

**Public Open Houses Introduction WinSmart Active Transportation Pathway
Phase One (Jubilee Avenue to Norwood Bridge)
Exit Survey Summary Results**

1.0 Public Open House Introduction

The purpose of the WinSmart Active Transportation Pathway Phase One Public Open House was to determine the public's support for the concepts proposed for Phase 1A – Osborne Street to the Norwood Bridge and Phase 1B – Jubilee Avenue to Osborne Street and to provide feedback. The open house format consisted of presentation boards outlining the objective of the ATP initiative, background information used by the ATP Committee to analyze the various routing options, the preliminary Routing Design Concepts being considered by the ATP Committee, order of magnitude costs and the next steps in the process. An Exit Survey was conducted to gauge support of participants for the concepts presented (summarized in Section 2.0).

There were over forty participants in the Open House held at the Lord Roberts Community Centre on Wednesday, April 25, 2007. The percentage of participants from each Municipal Ward was as follows:

Fort Rouge – East Fort Garry – 46.43%
Fort Rouge – East Fort Garry/River Heights – Fort Garry – 25%
East Fort Garry/St. Norbert – 14.29%
St. Vital – 7.14%
St. Boniface – 3.57%
St. Norbert – 3.57%

The open house was advertised through the newspapers (Lance, Metro), notices posted at community centres, businesses within the area (via South Osborne BIZ) and local schools, and distributed electronically to the Fort Rouge/River Heights Neighbourhood Resource Network, Families Forward (the Parent Child Coalition for Fort Rouge/River Heights) and South Osborne Beautification Committee.

2.0 Summary of Exit Survey Findings

The exit survey, refer to attached sample, was designed to gauge support of respondents for the WinSmart Active Transportation Pathway Concepts being considered.

The exit survey was filled out by twenty eight (28) public open house participants. The results represent only the views of those who chose to attend the open house and cannot be generalized to the entire population of Winnipeg.

The highlights of the Exit Survey findings are:

Overall Phase 1 Concept

77.78% of respondents indicated they either Strongly Agreed or Agreed with or were Neutral on the Overall Phase 1 Active Transportation Pathway System Concepts as presented.

22.22% of respondents indicated they either Disagreed or Strongly Disagreed.

Phase 1A – Osborne Street to the Norwood Bridge

78.58% of respondents indicated they either Strongly Agreed or Agreed with or were Neutral on the development of an Active Transportation Pathway along the refurbished riverbank trail.

21.42% of respondents indicated they either Disagreed or Strongly Disagreed.

Phase 1B – Jubilee Avenue to Osborne Street (i)

81.48% of respondents indicated they either Strongly Agreed or Agreed with or were Neutral on the development of an Active Transportation Route along the Argue Street alignment and through the Transit Yards.

18.52% of respondents indicated they either Disagreed or Strongly Disagreed.

Phase 1B – Jubilee Avenue to Osborne Street (ii)

74.07% of respondents indicated they either Strongly Agreed or Agreed with or were Neutral on the establishment of Argue Street and the back lanes as signed 'shared' (vehicle and bicycle/inline skating) streets/lanes.

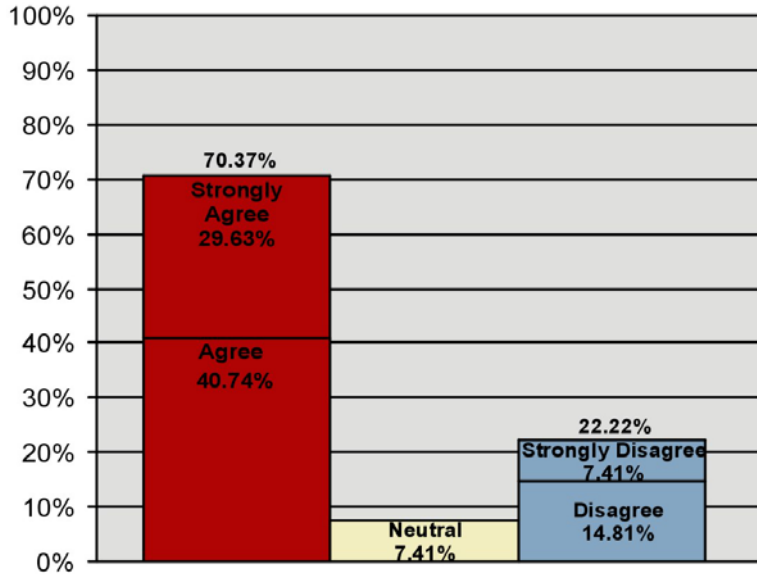
25.93% of respondents indicated they either Disagreed or Strongly Disagreed.

Phase 1B – Jubilee Avenue to Osborne Street (iii)

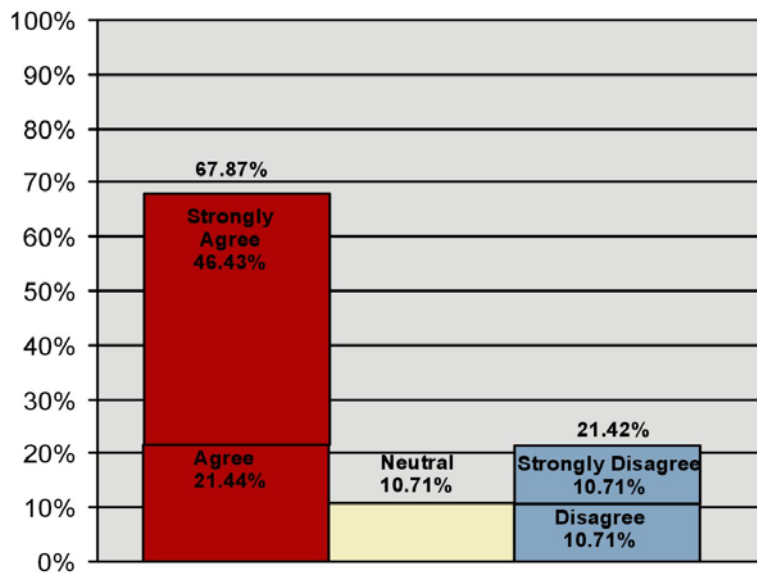
81.48% of respondents indicated they either Strongly Agreed or Agreed with or were Neutral on the closing of Argue Street to vehicular traffic between the back lane south of Berwick Place and the back lane north of Walker Avenue as a 'traffic calming' measure.

18.52% of respondents indicated they either Disagreed or Strongly Disagreed.

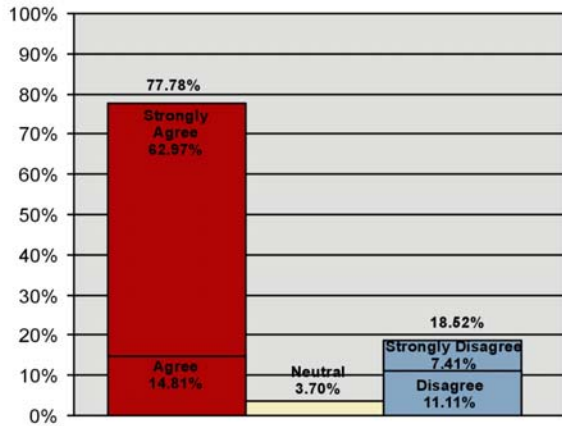
3. a) Do you support the overall Phase 1 Active Transportation Pathway System Concepts as Presented?



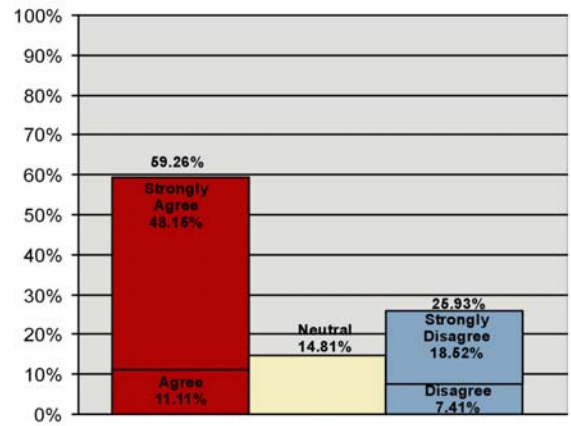
3. b) Phase 1A - Osborne Street to the Norwood Bridge - Do you support the development of an Active Transportation Pathway along the refurbished riverbank trail?



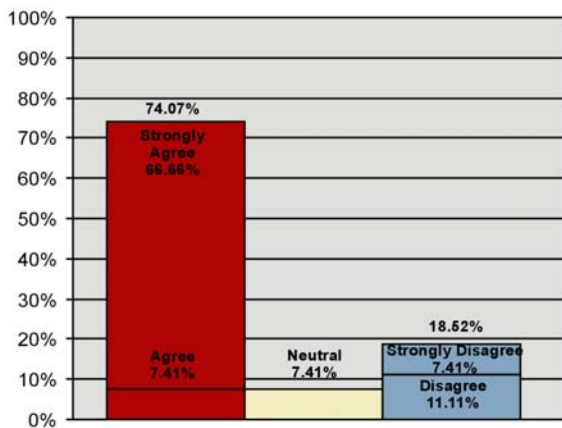
3. c) (i) Phase 1B - Jubilee Avenue to Osborne Street - Do you support the development of an Active Transportation Route along the Argue Street alignment and through the Transit Yards?



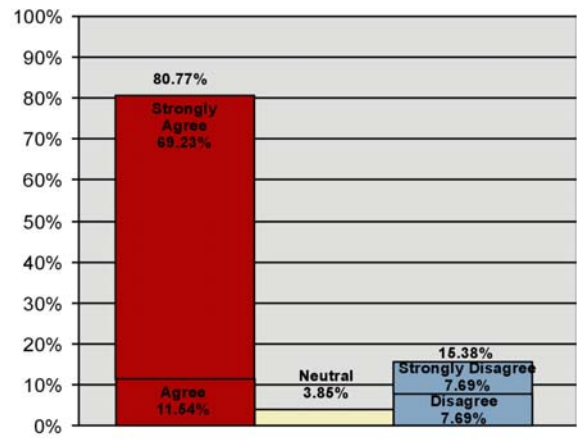
3. c) (ii) Phase 1B - Jubilee Avenue to Osborne Street - Do you support the establishment of Argue Street and the back lanes as signed 'shared' (vehicle and bicycle/inline skating) streets/lanes?



3. c) (iii) Phase 1B - Jubilee Avenue to Osborne Street - Do you support the closing of Argue Street to vehicular traffic between the back lane south of Berwick Place and the back lane north of Walker Avenue as a 'traffic calming measure'?



3. c) (iv) Phase 1B - Jubilee Avenue to Osborne Street - Do you support the closing of a 55m +/- long section of the north/south back lane just south of Brandon Avenue to eliminate the 'short cut' and reduce traffic in the shared north/south back lanes?



Phase 1B – Jubilee Avenue to Osborne Street (iv)

84.62% of respondents indicated they either Strongly Agreed or Agreed with or were Neutral on the closing of a 55m± long section of the north/south back lane just south of Brandon Avenue to eliminate the 'short cut' and reduce traffic in the shared north/south back lanes.

15.38% of respondents indicated they either Disagreed or Strongly Disagreed.

Comments/Ideas

89.28% of respondents provided comments/ideas regarding the ATP which were grouped into six main categories as follows:

1. Future Transit Corridor Construction Compatibility
2. Directness of Travel
3. Safety
4. Cycling Network Connectivity
5. Path Design
6. Operation and Maintenance

The highlights of each category are as follows:

Future Transit Corridor Construction Compatibility

- 8% of respondents were concerned with how this future pathway would tie in with future rapid transit corridor.

Directness of Travel

- 48% of respondents would like to see the stop signs reoriented or removed to favor cyclists.
- 8% of respondents would like cycling lanes on Donald or shared sidewalk on the Main Street Bridge.

Safety

- 22% of respondents requested traffic calming including closing back lanes and part of Argue Street.
- 16% of respondents were concerned about pedestrian safety with joint use pathways and wanted surfaces suitable to seniors.
- 16% of respondents requested well lit pathways.

Cycling Network Connectivity

- 36% of respondents felt that connections from Winsmart ATP to routes connecting on Pembina, Osborne, Fermor, Donald, and QEW are very important.
- 12% of respondents requested more links to dedicated downtown routes for bikes only.

Path Design

- 12% of respondents either wanted the pathway closer to Stradbrook or wanted two paths that included the Donald/Stradbrook route.
- 12% of respondents feel that the pathways need to have smooth, gentle and consistent curves.

Operation and Maintenance

- 12% of respondents indicated a concern for maintenance issues such as snow removal, maintenance schedules and funding for repairs.

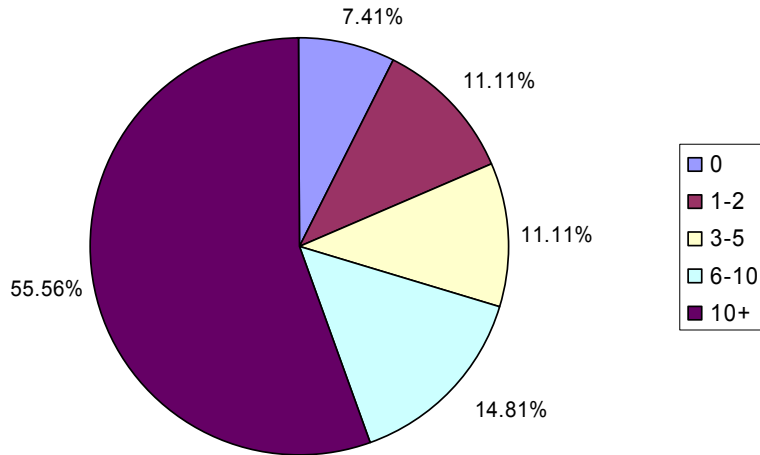
Names Suggested for the Active Transportation Pathway

- ATP One (1 time)
- “Bike Path South” or “Bike Way South” or “Stanley Boulevard” (1 time)
- “Gare du Nord” (North Stations) or “Gare du Sud” (South Station) (1 time)
- Clara Hughes/Jennifer Botterill/Cindy Klassen or Lindsay Gauld Parkway (1 time)
- Fort Rouge Pathway (1 time)
- Kahkawwistahow (Many Eagles)(2 times)
- Riverfront Drive (1 time)
- U of M Greenway (1 time)
- Urban Prairie Pathway (1 time)
- “The Finally Something Real” Bike Path (1 time)

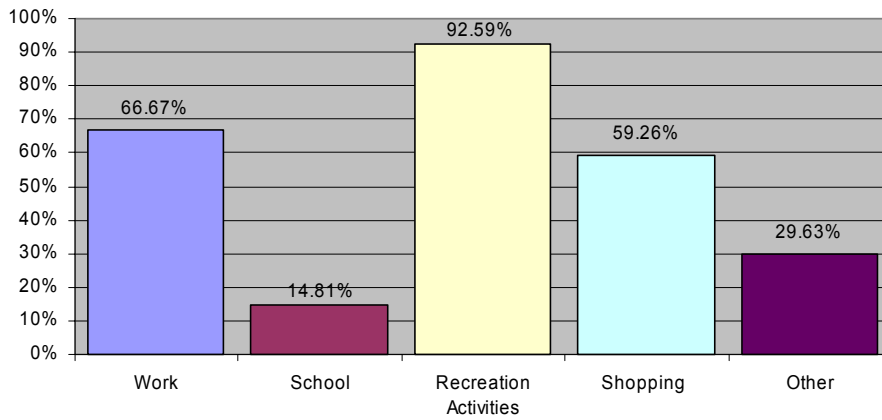
3.0 Profile of Survey Respondents

- 96.43% of respondents use active transportation.
- 55.56% of respondents make 10+ one way trips per week to commute using active transportation.
- Of the respondents using active transportation, the purpose of the trip for the majority (92.59%) of respondents was for recreation activities with work (66.67%) and shopping (59.26%) as other frequent destinations.
- 78.57% of respondents commute via cycling, 78.26% commute via running/walking and 15.38% commute via inline skating. 3.57% commute via alternative methods including cross country skiing.
- The majority of respondents (56.0%) were male.
- Broad representation from all age groups was noted with the majority in the 45-54 (29.63%), 55-64 (29.63%) and 25-34 (18.52%) age categories.

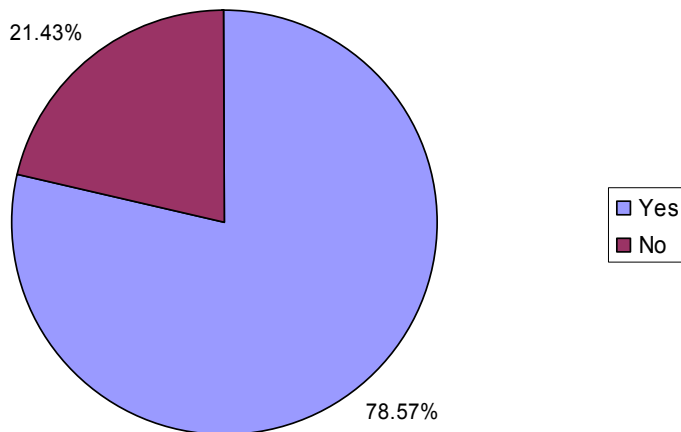
2a. How many one way trips per week do you commute using active transportation?



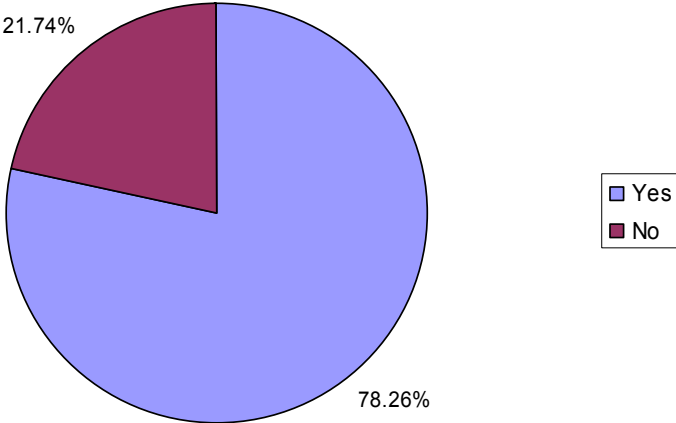
2 b) What is the purpose of your trip using active transportation?



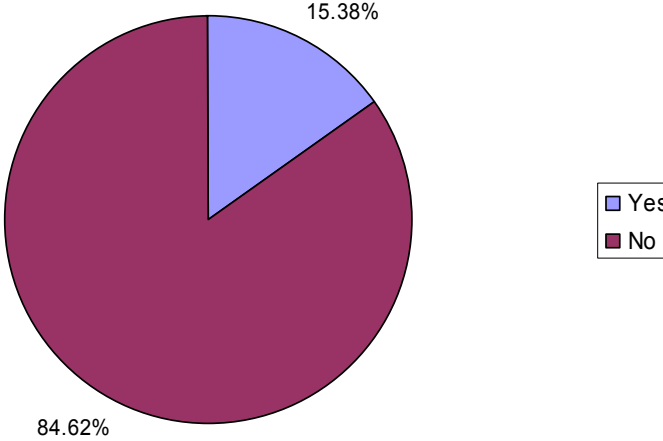
2. Percentage of Respondents that use Cycling as a form of commuting



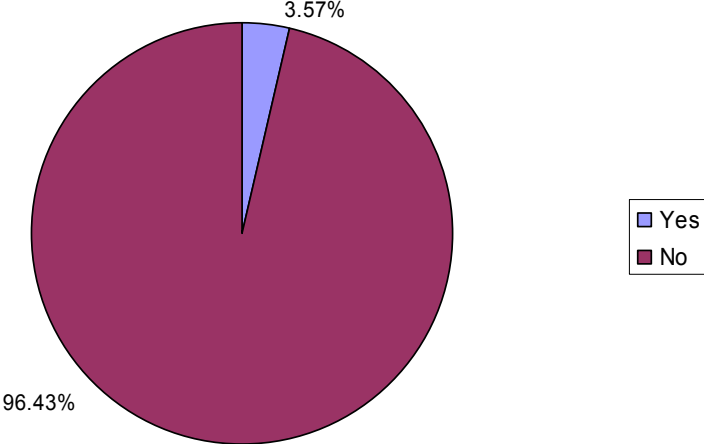
2. Percentage of Respondents that use Running/Walking as a form of commuting



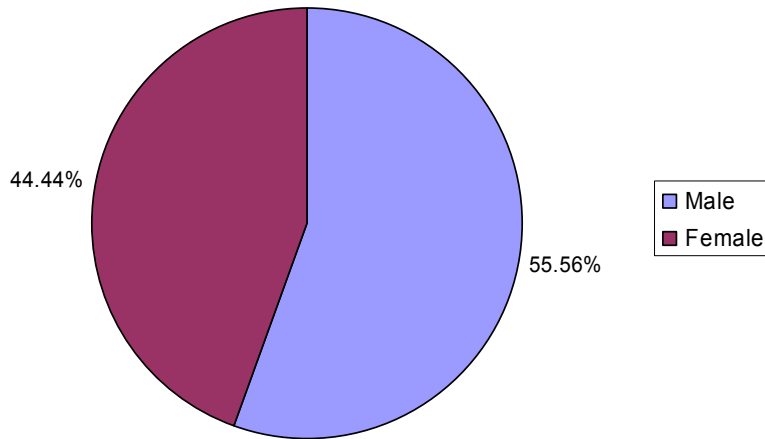
2. Percentage of Respondents that use Inline Skating as a form of commuting



2. Percentage of Respondents that use other (eg. Cross Country Skiing) methods of commuting



6. Gender of Respondents



7. Age of Respondents

