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

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

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.

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.

Source: City of Portland

- Strong and Fearless
- Interested but Concerned
- Enthusiastic and Confident
- No Way, No How
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 ongoing 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

INTERACTIVE ONLINE SURVEY
316 RESPONSES + 734 UNIQUE MARKERS

ENGAGEMENT PROMOTED VIA MAIL DROPS, EMAIL, STREET TEAM, PRESS RELEASES, SOCIAL MEDIA

STAKEHOLDER WORKSHOP
11 ATTENDEES FROM THE BUSINESS COMMUNITY

4 POP-UP EVENTS + WINNIPEG'S FIRST-EVER POP-UP BIKE LANE WITH 400+ INTERACTIONS

Walk Bike: West Alexander to East Exchange Corridor

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.

For inquiries or for those who require alternative formats or interpretation to participate, please contact:
John Osler, Public Engagement Lead, (204) 942-0664, WestAlexCorr@winnipeg.ca

Winnipeg
3. EXISTING CONDITIONS
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.
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.
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.
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.
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).
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
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.
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

SAFETY
BIKE NETWORK CONNECTIONS
CYCLING COMFORT

ADDITIONAL PRIORITIES
PEDESTRIAN COMFORT
VEHICLE TRAFFIC FLOW
ACCESSIBILITY
PARKING + LOADING
ACCESS TO TRANSIT
TRAVEL PATTERNS

- 40% of respondents travel along McDermot/Bannatyne 3 or more times per week (by any mode)
- 36% bike most of the time
- 33% drive most of the time
- 14% walk 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

- 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

MARKER BREAKDOWN

- Aesthetics: 44 markers
- Amenities: 46 markers
- Biking: 197 markers
- Connections: 140 markers
- Safety: 234 markers
- Walking: 73 markers
5. OPTIONS
DESIGN OPTIONS

Option #1
Uni-Directional Protected Bike Lanes

Option #2
Contra-Flow Protected Bike Lane

Option #3
Hybrid Protected Bike Lane
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

**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

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**Bannatyne Avenue (West of Arthur Street)**

**Bannatyne Avenue (East of Arthur Street)**

**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

Quick Rating

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<th>Option</th>
<th>Safety</th>
<th>Network</th>
<th>Cycling Comfort</th>
<th>Transit</th>
<th>Parking/Loading</th>
<th>Pedestrian Comfort</th>
<th>Traffic Flow</th>
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</tbody>
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Rationale

- **Option 1:**
  - Eastbound cyclists travelling in the 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 2:**
  - Safety: 5
  - Network: 5
  - Cycling Comfort: 5
  - Transit: 5
  - Parking/Loading: 5
  - Pedestrian Comfort: 5
  - Traffic Flow: 5

  **Rationale:**
  - Eastbound cyclists travelling in opposite direction as motor vehicles
  - 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:**
  - Safety: 5
  - Network: 5
  - Cycling Comfort: 5
  - Transit: 5
  - Parking/Loading: 5
  - Pedestrian Comfort: 5
  - Traffic Flow: 5

  **Rationale:**
  - 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
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

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.

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.

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

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.

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.

SHARE YOUR PERSPECTIVES ON DESIGN OPTIONS ONLINE!
View design options and provide feedback through an online survey. winnipeg.ca/walkbikeprojects

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
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