



We want to hear from you!

Wolseley to Downtown Walk Bike Project

The City of Winnipeg has developed recommended designs to improve travel choices, accessibility, and connectivity from Wolseley to Downtown. These designs will provide improved connections to the Omand's Creek pathway, Assiniboine Avenue, Sherbrook Street protected bike lanes, Maryland Street bike lane, and the planned neighbourhood greenway on Ruby Street.

We want to make sure we heard your needs and wants for the future of travel through your area, and also that you understand the reasoning behind our recommendations.

Most importantly, we want to hear whether certain design elements could change how you and your customers travel through the central segment of the study area.

On **Thursday, November 21 from 9 a.m. to 3 p.m.**, members of the project team went door-to-door to share and gather feedback on the recommended design. Specific topics we want to cover are:

- Parking and loading zone design
- Accessibility impacts
- Future project updates

Unfortunately, we were not able to meet with you on November 21. Please let us know what time would be good to discuss this and receive your perspectives. The intention is to receive all feedback by December 5 either via email to wolseleydowntown@intergroup.ca or by phone 204-942-0654.

Phase 3 of the Project will launch early in January 2020 and will focus on sharing the recommended final design. Opportunities for engagement will include an open house and an online survey. Stay tuned!


More information

For more information visit winnipeg.ca/walkbikeprojects.

For inquiries or for those who require alternate formats or interpretation in order to participate, please contact wolseleydowntown@intergroup.ca or 204-942-0654.

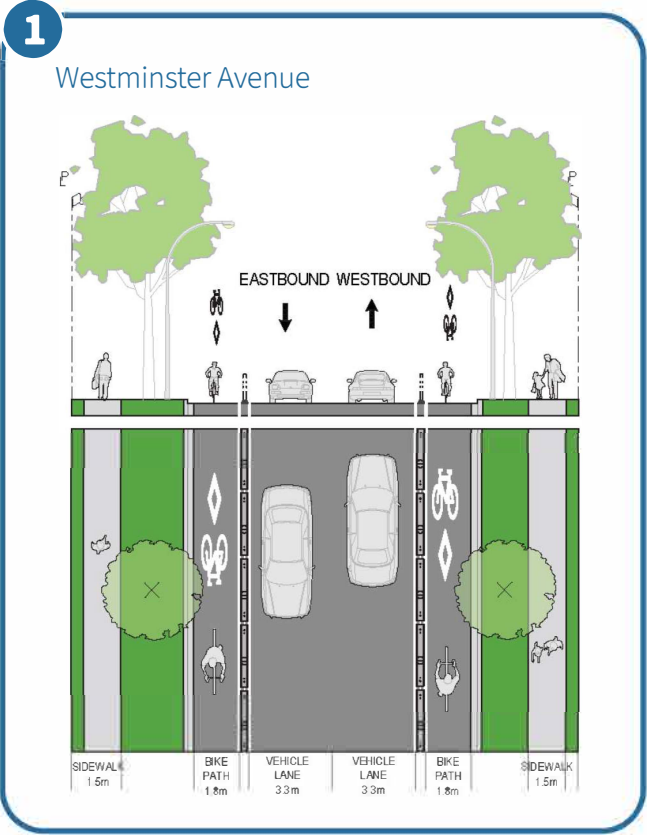
CENTRAL - WESTMINSTER AVENUE DESIGN

Legend

- Parking Removed
- Parking Maintained
- Parking Added
- Protected Bike Lane
-  Speed Hump

Implementation Phasing

- Permanent



- A**

Approximately 450 on-street parking spaces south of Preston/Sara Avenue in the project area.

Westminster on-street parking utilization (Walnut to Furby)

 - Average 30% utilization
 - Peak utilization of 70% (10:00am - noon)
 - Chestnut Street mid-day utilization 35%
 - Walnut Street mid-day utilization 60%
 - Furby Street mid-day utilization 75%
- B**

Recommended design on Westminster Avenue requires reallocating 30 parking spaces to protected bicycle lanes. During Phase 1 the area around Maryland Street and Sherbrook Street was identified as the greatest safety concern for people cycling.
- C**

Loading zones have been maintained (Westminster Church¹, New Westminster Apartments²) or relocated to nearest street (from Westminster to Furby³).