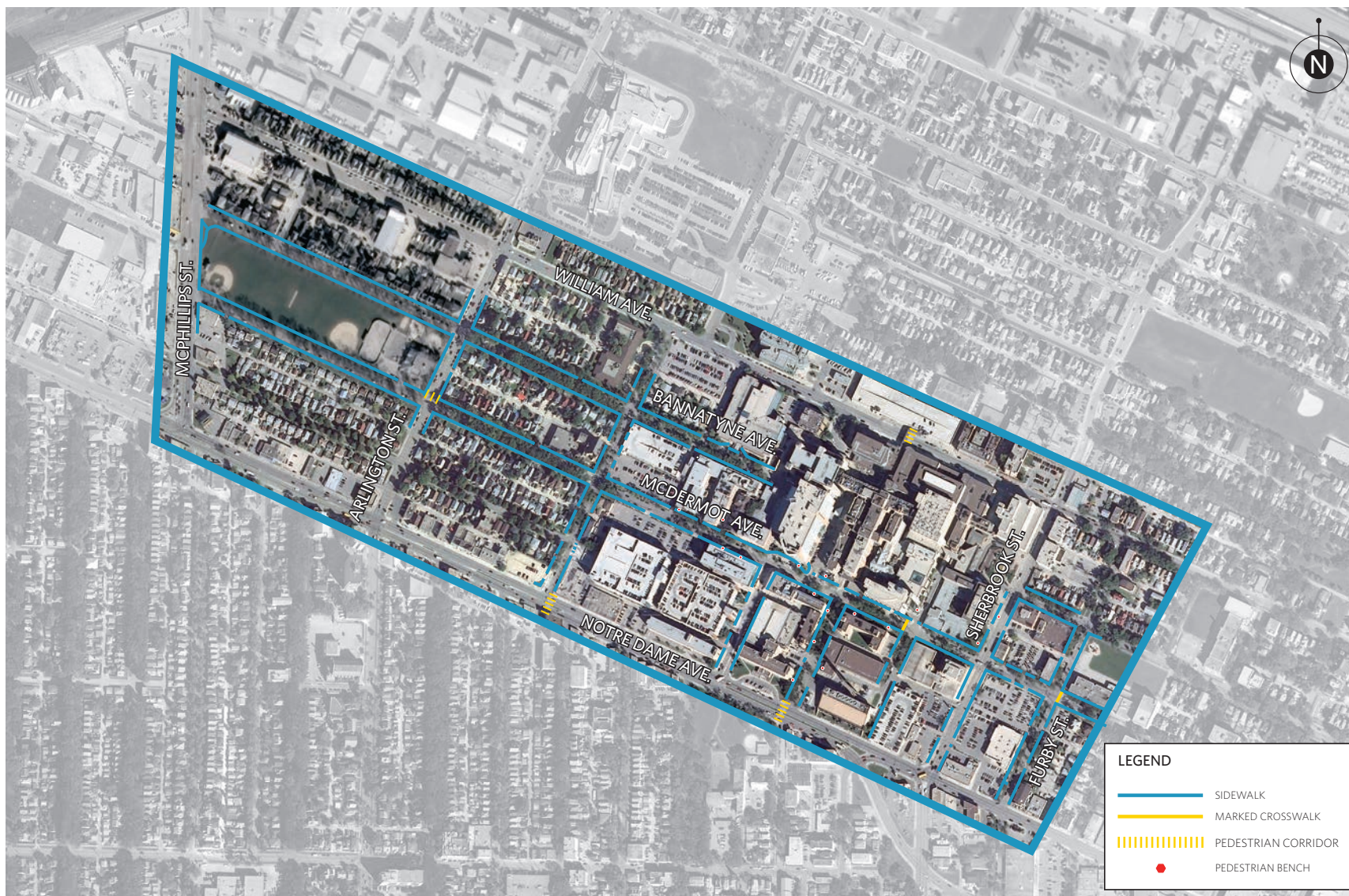


These examples contribute to a safe and comfortable pedestrian environment



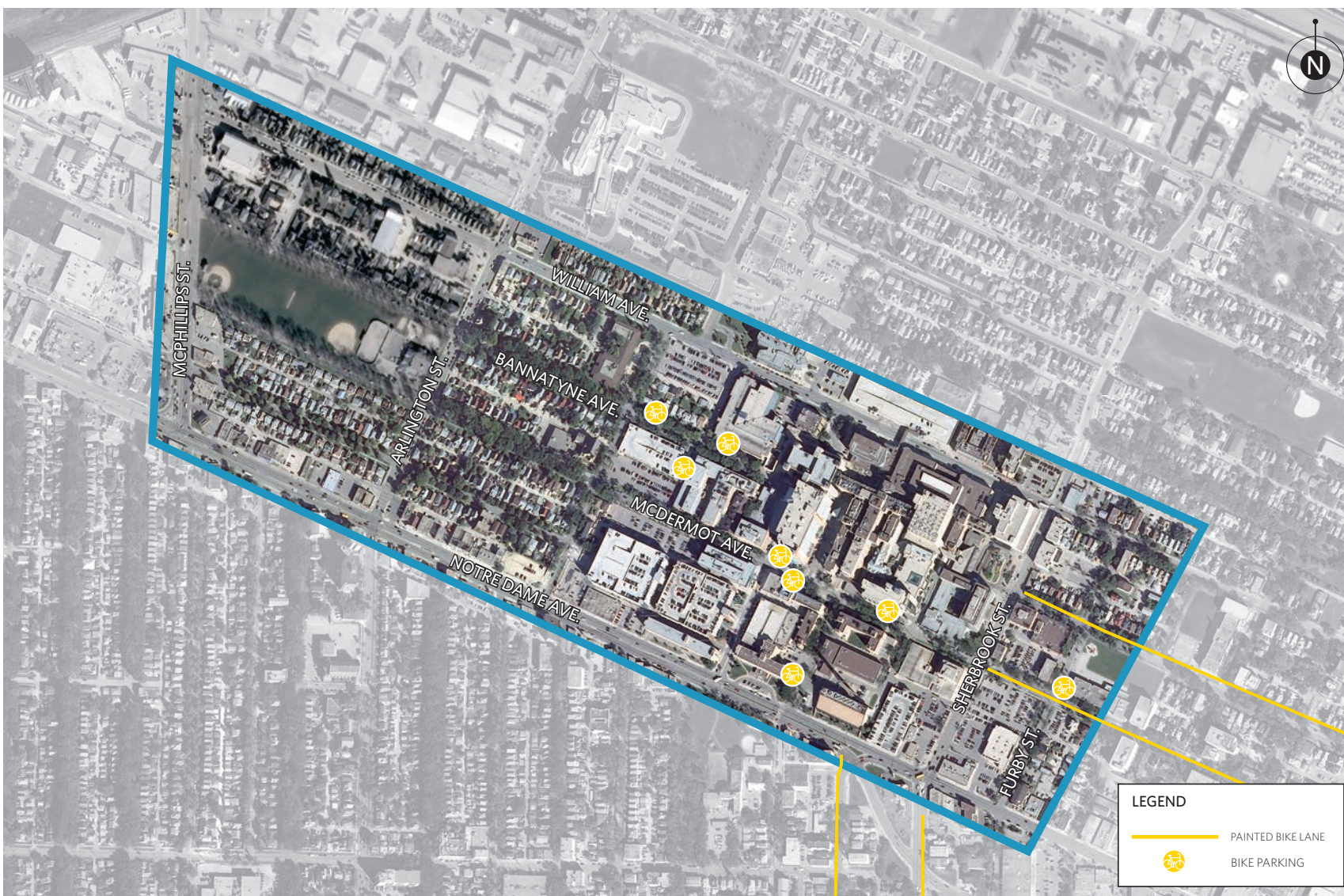


# EXISTING PEDESTRIAN FACILITIES





# EXISTING CYCLING FACILITIES



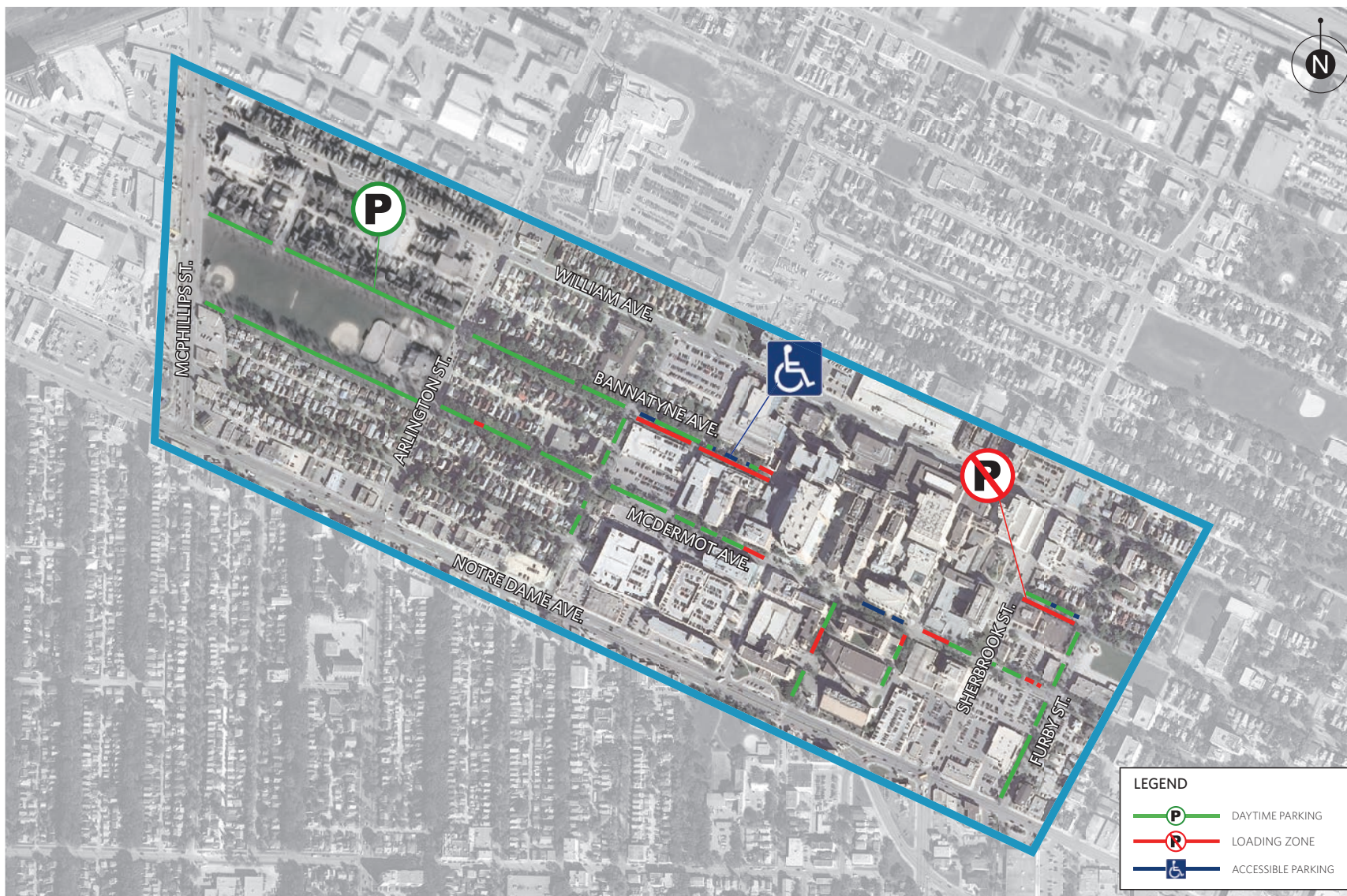


# EXISTING TRANSIT USAGE



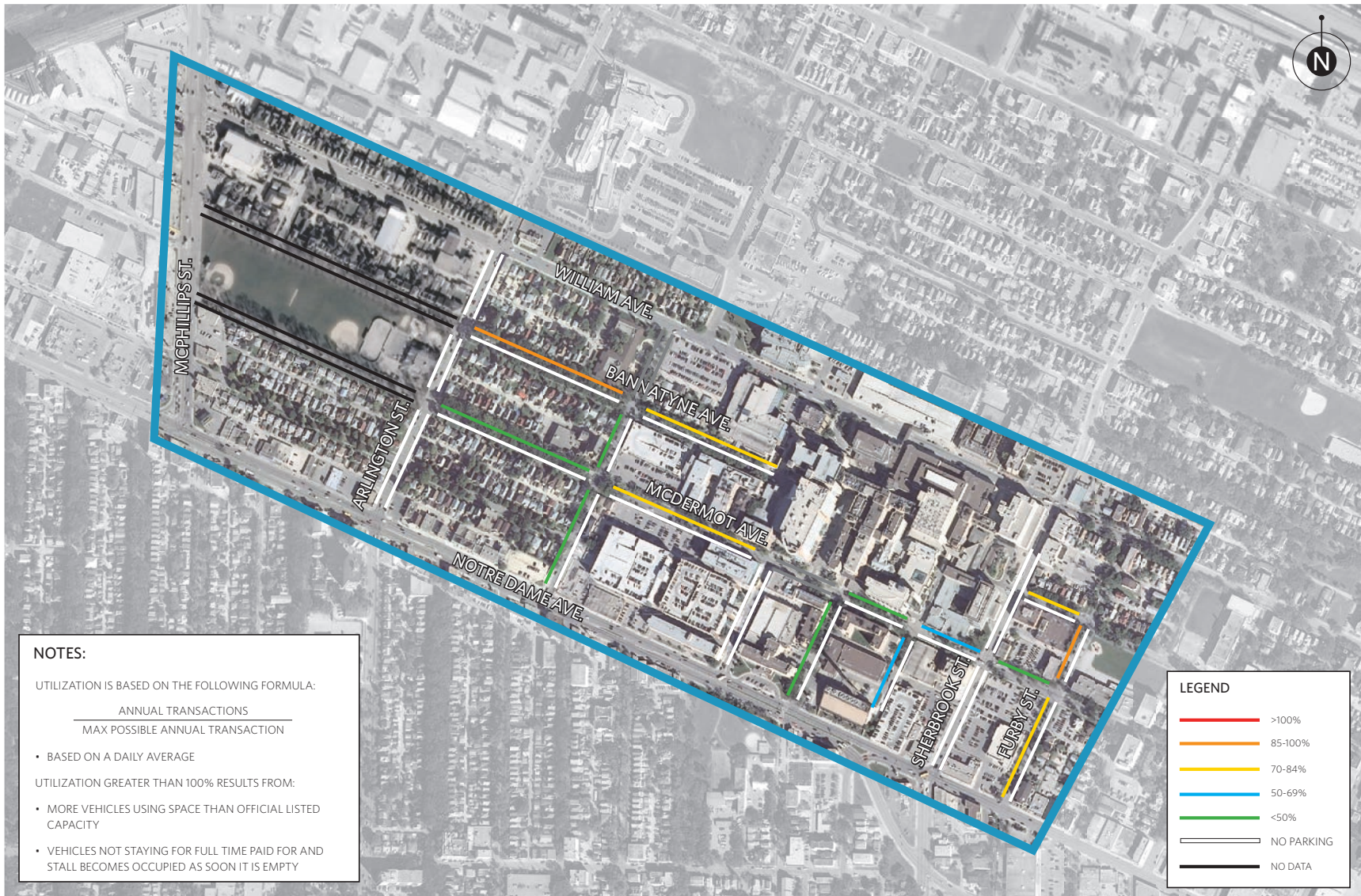


# EXISTING ON STREET PARKING & LOADING



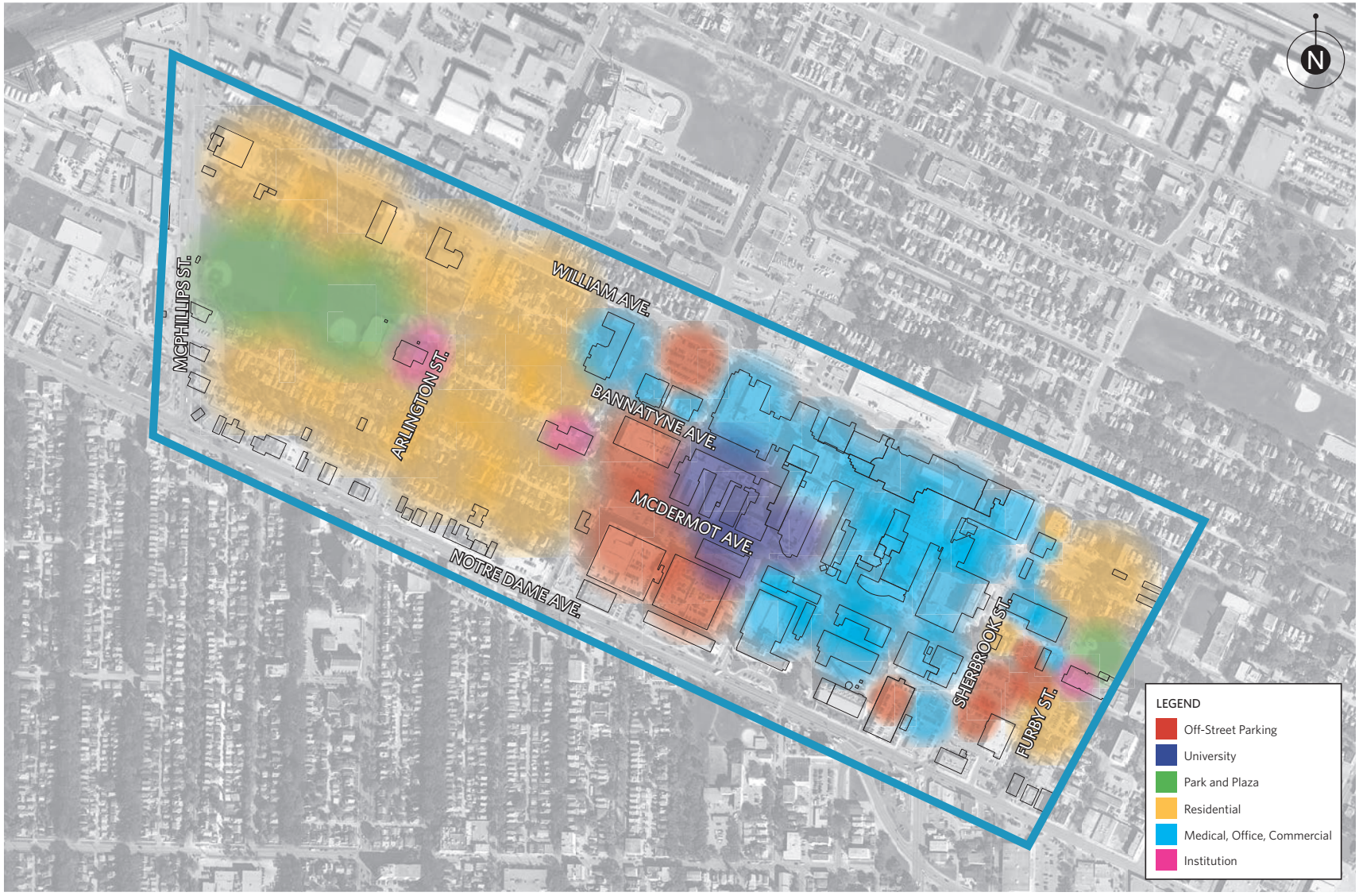


# EXISTING PARKING UTILIZATION



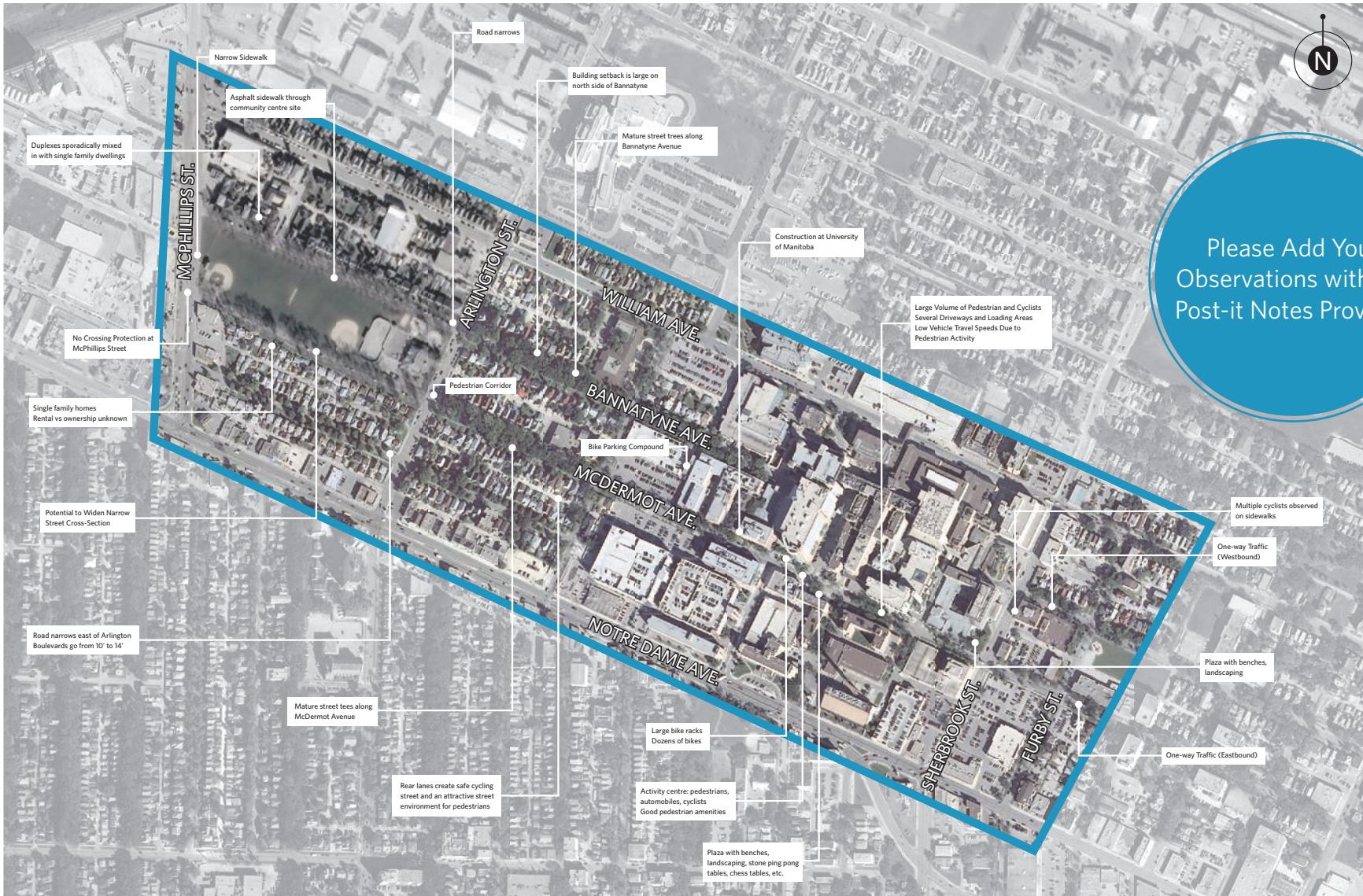


# EXISTING LAND USE





# OBSERVATIONS

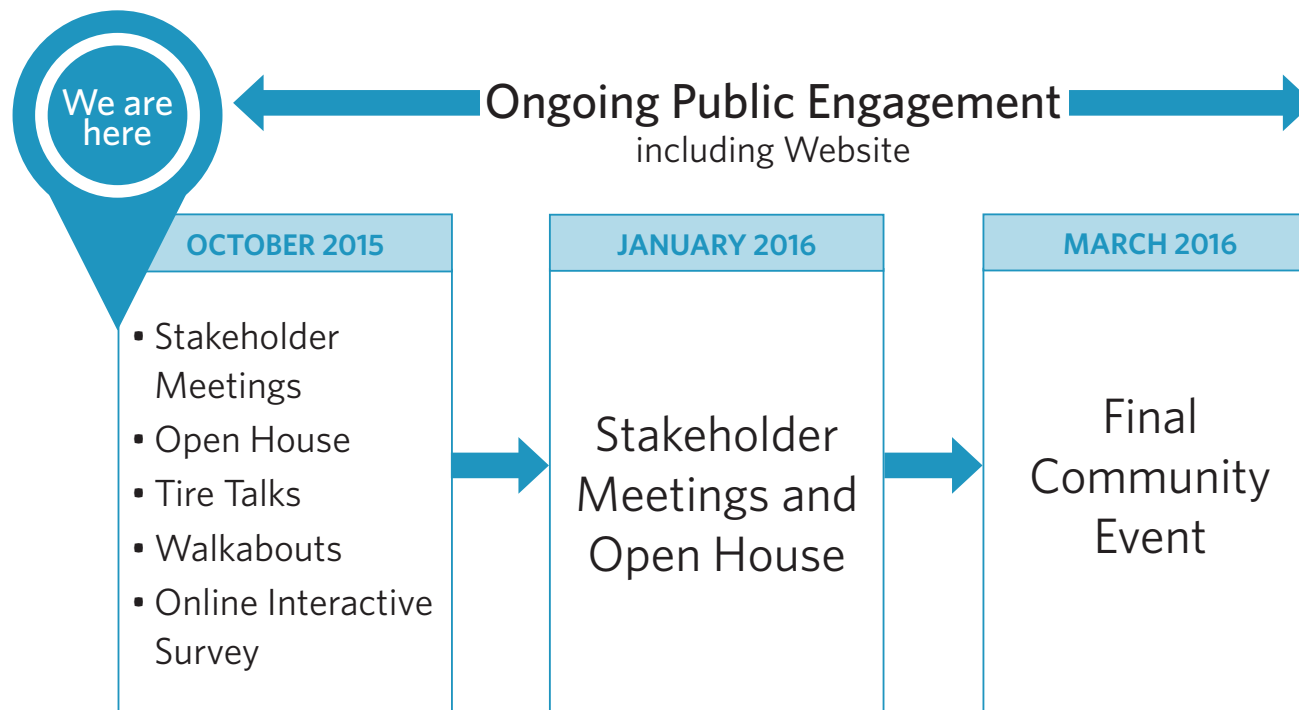


Please Add Your Observations with the Post-it Notes Provided

# HOW TO GET INVOLVED



Public input 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





WEST  
ALEXANDER  
STUDY  
AREA

MCPHILLIPS ST.

ARLINGTON ST.

WILLIAM AVE.

BANNATYNE AVE.

MCDERMOT AVE.

NOTRE DAME AVE.

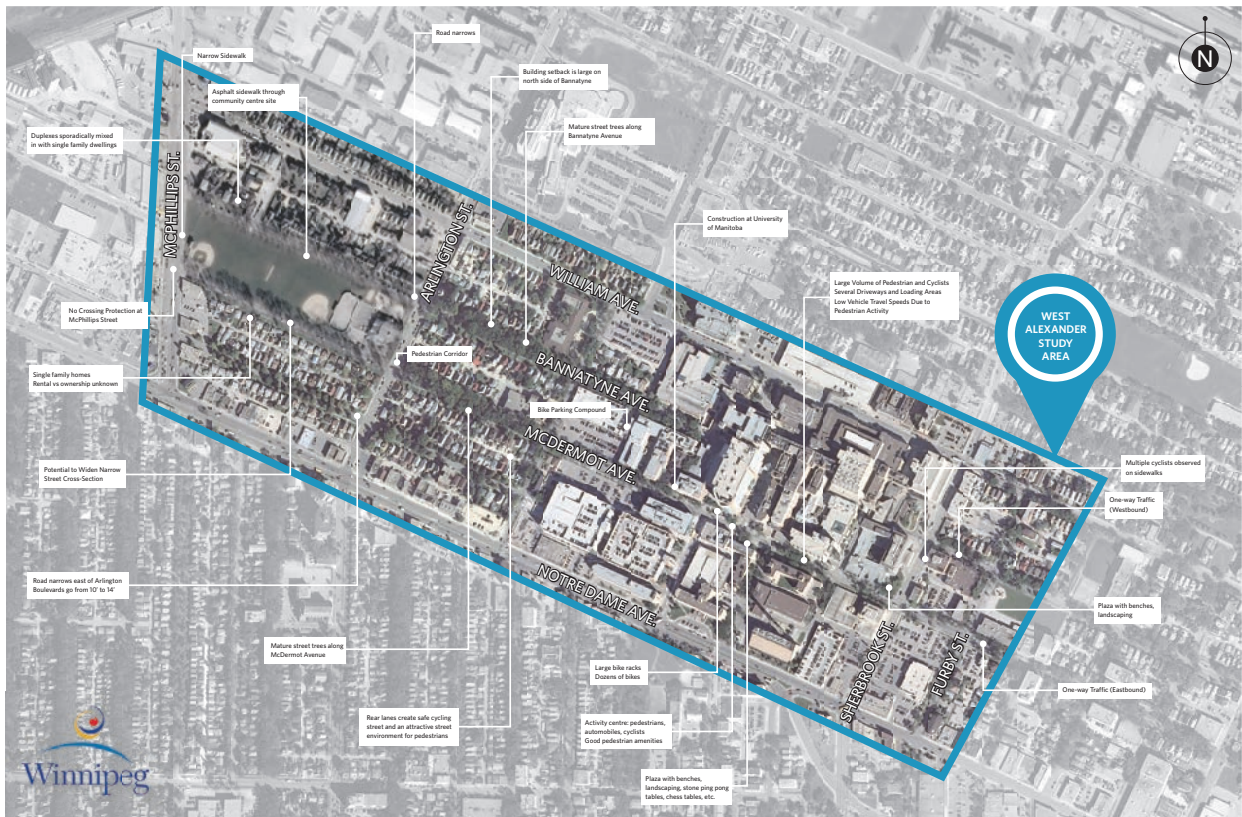
SHERBROOK ST.

FURBY ST.

MAP MARKERS

- 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.
- Safety
  - Condition
  - Aesthetics
  - Amenities
  - Connections
  - Pedestrian
  - Other





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

# PUBLIC OPEN HOUSE



## WEST ALEXANDER PEDESTRIAN AND CYCLING CORRIDOR

CONNECTING MCPHILLIPS STREET TO SHERBROOK STREET

You are invited to attend an Open House for the West Alexander Pedestrian and Cycling Corridor to develop a plan for a safe and convenient cycling connection between McPhillips Street and Sherbrook Street.

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:** Wednesday October 21, 2015

**TIME:** 4:00 - 7:00 p.m.

**LOCATION:** Brodie Centre Atrium, 727 McDermot Ave.  
University of Manitoba Bannatyne Campus



### 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





LC0735

LC072

LC0741

CF0000

LC0728

LC0729

LC0727

LC0725

LC0723

DR0000

DR0000

LC0819

LC0819

DR0000