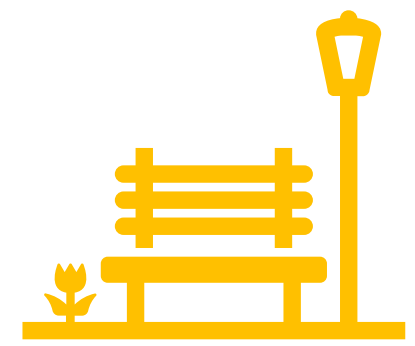




Getting around Downtown

We want to create streets for people who live, work, and visit Downtown.



Design streets for people first – welcoming, safe, accessible



Make it easier to get Downtown using all modes of travel



Make it easy to get around Downtown (walk, bike, bus)



Create high quality streetscapes that will attract shops, restaurants, patios

Related plans & strategies

Transportation Master Plan 2050

under development

Long-term vision for transportation in Winnipeg.



Winnipeg Pedestrian and Cycling Strategies

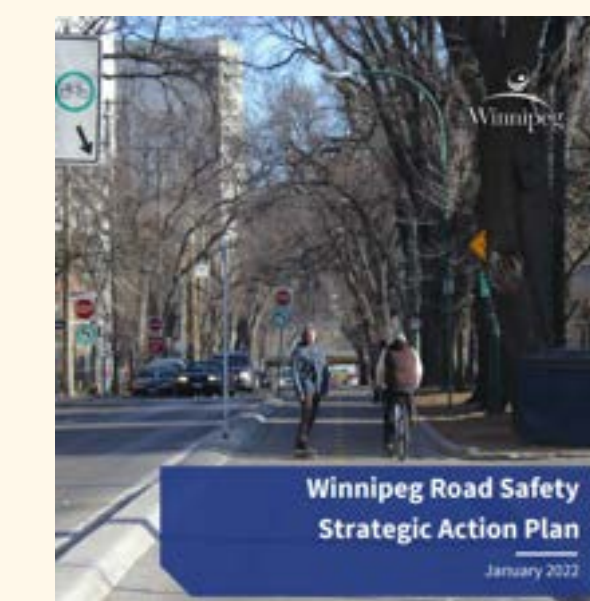
to be updated within the TMP 2050

Long-term vision for walking and cycling in Winnipeg.



Winnipeg Transit Master Plan

Long-range strategic plan for public transit in Winnipeg.



Winnipeg Road Safety Strategic Plan

Roadmap for road safety investments over the next 3-5 years.



OurWinnipeg 2045

25-year vision for the entire city.

Winnipeg Parking Strategy

under development

Five-year vision for parking and curbside management.



Getting around Downtown

The look, feel, and function of our streets shape how we experience Downtown as pedestrians, cyclists, transit riders, and motorists.

We are creating a **Streetscape Design Standards Manual** that will:

- Guide how we design our Downtown streets, including what the streets look like and how much space is allocated for pedestrians, bikes, and cars
- Create categories of streets, based on their function and purpose
- Accommodate all modes of travel, all ages and abilities – with a priority for vulnerable road users like pedestrians and cyclists
- Support area residents, workers, business owners, and visitors by making streets more comfortable and liveable
- Emphasize the needs of Downtown neighbourhoods





Getting around Downtown

There are many types of streets in our Downtown. Each type of street serves a different purpose and sets different expectations for how we use them to get around. We are taking a closer look at our Downtown streets and creating categories of streets and guidelines for how we design streets in the future. Our goal is to make them all better places for people to want to walk, access shops and businesses, and explore.



Neighbourhood streets provide safe and inviting places to walk to local residences, stores, and businesses.



Connector streets accommodate a moderate amount of traffic while carrying other modes in either mixed traffic or with safe accommodations.



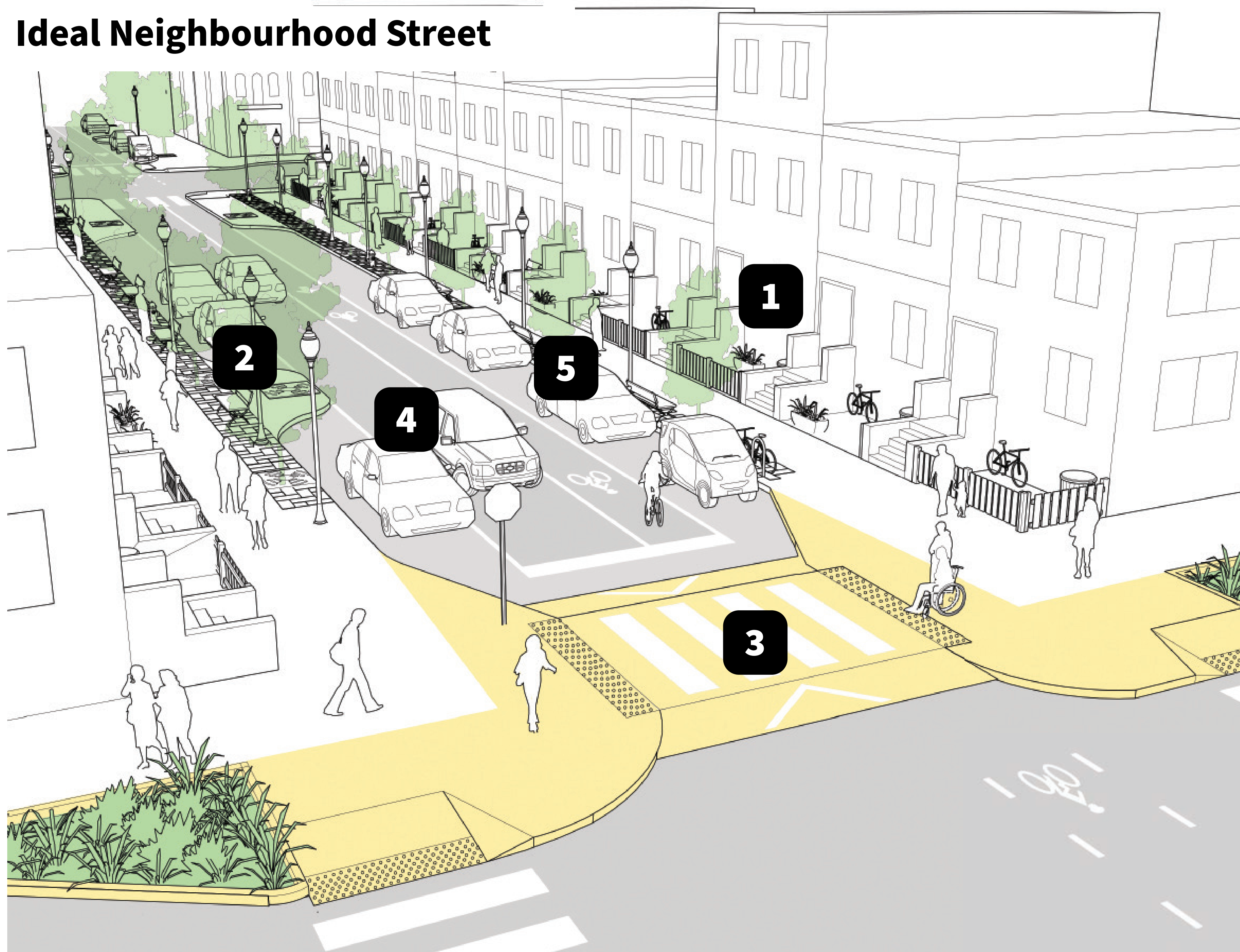
Corridor streets accommodate high traffic volumes while also serving as a high capacity, rapid transit corridor with separate spaces for pedestrians and bicyclists.



Getting around Downtown

Neighbourhood Streets provide safe and inviting places to walk to local residences, stores, and businesses.

Ideal Neighbourhood Street



Great neighbourhood streets typically have the following elements:

- 1 Residential buildings with frequent door entries and positive relationship to the street
- 2 Street trees and pedestrian lighting
- 3 Safe intersections where pedestrians cross the street.
- 4 Narrow lanes and street design that encourages safe travel speeds
- 5 On-street parking

1

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LET US
KNOW!

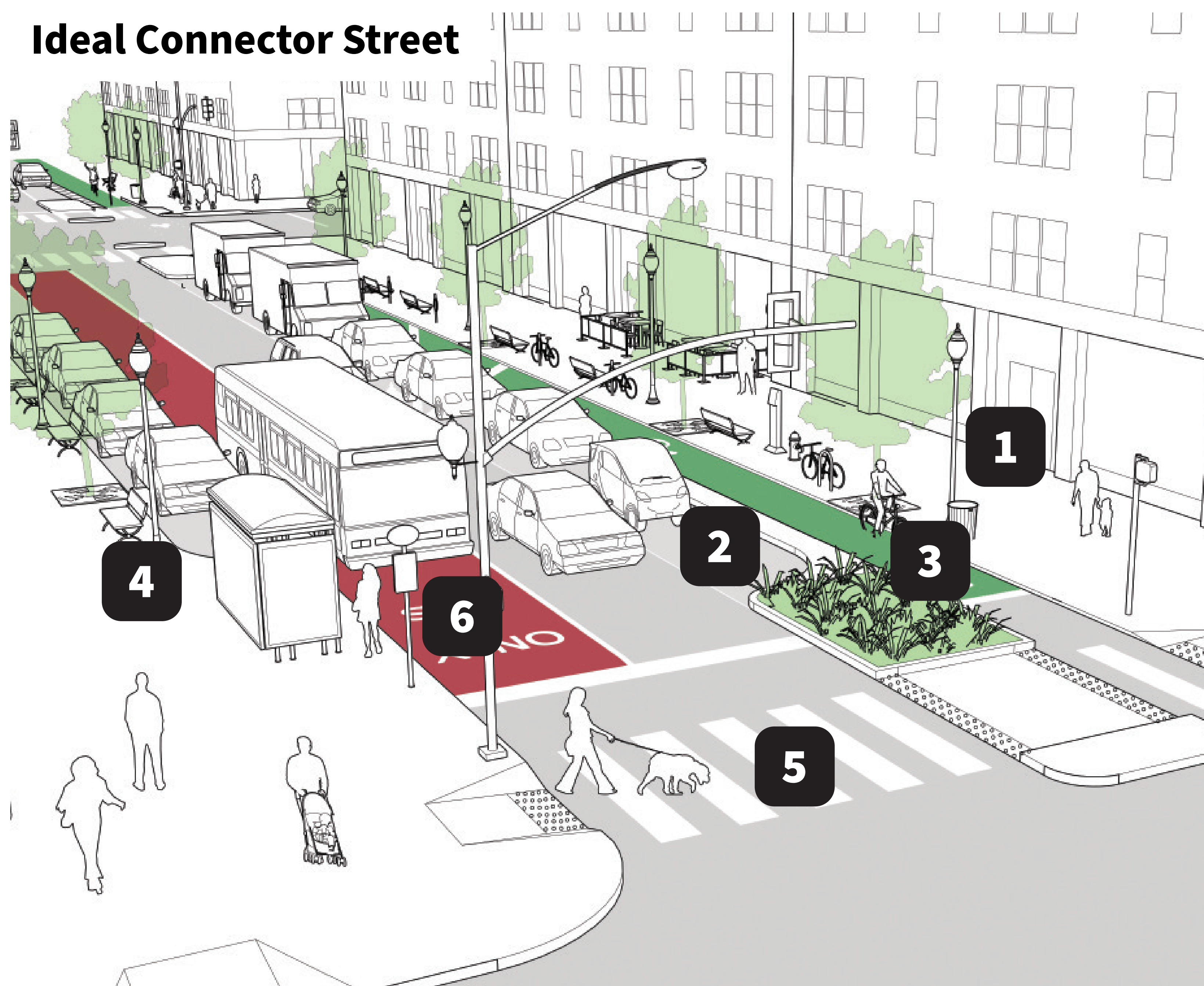
Place a dot next to the top two priorities you think are most important for neighbourhood streets.



Getting around Downtown

Connector Streets accommodate a moderate amount of traffic, including bikes and transit. Bikes and transit may be mixed with vehicles or separated. Connector streets join neighbourhoods and Downtown hotspots and include both commercial and residential buildings.

Ideal Connector Street



Great connector streets typically have the following elements:

- 1 Businesses and storefronts at street-level, with commercial or residential activities on upper floors
- 2 On-street parking lanes to buffer traffic from sidewalk activity
- 3 Protected bicycle lanes for safe bicycle movement
- 4 Wide sidewalks, when possible, to allow for greater pedestrian activity, outdoor dining, and streetscape furniture
- 5 Safe intersections where pedestrians cross the street
- 6 Bus priority measures such as bus lanes, advance signals, or in-lane stops

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LET US
KNOW!

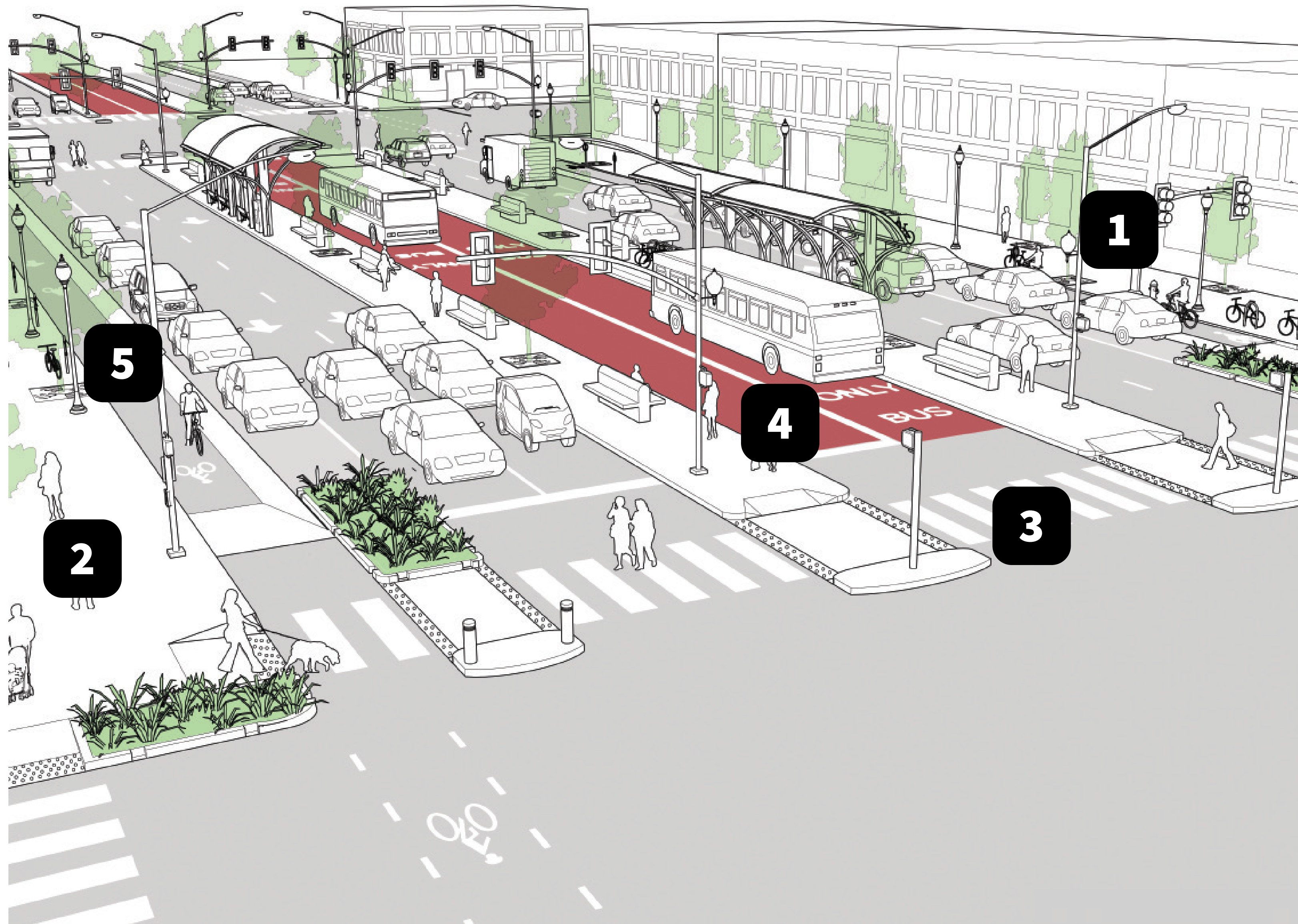
Place a dot next to the top two priorities you think are most important for connector streets.



Getting around Downtown

Corridor Streets connect Downtown with the rest of Winnipeg. These streets are vibrant roadways with high-density mixed-use residential and commercial development. Corridors accommodate high traffic volumes while also serving as high capacity, rapid transit corridors.

Ideal Corridor Street



Great corridor streets typically have the following elements:

- 1 Businesses and storefronts at street-level, with commercial or residential activities on upper floors
- 2 Wide sidewalks to allow for greater pedestrian activity, outdoor dining, and streetscape furniture
- 3 Safe intersections where pedestrians cross the street
- 4 Bus priority lanes for rapid bus movement
- 5 Dedicated bicycle facilities, accommodated on-street or on adjacent parallel streets

1

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Place a dot next to the top two priorities you think are most important for corridor streets.

LET US
KNOW!



**LET US
KNOW!**

What is your favourite street to explore? What about the street makes it your favourite? Leave us a sticky note!





Getting around Downtown

Bike Routes

The City is looking at design options for the following routes to improve connectivity to/from and within the Downtown:

-  St. Mary Avenue and York Avenue
-  Notre Dame Avenue and Cumberland Avenue
-  William Stephenson Way
-  Graham Avenue (see Re-Imagining Graham Avenue)

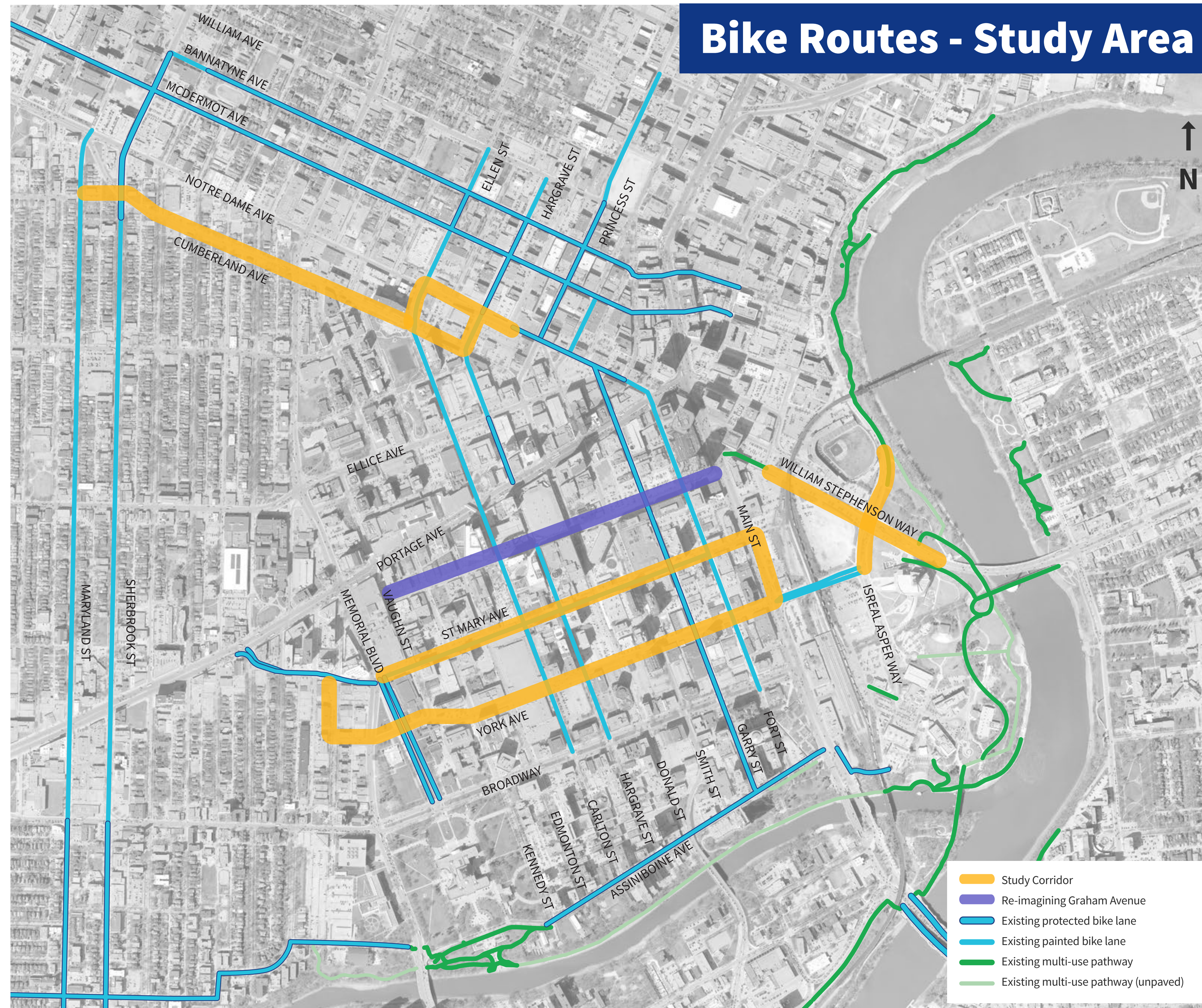
Designs will be developed that can be used for future street renewal projects and/or stand alone infrastructure projects on these streets

The Pedestrian and Cycling Strategies (PCS) provide the long-term vision for accessible, convenient and safe walking and cycling infrastructure for people of all ages and abilities. The PCS is currently undergoing an update as part of the Transportation Master Plan 2050 project.

The design of Downtown bike routes have to consider a wide variety of design constraints, including limited road space, high traffic volumes, Transit, one-way streets, and highly-utilized on-street parking and loading.



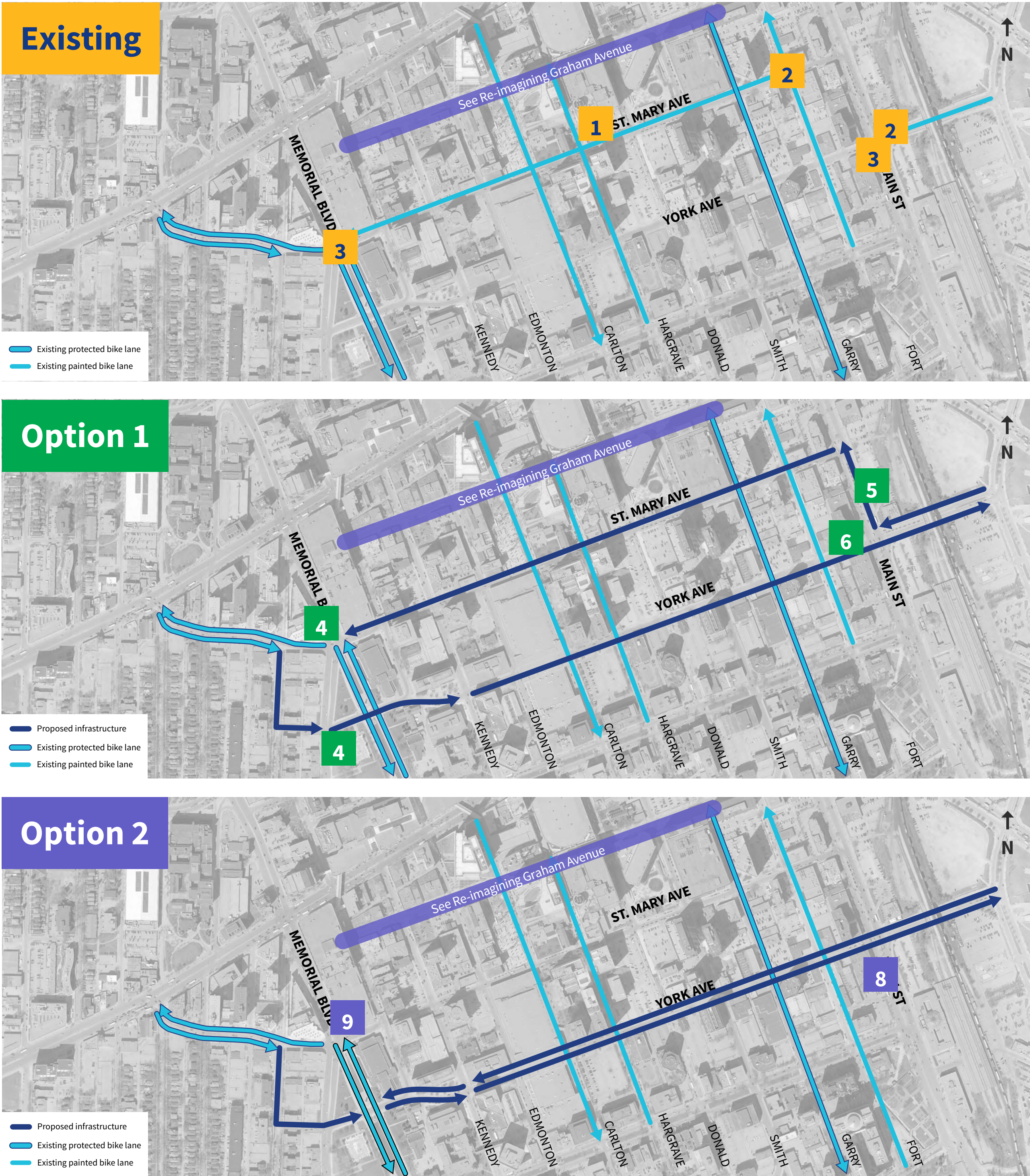
Getting around Downtown





Getting around Downtown

St. Mary Avenue & York Avenue



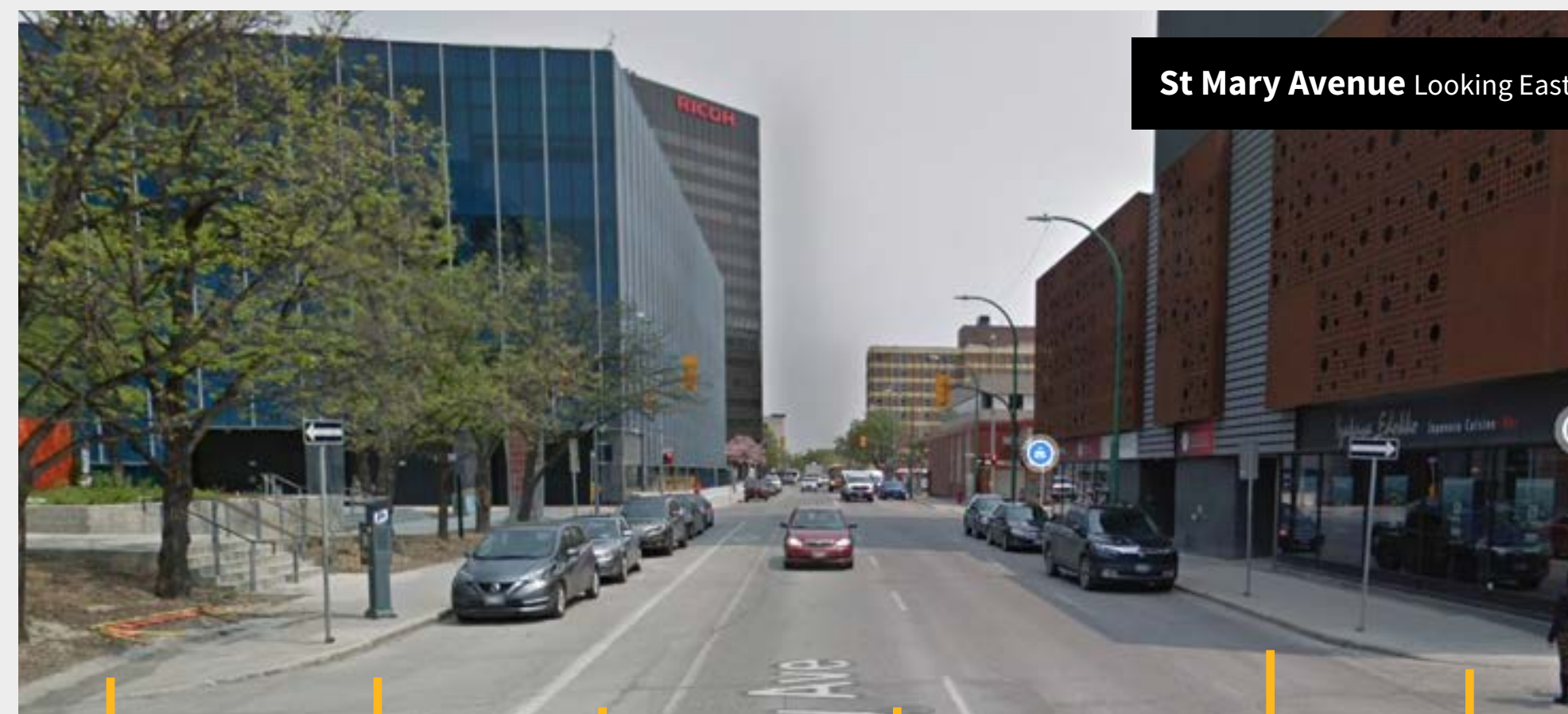
	Existing	Option 1	Option 2
Bike Infrastructure	Painted bike lanes on St. Mary Avenue and York Avenue	One-way protected bike lanes on St. Mary Avenue and York Avenue	Two-way protected bike lane on York Avenue
Parking & Loading	On-street parking and loading on both streets 1 Accessible parking	Impacts to on-street parking and loading on both streets	Impacts to on-street parking and loading on York Avenue only
Traffic	One-way streets with typical Downtown traffic volumes (moderate amount of congestion during rush hour)	One-way bike lane follows direction of traffic. The City prefers to build one-way bike lanes whenever feasible and practical.	Two-way bike lane does not follow direction of one-way traffic, which can be less comfortable for cyclists and drivers
Intersections & Connections	High volume vehicle turning movements at most intersections 2 Limited connection options due to underpass 3 Complex intersection with difficult connections	4 One-way bike lane crossings are less impactful to traffic operations at major intersections and are more intuitive to all users as well as convenient for cyclists 5 Widen the sidewalk on Main Street to accommodate cyclists 6 One-way bike crossings of Main Street require less impacts to traffic operations and are more intuitive to all users as well as convenient for cyclists	Crossings at Main Street have more significant impact to traffic operations and are less intuitive to all users due to two-way bike lane crossing 8 Direct crossing for cyclists at Main Street however, signal timing may impact convenience of bike crossing 9 Cyclists must cross two legs of intersection to connect from northbound Memorial to westbound St. Mary
Access to Destinations	Bike access provided to destinations on St. Mary only	Bike access provided to destinations on both streets	Bike access to destinations on York Avenue only



Getting around Downtown

St. Mary Avenue & York Avenue

St. Mary Avenue - Existing Conditions



St Mary Avenue Looking East

Sidewalk

On-street parking and loading lane

Painted bike lane

Two full-time travel lanes

Restricted on-street parking and loading during rush hours

Sidewalk

York Avenue - Existing Conditions



York Avenue Looking West

Sidewalk

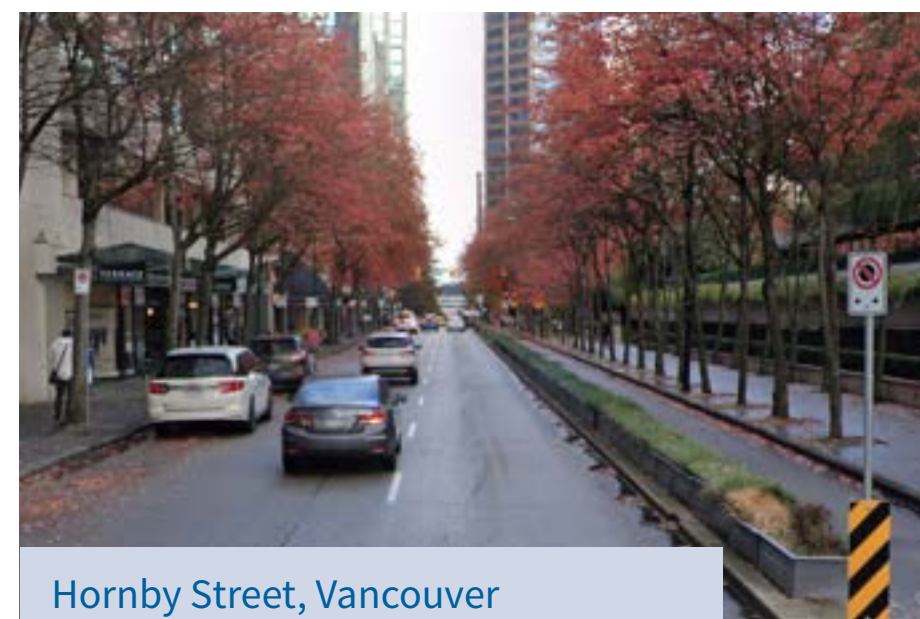
Restricted on-street parking and loading during rush hours

Two full-time travel lanes

Restricted on-street parking and loading during rush hours

Sidewalk

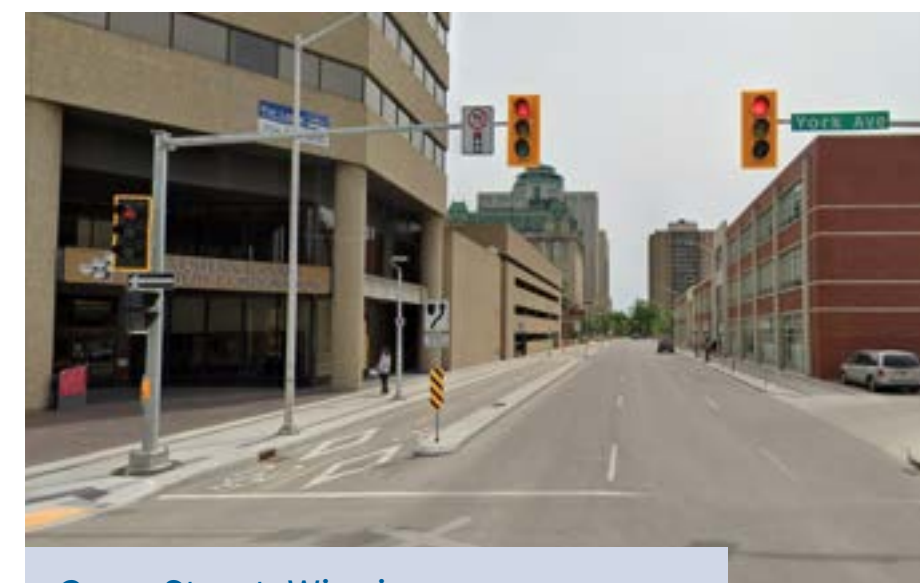
Examples: Two-way protected bike lanes



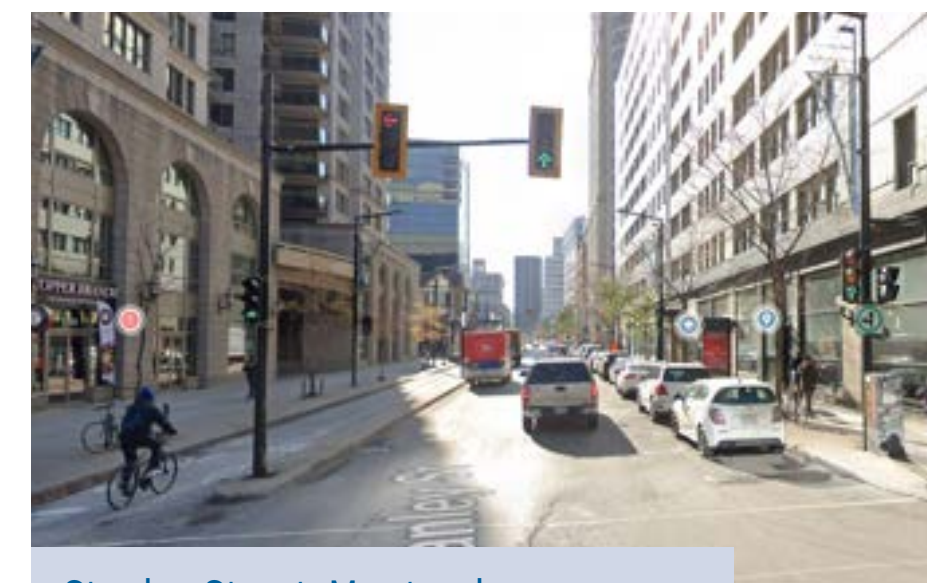
Hornby Street, Vancouver



7th Street SW, Calgary

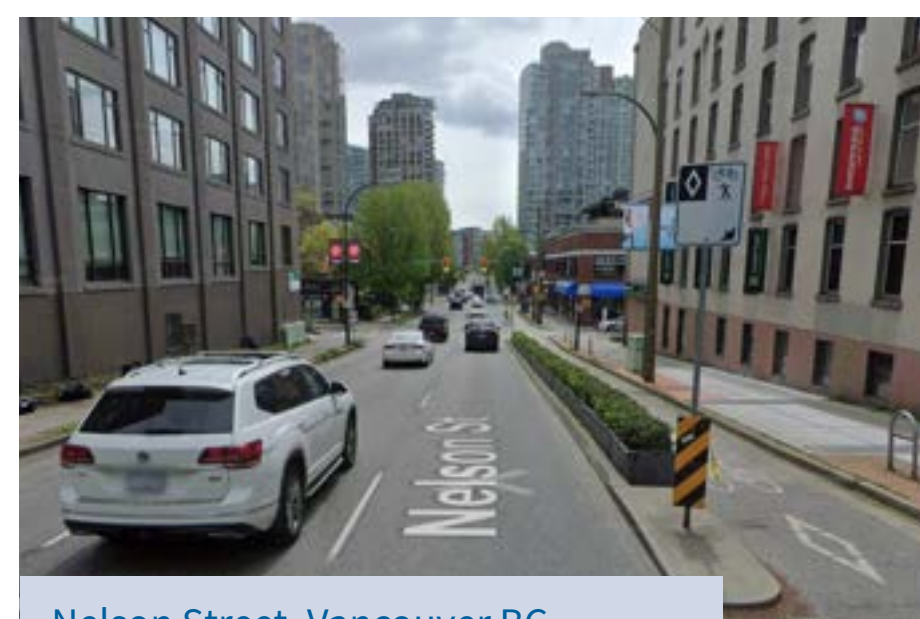


Garry Street, Winnipeg



Stanley Street, Montreal

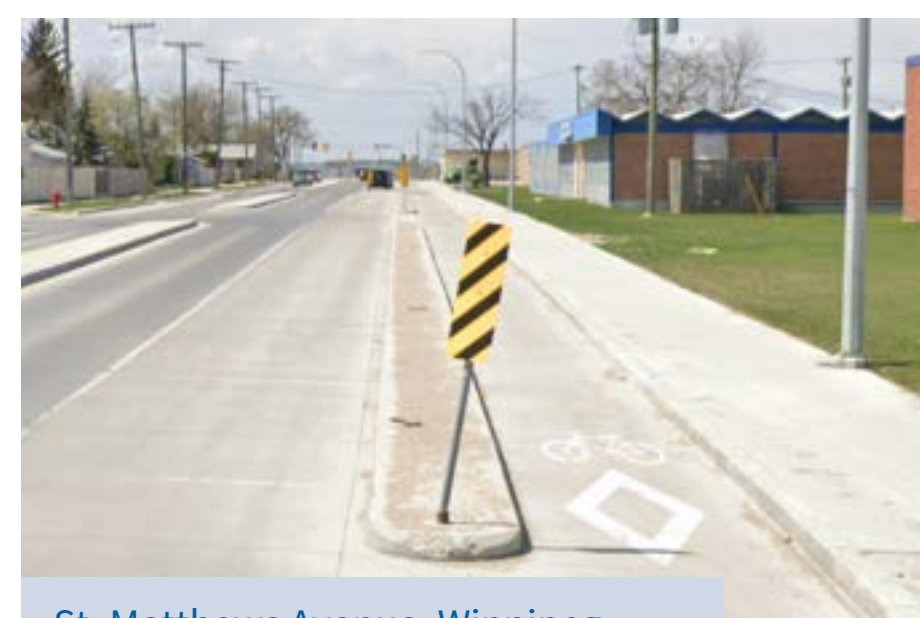
Examples: One-way protected bike lanes



Nelson Street, Vancouver BC



76 Avenue NW, Edmonton



St. Matthews Avenue, Winnipeg



Sherbrook Street, Winnipeg



What is a protected bike lane?

A physically separated, on-street lane designated exclusively for bike travel. Vehicles may be separated from bikes using raised concrete curbs, parking, or by raising the bike lane. Cyclists can enter/exit at intersections and vehicles are blocked from entering.

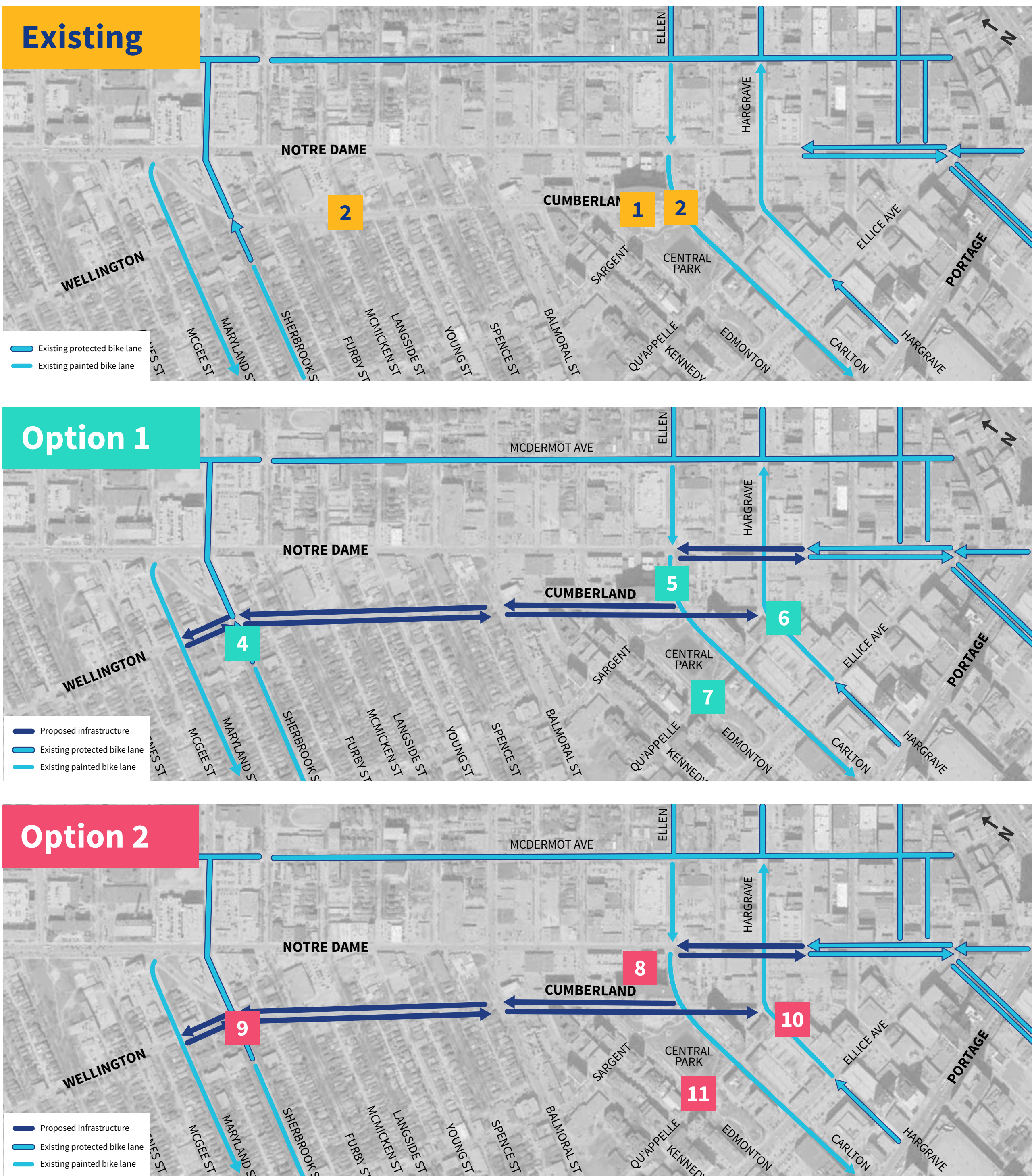
LET US KNOW!

What should we keep in mind when designing protected bike lanes on St. Mary & York Avenue?



Getting around Downtown

Notre Dame Avenue & Cumberland Avenue



	Existing	Option 1	Option 2
Bike Infrastructure	Two-way protected bike lane on Notre Dame from Portage to Adelaide	Two-way protected bike lane (south side) on Cumberland Avenue / Two-way protected bike lane (north side) on Notre Dame Avenue	Two-way protected bike lane (north side) on Cumberland Avenue / Two-way protected bike lane (north side) on Notre Dame Avenue
Parking & Load-ing	On-street parking and loading on both streets 1 Accessible parking and Transit Plus pick-up	Impacts to south lane on-street parking and loading Conflicts with transit stops	Impacts to north lane on-street parking and loading 8 Requires accommodation of high-volume Transit Plus location
Traffic	One-way streets with typical Downtown traffic volumes (moderate amount of congestion during rush hour) High volume transit corridors	Two-way bike lane does not follow direction of one-way traffic, which can be less comfortable for cyclists and drivers Conflicts with vehicle right turn movements	Two-way bike lane does not follow direction of one-way traffic, which can be less comfortable for cyclists and drivers Conflicts with vehicle left turn movements
Intersections & Connections	High volume vehicle turning movements at major intersections 2 Pedestrian corridor with overhead flashing lights	4 Simpler crossing at Sherbrook Street 5 Simpler connection to Ellen Street / Carlton Street bike lane 6 Two stage left-turn required at Hargrave Street	9 Challenging crossing for cyclists at Sherbrook Street 10 Simpler connection to Hargrave Street
Access to Destinations	Limited bike access provided to destinations on both streets	7 Direct bike access to Central Park	11 Bike access to Central Park requires crossing Cumberland



Getting around Downtown

Notre Dame Avenue & Cumberland Avenue

Notre Dame Avenue - Existing Conditions



Sidewalk

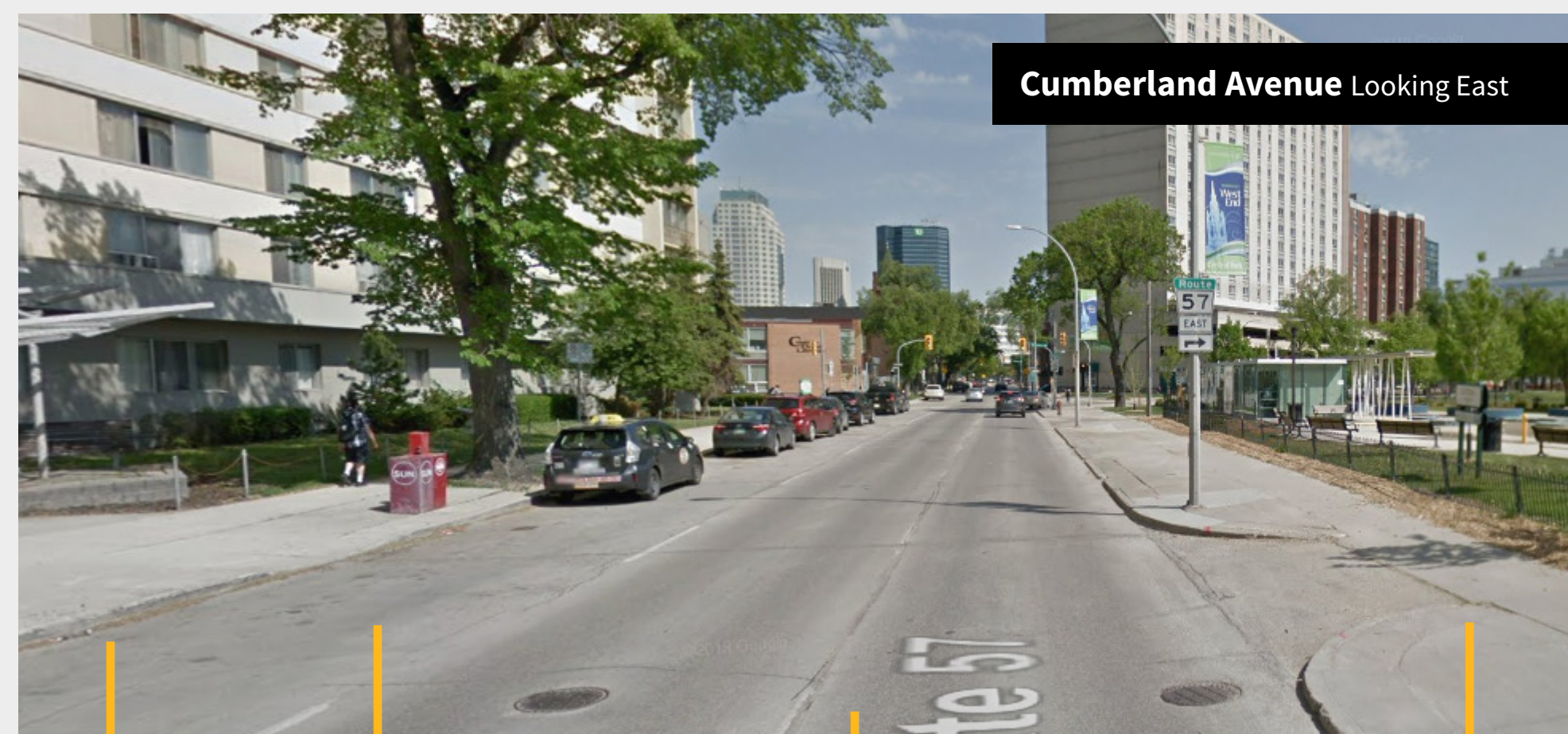
On-street parking and loading lane

Two full-time travel lanes

Restricted on-street parking and loading during rush hours

Sidewalk

Cumberland Avenue - Existing Conditions



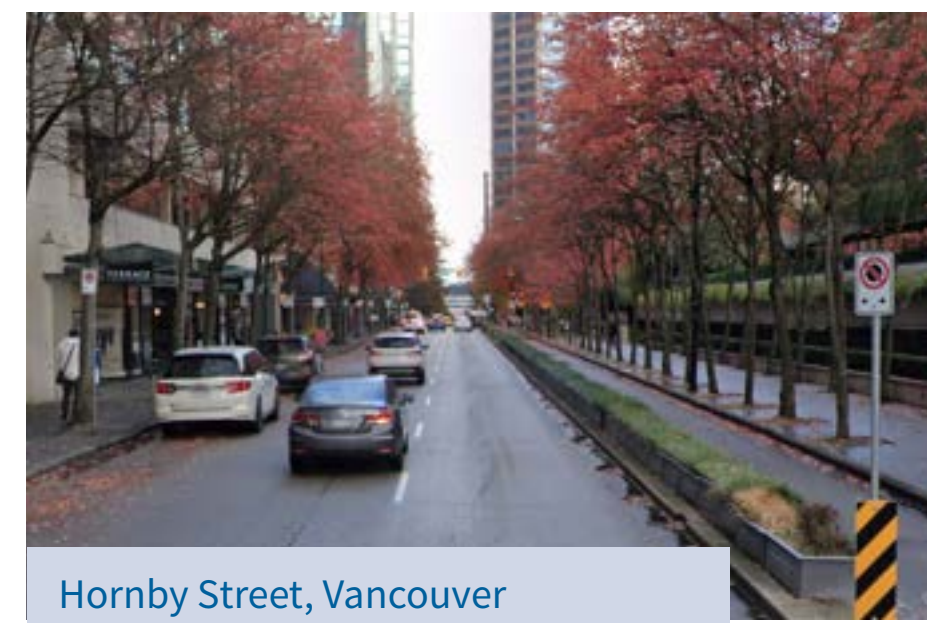
Sidewalk

On-street parking and loading lane

Two full-time travel lanes

Sidewalk

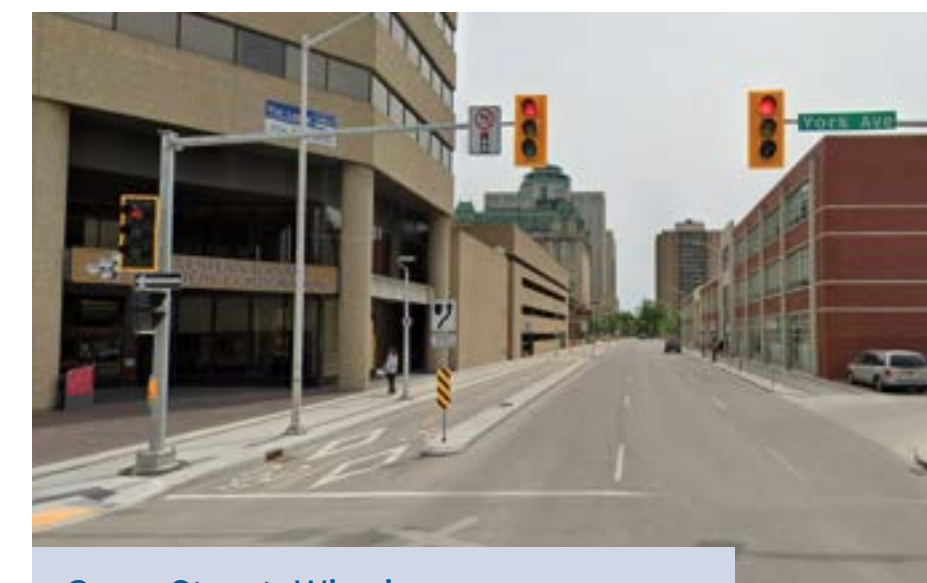
Examples: Two-way protected bike lanes



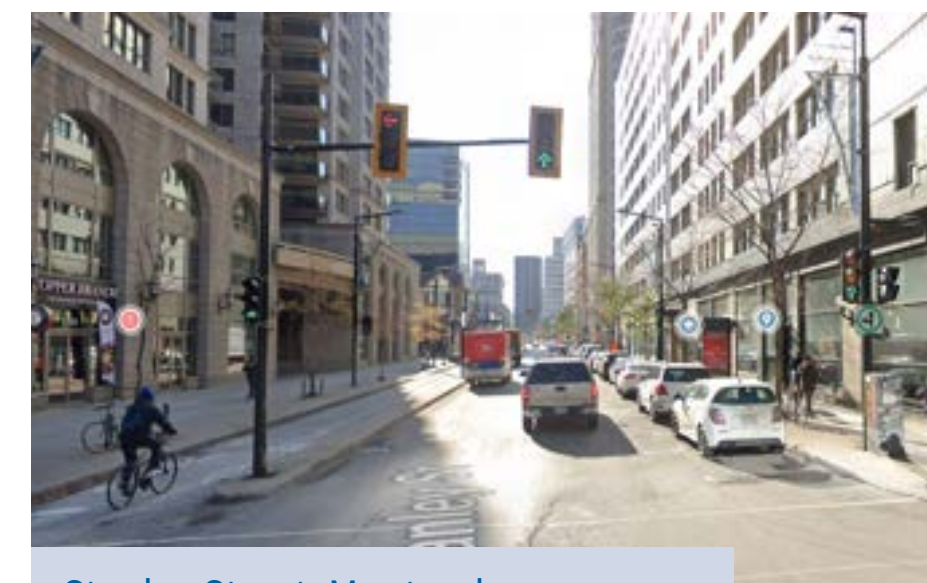
Hornby Street, Vancouver



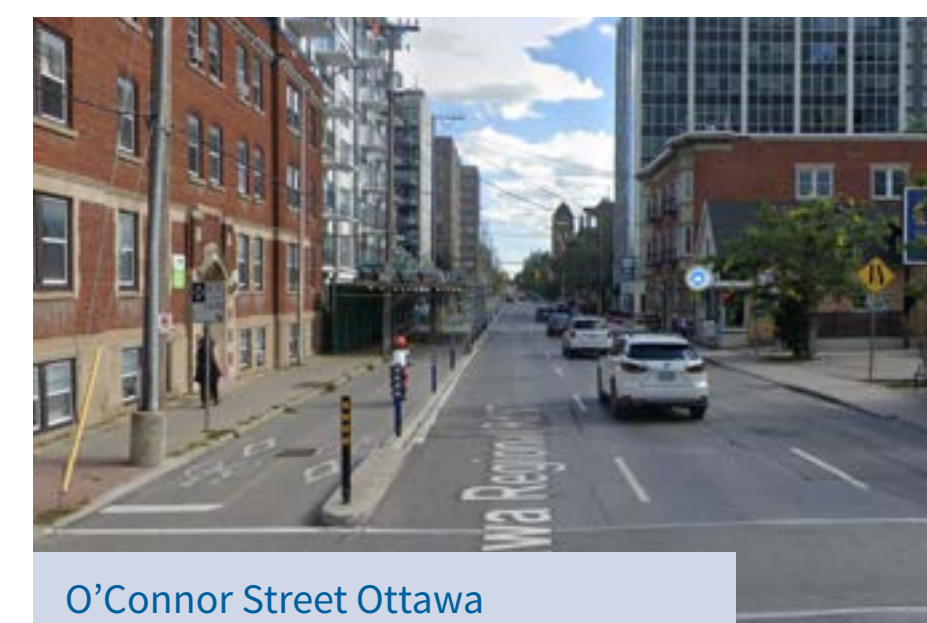
7th Street SW, Calgary



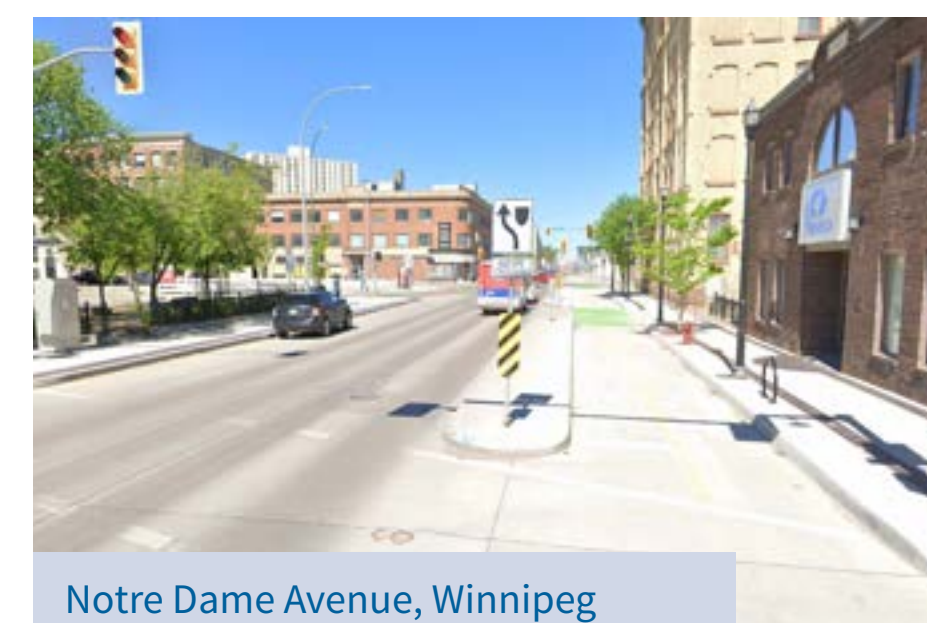
Garry Street, Winnipeg



Stanley Street, Montreal



O'Connor Street Ottawa



Notre Dame Avenue, Winnipeg



What is a protected bike lane?

A physically separated, on-street lane designated exclusively for bike travel. Vehicles may be separated from bikes using raised concrete curbs, parking, or by raising the bike lane. Cyclists can enter/exit at intersections and vehicles are blocked from entering.

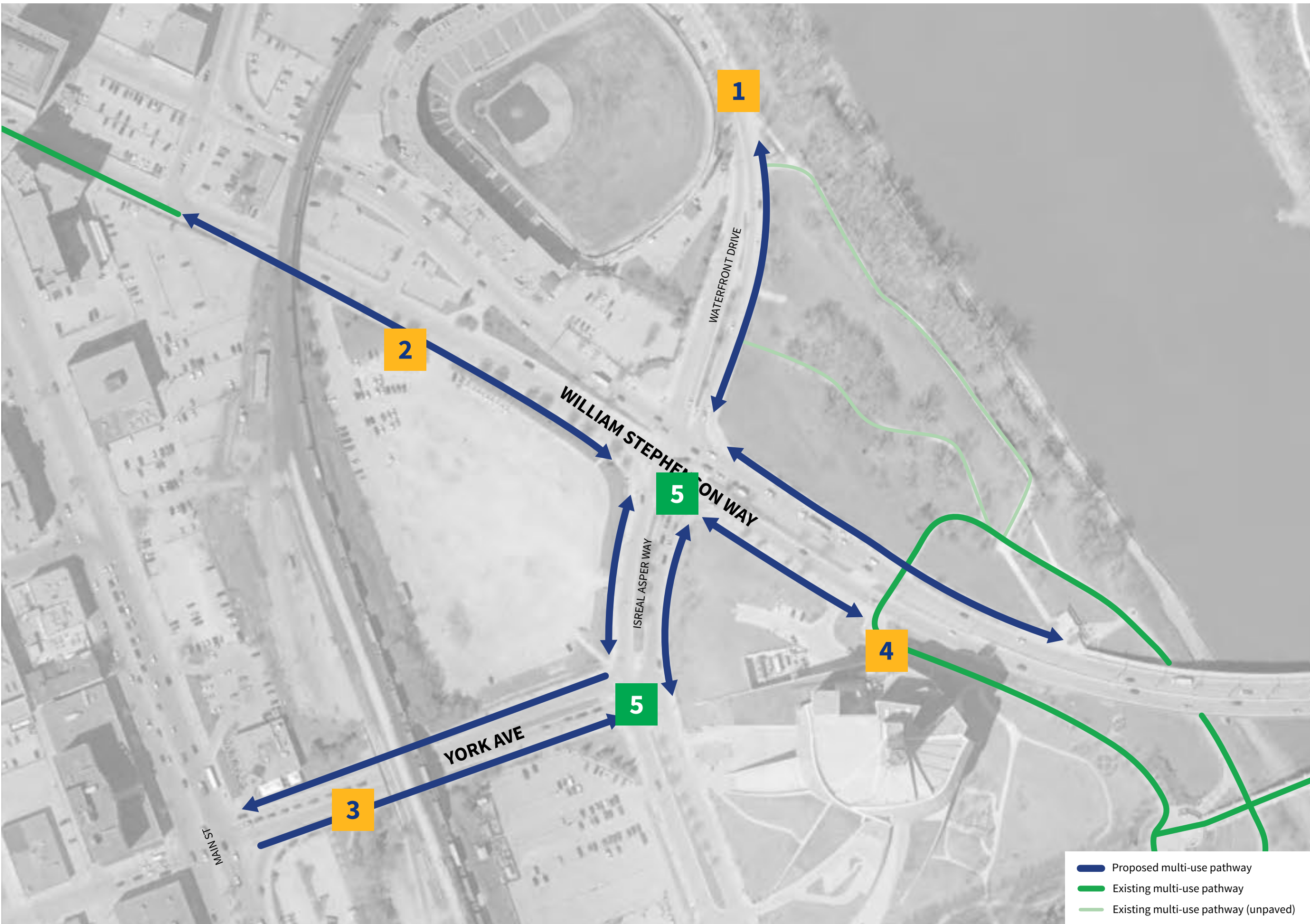
LET US KNOW!

What should we keep in mind when designing protected bike lanes on Notre Dame Avenue and Cumberland Avenue?



Getting around Downtown

William Stephenson Way



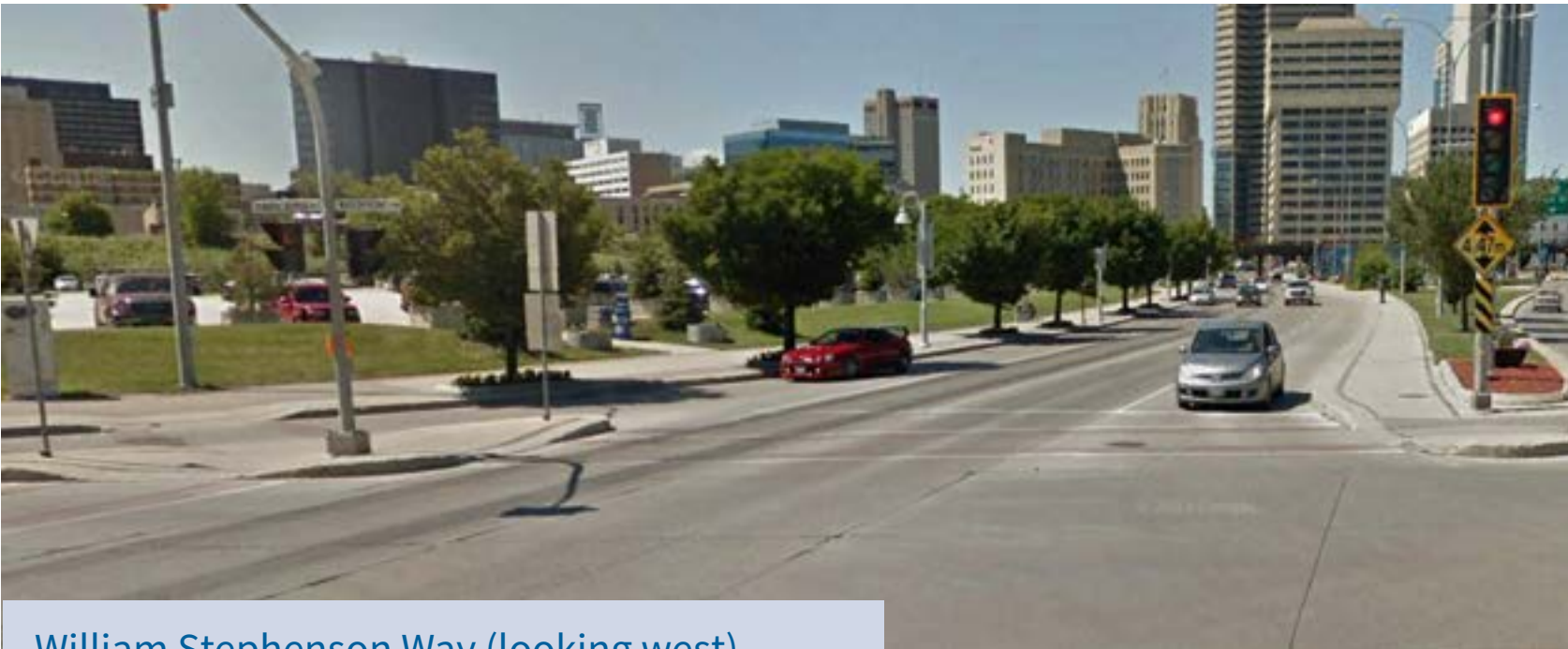
What is a multi-use pathway?

These off-street paths are physically separated from vehicles and run alongside or nearby roadways. Multi-use paths allow for bidirectional travel and are shared by cyclists, pedestrians, and other non-motorized users.

What should we keep in mind when designing multi-use pathways on William Stephenson Way?

LET US KNOW!

	Existing	Proposed
Bike Infrastructure	Multi-use pathways, sidewalks and unpaved paths	Multi-use pathways
Design Considerations	1 Existing shared sidewalk 2 Multi-use pathway (construction planned for 2023)	Opportunities to widen existing sidewalks to accommodate multi-use pathways Opportunities for additional trees and landscaping Opportunities to relocate streetlights and signal poles and remove abandoned tree wells
Parking & Loading	On-street parking on William Stephenson Way and Waterfront Drive, no on-street parking on Israel Asper Way	Potential impacts to on-street parking on William Stephenson Way and Waterfront Drive
Intersections & Connections	3 Limited connection options due to underpass 4 Pedestrian half-signal	5 Opportunities for enhanced bike and pedestrian crossings
Access to Destinations	Pathway access to The Forks, Exchange District and Esplanade Riel Pedestrian Bridge	Bike access provided to Downtown, access to The Forks, Exchange District, Esplanade Riel Pedestrian Bridge, Provencher Bridge and Waterfront Drive



William Stephenson Way (looking west)



Israel Asper Way at William Stephenson Way



Getting around Downtown

Winnipeg Transit — Long Term Plan for Downtown

The Council-approved Winnipeg Transit Master Plan re-envisioned the transit route network and sets new priorities for rapid transit city-wide. For the first time, there is a city-wide plan for both transit service and rapid transit infrastructure.

Rapid Transit Infrastructure Plan

- Rapid transit corridors will be developed in stages, from Downtown moving outward.
- Building the Downtown portion of the network is the first stage before expanding outward.
- All three rapid transit lines will meet on Main Street between Portage Avenue and Stradbrook Avenue. Union Station will be the central hub of the rapid transit network.
- The Downtown Corridors design study will begin in 2025 and finish in 2027. Construction would begin sometime after 2028, subject to funding approval by City Council and other levels of government.





Getting around Downtown

Winnipeg Transit — Long Term Plan for Downtown

Transit Service Plan

- We are transforming the transit route network by 2026.
- More buses will travel north/south through Downtown, while fewer will travel east/west.
- At first, east/west buses will still be on Graham Avenue.
- Once rapid transit infrastructure is built Downtown, all Graham routes will move to Portage Avenue.
- This future transit network is shown on the map.

