

**Winnipeg Walk Bike Projects**  
**Downtown Tire Talk - Summary**

**Downtown Projected Bike Lane System Connecting The Forks to the Exchange District  
(Fort Street, Garry Street & The Forks to Assiniboine Connection)**

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**Appendix A – Study Area Map**

**Date:** October 19, 2015 and November 2, 2015

**Time:** 3:00 pm – 5:30 pm and 3:30 pm – 5:30 pm

**Weather:** 5 +/- degrees and sunny and 7 +/- degrees and overcast

**Location:** South side of Assiniboine Avenue at Garry Street

**Staff:** 5

**Total Recorded Conversations:** 55

**Total Flyers Distributed:** 80

## 1.0 Summary of Tire Talk

The project team set up a tent, table and sign. The event was intended to provide the opportunity for existing users of pedestrian and cycling facilities to discuss the project. Passers-by were offered refreshments and engaged in informal discussions about the project. Upon completion of a conversation the project team member recorded the conversation highlights that were transcribed later. These conversations were compiled into key themes listed below, with the conversation notes outlined in the following section.

## 2.0 Key Themes

**Garry Street at Broadway Avenue:** The alignment of the cycling lane on Garry Street shifts to the west south of Broadway Avenue. This was reported as dangerous for cyclists as drivers sometimes do not shift over and end up driving in the cycling lane.

**Safety:** Actual safety and perceived safety would increase by building protected cycling lanes. Respondents indicated they feel safer on protected lanes than on streets with painted lanes or sharrows. They also indicated protected lanes reduce the risk of collisions between cyclists and automobiles and risk of cyclists being “doored.”

**Green Bike Lanes:** It was indicated that the existing green ground treatment on the Fort Street painted cycling lane increases visibility and safety for cyclists.

**Main Street Crossing:** Improving the Main Street crossing at Assiniboine Avenue is considered important to respondents to improve safety and respondents are supportive of improving the crossing at Main Street and Assiniboine Avenue.

**Types of Bike Lanes:** The Assiniboine Avenue cycle track and the Sherbrook Street cycle track are considered high quality types of bike facilities and should provide guidance on the design of new facilities. Commuter cyclists indicated painted lanes are fine for many confident riders, but not for everyone.

**Maintenance:** Cycling lanes should be well maintained in the winter and kept clear of dirt and debris year round.

**Connectivity:** Ensuring cycling facilities are interconnected with each other and with destinations are important to respondents. Gaps in the cycling network force some riders on to the sidewalk, which is illegal and also make the cycling network less user friendly and inaccessible for some riders. Winnipeg Square is a major destination and should be directly connected to new cycling infrastructure.

**Wayfinding:** Respondents indicated better wayfinding for pedestrian and cycling routes is required to promote better connections between different segments of pedestrian and cycling infrastructure.

### 3.0 Recorded Comments

- Fort Street at Portage Avenue – upgrade the northbound crossing to Notre Dame Avenue with green surface treatment. It is highly visible and much safer for cyclists. This will increase user comfort and number of users.
- On Garry Street from Broadway Avenue to Assiniboine Avenue the street narrows and lanes readjust from north of Broadway, cars often drive in the painted bike lane.
- The green ground treatment on Fort Street is too rough.
- The Assiniboine Avenue cycle track is the best type of bike lane. Painted lanes and diamond lanes are dangerous. Upgrading the crossing of Main Street at Assiniboine Avenue is an important improvement.
- Protected bike lanes on Fort Street and Garry Street would be great. The lane alignments shift on Garry Street south of Broadway Avenue. This is dangerous for cyclists as drivers don't always shift to the left and drive in the bike lane. Cyclists don't use the Assiniboine Avenue cycle track east of Garry Street because the Main Street crossing does not line up with the cycle track.
- "Let's do it." I am in favour of protected lanes. Protected lanes are much safer than painted lanes and sharrows.
- Consider amenities for cyclists and pedestrians along with infrastructure. Publically accessible washrooms are an important component of urban areas. Also, consider people with disabilities when designing new infrastructure. Don't assume designers understand all such issues, get input from users.
- The green surface treatment is great as it increases visibility of the cycling lane. The Assiniboine Avenue cycle track is the best type of bike lane. We need to be careful not to take too much road space away from cars, they are important too.
- Confident cyclists do not need a protected bike lane. The concrete barrier just ends up getting destroyed after a few years anyway.
- The Sherbrook Street bike lane is the best type of protected bike lane. It is great in the winter and the buffer makes cyclists feel safe all year round. The same type of facility should be developed on Fort Street and Garry Street.
- Painted lanes are good for cyclists but separated bike lanes are the best.
- Painted lines work fine although I prefer off-street trails.
- I have been hit by cyclists while walking on sidewalks. Providing bike facilities will not only make it safe for cyclists, but also pedestrians.

- The Sherbrook Street bike lane is the best type of lane, I feel safe there. The City should build protected bike lanes on Portage Avenue.
- Having protected lanes that are well maintained year round will encourage cycling year round. Improving the Main Street crossing is important, currently it is unsafe.
- I feel safe on protected lanes and ride on painted lanes, but don't feel safe. When there is no lane I am forced to ride illegally on the sidewalk.
- Along with improving the Main Street crossing, there could be signage to direct cyclists underneath Main Street.
- Winnipeg Square is an important destination that would be missed if the cycling connection is located on Garry Street only. Also, bike parking at Winnipeg Square is needed. Considering a safe link from Portage Avenue to Albert Street and the Exchange district is crucial to the design. A wayfinding strategy should be considered in the bike lane design. The Main Street crossing at Assiniboine is important as well.
- I like the Assiniboine Cycle Track and would like to see something similar on Fort Street and Garry Street with a concrete barrier. Make sure it accommodates busses as well.
- Fort Street at Portage Avenue is not safe for cyclists. Right turning automobiles have to weave through traffic. I would not bring my nine year old child cycling on Fort Street and Garry Street as they exist today, but would bring them on the Assiniboine Avenue Cycle Track if it had better connectivity to destinations.
- The Sherbrook Street Bike lane is not the best design. There is poor visibility of cyclist for automobiles turning right through the bike lane to parking lots. The Assiniboine Avenue cycle track design is preferred. I agree the Main Street crossing is important.
- The best option for a bike lane on Fort Street and Garry Street is a protected lane on one side of the street with no parking between the protected lane and traffic lane. This design on Sherbrook Street is dangerous for cyclists as cars disrupt visibility for right turning automobiles. It is fine to take a lane of parking to accommodate a cycling lane if required. Also, if a half signal is installed at Main Street ensure the wait time is short. The Osborne Street signal wait time is much too long. I have seen many more cyclists on Winnipeg's roads in recent years. Invest in new infrastructure and people will use it.
- I am a commuter cyclist and feel safe on painted lanes, but I agree that they are not safe for everyone, especially children. I think a protected lane on Fort Street and Garry Street would be a good thing.
- Connectivity of cycling lanes is important. It is very dangerous when a bike lane abruptly ends. When that happens I just end up riding on the sidewalk. I feel safe on the Assiniboine Avenue cycle track.
- When cyclists, pedestrians and vehicles all mix at an intersection conflicts arise. It is difficult to predict what other modes will do with the multiple movements.
- The current lanes on Fort Street and Garry Street are fine. Wider lanes and/or better visibility would be good. Separated lanes are only good if they are cleared through the winter, which increases the likelihood of people riding year round.
- When the Assiniboine Avenue cycle track goes off the street into the park it is more difficult to get back on to Assiniboine Avenue and turn onto Fort Street. The Main Street crossing is important.

- Ensure cycling lanes are maintained, especially in the spring the dirt spread in the winter is a hazard for cyclists. A major issue with the cycling lane on Sherbrook Street is where the lane becomes painted, south of Portage Avenue where right turning automobiles have to weave through the bike lane. This is dangerous. Please eliminate cars having to weave through the bike lane here and in other places.
- Where Garry Street crosses Broadway Avenue the bike lane and automobile lane shifts. This puts cars in the bike lane. Protected lanes are good, but it attracts so many riders that they get congested making it difficult to pass. Consider conflicts with parked cars and cyclists getting “doored.”
- Protected lanes are great, I feel vulnerable on painted lanes. I cycle from downtown to St. Vital, the projected lanes on Dunkirk Drive are great.
- Winnipeg Square is a big destination and the cycling lane should be located on Fort Street.
- We need more lanes like Sherbrook Street. I ride from St. Vital near the Autopac on St. Mary’s Road and that stretch is one of the only areas I have to ride with automobiles.
- Confident cyclists feel safe on painted lanes, but others may not. Ensure connectivity of cycling lanes.
- The bike lanes are great the way they are. I haven’t had many issues and don’t feel threatened. I don’t think the City should spend much money on upgrades. Fort Street and Garry Street are quiet and not that long. I have been riding downtown for more than eight years and used to commute from St. Vital. Bike lanes on Fort Street just end at Portage Avenue.
- I like protected lanes the best, however painted lanes do help a lot. A major area of concern is St. Mary Avenue between Main Street and Fort Street there is no bike lane to connect to existing bike lane on St. Mary Avenue.
- There is a public health benefit of a separated lane and would increase the season of use. Existing painted lanes have a risk of “dooring.” I really like Sherbrook Street bike lane for safety and aesthetics.
- The protected lanes are great just like the one on Sherbrook Street.
- Protected lanes.
- Garry Street has been great since they added the painted lanes. However, protected lanes where bikes and cars are separated from each other would be better – like Sherbrook Street. It has to be easy to get off the bike lane.
- I am a resident that lives on Garry Street and Assiniboine Avenue. Garry Street is awful for cycling because there is a vehicle conflict. When turning into the garage I am not sure if the cyclist will get hit by a door by the parked car so I have to wait before turning in. At night cyclists don’t use lights and they are hard to see.
- Protected lane would be a good improvement. Fort Street is a better option for a two-way cycle track.
- Bike lanes on Fort Street and Garry Street make no sense. We are trying to treat bikes like cars, but there is no competition between 2000 lbs and 100 – 200 lbs. I ride from there to Assiniboine Forest and I never ride on the road. I am supportive of protected bike lanes. It is important to consider that conflicts are between bikes and cars and bikes and pedestrians. Remove one lane of parking and put a proper bike lane in there. There

are many parking spots available. Using parked cars to protect the bike lane from traffic is a good idea.

- I walk down Assiniboine Avenue from Osborne Street to Main Street and the pedestrian facilities are good (good lighting and walkway through the park). I would like to see a protected bike lane on Fort Street and Garry Street.
- I would like the pathway on Assiniboine Avenue to connect to Main Street and make it easy for cyclists to merge on to Main Street. Include a paved path through Bonnycastle Park where cyclists are already cutting through the park to get to southbound Main Street.
- Better wayfinding signage for cyclists.
- Better wayfinding for paths. Sidewalks are in poor condition in several areas of the downtown.
- Portage Avenue at Fort Street is a dangerous intersection for bike and cars. Otherwise downtown biking seems to be working. My concerns are connecting Assiniboine Avenue over the bridge on Main Street.
- Create better connections to the Exchange District and the east/west network.
- Are the bridge crossings for pedestrians only or cyclists as well?
- Improving the Main Street crossing at Assiniboine Avenue is important. Fort Street and Garry Street are ok as they are now.
- I would like to traffic calming Assiniboine Avenue (e.g., speed bumps) as there is still a lot of through traffic.
- Create more bike paths everywhere.
- A protected north/south route would be great. Pavement on Colony Street is terrible, I almost fell off my bike. We need more connections into the city to office buildings from Assiniboine Avenue.
- I live at Fort Garry Place. I am concerned about traffic flow around the Fort Garry Hotel with the Assiniboine Cycle Track. I am in favour of cycling lanes, but not at the expense of traffic access.

## **Appendix A – Study Area Map**



**DOWNTOWN  
STUDY  
AREA**

**EXCHANGE  
DISTRICT**

**THE FORKS**

**RED RIVER**



**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