

WOLSELEY TO DOWNTOWN WALK BIKE PROJECT

STUDY PURPOSE

To improve east-west connections between the Omand's Creek pathway and the downtown core.

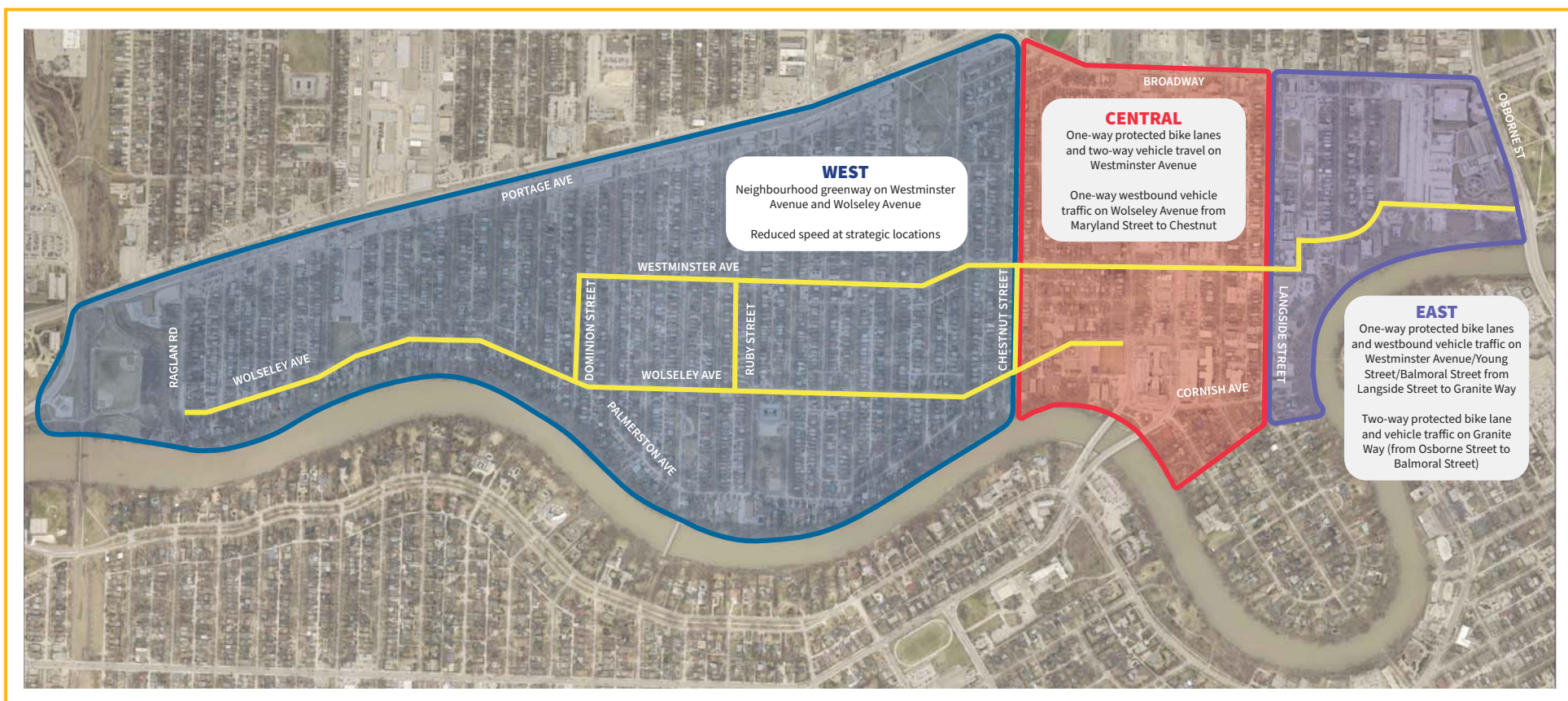
To identify options to improve travel choices, accessibility, and connectivity.

To develop a preferred design based on public input and technical analysis.

TIMELINE



STUDY AREA



RECOMMENDED DESIGNS



Neighbourhood greenway

A safe and comfortable east-west connection to Downtown for people of all ages and abilities facilitated by speed humps, curb extensions, access restrictions, and a number of conversions to one-way streets.

Notes and rationale

- The greenway encompasses: Wolseley Avenue (Raglan Road to Maryland Street); Westminster Avenue (Dominion Street to Chestnut Street); and portions of Dominion, Ruby and Chestnut Streets.
- Physical separation of bikes and cars is not warranted due to relatively low traffic volumes and speeds.
- Some locations where proposed changes received mixed support (access restrictions and one-way streets along Wolseley Avenue & Westminster Avenue) will be installed as pilot features. Other locations (eg. Parmerston Avenue & Preston Avenue) will be reserved, reviewed and potentially implemented in the future.



Physical separation and routing changes

Installation of a number of one-way protected bike lanes, as well as minimal conversion from two-way to one-way vehicle traffic.

Notes and rationale

- Converting a short segment of Westminster Avenue to one-way westbound would improve cycling comfort and reduce short-cutting traffic.
- One-way protected bike lanes on each side of Westminster Avenue, Young Street, and Balmoral Street (from Young Street to Granite Way) would help ease traffic concerns and multimodal conflict.
- Higher traffic volumes require physical separation between cars and bikes.
- Continued two-way vehicle traffic between Chestnut Street and Langside Street would maintain local access.



Two-way protected bike lanes

Two-way protected bike lanes on the south side of Granite Way from Balmoral Street to Osborne Street.

Notes and rationale

- Higher traffic volumes require physical separation of bikes and cars to ensure comfort for people of all ages and abilities.
- Continued two-way vehicle traffic would maintain access to local businesses and destinations.

WHAT WE HEARD

We heard from hundreds of Winnipeggers through the first two phases of engagement.

In **Phase 1**, we heard that **safety, bike network connections**, and **cycling comfort** are the highest priorities for us to consider when designing solutions to improve conditions within the study area.

Safety is your primary concern, followed by **high traffic volumes** and **short-cutting traffic**.

Top 3 priorities



#1 Safety
23% of
respondents

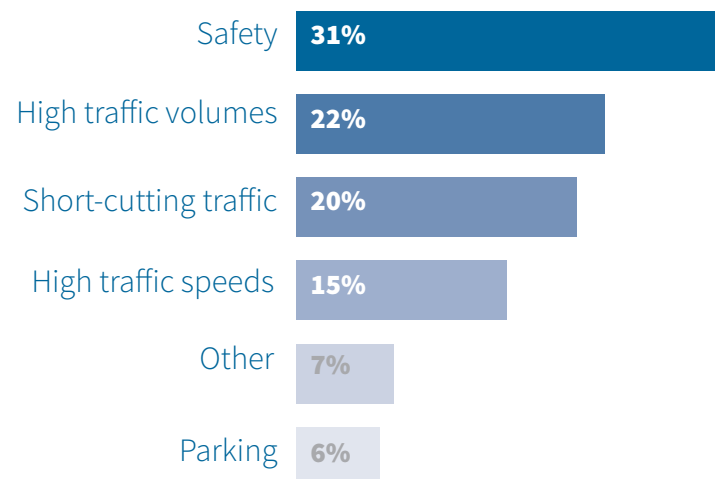


**#2 Bike network
connections**
22% of respondents



#3 Cycling comfort
17% of
respondents

Top transportation issues and concerns



KEY INGREDIENTS



1 School safety

Improving safety around schools throughout the study area will encourage walking and cycling to school. Adding new parking and loading spaces will balance the needs of those who drive to school with those who want to feel safe walking and cycling.



2 Reduce traffic speed

Traffic calming features will reduce vehicle speeds.



3 Pedestrian safety improvements

New curb extensions and crosswalks, as well as improvements at intersections, will improve pedestrian safety.



4 Reduce short-cutting traffic

Implementing traffic calming measures and restricting vehicle access at key locations will reduce short-cutting while minimizing local traffic impacts.



5 Preserve boulevard trees and neighbourhood character

Opportunity for landscaping within parklet areas.



6 Placemaking opportunities

Closing strategic streets will create dynamic public spaces for community members to meet.



7 All ages and abilities cycling facility

The east-west connection to downtown will provide a comfortable and safe experience for people of all ages and abilities.



8 Minimize parking impacts

Minimizing parking and loading impacts near businesses and adding new spaces where possible will ensure easy access and address stakeholder needs.

PHASED APPROACH

Our recommended design reflects what we heard about travel choices, accessibility, and connectivity, and also mitigates what we heard are the most common and most complicated safety issues.

With these many considerations in mind, our design approach recommends features that fall under three classifications: **pilot**, **permanent**, and **potential solutions**.

Pilot

Design treatments that received mixed public support but would ultimately help achieve the desired safety and travel outcomes. We will implement the recommended solution, but will use adjustable or removable materials (such as flexible bollards, painted lines, planters in place of permanent barriers, precast concrete islands and curbs, and streetside furniture). Following a trial period and evaluation, treatments that are well-received by the community can be made permanent. The City will monitor and study the effectiveness of the pilot features and assess to convert to permanent features, modify them, or remove them.

Examples include one-way conversions on Wolseley Avenue from Chestnut Street to Maryland Street, and full access restrictions on Wolseley Avenue at Sherburn Street.



Permanent

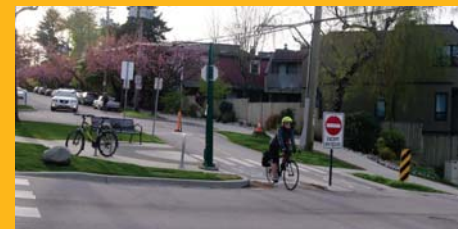
Design treatments that are essential to the overall design of the project. We will implement the recommended solution immediately, using permanent materials.

Examples include geometric improvements, pedestrian safety improvements such as curb extensions and new crosswalks, speed humps, and protected bike lanes.



Potential Future

Design treatments that received limited public support and may not be required to achieve the desired safety and travel outcomes. These treatments are not recommended at this time, but may be considered after evaluation of the pilot and initial permanent solutions.



PROPOSED TRANSIT CHANGES

Winnipeg Transit is currently updating the Winnipeg Transit Master Plan which proposes restructuring the transit network throughout the City. Proposed transit changes within the project area will offer flexibility and opportunities to add loading zones and parking stalls along Westminster Avenue.

Proposed Route Changes in Wolseley:

- Route 71 extended south of Portage to Aubrey Loop. Wolseley passengers would use this route to access frequent service on Portage (buses every 2-3 minutes in peak periods).
- Route 10 re-routed to use Broadway/Sherbrook/Maryland and terminate at Misericordia Hospital. This would help establish a frequent service corridor through West Broadway, which would be serviced by routes 10, 17, 20, and 29.
- All residents in Wolseley/West Broadway would remain within 425m of a bus stop (5-7 min walk).
- No new transit routing proposed on any local streets.

WOLSELEY NEIGHBOURHOOD CURRENT BUS SERVICE

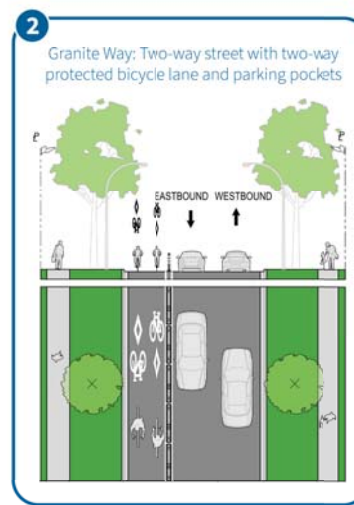
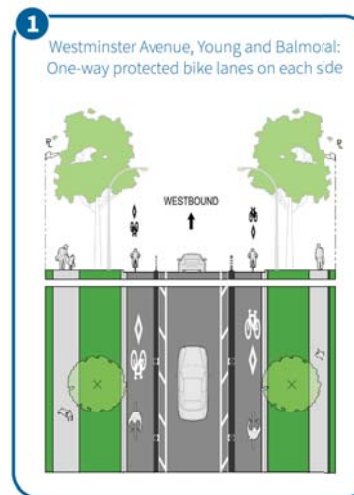
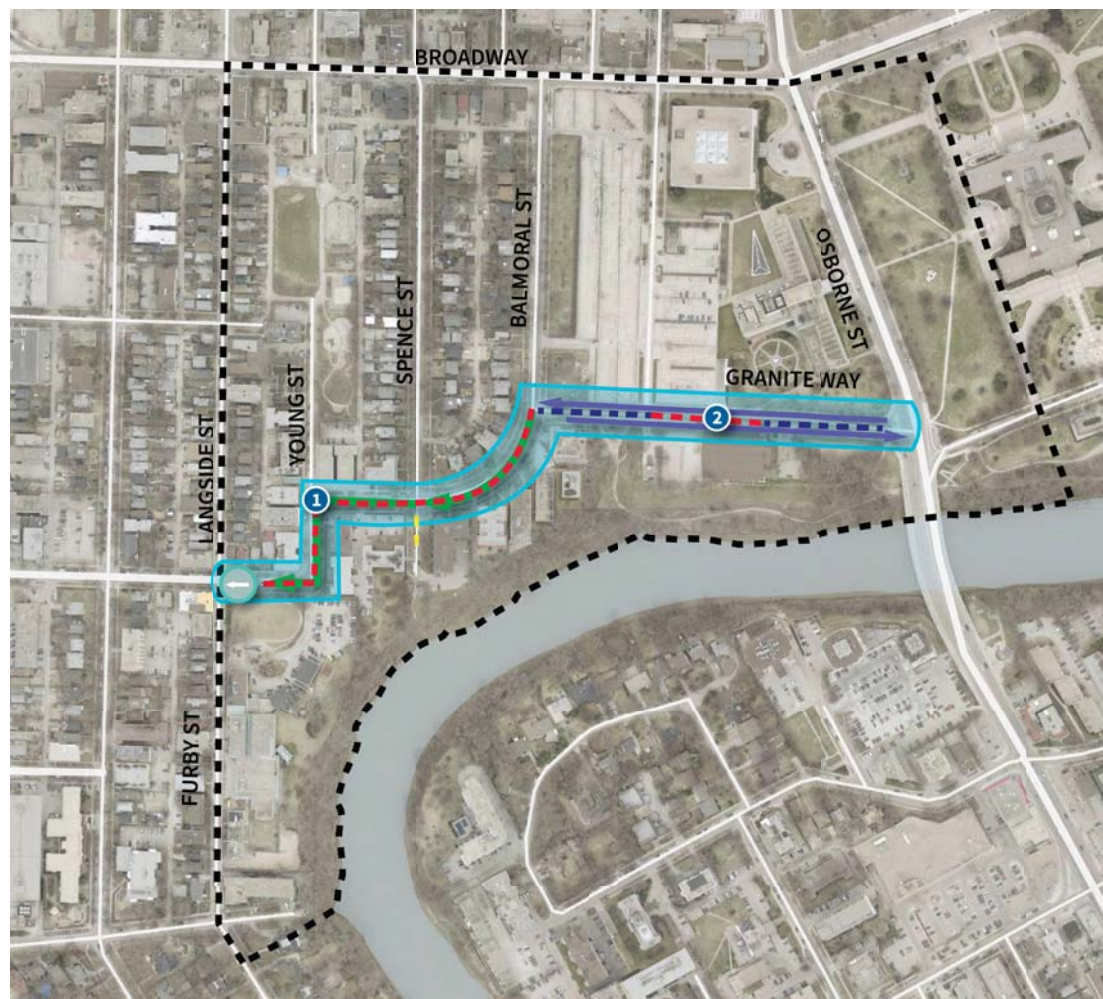


WOLSELEY NEIGHBOURHOOD PROPOSED BUS SERVICE



The proposed routing changes in Wolseley are in line with concepts proposed by the Winnipeg Transit Master Plan (WTMP). For more information and to provide input on the WTMP go to: winnipeg.ca/transitmasterplan

EAST - RECOMMENDED DESIGN



Legend

- Two-way vehicle traffic
- One-way vehicle traffic
- Parking removed
- Parking maintained
- Loading added
- Protected bike lane
- Study area east

Implementation Phasing

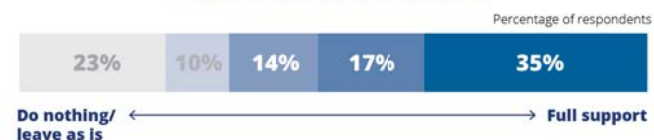
- Permanent
- One-way vehicle access restriction

WHAT WE HEARD: EAST

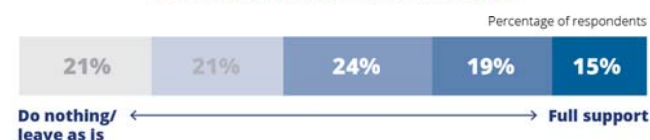
We presented three options for the east area during Phase 2 engagement. Winnipeggers supported one-way vehicle traffic and protected bicycle lanes but were concerned about parking loss and conversion from two-way to one-way streets. The recommended modified design focuses on maintaining the most important safety elements while also minimizing areas of concern.

Supported elements	Application in recommended design
Protected bicycle lanes and more dedicated bicycle infrastructure	Continuous protected bicycle lanes in the east segment allow people of all ages and abilities to comfortably cycle through the area. The design includes uni-directional bicycle lanes on Westminster/Young/ Balmoral Street from Langside Street to Granite Way and bi-directional protected bicycle lanes on the south side of Granite Way between Balmoral Street and Osborne Street.
Reduced short-cutting traffic volumes	One-way vehicle access restriction for eastbound motor vehicles traveling on Westminster Avenue, Young Street, and Balmoral Street will reduce short-cutting.
Pedestrian safety and crossing improvements	Geometric improvements including curb extensions at the intersection of Balmoral Street and Granite Way will reduce crossing distances for pedestrians, provide a protected intersection for people cycling, and enhance sightlines for motorists.
Unsupported elements	Application in recommended design
Removal of parking	Parking loss was minimized by transitioning the bidirectional protected bicycle lanes on Granite Way into the boulevard at sidewalk grade and by adding parking pockets for on-street parking and loading.
One-way street	The number of one-way streets has been reduced to maintain access and circulation to key destinations to accommodate protected bicycle lanes between Langside Street and Granite Way. The design has removed other one-way street conversions proposed in Phase 2.

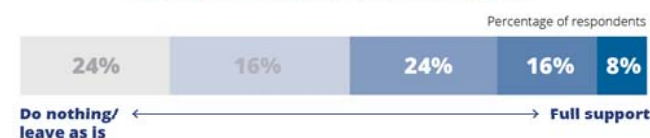
EAST OPTION 1 - ONE-WAY VEHICLE TRAFFIC, PROTECTED BICYCLE LANES



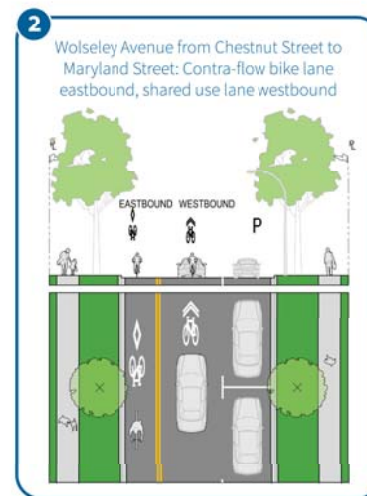
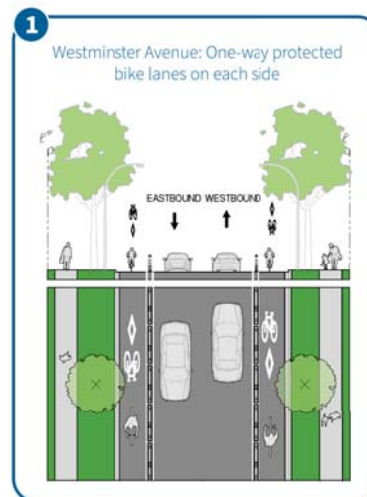
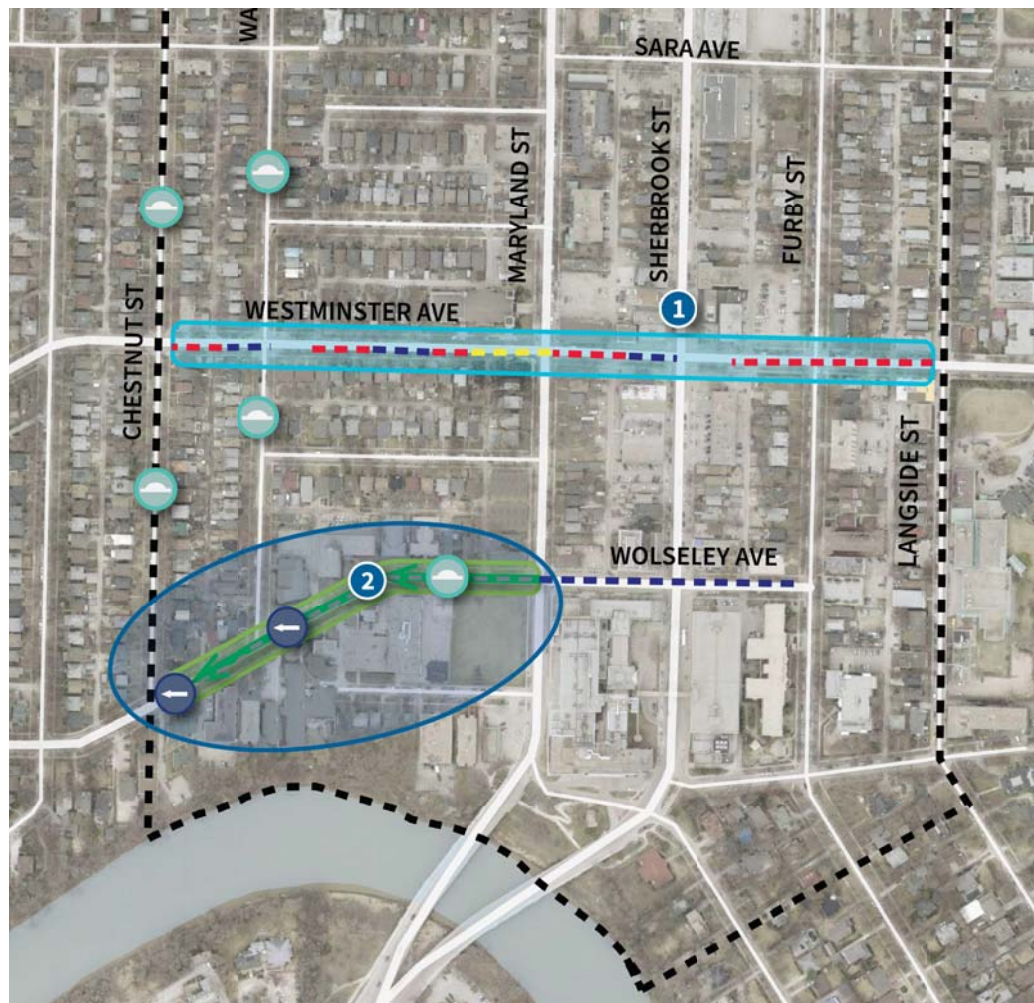
EAST OPTION 2 - TWO-WAY VEHICLE TRAFFIC, RAISED AND PROTECTED BICYCLE PATH



EAST OPTION 3 - TWO-WAY VEHICLE TRAFFIC, AT-GRADE PAINTED BICYCLE LANES



CENTRAL - RECOMMENDED DESIGN



Legend

- One-way vehicle traffic
- Parking removed
- Parking maintained
- Parking added
- Protected bike lane
- Neighbourhood greenway: traffic calming for shared use by bikes and vehicles
- Study area central

Implementation Phasing

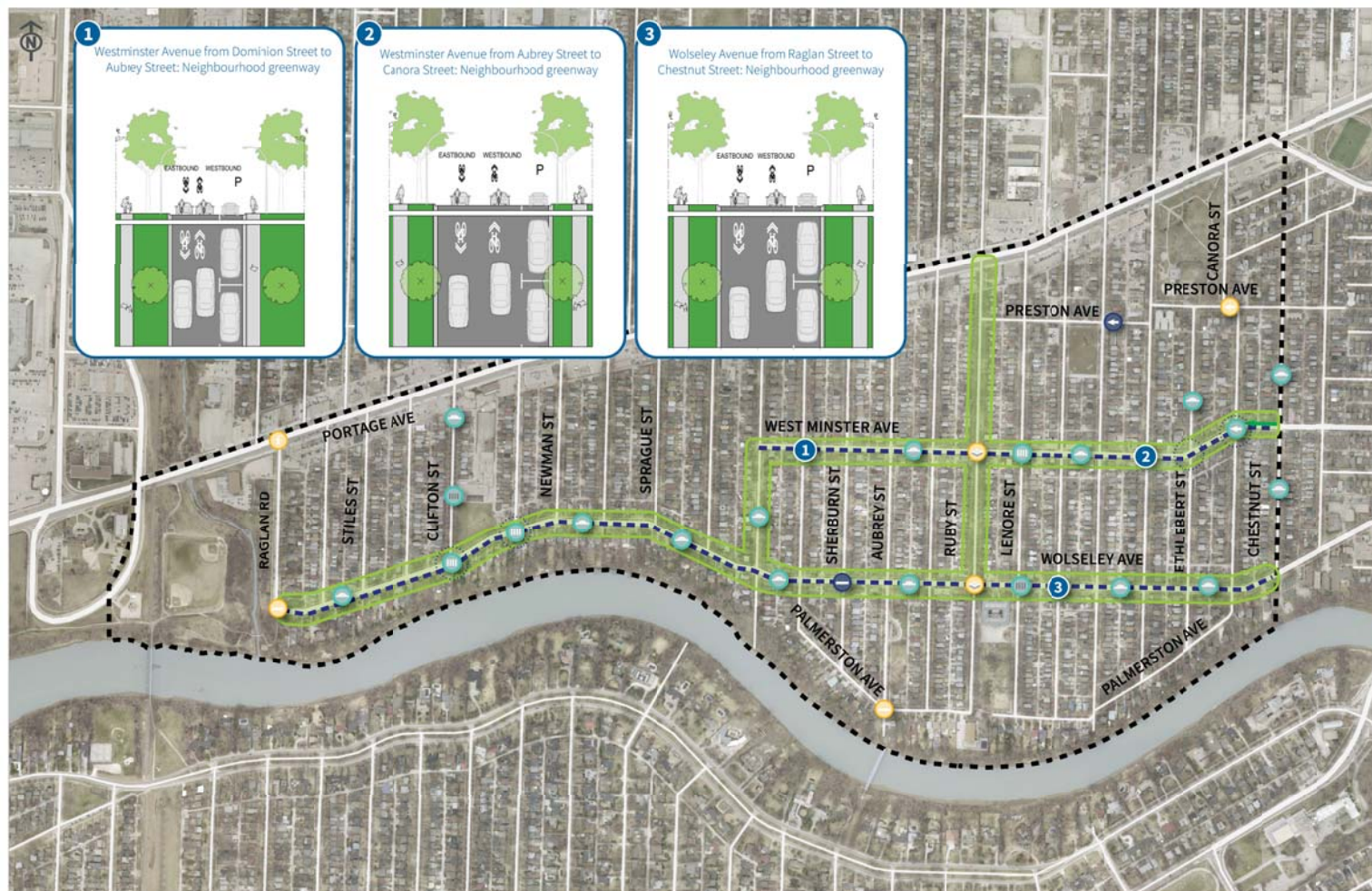
- Pilot
- One-way vehicle access restriction
- Permanent
- Speed hump

WHAT WE HEARD: CENTRAL

The proposed design in the central segment needed to connect the designs selected for the east and west segments, while also balancing the needs of adjacent property owners, residents and businesses. Feedback received during Phase 1 noted a variety of safety concerns on Westminster Avenue around the Sherbrook Street and Maryland Street intersections.

What we heard	Application in recommended design
Right turning conflicts between motor vehicles, pedestrians and cyclists	No right turns on red lights at intersections of Westminster Avenue and Maryland Street, and Westminster Street and Sherbrook Street. One-way access restriction for eastbound motor vehicles on Wolseley Avenue from Maryland Street to Chestnut Street eliminates right turn conflicts at the southwest corner of the intersection in front of Mulvey School.
Improve connections to existing bicycle facilities on Maryland Street and Sherbrook Street	Two-stage left turn boxes accommodate transitions from protected bicycle lanes on Westminster Avenue. Contraflow bicycle lane provides connection for eastbound bicyclists connecting to the southbound bicycle facilities on Maryland Street.
Westminster Avenue between Maryland Street and Sherbrook Street is very busy and lacks clear lane definition for motorists and people cycling.	Raised protected bike lanes define space for people cycling through grade separation.
Parking in front of Westminster United Church is very important	Combination of bike lane and parking bays to reduce the amount of stalls lost. Removal of bus stop to add more on-street parking.

WEST - RECOMMENDED DESIGN

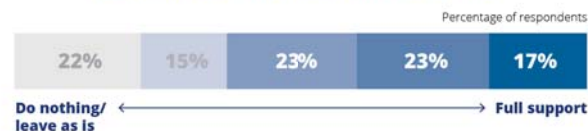


WHAT WE HEARD: WEST

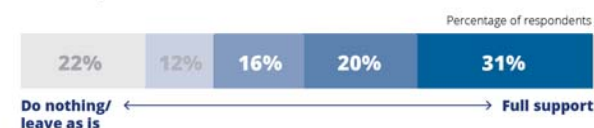
We presented two options for the west area during Phase 2 engagement. Because participants supported some elements of each option, we developed a hybrid design that incorporates the best elements while mitigating the biggest concerns.

Supported elements	Application in proposed design
Protected bicycle lanes and more dedicated bicycle infrastructure	Protected bicycle lanes proposed east of Chestnut Street to provide physically separated bicycle facilities through the busiest section of the west segment and to provide a connection to the protected bicycle lanes in the central segment.
Reduced short-cutting traffic, volumes, traffic diversions	<p>Complete vehicle access restriction at Wolseley Avenue and Sherburn Street. One-way eastbound access restriction on Wolseley Avenue (between Maryland Street and Chestnut Street), and Westminster Avenue (between Chestnut Street and Canora Street).</p> <p>Access restriction is critical to reduce shortcutting traffic and overall vehicle volumes along this segment. Proposed directional vehicle access restriction at Westminster and Arlington was replaced with one-way vehicle access restriction for eastbound motor vehicles on Westminster from Canora to Chestnut to maintain westbound access but reduce short-cutting traffic.</p>
Speed humps	Speed humps have been used throughout the design to slow vehicle travel speed and reduce shortcutting. Speed tables have replaced speed humps on Westminster Avenue and Wolseley Avenue to align with the preferred treatment on collector streets.
Traffic calming	Design elements such as speed humps and tables, curb extensions, vehicle access restrictions, and raised crosswalks are included throughout the west segment to create a roadway with a 30km/h design speed.
Parking maintained	Minimal parking changes are required for the preferred design west of Chestnut Street. All on-street parking maintained along Westminster Avenue west of Chestnut Street.

WEST OPTION 1 - NEIGHBOURHOOD GREENWAYS ON WESTMINSTER AVE. AND WOLSELEY AVE



WEST OPTION 2 - PROTECTED BICYCLE LANES ON WESTMINSTER AVE., NEIGHBOURHOOD GREENWAY WOLSELEY AVE



Unsupported elements	Application in proposed design
Transit re-routing on Home Street	The preferred design accommodates the proposed transit routes from the Transit Master Plan and does not require relocating a transit route onto Home Street or any other streets in the neighbourhood.
Protected bicycle lanes and designated cycling infrastructure	The preferred design focuses on reducing traffic volumes and speeds to create a bicycle facility that is comfortable for people of all ages and abilities to share the road with vehicles, while maintaining on-street parking.
One-way	One-way access restriction on both Wolseley Avenue from Chestnut Street to Maryland Street and Preston Avenue from Arlington Street to Home Street are important to reduce short-cutting traffic. Additionally, the one-way access restriction on Wolseley Avenue improves the safety of children accessing Mulvey School. With limited support the implementation is recommended as a pilot project along with monitoring. Access restriction was relocated from Walnut Street to Chestnut Street due to identified concerns with short-cutting traffic on Dundurn Street.
Removal of parking	The protected bike lane is transitioned into the boulevard to accommodate parking pockets and retain as many parking and loading spaces as possible. Additional parking pockets are not feasible due to the Manitoba Hydro utility poles and mature street trees.

THANK YOU!



TELL US WHAT YOU THINK!

Does this design meet your needs? Would any recommended elements increase your concerns? Fill out an exit survey before you go or fill out the survey online before February 9, 2019 at winnipeg.ca/walkbikeprojects

STAY INVOLVED!

Follow the City on Facebook and Twitter:



[facebook.com/city of winnipeg](https://facebook.com/cityofwinnipeg)



twitter.com/cityofwinnipeg

