

Background

The City of Winnipeg is making a long-term plan that will guide investment and development in Downtown Winnipeg for the next 30 years. The goal of CentrePlan 2050 is to get more people living and visiting Downtown.

As part of CentrePlan 2050, we are designing three key bike routes Downtown to improve connectivity to, from, and within the Downtown:

- St. Mary Avenue and York Avenue
- Notre Dame Avenue and Cumberland Avenue
- William Stephenson Way

We are also looking at bike routes on Graham Avenue as part of [Re-imagining Graham Avenue](#).

This report summarizes the feedback we received during Phase 2 engagement.

Engagement

In Phase 1, the public and stakeholders shared their thoughts on three proposed Downtown bike routes.

Feedback from Phase 1 helped us understand what we should keep in mind when designing Downtown bike routes. It also helped identify a preferred option for St. Mary Avenue and York Avenue.

During the second phase of engagement, we collected feedback on options for two specific bike routes:

- St. Mary Avenue and York Avenue
- Notre Dame Avenue and Cumberland Avenue

In February 2024, the public and stakeholders were invited to a virtual event to learn more about the options and to provide feedback on two specific bike routes. In addition, the project team met with 10 stakeholders who own or operate a business or property on a proposed bike route.

Feedback from this phase of engagement helped determine the best option and refine the design for each route.

Table 1 provides an overview of public engagement opportunities.

Table 1: Public engagement opportunities

Date	Activity	Details
January 24, 2024 – February 16, 2024	Project webpage	3,200 unique visits
January 24, 2024 – February 16, 2024	Online survey	1,280 responses Full results in Appendix B & C.
January 24, 2024 – February 16, 2024	Online mapping tool	75 pins Results in Appendix D.
February 7, 2024	Virtual event	54 participants Notes in Appendix E.
March 2024 – June 2024	Stakeholder meetings	10 one-on-one meetings Notes in Appendix F.

Promotion

Public engagement opportunities were promoted using the following methods:

- News release – January 24, 2024
- Facebook posts with over 40,000 followers – January 24 to February 16, 2024
- X posts with over 127,000 followers - January 24 to February 16, 2024
- Instagram posts with over 6,500 followers - January 24 to February 16, 2024
- City of Winnipeg public engagement newsletter with over 5,300 recipients – January 30 and February 14, 2024
- Email to 106 project subscribers – January 24, 2024
- Email to 100 stakeholder organizations – January 24, 2024
- Postcards mailed to over 13,000 Downtown residents and businesses – January 24, 2024

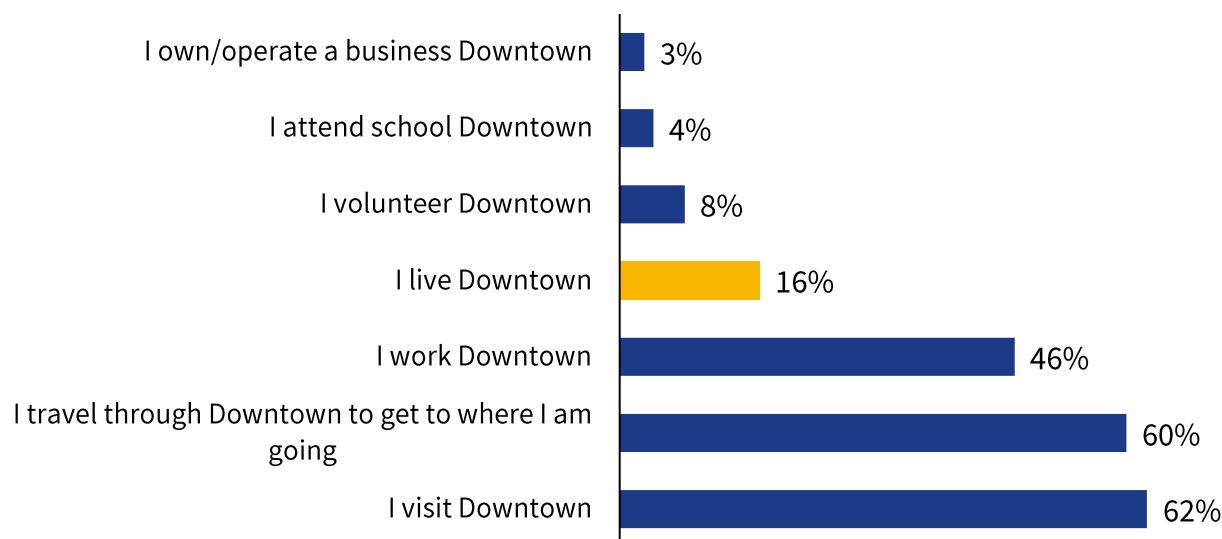
See Appendix A for promotional material.

Who we heard from

We asked participants their connection to Downtown. Sixteen percent of survey respondents live downtown. The majority of respondents work, visit businesses, and/or travel through Downtown (**Figure 1**).

Figure 1. Connection to Downtown Winnipeg

What is your connection to Downtown? Select all that apply.



What we heard

The project team reviewed options for each bike route based on seven evaluation criteria and feedback from the public and stakeholders.

Key themes

The following key themes came from the feedback collected at the virtual event, stakeholder meetings, interactive mapping tool, and online survey (Table 2).

Table 2: Key themes

Evaluation criteria	What we heard
 CYCLING COMFORT	The proposed intersection designs would benefit from protected intersections. This would provide greater comfort for cyclists. The proposed bike boxes provide additional comfort for cyclists but may be confusing for first-time users. Support for wider medians and larger curb extensions to further separate pedestrians and cyclists from cars.
 CONFLICTS	The proposed protected bike lanes provide a sense of safety from vehicles. Concerns with the amount of intersections that the bike lanes would cross.
 CONNECTIVITY AND PROXIMITY	There is a need for additional north and south bike lanes Downtown. These routes are key east-west connections through the Downtown and are likely to be busier than other bike routes.
 MAINTENANCE	Bike boxes would require additional maintenance to ensure the green paint does not wear off or fade. Ensure that the bike lanes can be easily cleared of snow and debris and that maintenance is completed in a timely manner.

CENTREPLAN 2050 – DOWNTOWN BIKE ROUTES

Phase 2 Public Engagement Summary



Evaluation criteria	What we heard
 COST	Concerns with the cost to build and maintain bike lanes.
 TRAFFIC OPERATIONS	Concerns that there will be an increase in vehicle traffic congestion.
	Ensure that the design of bike boxes accommodates larger style bikes such as cargo, tandem, and trailers.
 PARKING AND LOADING	Concern that truck turn movements may be impacted by bike lanes.
	More bike racks are needed along these routes and throughout Downtown.
	Some concerns about the loss of parking and loading spaces for businesses within the area.

St. Mary Avenue and York Avenue bike lanes

We considered two options for protected bike lanes on St. Mary Avenue and York Avenue:

- Preferred option: One-way protected bike lanes on St. Mary Avenue and York Avenue
- Alternate option: Two-way protected bike lane on York Avenue

Both options would start at Colony Street on the west (connecting to the existing protected bike lanes on St. Mary Avenue) and end at Garry Street (connecting to the existing protected bike lanes on Garry Street).

One-way protected bike lanes on both St. Mary Avenue and York Avenue was presented as the preferred option. While we preferred one option over another, it was important for us to hear what Winnipeggers thought of both.

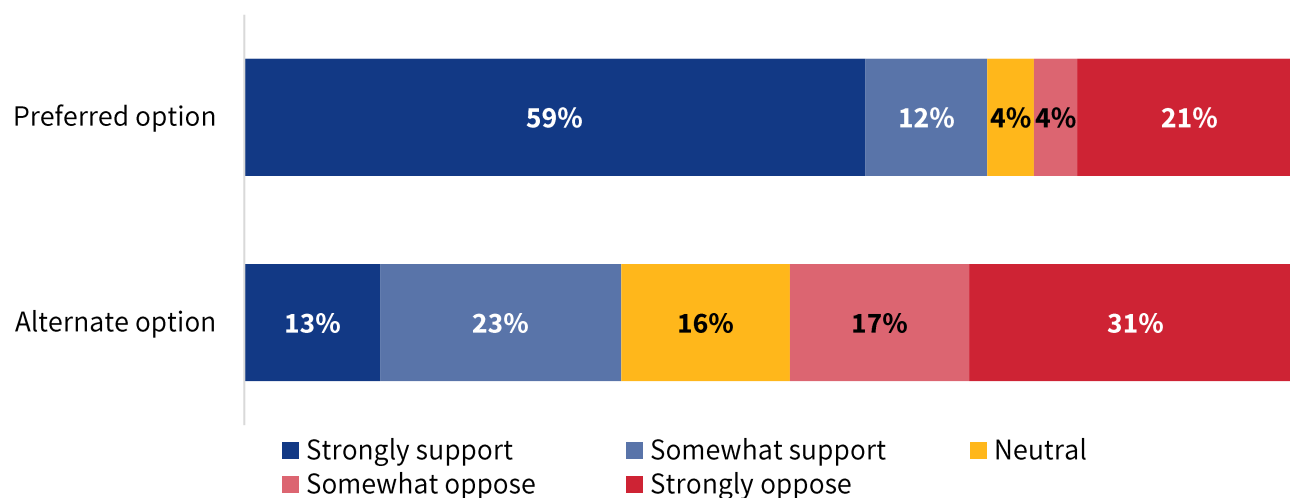
Level of support

Overall, there was more support for the preferred option (one-way protected bike lanes on St. Mary and York Avenue) (**Figure 2**). Over 70 percent of survey respondents strongly or somewhat support the preferred option. About one-

third (36%) of survey respondents strongly or somewhat support the alternate option. One-quarter (25%) of respondents oppose the preferred option and almost half (48%) oppose the alternate option.

Figure 2: Level of support for bike route options: St. Mary Avenue and York Avenue

What is your level of support for the preferred option and alternate option?



Overall, respondents indicated that one-way protected bike lanes (preferred option) would provide more comfort and connectivity than the alternate option.

- Respondents who indicated that they **cycle on St. Mary Avenue or York Avenue** were most supportive of all user groups of the preferred option (90% support the preferred option, compared to 71% overall that support the preferred option).
- Respondents that **live on St. Mary Avenue and York Avenue** were more supportive of the preferred option (60% support the preferred option, 45% support for alternate option)
- Respondents who **own a business or property on or near St. Mary Avenue or York Avenue** were slightly more supportive of the preferred option (53% support the preferred option, 40% support for alternate option). Overall, these respondents were more strongly opposed to both options compared to other respondents.
- Respondents who indicated that they **drive a car on St. Mary Avenue or York Avenue** were more supportive of the preferred option (65% supported the preferred option, 32% supported the alternate option).
- Some respondents indicated in their comments that they do not support any bike lanes Downtown.

A summary of the online survey results is in Appendix C.

CENTREPLAN 2050 – DOWNTOWN BIKE ROUTES

Phase 2 Public Engagement Summary



Recommendation

We are recommending one-way protected bike lanes on both St. Mary Avenue and York Avenue. This is based on the evaluation criteria and feedback from stakeholders and the public. Table 3 highlights some of the feedback received and how it was considered.

Table 3: What we heard and how it was considered – St. Mary Avenue and York Avenue

What we heard	How it was considered
Cycling Comfort	
The width of the bike lanes in the preferred option (one-way protected bike lanes on St. Mary Avenue and York Avenue) would best accommodate peak cyclist traffic.	The recommendation is one-way protected bike lanes on both St. Mary Avenue and York Avenue.
The limited width of the alternate option could cause cyclist congestion.	The recommendation includes wide bike lanes that provide opportunity for passing.
Bike lanes should run in the same direction as traffic on St. Mary Avenue and York Avenue (like in the preferred option)	The recommendation is one-way protected bike lanes on both St. Mary Avenue and York Avenue. One-way bike lane follows the direction of traffic, which is more comfortable for cyclists and drivers.
Connectivity and Proximity	
Bike lanes need to connect to surrounding routes and across the Main Street to The Forks and St. Boniface.	The study area for this route originally continued to Main Street. A future connection across Main Street will be studied as part of the Rapid Transit (Downtown Corridors) Preliminary Design study.
Traffic Operations	
Bike boxes may need to be widened to prevent cyclists from stacking up and blocking routes at St. Mary Avenue and Memorial Boulevard.	Bike boxes have been made as large as they safely can. The design considers how much space all other road users need, in particular pedestrians. Should cyclist numbers increase to a level where bikes are stacking up, this would be better addressed through traffic signal changes. This may include increasing the length of leading bike intervals. These are traffic signals that allow bikes to move before cars.
A southbound bike lane down the centre of Memorial Boulevard could help decrease average wait times for cyclists.	One-way protected bike lanes already exist on Memorial Boulevard from St. Mary Ave to Broadway. Putting an additional bike lane down the centre of Memorial Boulevard would not provide any additional benefit.
Parking and Loading	
Concerns that there may be significant parking and loading impacts at St. Mary's Cathedral, Winnipeg Clinic and Manitoba Law Courts.	The design of the protected bike lanes has been modified by reducing the width of the bike lanes, sidewalks, median, and/or traffic lanes at these locations to allow for retention of some parking and loading that is critical to their operations.

Notre Dame Avenue and Cumberland Avenue bike lanes

Two options for protected bike lanes on Notre Dame Avenue and Cumberland Avenue (between Sherbrook Street and Hargrave Street) are being considered:

- Option 1: Two-way protected bike lane on the **south side** of Cumberland Avenue
- Option 2: Two-way protected bike lane on the **north side** of Cumberland Avenue

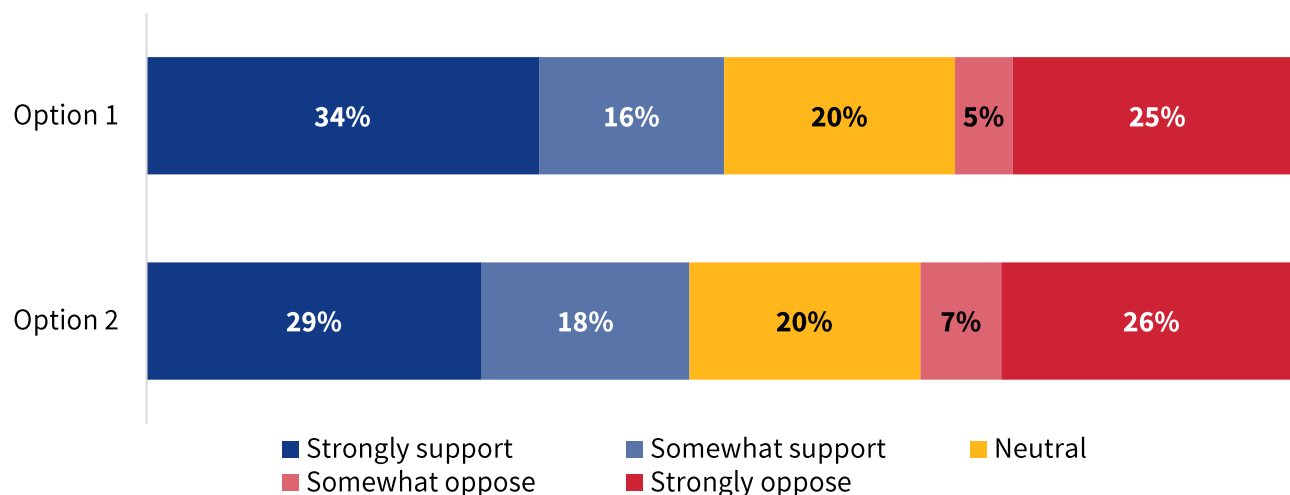
Both options include a two-way protected bike lane on the north side of Notre Dame Avenue between Carlton Street and Adelaide Street. At this location, a preferred option was not presented in Phase 2 engagement.

Level of support

Overall, there was similar level of support for both options (**Figure 3**). Half (50%) of survey respondents strongly or somewhat support the option 1 (south side of Cumberland Avenue). Slightly less (47%) of survey respondents strongly or somewhat support option 2 (north side of Cumberland Avenue). About a third of respondents oppose both options.

Figure 3: Level of support for bike route options: Notre Dame Avenue and Cumberland Avenue

What is your level of support for option 1 and option 2?



- Respondents that **live on Notre Dame Avenue or Cumberland Avenue** are more supportive of option 2 (43% support option 1, 50% support option 2)
- Respondents that **cycle on Notre Dame Avenue or Cumberland Avenue** are more slightly supportive of option 1 (69% support option 1, 64% support option 2)
- Respondents who indicated they **own a business or property on or near Notre Dame Avenue or Cumberland Avenue** are more supportive of option 1 (58 support option 1, 50% support option 2).
- Respondents who indicated that they **drive a car on Notre Dame Avenue or Cumberland Avenue** indicated similar support for both options (44% support option 1, 40% support option 2).
- Some respondents indicated in their comments that they do not support any bike lanes Downtown.

CENTREPLAN 2050 – DOWNTOWN BIKE ROUTES

Phase 2 Public Engagement Summary



Recommendation

We are recommending a two-way protected bike lane on the north side on Cumberland Avenue and a two-way protected bike lane on the north side of Notre Dame Avenue. This is based on the evaluation criteria and what we heard from stakeholders and the public. Table 4 highlights some of the feedback received and how it was considered.

Table 4: What we heard and how it was considered – Notre Dame Avenue and Cumberland Avenue

What we heard	How it was considered
Cycling Comfort	
The bike lane on Cumberland Avenue should be as wide as possible to accommodate peak cyclist traffic.	The recommendation is option 2 (two-way protected bike lane on the north side of Cumberland Avenue). In this option, the two-way bike lane provides the opportunity for passing by using the opposing bike lane.
Conflicts	
Concern with potential conflicts between cyclists and transit riders with two-way bike lanes located in between the transit stop and the sidewalk.	The recommendation is option 2 (two-way protected bike lane on the north side of Cumberland Avenue). This option avoids transit stops and right turn slip lanes.
Concern for conflicts between cyclists and right turning motor vehicles at the intersections of Sherbrook at Cumberland, and Balmoral at Cumberland.	
Connectivity and Proximity	
The bike lanes should have good connectivity to Central Park.	The design includes a redesigned intersection at Edmonton Street and Cumberland Avenue. Crossings from the north side bike lanes are included at the intersections of Cumberland Avenue with Edmonton Street and Carlton Street.
A westbound bike lane should extend across Sherbrook Street and then south on the west side of Sherbrook Street to reduce wait times and provide further connections.	This would require additional modifications to traffic signals and would lengthen the overall distance for cyclists connecting to/from Wellington Avenue. A two-way bike lane extending across Sherbrook Street would also create a new conflict point between cyclists and left turning motor vehicles turning from Cumberland to Sherbrook.
Parking and Loading	
There may be more significant parking and loading impacts at Regency Towers (411 Cumberland Avenue).	The design of the protected bike lane has been modified in front of Regency Towers to accommodate a parking and loading bay. Additional loading, accessible loading, and visitor parking are available on site, accessed off of the rear lane.

Next steps

In the final phase of engagement, we will share our recommendations to the public and stakeholders.

In fall of 2024, the recommended functional design for the bike routes on St. Mary Avenue and York Avenue and Notre Dame Avenue and Cumberland Avenue will be finalized. As streets are reconstructed or rehabilitated, the recommended design of bike lanes from this process will be installed.

St. Mary Avenue and York Avenue bike lanes

Both streets have planned road reconstruction as part of future Downtown street renewals between 2025-2027. Bike lanes on both streets will be detail designed and constructed as part of that project.

Notre Dame Avenue and Cumberland Avenue bike lanes

There is no timeline for the construction of bike lanes on Notre Dame Avenue and Cumberland Avenue. Before detailed design and construction can occur, Council would need to allocate funding.

William Stephenson Way

Designs are complete to widen several sidewalks along William Stephenson Way and Waterfront Drive to become multi-use pathways. There is no timeline for the construction of the multi-use pathways. Funding must first be allocated from the Pedestrian and Cycling Program.

The intersection of William Stephenson Way and Waterfront Drive requires further study to address traffic concerns identified in this study.

Graham Avenue

We are looking at cycling on Graham Avenue as part of the [re-design of Graham Avenue](#). Before detailed design and construction can occur, Council would need to allocate funding.

Appendices

Appendix A – Promotional material

Appendix B – Survey results

Appendix C – Survey analysis

Appendix D – Online mapping tool feedback

Appendix E – Virtual event notes

Appendix F – Stakeholder meeting notes