

Winnipeg Walk Bike Projects
West Alexander Tire Talk #1 - Summary

**West Alexander Pedestrian & Cycling Corridor Connecting McPhillips Street to
Sherbrook Street**

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Date: October 20, 2015 and October 30, 2015
Time: 7:00 am – 9:00 am and 2:00 pm – 4:00 pm
Weather: 2 +/- degrees and 4 +/- degrees
Location: in front of the Brodie Centre on McDermot Avenue
Staff: 5
Total Recorded Conversations: 25
Total Flyers Distributed: 200

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

Pedestrian Crossing: Many pedestrians cross McDermot Avenue at Emily Street. The highest volume of pedestrian and automobile traffic occurs at the start and end of work shifts at Health Sciences Centre (HSC). Respondents are concerned about safety as the area is highly congested during these times. A crosswalk or other measures was suggested to improve safety.

External Connections: Connections to HSC and the University of Manitoba are important to bicycle commuters. Areas of concern connecting the study area are Sherbrook Street, Maryland Street and Notre Dame Avenue. Respondents felt that while new infrastructure on McDermot Avenue was a good thing, there were more dangerous and important areas of concern.

Cycling Separation: Respondents felt separating bicycles and automobiles is important as this will increase safety for cyclists. Also, a protected lane on McDermot Avenue is important to respondents along with protected lanes on major connections to the area.

3.0 Recorded Comments

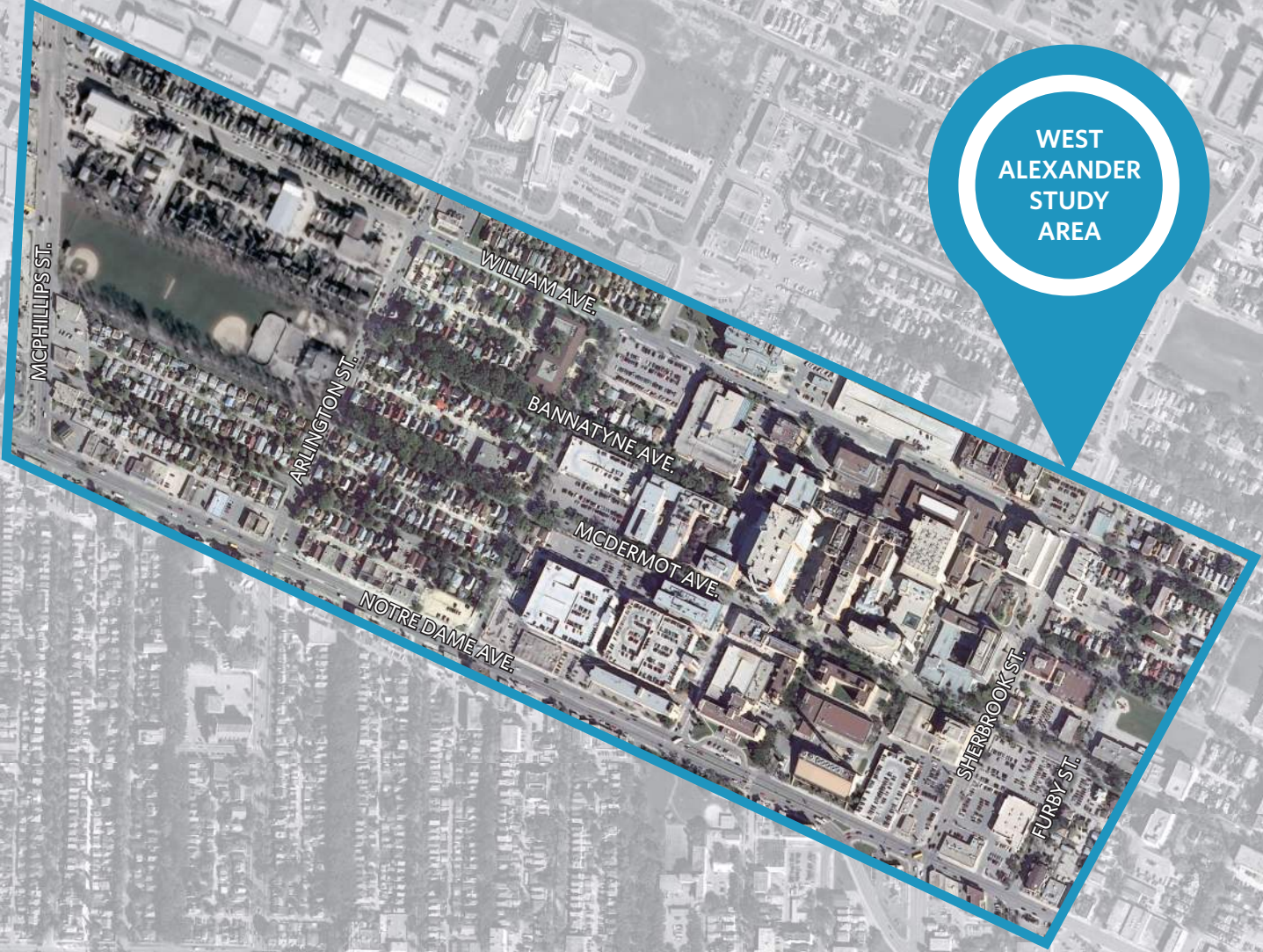
- Traffic lights are important. Pedestrians just cross the street without fear of automobiles. Traffic calming would be good for McDermot Avenue, cycling connections to HSC important also.
- Crosswalks and more pedestrian safety measures would be good. Pedestrians and drivers are already used to a high volume of traffic. I am not sure there is enough room on the street to build a protected bike lane.
- I wouldn't ride on McPhillips Street because it is so dangerous. They should dedicate the sidewalk for bikes and pedestrians.

- Potholes are an issue.
- East-west is ok, it is already safe for cyclists. Sherbrook Street and Maryland Street are very bad and I would guess many people commute from that area.
- There are some people that ride in the winter and I cringe when I see them riding on the road. They will get clipped. We have a competition between cars and bikes. Cars think bikes should be on the sidewalk.
- I would like to see the connection to the Sherbrook Street bike lane improved.
- I would like to see a barrier between cyclists and vehicles.
- I would like to see the Sherbrook Street bike lane extended to HSC.
- Tough connecting from Maryland Street to Sherbrook Street.
- Congested at Notre Dame Avenue and Sherbrook Street. In the winter many people ride their bikes in the tire ruts and it makes vehicles only have one lane and drivers get mad.
- Make space for bikes not just cars. Cycling lanes are good.
- Crosswalk at McDermot Avenue and Emily Street would be good to see. Bike lanes are cool.
- It's scary riding on the roads. Bikes should be allowed to share the sidewalk. Protected lanes are a waste of money.
- Who uses on-street parking? Could it be used for a bike lane?
- I used to ride but it's too dangerous. I would consider riding if there were safe cycling lanes. The intersection of McDermot Avenue and Emily Street is super busy at peak times of the day. Improve safety for pedestrians.
- I posted this project on the Manitoba Medicine Facebook page.
- I don't ride a bike to the university because it is too dangerous. When I lived in Ottawa I rode $\frac{3}{4}$ of the year. Improving cycling infrastructure and lighting would encourage me to ride more.
- Bike lanes are important to protect cyclists in dangerous areas. Consider safety at intersections and areas where traffic weaves. Green ground treatment is good. The downtown project should result in one-way protected lanes on Fort Street and Garry Street.
- Crossing Notre Dame Avenue is a challenge to cyclists. Protected and buffered bike lanes are great and I really like the bike lanes on Pembina Highway.
- Driver education is important. Also, ensuring bikes lanes are maintained and useable (e.g., pot holes, etc.). There are health benefits and economic benefits associated with cycling. I like the Sherbrook Street bike lane.
- I would like to see a protected bike lane, I was once hit by a car.
- I walk to and from school and find the entrance off the street to the underground parking lot dangerous.
- The intersection of Emily Street and McDermot Avenue is the most dangerous along McDermot Avenue in the study area. A bike lane is not needed on McDermot Avenue.
- I am a heavy user of cycling facilities and I am in favour of more protected lanes.

Appendix A – Study Area Map



**WEST
ALEXANDER
STUDY
AREA**



MC PHILLIPS ST.

ARLINGTON ST.

WILLIAM AVE.

BANNATYNE AVE.

MCDERMOT AVE.

NOTRE DAME AVE.

SHERBROOK ST.

FURDY ST.