

Wolseley to Downtown Walk Bike Project

Phase 3

Public Engagement Report

Prepared by InterGroup Consultants Ltd. and the City of Winnipeg

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1.0 Introduction

The Pedestrian and Cycling Strategies (PCS) were approved by City Council in 2015 and provide the long-term vision for providing accessible, convenient, and safe walking and cycling infrastructure for people of all ages and abilities. The PCS also assist in the prioritization of active transportation infrastructure projects throughout the city. A key direction of the PCS is to develop local bike networks for each neighborhood that connect to the existing network and to the Downtown.

The Wolseley to Downtown Walk Bike project was identified as an important part of the network in the PCS and when completed will provide connections to the Omand's Creek pathway, the protected bicycle lane on Assiniboine Avenue and Sherbrook Street, the bike lane on Maryland Street, and the planned neighborhood greenway on Ruby Street. The study area runs east-west from Raglan Road through Wolseley Avenue/ Westminster Avenue, Balmoral Street, and Granite Way to Osborne Street.

The top three priorities identified by stakeholders through Phase 1 of the project engagement (November 2018) included safety, bike network connections, and cycling comfort. Phase 1 feedback guided the development of preliminary design options which were shared during Phase 2 of public engagement (spring 2019). Both [Phase 1 and Phase 2 public engagement reports](#) are available in the documents tab of the project website. Phase 2 stakeholder and resident feedback, along with technical analysis, was used to refine the design options and form the recommended designs presented in Phase 3 of the project.

This report analyzes the results of input received through the Phase 3 public engagement process, including an online survey, open house, school travel planning, East Segment workshop, Central Segment walkabout, and stakeholder discussions. Feedback documented in this report, along with technical analysis, will be used to further refine the recommended design for presentation in an additional phase of information/engagement.

2.0 Purpose of Phase 3 Engagement

The purpose of Phase 3 public engagement was to share the recommended designs with stakeholders and the public, highlight how public input has influenced recommendations, provide clarity on design rationale and constraints, and solicit critical design concerns.

Feedback on the recommended design was collected at public engagement events and through the online survey. This report describes the public engagement process, communication materials and public engagement events, and key perspectives on the recommended design. See Figure 1 for the overall project and engagement timeline.

Accessibility for all stakeholders was an important factor in selecting venues for the private and public workshops. Events were held near the proposed project route, allowing for improved stakeholder accessibility through various forms of transportation (walking, cycling, transit, and driving); meetings

and the open house were held in a facility that also accommodated participants with mobility restrictions.

The engagement techniques used in Phase 3 were chosen to support the program objectives: to educate on the project's design, rationale, and constraints, and to show how public input influenced decision making. As stated in the City's [Engage Winnipeg Policy](#), the type of engagement may change at different stages within a project. In the Wolseley to Downtown Walk Bike Project the first two phases of the project fell under the 'Involve' type of engagement with greater public influence on the project direction, Phase 3 was intended to fall under 'Consult' wherein *participants are engaged to share feedback and perspectives. Participants are consulted when options are pre-determined.*

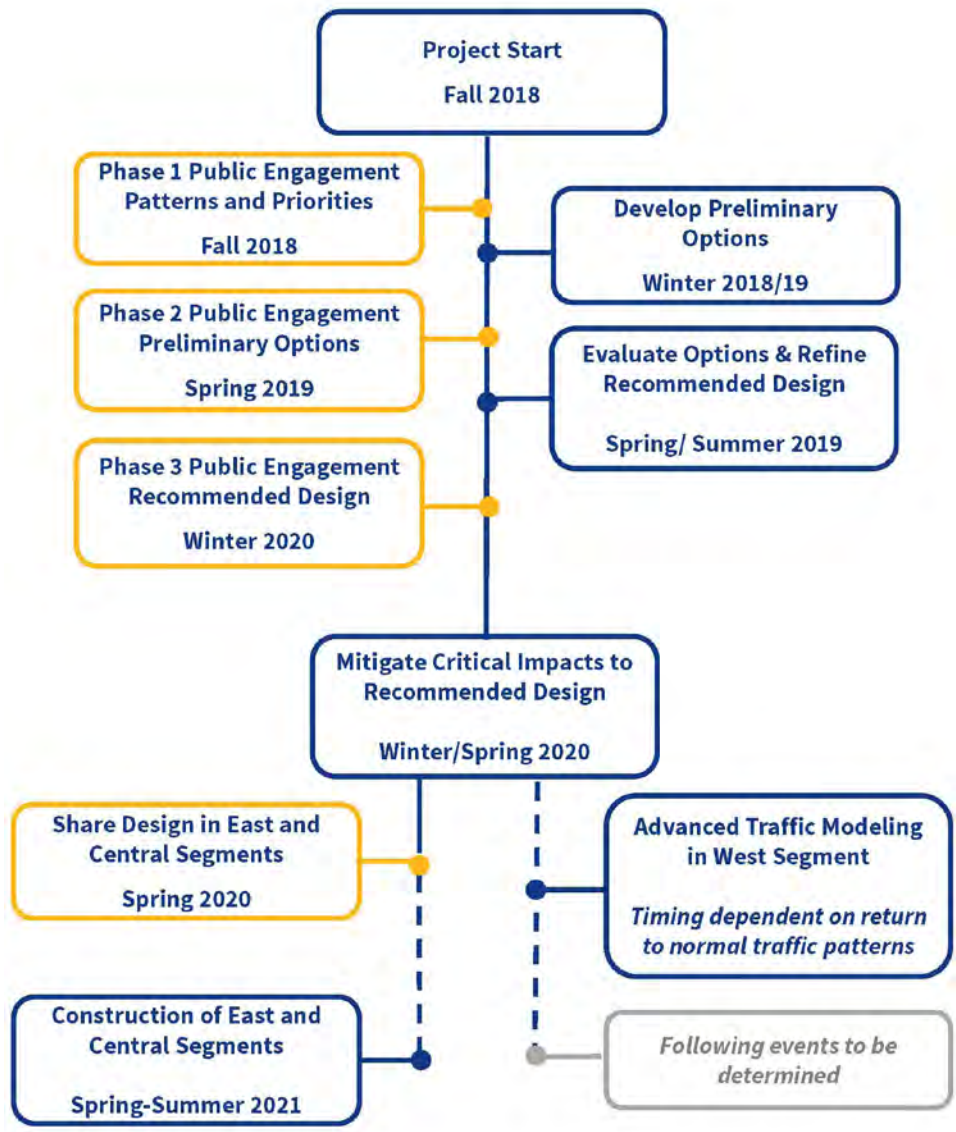


Figure 1: Wolseley to Downtown Walk Bike Project Timeline

3.0 Limitations

There were several limitations to Phase 3 public engagement techniques and approaches; the team made several adjustments to address these limitations.

Postcards were mailed to all residents. Following a complaint that a resident did not receive the postcard, the team followed up with Canada Post. Informal discussion with other residents indicated that the mailing had arrived to their homes. Canada Post could not confirm individual deliveries but did confirm receipt of the total Neighbourhood Mailing purchased by the City. Multiple notification methods were used to reach community members in a variety of ways (see section 4.0) to ensure we were not relying on one method.

The open house was planned to provide comprehensive information to community members that illustrated the rationale for decisions made. Unfortunately, the event held at Westminster United Church on January 29, 2020 had capacity issues:

- It was not held in a large enough room, resulting in participants being asked to wait at the door to ensure the room was at a safe capacity. A second room was opened to view and discuss West Segment materials.
- There were not enough paper exit surveys available at the event and, as a result, attendees exiting during the last hour of the event were asked to submit comments online.

These issues frustrated the attendees. The event was extended by 30 minutes to accommodate participants who had to wait. In addition to this, West Segment community members indicated that they were dissatisfied with the data used to support the design, and indicated their needs were not adequately considered in the design's one-way streets and access restrictions. The team recognized/acknowledged the community's frustration, and adjusted the process to develop advanced traffic modeling scenarios throughout the Wolseley neighbourhood before finalizing a design for the West Segment.

4.0 Promotion

Several communication methods were used to promote engagement opportunities throughout Phase 3.

- A notification email was distributed on November 14, 2019 to businesses and residents along the Central Segment to inform them that the project team was going door-to-door (on November 21, 2019 from 9 a.m. to 3 p.m.) to share and gather feedback on proposed parking changes.
- Project updates were sent to the email notification list January 7, 2020 (458 recipients) and February 7, 2020 (731 recipients).
- Posters with event information, project website address, online survey link, and project email address were delivered to 14 businesses along the project corridor.
- On request, the Wolseley Residents' Association was provided with 40 project posters to post around the neighbourhood.

- Phone calls to four stakeholders who requested additional notification or do not have home internet access were made on January 7, 2020
- Homes and businesses adjacent to project changes in the East Segment were notified on January 7, 2020 of a stakeholder meeting via hand-delivered hard copy invitations and emails sent to property management companies.
- E-mail invitations for the East Segment stakeholder meeting were sent on January 7, 2020 to nine stakeholder groups and property management companies adjacent to project changes.
- Phase 3 project notification postcards were delivered to 11,107 addresses within the project study area via Canada Post starting on January 8, 2020.
- The City of Winnipeg Public engagement newsletter promoted Phase 3 to over 5,000 recipients on each January 16 and January 30, 2020.
- 12 already posted road-side signs were updated throughout the study area. A sticker was added to the signs to indicate Phase 3 of the project.
- A Facebook event was created and three Facebook posts were made to the City of Winnipeg account from January 7 - February 9, 2020.
- Five updates were posted to the City of Winnipeg Twitter account from January 7 - February 9, 2020.

Promotional material used during Phase 3 can be found in **Appendix E**.

5.0 Public engagement techniques

Phase 3 activities occurred between September 2019 and February 2020; input was collected between January 7 and February 13, 2020. Winnipeggers were asked to provide their feedback through a variety of mechanisms (in-person events, online, and via email and phone) to confirm the designs recommended to improve travel choices, accessibility, and connectivity in the study area.

School travel planning and engagement (STPE) took place at three elementary schools in the study area: Mulvey School, Laura Secord School, and Wolseley School. The STPE process involved discussions with staff and Parent Advisory Committee (PAC) members at the three schools.

Both public and stakeholder engagement techniques, along with their associated participation level, are outlined in **Table 1**.

Date	Engagement technique	Interaction
Pre-Phase 3 September 2019	Stakeholder outreach discussions	Discussions with eight key stakeholder groups

Pre-Phase 3 November 21, 2019	Central Segment door- to-door	Residents and businesses along the central segment route
Phase 3 launch January 6, 2020	Neighbourhood Mailing campaign	Distributed to the entire project area (11,107 addresses)
January 6, 2020 – February 13, 2020	Online Survey	Completed by 1,105 participants online, and seven in person. Respondents identified their link to the area as: residents (55.76%), those who travel through the area (12.17%), visitors of local residents (2.83%), those attending for work/business (7.61%), students (level not identified) (3.48%), shoppers (0.98%), area volunteers (0.98%), those accessing social services (0.54%), and those travelling for other reasons including connecting to Balmoral Hall, Westminster United Church and the Granite Curling Club (15.65%)
School travel plan and engagement (STPE)		
January 7- 9, 2020	STPE school- based events	Discussions with 31 Parent Advisory Council (PAC) members and school staff at Laura Secord School (January 7, 2020), Mulvey School (January 8, 2020), and Wolseley School (January 9, 2020)
Meetings and Open House		
January 13, 2020	Stakeholder, Broadway Neighbourhood Centre, 185 Young Street	56 attendees
January 29, 2020	Public, Westminster Church, 745 Westminster Avenue	320 attendees and 105* exit surveys completed *All printed exist surveys were completed by attendees; not enough printed exit surveys available

Table 1: Engagement Techniques

5.1 Stakeholder discussions

The City held one-on-one discussions with key stakeholders, including schools, property management companies, and resident associations. These conversations were designed to elicit information on how movement through the neighbourhood would change based on the recommended designs, and also to draw out critical stakeholder concerns. Discussions took place in-person or over the phone with the following stakeholders:

- Wolseley Residents Association
- Houston Properties
- Onyx Property Management
- Balmoral School

- Westminster United Church
- “No-way, One-way” group (comprising residents concerned with impacts to traffic flow in the Canora-Chestnut portion of the project area)

5.2 Central Segment door-to-door

Members of the project team went door-to-door to speak with residents and businesses located directly along the Central Segment to share and gather feedback on the recommended designs.

Discussion topics included:

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

An email notification was sent one week prior to the door-to-door discussions, and a “sorry we missed you” hard-copy letter was left in the mailboxes at addresses where the project team was unable to speak to someone. Both the email notification and the handout included the project email address and phone number.

5.3 Online survey

An interactive online survey was available on the project webpage from January 6 to February 13, 2020. The survey was designed to collect feedback on, and gauge level of support for, the recommended design in each of 10 defined segments of the project area. Proposed changes for each section were highlighted, along with feedback themes received during Phases 1 and 2. Maps, photos, cross-section graphics, and a video tour of the area were all used to communicate details of the recommended design, including rationale for why certain alternatives were not moving forward.

Survey respondents were asked in each section to rank their level of belief that the recommended design balanced the safety and needs of all users, and also to advise whether the design had potential to result in barriers to them using the area.

The survey included questions about respondents’ demographics to help the project team understand responses and identify stakeholder groups who may have been underrepresented in the engagement process. In total, 1,105 surveys were completed.

A copy of the online survey can be found in **Appendix C**

5.4 School Travel Plan and Engagement (STPE) activities

Phase 3 of the STPE process consisted of in-person meetings with PAC members and parents from each of the three STPE schools. Attendees were briefed on proposed design in their respective school area and on how student and family feedback from the STPE process was used to inform design changes around the three schools. Participants were provided with the opportunity to ask questions and provide feedback directly to project team members on the proposed designs, both around schools as well as the broader project area.

5.5 East Segment stakeholder meeting

The invitation-only meeting was held on January 13, 2020 for residents and stakeholders located directly along the East Segment corridor. To encourage conversations between diverse community groups, each participant was asked to sign in and was randomly provided a number that corresponded to one of six discussion tables. The meeting began with a short presentation by the technical team, followed by facilitated group introductions at each table. The table discussions that followed the presentation focused on three topic areas:

- Parking and loading
- Implementation
- Critical design concerns

Workshop invitations were hand-delivered to 13 businesses and single family homes, and e-mailed to nine stakeholders adjacent to project changes. In total, 56 attendees participated in the meeting. A copy of the presentation used in this meeting can be found in **Appendix B**.

5.6 Open house

The open house was designed to provide all interested Winnipeggers the opportunity to view the design details, ask technical questions about the recommended designs, and provide feedback directly to project team members. Participants were able to move between stations set up for each segment of the project area, and were asked to provide critical issues with the proposed designs so the City could determine precise areas of concern that would create barriers to quality of life and ease of travel.

Attendees were asked to complete exit surveys, a long version of which included the online survey for those who did not have digital access. A total of 320 people participated in the open house.

Copies of open house materials can be found in **Appendix D**.

6.0 Results

6.1 Central Segment door-to-door

When project team members went door-to-door to each private residence and business located directly along the proposed route's Central Segment, they shared project information and solicited feedback on the proposed design and potential impacts to on-street parking. These discussions revealed distinct stakeholder segments, each of which provided feedback to the project team.

- Within the vicinity of Westminster United Church, stakeholders identified on-street parking and loading zones on Westminster as crucial to the church and the daycare facility, adding that the majority of the congregation drives and is made up of a large number of elderly persons.

Both residents and businesses in the area noted major concerns regarding conflicts over limited parking availability.

Businesses located along Maryland Street and Sherbrook Street indicating the importance of parking availability and loading zone proximity to businesses.

Multiple people expressed concerns that when on-street parking is fully utilized the Food Fare parking lot would be used for overflow parking.

6.2 Online survey

Overview

The online survey asked Winnipeggers to provide feedback the design’s 10 unique, distinct segments.

Respondents were asked to rate the design for each segment based on the question: Do you believe the design in this area balances the safety and needs of all road users? Respondents could respond with one of 5 answers: Strongly agree, agree, neutral, disagree, or strongly disagree. In each section, a weighted average was applied for a consistent measurement to gauge satisfaction in each area, with the valuation of 1 applied to strongly agree, 0.5 applied to agree, 0 applied to neutral, -0.5 to disagree and -1 to strongly disagree, and then divided by the total number of respondents to the question.

The designs which proposed to change vehicle traffic from two-way to one-way were found by a large number of respondents to not balance the safety and needs of all road users. These sections are Balmoral Street/Westminster Avenue (Granite Way to Langside Street) (-0.3), Westminster Avenue (Chestnut to Canora) (-0.33) and Wolseley Avenue (Maryland to Chestnut) (-0.27). More respondents agreed or felt neutral on the balance of safety and needs of all road users along Granite Way (Osborne Street to Balmoral Way) (0.2), followed by Westminster Avenue (Canora Street to Dominion Street) (0.1).

Survey results: Do you believe the design in this area balances the safety and needs of all road users?		
Section	Weighted average of support	Result in aligned to closest level of support
	1	Strongly Agree
	0.5	Agree
S1: Granite Way (Osborne to Balmoral)	0.2	Neutral
S7: Westminster Avenue (Canora to Dominion)	0.11	Neutral
S5: Westminster Avenue (Maryland to Chestnut)	0.01	Neutral
S4: Westminster Avenue (Sherbrook to Maryland)	0.00	Neutral
	0.00	Neutral
S3: Westminster Avenue	-0.02	Neutral

(Langside to Sherbrook)		
S10: Wolseley Avenue (Chestnut to Raglan)	-0.05	Neutral
S8: Preston Avenue	-0.08	Neutral
S9: Wolseley Avenue (Maryland to Chestnut)	-0.27	Disagree
S2: Balmoral Street/Westminster Avenue (Granite Way to Langside)	-0.3	Disagree
S6: Westminster Avenue (Chestnut to Canora)	-0.33	Disagree
	-0.5	Disagree
	-1	Strongly Disagree

Table 2 Online survey - Weighted average. See map for correlation to design section

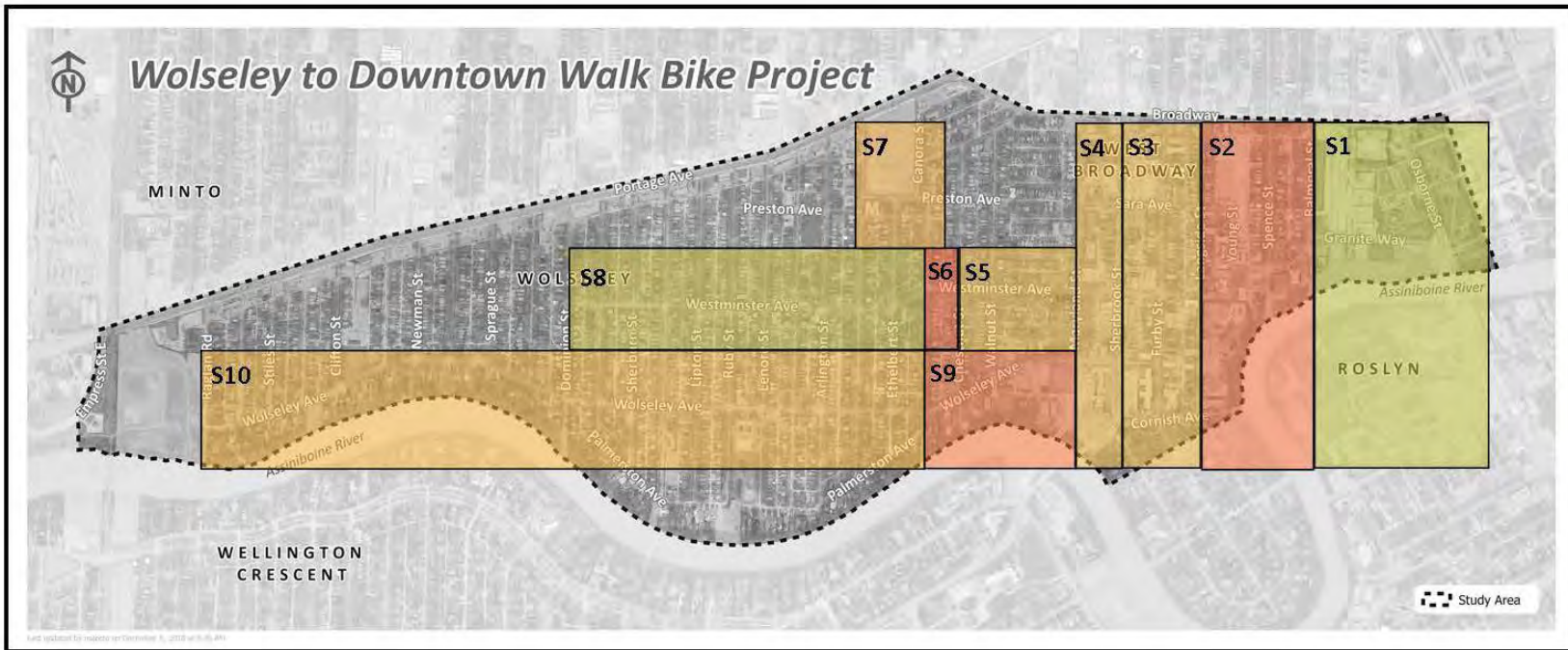


Figure 2: Online survey results: Do you believe the design in this area balances the safety and need of all road users?

6.2.1 Geographic distribution

Online survey respondents were asked to provide the first three characters of their postal code. Respondents represented each ward within Winnipeg. The R3G area provided the most respondents (46.3%) followed by the R3C area (13%; both of these align with the project boundaries outlined below with a dotted red line. Approximately 1.6% of respondents were from Manitoba, outside of Winnipeg.

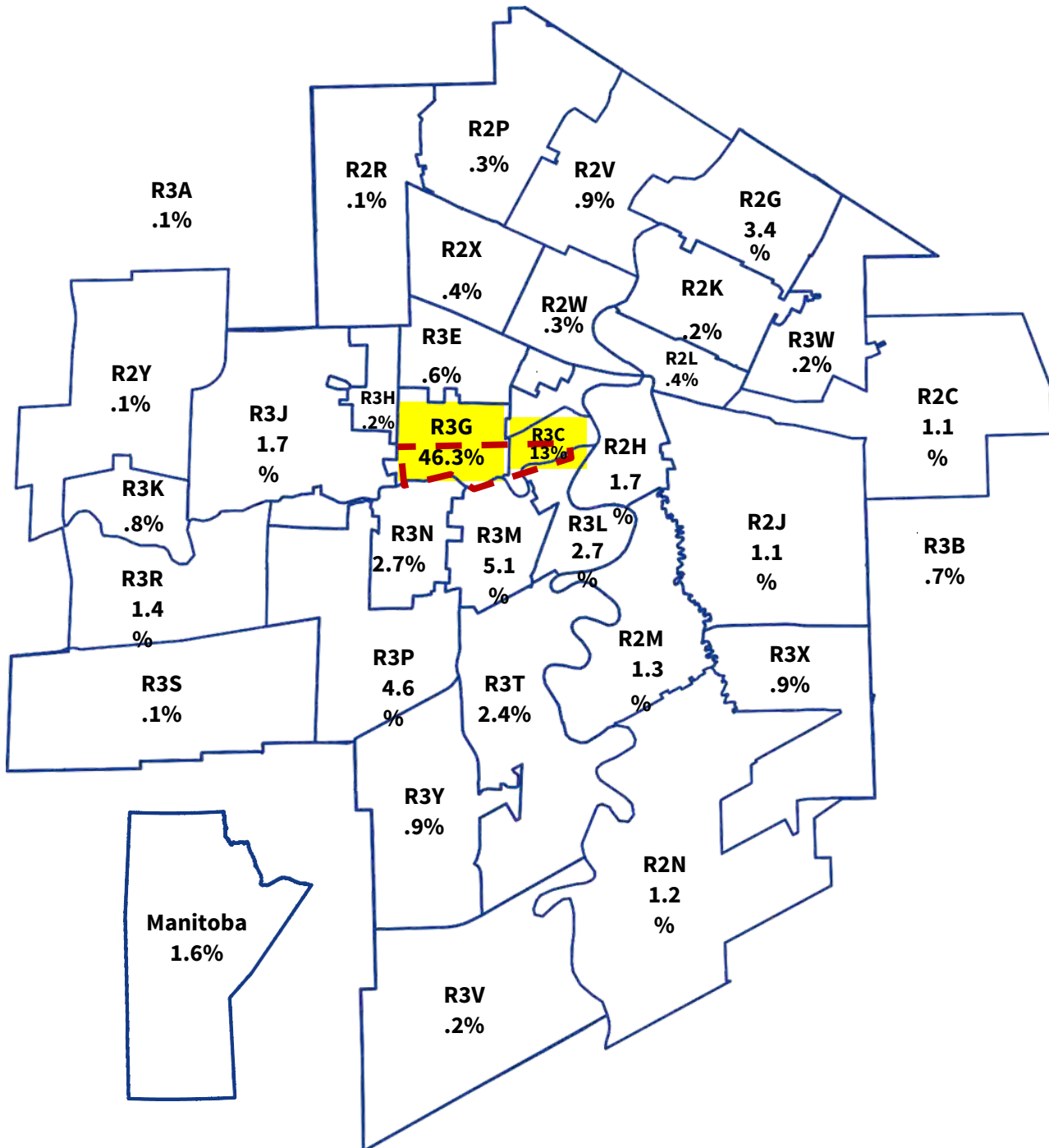


Figure 3: Geographic distribution of online survey responses

6.2.2 East Segment

Results from the East Segment showed the majority of respondents find the design along Granite Way (Osborne to Balmoral) balanced safety and the needs of all road users (58% strongly agree or agree). Those who disagreed (25% of respondents) noted concern over a loss of on-street parking for local businesses or concerns over driver inconvenience and congestion related to the Section 2, which proposed one-way vehicle traffic.

There was a high level of concern in response to the design on Balmoral Street/Westminster Avenue because of the proposed change from two-way to one-way vehicle traffic (59% of respondents). Many of the 105 respondents who identified concerns with the project's impacts to traffic flow at Balmoral School identified themselves as a caregiver to a child and noted their concern that the design would cause a driving detours and congestion around student pick-up and drop-offs.

Vehicle congestion was also raised by respondents concerned about impacts on adjacent streets and also by those who indicated moving vehicles to Broadway Avenue would not work because the street is already congested during the morning and afternoon peaks. The need for two unidirectional bike lanes on either side of the road was questioned by some respondents who suggested that a singular bidirectional lane would take up less room on the road. The movement of Winnipeg Transit's No. 10 (St. Boniface/Wolseley) bus off of this section of Westminster Avenue was perceived as a result of the design and criticized; however, the change precludes this study as a part of the proposed Winnipeg Transit Master Plan's network restructuring.

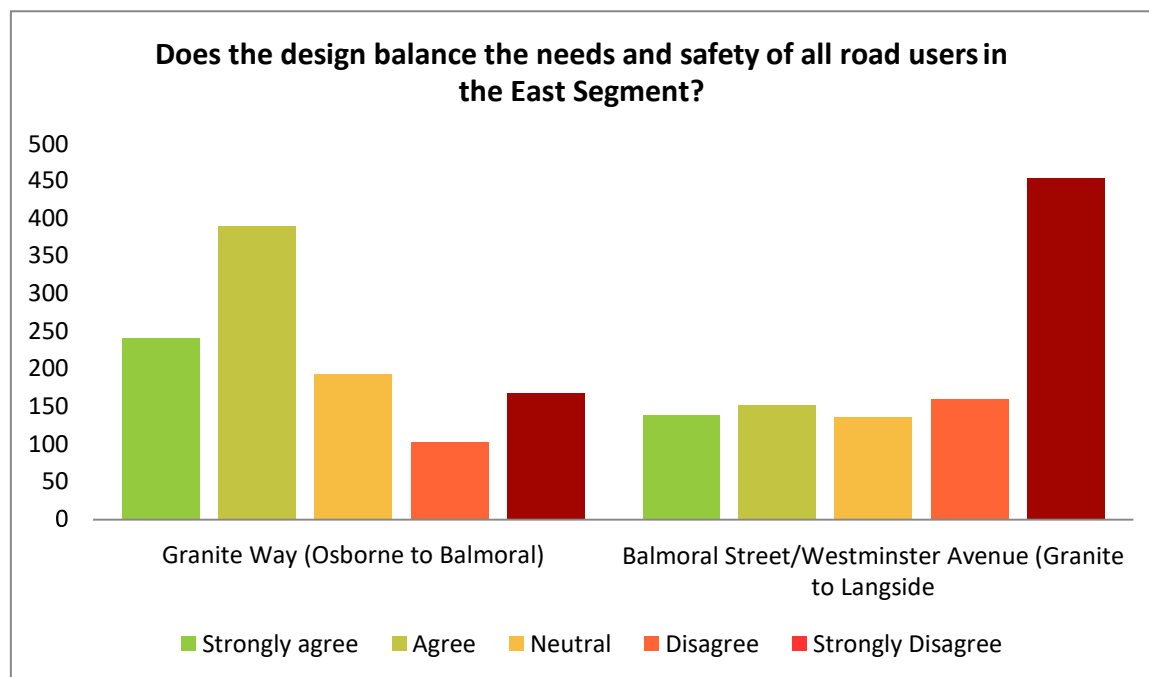


Figure 4: Chart of ratings from East Segment. Total number of respondents on Granite Way (Osborne to Balmoral) =1,079. Total number of respondents on Balmoral Street/Westminster Avenue (Granite to Langside) = 1,035.

Respondents were asked to consider whether the suggested design would create a barrier to the way they use the area and were given the option of providing a detailed written response. All responses were reviewed and reoccurring concerns and observations were grouped as themes. The themes were tallied and are presented below with the number of mentions recorded in brackets. Themes are presented in descending order according to how commonly they were repeated.

Design barriers noted on Granite Way (Osborne to Balmoral):
1. Loss of parking to local businesses (73)
2. Overall design inconvenient/will cause vehicle congestion to drivers (24)
3. Leave as is (19)
4. School access to <i>Balmoral Hall</i> impacted (17)
5. Concern over loss of trees/need to replace lost trees (12)
6. Concern for entry/exit point for cyclists in bike lane vs. vehicles between Granite Way and Balmoral Street (10)
7. Use the riverside route instead (7)
8. Create a multiuse path on sidewalk (7)
9. Drawing doesn't clarify what barriers are made of (7)

Table 3: Barriers identified on Granite Way

Design barriers noted on Balmoral Street/Westminster Avenue (Granite to Langside):
1. Concern about Balmoral Hall access (105) <ul style="list-style-type: none"> • One-way changes school approach • Concern one-way will exacerbate school pick-up congestion • Neighbourhood concerns about parent pick-up effect on local traffic • Safety of students
2. Concern design will increase overall neighbourhood traffic congestion (94) <ul style="list-style-type: none"> a. Movement of traffic onto Broadway and issue because already congested
3. Respondent needs two-way vehicle access (88)
4. Disagrees with need to two unidirectional lane – would like project to pursue only one bidirectional (44)
5. Effect on bus routes (40)
6. Reduction in parking issue for area where parking is already difficult to find (23)
7. Not enough bikes to warrant change (21)
8. Design will force traffic onto side streets (17)
9. Langside too narrow to accommodate increase in traffic (13)
10. Difficult to know how to anticipate cycle traffic moving from two-way lane to one-way lanes at Granite/Balmoral (14)
11. Upgrade existing riverbank path (13)
12. Change or loss of loading zones in-front of apartment buildings (12)
13. Leave as is (11)
14. Detours will lead to increased carbon emissions (7)

Table 4: Barriers identified on Balmoral Street/Westminster Avenue

6.2.3 Central Segment

Feedback on the Central Segment design was relatively balanced between those in support of the proposed changes and those in opposition.

Major and recurring concerns related to the removal of on-street parking to allow for protected bike lanes, and use of two unidirectional bike lanes on either side of the road instead of a singular bidirectional bike lane. In the Sherbrook Street to Maryland Street section of Westminster Avenue the removal of turning lanes at Maryland and Sherbrook Streets was highlighted over concerns that it would result in increased vehicle congestion, particularly during rush hour.

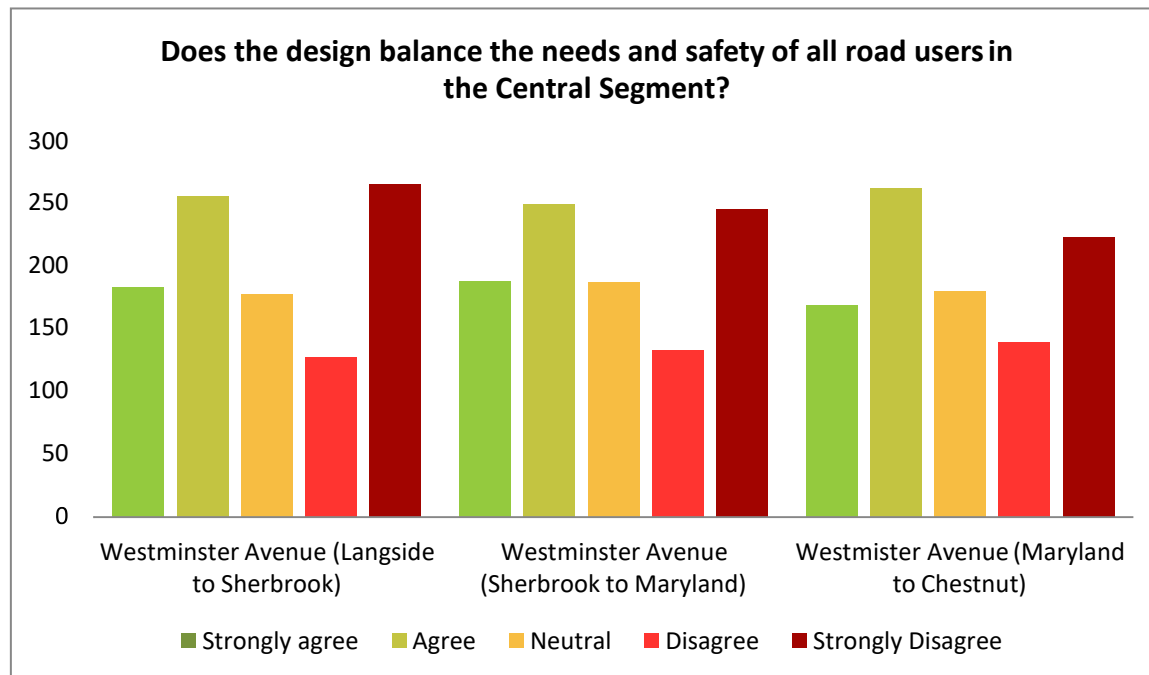


Figure 5: Chart of ratings from Central Segment. Total number of respondent on Westminster Avenue (Langside to Sherbrook) = 1,001. Total number of respondent on Westminster Avenue (Sherbrook to Maryland) = 991. Total number of respondent on Westminster Avenue (Maryland to Chestnut) = 969.

Respondents were asked to consider if the suggested design created a barrier to the way they use the area and could provide a response in writing, but it was not mandatory. All responses were reviewed and reoccurring concerns and observations were grouped as themes. The themes were tallied and are presented bellow with the number of mentions recorded in brackets to the right side of the theme. Themes are presented below from the most commonly repeated themes down to the least commonly repeated themes.

Design barriers noted on Westminster Avenue (Langside to Sherbrook):

- 1. Removal of parking detrimental to businesses (76)**

2. Parking needed for residents (22)
3. Disagrees with need to two unidirectional lane – would like project to pursue only one bidirectional bike lane (17)
4. Change from one-way vehicle traffic to two-way confusing (14)

Table 5: Barriers identified on Westminster Avenue (Langside to Sherbrook)

Design barriers noted on Westminster Avenue (Sherbrook to Maryland):
1. Removal of parking detrimental to businesses (90)
2. Traffic back-ups due to lost turning lane (80)
3. Disagrees with need for two unidirectional bike lanes – would like project to pursue only one bidirectional bike lane(31)
4. Add turn signal at light (23)
5. Concern over vehicle and cycle collision with turning vehicles (22)
6. Street already too congested to make change (21)
7. Need to clearly define rules of road (14)

Table 6: Barriers identified on Westminster Avenue (Sherbrook to Maryland)

Design barriers noted on Westminster Avenue (Maryland to Chestnut):
1. Removal of parking (74) <ul style="list-style-type: none"> • Church • Businesses • Residents
2. Disagrees with need to two unidirectional bike lanes – would like project to pursue only one bidirectional bike lane (19)
3. Will increase in traffic congestion (14)
4. Leave as is (13)
5. Reduce speed limits (12)

Table 7: Barriers identified on Westminster Avenue (Maryland to Chestnut)

6.2.4 West Segment

The presented West Segment design proposed a variety of configurations within each subsection, leading to the mixed results displayed below. Residents had concerns about impacts to the overall neighbourhood and specific streets, and felt the recommendations designed to reduce shortcutting would cause other, unacceptable consequences.

The design of Westminster Avenue (Chestnut to Canora) was proposed to reduce traffic shortcutting throughout the Wolseley neighbourhood by restricting eastbound vehicles for one block. Many respondents indicated they disagree with the suggestion the design balances users' needs (57% disagree or strongly disagree). The most common concern was that vehicle restrictions would force vehicle traffic to shortcut elsewhere in the neighbourhood (156 comments). There were also concerns over one-way vehicle traffic causing the roads to be more confusing and inconvenient for drivers (90 comments). Additionally, as the proposed design turned the vehicle lane into a shared use lane for both bikes and vehicles, the mix of vehicles and bikes was considered dangerous by some respondents (34 comments).

The design on Westminster Avenue (Canora to Dominon) presented minimal change to the overall road design with the addition of speed humps and a raised intersection at Ruby Street. Within this subsection, respondents showed support more than concern (46% agree or strongly agree; 27 neutral; 26 disagree or strongly disagree). Key areas of concern included requests to include separated bike lanes (54 comments) and suggestions that the City reduce the posted speed limit to vehicles (33 comments) rather than introduce speed humps.

The design included a traffic diverter at Preston Avenue west of Arlington Street to reduce vehicle traffic shortcutting through the neighbourhood. In this section, the most common sentiment was neutral (43%) with respondents indicating that changes would have little impact on their personal movements or that they were unfamiliar with the area. The top concern noted by respondents was that traffic diversions would result in vehicles using alternate routes (55 comments). Feedback also included concern that drivers would use back lanes or other residential streets and that the change in movement would put children using Vimy Ridge Park at risk because of increased traffic volumes on Home Street.

The design on Wolseley Avenue (Maryland Street to Chestnut Street) proposed a change to vehicle traffic from a two-way street to a one-way westbound vehicle route to reduce traffic volumes through the Wolseley neighbourhood. Similar to concerns raised on the proposed one-way on Westminster feedback presented a high volume of comments about barriers to use along with a higher number of comments that the design did not balance the needs and safety of all road users (52% disagree/strongly disagree). Concerns included that nearby local streets would experience an increase in traffic (121 comments) and that the change would impede the movement of vehicles (85 comments), and respondents also requested to maintain two-way traffic while implementing other traffic calming techniques (74 comments) and include protected bike lanes for increased safety (45 comments).

The design on Wolseley Avenue (Chestnut Street to Raglan Road) presented minimal changes to the overall road design with the addition of speed humps. A proposed traffic diverter at Sherburn Street that would stop vehicles from passing through was proposed to dissuade traffic shortcutting and maintain low vehicle volumes. The feedback was split between those who agree and disagree with 33% agree/strongly agree and 34% disagree/strong disagree; there were more respondents who indicated they strongly disagree than those who strongly agree. The Sherburn Street traffic diverter was the target of most of the comments, which included concern that vehicle traffic would increase on other streets as a result (58 comments) and would impede vehicle access to homes and businesses (39 comments), and that vehicle speeds could be reduced without a diverter (37 comments). The design with reduced vehicles volumes was intended as a shared space for both vehicles and bicycles; however, some respondents indicated a desire to see protected bike lanes in this area (36 comments)

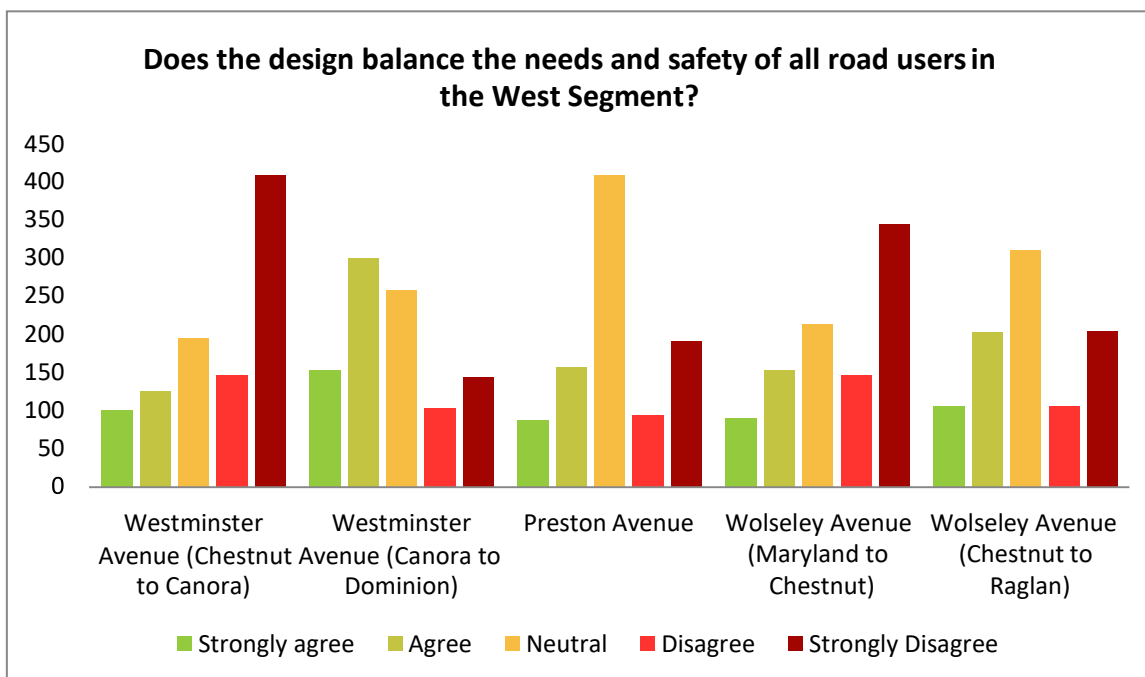


Figure 6: Chart of ratings from West Segment. Total number of respondents Westminster Avenue (Chestnut to Canora) = 964. Total number of respondents Westminster Avenue (Canora to Dominion) = 948. Total number of respondents Preston Avenue = 933. Total number of respondent Wolseley Avenue (Maryland to Chestnut) = 935. Total number of respondents Wolseley Avenue (Chestnut to Raglan) = 924.0

Respondents were asked to consider if the suggested design created a barrier to the way they use the area and were given an option to provide an open-ended response. All responses were reviewed and reoccurring concerns and observations were grouped as themes. The themes were tallied and are presented below in descending order, from most mentioned to least.

Design barriers noted on Westminster Avenue (Chestnut to Canora):

1. Concern one-way will result in short cutting (156) <ul style="list-style-type: none">• Back-lanes• Canora Street• Chestnut Street• Walnut Street• Preston Avenue
2. One-ways will make driving routes confusing/ inconvenient (90)
3. Shared vehicle/cycling lane dangerous (34)
4. Opposed to one-way streets (35)
5. Reduce speed/add speed bumps instead (29)
6. Treatment for just one block confusing (26)
7. Should have protected bike lane/maintain two bike lanes (19)
8. Loss of bus route (16)

Table 8: Barriers identified on Westminster Avenue (Chestnut to Canora)

Design barriers noted on Westminster Avenue (Canora to Dominion):

1. Need separated bike lanes (54)
2. Reduce speed limit (33)
3. Dislike speed bumps (29) <ul style="list-style-type: none">• Speed humps dangerous to cyclists (12)
4. Add more 4-way stops (12)

Table 9: Barriers identified on Westminster Avenue (Canora to Dominion)

Design barriers noted on Preston Avenue:

1. Diverts traffic onto local streets (55) <ul style="list-style-type: none">• Back alleys• Other streets• Concern for children
2. Restricts route to home and businesses (33)
3. Reduce vehicle speeds instead (15) <ul style="list-style-type: none">• Add speed bumps

Table 10: Barriers identified on Preston Avenue

Design barriers noted on Wolseley Avenue (Maryland to Chestnut):

1. One-way will increase traffic on local streets (121)
2. One-way will impede vehicle access (85)
3. Keep road two-way and reduce speed using other techniques (74)
4. Want protected bike lane for safety (45)

Table 11: Barriers identified on Wolseley Avenue (Maryland to Chestnut)

Design barriers noted on Wolseley Avenue (Chestnut to Raglan):

1. Diverter will increase traffic volumes on local streets (58)
2. Restricts route to home and business (39)
3. Reduce speeds in ways that don't include diverter (37)
4. Want protected bike lanes (36)

5. Leave as is (16)

Table 12: Barriers identified on Wolseley Avenue (Chestnut to Raglan)

6.3 School Travel Plan and Engagement activities

Phase 3 of the School Travel Plan Engagement (STPE) process took place in January of 2020, at which time each of the three participating school Parent Advisory Committees (PACs) were presented with the proposed design for the study area near their respective school, briefed as to how their feedback during the previous phases of the STPE process informed the design process, and given an opportunity to provide further feedback and ask questions directly to project team members.

Both students and parents had previously identified several concerns, the most frequent of which was that motor vehicle volumes near the schools were too high to allow for safe walking and (especially) cycling to school. Several students attending Mulvey School reported having collided with a car in the past five years along the Westminster corridor in particular, while students (and especially patrols) at Laura Secord and Wolseley Schools relayed many stories of near misses due to dangerous driving behaviour. Other concerns raised included the low compliance rate of vehicles at intersections with stop signs, the distance between pedestrian crossing locations (crosswalks or intersections), the lack of separated/protected cycling facilities for children to bike to school, and the lack of secure bike storage at the schools.

Proposed solutions to mitigate these concerns included reducing volumes created by cut-through traffic by limiting the ability of vehicles to drive the length of Wolseley and Westminster Avenues, expanding existing reduced-speed school zones, providing separated and protected cycling facilities for children to ride to school, installing more frequent and improved crosswalks in residential areas, installing secure bike storage facilities at these schools, and increasing activities to promote healthy and active school travel.

6.4 East Segment stakeholder meeting

A meeting for residents and stakeholders located directly along the East Segment corridor was held on January 13, 2020. Participants were asked for their input in a number of ways both during and after the meeting, including directly on table maps, through conversations with technical experts and facilitators, and via exit surveys. Main themes identified from these sources focused on the following:

- Concerns with traffic flow, parking loss, and safety implications of the proposed one-way section of Westminster/Young/Balmoral
- Concerns with the rerouting of the #10 transit route and perceived reduction in service levels and accessibility for area residents
- Concerns, primarily from businesses, with reducing the number of or changing locations of loading zones

Support for consideration of an alternate alignment that includes a riverside path for active transportation as a means of maintaining two-way vehicle traffic through the neighbourhood

6.5 Open house

Open house participant input was collected via two different paper surveys, comments placed directly on table maps, and conversations with the project team. A long-form survey mirrored the online survey and was provided to participants who had not yet completed or were unable to complete the online survey; these results were analyzed within the online survey available in section 5.2. A second short-form exit survey was available for participants to reflect on current impressions about the project and event. The following analysis is based on submissions to the exit survey and key themes noted by project staff at the event. Similar to how participants were asked to comment on various design segments at stations around the room, the exit survey asked participants to broadly reflect on potential barriers raised by the proposed design in each of the segments; answers could then be correlated for a broad overview of themes in each segment.

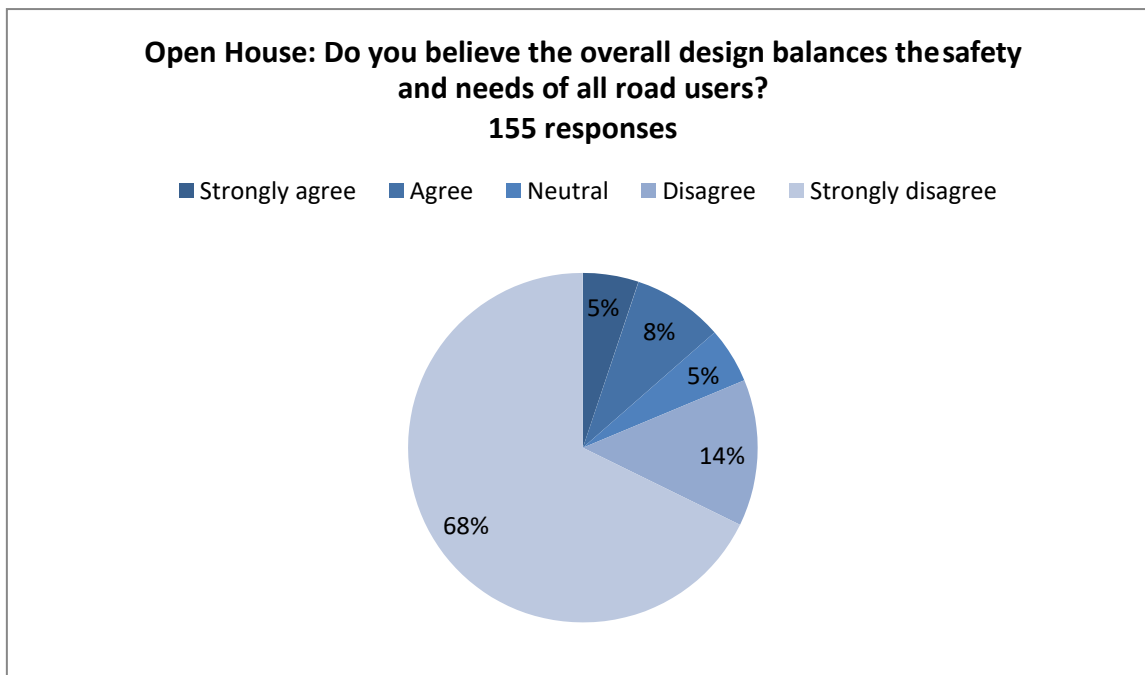


Figure 7: Chart response from open house on balancing safety and needs of all road users

6.5.1 East Segment

Design barriers noted in East Segment:
Keep two-way traffic (17)
Removal of bus routes (11)
Design will force traffic onto side streets (9)
Will cause driving congestion (8)
Loss of parking to local businesses (5)

<ul style="list-style-type: none"> • Westminster Avenue • Balmoral Street
School access to Balmoral Hall impacted (4)
Overall inconvenience to drivers need to reroute (2)
Use river route instead for bike path instead (2)

Table 13: Design barriers noted in East Segment

Project staff additionally highlighted the following themes from their East Segment conversations with citizens (presented as bulleted, unfiltered summaries):

- Consider making Balmoral Street one-way eastbound (if one-way must be maintained) so drivers can access out of the neighbourhood at Balmoral with the light or Osborne via Granite. (2)
- Concern about access to Balmoral Hall and 350-400 cars idling on Balmoral through the one-way section waiting to pick-up kids at the end of the day and no way to circulate or places to stop. (2)
- Majority of the discussions revolved around keeping Balmoral Street two-way.
- Many concerns about the one-way causing traffic congestion on local streets (Langside and Furby) and even more on Broadway.
- Participants are generally comfortable with the new design along Granite Way. Very few comments here. Some conversations about the balanced approach and the compromises that were reached.
- Participants asked about viability of a singular two-way protected bike facility on one side of the road so there is only one buffer and one barrier and then possibly minor road widening that doesn't impact the trees too much.
- Strong support for keeping the #10 bus. Many people noted that if these changes to the roadway went through that that would effectively kill any chance of them saving the bus.
- Safety and accessibility concerns for seniors, those with disabilities, and students losing bus service and having to walk to Broadway.

6.5.2 Central Segment

Design barriers noted in Central Segment:
Removal of parking will hurt businesses (6)
Add restrictions to turning into the Wolseley neighborhood (4)
Traffic back-ups will be created due to lost turning lane (2)
Change to bus service (2)
Re-routing traffic will be inconvenient (2)

Table 14: Design barriers noted in Central Segment

Project staff additionally highlighted the following items from their East Segment conversations with citizens (presented as bulleted, unfiltered summaries):

- Consider extending westbound one-way further to Sherbrook and Maryland, to avoid cut through traffic on residential streets (2)

- Parking at the Westminster Church is important

6.5.3 West Segment

Design barriers noted in the West Segment:
One way vehicle traffic will force vehicles up residential streets (26)
Loss of bus route (11)
Opposed to one way streets (10)
One way makes driving confusing/inconvenient(9)
Should have protected lane/maintain two bike lanes (6)
Reduce speed/add speed bumps instead (4)
Add restrictions from turning into neighbourhood from Portage Ave.(4)
Add restrictions to turning into the neighbourhood Maryland (4)
Will harm local businesses on Westminster because of diversion (4)
Opposed to bike lanes (2)
Concern for children’s play area Vimy Ridge (2)

Table 15: Design barriers noted in the West Segment

Project staff additionally highlighted the following items from their East Segment conversations with citizens (presented as bulleted, unfiltered summaries):

- Traffic volume reductions through West Segment
 - o Restrict right-hand turns from Portage Ave into Wolseley and from Westminster and Wolseley onto Maryland during peak times
 - o Suggestion to adjust speed limit to 30 km/hr throughout the Wolseley neighbourhood
 - o Simply add a large number of speed humps
 - o Wolseley Residents’ Association is focused on cut-through traffic which is not a large issue for majority of residents – too much focus on cut-through traffic reduction in West design
 - o Restricting southbound through traffic on Arlington during peak periods (ie left and right turning vehicles only); and/or adding a dedicated left turn lane and left turn signal phase southbound on Arlington to encourage people to turn left instead of getting discouraged about waiting to turn left and entering the neighbourhood
 - o Restrictions should come with enforcement which could also generate revenue for the City.
 - o Address downstream impacts that are the main reason why people are short-cutting in the first place.
 - o Wolseley neighbourhood has been requesting reductions to cut-through traffic for many years.
 - o Strategy of moving traffic onto main roads was a concern because traffic moves slowly on those roads during rush hour. Cited in particular were Broadway and Maryland.
- West Segment one-ways

- There was an overwhelming sentiment that this should not be done at the expense of local residents by “sacrificing” any given street and reducing safety for families (4)
- Resulting in significant detours for local residents to access or egress the neighbourhood. (2)
- Will not reduce the traffic volumes to 1,500 vehicles per day for the greenway option
- Concerns that the two one-way conversions on Westminster Avenue and Wolseley Avenue are both westbound.
- There were modest concerns about similar impacts on other local north-south streets in other parts of the neighbourhood (namely, concerns of increased traffic on Craig, Stiles and Tefler as a result of the Raglan closure; and concerns of increased traffic on Aubrey as a result of the Sherburn closure, although both of these concerns were modest).

6.6 Other feedback

6.6.1 West Segment petition

In March 2020, the project team received a petition from residents in the area of Chestnut and Canora Streets who were concerned with increased traffic volumes they felt would result from proposed one-way streets in the West Segment. The document requested the Wolseley to Downtown Walk Bike project reject any measures that would result in increased motor vehicle traffic on residential streets in the Wolseley neighbourhood.

The petition is available in **Appendix F**.

6.6.2 East Segment submission

In February 2020, the project team received a submission from a group of citizens in the East Segment. The group identified the following list as the landlords, building owners, homeowners and school they represent:

- Balmoral Hall School
- Canada Life
- Houston Properties
- Onyx Properties
- Astroid Management
- Armstrong’s Point Residents
- The PR House
- Natural Pain Solutions
- Balmoral Spence Residents Association
- Balmoral Hall Parents Association

The submission noted the desire to accommodate cycling infrastructure while also balancing the needs of the local community and outlined four potential design options that were seen by the group to utilize existing infrastructure and minimize new construction. The submission additionally offered

a land easement from landowners on the south side of Westminster/Balmoral. The project team reviewed this submission, and concluded that an easement would not be pursued as the existing footprints of multiple buildings in the area (85 Young St., 33 Balmoral St., and 35 Balmoral St.) would impede the bike path alignment.

The submission is available in **Appendix G**.

7.0 What we heard

What We Heard	How It Was Considered*
East Segment	
<p>Concern over the loss of parking and delivery access to local businesses and residents in an area where parking is already difficult to find.</p>	<p>The proposed design removes some parking to allow space for a protected bike lane. Any losses to loading zones will be offset by the addition of a new loading zone on Spence Street, adjacent to 29 Balmoral St. The loading zone adjacent to 54 Young St. will be maintained.</p> <p>In total, the East Segment has a net loss of 20 parking spaces. This includes the reduction of 15 spaces along Granite Way and 5 spaces between Granite Way and Langside Street. The existing parking utilization data indicates that these stalls are 100% filled from 7:00am to 3:00pm, but 20% filled for the remainder of the day. This indicates that the parking is being taken up by commuters working downtown rather than community members. Adjacent streets do not have 100% utilization during business hours and can accommodate the change.</p>
<p>Vehicle access to Balmoral Hall School is impacted by one-way roads leading to increased vehicle congestion in the area and concern for the safety of students.</p>	<p>Design revised to accommodate two-way vehicle traffic.</p>
<p>The change to one-way vehicle traffic along Balmoral Street and Westminster Avenue (Granite to Langside) would cause added vehicle congestion and emissions and cause an overall inconvenience to drivers required to reroute onto other streets.</p>	<p>Design revised to accommodate two-way vehicle traffic. In order to accommodate vehicle traffic, the bike lane will be set at minimum width.</p>
<p>Strategy of moving traffic onto main roads was a concern because traffic moves slowly on those roads during rush hour.</p>	<p>Design revised to accommodate two-way vehicle traffic. Short-cutting traffic no longer deterred. Traffic flow on main roads is not expected to change.</p>
<p>Concern that the design will lead to the loss of neighborhood trees.</p>	<p>Six trees along Granite Way have been identified to be in poor health and are proposed to be removed to accommodate on street parking. Additional trees east of Granite Curling Club proposed to be planted along the new pedestrian and cycling route. One tree required to be removed at 54 Young St. to accommodate a required loading zone.</p>
<p>Confusion over the safe use of bike lane at the corner of Granite Way and Balmoral Street.</p>	<p>Design approach meets current best practices of the Transportation Association of Canada (TAC), National Association of City Transportation Officials (NACTO), and Massachusetts Department of Transportation (MassDOT). Intersections at Granite Way and Balmoral Street will become an all-way stop controlled, with clearly marked areas for all users. Pedestrian crossings will have yellow</p>

	<p>detectible tile at all crossing ramps. Cyclists will have protected bike lanes, stop lines and stop signs within their space, and vehicles will have lanes, with stop lines and stop signs designating their space.</p>
<p>Concern with the changes to the route #10 Winnipeg Transit Bus route.</p> <p>Concern over accessibility and safety for riders required to walk further to access a transit stop. Design does not allow the chance of retaining current service of route #10 bus.</p>	<p>Re-routing the No. 10 aligns with Winnipeg Transit upgrades for improved service (as stated in the proposed Winnipeg Transit Master Plan). The boarding numbers at the 13 affected bus stops west of Sherbrook Street/Maryland Street are low, with roughly 270 passengers boarding the bus each weekday. The numbers for getting off the bus at these stops are slightly lower, suggesting some Wolseley passengers use Portage buses to travel home.</p> <p>Route 71 will be extended south to Aubrey Loop as part of this route change in order to ensure all affected passengers maintain within a 400m walk of a transit stop (minimum standard for access to a Transit stop).</p> <p>The boarding numbers at the six affected bus stops east of Sherbrook Street/Maryland Street are also low, with roughly 165 passengers boarding the bus per weekday. The numbers for getting off the bus at these stops are also slightly lower, suggesting some West Broadway passengers use Broadway buses to travel home.</p> <p>With route No. 10 proposed to use Broadway in the draft Winnipeg Transit Master Plan, passengers using stops on Balmoral Street would be required to walk further than they currently do, but would have more frequent service once arriving at Broadway (if they were to miss the bus they intended to catch/if another bus came along sooner that also took them to Downtown). All affected passengers would remain within a 400m walk to a transit stop.</p>
<p>There are not enough cyclists in area to warrant change.</p>	<p>The Council approved Pedestrian and Cycling Strategies identifies this project as a priority and provides direction to Public Works to explore and implement pedestrian and cycling facilities that are safe for all ages and abilities.</p>
<p>The City should upgrade the riverside path and direct cyclists to this route.</p>	<p>The riverbank is unstable and would require substantial and cost-prohibitive bank stabilization work. The expense of which is beyond the scope of this project.</p>

<p>The addition of two unidirectional bike lanes is not necessary and project should pursue a single bidirectional route instead.</p>	<p>Design revised to have protected bi-directional bike lanes from Osborne to Westminster. This revised design has a minimum cycle lane width, but balances needs of all users.</p>
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What We Heard	How It Was Considered*
Central Segment	
<p>Concern over the loss of parking and delivery access to local businesses and residents in an area where parking is already difficult to find. This was raised in particular around Westminster United Church.</p>	<p>Loss of parking along this route may be a necessary compromise to attain safety for all users and provide room for a proposed protected bike lane.</p> <p>In total, the Central Segment has a net loss of 34 parking spaces and two loading spaces with the proposed design. This includes the removal of seven parking spaces and two loading spaces on Westminster Avenue between Furby Street and Langside Street, the removal of 11 parking spaces between Maryland Street and Furby Street, and the removal of 16 parking spaces between Chestnut Street and Maryland Street.</p>
<p>The removal of turning lanes at Maryland and Sherbrook Streets will result in increased vehicle congestion, particularly during rush hour.</p>	<p>We acknowledge that repurposing a vehicle travel lane for cycling will reduce the capacity of the intersection for vehicles; however, the City will explore traffic signal phasing solutions to reduce delays, while providing a safe environment for the new cycling infrastructure.</p>
<p>The addition of two unidirectional bike lanes is not necessary and project should pursue a single bi-directional route instead.</p>	<p>A single bi-directional bike infrastructure through the intersections is not recommended as it would add complexities with signal phasing, resulting in increased driver and cyclists decision making, increased safety risks, and travel time delay.</p>
<p>Extend westbound one-way along Westminster Avenue to Sherbrook and Maryland, to avoid cut through traffic on residential streets</p>	<p>Design has been revised to maintain two-way vehicle traffic on Westminster.</p>

Concern over vehicle vs. cyclists/pedestrian collisions at Westminster Avenue and Sherbrook and Maryland Streets.	The design proposes protected uni-directional bike lanes through the intersections. The addition of protected bike lanes will clearly delineate separate areas for vehicles, cyclists, and pedestrians. The design follows best practices for safety of all users including recommendations from TAC, NACTO, and MassDOT.
Add turning restrictions into the Wolseley neighbourhood during peak hours.	This will be considered as part of the additional data collection and modeling in the West Segment.
Reduce speed limits.	Public Works will be studying reduced speed limits on local roads as a City wide initiative.

What We Heard	How It Was Considered*
West Segment	
The change to one-way vehicle traffic along Westminster Avenue (Canora to Dominion) and Wolseley Avenue (Maryland to Chestnut) would result in increased vehicle volumes of residential streets and back-lanes and overall inconvenience and confusion to drivers. Concern that increasing traffic volumes on residential streets will hurt character of the neighbourhood and put children at risk as they play in front yards.	Design to be confirmed with completion of further traffic modeling.
Feeling that shared vehicle/cycling lanes do not met the project goal of cycling infrastructure suited for all ages and abilities.	Design to be confirmed with completion of further traffic modeling.

Reduce the speed limit on Westminster Avenue and Wolseley Avenue.	Design to be confirmed with completion of further traffic modeling.
Add turning restrictions into the Wolseley neighbourhood during peak hours.	Design to be confirmed with completion of further traffic modeling.
Strategy of moving traffic onto main roads was a concern because traffic moves slowly on those roads during rush hour.	Design to be confirmed with completion of further traffic modeling.
Concerns that the two one-way conversions on Westminster and Wolseley are both westbound	Design to be confirmed with completion of further traffic modeling.

8.0 Next steps

The designs for the East Segment and Central Segment have been updated using feedback gathered in the latest phase of engagement.

Updates to the design include:

- The unidirectional protected bike lanes have been revised to a bidirectional protected bike infrastructure along Balmoral Avenue and Young Street.
- Along Balmoral Avenue, Young Street, and Westminster Avenue, the roadway will remain a two-way street for vehicles.

Next steps for the West Segment depend on the results of advanced traffic modeling scenarios throughout the Wolseley neighbourhood to confirm traffic flow on routes. Collection of additional data for traffic modeling is required to confirm traffic flow and routes but relies on normal traffic patterns to be reliable enough to base future decisions.

Data collection was scheduled to begin in late March 2020; however traffic volumes have significantly decreased since the onset of the COVID-19 pandemic and subsequent social distancing/work from home patterns. Data collection for modeling has been postponed until traffic volumes and flow normalize. The project team will have further updates on the design and project communication for the West Segment after modeling is complete.

Construction of the east and central segments will be the first phase of implementation of this project. A detailed design contract is expected in late summer/fall 2020 and construction is expected to begin at the start of the 2021 construction season.

All future updates to the project design will be posted to the project website and emailed to stakeholders and subscribers to the project updates list.