WOLSELEY TO DOWNTOWN WALK BIKE PROJECT

Phase 2 Public Engagement Summary

January 2020

Background

The City of Winnipeg (the City) is committed to building pedestrian and cycling infrastructure for people of all ages and abilities. The City is currently undertaking the Wolseley to Downtown Corridor Project to identify options to improve travel choices, accessibility, and connectivity.

The study area runs east-west through Wolseley Avenue/Westminster Avenue, Balmoral Street, and Granite Way. When completed the project will provide connections to the Omand Creek pathway, the protected bicycle lane on Assiniboine Avenue and Sherbrook Street, the bike lane on Maryland Street, and the planned neighbourhood greenway on Ruby Street.

As part of the Wolseley to Downtown Walk Bike project, the City conducted School Travel Planning and Engagement (STPE) at three elementary schools in the study area: Mulvey School, Laura Secord School, and Wolseley School. The STPE process involved engaging with students, parents, staff, and the broader school community to identify safety issues and barriers to active school travel, and propose solutions on how to address these concerns.

Engagement

The purpose of Phase 2 public engagement was to gather perspectives on preliminary design options and treatments. Key areas for feedback in this phase of engagement included:

- Overall design options for both east and west segments of the project
- Specific treatment options (e.g. vehicle access restrictions, one-way street conversions, speed humps, geometric improvements, curb extensions, raised intersections, crosswalk improvements [new painted crosswalks, crosswalk overhead flashers, raised crosswalk], parking adjustments, bicycle infrastructure [protected, raised, or painted bike lanes])
- Parking implications

Feedback on these options was collected during public engagement events and through the online survey. Phase 3 of public engagement will take place in Winter 2020 to solicit input on the recommended design.

Promotion

Public engagement opportunities were promoted using the following methods:

- A notification promoting the online survey, workshop, and pop-up events was distributed via email to the stakeholder distribution list on May 31, 2019
- Posters, which included pop-up event information, project website address, online survey link, and project email, were delivered to 12 businesses along the project corridor
- Fifteen businesses along the project corridor received postcards for distribution to patrons
- The City of Winnipeg issued public engagement newsletters June 6, 2019 prior to the public engagement events and on June 20, 2019 prior to the closure of the online survey. Newsletter promoted public engagement events, and online survey link and was distributed to 5,000+ email addresses
- Reminders about the online survey closure deadline were distributed to the stakeholder distribution list via email on June 19, 2019 and on June 21, 2019 with a notification that the survey closure had been extended until June 23, 2019
- The City of Winnipeg's Facebook and Twitter platforms included six posts each from May 31- June 20, 2019
- There were 193 stakeholder interactions during the pop-up events
- Twelve signs were updated throughout the study area. A sticker was added to the signs to indicate design options were now available, directing the reader to the project website to learn more.
- STPE opportunities were promoted using the following methods: Emails sent to the STPE Resource Team (10 participants) and STPE working group members (23 participants) on February 26, 2019 for feedback on STPE Report

To learn more about the Wolseley to Downtown Walk Bike Project, please visit winnipeg.ca/walkbikeprojects

Winnipeg

Key Findings or What We Heard

West segment

- Option 2 for protected bicycle lanes on Westminster Avenue and a neighborhood greenway on Wolseley Avenue garnered the highest support in the west segment (51 % support) versus Option 1 for neighbourhood greenways on Westminster Avenue and Wolseley Avenue (40 % support). Protected bicycle lanes and dedicated bicycle infrastructure was viewed as the most favourable components of West Option 2.
- Survey participants indicated greater support of parking adjustments with (Parking) Option A: Protected Bike Lane, Parking Removed (29%) when compared to (Parking) Option B: Shared Use Lane, Parking Maintained Aubrey Street to Arlington Street (14%). Further to this, residential side street parking solicited a limited level of support (25%).

East segment

- Overall, 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 %). The protected bicycle lanes in Option 1 were viewed as the favored treatment for bicycle infrastructure.
- Twenty-four percent of survey participants indicated support for (Parking) Option A: One-way vehicle traffic preserves parking, one-way vehicle traffic and protected bicycle lanes are proposed. This option retains eight existing parking spaces on Balmoral Street and shifts parking to the north side of Granite Way. Survey participants indicated 22 % support for (Parking) Option B: two-way vehicle traffic and raised and protected bicycle lanes were proposed. In this option, parking would be removed along Young Street and Balmoral Street and shifted to the north side of Granite Way.

Design treatments

Vehicle access restrictions

- Vehicle access restrictions are physical barriers that limit motor vehicle traffic from cutting through certain areas. Access restrictions were tested in four areas, and received a mix of high (30-37%) and low (31-38%) support.
- Respondents liked that vehicle access restrictions limited traffic volumes and short-cutting on otherwise quiet streets (99 comments), potential for improved cycling and pedestrian safety (42 comments), and reduced speed (25 comments) but disliked reduced access (48 comments) and the potential for increased traffic on other routes and side streets (42comments), and also thought the restrictions were unnecessary (38 comments).

One-way street conversions

- Treatment was tested in four areas receiving low (39-48%) support. Survey respondents indicated support for using one-way street conversions to reduce short-cutting traffic (63 comments) and improve cycling safety and environment (40 comments). However, many disliked the concepts of rerouting traffic to the other side of the street (67 comments), and restricting access (57 comments).

Speed humps

- Speed humps rely on vertical deflection to slow motor vehicle traffic. Study participants indicated high support (45 %) for this deterrent; however, others saw them as unnecessary and uncomfortable for cyclists.

Geometric improvements

- Geometric improvements were proposed to improve sightlines through modified curb locations at key

intersections; participants indicated 47-51 % support for this treatment. The majority of participants (91 comments) liked that the improvements increased safety but some felt they were unnecessary (39 comments) and costly (14 comments).

Curb extensions

- Curb extensions, which narrow roadways, slow motor vehicle traffic, and reduce crossing distance for pedestrians, were proposed for five locations within the study area. Participants indicated between 38- 40 % support for this design treatment. Survey respondents liked improved pedestrian and cyclist safety (55 comments), improved general safety (31 comments), and reduced vehicle speeds (26 comments) but some questioned whether extensions would be unsafe for pedestrians and cyclists, were unnecessary, or would result in traffic congestion.

Raised intersections

- Raised intersections elevate an intersection's road surface to sidewalk level to slow vehicles and provide greater crossing comfort for pedestrians. Three raised intersections were proposed for the study area, all of which received high support (48-50 %).

Crosswalk improvements

- Proposed crosswalk improvements included adding new painted crosswalks, improving existing crosswalks with overhead flashers, or raising crosswalks to require vehicles to slow down when passing. Survey respondents supported crosswalk improvements at all four proposed locations (52-55% high support) and liked the associated improvement in pedestrian safety and environment (48 comments), improved general safety (37 comments), and reduced vehicle speeds (19 comments). Those who disliked the treatment said it was unnecessary (28 comments) and noted a dislike of the overhead flashers (16 comments).

Date	Activity	Details
November 9, 2018 – September 13, 2019	Project update emails	357 stakeholders on email distribution list
April 8 – June 23, 2019	Stakeholder outreach discussions (phone & in-person)	Discussions with 6 key stakeholder groups
May 31 – June 23, 2019	Online survey	Accessed by a total of 2,445 people and 883 visitors provided survey responses
June 6 & 20, 2019	City of Winnipeg public engagement newsletter	Over 5,000+ recipients
June 1, 2019	Wolseley Leaf advertisement	Distributed to the entire project study area
Workshops		
June 11, 2019	Stakeholder, St. Margaret's Anglican Church, 160 Ethelbert St.	6 attendees
June 11, 2019	Public, St. Margaret's Anglican Church, 160 Ethelbert St.	97 attendees

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Pop-up events		
June 12, 2019	Tall Grass Prairie, 859 Westminster Ave.	45 interactions
June 12, 2019	Balmoral Hall School, 630 Westminster Ave.	64 interactions
June 12, 2019	Mulvey School Field, 750 Wolseley Ave.	71 interactions
June 13, 2019	Guided walk/bike tour, began at the corner of Raglan Road and Wolseley Avenue	13 attendees
School travel plan		
February 26, 2019	STPE Report created for each school; STPE Phase 2 questionnaire	STPE resource team members (10 participants); STPE working groups (23 participants)

What We Heard	How It Was Considered*
WEST SEGMENT	
WEST SEGMENT: Supported elements	
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	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). 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.

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 has 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 SEGMENT: Unsupported elements	
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.

CENTRAL SEGMENT	
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.
EAST SEGMENT	
EAST SEGMENT: Supported elements	
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.
EAST SEGMENT: Unsupported elements	
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.

* The engagement program is expected to conclude in February 2020, at which point the project team will use feedback from all phases of engagement to confirm and finalize the recommended design. Once the design is finalized, it will be posted on the project website and presented to Council for budget consideration prior to construction.

Next Steps

Phase 3 of public engagement is planned to begin in early 2020 and will focus on sharing the final design recommendation and highlighting how public feedback influenced the design process. Phase 3 engagement will include opportunities for residents to provide feedback through an open house, online survey and stakeholder meetings.

The STPE facilitator will meet with the Parent Advisory Councils (PACs) of each of the three study schools, share the results of each school's family and classroom surveys, and present the recommended design for review.

Before proceeding to final design, students in the older grades (4, 5 and 6) will be given the opportunity to review the recommended design and solutions to make sure we accurately heard their needs and wants.

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The full version of this Phase 2 Public Engagement Report is available on the project website under the documents tab.