

## **Winnipeg Walk Bike Projects**

### **West Alexander Pedestrian and Cycling Corridor Stakeholder Meetings**

December 2015

Submitted by:

**MMM Group Limited**

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**Appendix A – West Alexander Pedestrian and Cycling Corridor  
Stakeholder Meeting Discussion Notes**

**Appendix B – List of Invited Stakeholders**

**Date:** October 14, 2015

**Time:** 2:00 – 4:00 PM (Afternoon) and 6:00 – 8:00 PM (Evening)

**Location:** 204 Brodie Centre, University of Manitoba Bannatyne Campus

## 1.0 Attendees

- CNDC
- Spence Neighbourhood Association
- University of Manitoba
- West Alexander Residents Association
- WRHA

### Study Team

- David Jopling           MMM Group
- Chris Baker            MMM Group
- Greg Propp             MMM Group
- Kerra Mruss            MMM Group
- Jaime Lacoste         MMM Group
- Dave McLaughlin      MMM Group
- Mike Skene             Boulevard Transportation Group
- Glen Manning         HTFC Planning & Design
- Ian Frank               HTFC Planning & Design
- Scott Suderman        City of Winnipeg
- Tiffany Skomro         City of Winnipeg
- Mark Doucet            City of Winnipeg

## 2.0 Agenda

- Introduction
- Presentation
- Breakout Groups – Table Discussions and Mapping Exercise

### **3.0 Intent of Meeting**

This meeting provided an opportunity for participants to have an open discussion about the West Alexander Pedestrian and Cycling Corridor Study. Participants were encouraged to express their ideas and perspectives on the existing conditions of the area, and opportunities for future improvements. This meeting was an opportunity for stakeholders to provide information on their needs and desires for improvements on the street for consideration by the design team.

### **4.0 Format of Meeting**

The event began with a presentation on the background and intent of the study, followed by group discussions. Cycling experts Mike Skene and Dave McLaughlin were in attendance, and circulated around the room answering questions and engaging in discussions as needed. A table facilitator led the group through the discussion and mapping exercises, and recorded the group's key points on a flip chart and table map.

### **5.0 Breakout Group Exercise #1 - Table Discussion**

The facilitator asked participants around the table to introduce themselves by indicating who they are and why they were there. The following questions were designed to prompt a discussion at the table.

- What are the characteristics of a successful pedestrian and cycling corridor through West Alexander?
- How does the use of streets in the West Alexander area change during weekdays, evenings and weekends?
- When considering options for the pedestrian and cycling corridor, what is important to you? For example: sidewalks, street furniture, vegetation, lighting, transit, intersections, cycling lanes, automobile lanes, parking
- As the study continues, what information might be important for the public and stakeholders to consider?

### **6.0 Breakout Group Exercise #2 - Observations Mapping Exercise**

This exercise engaged participants in providing their ideas to a study area map. Participants were asked to provide local knowledge and opinions on issues and opportunities to consider when designing a pedestrian and cycling corridor through the area. Study team observations and the previous discussion were used to probe participants to discuss issues and opportunities.

## 7.0 Key Themes

The following themes emerged from the exercises:

- **Access:** Concerns about impact on emergency vehicle access to the hospital on McDermot Avenue. Access points for private vehicles could be reduced on McDermot Avenue.
- **Cycling Infrastructure:** Desire for permanent separated cycling infrastructure. Bike lanes would work best on one-way streets, and a two-lane bike lane would work on McDermot Avenue. William Avenue and Notre Dame Avenue should remain automobile streets, as Notre Dame Avenue needs more substantial separation for cyclists due to higher traffic volumes.
- **Conditions:** There are currently poor pavement conditions, poor/broken curbs, poor drainage, uneven sidewalks, illegal dumping and garbage issues and gutters full of leaves throughout the site.
- **Connectivity:** Currently there are gaps in the cycling network in the surrounding area and to existing facilities. Having a proper connection to Arlington was cited as a priority over connectivity to McPhillips Street. A proper north-south connection is important.
- **Design and Aesthetics:** The overall design of the University of Manitoba campus and the siting of new buildings should create a campus feel, but not impose on the existing community. Trees and green space enhancements were suggested.
- **Education:** Better directional and educational signage and materials are needed to educate cyclists and drivers about proper use and rules of on-street cycling facilities.
- **Loading:** Maintaining or increasing drop off locations for patients and clients, including CancerCare, the HSC taxi loop, and Society for Manitobans with Disabilities. In some cases, people have to cross busy streets to access facilities due to loading area locations.
- **Parking:** Increased bike cage parking and on-street student parking is desirable, as there is a lack of affordable student parking and safe parking locations on campus. Parking for the hotel, HSC and U of M is spilling over into surrounding neighbourhood.
- **Pedestrians:** A pedestrian corridor would encourage people to use the street outside, rather than the indoor walking system, and create safe crosswalk locations.
- **Research:** The University of Manitoba and WRHA are currently completing traffic demand studies that could be shared. Heat maps and cycling counting apps could help determine cycling hot spots.
- **Safety and Security:** Perception that the area is not safe for pedestrians and cyclists, especially after hours. Suggestions to improve personal safety included lighting and wayfinding. Theft was cited as an issue, with more secure bike parking needed. Specific streets and intersections were noted to be dangerous for cyclists, with heavier traffic and conflict points. Some cyclists are currently riding on the sidewalks, and rules are not being enforced.
- **Snow:** Snow clearing, snow storage and maintenance of protected bike lanes may be challenging. Year round use is important, and infrastructure must be maintained to support use.



## Appendix A – West Alexander Pedestrian and Cycling Corridor Stakeholder Meeting Discussion Notes

- Theft is an issue
- Bike cage at University of Manitoba has limited space
- Need to integrate safe and secure bike parking with new facilities
- University of Manitoba Transportation Demand Management survey to be conducted in Winter 2016
- WRHA Active Transportation Demand Management Survey is almost done
- Connectivity – logical connections to existing facilities
- Slow vehicle traffic
- McDermot would be a more direct route
- Notre Dame would require more substantial separation
- 30 km/h at school on Furby
- Safety for students and drivers
  - McDermot is very busy with pedestrians, drivers and cyclists
  - Drop off
  - Street parking cheaper than parkade
- Planting trees is important
- “Last Mile” connectivity
- McDermot west of Tecumseh/Arlington is very different than campus/HSC area
- 3:30-4:00 pm, 11 pm, 7:30 am shift changes at HSC
- Important connection pedestrian corridor at Tecumseh through park to Wellington
- Regional traffic vs. local community (all modes)
- Consider wider network connectivity
- Student parking on street is important
  - Lack of parking for students
- McDermot/Tecumseh free student lot
- Local residents would like a safer street
- Stranded disadvantaged population in area and on McDermot and Bannatyne – people parking and drop off on these streets not part of local community
- Bombers have shown that people do take other modes
- Bike boulevards
  - Traffic calming
  - Reduces number of autos
- Prioritize streets for pedestrians
  - Consider the siting/design of new buildings
- Students indicate pedestrian safety is a concern on McDermot
- McDermot – good bones for campus main street
  - Central
  - No surface lots fronting Street
  - Trees
  - Sidewalks

- Wayfinding an issue – how to create a campus feel that doesn't negatively impact local residents
- Soften the “wall” effect of campus vs. neighbourhood
- Irregular pavement conditions – poor curbs
- Gutter full of leaves – dangerous
- Safety at night – lights, wayfinding
- Under McDermot tunnels are convoluted and long – people tend to cross street to Brodie
- Encourage people to use street outside
- Convenient transit access is important - current on McDermot
- New bridge on Arlington will increase transit
- McDermot at Arlington pedestrian corridor busy
- McDermot at McPhillips – where future connection?
- McPhillips at Notre Dame – Intersection busy, mainly turning lanes
- Arlington south might be better future connection
- Consider emergency routes and ambulance access to HSC on William
- Sherbrook at McDermot corner dangerous for cyclists
- MB Society for Manitobans with Disabilities – SMD – people cross Sherbrook at HSC
- Taxi busy at HSC loop
- Two-lane bike lane on McDermot makes sense
  - Works on one-way streets
  - Protect pedestrian area on McDermot
- Strategies – prioritize this project
  - Demographics
  - Gap in network
  - Pedestrian/cycling “hot spot”
- Why West Alexander?
  - Strategies “hot spots” map / data (public engagement (PE) process)
- Local residents
  - Transit good access, but bad for noise, fumes
- Complete Street important all modes and components
- Personal safety – perception of area not being safe
  - Potential to deter cyclists/pedestrian at night
- Students park cars outside safe walk boundary
- What do we need to talk about?
- Parking
- Traffic Calming
  - Infrastructure
  - Speed limit people won't like
- Lower speed limit would benefit all users
- Cycling connection to Maryland is dangerous
- Corner of Notre Dame and Maryland dangerous for cyclists
- Consult with emergency services
- Important distinction – cyclist vs. sometimes bike– Ages 8 - 80 crucial!
- Connectivity – gaps are major barrier for the sometimes cyclists



- Residents likely welcome cycling on McDermot/Bannatyne
- Keep William/Notre Dame more autos
- Lanes could provide access to McDermot lots
- Reduce access points (vehicles) on McDermot
- Can we tap into local community opposed to invite them to Open house
- Might not attend
- Rossbrook house/Burton Cummings – tap into events
- “Strava heat map”
- App – shows where people cycling – AT
- Consider residents needs
- Loads etc. @ HSC/U of M
- Streets – broken curbs, drainage poor, requires update, sidewalks uneven, pavement
- Illegal dumping an issue
- What component of the street is lost to bike lane?
  - Don’t remove trees
  - Cyclists use sidewalks
- Drivers must respect cyclists – MPI
  - Better educational component
- Cyclists must also respect other road users
- Bike facilities would remove cyclists from street
- Enforcement of rules for all users
- Cyclists on sidewalk is dangerous for them and pedestrians
- Intersections/turning autos dangerous for cyclists
- McDermot – Brodie area very busy with pedestrians/cars in peak periods
  - CancerCare drop off busy
- Traffic calming – close McDermot to cars
- McDermot – 1 way – short cuts (autos) from McPhillips to Sherbrook
- Less through traffic the safer the street is for cyclists/pedestrians
- Project a good thing but need to balance the needs of road users
- Bike lane is inside parked cars
  - Door conflicts a major issue
- Sherbrook bike lane – snow clearing is an issue
  - City needs to be able to maintain and clear snow
- Soil conditions cause problems with heaving of sidewalks
- Right turning autos through Sherbrook type bike lane block the lane when waiting to turn
  - Good signage can help for all users
- Cyclists on sidewalks is a big issue
- Left turns dangerous for cyclists – 2 stage vs weave
- Educate – change the culture of cycling in Winnipeg
- Arlington might be a better N/S route than McPhillips
- Parking
  - Lack of
  - Cost
  - Infiltration in surrounding neighbourhoods

- Hotel has insufficient parking
- Sherbrook high traffic
  - Specifically at peak hours
  - Same with Notre Dame but it has median – pedestrian refuge
- Notre Dame and Maryland is dangerous for pedestrians/ cyclists
- 'Daytime residents' – employees of U of M /HSC
- Turns onto Notre Dame from side Streets difficult – McPhillips as well
- Cycling facilities need to bring people where they need to know
- McDermot / Bannatyne – cyclists ride the wrong way in bike lanes
  - Convenience?
  - Children
- Neighbourhood – many new Canadians and many children
- New grocery store is a major destination for neighbourhood
- North-South connection Arlington at Tecumseh
- Flexi-posts on Sherbrook destroyed
  - Don't use! – something more permanent
- Lighting is good for personal safety
- Bannatyne at Sherbrook is dangerous – HSC turn around
- Connection could be North of Sherbrook area
- Year round use important
- Build something maintainable
  - Snow removal – consider plow tendencies for error
  - Snow storage
- Learn from other cities
- Consideration of facilities important
- Safety paramount – cyclists!
- Garbage issue east of shady area
- Posters bulletin boards

## Map Comments

- Taxis [Bannatyne and Sherbrook]
- Raised crosswalk [McDermot and Emily]
- New building [McDermot west of Apotex Centre (west of Emily)]
- Future greenspace (demolish building) [Across the road from the Apotex Centre and west of Brodie]
- CancerCare Drop off [McDermot and Olivia]
- Cancer Care loading [On Olivia north of McDermot]
- Issue Corner [Sherbrook and McDermot]
- Emergency Access [William at Olivia and HSC Entrance on William]
- Crazy corner [McDermot and Emily]
  - Raised intersection
- Truck Users [Along Alexander]
- Transit, Pedestrian, and Cyclists [arrow pointing North on Arlington]

- Connections -> not only to McPhillips/Arlington, etc.) some are confused – why McPhillips?
- Bike Connection [Pearl @ Notre Dame to Maryland]
  - Maryland to Sherbrook
- Little set back – need for pedestrians [William @ Sherbrook]
- Previous road connection might be good for ped/bike [Ross Ave. adjacent to west side of Pinkham Park]
- Issue [left turn from McPhillips to McDermot]
- [Line connecting Arlington across Notre Dame]

## Appendix B – List of Invited Stakeholders

BUSINESS/ORGANIZATION	INVITATION METHOD
BURTON CUMMINGS COMMUNITY CENTRE	MAIL
CENTENNIAL COMMUNITY IMPROVEMENT ASSOCIATION	MAIL
CENTRAL NEIGHBOURHOODS DEVELOPMENT CORPORATION	MAIL
DANIEL MAC / ST. MATTHEWS COMMUNITY ASSOCIATION	MAIL
HEALTH SCIENCES CENTRE	MAIL
MANITOBA CLINIC	MAIL
MANITOBA HYDRO	MAIL
MANITOBA HYDRO GAS	MAIL
PROVINCE OF MANITOBA	MAIL
ROSSBROOK HOUSE	MAIL
SPENCE NEIGHBOURHOOD ASSOCIATION	MAIL
UMSU - DIRECTOR OF BANNATYNE OPERATIONS	MAIL
UNIVERSITY OF MANITOBA - COMMUNITY HEALTH SERVICES, COLLEGE OF MEDICINE	MAIL
UNIVERSITY OF MANITOBA - OFFICE OF SUSTAINABILITY	MAIL
UNIVERSITY OF MANITOBA - PARKING SERVICES	MAIL
UNIVERSITY OF MANITOBA - SERVICES FOR STUDENTS AT BANNATYNE CAMPUS	MAIL
UNIVERSITY OF MANITOBA - STUDENT ACCESSIBILITY SERVICES	MAIL
UNIVERSITY OF MANITOBA CAMPUS PLANNING	MAIL
UNIVERSITY OF MANITOBA CAMPUS PLANNING	MAIL
WEST ALEXANDER RESIDENTS ASSOCIATION	MAIL
WINNIPEG REGIONAL HEALTH AUTHORITY	MAIL
WINNIPEG REGIONAL HEALTH AUTHORITY	MAIL
WINNIPEG SCHOOL DIVISION 1	MAIL