

# CentrePlan 2050 - Reimagining Graham Ave - Bike Winnipeg Feedback - December 2023

## Notes

The opportunity to open up the [Wehwehneh Bahgahkinahgohn](#) (former Hudson's Bay) building to the street could provide for an east-west route along Graham and William Stevenson. The southern sidewalk along William Stevenson Way was widened between Main St and Izzy Asper Way as part of a 2021 rehabilitation (signage just went up in November 2023). The connection from Vaughah to Memorial and Colony would be a longshot. The connection from Graham Ave to William Stevenson would be a bit tricky due to a lack of space on the Main St sidewalk in front of the Government of Canada Building at 243 Main St.

Esplanade Riel provides a good measure of how a shared space might work along Graham Ave. Other precedents might be:

- Willamette River Trail in Portland
- [Fort Street, Auckland NZ](#)



*Willamette River Trail in Portland, Or*

Horizontal deflection should be used to “curve” the shared use portion of the right of way to keep speeds low. Make use of permanent structures and benches, trees, and art works to help reinforce areas not meant for bicycle travel.

Design clear gateways onto the shared street, with narrow vehicle path entries to slow vehicular traffic to appropriate speeds. Use grade changes, paving textures and colors, and tactile strips to alert pedestrians when they are crossing out of the shared street into general traffic space.

Designate zones for parking, landscaping, and flexible activities to create a chicane condition and slow vehicular traffic. Flexible zones allow streets to be used by residents as an extension of their homes, as play zones by children, and as cycle parking.

Maintain a clear path for cars and cycles. The path can be defined using landscape, street furniture, parking zones, street utility poles, or textured pavers.

Ensure that there are proper detours available whenever the celebration zone is activated in a way that would hinder bicycle travel.

<sup>1</sup>Procedures will need to be in place to manage bicycle traffic along Carlton and Hargrave when the Celebration Zone is active,

Short term bike parking should be sheltered.

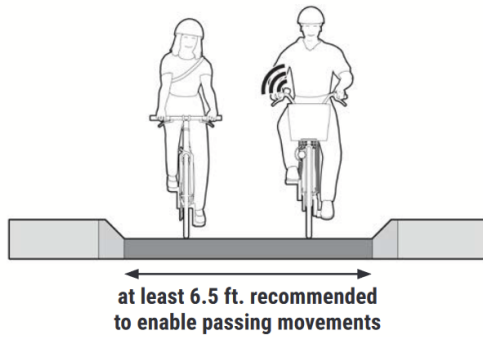
Think about access into and out of new developments on the north side of Graham

- Between Smith and Garry
  - If underground parking needs to have access to Garry St, how can we minimize conflict with the Garry two-way bike lane?
- Between Garry and Fort

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<sup>1</sup> Global Street Design Guide - Available at:  
<https://globaldesigningcities.org/publication/global-street-design-guide/streets/shared-streets/residential-shared-streets/example-1-9-m/>

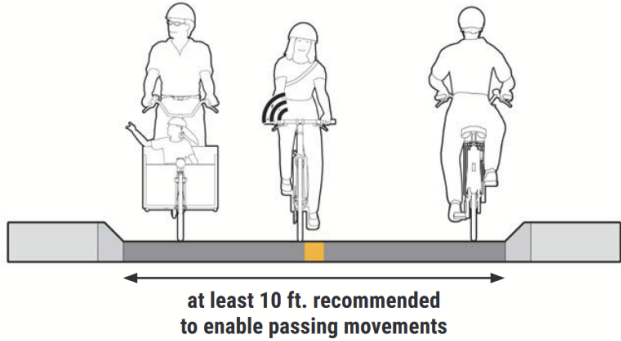
## Bike Lane Widths



Same Direction Bicyclists/ Peak Hour	Bike Lane Width (ft.)	
	Rec.	Min.*
<150	6.5	5.0
150-750	8.0	6.5
>750	10.0	8.0

\* A design exception is required for designs below the minimum width.

EXHIBIT 3H: Bike Lane Widths for One-way Operation



Bidirectional Bicyclists/ Peak Hour	Bike Lane Width (ft.)	
	Rec.	Min.*
<150	10.0	8.0
150-400	11.0	10.0
>400	14.0	11.0

\* A design exception is required for designs below the minimum width.

EXHIBIT 3I: Bike Lane Widths for Two-way Operation

As the city extends its cycling network and aims to increase the share of trips being taken by bicycle, we should be designing our cycling facilities under the assumption that peak hour counts will exceed 400 riders per hour in the downtown.

Best Practices: Massachusetts Separated Bike Lane Planning & Design Guide, CROW Design Manual for Bicycle Traffic

## Shared Zone - Vaughan Street to Carlton Street

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*These images represent preliminary design concepts that will be refined based on feedback and further analysis.*

Is there anything else you would like to see or do in the Shared Zone from Vaughan Street to Carlton Street?

It makes a lot of sense to us that Edmonton Street should be included in the city's bicycle network. As such, we would want to see a two-way protected bike lane on Edmonton, or two one-way protected bike lanes.

Edmonton Street should be added to the City of Winnipeg's Bike Network, and should be considered as a main north-south cycling connection through the city's central districts. This would be from Assiniboine Ave to Elgin, with Gertie Street continuing the bikeway from Notre Dame to Elgin.

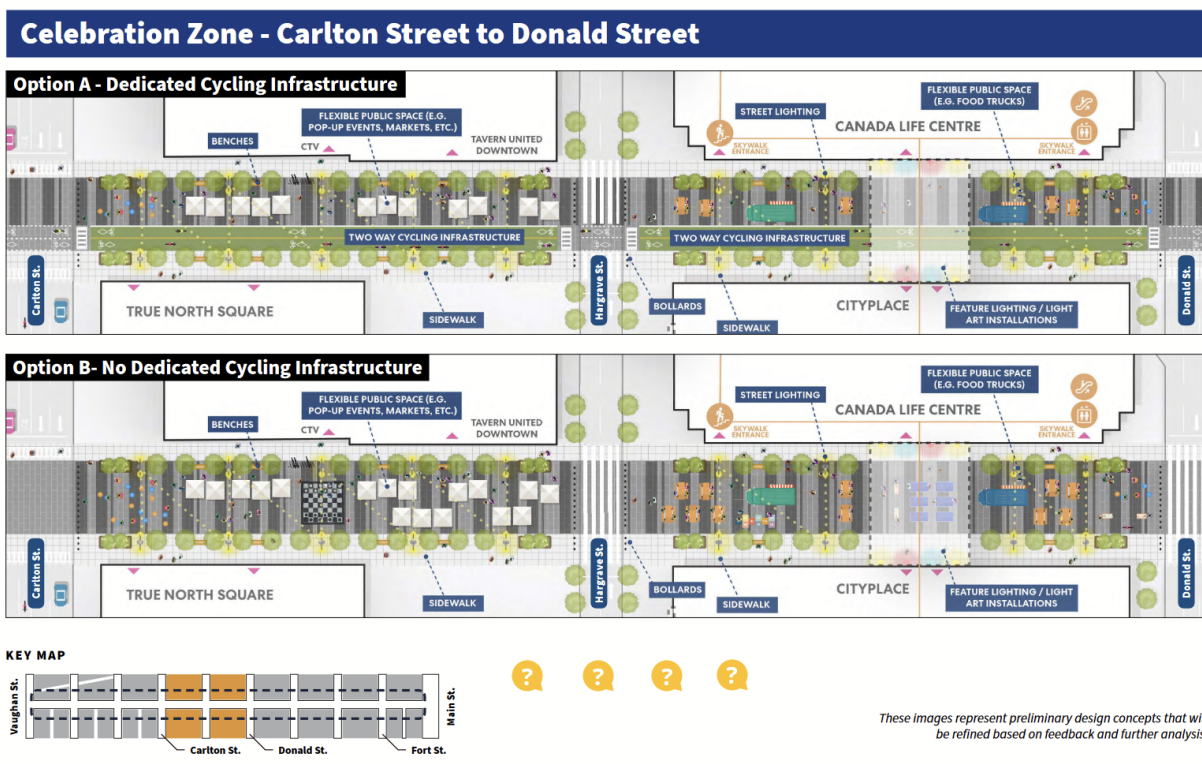
- The proposed Osborne Village to Downtown Walk Bike Bridge would provide a direct connection from Osborne Village (and ultimately from the St. Vital Bridge and the Southwest Rapid Transit Corridor greenway) and the Downtown.
- As Portage Place transitions into a downtown campus with a health-care tower, residential housing and community centres, Edmonton becomes a critical link to this



important destination as well as to the [Wehwehneh Bahgahkinahgoohn](#) (former Hudson's Bay) building and its planned housing, commercial ventures, and social services.

- As plans call for the glass-enclosed atrium at Edmonton Street to be dismantled, a new walk/bike connection across Portage Ave to Ellice and ultimately the existing or planned bikeways along Sargent Ave, Cumberland Ave, McDermot Ave, and Bannatyne Ave would be connected to key bicycle corridors to the Southeast (via the St. Vital Bridge) and Southwest (via the Blue Line Greenway) of the city.
- An Edmonton Street bikeway would connect Central Park and its surrounding community to the downtown.
- Adds another connection to the Northern Connections Medical Centre at 425 Elgin, an important health and community resource.
- Adds a connection via Elgin to Red River College Polytechnic - Exchange District Campus and the [Market Lands Creative Hub](#), site of the City's former Public Safety Building.
- There is an existing pedestrian corridor at Edmonton and Cumberland that would facilitate the crossing of Cumberland.
- There is an existing pedestrian crossing at Gertie St and William Ave.

## Celebration Zone - Carlton Street to Donald Street



Do you think we should have dedicated, two-way cycling infrastructure in the Celebration Zone? Why or why not?

While we don't necessarily think that a dedicated two-way cycling infrastructure would be required in the celebration zone (it wouldn't be practical at times of high activity anyway), we would want to ensure a clear zone through the celebration zone. Please see the notes at the top of this submission for design ideas for that clear zone where cycling would take place along this segment outside of higher activity times.

What sort of activities and events do you envision in the Celebration Zone?

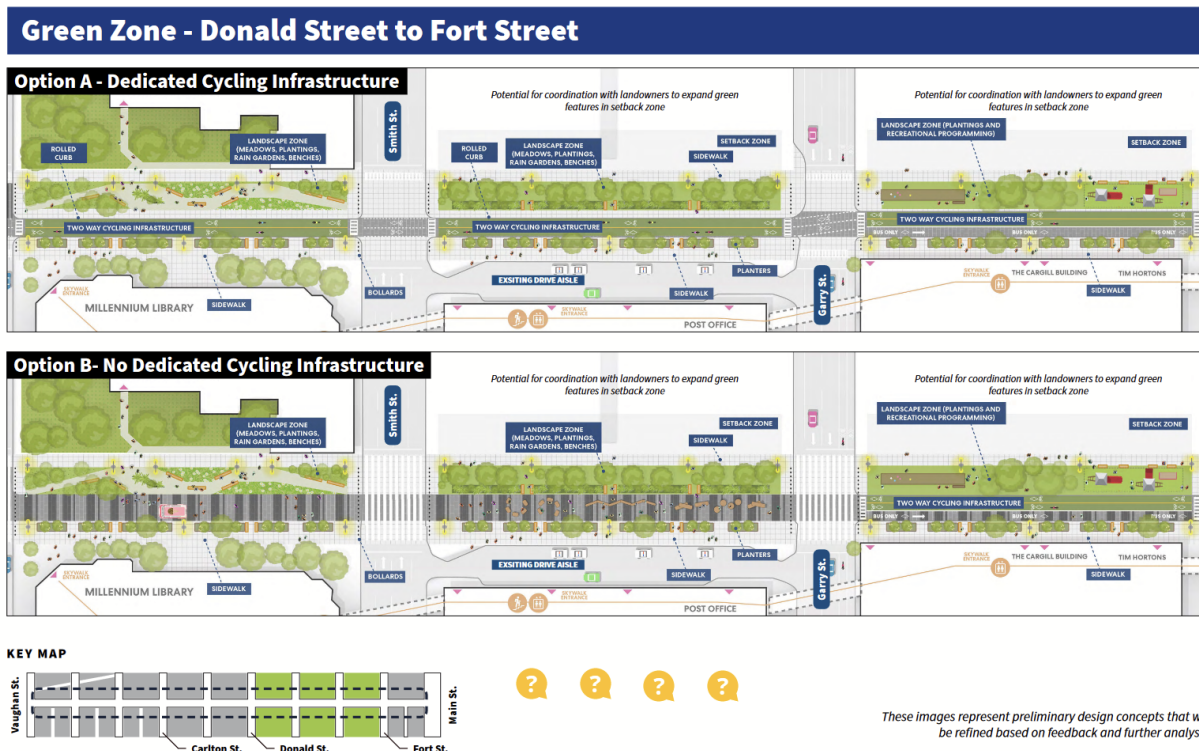
Markets, information, recreation.

Should we have permanent recreation infrastructure or art installations? If yes, what would you like to see?

Yes, ideally the permanent infrastructure would help delineate the clear zone where people would bike through.

Is there anything else you would like to see or do in the Celebration Zone?

## Green Zone - Donald Street to Fort Street



Do you think we should have dedicated, two-way cycling infrastructure in the Green Zone? Why or why

While we don't necessarily think that a dedicated two-way cycling infrastructure would be required in the green zone, we would want to ensure a clear zone through the green zone. Please see the notes at the top of this submission for design ideas for that clear zone where cycling would take place along this segment outside of higher activity times.

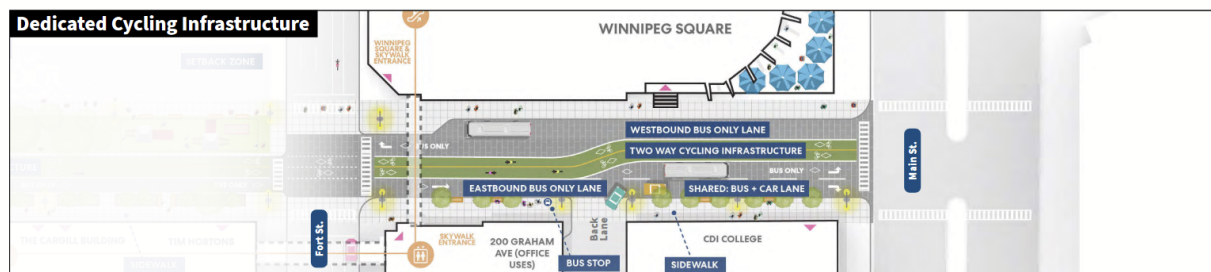
What sort of activities and events do you envision in the Green Zone?

Should the City-owned drive aisle in front of the former post office building be incorporated into the Green Zone design?

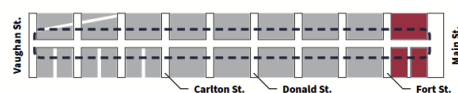
Is there anything else you would like to see or do in the Green Zone?

## Shared Zone - Fort Street to Main Street (Transit Station Area)

### Shared Zone - Fort Street to Main Street (Transit Station Area)



#### KEY MAP



*These images represent preliminary design concepts that will be refined based on feedback and further analysis.*

## Other Comments

Do you have any other comments about the preliminary concept and vision for Graham Avenue?

A connection across Main St to connect with the cycling facility just recently opened up on William Stevenson Way needs to be part of this redevelopment.

Note that the [Rose Garden bikeway](#) in Portland uses a similar cycling facility to the one proposed here.





## Features & Constraints

### Features

Is there any specific feature (patio, piece of public art, sports court, piece of street furniture, etc.) that you would like to see in a particular location along Graham Avenue?

Add a comment on the map to tell us what and show us where.

### Constraints

Are there any additional constraints on Graham Avenue that we should know about? Add a comment on the map to show us where.