



West Alexander to East Exchange Corridor

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

Stakeholder Workshop

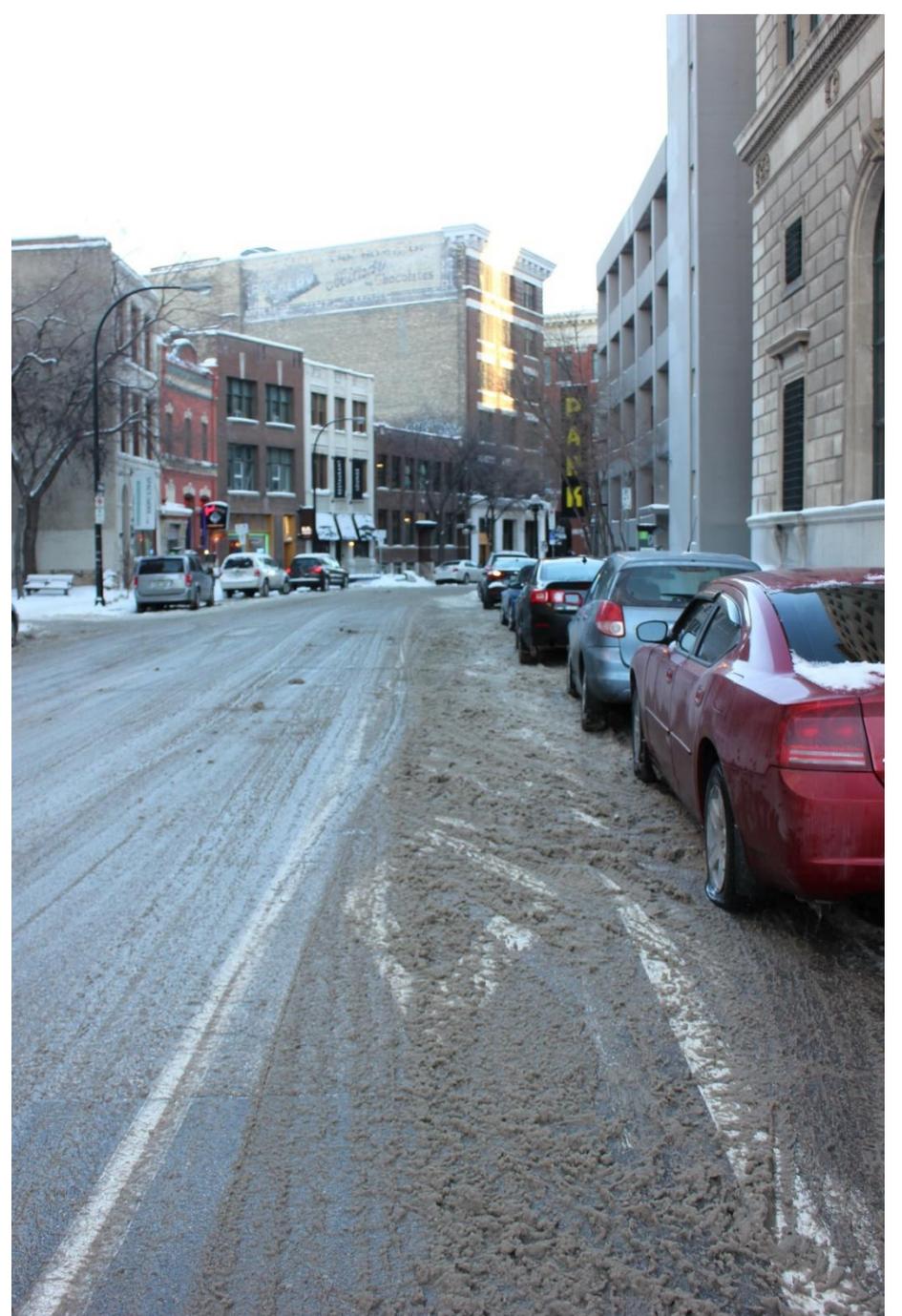
Carol Shields Auditorium, Millennium Library

June 20, 2017



AGENDA

1. Introductions
2. Study Overview
3. Existing Conditions
4. What We've Heard
5. Options
6. Discussion
7. Next Steps



PURPOSE OF TODAY

- Share **what we've heard** so far and **how we have incorporated your input** to address the issues you've identified.
- **Discuss the overall concept** and gather feedback on options.
- Discuss **next steps**.

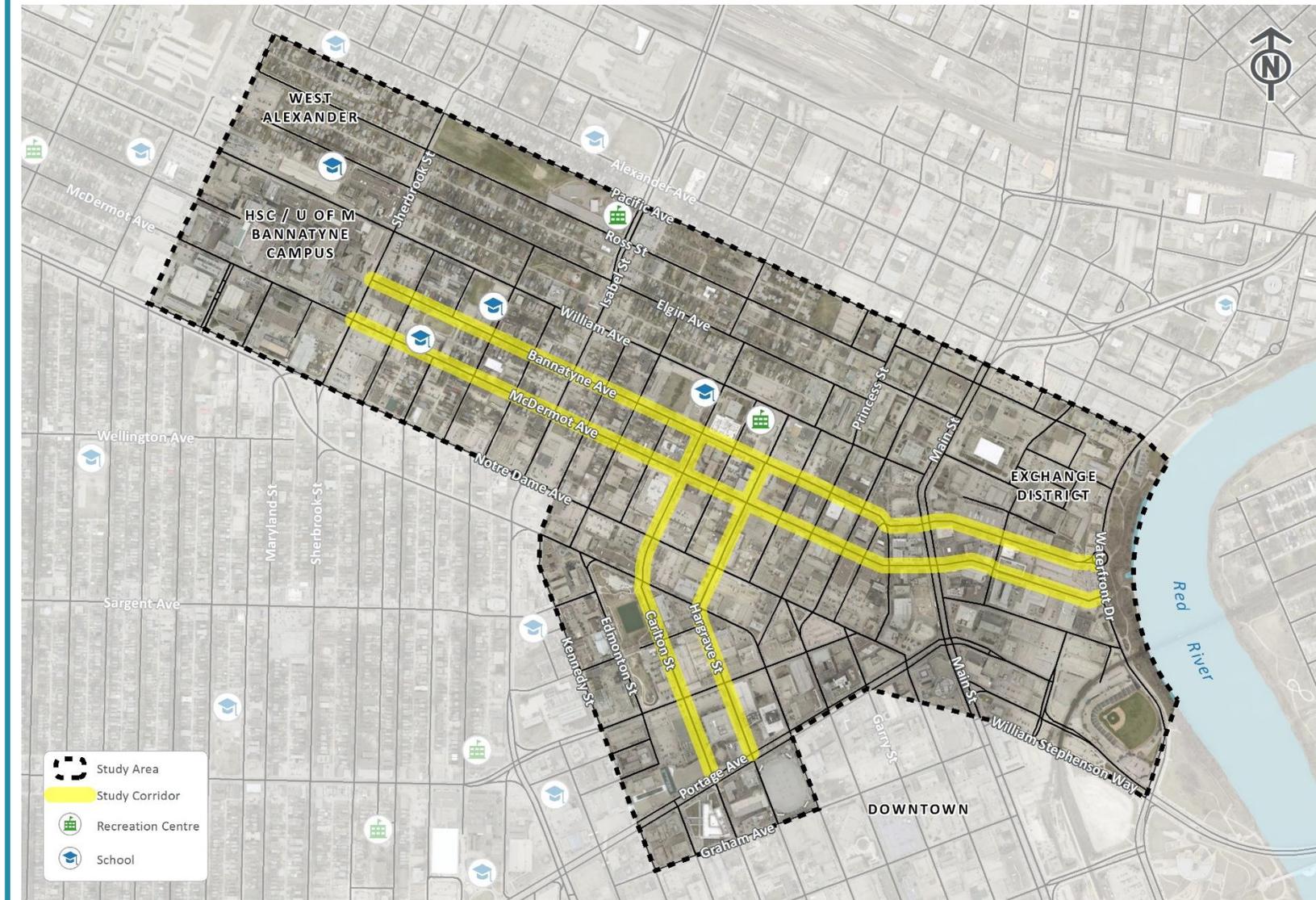


1. INTRODUCTIONS

2. STUDY OVERVIEW

OVERVIEW

- The City is developing options to improve the existing painted bicycle lanes on McDermot Avenue and/or Bannatyne Avenue.
- The study will determine what are concerns and issues with the existing infrastructure and determine the best design option for upgrading the existing facilities to protected bike lanes.
- This study is identified as a high priority in the Pedestrian and Cycling Strategies.



PROJECT GOALS

1

To **improve connectivity** to the Exchange District, Downtown, Health Sciences Centre, University of Manitoba Bannatyne campus, and neighbourhoods surrounding Sherbrook Street.

2

To improve the existing painted bicycle lanes to protected lanes so they are **comfortable for people of all ages and abilities**.

3

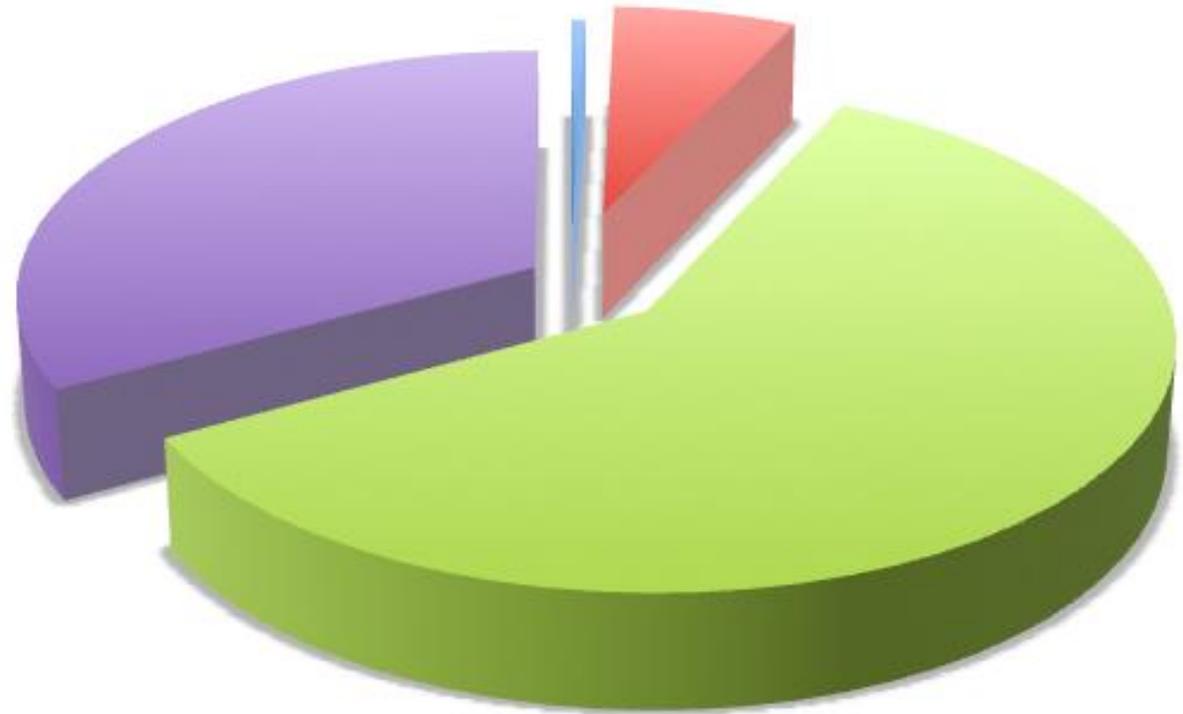
To **integrate with existing and future planned infrastructure**, such as the West Alexander Pedestrian and Cycling Corridor (between Arlington Street and Sherbrook Street), the Arlington Street/Bridge connection, and the Downtown Bike Lane System on Garry Street.

4

To **balance the needs of various means of transportation** and maintain as much on-street parking and loading as possible.

WHY ARE PROTECTED FACILITIES NEEDED?

- Most people do not feel comfortable cycling on busy roads with high traffic volumes and speeds.
- Physical protection helps to create safer and more comfortable facilities for people of all ages and abilities.
- Protected bicycle lanes have been shown to increase bicycle use by up to 170%, and also result in more diversity of cyclists, including women, children, and seniors.



■ Strong and Fearless ■ Enthused and Confident
■ Interested but Concerned ■ No Way, No How

Source: City of Portland

WHAT ARE 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.



STUDY PROCESS

- Assessment and review of existing conditions and guiding policies to ensure that recommendations meet local demands and support the Pedestrian and Cycling Strategies.
- The public and stakeholders have been engaged to identify issues, concerns and goals.
- Input from the public has been considered as well as the best practices around the world to help develop design options that meet the local constraints and accomplish the established goals.



PHASE 1 ENGAGEMENT



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



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



YOUR PRIORITIES

SHOW AND TELL US

TRAVEL HABITS

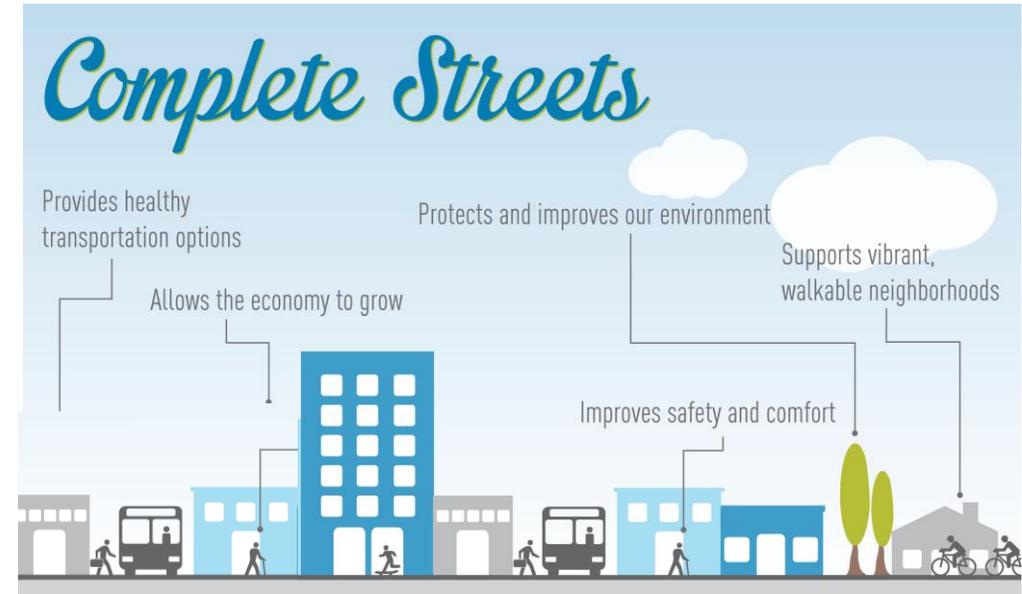
STAY INVOLVED

3. EXISTING CONDITIONS

COMPLETE STREETS APPROACH

What are Complete Streets?

- A street design that considers the needs of all road users including ages, physical abilities and income levels.
- Provides needs-based transportation options for all users.
- Creates livable, neighbourhood streets to encourage people to travel by walking, cycling and transit.



Before



After



LAND USE

Neighbourhoods

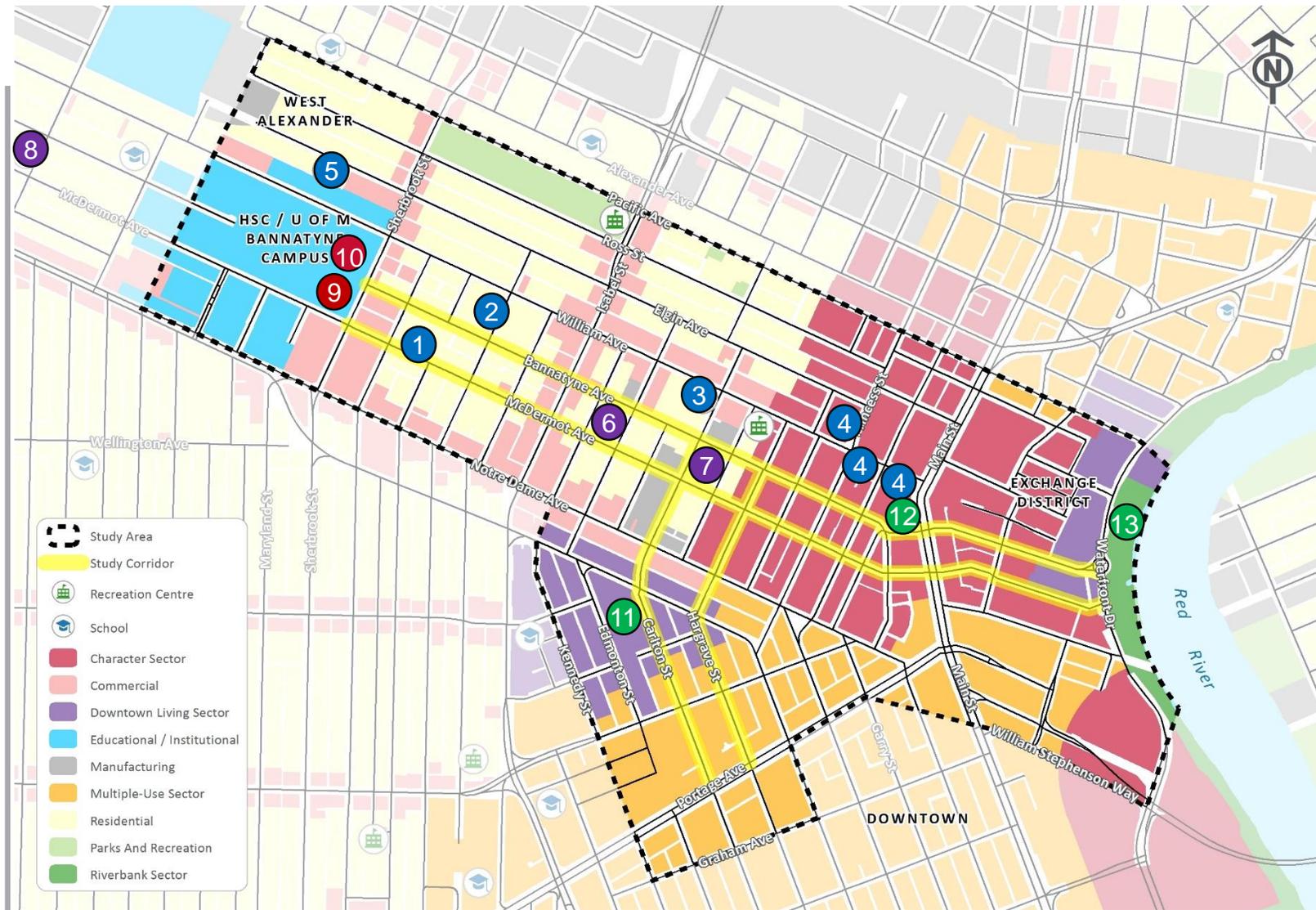
Study area includes several neighbourhood clusters, including West Alexander, Exchange District, Central Park, and Portage-Ellice.

Mixed Use

Land use varies along the corridor. West of Hargrave Street is largely residential, while east of Hargrave Street, the corridor passes through the historic Exchange District that houses many restaurants, shops, cultural venues, and offices.

Destinations

Many **schools**, **community facilities**, **health and social services**, and **parks** are located within the study area.



- | | | | | | |
|---|----------------------------|---|---|---|------------------------------|
| ① | Ecole Sacre Coeur | ⑤ | University of Manitoba Bannatyne Campus | ⑨ | Health Sciences Centre |
| ② | Hugh John MacDonald School | ⑥ | Ka Ni Kanichihk Inc. | ⑩ | Winnipeg Children's Hospital |
| ③ | Victoria-Albert School | ⑦ | IRCOM House | ⑪ | Central Park |
| ④ | Red River College | ⑧ | Burton Cummings Community Centre | ⑫ | Old Market Square |
| | | | | ⑬ | Stephen Juba Park |

CYCLING

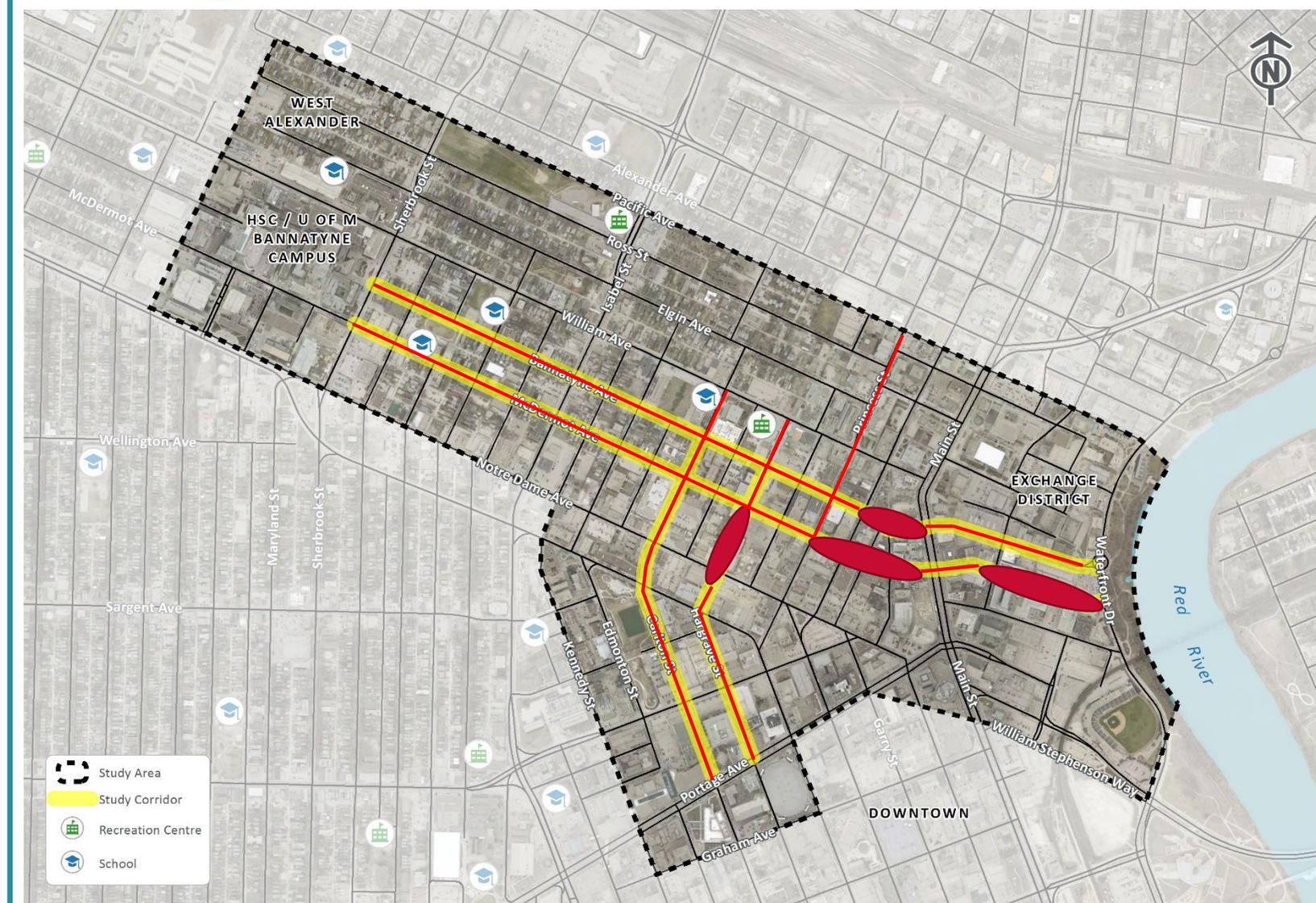
Existing

Painted bike lanes are found along most of the study corridors, with several gaps.

Connections

A bi-directional protected bike lane is planned on the south side of McDermot Avenue west of Sherbrook Street.

South of the study corridor a protected bi-directional bike lane is planned for construction along Garry Street, including connections to the Exchange District.



— Existing bike lane

● Gap in bike network

WALKING

Sidewalks

Sidewalks are found on both sides of the street along most of the study area. Most sidewalks meet the City's minimum width requirements.

Pedestrian Crossings

25 traffic signals are located along the study corridors in addition to 5 marked crosswalks.

Pathways

A regional pathway is located east of Waterfront Drive at the east end of the study area and within Central Park along Carlton Street.



TRANSIT

McDermot Avenue

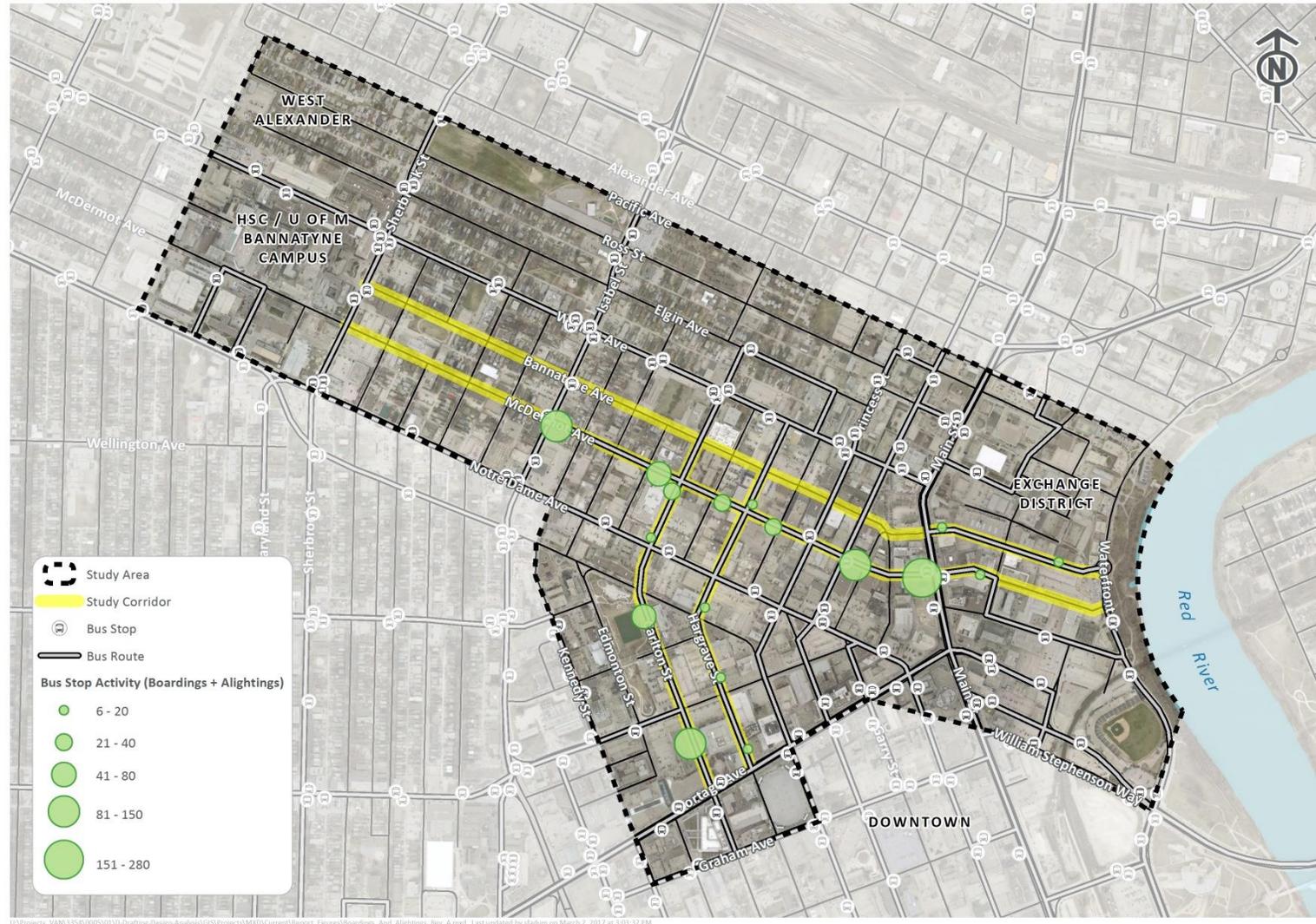
Conventional transit is provided on McDermot Avenue west of Main Street, with the #17 and the #29 (between King and Main Street only).

Downtown Spirit Routes

The Downtown Spirit bus operates on Bannatyne Avenue east of Main Street, McDermot between Main Street and Rorie Street, and Ellen, Carlton and Hargrave Streets.

Bus Stops

The busiest transit stop along the study corridors is at McDermot Avenue and Main Street (280 daily boardings and alightings), followed by Carlton Street and Portage Avenue (145), and McDermot Avenue and Isabel Street (143).



VEHICLES

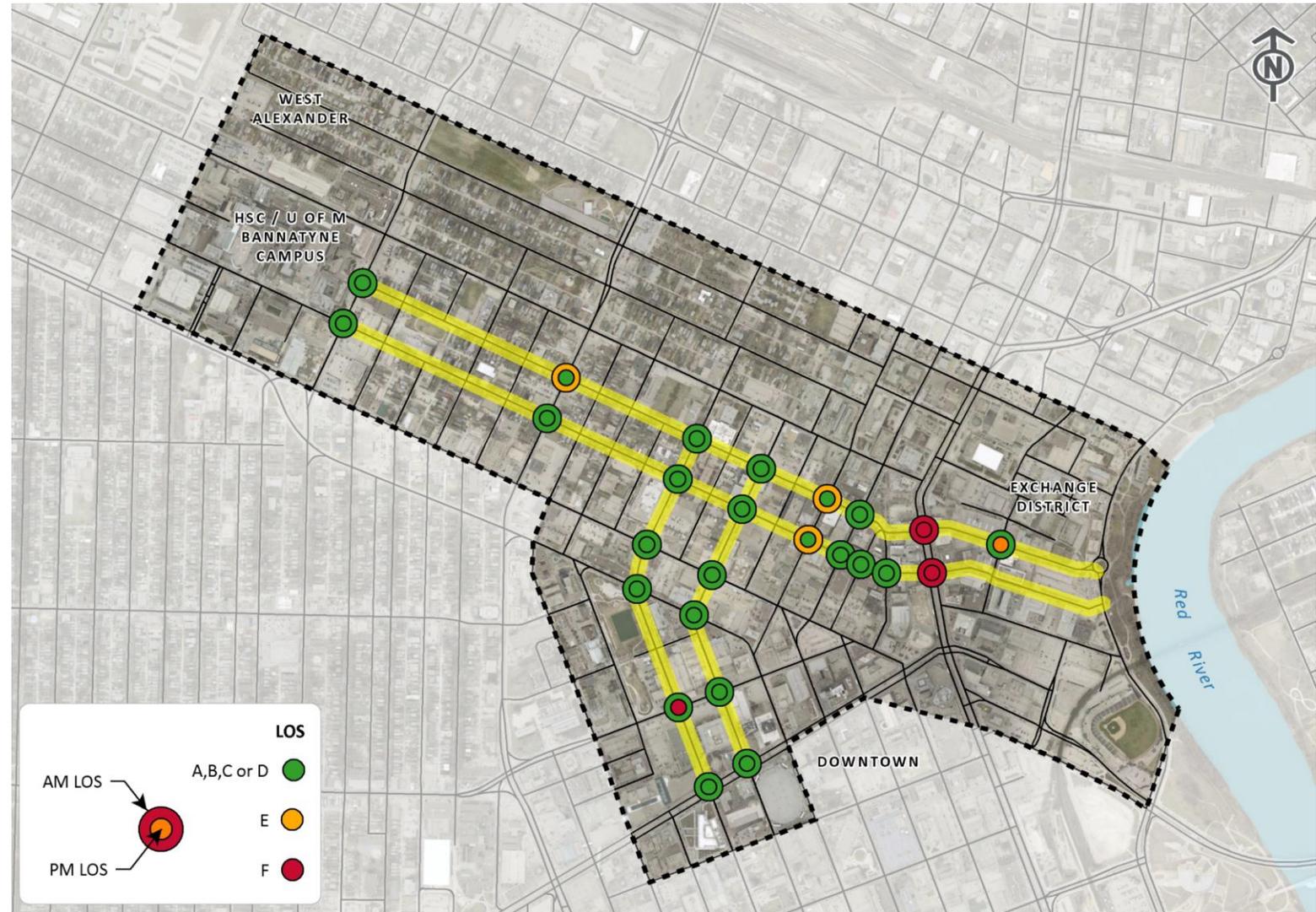
Congestion

Traffic volumes on Bannatyne Avenue are lower than McDermot Avenue.

PM traffic is generally more congested than AM traffic.

Traffic is more congested on both corridors in the Exchange District (Main Street, King Street and Princess Street) and also near Isabel Street.

Traffic along the study corridors are generally operating at acceptable Level of Service (LOS) at most intersections.



COLLISIONS

Top Collision Locations (2011-2015)

McDermot at Main Street – 142 collisions
Bannatyne at Main Street – 86 collisions
Carlton at Portage Avenue – 80 collisions
McDermot at Isabel Street – 55 collisions
Hargrave at Portage Avenue – 40 collisions
Carlton at Ellice Avenue – 40 collisions



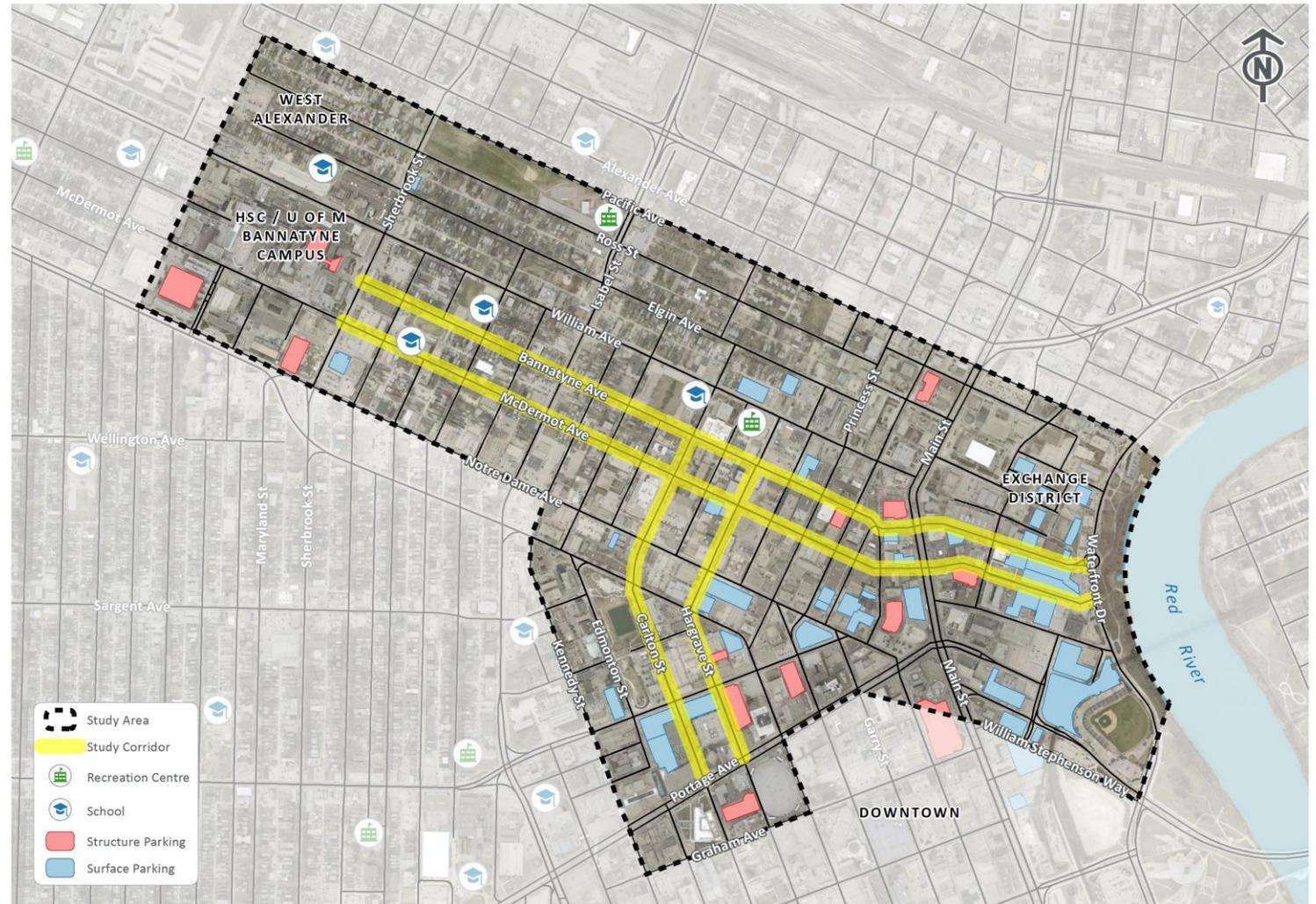
PARKING

Supply

On-street parking is available at most locations along the study corridors.

There are estimated to be **over 10,000 parking spots within the study area.**

This includes over 1,500 on-street parking spots, and over 8,700 off-street parking spots in parking lots and parkades.

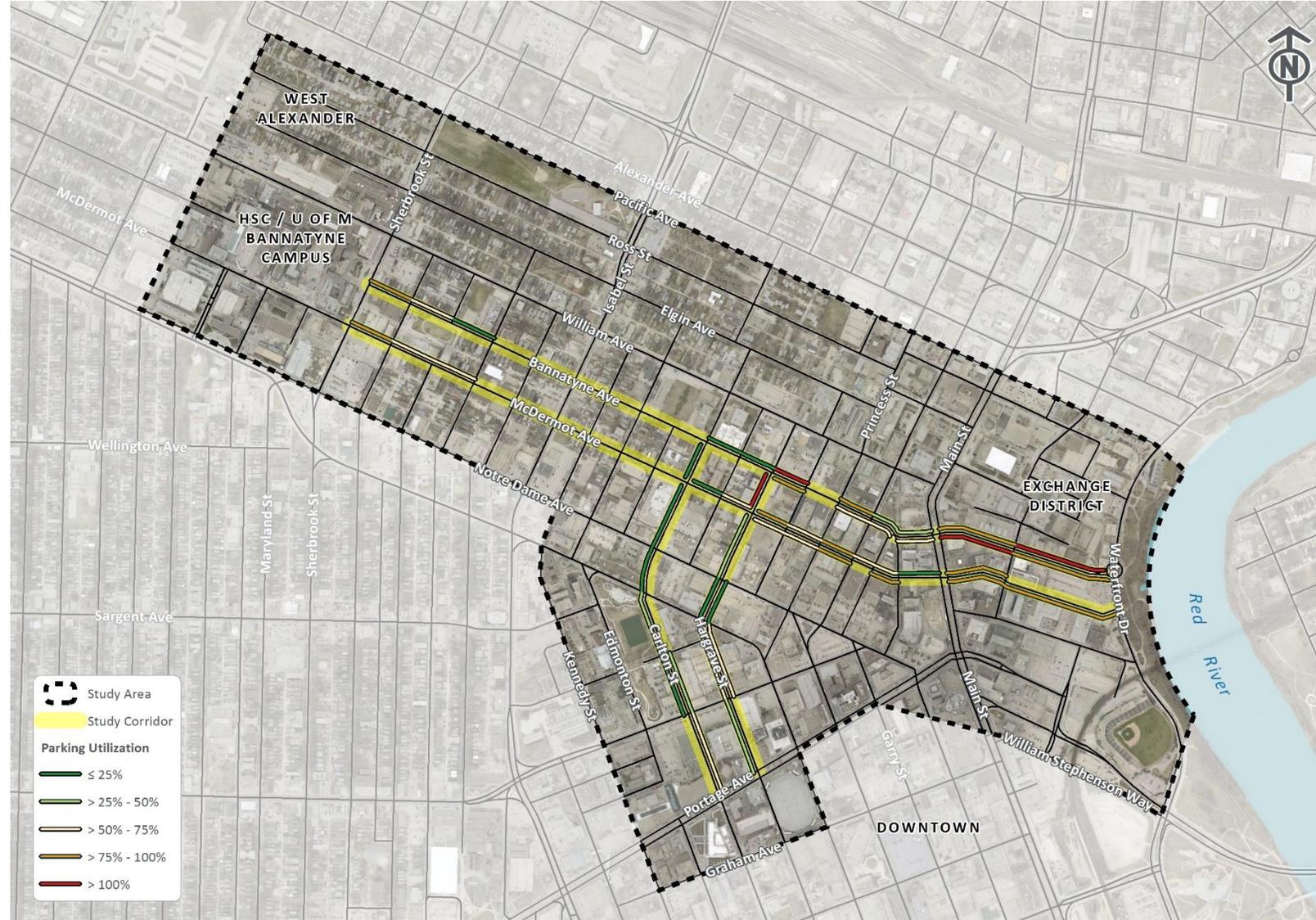


PARKING

Utilization

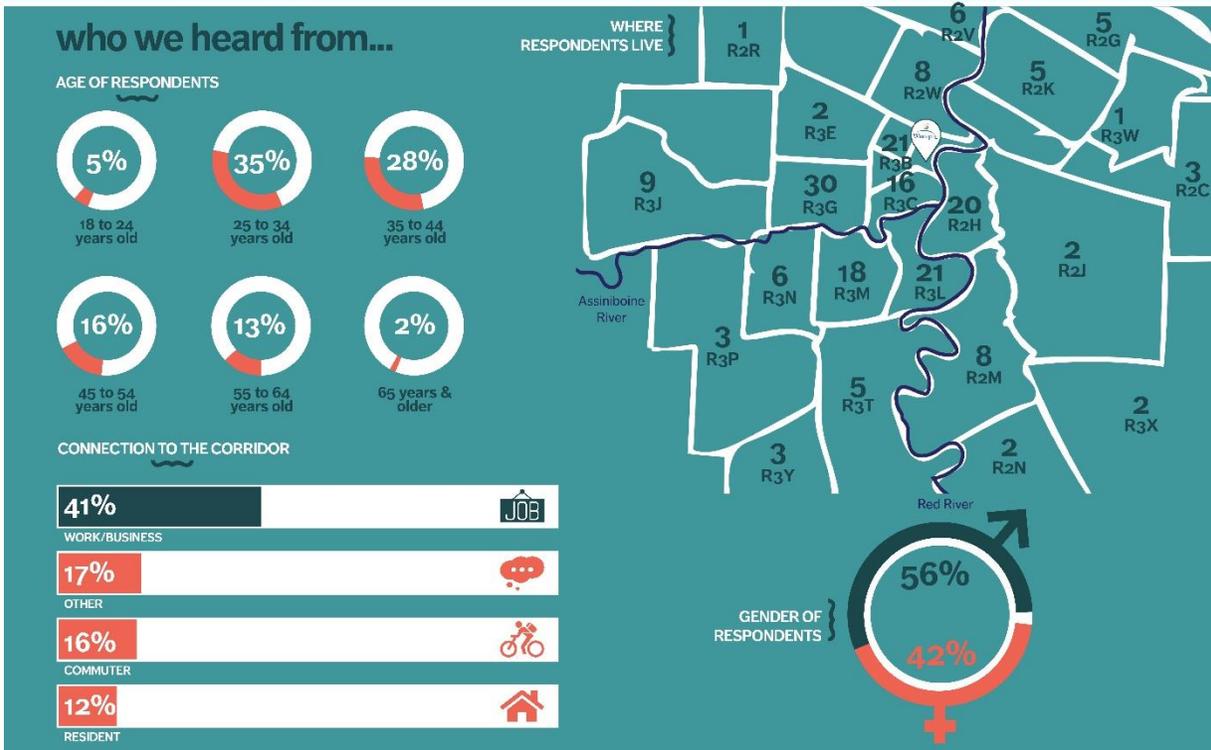
Parking utilization indicates the percentage of time pay parking is used. Utilization information is approximate since parking location is not required in the pay parking system.

Average daily utilization is highest in the Exchange with many blocks on both McDermot and Bannatyne above 75% utilization.



4. WHAT WE'VE HEARD

WHO WE HEARD FROM



TOP PRIORITIES



ADDITIONAL PRIORITIES



TRAVEL PATTERNS

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...



36% BIKE MOST OF THE TIME

14% WALK MOST OF THE TIME



33% DRIVE MOST OF THE TIME



16% TAKE TRANSIT MOST OF THE TIME

USING THE CORRIDOR



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%)



ISSUES AND OPPORTUNITIES

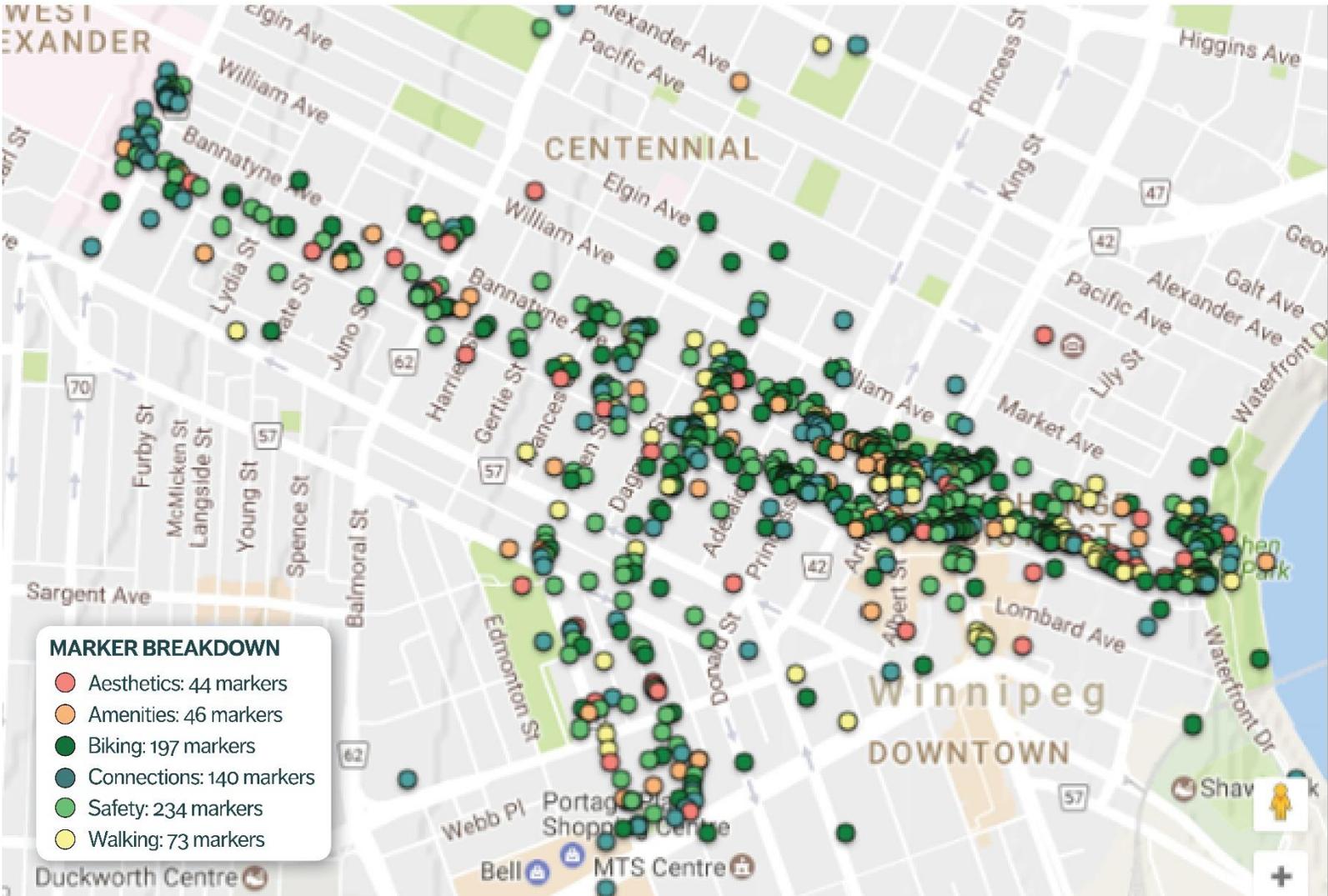
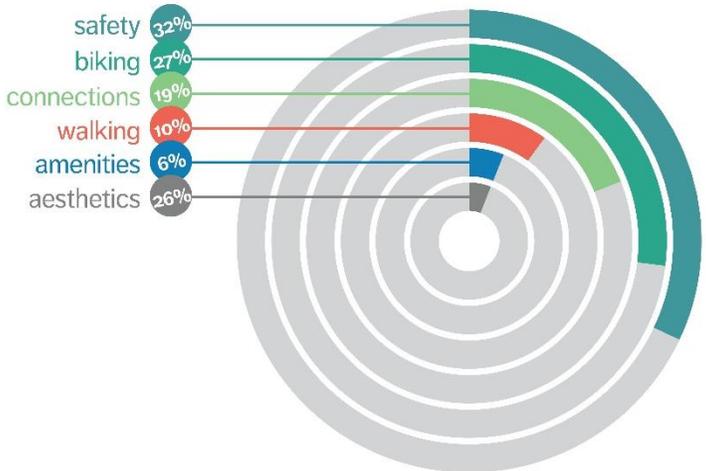
key issues and opportunities

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



5. OPTIONS

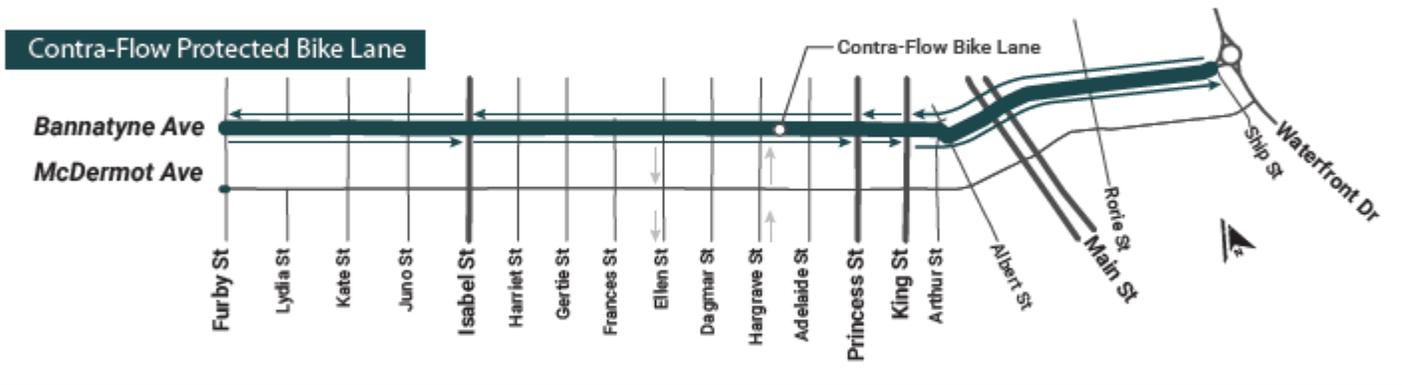
DESIGN OPTIONS



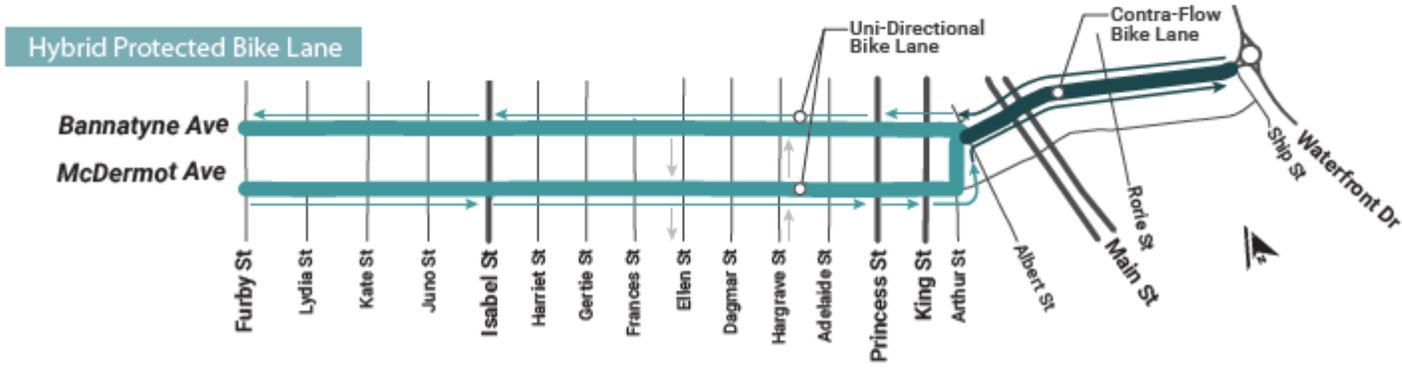
Option #1



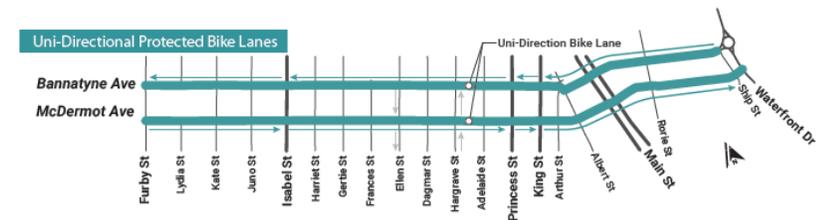
Option #2



Option #3



OPTION 1



Bannatyne Avenue (Exchange District)



Key Features:

- Westbound protected bike lane on north side of street
- 1 westbound motor vehicle lane
- Turn lanes at key intersections
- On-street parking on at least one side of the street
- Most loading areas maintained
- Pedestrian crossing improvements
- Limited transit impacts

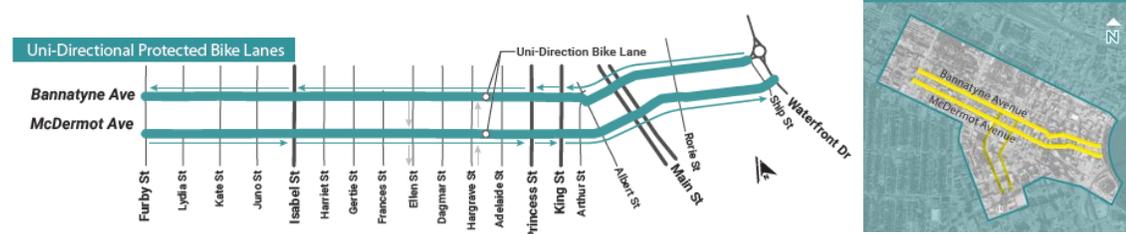
McDermot Avenue (Exchange District)



Key Features:

- Eastbound protected bike lane on south side of street
- 2 eastbound motor vehicle lanes
- Turn lanes at key intersections
- On-street parking on one side of the street for most blocks
- Most loading areas maintained
- Pedestrian crossing improvements
- Bus stops with landing pads for boarding and alighting

OPTION 1



Bannatyne Avenue (West Alexander)



Key Features:

- Westbound protected bike lane on north side of street
- 1 westbound motor vehicle lane
- On-street parking on north side of street
- Optional on-street parking or second vehicle lane on south side
- Most loading areas maintained
- Pedestrian crossing improvements
- No transit impacts

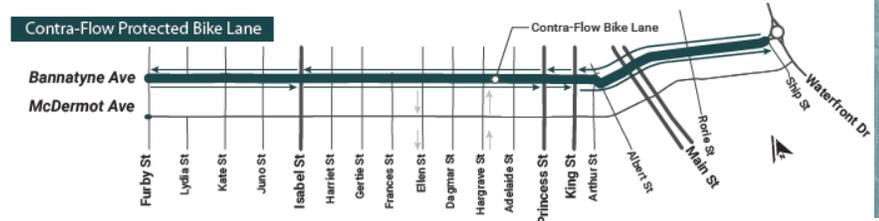
McDermot Avenue (West Alexander)



Key Features:

- Eastbound protected bike lane on north side of street
- 1 eastbound motor vehicle lane
- On-street parking on north side of street
- Most loading areas maintained
- Pedestrian crossing improvements
- Bus stops with landing pads east of Isabel Street

OPTION 2



Bannatyne Avenue (Exchange District)



Key Features:

- Westbound protected bike lane on north side of street
- Contra-flow eastbound protected bike lane on south side of street
- 1 westbound motor vehicle lane
- Limited on-street parking opportunities
- Most loading areas maintained
- Pedestrian crossing improvements
- Limited transit impacts
- No changes to McDermot Avenue

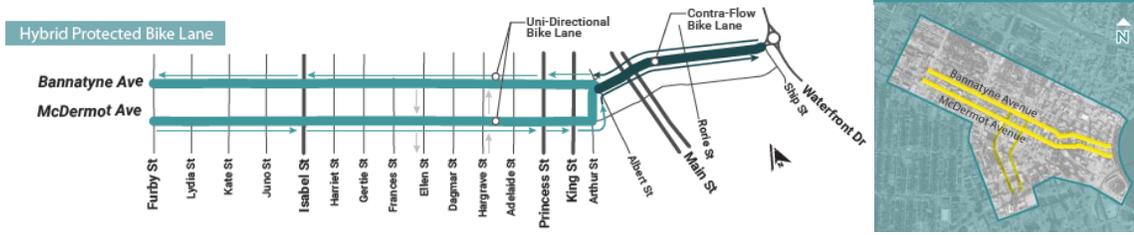
Bannatyne Avenue (West Alexander)



Key Features:

- Westbound protected bike lane on north side of street
- Contra-flow eastbound protected bike lane on south side of street
- 1 westbound motor vehicle lane
- On-street parking on north side of the street
- Most loading areas maintained
- Pedestrian crossing improvements
- No transit impacts
- No changes to McDermot Avenue

OPTION 3



Bannatyne Avenue
(West of Arthur Street)

Bannatyne Avenue
(East of Arthur Street)



Key Features:

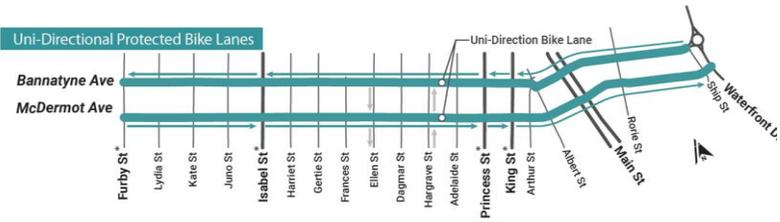
- Westbound protected bike lane on north side of street
- 1 westbound motor vehicle lane
- On-street parking on north side of street
- Optional on-street parking or second vehicle lane on south side
- Most loading areas maintained
- Pedestrian crossing improvements
- No transit impacts

Key Features:

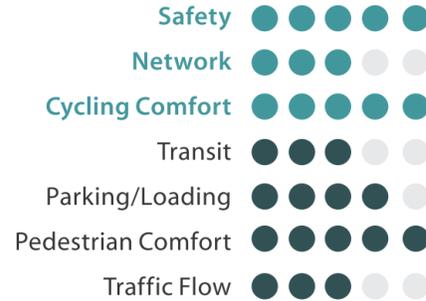
- Westbound protected bike lane on north side of street
- Contra-flow eastbound protected bike lane on south side of street
- 1 westbound motor vehicle lane
- On-street parking on north side of the street
- Most loading areas maintained
- Pedestrian crossing improvements
- No transit impacts
- No changes to McDermot Avenue

SUMMARY OF OPTIONS

Option #1



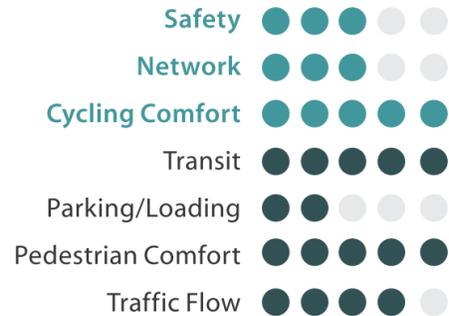
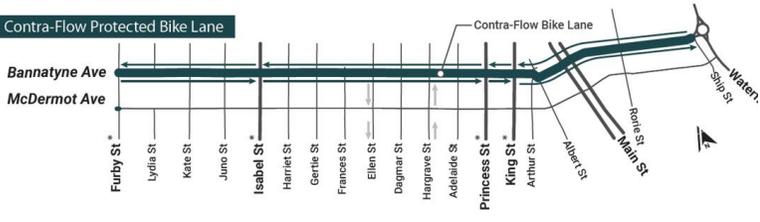
Quick Rating



Rationale

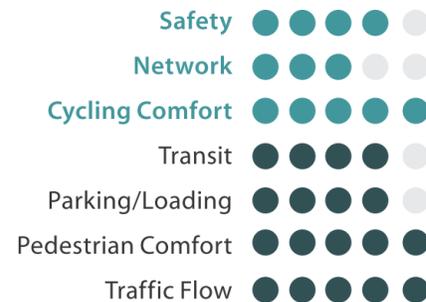
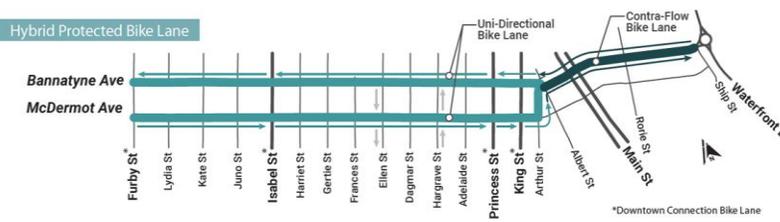
- Cyclists travelling in same direction as motor vehicles
- One-way travel on both streets
- Fully protected bicycle lane
- 7 bus stops east of Isabel St
- On-street parking on at least one side of the street
- Pedestrian crossing improvements
- 2 vehicles lanes on McDermot Ave east of Isabel St; 1 vehicle lane elsewhere

Option #2



- Eastbound cyclists travelling in opposite direction as motor vehicles
- Additional connectivity with eastbound bike lanes on both streets
- Fully protected bicycle lane
- 2 bus stops east of Main St
- Limited on-street parking, especially in the Exchange; no change to McDermot Ave
- Pedestrian crossing improvements
- 1 vehicle lane on Bannatyne Ave; no change to McDermot Ave

Option #3

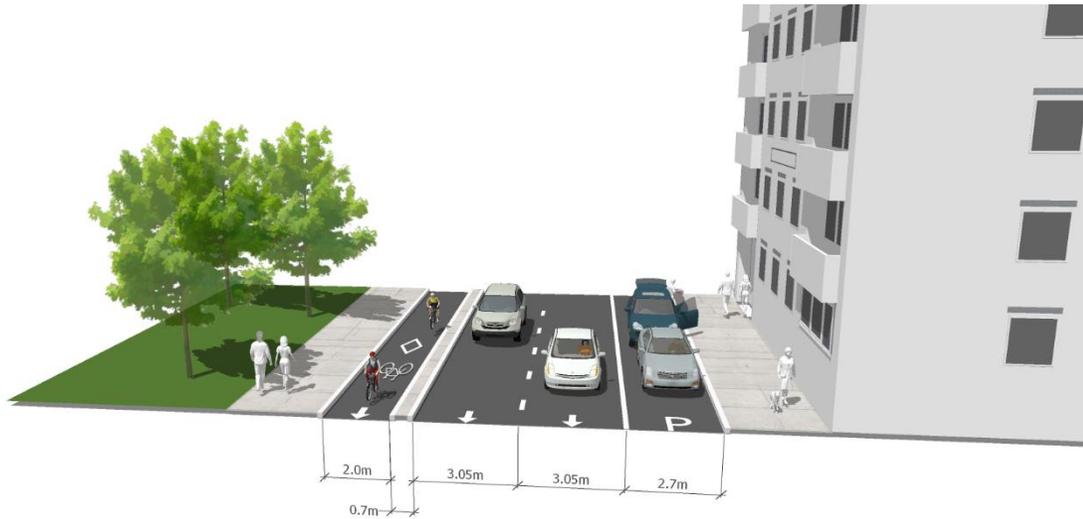


- Eastbound cyclists travelling in opposite direction as motor vehicles in Exchange
- One-way travel on both streets; Additional connectivity in Exchange
- Fully protected bicycle lane
- 2 bus stops east of Main St
- On-street parking on at least one side of the street
- Pedestrian crossing improvements
- 2 vehicles lanes on McDermot Ave east of Isabel St; 1 vehicle lane elsewhere

DOWNTOWN CONNECTION



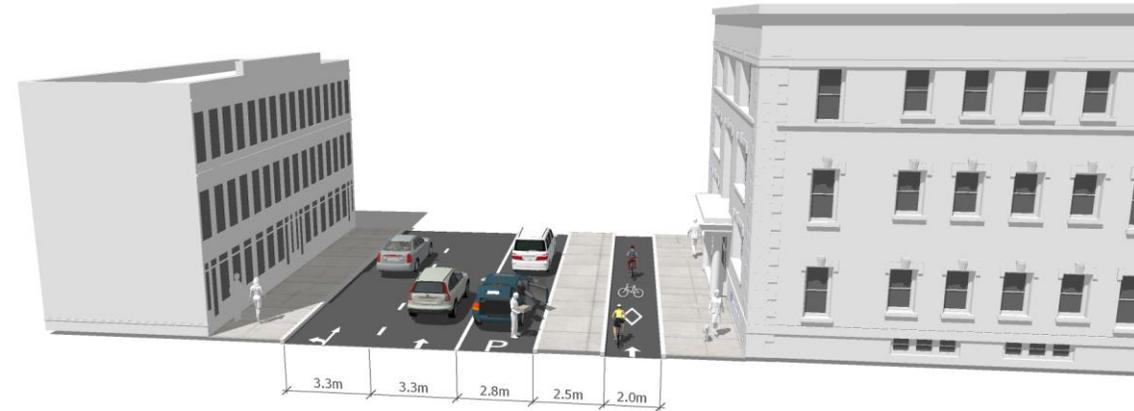
Ellen / Carlton Streets



Key Features:

- Southbound protected bike lane on west side of street
- 2 southbound motor vehicle lanes
- On-street parking on at least one side of the street
- Most loading areas maintained
- Pedestrian crossing improvements
- Bus stops with landing pads for boarding and alighting

Hargrave Street



Key Features:

- Northbound protected bike lane east side of street
- 2 northbound motor vehicle lanes
- On-street parking on at least one side of the street south of Notre Dame Avenue
- Most loading areas maintained
- Pedestrian crossing improvements
- Bus stops with landing pads for boarding and alighting

6. DISCUSSION

7. NEXT STEPS

JOIN US AT ONE OF OUR IN-PERSON EVENTS

TUESDAY JUNE 20, 2017

POP-UP

Hugh John MacDonald School,
567 Bannatyne Ave.

Time: 11 a.m. – 1:30 p.m.

Come experience a pop-up protected bike lane demonstrating a potential design option and provide feedback.



Attend the June 20, 2017 pop-up and enter to win a free bike! (Bike provided by Hugh John MacDonald School and the WRENCH)

WORKSHOP

Carol Shield Auditorium,
Millennium Library, 251 Donald Street

Time: 5 p.m. - 7 p.m.

Review design options and share your input. Space is limited so please RSVP to John Osler, (204) 942-0654 or WestAlexCorr@intergroup.ca before June 16, 2017.

WEDNESDAY JUNE 21, 2017

POP-UP

Old Market Square, Exchange District

Time: 10 a.m. – 2 p.m.

Come experience a pop-up protected bike lane demonstrating a potential design option and provide feedback.



SHARE YOUR PERSPECTIVES ON DESIGN OPTIONS ONLINE!

View design options and provide feedback through an online survey.
winnipeg.ca/walkbikeprojects

MORE INFORMATION

For inquiries or for those who require alternate formats or interpretation in order to participate, please contact John Osler at (204) 942-0654 or WestAlexCorr@intergroup.ca by June 13, 2017.

FOLLOW US

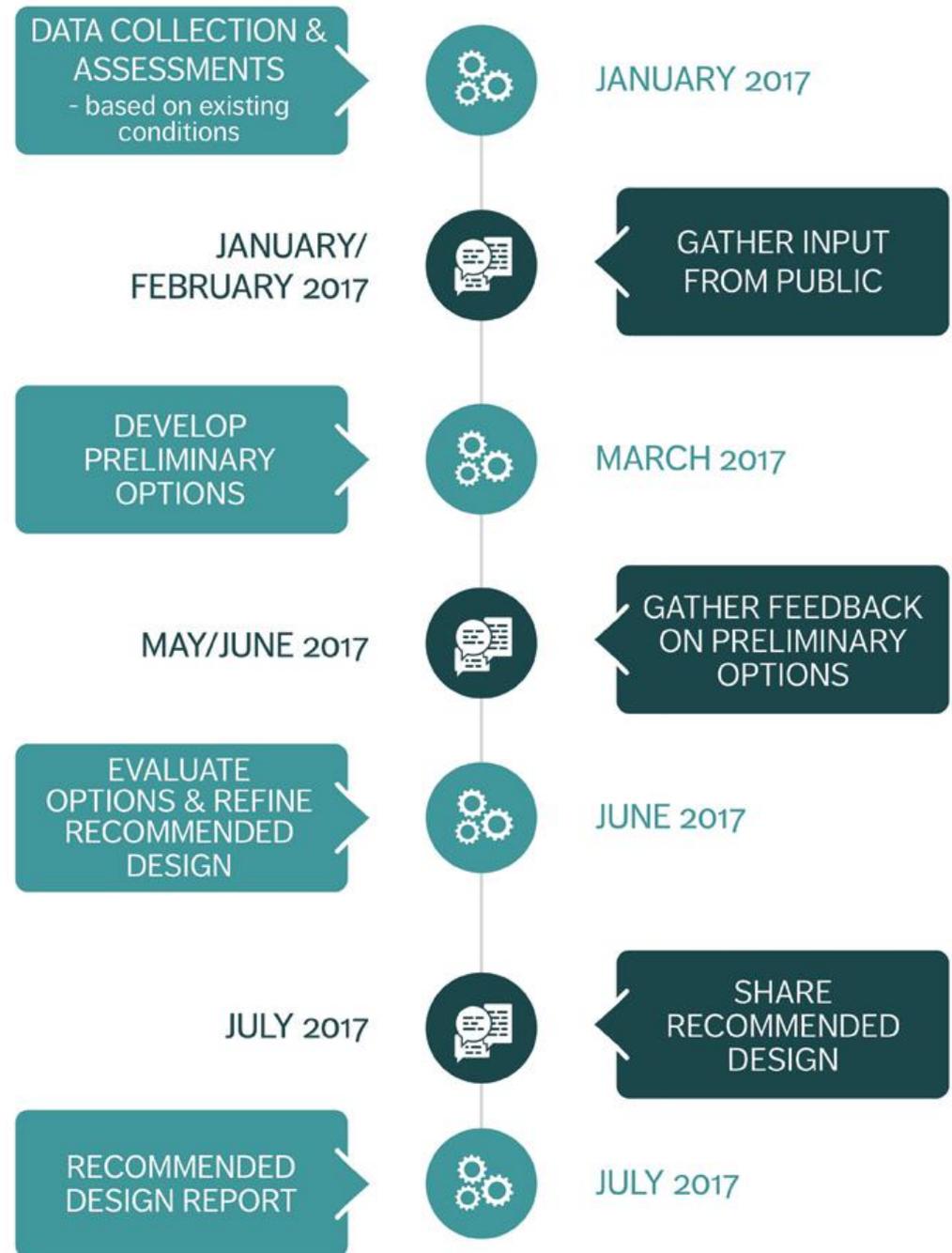
Follow the City of Winnipeg Facebook and Twitter feeds for project updates.



#WalkBikeWPG

NEXT STEPS

- **Early July** – Review and summarize public input
- **Mid July** – Refine concept based on public input
- **Late July** – Finalize concept and develop Recommended Design Report





West Alexander to East Exchange Corridor

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

Stakeholder Workshop

Carol Shields Auditorium, Millennium Library

June 20, 2017

