

ST. BONIFACE TO DOWNTOWN WALK BIKE PROJECT

Phase 2 – Public Engagement Summary

November 2022

Background

The City of Winnipeg strives to build pedestrian and cycling infrastructure for people of all ages and abilities. This study will identify options to improve travel choices, accessibility, and connectivity between the Esplanade Riel Footbridge / Provencher Bridge and the multi-use path on Archibald Street south of Nairn Avenue.

The key goals of the study are to:

- Consider the needs of all road users
- Create a comfortable and attractive route
- Accommodate users of all ages and abilities

The key goals of public engagement are to:

- Ensure stakeholders and the public clearly understand the project's overall aspirations and restraints
- Ensure participants see their concerns, wants, and needs reflected in the final design where possible, and where not possible, see rationale as to why

Engagement

The St. Boniface to Downtown Walk Bike Project launched in Summer 2020 with Phase 1 public engagement. In this first phase, the City asked for input on the best place for a bike route through the area, as well as Winnipeggers' thoughts on several active transportation-related topics. To read the key

findings from Phase 1, please visit winnipeg.ca/stbtodowntown.

Phase 2 public engagement was launched in May 2022 with the goal of collecting feedback on preliminary route and design options.

Promotion

Public engagement opportunities were promoted using the following methods:

- Engage Winnipeg project webpage – updated May 12, 2022; received 1,021 visits
- Newspaper ads in Canstar Community Review East edition and La Liberte – May 18, 2022
- Postcards mailed to 2,944 area homes and businesses – May 17, 2022
- Hand delivery of postcards to local area businesses – May 18, 2022
- Facebook posts to 26,000 followers – throughout the program
- News release – May 12, 2022
- Twitter posts to 78,700 followers - throughout the program
- City of Winnipeg public engagement newsletter with more than 3,700 recipients – May 19, 2022
- Earned media coverage on CTV News and in Winnipeg Free Press

Table 1: Public Engagement Opportunities

Date	Activity	Details
May 12 to June 15, 2022	Online survey	474 Respondents (467 English and seven French)
May 12 to June 15, 2022	Online mapping tool	74 pins by 23 contributors
May 18, 2022	Door to door business engagement	Hand delivered meeting invitations to approximately 30 businesses on Provencher Blvd
May 26, May 31, and July 13, 2022	Stakeholder meetings	Nine participants
May 28 and June 1, 2022	Two pop-up events	51 participants
June 7, 2022	Virtual public open house	14 participants
May 24 – June 27, 2022	Direct communication with key stakeholders – schools	Phone calls with representatives from two schools and one school division

To learn more about the St. Boniface to Downtown Walk Bike Project please visit winnipeg.ca/stbtodowntown



ST. BONIFACE TO DOWNTOWN WALK BIKE PROJECT

Phase 2 - Public Engagement Summary

November 2022

What we heard

We collected feedback on three possible routing options west of the Seine River and a single recommended design east of the Seine River.

Western route options:

- Option A: Provencher Boulevard (as a standalone route through the area)
- Option B: A combination route with segments on both Notre Dame Street (north of Provencher) and de la Cathedrale Avenue (south of Provencher)
- Option C: A combination route with segments on both Dumoulin Street (north of Provencher) and de la Cathedrale Avenue (south of Provencher)

Eastern recommended design:

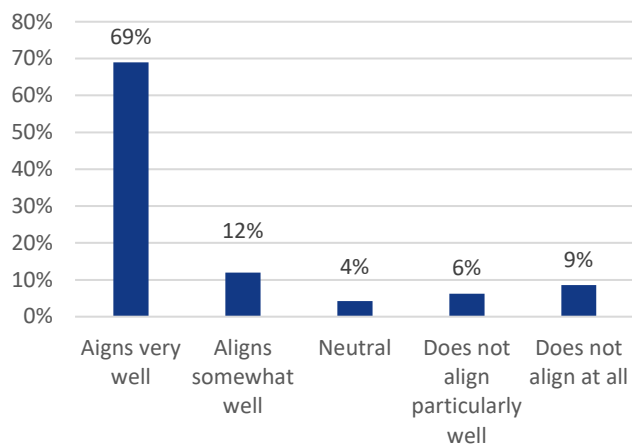
- Nadeau Street/ Notre Dame Street / La Fleche Street/ La Verendrye Street to connect to Archibald Street

What we heard is outlined below.

Option A: Provencher Boulevard

Most respondents (69 percent) indicated Option A aligns very well with their individual priorities and expectations. An additional 12 percent indicated it aligns somewhat well with their priorities and expectations (Figure 1).

Figure 1: Option A Provencher Boulevard
468 responses



Overall, respondents strongly support the inclusion of:

- Protected bike lanes (81 percent)
- Route location (71 percent)
- Route connectivity to AT network (62 percent)
- Access to community destinations (71 percent)

Reasons given include:

- A physical barrier is necessary on Provencher because of the speed and type of vehicles
- Provencher is viewed as the most direct route connecting Downtown to East St. Boniface and Transcona
- Commercial destinations can easily be accessed along the route encouraging cyclists (commuters and recreational) to stop and shop
- The route connects well to other bike routes

Although most respondents indicate a strong desire for Option A, comments note the following concerns:

- Cycling next to heavy traffic does not make for an enjoyable experience
- The bike lane crosses many busy intersections with turning traffic creating conflict points between vehicles and cyclists
- And the character of Provencher will be changed if the median is narrowed

Option B: Notre Dame Street and de la Cathedrale Avenue

Most respondents (30 percent) indicate Option B aligns somewhat well with their individual priorities and expectations, and an additional 13 percent indicate it aligns very well with their priorities and expectations (Figure 2).

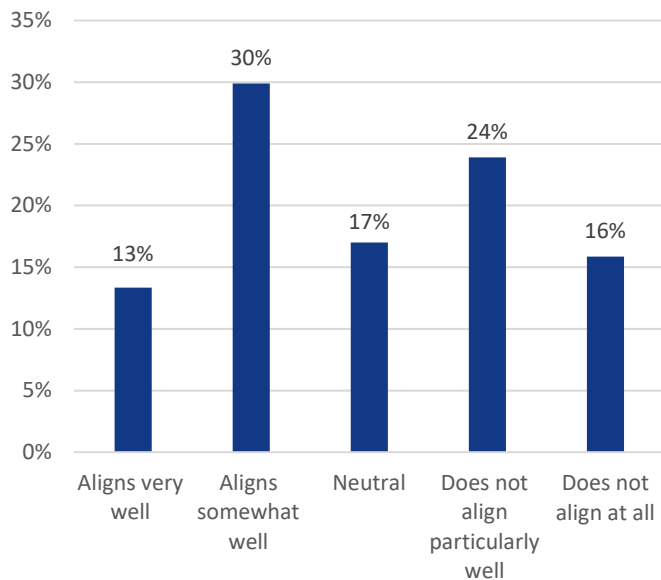
ST. BONIFACE TO DOWNTOWN WALK BIKE PROJECT

Phase 2 - Public Engagement Summary

November 2022

Figure 2: Option B Notre Dame Street and de la Cathedrale Avenue

442 responses



Overall, respondents strongly support the inclusion of:

- Two-way protected bike lane (40 percent)
- Neighbourhood greenway (32 percent)

Respondents generally support:

- Connectivity to the AT network (27 percent)
- The inclusion of a multi-use path (32 percent)

Respondents are neutral regarding:

- The route location (26 percent)
- Access to community destinations (29 percent)

Key themes emerging from comments include:

- Notre Dame is currently an accessible and relatively safe and quiet street but the proposed speed humps will help further slow and deter vehicle traffic
- Notre Dame provides a direct connection to Lagimodière-Gaboury Park; the route is a short distance to commercial destinations on Provencher Boulevard
- Option B will have more appeal to recreational or vulnerable cyclists than Option A

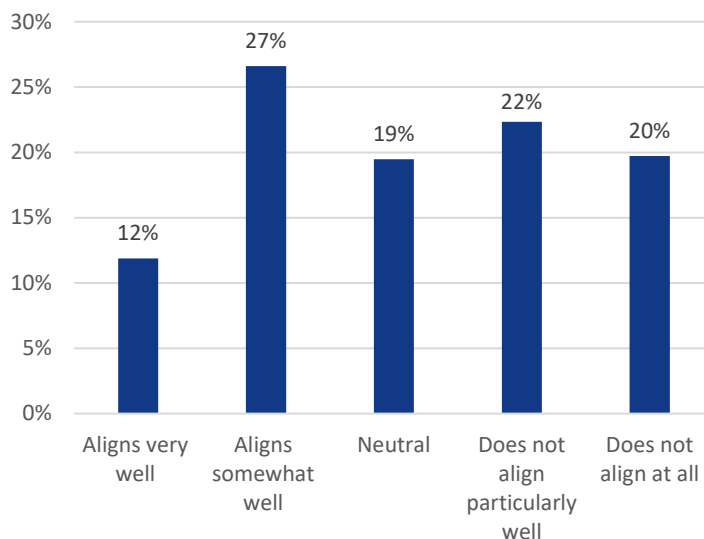
- Notre Dame and de la Cathedrale are both a good fit for local cycling routes in St. Boniface however Provencher is preferred as a commuter route through St. Boniface and to access commercial destinations

Option C: Dumoulin Street and de la Cathedrale Avenue

Most respondents (27 percent) indicate Option C aligns somewhat well with their individual priorities and expectations, and an additional 12 percent indicate that it aligns very well with their priorities and expectations (Figure 3).

Figure 3: Option C Dumoulin Street and De la Cathedrale Avenue

427 responses



Overall, respondents strongly support the inclusion of:

- Two-way protected bike lane (35 percent)

Respondents generally support the inclusion of:

- Neighbourhood greenway (35 percent)
- Multi-use path (35 percent)

Respondents are neutral regarding:

- Route location (24 percent)
- Overall route connectivity (33 percent)
- Access to community destinations (30 percent)

To learn more about the St. Boniface to Downtown Walk Bike Project please visit winnipeg.ca/stbtodowntown

ST. BONIFACE TO DOWNTOWN WALK BIKE PROJECT

Phase 2 - Public Engagement Summary

November 2022

Key themes emerging from comments include:

- De la Cathedrale Avenue and Dumoulin Street are currently accessible and relatively safe and quiet streets as-is
- As Dumoulin Street is only one block north of Provencher Boulevard, it is not too far from commercial destinations.
- Option C will improve cycling in St. Boniface but less so for commuters
- Dumoulin Street is inadequate for connectivity to other cycling routes
- Additional infrastructure may not be necessary as Dumoulin Street is a relatively quiet street
- Cycling routes need to be on destination streets and not adjacent to them

Evaluation Criteria

To help determine the recommended route west of the Seine River, survey respondents were asked to rank criteria that the City will use to evaluate each option.

Table 2: Evaluation Criteria

Criteria	Average Ranking* (out of 8)
Route connectivity	6.51
User demand	6.28
Comfort and safety	6
Conflict and mitigations	4.7
Impacts (i.e. vehicles, parking)	3.56
Community context and support	3.32
Operations and maintenance	3.3
Cost and constructability	2.47

*Criteria with the greatest average ranking is the most preferred choice (closer to 8 is more preferred).

Total Responses: 420

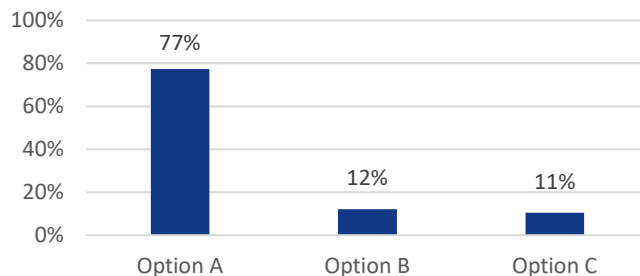
Overall Route Preference

Respondents were asked to indicate their overall route preference, taking into consideration that each option provides benefits and drawbacks to different types of cyclists (e.g. commuter vs. recreational) (Figure 4).

Figure 4: Route Preference 1

425 responses

Each route offers different benefits to different types of cyclists. Given this, which route do you prefer?



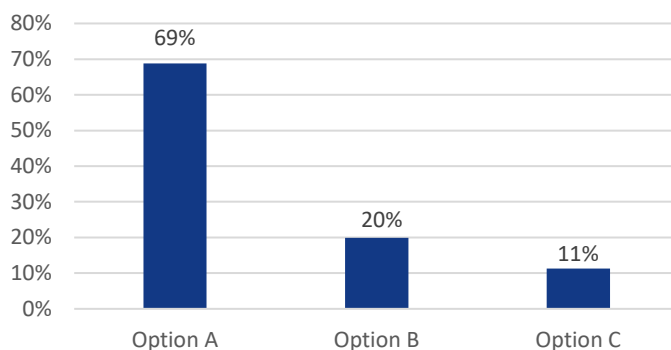
Seventy-seven percent of respondents prefer Option A, given that it would get commuters safely to/from Downtown and bring cyclists to destinations along Provencher Boulevard.

Respondents were also asked to indicate their overall route preference, taking into consideration that the timeline for construction will depend on the recommended route option (Figure 5).

Figure 5: Route Preference 2

421 responses

Each route has a different timeline for construction. Given this, which route do you prefer?



Sixty-nine percent of respondents indicate a preference for Option A even though construction for both Option B and Option C could begin immediately and Option A could not.

ST. BONIFACE TO DOWNTOWN WALK BIKE PROJECT

Phase 2 - Public Engagement Summary

November 2022

Thoughts on eastern recommended design

Key themes emerging from comments regarding the recommended eastern design which connects Nadeau Street / Notre Dame Street / Rue Lafleche / Rue La Verendrye to Archibald Street include:

- This area is a relatively safe and quiet place to cycle and the proposed improvements will further enhance the cycling experience

- The design provides good connectivity to the Northeast Pioneers Greenway and Transcona
- The separate bike signal phase at the lights at Mission Street and Rue La Verendrye will improve cyclist visibility at the intersection

How Input Was Considered

What We Heard	How It Was Considered
Option A: Provencher Boulevard	
Provides a direct route from Downtown to East St. Boniface and Transcona and direct access to commercial destinations.	The directness of the route and access to commercial destinations were considered in the evaluation and selection of this option as the proposed route.
The protected bike lanes provide a sense of safety from the types and speeds of vehicles on Provencher Boulevard.	The safety benefit of protected bicycle lanes was considered in the evaluation and selection of this option as the proposed route.
The bike lane crosses a lot of intersections with turning traffic creating a conflict point for vehicles and cyclists.	Locations where the bike lane crosses intersections and access points were reviewed to ensure that appropriate sightlines are available. Protective intersection elements (set-back crossings, pavement markings, signage, raised corner islands, bicycle signals, queue boxes, etc.) were incorporated into the proposed design to enhance safety for cyclists.
The character of Provencher Boulevard will be changed if the median is narrowed and existing streetscape elements (e.g., median trees, Welcome sign at Tache Avenue, and Fallen Soldier across from the Belgian Club) are impacted.	The proposed design was developed to minimize the impact to the median. The number of tree removals was reduced from eight (8) to four (4) and the Fallen Soldier across from the Belgian Club would not be impacted. The welcome sign at Tache Avenue would require relocation or modification with the addition of bicycle lanes on Provencher, however, the City would work with the Provencher BIZ to determine a solution.

ST. BONIFACE TO DOWNTOWN WALK BIKE PROJECT

Phase 2 - Public Engagement Summary

November 2022

What We Heard	How It Was Considered
Majority of respondents prefer Option A even if the route could not move forward to construction right away.	The study team considered this in the selection of this option as the proposed route. The design proposes two implementation phases for Provencher which provides flexibility if the future budgets do allow for the widening of the Seine River bridge (which is a significant cost to the project). Phase 1 includes the construction of protected bicycle lanes on Provencher from Tache Avenue to the Seine River pathways, while Phase 2 includes the widening of the Seine River bridge and constructing multi-use paths to connect the Phase 1 protected bicycle lanes to Nadeau Street.
Option B: Notre Dame Street and De la Cathédrale Avenue	
Notre Dame Street and de la Cathedrale Avenue are relatively safe and quiet streets and investing in cycling infrastructure on these routes should not be a high priority.	This was considered into the evaluation of options. Option B was not selected as the proposed route.
Notre Dame Street provides a good connection to Lagimodière-Gaboury Park on the east end and to Joseph Royal Park on the west end.	This was considered into the evaluation of options. Option B was not selected as the proposed route.
De la Cathedrale Avenue provides a good connection to Tache Avenue but a suboptimal connection to Des Meurons Street.	This was considered into the evaluation of options. Option B was not selected as the proposed route.
Option B is not highly desired as a commuter route through St. Boniface but serves well as a local route for trips in St. Boniface.	This was considered into the evaluation of options. Option B was not selected as the proposed route.
Option B would complement Option A as funding is available to build Option B now and if Option A gets built, Option B could continue to serve as a local bicycle route.	This study only proposes one east-west cycling route through North St. Boniface (Option A); however, this will be noted in the final report for future consideration.
Option C: Dumoulin Street and De la Cathédrale Avenue	
Dumoulin Street and de la Cathedrale Avenue are relatively safe and quiet streets and investing in cycling infrastructure on these routes should not be a high priority.	This was considered into the evaluation of options. Option C was not selected as the proposed route.
Dumoulin Street does not connect well to Lagimodière-Gaboury Park on the east end or to Joseph Royal Park on the west end.	This was considered into the evaluation of options. Option C was not selected as the proposed route.
Cyclists can access Provencher Boulevard to stop and shop as Dumoulin Street is only one block north of Provencher Boulevard.	This was considered into the evaluation of options. Option C was not selected as the proposed route.

ST. BONIFACE TO DOWNTOWN WALK BIKE PROJECT

Phase 2 - Public Engagement Summary

November 2022

What We Heard	How It Was Considered
De la Cathedrale Avenue provides a good connection to Tache Avenue but a suboptimal connection to Des Meurons Street.	This was considered into the evaluation of options. Option C was not selected as the proposed route.
Option C is not highly desired as a commuter route through St. Boniface but serves well as a local route for trips in St. Boniface.	This was considered into the evaluation of options. Option C was not selected as the proposed route.
Option C would complement Option A as funding is available to build Option C now and if Option A gets built, Option C could continue to serve as a local bicycle route.	This study only proposes one east-west cycling route through North St. Boniface (Option A); however, this will be noted in the final report for future consideration.
Evaluation Criteria	
Route connectivity (how direct and continuous the route will be), user demand (how well the route connects to key destinations), and comfort and safety (how attractive and safe the route is) are identified as the more important criteria for evaluating the route options west of the Seine River.	The weightings of the evaluation criteria were adjusted to better align with public feedback. Evaluation of the routes used the revised criteria weighting which led to the selection of Option A: Provencher Boulevard as the proposed route.
Eastern Proposed Route	
The proposed design east of the Seine River will further enhance the cycling experience from Lagimodière-Gaboury Park to Archibald Street and will improve connectivity to the Northeast Pioneers Greenway.	The eastern proposed route was incorporated into the preliminary design.

Next Steps

The second phase of public engagement helped the project team understand preferences for preliminary route and design options.

What we heard in Phase 2 will be used to help evaluate the three options west of the Seine River to determine a recommended route connecting the Esplanade Riel Footbridge/Provencher Bridge to the Seine River and refine the design that is ultimately recommended. Feedback on the recommended route east of the Seine River will help to refine

the proposed design. The recommended routes, west and east of the Seine River, will be presented to the public in Phase 3 of public engagement.

Appendices

Appendix A – Online Mapping results
Appendix B – Summary of stakeholder meetings
Appendix C – Notes from stakeholder discussion with the Provencher Business Improvement Zone
Appendix D – Online survey results (English)
Appendix E – Online survey results (French)

To learn more about the St. Boniface to Downtown Walk Bike Project please visit winnipeg.ca/stbtodowntown

