

Background

The East Fort Garry Walk Bike Project is looking at recommendations to improve the livability, safety, and walkability of the neighbourhood by identifying priorities for future improvements to the pedestrian and cycling network so that people of all ages and abilities are comfortable walking and cycling in East Fort Garry. The improvements will help create linkages within the neighbourhood, to key destinations and to current and future cycling infrastructure. The project will also help identify ways to increase the number of students, teachers, administration staff, and parents who commute to and from school using active transportation in the area.

On May 18, 2016 City Council approved the 2016 Pedestrian and Cycling Action Plan that authorizes the Public Service to proceed with this project.

The East Fort Garry Walk Bike Study is a follow up and continuation of the East Fort Garry Active Transportation Neighbourhood Scan prepared by Green Action Centre. This study will help identify priorities for future improvements to the pedestrian and cycling network within the neighbourhood and to the citywide network. The study will be the basis for the inclusion of cycling infrastructure in immediate and future street renewal programs to improve the liveability, safety and walkability of the neighbourhood and increase the number of students choosing active modes of transportation when traveling to school.

Engagement

The public engagement process aimed to inform and consult with stakeholders and the general public throughout this study. A public workshop was held on October 3, 2017 at the Fort Garry Community Centre to inform stakeholders, residents of the neighbourhood, and members of the public about the project. Participants were asked to provide feedback regarding existing opportunities, issues and constraints in the neighbourhood for walking and cycling.

An online survey was open for two months and asked similar questions to the workshop activities. The survey also provided workshop participants the opportunity give further input on the issues, opportunities and constraints in East Fort Garry

Representation in the workshop and online activities included resource organizations, trails and cycling organizations, local businesses, community centres and library, health authority, area schools, school division and residents.

Area School Travel Plans

As part of the East Fort Garry Walk Bike Project, school travel plans were created for four of the schools in the neighbourhood, including École Viscount Alexander, École Crane, Oakenwald School and Vincent Massey Collegiate. The school travel planning process involved surveying of students to determine how they got to school at different times of the year, a take home survey for parents of the students to fill out regarding travel patterns to and from the school, and a workshop for parents to help identify areas of concern. The information gathered from the school travel planning process helped support the development of recommendations for the larger East Fort Garry Walk Bike Project.



Public workshop participants discuss issues and constraints to walking and cycling in East Fort Garry with members of the project team.



East Fort Garry Walk Bike Study

PUBLIC ENGAGEMENT UPDATE

February 2018

Engagement Activities

Date(s)	Technique	Description
September 9, 2017	Website	722 unique page views since website launch winnipeg.ca/walkbikeprojects
September 4 - October 31, 2017	East Fort Garry Walk Bike Survey	262 online responses
September 19-20, 2017	Postcard Invitation	Postcard invitation hand delivered door-to-door to 1726 households (all households) in the neighbourhood; 342 people were engaged in person through door knocking
October 3, 2017	Public Workshop	Fort Garry Community Centre. 6:30-8:30pm, 83 attendees
October 10-18, 2017	School Travel Planning Survey	460 total online responses (varies by school)

- 80% of respondents agree or strongly agree that it is safe to walk in the neighbourhood.
- 70% of respondents agree or strongly agree that it is easy and convenient to walk in the neighbourhood.

Promotion

The public workshop was promoted using the following methods:

- Advertisement in the local, Wild n' Woodsy Newsletter
- Advertisement in Canstar News on September 27, 2017
- Poster displayed in six local businesses along Pembina Highway on September 11, 2017
- Digital Project Bulletin sent to 30 stakeholder contact groups with distribution networks
- Postcard Invitation hand delivered door-to-door to 1726 households (all households) in the neighbourhood; 342 people were engaged in person through door knocking.
- Public Engagement News through City of Winnipeg newsletter (approximately 5300 reached), City of Winnipeg Twitter posts and Get Involved September and October 2017

On cycling:

- 30% of respondents cycle three to five times a week, and an additional 35% cycle less than once per week.
- 72% of respondents agree or strongly agree that it is safe to cycle in the neighbourhood.
- 70% of respondents agree or strongly agree that it is easy and convenient to cycle in the neighbourhood.

The following are the top five walking and top five cycling issues were identified during the public engagement process, with the number of responses indicating the issue (#).

What We Heard

Highlights of the general information gathered from 264 survey respondents is reflected here:

On walking:

- 35% of respondents walk once or more than once per day, and an additional 37% of respondents walk three to five times a week.

Feedback	Recommendation or Response
Walking Issues	
1. South Drive (148) – need sidewalks, traffic mitigation/calming (lots of traffic travelling between Pembina Highway and St. John's Ravenscourt).	Add new sidewalk to South Drive.

To learn more about the East Fort Garry Walk Bike Study,
www.winnipeg.ca/walkbikeprojects

Feedback	Recommendation or Response
Walking Issues	
2. North Drive (54) - Need sidewalks and bike lane, respondents feel area is unsafe for walking.	Add off-street pathway on the north side of North Drive to accommodate pedestrians and cyclists. Provide adequate lighting along all off-street pathways.
3. Wicklow Street (27) – no sidewalks and is a major route to and from schools, high speed and lots of traffic.	Add sidewalk to the east side of Wicklow Street between Somerset Avenue and Riverwood Avenue.
4. Netley Street (26) - need sidewalk due to increased traffic from condo development, speeding traffic.	Add sidewalk to the north side of Netley St between Riverside Drive and Oakenwald Avenue.
5. Crescent Drive (25) – lots of traffic travelling from Pembina Highway to Thermea Spa.	Add pedestrian crossing control at South Drive and Crescent Drive. Conduct operational and safety review of traffic activity on Crescent Drive between South Drive and entrance to Crescent Drive Park.
Cycling Issues	
1. South Drive (96) - no sidewalk or designated bike lane.	Convert South Drive into a neighbourhood greenway between Crescent Drive and St. John's Ravenscourt Driveway South. Designate South Drive as a Sunday/Holiday bicycle route.
2. North Drive (48) - no bike lane, vehicles speed.	Provide off-street pathway along North Drive between South Drive and Oakenwald Avenue.

Feedback	Recommendation or Response
Cycling Issues (cont.)	
3. Riverside Drive (34) - no designated bike lane, lots of traffic and major cycling connection.	Convert Netley Street/ Riverside Drive into a neighbourhood greenway between Oakenwald Avenue and Jubilee Avenue. Conduct road safety audit at Jubilee Avenue and Riverside Drive with focus on design and operational features for cyclists.
4. Crescent Drive (33) - no designated bike lane, traffic from Thermea, major cycling connection.	Convert Crescent Drive into a neighbourhood greenway between Pembina Highway and South Drive.
5. Point Road (28) - no designated bike lane, traffic and parking difficult to navigate	Provide buffered bicycle lanes on Point Road between South Drive and Pembina Highway. Convert angled parking on Point Road between North Drive and Riverwood Avenue to parallel parking and complete a parking occupancy study to ensure impact of conversion is minimal.

Next Steps

The proposed cycling and walking strategies for East Fort Garry have been developed based on local feedback, technical analysis and expertise.

- **Public Open House - March 20, 2018** to present workshop findings and pedestrian and cycling strategies to address identified issues.
- School Travel Plan review with School Community in Spring 2018.
- East Fort Garry Walk Bike Study Report to be posted to project website in May 2018.
- Full Public Engagement Report with Appendices to be posted to project website in May 2018.

Related Documents on Website

- Workshop 1 Presentation
- Public Open House Invitation
- Public Open House Presentation Boards