

Appendix A – Stakeholder List

- Bike Winnipeg
- Manitoba Cycling Association
- The WRENCH
- Green Action Centre
- Winnipeg Trails Association
- Faculty of Kinesiology and Recreation Management – University of Manitoba
- City of Winnipeg Access Advisory Committee
- Government of Manitoba - Indigenous and Municipal Relations
- Injury Prevention/Recreational Trails Healthy Living and Healthy Populations Branch, Manitoba Health, Seniors and Active Living
- Wolseley Residents Association
- Misericordia Health Centre
- West Broadway BIZ
- Laura Secord School
- Mulvey School
- Wolseley School
- Thom Bargaen Coffee
- Verde Juice Bar
- Tall Grass Prairie
- Food Fare
- R.A. Steen Community Centre
- Balmoral Hall School
- Broadway Neighbourhood Centre
- West Broadway Community Organization
- Cornish Library
- Canada Life (Great-West Life)
- Korner Stop Grocery Store
- Westgate Mennonite Collegiate
- City Councillor– Cindy Gilroy, Daniel McIntyre Ward
- City Councillor– Sherri Rollins, Fort Rouge-East Fort Garry Ward
- McClure United Church
- Korean Full Gospel
- Saint Margaret's Anglican Church
- Westminster United Church
- Saint Peter's Lutheran Church
- St. Demetrios Romanian Orthodox Church
- United Church Halfway House
- Transportation Options for Seniors - TONS
- Wolseley Family Place
- Flaming Cheetahs
- Wolseley Wheels - A Kids of Mud Cycling Club
- Young Food Mart
- Helen Grocery
- Chestnut Grocery
- Best Way Foods
- The Shoe Doctor
- Tall Grass Prairie
- Granite Curling Club
- Barchet's Grocery
- The Nook
- Organic Planet Worker Co-op
- Urban Massage Therapy
- Yoga North
- Spence Neighbourhood Association
- Balmoral-Spence Residents Association
- Tamarack Recovery Centre
- Houston Properties
- Onyx Properties
- Wolseley Leaf
- Westminster Children's Care Centre
- Westminster Flats
- The Tallest Poppy
- Prairie Manual Therapy
- Floathairium
- Manitoba Chamber Orchestra
- Shindico
- Go Realty Winnipeg Property Management

- Subway
- Deno's Pawn Shop
- Sherbrook Inn
- Saint Demetrios Romanian Orthodox Church
- My Place Realty
- The Salvation Army Thrift Store
- Westminster Family Dental
- Westminster Chiropractic Clinic
- Individuals who requested project notification

Appendix B – Phase 3 East Segment Stakeholder Meeting Presentation



City of Winnipeg

WOLSELEY TO DOWNTOWN CORRIDOR

PHASE 3 EAST SEGMENT STAKEHOLDER MEETING

JANUARY 13, 2020

URBAN
systems

PRESENTATION OVERVIEW

1. Welcome & introductions
2. Study background
3. Engagement to date
4. Phase 2 preliminary design options
and how input influenced design
5. Phase 3 recommended design
6. Other engagement opportunities



1. INTRODUCTIONS

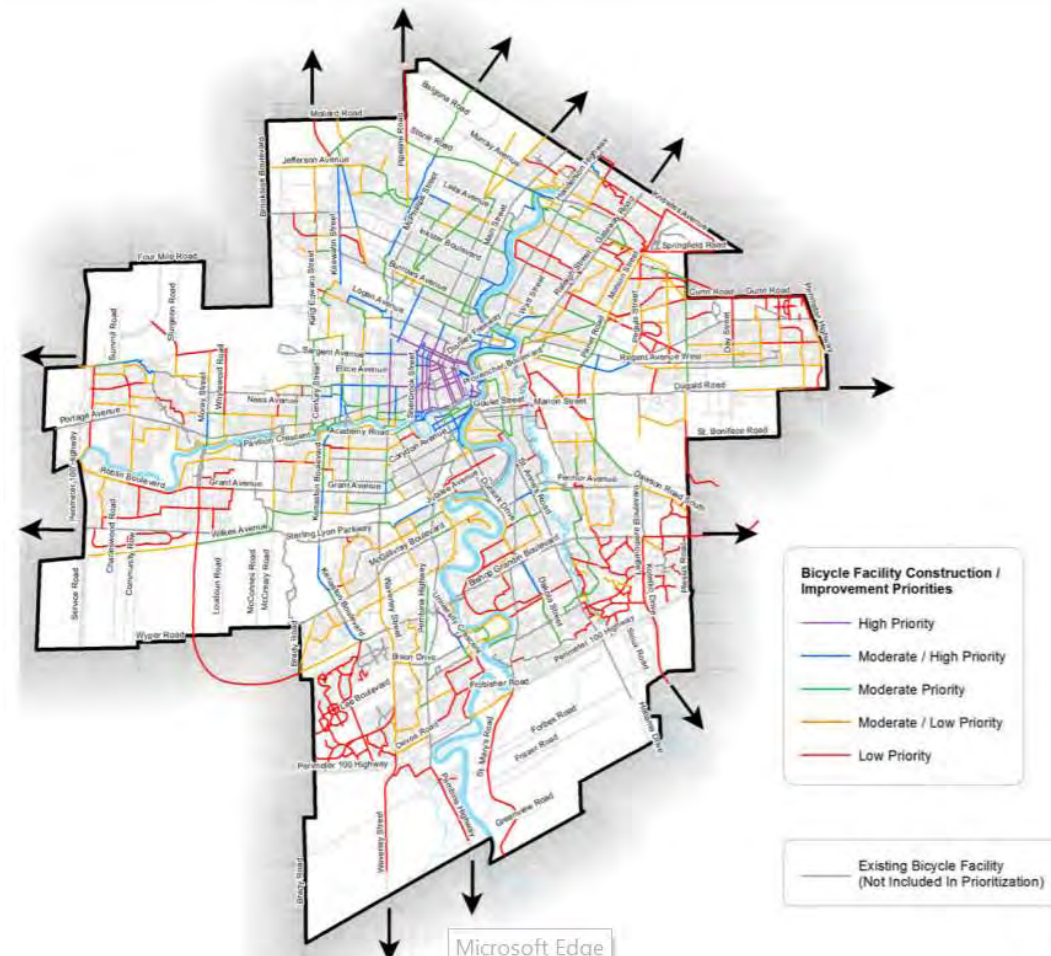


2. STUDY BACKGROUND



STUDY BACKGROUND

- In 2014, City Council approved the Pedestrian and Cycling Strategies.
- This project was identified as an implementation priority in the Pedestrian and Cycling Strategies to improve pedestrian and cycling safety.
- In December 2017, this project was approved by Council as part of the 2018 Pedestrian and Cycling Action Plan.



STUDY PURPOSE

- To improve east-west connections between the Omand's Park pathway and the Downtown core.
- To identify options to improve travel choices, accessibility, and connectivity.
- To determine what concerns and issues exist with the existing facilities and determine the best design options, including alignment options and facility selection.
- To develop a preferred design based on public input and technical analysis.



STUDY PROCESS



3. ENGAGEMENT TO DATE



PHASE 1 ENGAGEMENT – ISSUES AND PRIORITIES

- What are the community's key design **priorities** for this project?
 - What are the **current uses and features** of the study area? (e.g., loading zones, school zones, major crossings, garbage collection, etc.)
 - What are the **top transportation issues** within the study area? (e.g., safety, short-cutting traffic, high traffic volumes, high traffic speeds, etc.)
 - What would **future usage** be if cycling improvements were made along these corridors?
- **4 pop-up events**
 - November 23 to 25, 2018
 - Thom Bergen Coffee
 - Verde Juice Bar
 - Foodfare
 - R.A. Steen Community Centre
 - Over 600 interactions
 - **On-line survey**
 - November 9 to December 8, 2018
 - 845 completed responses
 - **School travel planning engagement**
 - PAC meetings
 - On-line survey
 - Hands up surveys
 - Student engagement workshops
 - Community and school trip maps
 - Walkabouts
 - Visioning workshops

PRIORITIES

- **Safety** was identified as the highest priority for this project.
- Other priorities included improved **bike network connections** and **cycling comfort**.

Top 3 priorities



Safety
23% of
respondents



**Bike network
connections**
22% of respondents



Cycling comfort
17% of
respondents

All Priorities

Total Number of Responses: 2037



Number of Responses

■ Priority 1
■ Priority 2
■ Priority 3

KEY ISSUES

- **Safety** was identified as the greatest issue within the study area, followed by **high traffic volumes** and **short-cutting traffic**.
- Many of the key hot spots were within the East Segment, including:
 - Granite Way and Osborne Street
 - Granite Way and Balmoral Street
 - Westminster Avenue / Young Street / Balmoral Street

Top transportation issues and concerns



PHASE 2 ENGAGEMENT – PRELIMINARY DESIGN OPTIONS

- Gather perspectives on **preliminary design options and treatments.**
 - Key areas for feedback included:
 - **Overall design options** for both east and west segments of the project
 - **Specific treatment options**
 - **Parking implications**
- **4 pop-up events**
 - June 12 and 13, 2019
 - Tall Grass Prairie
 - Balmoral Hall School
 - Mulvey School
 - Guided Walk/Bike Tour
 - Neary 200 interactions
 - **On-line survey**
 - May 31 to June 23, 2019
 - Accessed by 2,445 people
 - 883 responses
 - Over 11,000 comments
 - **Workshops**
 - 2 workshops
 - June 11, 2019
 - Over 100 attendees
 - **School travel planning engagement**

4. PHASE 2 PRELIMINARY DESIGN OPTIONS AND HOW INPUT INFLUENCED DESIGN



PRELIMINARY DESIGN OPTIONS



Neighbourhood greenway

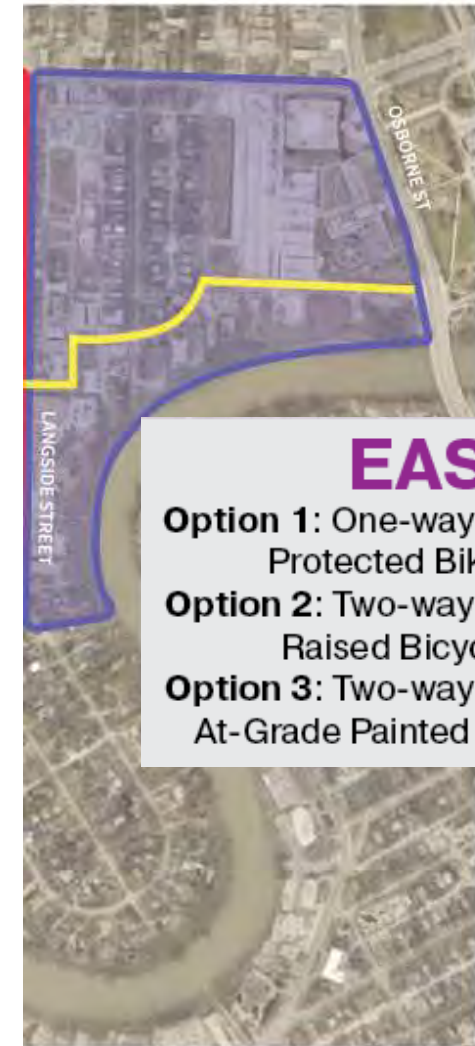


One-way protected bike lanes
on each side of the street and
routing changes



Two-way protected bike lanes

EAST DESIGN OPTIONS



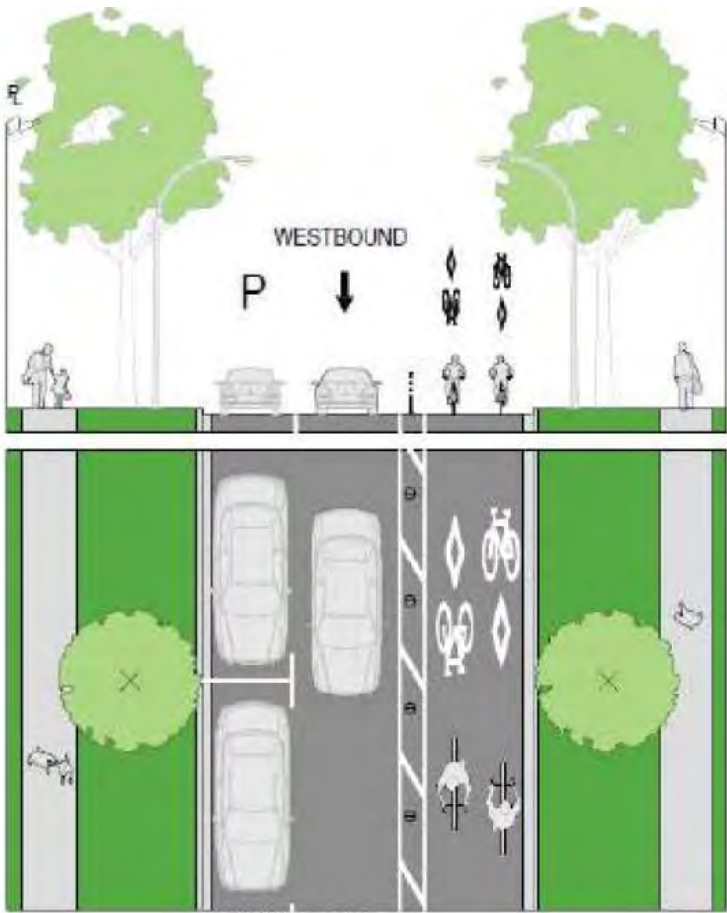
EAST

Option 1: One-way Vehicle Traffic,
Protected Bike Lanes

Option 2: Two-way Vehicle Traffic,
Raised Bicycle Path

Option 3: Two-way Vehicle Traffic,
At-Grade Painted Bicycle Lane

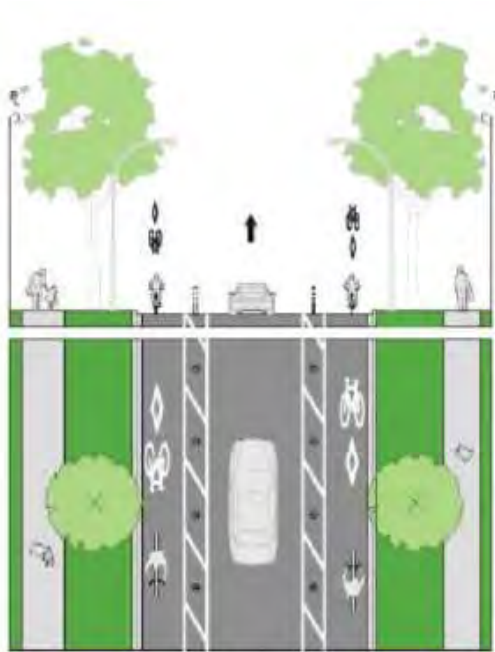
EAST DESIGN OPTIONS – GRANITE WAY



- One-way street (westbound) proposed in Phase 2 to preserve on-street parking.
- One-way conversion received mixed support and raised stakeholder concerns.
- Concept has been modified to provide two-way motor vehicle traffic on Granite Way and Balmoral Street north of Granite Way to provide full access to businesses and stakeholders.
- 16 of the 32 on-street parking spaces have been retained, along with two-way motor vehicle access.
- Design maintains loading access for large trucks accessing Canada Life.
- Alternative alignments outside of the road right of way were deemed unfeasible due to riverbank stability concerns and possible spring flooding adjacent to the Assiniboine River.

EAST DESIGN OPTIONS – WESTMINSTER/BALMORAL/YOUNG

OPTION 1



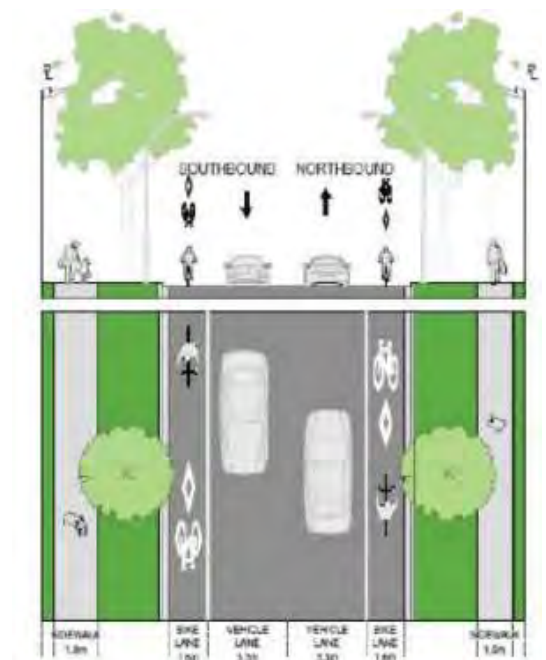
One-way vehicle traffic with protected bike lanes

OPTION 2



Two-way vehicle traffic with raised bike lanes

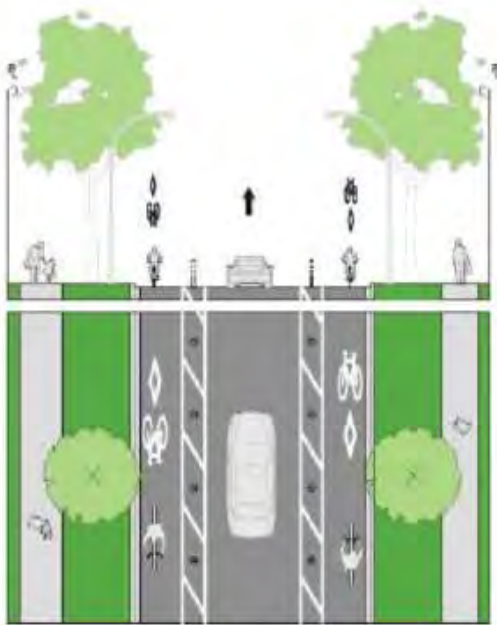
OPTION 3



Two-way vehicle traffic with painted bike lanes

EAST DESIGN OPTIONS – WESTMINSTER/BALMORAL/YOUNG

OPTION 1



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



With the available space within the roadway, it was not possible to provide an All Ages and Abilities bicycle facility while maintaining two-way vehicle traffic and maintaining street trees in the boulevard.

- Option 1 for one-way vehicle traffic and protected bike lanes gathered greater support (52%), compared to Option 2 for two-way vehicle traffic and raised, protected bicycle path (34%) and Option 3 for two-way vehicle traffic and at-grade painted bicycle lanes (24%).
- Option 1 was preferred from a technical perspective as it was the only option that provided an All Ages and Abilities connection.
- A modified design was developed for Option 1 that a **net loss of 4 on-street parking stalls** and **added or maintained 3 loading zones**.

EAST DESIGN OPTIONS – WESTMINSTER/BALMORAL/YOUNG

Supported elements	Application in recommended design
Protected bicycle lanes and more dedicated bicycle infrastructure	<p>Continuous protected bicycle lanes in the east segment allow people of all ages and abilities to comfortably cycle through the area.</p> <p>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.</p>
Reduced short-cutting traffic volumes	<p>One-way vehicle access restriction for eastbound motor vehicles traveling on Westminster Avenue, Young Street, and Balmoral Street will reduce short-cutting.</p>
Pedestrian safety and crossing improvements	<p>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.</p>

EAST DESIGN OPTIONS – WESTMINSTER/BALMORAL/YOUNG

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.

5. PHASE 3 RECOMMENDED DESIGN



BALANCING TRADE-OFFS

- There is a **limited amount of space within the road right-of-way** and all modes of transportation are competing for space.
- The Council approved Pedestrian and Cycling Strategies' directive for this project is to **improve safety for those who cycle and walk**
- .
- The recommended design required **balancing the needs of all road users and identifying trade-offs**, including:
 - Cycling and pedestrian safety
 - Property access
 - Traffic operations
 - On-street parking
 - Loading
 - Boulevard and street trees
 - Hydro poles
- The recommended design strives to have the least impact to all users while providing space in the road right-of-way for safe pedestrian and cycling facilities that are comfortable for All Ages and Abilities.

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.
- Route 71 extended south of Portage to Aubrey
- Loop

 **WOLSELEY NEIGHBOURHOOD
CURRENT BUS SERVICE**



 **WOLSELEY NEIGHBOURHOOD
PROPOSED BUS SERVICE**

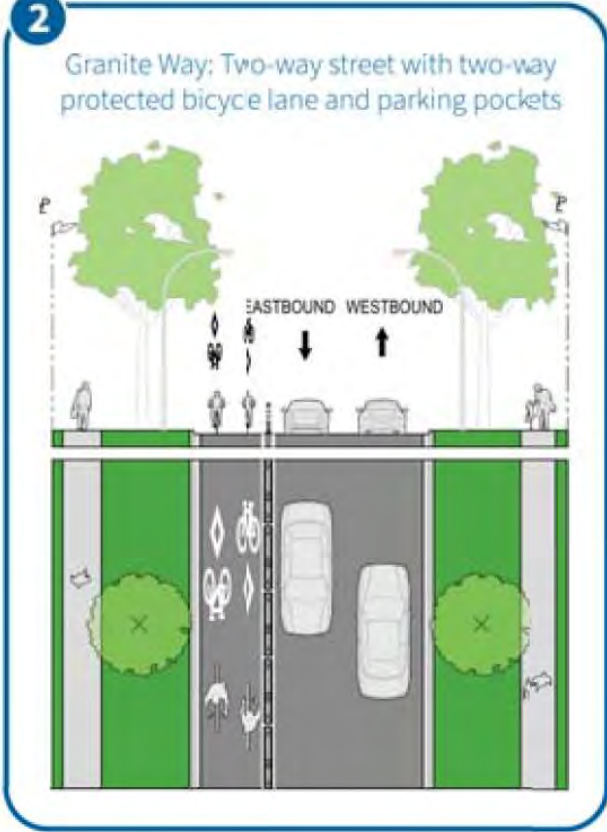
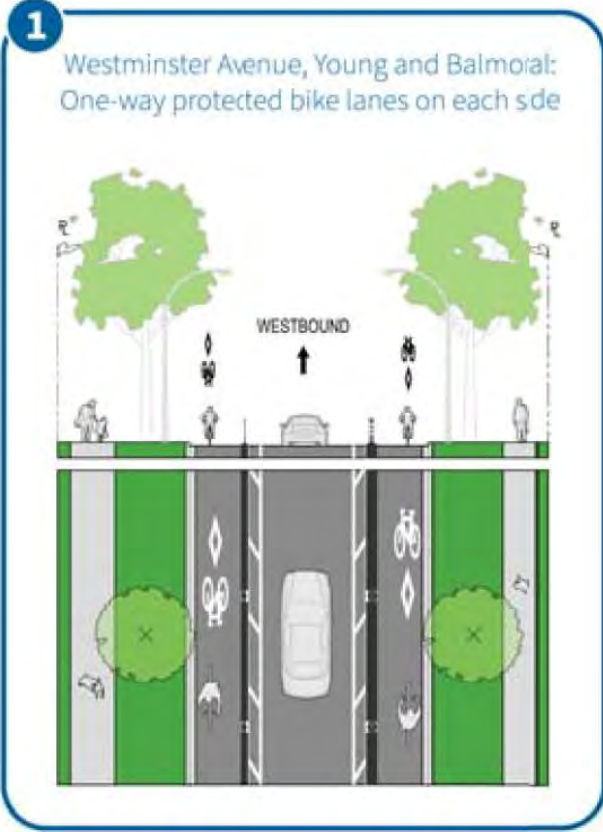


RECOMMENDED DESIGN



Legend

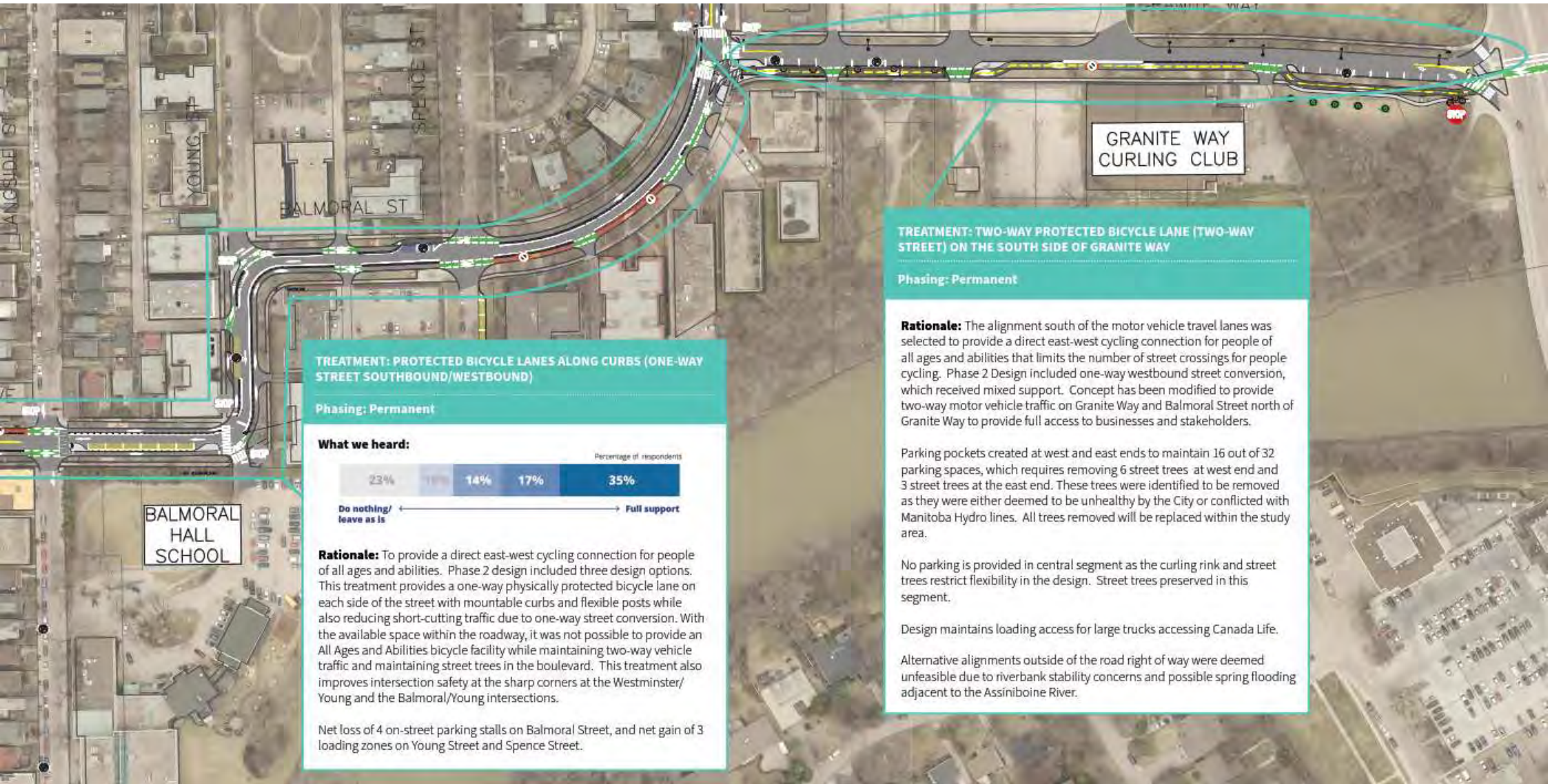
- Two-way vehicle traffic
- One-way vehicle traffic
- Parking removed
- Parking maintained
- Loading added



Implementation Phasing

- Protected bike lane
- Study area east
- Permanent
- One-way vehicle access restriction

RECOMMENDED DESIGN



6. OTHER ENGAGEMENT OPPORTUNITIES





Join us to review and talk about the recommended design and solutions.

Open House

Date: Wednesday, January 29, 2020

Time: 6 p.m. - 8 p.m.

Location: Westminster United Church (Lecture Hall), 745 Westminster Ave

Format: Come and go format

Take a survey online at winnipeg.ca/walkbikeprojects





City of Winnipeg

WOLSELEY TO DOWNTOWN CORRIDOR

PHASE 3 EAST SEGMENT STAKEHOLDER MEETING

JANUARY 13, 2020

URBAN
systems

FIGURE 1: TABLE 5 FEEDBACK



FIGURE 3: TABLE FEEDBACK 2

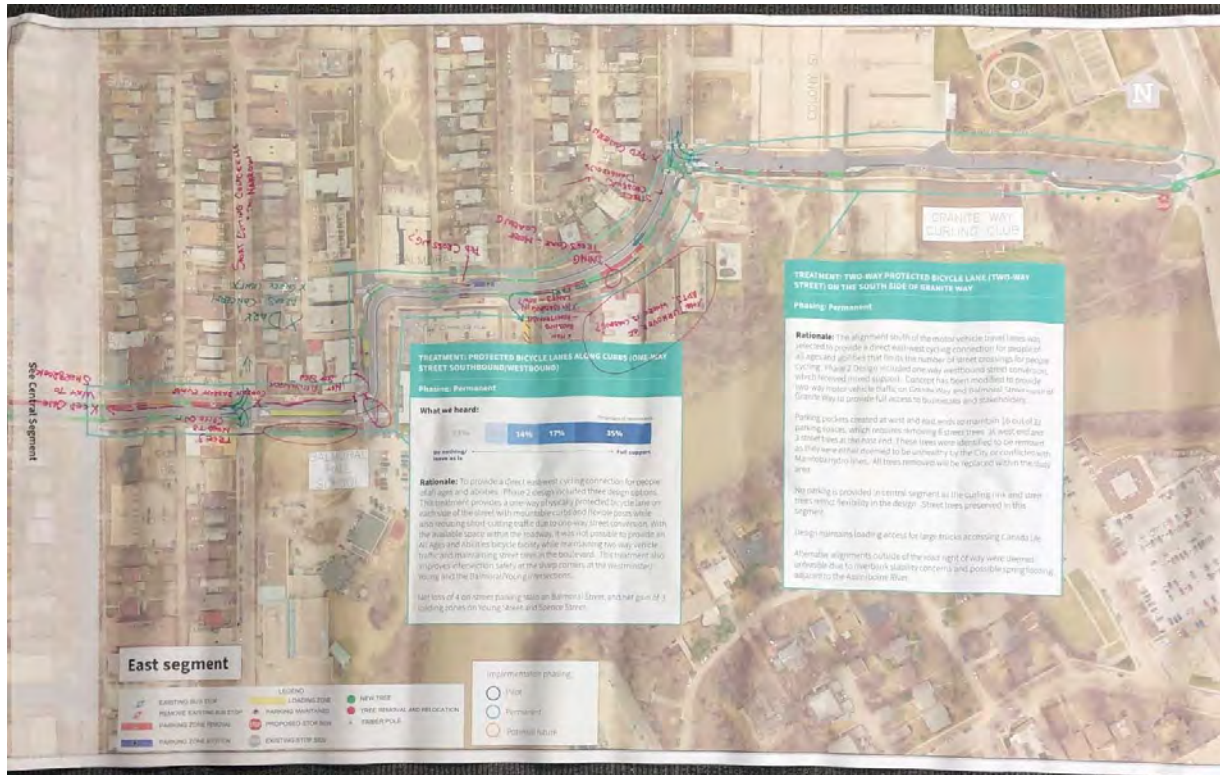


FIGURE 1: EAST SEGMENT FEEDBACK



FIGURE 2: CENTRAL SEGMENT FEEDBACK



Appendix C – Phase 3 Online Survey



Wolseley to Downtown Walk Bike Project - Design Tour

1 / 14



7%

We've spent more than a year talking to Winnipeggers about their wants and needs for active transportation in the Wolseley and West Broadway neighbourhoods, leading into the city's Downtown. The options we've developed speak directly to what we heard during Phases 1-2 of engagement; we now want to share and explain the recommended design, and hear how implementation might affect you. Does this design meet your needs? Would any recommended elements increase your concerns?

We recommend reviewing the open house boards and maps before completing the survey.

This survey will take approximately 11 minutes of your time. The survey will be collecting feedback until February 9, 2020.

Next

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[Privacy & Cookie Policy](#)



Wolseley to Downtown Walk Bike Project - Design Tour

Granite Way (Osborne Street - Balmoral Street)

2 / 14

14%

Granite Way - Location



On this section of Granite Way Winnipeggers told us:

- Maintaining two-way traffic is important
- On-street parking is important to local businesses
- We should consider an alternate option that would move cyclists to a path along the riverbank

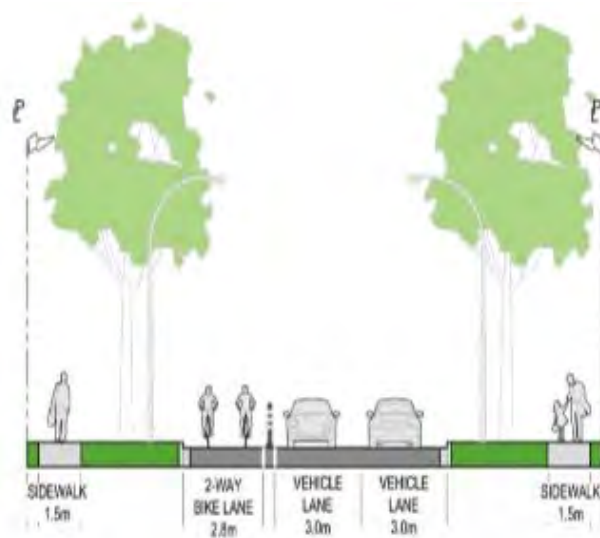
The design here proposes:

- Maintaining two-way traffic
- Adding a two-way protected bike lane on the south side of the street
- Positioning the bike lane on portions of the boulevard (where unhealthy trees are slated for removal) to maintain 16 of 32 on-street parking spots

Design notes:

Investigations into riverbank stabilization deemed a riverbank route unfeasible as it would require the purchase of private property and heavy investment in riverbank stabilization.

Granite Way - Cross Section





Wolseley to Downtown Walk Bike Project - Design Tour

Balmoral Street - Young Street - Westminster Avenue (Granite Way to Langside Street)

3 / 14 21%

Balmoral Street - Young Street - Westminster Avenue - Location



On this section of Balmoral Street Winnipeggers told us:

- The challenging three-way stop sign at the corner of Balmoral and Young Streets creates safety concerns
- Loading zones are important to multi-unit buildings
- The area is prone to traffic congestion
- We again heard requests for a bike path along the riverbank

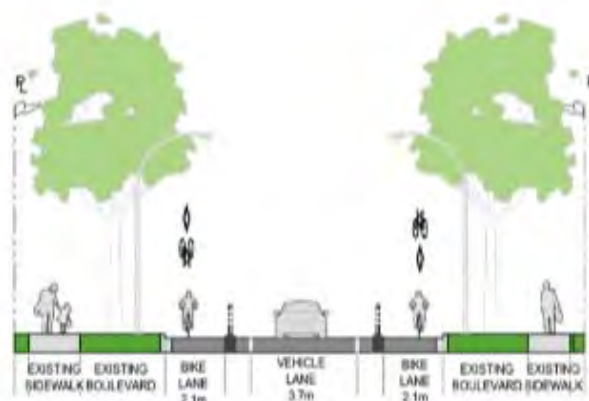
The design here proposes:

- Adding protected bike lanes on both sides of the road to facilitate a safe and easy connection for cyclists
- Converting the street to a one-way westbound from Granite Way to Langside Street to stop shortcutting and preserve boulevard trees
- Removing four of six on-street parking spots to make space for the protected bike lane
- Relocating two loading zone spaces and adding one new loading zone space

Design notes:

We investigated an alternate riverbank route, but once again found it to be unfeasible. It would require us to purchase private property and invest heavily in riverbank stabilization.

Balmoral Street - Young Street - Westminster Avenue - Cross Section



3. Do you believe that the design in this area balances the safety and needs of all road users?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree

4. Does the suggested design create a barrier to the way you use this area?

Prev

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Wolseley to Downtown Walk Bike Project - Design Tour

Westminster Avenue (Langside Street to Sherbrook Street)

4 / 14

25%

Westminster Avenue (Langside Street to Sherbrook Street) - Location

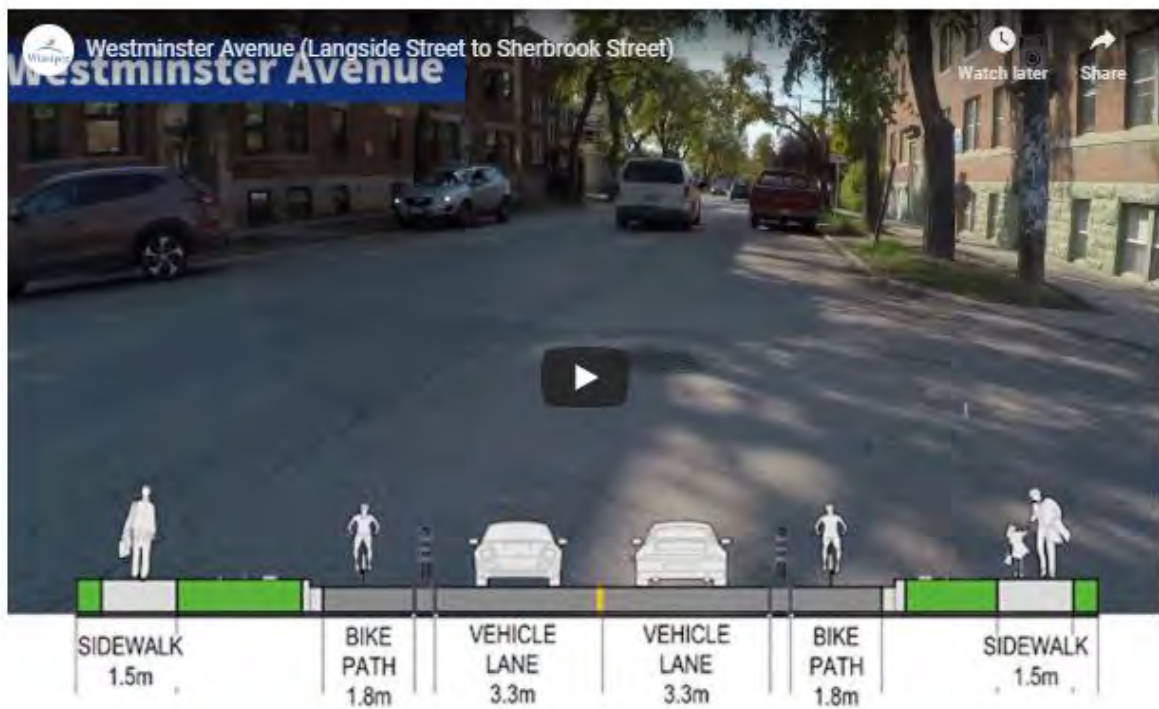
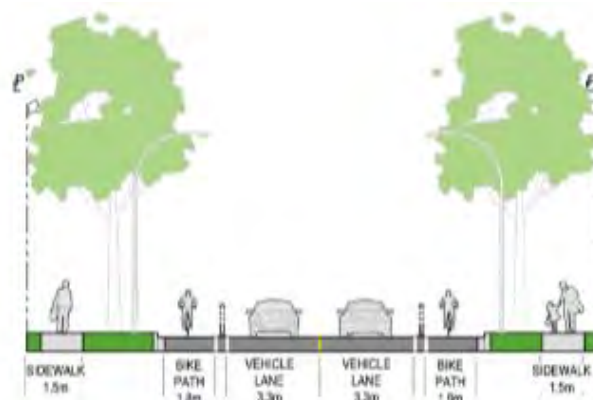


There were no themes to the feedback provided in this section of Westminster Street.

The design here proposes:

- Continues with protected bike lanes on both sides of the road
- Removal of on-street parking
- Reintroduces two-way vehicle traffic to make use of the additional roadway width and to limit the neighbourhood access impacts

Westminster Avenue (Langside Street to Sherbrook Street) - Location



5. Do you believe that the design in this area balances the safety and needs of all road users?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree

6. Does the suggested design create a barrier to the way you use this area?

Prev

Next



Wolseley to Downtown Walk Bike Project - Design Tour

Westminster Avenue (Sherbrook Street to Maryland Street)

5 / 14

36%

Westminster Avenue (Sherbrook Street to Maryland Street) - Location



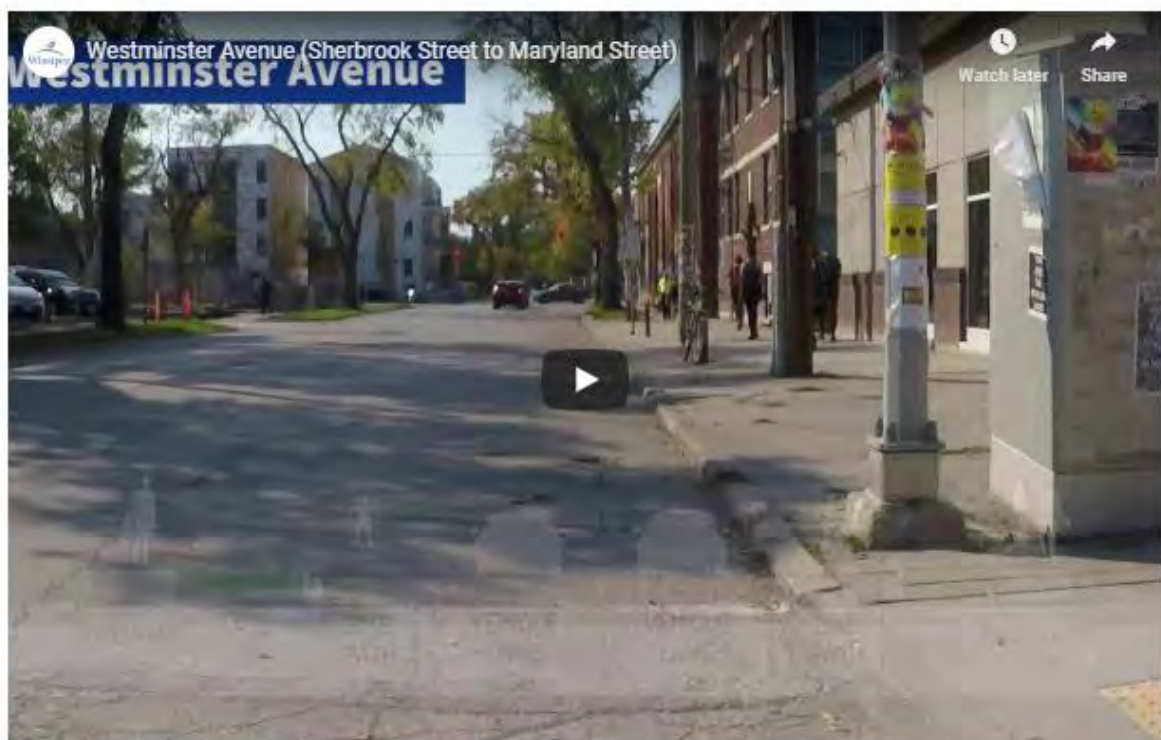
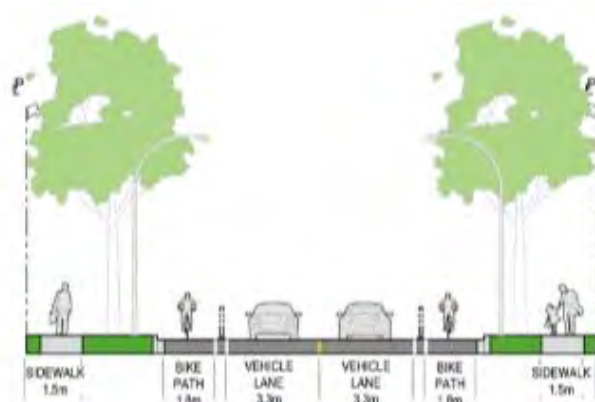
On this section of Westminster Street Winnipeggers told us:

- Signalized intersections are a major area of concern for pedestrian and cycle safety
- The area experiences heavy traffic volumes
- Cyclist routes and rules are poorly defined
- Vehicles turning right (north onto Sherbrook Street) conflict with pedestrians and cyclists
- When parked cars are present, the roadway becomes narrow

The design here proposes:

- Protected, separated bicycle lanes at the east and west sides of the intersection

Westminster Avenue (Sherbrook Street to Maryland Street) - Cross Section



7. Do you believe that the design in this area balances the safety and needs of all road users?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree

8. Does the suggested design create a barrier to the way you use this area?

Prev

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Wolseley to Downtown Walk Bike Project - Design Tour

Westminster Avenue (Maryland Street to Chestnut Street)

6 / 14

43%

Westminster Avenue (Maryland Street to Chestnut Street) - Location



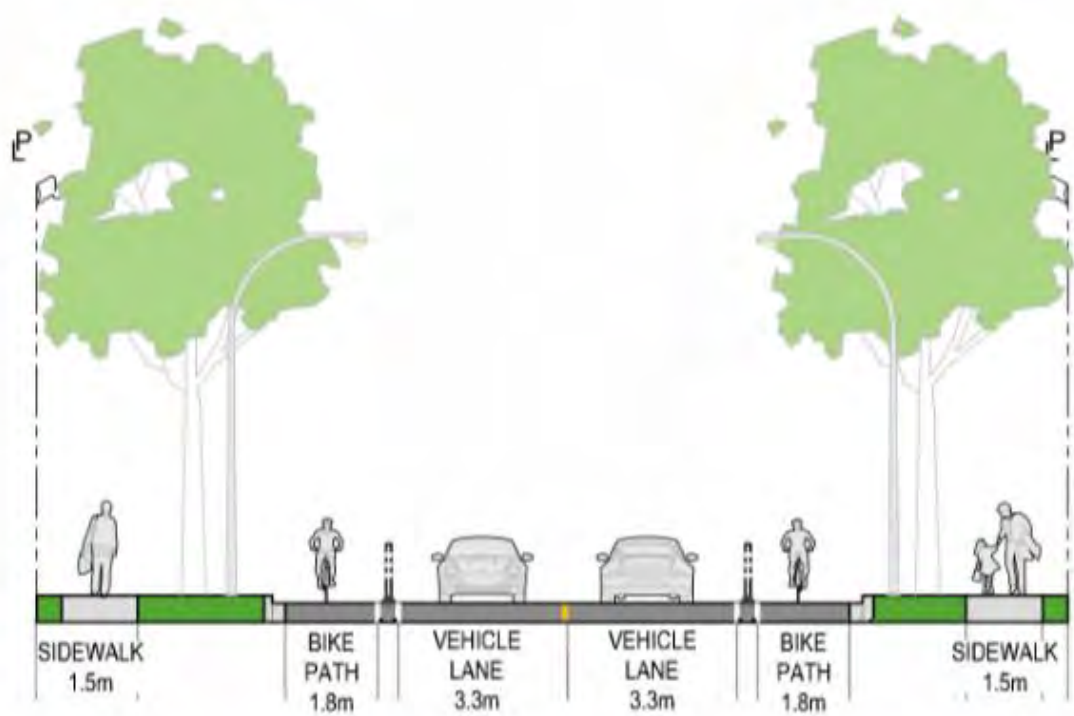
On this section of Westminster Avenue Winnipeggers told us:

- Pedestrians have been struck and injured
- On-street parking is important

The design here proposes:

- Adding protected bike lanes on both sides of the road
- Maintaining two-way vehicle traffic until Chestnut Street
- Positioning the bike lane on portions of the boulevard to maintain four of five on-street parking spots

Westminster Avenue (Maryland Street to Chestnut Street) - Cross Section



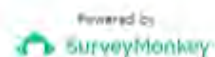
9. Do you believe that the design in this area balances the safety and needs of all road users?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree

10. Does the suggested design create a barrier to the way you use this area?

Prev

Next



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Wolseley to Downtown Walk Bike Project - Design Tour

Westminster Avenue (Chestnut Street to Canora Street)

7 / 14

50%

Westminster Avenue (Chestnut Street to Canora Street) - Location

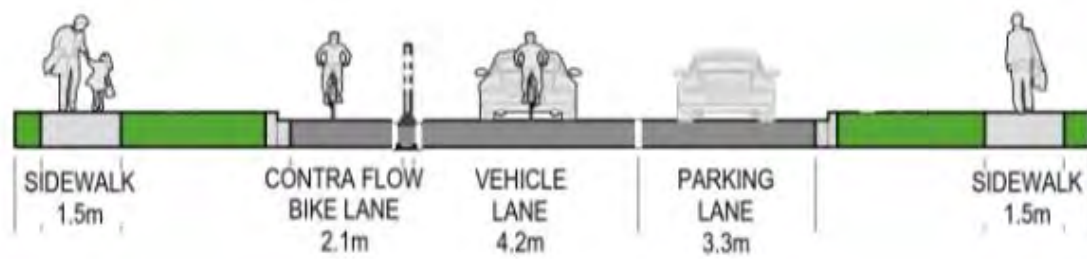


There were no themes to the feedback provided in this section of Westminster Avenue.

The design here proposes:

- Converting Westminster to a one-way street westbound for one block from Canora Street to Chestnut Street . This is intended to reduce shortcutting traffic throughout the neighbourhood.
- Vehicle lane becomes a shared use lane for both bikes and vehicles
- Adding a contra-flow protected bike lane to allows eastbound cyclists to travel in opposite direction of motor vehicle traffic.
- Maintaining on-street parking on the north side of the street.

Westminster Avenue (Chestnut Street to Canora Street) - Cross Section



11. Do you believe that the design in this area balances the safety and needs of all road users?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree

12. Does the suggested design create a barrier to the way you use this area?

Prev

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Wolseley to Downtown Walk Bike Project - Design Tour

Westminster Avenue (Canora Street to Dominion Street)

8 / 14  67%

Westminster Avenue (Canora Street to Dominion Street) - Location



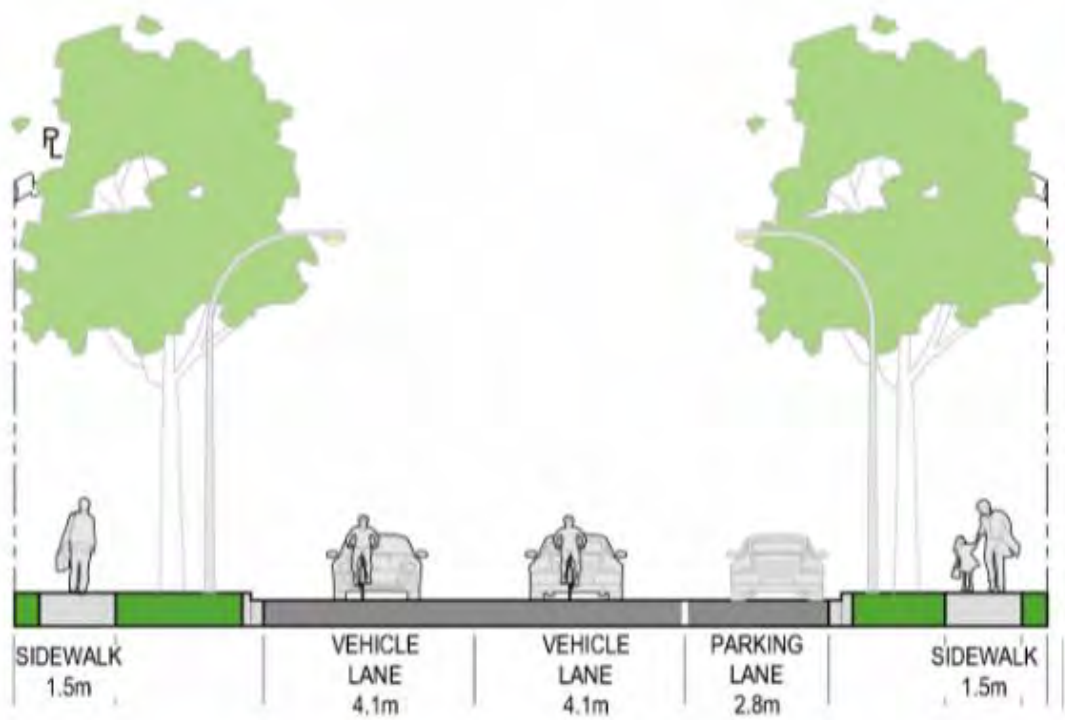
On this section of Westminster Avenue Winnipeggers told us:

- On-street parking is crucial for area businesses
- Speeding vehicles are a concern
- The roadway is already too busy and narrow to consider additional restrictions
- They would prefer to see this become the active transportation pathway because of destinations and services located along the corridor
- We need to make crossing Westminster Avenue safer for students

The design here proposes:

- Minimal changes to overall road design from Canora Street to Dominion Street
- Reopening the street to two-way traffic
- Adding speed humps to slow traffic and create a shared space for both vehicles and cyclists
- A raised intersection at Ruby Street for pedestrian crossing safety

Westminster Avenue (Canora Street to Dominion Street) - Cross Section



13. Do you believe that the design in this area balances the safety and needs of all road users?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree

14. Does the suggested design create a barrier to the way you use this area?

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Wolseley to Downtown Walk Bike Project - Design Tour

Preston Avenue east of Arlington Street

9 / 14

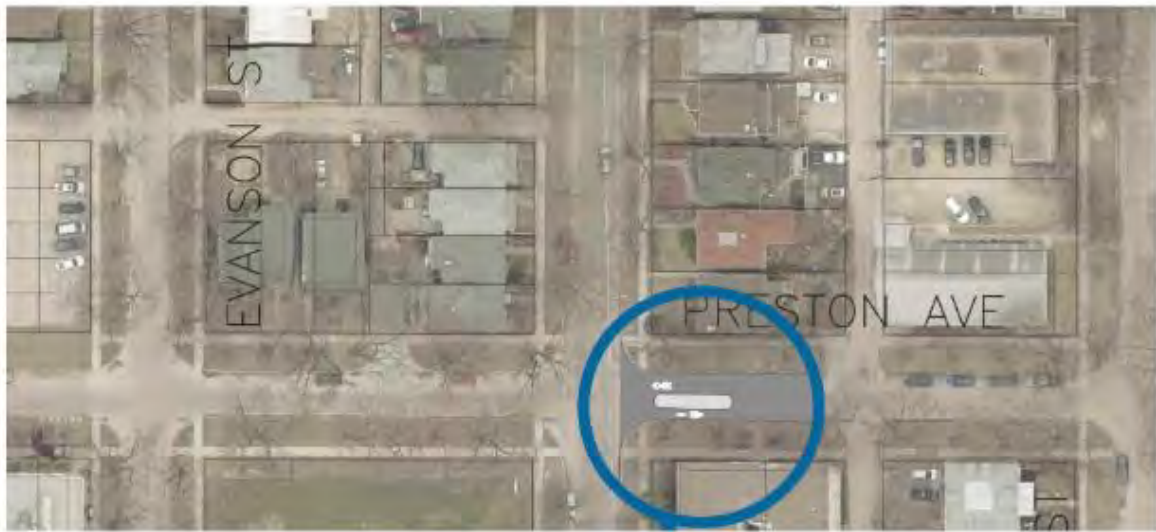
64%



There were no themes to the feedback provided in this section of Preston Avenue.

The design here proposes:

- Installing a traffic diverter at Preston Avenue west of Arlington Street to mitigate options for vehicle traffic shortcutting through neighbourhood
- Diverter stops eastbound vehicles from passing through, but allows westbound vehicles, pedestrian and cyclists to cross
- One-way westbound vehicle operation of Preston Avenue for a half block between Arlington Street to the back lane before Home Street
- Vehicles exiting from the back lane onto Preston Avenue and move eastbound towards Home Street



15. Do you believe that the design in this area balances the safety and needs of all road users?

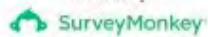
- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree

16. Does the suggested design create a barrier to the way you use this area?

Prev

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Wolseley to Downtown Walk Bike Project - Design Tour

Wolseley Avenue (Maryland Street to Chestnut Street)

10 / 14

71%

Wolseley Avenue (Maryland Street to Chestnut Street) - Location



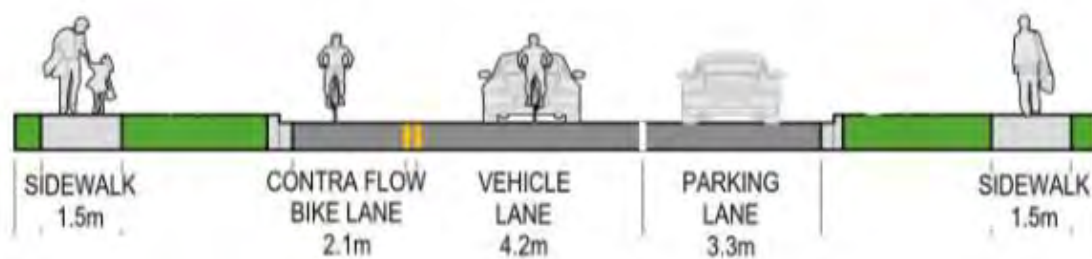
On this section of Wolseley Avenue Winnipeggers told us:

- Nearby schools are concerned with heavy traffic volumes
- Cycling routes/rules are poorly defined
- The nearby hospital requires on-street parking

The design here proposes:

- Converting Wolseley Avenue to a one-way westbound route for vehicle traffic up to Chestnut Street to reduce traffic volumes
- Vehicle lane becomes a shared use lane for both bikes and vehicles
- Contra-flow painted bike lane allows eastbound cyclists to travel in opposite direction of motor vehicle traffic.
- Extending the curb at the corner of Wolseley and Maryland to decrease the crossing length for pedestrians
- Adding speed tables to slow vehicle traffic
- Maintaining all on-street parking near hospital
- Diverting cyclists who desire a protected facility to Westminster, and encouraging those on Wolseley Avenue to share the road with vehicles from Furby Street to Maryland Street

Wolseley Avenue (Maryland Street to Chestnut Street) - Cross Section



17. Do you believe that the design in this area balances the safety and needs of all road users?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree

18. Does the suggested design create a barrier to the way you use this area?

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Wolseley to Downtown Walk Bike Project - Design Tour

Wolseley Avenue (Chestnut Street to Raglan Road)

11 / 14

79%

Wolseley Avenue (Chestnut Street to Raglan Road) - Location



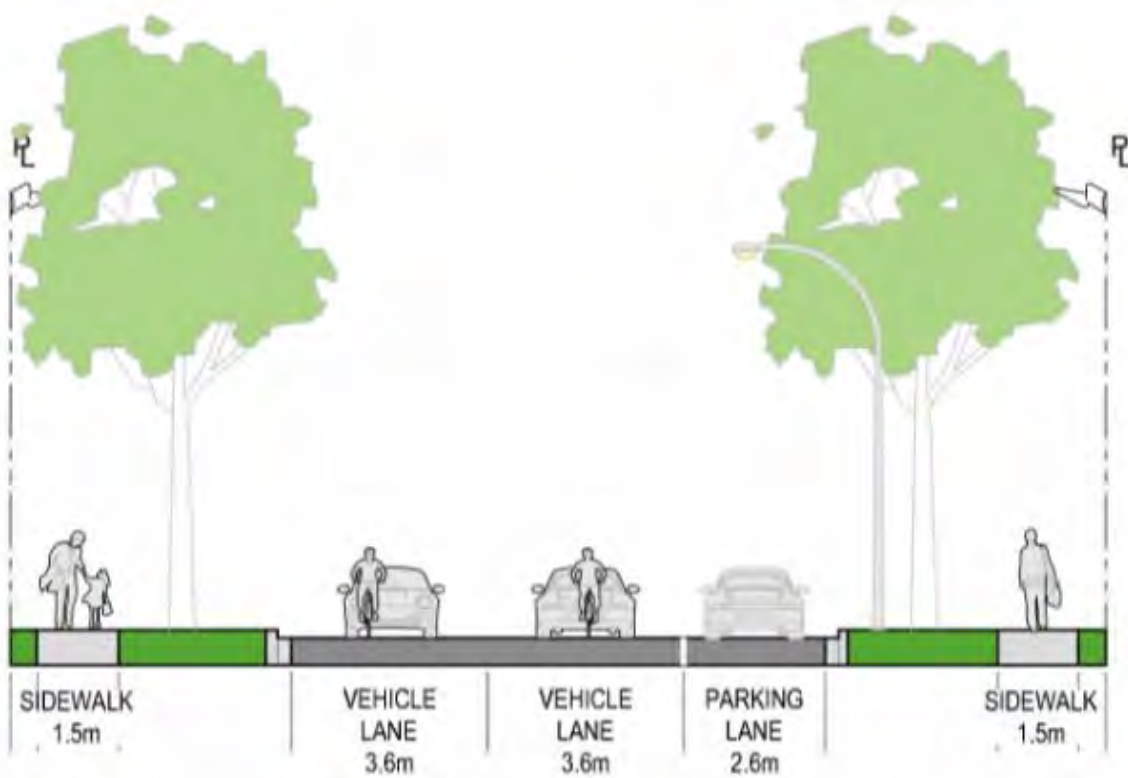
On this section of Wolseley Avenue Winnipeggers told us:

- Vehicles from Portage Avenue shortcut through the Wolseley neighbourhood

The design here proposes:

- Reopening the street to two-way traffic
- Installing a traffic diverter at Sherburn Street that stops vehicles from passing through, but allows pedestrian and cyclists to cross
- Making minimal changes to overall road design from Chestnut Street to Raglan Road
- Installing a traffic diverter at Sherburn Street that stops vehicles from passing through, but allows pedestrian and cyclists to cross
- Adding speed humps to slow traffic and create a shared space for both vehicles and cyclists

Wolseley Avenue (Chestnut Street to Raglan Road) - Cross Section



19. Do you believe that the design in this area balances the safety and needs of all road users?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree

20. Does the suggested design create a barrier to the way you use this area?

Prev

Next

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SurveyMonkey

See how easy it is to [create a survey](#).



Wolseley to Downtown Walk Bike Project - Design Tour

12 / 14

88%

21. Thank you for reviewing the Wolseley to Downtown Walk Bike Project - Design Tour! Is there anything else you'd like to add?

Prev

Next

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Wolseley to Downtown Walk Bike Project - Design Tour

13 / 14

93%

Please tell us about yourself. Your answers to these questions are not required, but will help us in determining which segments of Winnipeg's population we are hearing from so we can improve engagement in the future.

22. What best describes your connection to the project area?

- ☐ Resident
- ☐ Travel through the area
- ☐ Visiting local residents
- ☐ Work/business
- ☐ Student
- ☐ Shopping
- ☐ Volunteering
- ☐ Accessing social services
- ☐ Other (please specify)

23. What is your age?

- ☐ Under 18
- ☐ 18 - 34
- ☐ 35 - 55
- ☐ 55+

24. How did you hear about this project? Please check all that apply.

- ☐ In the news
- ☐ Public Engagement Newsletter
- ☐ Facebook
- ☐ Twitter
- ☐ Website
- ☐ Word of mouth

☐ Other (please specify)

25. Please provide the first three characters of your postal code.

26. Please indicate your gender.

☐ Man

☐ Woman

☐ Prefer not to disclose

☐ Other

Prev

Next



Wolseley to Downtown Walk Bike Project - Design Tour

14 / 14

100%

Thank you for providing your input. What we hear in Phase 3 will confirm our plans, help us refine the final design, and make note of areas in which you feel we could do better.

A summary of the results will be posted online after the survey closes. Your time is appreciated!

For more information, please visit: winnipeg.ca/walkbikeprojects

Prev

Done

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See how easy it is to [create a survey](#)

Appendix D – Open House Boards

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



West segment



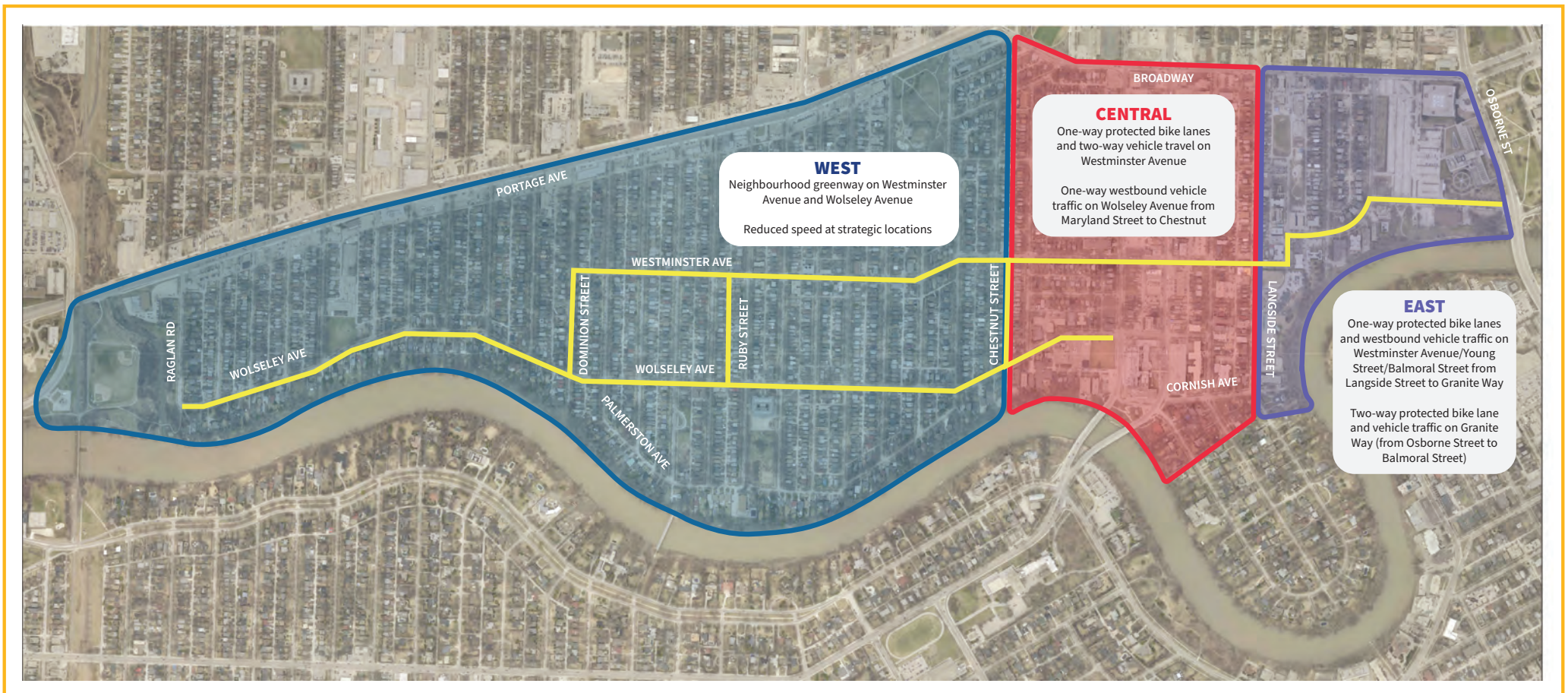
Central segment



East segment



Proposed active transportation route



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. Parmlerston 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

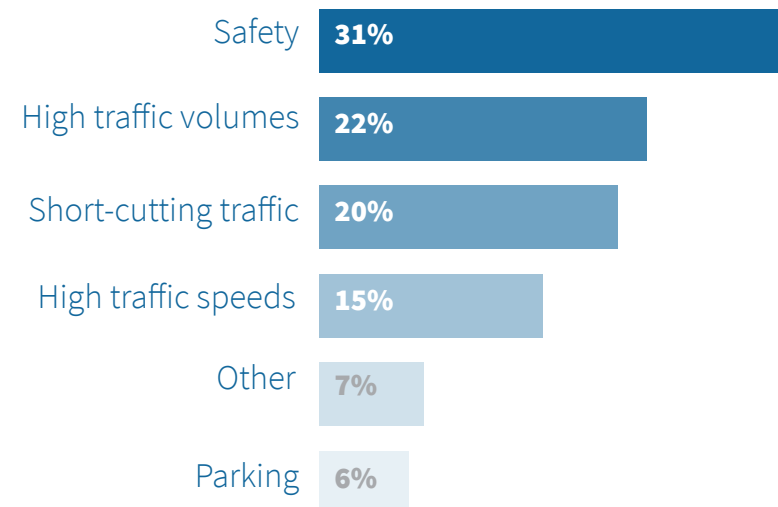


#2
Bike network connections
22% of respondents



#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.



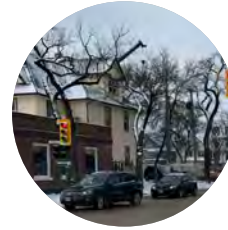
3 Pedestrian safety improvements

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

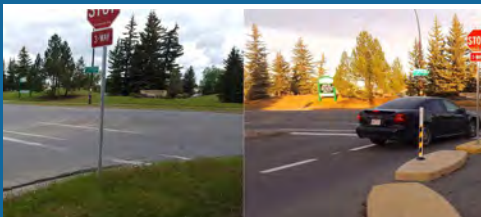
Our recommended design reflects what we heard about travel choices, accessibility, and connectivity, and also mitigates what we heard are the most common and most complicated safety issues.

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

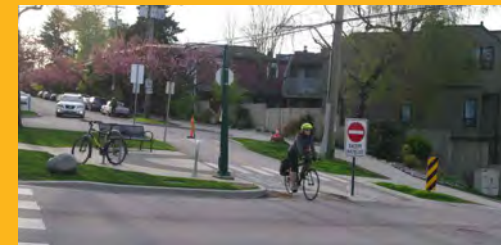
Design treatments that are essential to the overall design of the project. We will implement the recommended solution immediately, using permanent materials.

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.



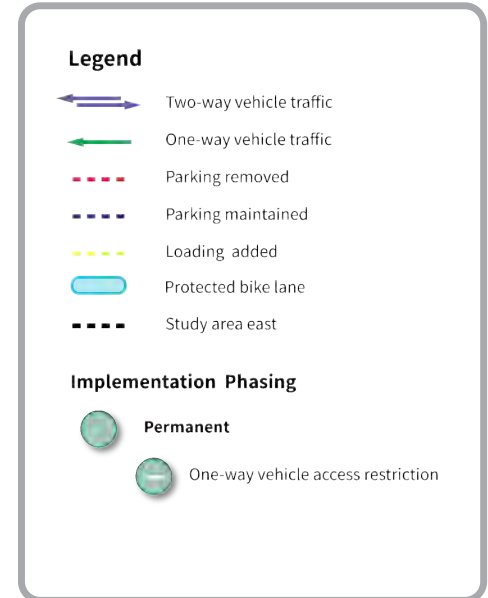
WOLSELEY NEIGHBOURHOOD CURRENT BUS SERVICE



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

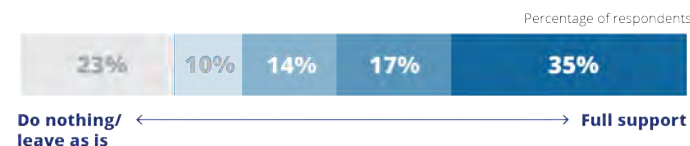


WHAT WE HEARD: EAST

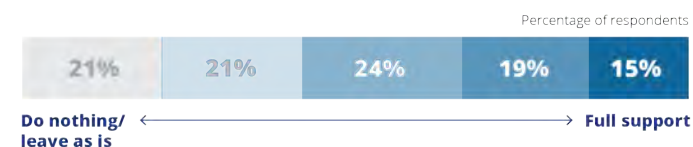
We presented three options for the east area during Phase 2 engagement. Winnipeggers supported one-way vehicle traffic and protected bicycle lanes but were concerned about parking loss and conversion from two-way to one-way streets. The recommended modified design focuses on maintaining the most important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

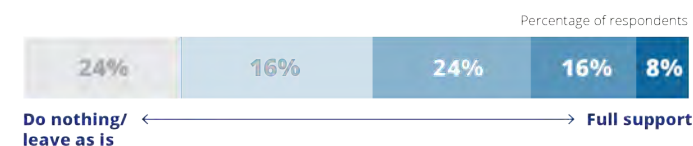
EAST OPTION 1 - ONE-WAY VEHICLE TRAFFIC, PROTECTED BICYCLE LANES



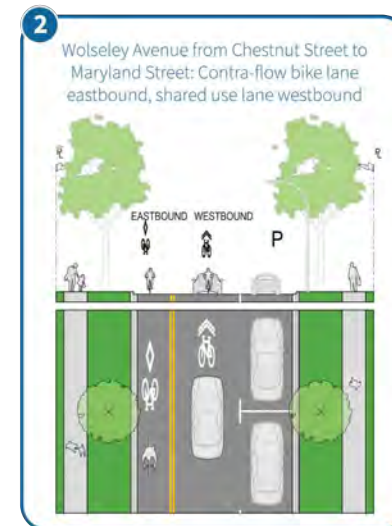
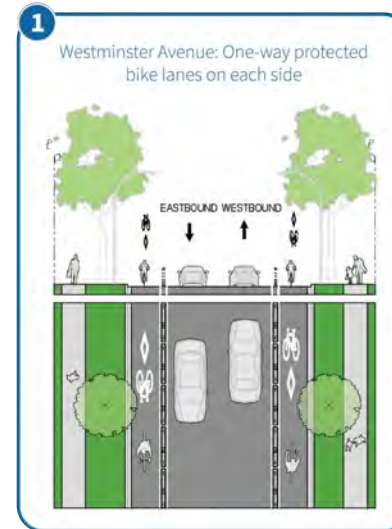
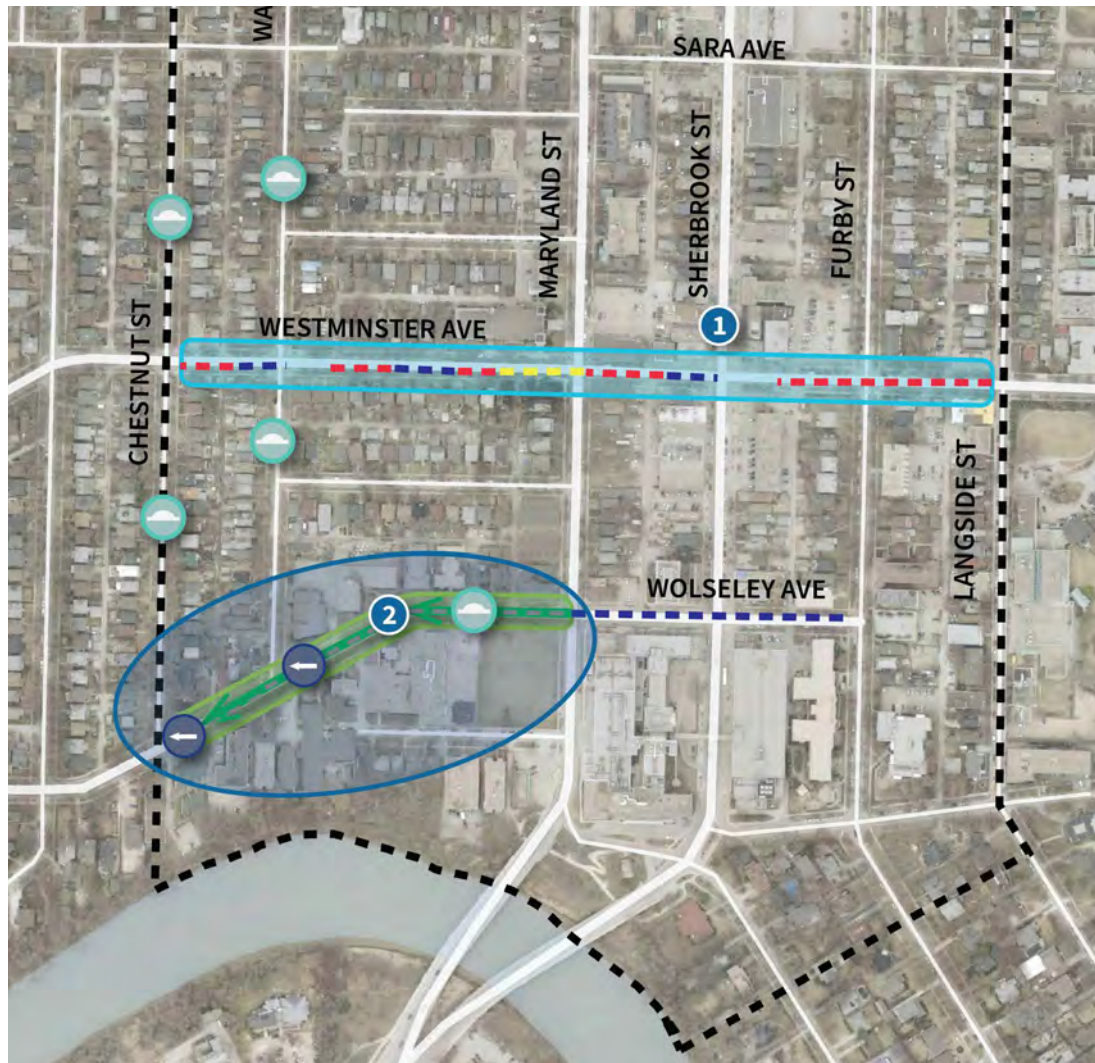
EAST OPTION 2 - TWO-WAY VEHICLE TRAFFIC, RAISED AND PROTECTED BICYCLE PATH



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

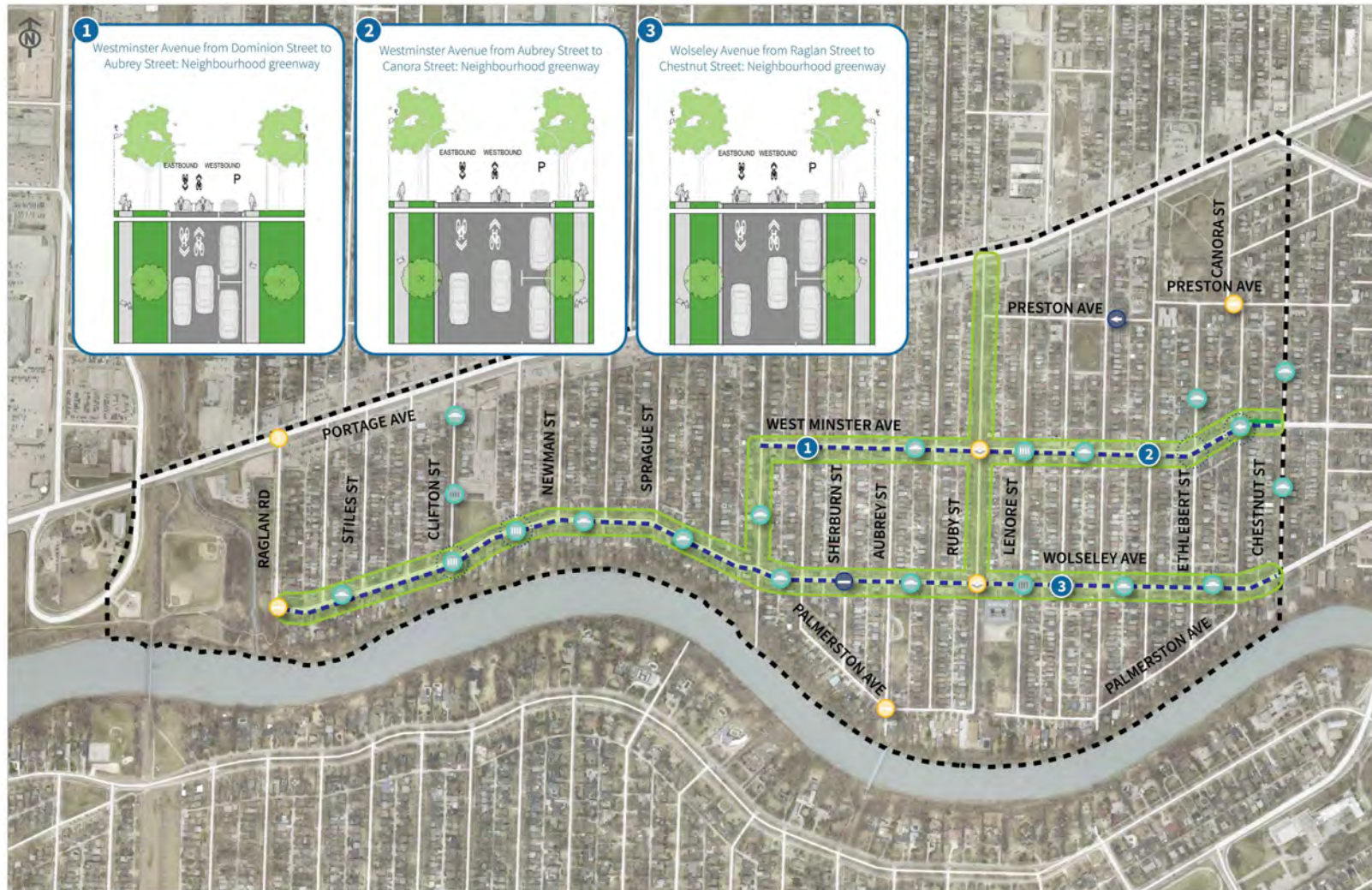
- Pilot**
 - One-way vehicle access restriction
- Permanent**
 - Speed hump

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



Legend

- One-way vehicle traffic
- Parking maintained
- Neighbourhood greenway: traffic calming for shared use by bikes and vehicles
- Geometry improvement
- Study area west

Implementation Phasing

Pilot

- One-way vehicle access restriction
- Full vehicle access restriction

Permanent

- One-way vehicle access restriction
- Speed hump
- Crosswalk improvement
- Raised crosswalk improvement

Possible Future

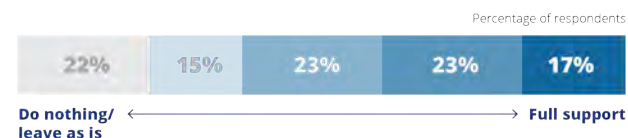
- One-way vehicle access restriction
- Full vehicle access restriction
- Pedestrian half signal
- Raised intersection

WHAT WE HEARD: WEST

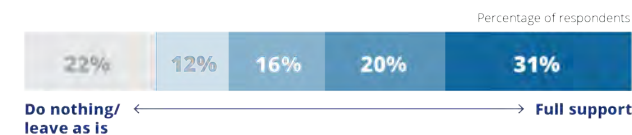
We presented two options for the west area during Phase 2 engagement. Because participants supported some elements of each option, we developed a hybrid design that incorporates the best elements while mitigating the biggest concerns.

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



Appendix E – Promotional Material

Notice for Central Segment Walk



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.

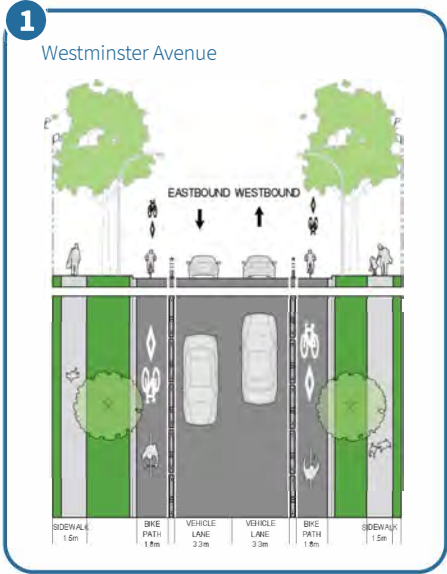
CENTRAL - WESTMINSTER AVENUE DESIGN

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).

News Release



INFORMATION - COMMUNIQUÉ

For Immediate Release
Tuesday, January 7, 2020

Public invited to review Wolseley to Downtown Walk Bike Project recommended design

Final of three public engagement phases

Winnipeg, MB – The City of Winnipeg is inviting residents to review the recommended design for the Wolseley to Downtown Walk Bike Project.

The project will close a gap in the pedestrian and cycling network by connecting Downtown with West Broadway and Wolseley neighbourhoods, and also aims to increase safety and convenience throughout the area.

We've spent more than a year talking to Winnipeggers about their wants and needs for active transportation from Wolseley and West Broadway into Downtown and discussing how we could increase safety and convenience throughout the area.

We now have a recommended design that speaks directly to what we heard during Phases 1 & 2 of engagement. We want to share and explain the recommended solutions, and hear how implementation might affect residents, business owners, and other stakeholders.

Participate online

Visit the website to provide feedback through an online survey:

winnipeg.ca/walkbikeprojects

Engage in-person

Date: Wednesday, January 29, 2020

Time: 6 p.m. – 8 p.m.

Location: Westminster United Church, Lecture Hall, [745 Westminster Ave.](#)

Format: Come-and-go open house

The recommended solutions address the concerns we heard the most about in each of the two main project areas:

- Increasing pedestrian and cyclist safety in Wolseley while also maintaining traffic flow and access to parking and businesses.
- Increasing safety and predictability of all road users in the area of Granite Way, Balmoral Street, Young Street, and Westminster Avenue.

What we hear in Phase 3 will confirm our plans, help us refine the final design, and make note of areas in which you feel we could do better.

For more information, please visit winnipeg.ca/walkbikeprojects.

-30-

Media inquiries should be directed to the City of Winnipeg Media Inquiry Line at 204-986-6000 or via email at city-mediainquiry@winnipeg.ca.

Follow us on [Facebook](#) & [Twitter](#)

Notice for Central Segment Walk



WOLSELEY TO DOWNTOWN WALK BIKE PROJECT

It's time to move forward.

After more than a year of talking to residents and businesses in Wolseley and West Broadway about active transportation, we've designed a solution that we think meets the area's wants and needs.

Our recommended design reflects what we heard about travel choices, accessibility, and connectivity from Wolseley to Downtown, and also mitigates the most common and most complicated safety issues throughout the area.

Before we proceed to final design, we want to make sure we accurately heard your needs and wants and that the proposed solution doesn't worsen any concerns.

Join us to review and talk about the recommended design and solutions.

Open House

Date: Wednesday, January 29, 2020 **Time:** 6 p.m. - 8 p.m.

Location: Westminster United Church (Lecture Hall), 745 Westminster Ave

Format: Come and go format

Take a survey online at winnipeg.ca/walkbikeprojects



RECOMMENDATIONS AT A GLANCE



If you have questions or require additional options or support to participate, please email WolseleyDowntown@intergroup.ca or call 204-942-0654 by January 22, 2020.

winnipeg.ca/walkbikeprojects

Postcard



WOLSELEY TO DOWNTOWN WALK BIKE PROJECT

It's time to move forward.

After more than a year of talking to residents and businesses in Wolseley and West Broadway about active transportation, we've designed a solution that we feel meets the area's wants and needs.

Our recommended design reflects what we heard about travel choices, accessibility, and connectivity from Wolseley to Downtown, and also mitigates the most common and most complicated safety issues throughout the area.

Before we proceed to final design, we want to make sure we accurately heard your needs and wants and that the proposed solution improves current conditions.

Join us in person to review and talk about the recommended design and solutions.

Open House | Wednesday, January 29, 2020

Westminster United Church (Lecture Hall)

745 Westminster Ave.

6 p.m. - 8 p.m.

Participate online.

Take a survey online at winnipeg.ca/walkbikeprojects

If you have questions or require additional options or support to participate, please email WolseleyDowntown@intergroup.ca or call 204-942-0654 by January 22, 2020.

winnipeg.ca/walkbikeprojects



Street Signage



Wolseley to
Downtown Walk Bike
Project

What would a new bike route look like here?

Phase 3 is here.

Review proposed
designs now!



Tell us what you think at
winnipeg.ca/walkbikeprojects

For more information, contact:
wolseleydowntown@intergroup.ca or 204-942-0654

Appendix F – Petition from "No-way, One-way" group

PETITION TO THE CITY OF WINNIPEG

This petition concerns the recent recommendations of the **Wolseley to Downtown Walk Bike Project**, specifically those affecting Chestnut and Canora Streets.

BACKGROUND:

1. The City of Winnipeg is recommending that a section of Westminster Avenue (from Canora Street to Chestnut Street) be made one-way westbound; and that a section of Wolseley Avenue (from Chestnut Street to Maryland Street) also be made one-way westbound.
2. **The effect of these changes would be:**
 1. to funnel **ALL** motor vehicles that would otherwise travel east along Westminster Avenue (in order to exit the Wolseley neighbourhood at Maryland Street) either south or north onto Canora Street;
 2. to funnel **ALL** motor vehicles that would otherwise exit the Wolseley neighbourhood via Wolseley Avenue (i.e. at Maryland Street) north onto Chestnut Street.
3. Canora and Chestnut Streets were not designed as main arteries but as residential side streets. They are too narrow to function safely and effectively as thoroughfares.
4. Such an increase in motor vehicle traffic has negative implications for the safety of those who live on these streets, particularly children. Motor vehicles that idle in inevitable bottlenecks will negatively impact air quality.
5. Such an increase in motor vehicle traffic has negative implications for property values on Canora Street and Chestnut Street.
6. The rerouting of traffic in accordance with this plan has serious and as yet unknown implications for the popular Number 10 bus route.
7. These measures are **NOT NECESSARY**. Residents of Canora and Chestnut Streets have positive suggestions to advance the goals of the Wolseley to Downtown Walk Bike Project.

THEREFORE:

The undersigned **REJECT** any measures recommended by the City of Winnipeg's Downtown Walk Bike Project that would funnel motor vehicles onto Canora Street, Chestnut Street, or any other Wolseley side street that is clearly unsuited to this purpose.

Appendix G – Submission from East Segment businesses and organizations



BALMORAL HALL SCHOOL

MELIORA PETENS

Date: February 13, 2020

To: The City of Winnipeg Team

From: Balmoral and East Westminster Community, led by Joanne Kamins,
Head of School at Balmoral Hall and Kelly Hanson, Houston Properties

Re: Wolseley to Downtown Walk Bike Project

As a follow up to your January 29, 2020 open house, our community in the east Westminster portion of the project continue to discuss options that can accommodate cycling infrastructure while also considering the needs of the local community.

Attached is a list of those community stakeholders that have been in attendance at our meetings. You'll see they represent landlords, building owners, homeowners and a school.

Also attached is our "sketch" of four options.

Below is text that further explains our thinking on the options.

As we suggested at our meeting at Balmoral Hall on January 22, 2020, we believe that landowners alongside the south side of Westminster/Balmoral would be prepared to offer an easement of their land to add more width to the existing sidewalk. To date, we believe we have 90 percent of the land you would require to adopt this "easement" option to take advantage of the generous and precedent-setting offer of private owners who believe in and support active transportation and are prepared to contribute private lands to create a workable solution. They know that they may have to move fencing to accommodate any easement.



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Below are three options you'll consider as you review your next steps. All options utilize existing infrastructure and minimize new construction. In addition, we support our neighbours to the west of Stradbrook/Maryland who would like to see slowing of traffic for safety. As well we are prepared to see trees removed – some that are close to the end of their life cycle – to make this happen.

Option 1: Bi-directional off-street bike lane (Public lands)

- No on-street changes are required in this option
- The 1.5m north sidewalk would become the dedicated pedestrian-only route
- The south sidewalk would become a bi-directional bike route
- The existing south sidewalk would be widened from 1.8m to 2.7m using City-owned land on either side of the existing sidewalk
- If necessary, a small portion of private land could be provided via easement

Option 2: Two one-directional bike lanes (one off-street and one on-street)

- The existing 1.8m south sidewalk would become a one-directional bike lane
- A 1.8m bike lane with 1m delineator (2.8m total) would be added to the existing street right-of-way
- Bi-directional vehicular traffic is accommodated within two 3.5m lanes

Option 3: Bi-directional off-street bike lane (Private lands)

- No on-street changes are required in this option
- The 1.5m north sidewalk would become the dedicated pedestrian-only route
- The south sidewalk would become a bi-directional bike route



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- The existing south sidewalk would be widened from 1.8m to 2.7m using privately owned land on the south side of the existing sidewalk.
- An easement would be required with the private landowners. There are only four private landowners – Balmoral Hall, Houston Properties, Onyx Property Management, Manitoba Housing – along this stretch, three of whom have already agreed to investigate this option with you. The only land we have not yet been able to confirm is a single apartment overseen by Manitoba Housing.

Option 4: Extension of what has been proposed for along Granite Way

In closing, we look forward to working with the Project Team towards a mutually satisfactory solution for the community.

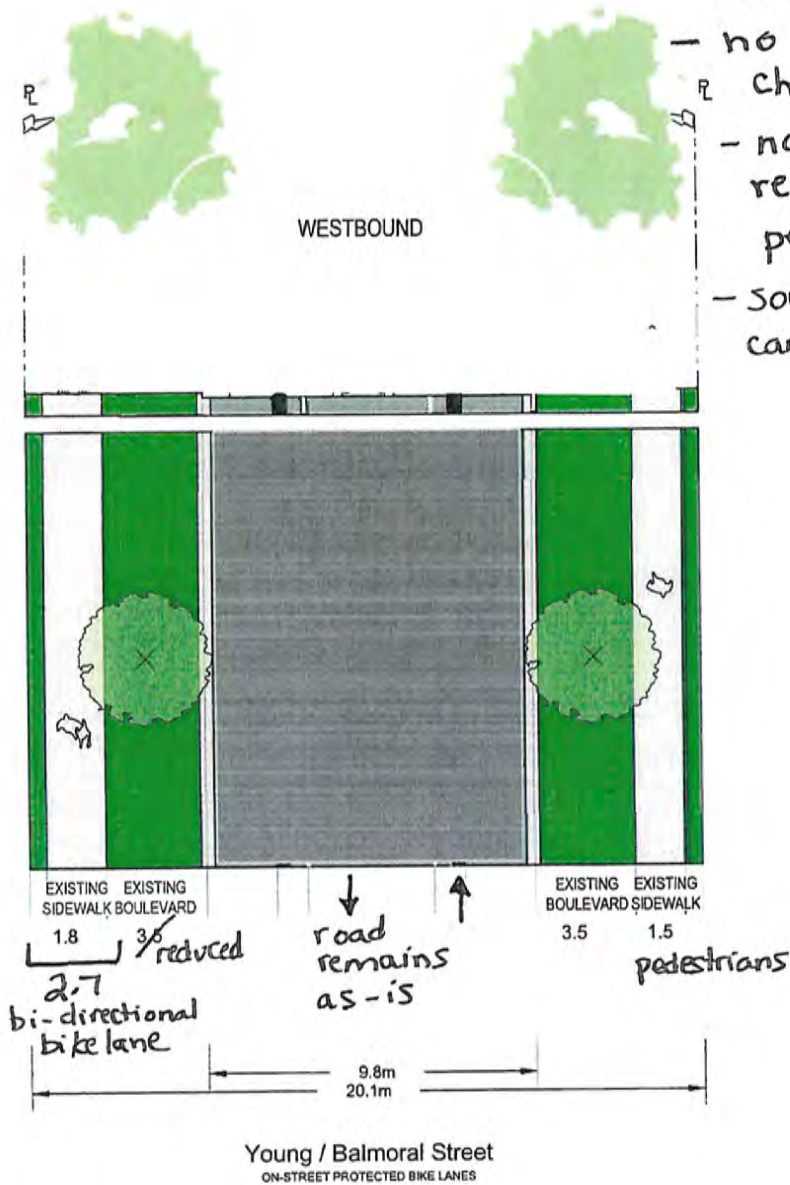
Sincerely,

Joanne Kamins
Head of School

Attachment 2 of 2: Sketch of Four Options

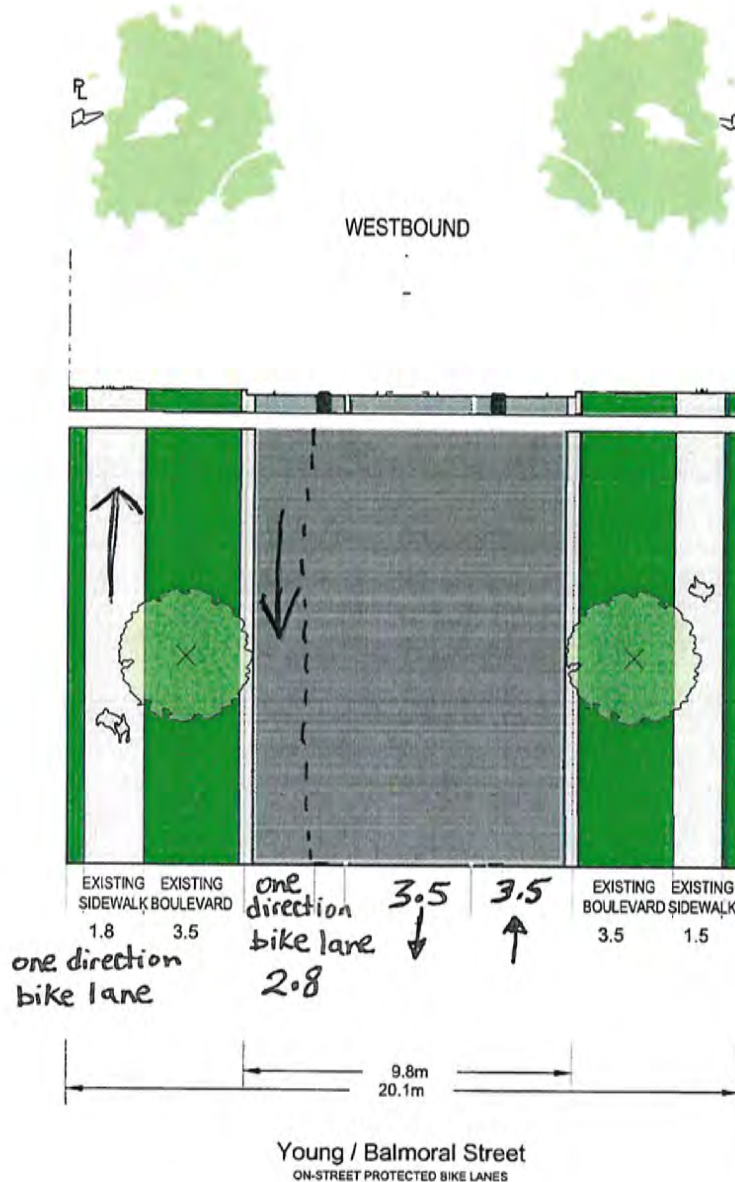
Option 1

- expand sidewalk on South to become bi-directional bike path
- no on-street changes
- north sidewalk remains for pedestrians
- south side properties can provide easement



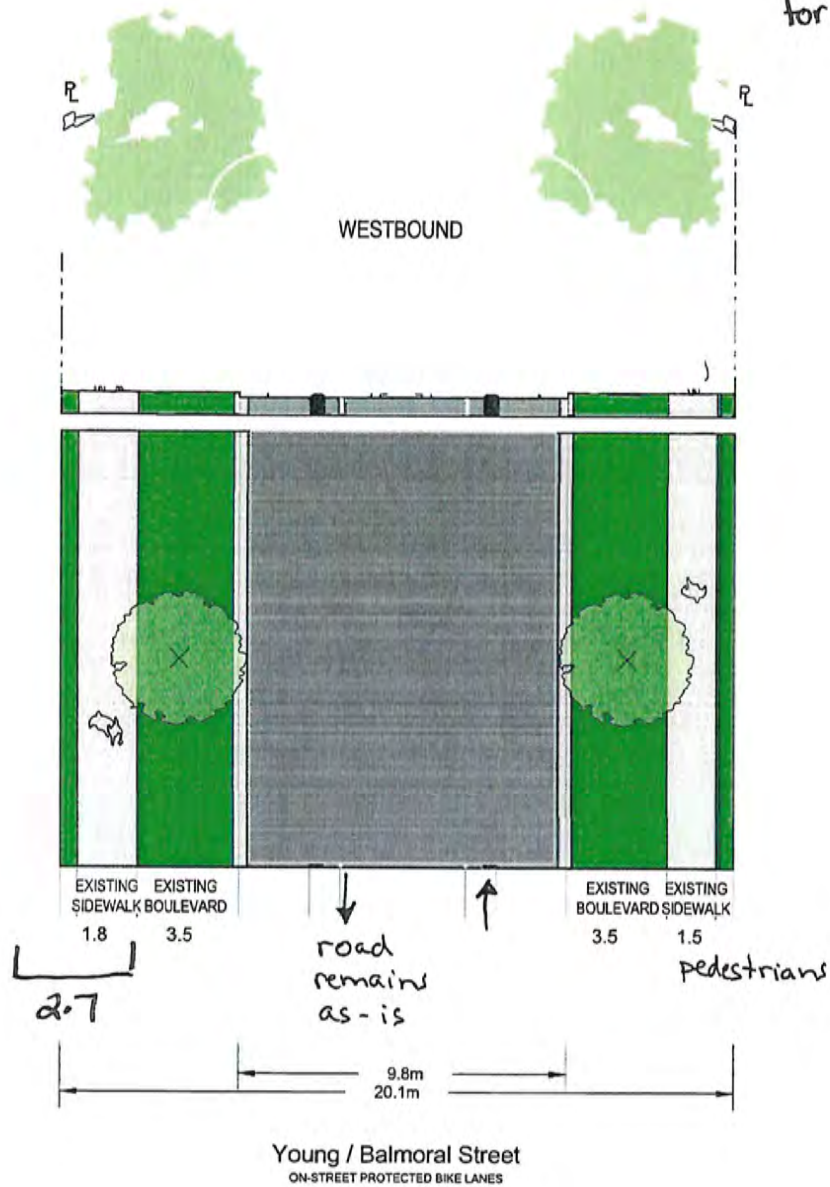
Option 2

- south sidewalk becomes one-direction bike lane
- second bike lane added to road right-of-way
- north sidewalk remains for pedestrians
- bi-directional vehicular traffic



Option 3

- expand sidewalk on south to become bi-directional using private lands for widening



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Option 4

- reduce traffic lanes to 3m but retain two way traffic
- add bi-directional bike lane to south side

