

Appendix A – Promotional items

Lord Roberts Community Traffic Study

Community Workshop and Survey

You're invited to provide input on your experiences with traffic in the Lord Roberts neighbourhood to identify possible solutions to improve transportation in the area.

Complete a survey

Available at
winnipeg.ca/lordrobertstraffic until May 15, 2019

Attend a Community Workshop

Date: Monday, April 29, 2019

Time: 6 p.m. – 8 p.m.

Location: gymnasium, Lord Roberts Community Centre,
725 Kylemore Ave.

Format: Short presentation at 6 p.m.,
followed by group activities



Email lordrobertstraffic@winnipeg.ca to RSVP.

For inquiries or for those who require alternate formats or interpretation in order to participate, please contact lordrobertstraffic@winnipeg.ca.

For more information, visit us online at: winnipeg.ca/lordrobertstraffic



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INFORMATION - COMMUNIQUÉ

For immediate release
April 15, 2019

Public invited to provide input on their experiences with traffic in the Lord Roberts neighbourhood

Winnipeg, MB – The City of Winnipeg is inviting members of the public to provide input on their experiences with traffic in the Lord Roberts neighbourhood. The feedback received by the project team will help determine what the community values most to identify possible solutions to improve transportation in the area.

This phase of public engagement will build on the work of the project's public advisory and technical advisory committees.

Members of the public can provide feedback through an [online survey](#), or in-person at a community workshop.

Community workshop details:

Date: Monday, April 29, 2019

Time: 6 p.m. – 8 p.m.

Location: gymnasium, Lord Roberts Community Centre, [725 Kylemore Ave.](#)

Format: Short presentation at 6 p.m., followed by group activities

Please RSVP to lordrobertstraffic@winnipeg.ca

For more information about the project or to fill out the online survey, please visit winnipeg.ca/lordrobertstraffic.

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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.

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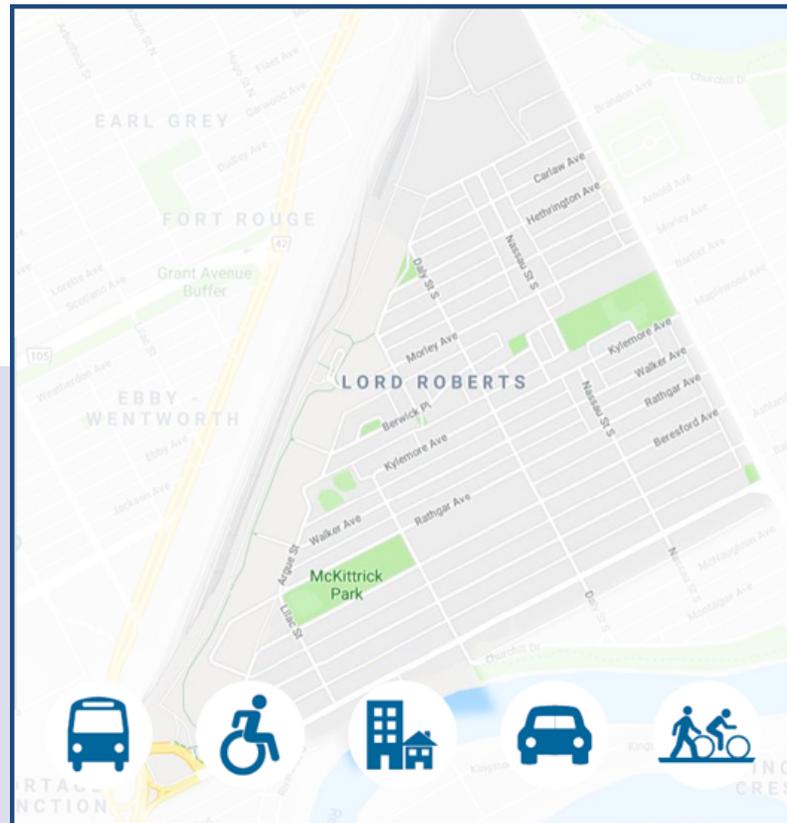
Community Workshop

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Appendix B – Workshop exit survey responses

How did you hear?	Was the information helpful?	Felt heard?	Aspects liked	Aspects to improve	Do you understand the project?	Do you support the project?	Describe link to area	Age
Postcard	Agree	Agree	identify issues	so far so good. Let's take this seriously. "results" "action". No more talk.				
Email	Strongly agree	Strongly agree	community building, good facilitation, issues were identified, great map visual	Good!!	strongly agree	high	resident	over 60
Email	Agree	Agree	great ideas and solutions from our group	Paint curbs where you don't want cars. Elbow near intersections and red in front of fire hydrants	agree	medium	resident	41-60
word of mouth	Strongly agree	Strongly agree	City listened. Thanks!	Will City tell us how they might solve the problems identified here?	Agree	high	resident	over 60
Email, Facebook, website	Agree	Agree	interaction with other area residents, good facilitators.		agree	high	resident	41-60
email, postcard, word of mouth	Agree	Agree	having a chairperson for each table. Well organized. Well timed as well for tasks. Showed respect for residents and our expertise.	Make it clearer what the tasks of Task 1 are - everyone went straight to solutions (which should have been cleared out).	agree	high	resident	over 60
postcard	Agree	Agree	Meeting neighbours and talking with people that understand traffic issues. Looking at issues through eyes of those that live on the streets they are on.	The large group didn't allow everyone to share	neutral	high	resident	18-24
Postcard	Agree	Strongly agree	The group discussions was well guided and gave an opportunity to hear what concerns our neighbours were having. The group organization was good for discussion. The timing of sections in the agenda was good.	smaller groups would allow more people to talk at once.	agree	medium	resident	18-24
Email	agree	Strongly agree	great way to meet neighbours and discuss issues in a positive manner		agree	high	resident	25-40
Postcard	Agree	Strongly agree	to hear from other residents who have similar concerns and possible solutions. There are many safety issues which need to be addressed in a timely manner.	too generalized	agree	high	resident	over 60
facebook	Strongly agree	Strongly agree	sharing common concerns and learning more about the neighbourhood. Meeting local people in the neighbourhood	it was excellent, can't think of an improvement.	strongly agree	high	Former resident	41-60
email, newspaper ad	Agree	agree	listening to everyone's point of view	looking forward to next phase, when we can discuss concrete ideas	agree	high	resident	41-60
facebook	Agree	Agree	participation focused - good to use visuals and good facilitation to allow all voices	conersation was a bit all over the place at times - more structure to discussion might help	agree	medium	resident	25-40
word of mouth	Agree	Strongly agree	The part about parking issues and bike path issues.	lw ould like to have talked more about why Transit workers are not utilizing their newly built parking lot	agree	medium	resident	over 60

How did you hear?	Was the information helpful?	Felt heard?	Aspects liked	Aspects to improve	Do you understand the project?	Do you support the project?	Describe link to area	Age
word of mouth	neutral	Agree	highlighting on map where issues are	smaller groups so not a few monopolize time	neutral	medium	resident	25-40
email, postcard	agree	Strongly agree	The group activiites were positive. I expected some debate but the group was on the same page overall	A little more refereeing. The group got a little rowdy and could have used more guidance.	agree	high	resident	25-40
Email	Strongly agree	Strongly agree	It was great to hear all of the different perspectives.	Having even more people and voices be part of the conversation	strongly agree	high	resident	41-60
Postcard	Strongly agree	Strongly agree	Listening to my neighbours.	I was alittle unclear before I came. More information on the postcard would have helped.	neutral	high	visitor	41-60
Postcard	Strongly agree	Strongly agree	interactive aspect, talking to residents	not clear on objectives ahead of time	agree	high	visitor	41-60
Postcard	neutral	Agree	most people had same concerns	action on concerns	disagree	high	resident	over 60
word of mouth	Agree	Agree	ideas to improve our communiy	solutions to be discussed	neutral	high	resident	41-60
word of mouth	Agree	Agree	working as a group - hear other people's ideas. Liked the map sticker exercise.	can't think of anything	strongly agree	high	other: developer	25-40

Appendix C – Community workshop feedback

Lord Roberts Community Traffic Study Workshop

Activity 1 - Table 1

Vehicle Alternatives

- Increased options for non-car people – transit, cycling, walking

Safety

- Approved parking and cycling safety
- Do something about the new bike lane turn from Brandon. The turn is so tight cars can end up on the sidewalk
- Increase safety for pedestrians especially kids and youth
- Bike signage in lane Carlaw
- Better options for pedestrians in and around Rapid Transit at Argue
- Vehicles parking too close to intersections

Road Conditions

- Ensure motorists and pedestrians get as much consideration as the bikes – cleaned first
- Road clearing issues – cycle lanes first
- Like traffic to slow down and be safe for the neighbourhood particularly during rush hour
- Traffic calming measures
- No left turns from Osborne to the first two or three residential streets
- Improved conditions as to public parking re-routing traffic onto other streets away from Carlaw and Brandon
- Road conditions (bad) become an issue for bikes and pedestrians
- Improved road conditions Nassau St S has many potholes that put a lot of wear and tear on vehicles
- Differing conditions - bike paths and back lanes

Road Rule Enforcement

- Somehow enforce traffic signs, specifically stop signs

Transit Garage Parking Issue

- Transit parking issues

Issues with Speed and Cut-Through Traffic

- Improve the cut-through traffic on less major residential roads

Lord Roberts Community Traffic Study Workshop

Activity 1 - Table 2

- Painting curbs i.e. no parking
- Traffic flow and regulation
- Lights a Lilac and Jubilee
- Crossing across rail lines
- Better traffic flow on Daly
- Smooth vehicle traffic – few stop signs
- Slowing down traffic
- Streets wide enough for safe driving
- Traffic calming (Rosedale, Jubilee bypasses)
- Divert construction traffic to Lilac
- Splash pad at McKittrick Park in 20019
- Environment and quality of life
- Protect urban forest from heavy truck vibrations
- Clean air for boulevard and gardens
- Peace and quiet
- Vibration and noise-free community
- Paint curbs where you don't want parked cars. Yellow at intersections and red at fire hydrants
- Pedestrian safety
- Safe pedestrian crossings
- Safe pedestrian neighbourhood
- Pedestrian safety
- Effective parking strategies
- Parking limits except residents
- Park and ride
- TOD accounts for real life parking needs
- Transit solves its staff parking problems
- 2 hr parking on Daly will deter bus drivers from parking there
- Cycling, AT
- Safe streets for children
- Allow rollerblades and skateboards on all AT bike paths
- Prioritize mobility needs of residents
- Healthy environment for cyclists and pedestrians
- Connecting cycle routes

Lord Roberts Community Traffic Study Workshop

Activity 1 - Table 3

Pedestrian Safety

- Pedestrian safety
- Safety for pedestrians
- Pedestrian safety (especially during rush hour. Off rush hour drivers often more relaxed and courteous

Controlled Parking for Non-residents

- Transit drivers taking all the street parking. If we want to park there we need time limits. We need to pay for a pass. Across from park and too much traffic around park.
- City vehicles and sub-contractor idling vehicles in neighbourhood
- Parking congestion non residents
- Parking from increase in population due to development of Fort Rouge Yards – how will it be managed
- Parking limitations related to transit operators

Infrastructure Condition

- Potholes!!!
- Accessibility – condition of sidewalks
- Snow clearing equipment

Active Transportation Safety

- Active transportation
- Parking near side street connections
- Active transportation path safety
- Slow down traffic (speed bump) in lane connected to bike path
- Improved and more bicycle support with the goals of safety, connections and wellness
- Active transportation path safety

Roadway Safety

- Access to Pembina Highway by new condos
- Back lane safety
- Reduce cut through traffic
- Increased speed
- Less traffic bypassing
- Improved traffic calming without restricting access
- Safer side streets
- Seeing increase in traffic flow
- Now more traffic on Argue where kids play behind LRCC

Lord Roberts Community Traffic Study Workshop – April 29, 2019

Table 1 Notes

Variety of Transportation (Cars, bikes, pedestrians)

- Increased transit service (outside rapid transit)
- Transport studies focus too much on cars
- Designated bike paths a problem – cyclists not paying attention to pedestrians
- Look at separating cycling and walking paths
- Paint on bike paths wearing away
- All users of paths should be considered
- Signage issues

General Safety

- Turning issue at Brandon
- Parking not well enforced
- Painting curbs would help people understand where they can/can't park
- Safety for children/youth
 - School speed zone on Cockburn-Rosedale to Kylemore
- Brandon – people cut through, very narrow street, hard to pass and always full of parked cars
- Would help to take parked cars off street – create areas to pass and make space for oncoming areas
- No parking zones during rush hour
- Transit drivers parking on street, not in their parking lot.

Activity 2

Working Well

- Sections of the bike path work well
- Rapid transit – frequency is great
- Families able to walk to school. Very walkable, feels safe. Sometimes kids walk to school on their own.
- People know their neighbors and look out for each other.

Current Issues

- Parked cars at Brandon and Argue – impossible to pass safely
- Bike lane connects at unsafe intersection (Osborne and Woodward). It should connect to Brandon but the lights don't change for cyclists. Need a cycling priority signal.
- Bike path ends at back lane with a blind corner which is dangerous for cars pulling out from houses

- Mirrors could be a solution
- Lane is also dangerous because of raised sewer covers
- Transit building is too close to the lane
- Infrastructure issue on Walker – street being ripped up by heavy construction vehicles
- Nassau is worst street in the neighbourhood
- Cut through traffic – lots of places
- People not stopping at stop signs
- Roundabouts are maybe something to look at in the neighbourhood
- No pedestrian path from walking from rapid transit Jubilee to Argue
 - Terrible in winter
- Missing sidewalk connections throughout neighbourhood

Lord Roberts Community Traffic Study Workshop – April 29, 2019

Table 2 Notes

- Why is the traffic so bad on Rathgar?
- Would like to see “no parking” on Daly
- Too much traffic in the area
- Jubilee traffic up Nassau South reach a green space road bock
- Open Nassau S to through traffic
- City needs a covered bridge between Jackson or Ebby and Berwick Cr.
- Traffic circles are not working in River Heights, very unsafe
- Allow skateboarders and rollerblades on bike paths starting immediately
- Local traffic only sign on Rosedale West of Lilac
- Too many bus drivers parked on Daly St.
- Splash Pad at Mckitrick Park
 - Two hour parking on Lilac by splash pad
- Limited parking on Daly - 2 hour
- \$70,000 traffic light needed at Lilac and Jubilee
- Safer streets for children and pedestrians
- Solve transit parking problems
- No traffic circles unless you remove houses to make proper room

Lord Roberts Community Traffic Study Workshop – April 29, 2019

Table 3 Notes

- Rush hour safety for pedestrians
- Improved bike support – safety – make existing infrastructure better and safer
- Congestion by nonresidents

- Parking by non-residents
- Parking limits – nonresidents have to pay for parking
- Need more speed bumps
- Decreased traffic flow – reduce or slow down traffic
- Speed is a concern for safety
- How will traffic and parking be managed as Fort Rouge Yards develops
- Safer side streets
- Traffic bypassing – cutting through back lanes or parking partway into back lane
- Condition of sidewalks
- Driver are more courteous during non-rush hour
- Active transportation path safety
- Sidewalk infrastructure not very accessible for people that need assistance to get around – wheelchair and walkers
- Some streets and back lanes are very broken up
- Nassau doesn't go straight through
- Cutting through back lanes
- Manitoba housing right there – lots of traffic
- Can't make a left turn off a residential street onto Osborne

Categories

- Pedestrian safety
- Controlled parking for residents
- Active transportation safety
- Infrastructure condition
- Roadway safety

Appendix D – Online survey responses

Feedback	
1	The ability for all forms of transportation (motor vehicle, cyclist, pedestrian) to coexist safely. Traffic should flow in a logical, safe, and efficient manner.
2	Where active and public transportation is priority, and commuter traffic is considered to allow for better active/public transportation.
3	Success looks like traffic and pedestrians both feeling safe and efficient. It will have space for commuters, in cars, on foot, or on bikes.
4	Reduction in accidents, particularly ones involving pedestrians. Traffic moving efficiently on Osborne, so people don't speed down residential streets as a shortcut to Jubilee/Pembina.
5	Pedestrian and Bike friendly with these prioritized over automobile traffic. Separated bike lanes, and traffic calming devices (bumps, roundabouts, speed tables, chicanes etc). Reduced speeds throughout (40km max). Kids should feel safe biking on any street and crossing any street.
6	Safe streets for cycling and walking. Traffic calming in areas where there is higher traffic. ie. Sam Southern Arena and Safeway Traffic; people using residential streets as thoroughfares to avoid Osborne and Jubilee traffic
7	Safe streets for cycling and walking. Traffic calming in areas where there is higher traffic. ie. Sam Southern Arena and Safeway Traffic; people using residential streets as thoroughfares to avoid Osborne and Jubilee traffic
8	A community with good management is not scary for pedestrians or cyclists. It is a community that knows that pedestrian safety is not about educating pedestrians. It's about reigning in hasty drivers.
9	Safe for all street users, with clear signage, progressive with volume of use
10	Dedicated and safe bike paths connecting surrounding neighbourhoods. Slow traffic within several blocks of schools, parks and playgrounds.
11	To improve the traffic in this area and allow homeowners the opportunity to park their vehicles in front of or near their house we need to not allow everyone from The Transit Garage to park in front of our homes as that is what causes such chaos on our streets. Also people from the suburbs or close communities park their vehicles on our streets and take Rapid Transit down town so they don't have to pay for parking downtown or be involved in the traffic issues downtown. A Park and Ride is a good option however the people use our streets as a park and ride and Transit staff use it as well for their parking needs
12	Proper turning lights, properly maintained neighbourhood streets and bike paths to encourage cleaner ways of transportation.
13	Bike routes, appropriate street parking on side streets, safe for pedestrians
14	Smooth flow of traffic, safety for cyclists and pedestrians, reasonable speed limits and enforcement.
15	Traffic is able to flow freely without unreasonably slowing down. More efficient traffic flow means less overall simultaneous traffic.
16	Calming circles as opposed to stop signs. Streets with less potholes and bike lanes. Availability to park on my own street and not have transit drivers parking and taking up all the street parking. Also having streets cleared in the winter, and actually towing motorists who don't follow the parking ban, rather than plow around them.
17	Traffic travelling at a low rate of speed. Safe and separated cycling infrastructure. Frequent and safe opportunities for pedestrians to safely cross busy streets. Efficient transit (i.e. buses not stuck in traffic).
18	A community with good traffic management, to me, looks like a community in which there are a number of options for travelling in the community beyond vehicular traffic. It would have well organized and intuitive parking solutions, protected lanes or separate bike lanes, many pedestrian paths, and easy to travel roadways. It would reduce the amount of 4 way stops and speed bumps to calm traffic, and use other alternative measures such as small roundabouts and landscaping. Overall, it would allow many means of transportation through the community with minimal need for signage to protect those not in vehicles.
19	A community with good traffic management is one where pedestrian safety and pedestrian ease of use is considered more than car operator convenience.
20	One way traffic with speed bumps. Heavy congestion with parking (especially closer to Winnipeg Transit from their employees) makes driving difficult and unsafe. Also makes winter driving extremely difficult because there is either no where to pull over when you need to yield to the right of way or you get stuck in deep traffic and ruts. One way traffic at Lord Roberts school for safety of drop off and pickup. More 4 way stop signs instead of 2 way.
21	Safe speeds, lack of congestion
22	Safety is a main priority since we have a number of elementary schools, community centres, and public parks in the residential areas just off Osborne St. However, the practical priority is for traffic to flow effectively & efficiently through main arteries at peak times during the rush hour.
23	Lots of room for pedestrians and cyclists.
24	-Physical traffic calming infrastructure is installed in favour of speed limits. -Pedestrians have sufficiently frequent crossing opportunities as to minimize the prevalence of jay-walking. -Experienced cyclists are not seen riding on sidewalks as a consequence of poorly connected infrastructure or to evade traffic due to congestion where there is no dedicated infrastructure.
25	Traffic able to have a good flow. Proper bike lanes. Enforced use of bike lanes through proper signing and a new law stating bike lanes must be used when available. Enforced through a fine system.
26	Drivers travelling at a reasonable speed and yielding to pedestrians. This should be a safe neighbourhood for residents (including children) to cross the street. There is no reason for people to be driving 60 km/h.
27	that I have safe options on getting where I want to go in my community - by biking, walking, on transit or in my vehicle.

28	No more people being hit. Lights that flow better parking for people that live there not transit people
29	No parking on main thoroughfares to allow traffic to move, and lights all synced
30	A safe & orderly flow.
31	Having people obey the posted signs, and respecting the fact that children live in the area. Often people drive very fast down our street currently.
32	Walkable neighbourhoods with pedestrian and cycle traffic prioritized. Disuading thru traffic on the residential streets
33	lots of bike paths and smart flowing traffic
34	good traffic flow. safe crosswalks pedestrian friendly frequent model transit bus shelters and benches vehicle parking on side streets.
35	General traffic does not divert from major route to residential. There should be proper walking and biking trails and dedicated lanes.
36	To see the no turning off Jubilee Eastbound onto Osborne Street going south at the yield. Too many people do not look for pedestrians who have the walk sign for crossing.
37	Space for people using all modes of transportation (sidewalks, separated bike lanes, cars) to move safely to their destinations.
38	There needs to be a left turn lane all the way through as most of the time it's down to one lane because of parking and when a vehicle needs to turn left it can back up traffic for blocks
39	A safe place for kids to be on the street without cars speeding through to shortcut to major thoroughfares.
40	Rush-hour traffic able to move at the speed limit without unnecessary delays in ideal weather
41	Main thoroughfares which suit the usage patterns of all people needing transportation (i.e. cars, cyclists, pedestrians), which integrate landscaping and other beautification and which require minimal weaving in and out between parked cars.
42	It looks like less speeding and parking for rapid transit. There is a lot of speed just to get a parking spot during the week.
43	Cars not speeding down residential streets, not going through stop signs, pedestrian and bike friendly community
44	Better signage and deterrents to prevent people using neighbourhood as a rush hour shortcut. Enforcement of city parking laws (ie: parking too close to intersections) Repairs of neighbourhood streets that get higher than expected traffic (ie: Nassau St S between Brandon to Morley has disintegrated in the last few years). A good backbone route through the neighbourhood? Traffic seems to get directed through narrow residential streets (and backlanes), since there is no good thoroughfare on the west side of the neighbourhood. Encouraging alternative means is important, but with the new condos there will be more traffic and no way to handle it.
45	Smooth flowing automobile traffic, safe bike lanes.
46	Streets where drivers do not tend to speed. Traffic calming devices on busy street, better curb design, traffic circles. Reduction of through traffic, or cut through traffic. Reduce traffic around the community Center and park, keep the new loop at end of Rathgar from becoming a park and ride
47	Having proper signage, roads without potholes,
48	No kids being hurt as a "low bar" - but really a neighborhood where all traffic - cars, bikes, motorbikes, pedestrians - feel safe and able to operate as normal/in a comfortable way, without being worried about the presence or threat of other forms of traffic.
49	Proper signage, lane markings and roadways with parking for visitors of home renters/owners is what a good traffic management plan looks like to me. Redevelopment and urban sprawl is a positive change to develop a communities of people and places. Although, developers today are not considering the transportation requirements in not providing enough parking to tenants/owners. I don't know of any household that has less than 2 cars in their family home/residence which tells me it's a majority. I've lived in Crescentwood for over 25 years and still struggle with limited street parking for my visitors due to large community rentals and tenants having one parking spot allocated to them forcing other tenants to park on residential front streets. This is an issue in many communities and require attention. A suggestion is when permits are requested for demo and new builds, parking needs to be reviewed prior to permit approval.
50	A community with more cyclists, pedestrians, and buses than cars. An area where people feel safe to be outside and a place where the air is clean.
51	Traffic lights are observed, censored and work properly. People do not need to wait forever at a stop light when there is nobody coming from other directions and lights do not go yellow and back to green when someone from the other direction is waiting to go and there is no traffic coming from the direction of the green light.
52	Not too many vehicles on neighbourhood. Streets.
53	Dedicated bike lanes, reduced speeds on all residential streets, open parking spaces on residential streets
54	Lighted intersections and pedestrian crossings. Specifically in the commercially dense area between Morley and Jubilee.
55	Parking for residents and their visitors. Parking areas for transit employees and rapid transit users.

56	Safe streets, not a thoroughfare for everyone to drive through. Needs quality access & egress points, manageable parking, not looking like a mall lot. . Lots of lighting.
57	more residential parking, less heavy traffic from Jubilee cutting down Rosedale Ave
58	We have lived in the community for 40+ years. The addition of all the housing in the Yards area will cause a lot of traffic problems... including sufficient parking. Many people are using the streets to park & ride rapid transit.
59	Good traffic flow, safe streets for kids - traffic not going too fast, adequate on-street parking, good traffic signage
60	Safe spaces for vehicles, bikes and cars. Traffic proceeding with an orderly flow, but not speeding through the neighbourhood.
61	<p>What does a community with good traffic management look like to you?</p> <p>To me, good traffic management would mean less short cut/through traffic on the local streets, finding ways to reduce speeders on local streets and having the neighbourhood be pedestrian friendly (crosswalks, etc).</p> <p>For Lord Roberts, a successful traffic management plan will reduce the amount of traffic on the local streets. Cars that go down Jubilee or Osborne often short cut through the neighbourhood and as a result, the traffic volumes seem higher than other comparable neighbourhoods. Before living in Lord Roberts, I lived in Earl Grey, and the traffic seems much less on the local streets, in what I feel are comparable neighbourhoods. One difference is that Lord Roberts is more like an "island" cut off on the West by the rail tracks. The only ways in and out are Jubilee or Osborne.</p>
62	<p>To me, good traffic management would mean less short cut/through traffic on the local streets, finding ways to reduce speeders on local streets and having the neighbourhood be pedestrian friendly (crosswalks, etc).</p> <p>For Lord Roberts, a successful traffic management plan will reduce the amount of traffic on the local streets. Cars that go down Jubilee or Osborne often short cut through the neighbourhood and as a result, the traffic volumes seem higher than other comparable neighbourhoods. Before living in Lord Roberts, I lived in Earl Grey, and the traffic seems much less on the local streets, in what I feel are comparable neighbourhoods. One difference is that Lord Roberts is more like an "island" cut off on the West by the rail tracks. The only ways in and out are Jubilee or Osborne.</p>
63	Safety for pedestrians, motorists and cyclists alike.
64	Safe spaces for vehicles, bikes and cars. Traffic proceeding with an orderly flow, but not speeding through the neighbourhood.
65	<p>One that maintains a transportation environment that uses efficient systems engineering, combined with passive traffic calming design to create a productive but safe environment.</p> <p>Winnipeg has made some great progress with methodically introducing traffic circles, protected bike lanes, enhanced pedestrian pathways and sharp angle yields and responsible restrictions for street parking.</p> <p>Winnipeg has a responsibility to choose how traffic management is to be planned. Designing to route traffic at a friendly community local level can conflict (from an efficiency) perspective with a larger plan to move people longer distances across the city at large.</p> <p>In saying this, I am largely pleased with the Transportation Management Centre's new regional systems light timing plans. I believe a large contributor to having good management is designing smaller community units to be friendly for all road users, while keeping the options scale-able - because neighborhood amenities and transportation pathways change over time.</p>
66	When kids can play in their neighbourhood and there isn't traffic speeding up and down streets.
67	In a neighbourhood like ours, where we encourage green living, I think it's important to cater to all forms of traffic, not just cars. Ease of transportation for pedestrians and cyclists should be a priority.
68	Good options for cycling, safe lighting on the sidewalks so pedestrians don't walk on the road, speed bumps on problematic roads, and visible stop signs
69	proper traffic lights, crosswalks, proper street repair for potholes etc.
70	No speeding through our residential streets. Finding a solution to the problem of transit drivers parking on residential streets.
71	The foundation of property is not shaken, thus no large trucks. Community is people who live or visit the area driving cars at the speed limits, people using bike and walking.
72	Speed bumps on Nassau S, Daly, Cockburn and Lilac to slow traffic cutting through the neighbourhood from Jubilee to Osborne. Some vehicles go through way too fast. Restrict large truck traffic on narrow, area streets - they should be using Morley and Jubilee, same streets the buses use. Turning lights are needed at the Morley/Osborne corner.
73	Less cut through traffic, speed bumps to slow down south-north traffic on Nassau, Daly, Cockburn and Lilac. Restrictions on large truck traffic on narrow, neighbourhood street.
74	Roads that provide good traffic flow. Not an excessive use of residential streets for commercial vehicles and trucks. Residents obeying stop signs. Commuters not using streets as shortcuts. Sufficient space to park and most importantly children being able to walk safely!
75	Safe residents and traffic that flows well.
76	Bike lanes, solid transit coverage, well timed lights
77	It's safe and easy for both vehicles and pedestrians to move around.
78	I believe it would mean less congestion and more parking for those who live in the area.

	<p>1. residential streets should not be truck routes for construction vehicles and larger vehicles that shake the foundations of homes</p> <p>2. Should be able to walk across safely at busy intersection at lights and pedestrian crosswalks.</p> <p>3. 30km speed zones at schools should be changed to 40km throughout the entire residential neighbourhood. because children need to be safe throughout their entire neighbourhood, not just in school areas.</p> <p>4. Safe bike paths or wider sidewalks that accommodate both pedestrians and bikes in a safe manner.</p> <p>5. Seemingly random 2 way stops at 4 way intersections are dangerous places for accidents to happen.</p>
79	6 Favour pedestrians over vehicles.
80	Free flowing traffic with few stoppages for brief periods of time to allow for pedestrians. Safe, exclusive bike routes so that bicycles do not slow vehicular traffic, risk harm to riders, or monopolize sidewalks. Frequent, convenient service with public transit.
81	A plan that ensures that large vehicles, like trucks and semis have limited access to the neighbourhood. A plan that makes provision for Winnipeg Transit drivers to park in designated areas only. A plan that ensures that a slow speed is enforced on the residential streets.
82	Visible street signs (stop)-so no trees, bushes etc. blocking the view. Around crosswalks-something to catch driver attention that there actually is a crosswalk-like flashing lights in addition to signs. Well marked lines on where to stop (to reduce rolled stops). Advanced turning lights. Reduced street parking to allow for better car/bike traffic.
83	Good traffic management in my community is one where the encouragement of the mobility of people is the highest priority, and not the automobile.
84	<ul style="list-style-type: none"> -Roads in good condition which will limit swerving, driving into oncoming traffic, or coming to abrupt stops to avoid pot holes -Clear and obvious marked speed limit changes between 70 km/h (Dunkirk), 50 km/h (Osborne) and 30 km/h (school zones) -Adequate number of pedestrian cross walks evenly spaced along routes (currently none between Gertrude south to Walker; but a new one only a couple of blocks south of Walker) -Regulated parking which prioritizes the needs of local residents
85	This question is dumb
86	Adequate space for pedestrians, cyclists and motor vehicles. Enforcement is extremely important particularly as it pertains to vehicles ignoring crosswalks.
87	Zero pedestrian-vehicle accidents. Clearly designated intersections for pedestrian crossings. Reduced speed limits or speed bumps on residential streets that have shown an increase in traffic due to "flow through" (i.e., cars traveling from the South End of the city to downtown that use residential streets to bypass the heavy traffic on Osborne).
88	Sidewalks, bike lanes, street parking for residents. Problems right now around the Transit buildings with Transit employees parking on the street all day and night - no parking for residents.
89	Peaceful and quiet with clean air and safety for children. Lots more space for residents and their guests to park on their own streets as long as they like. Minimal vehicle traffic to encourage more neighbourhood enjoyment (more pedestrian traffic, more visiting, more light recreation in front yards and boulevards). Make the area idle free. No park and ride traffic.
90	Well maintained roads and sidewalks, efficient public transit, dedicated bike and bus priority lanes on major routes, 40 km/h residential streets, less stop signs, more yield signs and roundabouts,
91	Well maintained roads and sidewalks, efficient affordable or free public transit, heated bus shelters in winter, dedicated bike and bus priority lanes on major routes, 40 km/h residential streets, less stop signs, more yield signs and roundabouts, less surface parking lots on major routes, more publicly owned parkades,
92	Safe transportation for pedestrians, cyclists, transit users, and even motor vehicles.
93	Communities that encourage active transportation, have good access to reliable transit.
94	Less traffic accidents and a good flow especially during rush hour.
95	Streets without large heavy trucks that cause house to shift and foundation to crack. Normal traffic flow of people who live in the area and their visitors. Safety for children, the elderly and people riding bikes.
96	A community that provides appropriate space for all types of users with minimal potential for conflicts.
97	A community that discourages shortcut traffic racing through.
98	Safe pedestrian walkways/crosswalks. Well marked bike routes. Restricted truck traffic. Limited car parking on major connectors.
99	quiet. no big trucks or tractors. no idling
100	Left turning vehicles dont block entire streets
101	To me it looks like a space that prioritizes a comfortable environment for the neighbourhoods most vulnerable road users, those 8 to 80, on foot, bike, or bus. Community members are able to feel confident and comfortable traveling at low speeds with proper connectivity and protection. Streets are designed in a way that forces vehicles to slow down if they need to travel through the residential area.
102	Safety and efficient for all means of transportation: cars, bus, bikers, pedestrians
103	No speeding beside the part where children cross. Potholes filled so cars don't have to swerve when driving along neighbourhood streets.
	Good traffic management means safety for pedestrians and cyclists
	One that provides for the smooth and safe flow of all traffic. It must consider the busy morning and evening rush hours, allow for residents along Osborne to easily and safely enter busy Osborne St. With the increased construction along Osborne St., more cars, bikes, pedestrians will want to flow to downtown places of work, school, appointments etc. How about providing a place for car parking for those people wanting to access Rapid Transit and leave their cars behind?

104	Reduce the amount of traffic that is attempting to bypass construction and traffic backups on the main roads. Also, reduced speeds less transit drivers parking on our streets and safer places for crossing. Speed limits need to be heavily monitored more by authorities
105	It is safe for children, all pedestrians (including seniors, handicapped), and cyclists. Cars can get where they need to go reasonably quickly.
106	Options to move some through traffic away from the main drag (Osborne south). Traffic lights synchronized so that traffic flows smoothly through the area; reduce stopping and starting.
107	Safe to cross Osborne without fear of being mowed down by vehicle trying to beat or go through a red light. Ex: Osborne at Mulvey E. cars rush thru yellow and red light in both directions. North and South. Also vehicles waiting at the lights coming from McDonalds or the co op turning onto Osborne southbound. Perhaps traffic violation cameras? Bikes speeding down the sidewalk almost colliding with pedestrians. Need a bike lane and signs posted at the underpass to DISMOUNT and walk your bike under the underpass. But also need enforcement.
108	Speed and red light cameras at Mulvey E and Osborne. Designated bike path to stop speeding cyclist on the sidewalk. Signage and enforcement to tell cyclists to DISMOUNT and walk bike thru underpass.
109	Good cycling infrastructure, that connects. Traffic speed enforcement in areas other than school zones. Encourage more bus ridership
110	Safe
111	A community with adequate traffic signage and roads that are well maintained to provide safe driving.
112	I live in Lord Roberts on Walker and don't think there is a traffic problem.
113	A way to get from Riverview to Norwood by Bike without going downtown. A way to get from Lord Roberts to the bike routes across Pembina without having to drive through Pembina traffic. A way for less cars to drive from South St. Vital to downtown. A way to bus to st. James late at night without having to bus downtown. A way for cars to cross Pembina without having to force their way through.
114	Bike and walking paths that are kept proper. No more school zone speed limits as I find myself watching my speed rather than the road very often.
115	Slower traffic in the community and safer access to major routes. Periodic enforcement to improve compliance with traffic laws.
116	Good traffic management prevents noise pollution as much as possible. It allows residents and their visitors the opportunity to park on their streets. It does not allow vehicles of any sort to park on green spaces - whether they be private or public. It also discourages and prevents idling of large vehicles (ie. buses) in residential areas near homes.
117	Smooth flow of traffic through intersections and residential roads, safe for pedestrians, well-managed parking options, and marked bike paths/lanes.
118	It means people not speeding down Rosedale at 60+ mph.
119	Traffic that flows properly, where main arteries take priority over secondary street traffic
120	Good traffic flow on the major routes, eliminating the need to be cutting through neighborhood streets in order to avoid the major routes due to slow traffic.
121	Safety! Freedom from fear and anxiety caused by aggressive people and bad traffic problems.
122	As the name suggest "Community" should be at the heart of any traffic management. In a residential neighborhood: visibility at intersections; low speed limit; more bicycle lanes; discourage commuters from using small residential streets.
123	where pedestrians/cyclist are off the roads. And having streets that are wide enough for two cars to pass-which is not possible on Argue street right now
124	where pedestrians/cyclist are off the roads. And having streets that are wide enough for two cars to pass-which is not possible on Argue and Berwick streets right now
125	Seamless. It should be like a well designed door - there doesn't need to be a sign that says push/pull, the way to use it just makes sense.
126	The neighbourhood is safe for everyone. It has plentiful safe methods of non-motorized transportation, including regular sidewalk maintenance and snowclearing in winter. It is not used as a short cut or throughway for people from outside the neighbourhood. There are traffic calming measures in place. There are easy options for accessing public transportation options (eg) frequent feeder or shuttle services. Those with mobility challenges can move around easily. Stop signs and other traffic control measures are respected.
127	Bike paths in the right places so people living on a road with 4 lanes of traffic aren't dealing with cyclists on the sidewalk going in all directions. Why the path wasn't placed on the other side of the street defies logic. The ability to enter my driveway without rude drivers honking their impatience as I back in because backing out is impossible due to the 4 lanes of traffic, 2 lanes of cyclists and pedestrians. In the last 20 years, traffic volumes have increased considerably. Road noise is huge too. It is hard for me to say what makes for good traffic management, but things would be much easier if there were more breaks in traffic flow so we could safely exit and enter our drives. More traffic enforcement so speeding is reduced.
128	Traffic flowing well both along Osborne and Pembina Hwy, the main arteries as well as on Jubilee the connecting route. Easy access to the wonderful bike and pedestrian walkways along Churchill Drive, along Dakota and Fermor and Pembina Highway. Safe sidewalks and pedestrian corridors on Jubilee and Osborne for people and their pets. A friendly, happy, safe community with apartment and home dwellers and integrated community housing where seniors, families and single adults of all abilities can live harmoniously together.
129	Not just designated slower school zones, but playground zones as well. Bike lanes. No cut-through traffic. Street parking where appropriate.
130	Good flow during rush hour, parking availability, transit accessibility
131	A community that puts pedestrians and cyclists as a priority
132	I would like to be able to move quickly, safely, and efficiently through the neighbourhood.

133	Smooth moving traffic, drivers courteous to walkers, more walking options, pull over for buses, no parking at anytime on Osborne
134	Slow traffic on residential streets. Lots of safe ways to cross busy streets. Safe biking trails. Reduced thru traffic.
135	Safe for both cars and people and all kinds of public transit
136	A safe mixture of cars, transit, bikes , and pedestrians.
137	Reduced through traffic from people that don't live in the neighbourhood
138	Continuous bike paths (that don't involve an uncontrolled intersection to cross at). Safe and efficient traffic flow.
139	One with clear, visible signage, where changes to the flows of streets are explained and communicated early as opposed to being sprung on the local community with neither consultation or warning. It takes into account the actual residents of the area and how they live, rather than imposing the social engineering thesis of some technocrat who doesn't even live in the area.
140	Safe bicycle paths as well as walking paths and sidewalks free of holes and bumps as some of us age. Large trucks restricted to Morley. Re-think no right turn signs such as the one at Osborne and Morley. A connection from the new housing by the tracks to Jubilee that is not just Lilac.
141	To me, good traffic management is well timed to avoid ALL the delays on Jubilee and Pembina. Granted, the construction is hindering this process, however, I've used Pembina and Jubilee for 50 years and they bottleneck all the time. Speeding is a REAL concern on Jubilee Avenue.
142	Not allowing parking on a main artery (Osborne South) essentially turning it into a single lane street
143	Slower speeds to create safer conditions for cyclists and pedestrians, and more designated lanes for cyclists, with a limit to stop signs and other flow breaking detours.
144	understand the key areas that need better traffic control and then act. whether that is additional traffic lights and limiting the area as a parking lot to MTS and Transit staff.
145	Minimal delays, limited use of residential streets for through traffic and being able to make a left onto my street without waiting an extended time due to congestion
146	Safe bike routes, speed controlled areas, traffic calming circle route similar to Hay, dissincentives for traffic to cut through the neighbourhood to avoid backups on Osborne and Jubilee.
147	A place where traffic signs and flow are consistent and sensible/logical.
148	Where traffic on Osborne moved smoothly; quickly; too many lights; cross walks; too many people crossing the busy street anywhere. Eliminate parking on Osborne!!!
149	A safe community for every ability and age, four seasons. Walkability is very critical. Some way to ensure that the 50 kmh is adhered to. And physical safety is addressed.
150	One of our issues as a neighbourhood is the traffic overflow from Osborne and Jubilee in the morning and evening rushes. Not to mention the extra traffic in both volume and physical weight due to the Pembina highway construction.
151	Not having cars flying down the back lane of Osborne
152	Safe streets, access for bikes, this is a walking community so safety and sidewalks should be prioritized.
153	Available alternatives to driving, respect for pedestrians and cyclists during peak traffic hours, providing incentives for motorists to car pool
154	good, safe, and connected pedestrian and cyclist network.
155	Safe and level sidewalks to use to walk on, stop signs clearly visible. Street lights for vehicles and crosswalks clearly identifiable
156	safe streets with a reasonable balance between accessibility for all modes. Encourage on-street parking, as it slows down traffic, maximizes space, and acts as traffic calming
157	The ability to feel safe walking on the street or sidewalk.
158	Feeling safe walking on the street or sidewalk. Lord Roberts is a relatively quiet pocket and has sufficient sidewalks.
159	access options, lack of major congestion, safe movements for all users
160	No traffic jams. Safe turning opportunities (flashing lights or turning arrows, or no turning signage at busy intersections or during high volume traffic times). Safe crossing areas for pedestrians. Safe cycling areas separated from motor vehicle lanes.
161	Protected & connected bicycling & pedestrian infrastructure. Not vehicle centered.
162	Less congested traffic in Lord Roberts, more traffic lights and less speeding.
163	More crosswalks for the safety of children going to school in the area
164	connected, protected, & maintained pedestrian & bicycle paths.
165	Clear signage, reasonable speed limits and roads and sidewalks that are repaired and maintained (the city has done a poor job of this in Lord Roberts.)
166	Cars that don't speed through lights without checking for pedestrians. Pedestrians crossing at crosswalks and lights. I'd love a pedestrian only light cycle but I don't know if that's feasible.
167	Cars that don't speed through lights without checking for pedestrians. Pedestrians crossing at crosswalks and lights. I'd love a pedestrian only light cycle but I don't know if that's feasible. I also think traffic would flow better if there was no parking on Osborne itself. Traffic slows down when it's down to one lane
168	Active transit that is safe for everyone.
169	Less cut through traffic. Slower traffic
170	With good flow of traffic, even during rush hours, and frequent (every 10 to 15 mins) bus available. Along Osborne and Pembina (near Confusion cor) are not a good example of good traffic flow during rush hour.

	Lots of busses, with heated bus shacks and electric signs that announce when the next bus is coming. Bike lanes, bike lanes, bike lanes. Especially on main routes, as these can be terrifying to ride on (Portage, Osborne, Jubilee). I like bike lanes to have a physical barrier whenever space allows, but Osborne is in DESPERATE need of bike lanes as it is a popular bike route.
171	Cars should be slowed down in many residential areas of Lord Roberts. They zoom around, and people are getting hit.
172	lots of free parking.
	super vague question. Firstly I would take issue with the question. Stating your goal as "traffic management" implies you are looking to accomodate "traffic" which usually implies single passenger vehicles. So I would first change the question to "how can we accomodate
173	people who live, work, play, travel through, visit, enjoy the lord roberts neighbourhood?"
174	A nice flow of traffic... Properly timed traffic lights. Road repairs Not done during rush hour.
	a safe community for children to play and not have the worry about speeding buses, car,trucks,and construction vehicles. Also for drivers to
175	obey the traffic laws.
176	Safety, moderate traffic, no thoroughfares
177	reduced speed limits on all roads (30 km max for residential to deter cut-throughs), separated bike lanes, calming circles
178	Good roads, monitored street parking, good flow, light sequences are logical, turning lights off osborne onto residential streets
179	Somewhere with lots of safe sheltered bike lanes
180	Good traffic flow. Safe for pedestrians and cyclists. Controls in place to limit drivers using back lanes at high speed to bypass traffic.
181	Safe pedestrian friendly streets with sheltered and safe bike lanes everywhere
182	Traffic able to flow without being bottlenecked or people using the side streets to get around heavy traffic. Sidewalks for people to walk on
183	Protected bike lanes, less parking on Osborne
	Safety for the neighbourhood kids. Riding bikes, crossing streets, walking to neighbourhood parks and schools.
	Lord Roberts streets are narrow. Anytime two cars meet on the street car closeset to parking lane has to find space to literally pull over and allow right of way to opposing traffic. Maybe introduce One Way direction alternating streets?
184	
185	safety for pedestrians & cyclists, lights and stop signs to regulate traffic in a good flow. proper signage.
	A community with good traffic management does not feature roadside parking on main roads (ie osborne), push button crosswalks on 4 lane roads (ie osborne) and does not have a traffic jam factory abomination at the entrance to the community (ie confusion corner). The lights are timed appropriately, and since the main road is not constantly congested, it makes getting around on the residential streets much easier.
186	It also helps when the roads are not mostly gravel (ie Arnold ave)
	Slow traffic, with obvious signs of school areas and proper parking. Perhaps speed bumps in certain areas when traffic is diverted using
187	residential streets.
	Pedestrians and cyclists feel safe moving through the neighbourhood on efficient routes. Cars are secondary to these commuters, but have
188	designated routes that allow for quicker travel.
189	Safe and efficient roadways and adequate lights to get in and out of the neighbourhood.
	A community where everyone (resident parents of toddlers, people using walkers or wheelchairs, cyclists, motorists, people with vision or hearing challenges, parents of young agile carefree children) feels safe. A community where customers can access businesses without having to climb over snow barricades. A community with adequate parking for the businesses and institutions located within its boundaries. a
190	community where rush hour traffic flows smoothly..
	Safe speeds with a focus prioritizing pedestrian and cyclist safety. Smooth traffic flow during busier times-like rush hours and before/after
191	school.
	Transit people need to stop parking on our streets! When you live in an apartment with to parking lot it is ridiculously annoying not being able to park anywhere because transit employees don't want to park in their parking lot.
	We need to chuckle down on jaywalkers, petition to actually make it illegal.
192	Maybe throw some speed bumps are specific stop signs so people actually stop at them.
	Reduced vehical speeds. A cohesive network of clearly labeled routes (paths, sidewalks, bike lanes) for people choosing active methods of
193	transportion.
194	A collection of maintained traffic paths, sidewalks, bicycle initiatives, and transit access
195	Zero pedestrian vehicle accidents. Bike lanes down Osborne.
	clear sidewalks plus bicycle paths on major routes. Parking on major side streets should be changed. its hard to get down the street many times especially in winter when another vehicle is coming the opposite direction and there are cars parked on the street. Parking close to intersections should be eliminated. And routes should have more law enforcement officers. I live on Morley (west side of Osborne) and it
196	seems like a race for some drivers to get from one stop to the next.
	Good traffic management means streets are in good repair especially for cyclists. The streets and sidewalks in Lord Roberts (LR) are riddled with pot holes, crumbly curbs, and busted up sidewalks. Posted speed limits air speed bumps to reduce speeding. Lots of nice pathways for cyclists and pedestrians. A rapid transit bus that goes somewheres meaningful for people that are not in university, like large urban parks (Assiniboine and Kildonan) or large shopping centre to do errands. I wish there was extended no parking during rush hours on Osborne.
	Parked cars on Osborne and / or Morely make it hard and slower to get through. Extend the area for 2 hour parking on Nassau, too many
197	transit workers park in residential areas. More street lights, some intersections are very dark for pedestrians to be seen.

198	being able to trust that drivers will look out for pedestrians in my neighbourhood
199	safe streets for people walking and biking, traffic slowed and reduced
200	Safety for pedestrians, well timed so traffic has good flow with manageable wait times for turning.
201	fewer pot holes. good accessibility for wheelchairs, strollers, cyclists young and old.
202	The vehicles would do drive at the appropriate speed, come to a complete stop at stop signs. Traffic would be mostly residents that live in the area. Vehicles that are not from the area would park and follow the parking rules. We would have enforcement from traffic police to follow traffic rules. I would like to see roundabouts and speedbumps to help slow down traffic. We would have bike access as much as possible because we are a bike community.
203	Get rid of roundabouts, and get cycling off the streets and put cycling on sidewalks.
204	Less accidents, traffic flows through the neighbourhood at a decent pace
205	Easy access to main routes, lights that are well sinked, alternative routes available, safe for bikes and pedestrians.
206	Safe streets - no speeding through-traffic. Sufficient street parking for residents. Safe for kids to walk.
207	Fewer accidents, more safety for cyclists and pedestrians.
208	When traffic is managed properly everyone is safe and everyone has the right to get where they are going, regardless of whether they are in a vehicle, on foot or on a bicycle.
209	Being able to walk down the street without cars speeding by at top speed. Being able to park in front of my own house.
210	Signs in the right places, easy to see for all.. Day or night
211	limited bus traffic
212	Safe crossing for kids. Through-traffic staying on the main roads (not using sidestreets or alleys to skip the lineups on Jubilee or Osborne). Kids playing street hockey in some areas. Clarity about which roads are likely to have more traffic than others (i.e. so that other roads can be quieter)
213	Increased safety for peds , cyclists and other vulnerable users.
214	where there is room for bikes to coexist along with the many more vehicles that have been added to this quiet community.
215	A community that has busy activity of all kinds of traffic, bike, bus, car, foot, etc is successful to me.
216	Need to control speed and the number of cars that are using our neighbourhood streets as a shortcut between Osborne & Jubilee. Far too many cars travelling at high rates of speed in residential areas, failing to stop at intersections. Note that we are not interested in roundabouts unless they are sized correctly. The ones installed in the streets on the East side of Osborne are a joke! They create a dangerous situation.
217	The neighborhood filled with families has become a highway rather than living space. It looks like a place like it used to. A place you can walk your dog and kids can play without cars driving erratically like they are on a highway.
218	A walkable/bikeable neighbourhood that still has parking for residents and their guests (not simply for the transit garage.)
219	Lack of accidents due to well controlled intersections and timely traffic flow.
220	I am a seven year resident of Lord Roberts. We need to prioritize active transportation over vehicle speeds. Lack of bike lanes connecting Dunkirk/Fermor to Osborne is unacceptable. Bike lanes are needed on or adjacent too Osborne to improve traffic flow. Dense developments need to be prioritized. Speed limits should be dropped to 40 on all Lord Roberts streets besides Jubilee and Osborne. A "hard" speed limit of 50 needs to be enforced on Osborne. Most cars drive 55-60. This is too fas, especially for Osborne.
221	residents and their guests use the roadways.
222	Safety. No cars speeding through the neighbor hood.
223	A community where cars do not speed down residential streets. A community where residential streets are not used as shortcuts to get around traffic at rush hour. A community where people do not fill up residential street parking when when visiting local businesses. A community where families do not need to worry about their children being hit by speeding cars. A community where cars are not drag racing down the street.
224	Success would mean a controlled but smooth flow of traffic, with special attention to coordination of traffic signals and main points of access to major routes. It would mean creative ways to protect neighbourhood streets from cars that tend to "cut through" at higher speeds and from an excess of parked cars which obscure sight lines.
225	Spaces for motor vehicles, bikes, and pedestrians to co-exist safely. Restricted speed limits around around schools and parks and enforcing those speed limits.
226	Traffic moving freely on main corridors. Sidewalks for pedestrians and bike paths for cyclists.
227	Local streets that are safe for walking and biking (30km/hr, low traffic volumes), plenty of safe crossings of major roads, and good, safe, comfortable connections into and out of the neighbourhood for those on bike or foot.
228	Local streets have low traffic volumes and low design/operating speeds (30km/hr) to allow for safe mixed cycling and walkability. Crossings of major streets include safe crossing features for people on foot or bike, and major roads have protected bike lanes. Paths into or out of the neighbourhood provide access, and the neighbourhood is highly permeable to people on foot or bike, but not to vehicles except along major roads.
229	It means our kids wont be scared to walk down the streets, people will actually slow down in the school zone, people will actually STOP at the stop signs instead of gliding through
230	Building a safe road environment for kids and adults. Expending on alternative transportation options such as public transport and bike lanes
231	Easy accessibility to main routes with minimal wait times and delays. Restricted street parking. Modified bus traffic.
232	People following the rules of the road, both those in cars and on the sidewalks and walkways - cars, bikes, pedestrians, all sharing safely

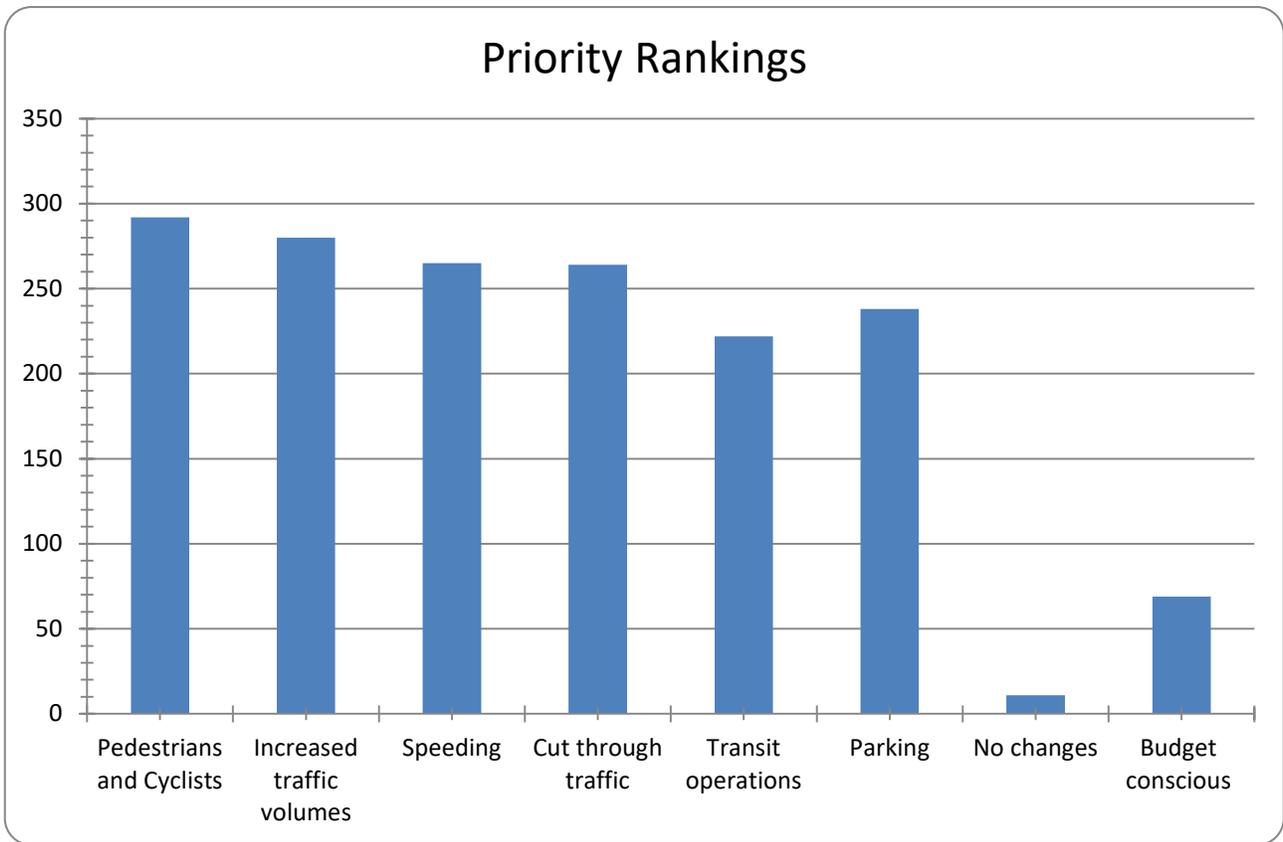
233	children can play safely. people have peaceful sleeps. no heavy trucks or semi-tractor trailers any more. house foundations fixed. quiet. not stunk up with diesel. nice and homey with healthy trees
234	A good traffic management looks like to us is less traffic on our street. By this I mean reduce the amount of university students & bus drivers parking on Morley Ave between Daley & Hugo St. Students park on the street for most of the day, so they do not pay for parking at the U of M. Bus drivers are the same. Secondly, a four way stop at the corner of Morley & Hugo. When coming from the condos or rapid transit people tend to increase their spend to race down Morley. Third, bus drivers do not follow their route and come down Morley going eastbound. SUGGESTION: Make Morley Ave between Daley and Hugo a one way going westbound.
235	Stop signs, posted speed limits, school zones, patrol monitoring
236	Safe to commute by bike and walk
237	reduced speed zones, patrolled neighbourhoods involvement.
238	Build an entrance off of Jubilee Avenue into the housing complex. Sufficient number of parking spots included for each housing unit being built near the railway tracks. The Fort rouge curling club having enough parking spots for their curlers so they don't park on the street
239	No speeding, better parking options
240	No construction traffic, closed streets so kids can play safely, healthy trees (no root impaction from too much traffic), quiet at night, clean air (no diesel) etc
241	Equal opportunities for walkers, bikers, drivers, etc. Less congestion at key points. People not getting hit. Enforcing laws of the road to deter reckless driving.
242	Traffic actually stops at stop signs and pedestrians do have the right of way. Backlanes are used for parking instead of parking in the front streets.
243	Bike paths along the rapid transit corridor so that you don't have to bike on osborne, no parking on south osborne, more walkable paths.
244	30km/h speed limits everywhere. Multiple safe modes of traffic in use (cars, bikes, bus, pedestrians)
245	Having very limited parking on busy thoroughfare streets, first priority is Jubilee and Osborne . Next would be proper traffic light sycronization.
246	Major through streets with less choke points, (like parking) Lights well synchronized
247	Ease of use and reduced waiting times for motorists, cyclists, and pedestrians
248	A residential neighborhood with good traffic management means that pedestrians come first. A RESIDENTIAL side street should not have 200-300 vehicles pass in the rush hours. Good management means that through traffic is restricted to P1 and P2 streets, and any P3 street should have a reasonable expectation to be used by the residents and visitors. And IF traffic needs to be on our P3 streets, the speed limit only needs to be 40. Further, tickets could definitely be given as a deterrent for the majority of vehicles that do not obey stop signs.
249	High degree consideration of various types of commuters : drivers, cyclists, bus riders, pedestrians
250	Pedestrians and cyclists are safe. Traffic flow is managed to avoid congestion and unsafe driving practices (high speeds, dangerous left turns, etc.). Parking does not interfere with traffic flow.
251	Pedestrians and cyclists feel safe in the neighbourhood. Drivers and buses use the area efficiently. The number of accidents involving cars, pedestrians and cyclists are reduced. There is a plan for repairing roads and sidewalks. Areas where there is traffic congestion during rush hour, for example, Osborne and Morley, are monitored and analyzed and problems are addressed.
252	residents can find parking in front of their houses and so can their guests (and plumbers, moving trucks etc). the air is not polluted from idling construction trucks. children are safe from traffic. it's quiet.
253	Safe roads for pedestrians and cyclists, efficient for motor vehicle traffic
254	My community would have: - a 30 kph speed limit -traffic calming devices that make it unappealing to speed or use the neighborhood as a shortcut between Osborne and Jubilee (example: roundabouts, speed bumps, one way streets,). - separated bike paths. - some truncated streets with no access to Jubilee or Osborne.
255	A community where traffic flows well and pedestrians are safe.
256	Traffic.....MOOOOOOIVING. With little to no interruption from cyclists or pedestrians
257	Passenger Vehicles traveling at reasonable speeds obeying stop signs and pedestrians visible with more street lights for safety because the trees are huge and block out a lot of the light all year long. It would be great if commercial vehicle would not drive like bullets in front of the house, the house rattles and the windows shake and new cracks in the plaster..... also, we need to get the transit workers to stop taking all the parking spots on the street. There is no where for me to park my car anymore! I pay property taxes for my street. Please help!
258	A community that allows individuals of all ages to safety and comfortably move around the community in all seasons.
259	Traffic should flow freely, with separation between pedestrians, cyclists, and motorized traffic.
260	"Safe" and well planned street traffic and access to public services
261	When there are mostly local vehicles using the roadways and not people looking for shortcuts to avoid the traffic.

	To me, good traffic management will: allow vehicles to move as efficiently as possible, while keeping the neighbourhood safe for pedestrians, and with minimal disruptions and noise for residents. I hope the study will: reflect the balance of needs that makes up a mature but modern neighbourhood. I would like to see active transport and foot traffic included, as a priority to me is a 'walkable' neighbourhood.
262	
263	Allows for the safe and mainly consistent flow of traffic while maintaining safety for cyclists and pedestrians as well.
264	multiple modes of transport available. minimal down time, stuck in traffic without moving public rapid transit
265	Traffic flows smoothly, not congested. Vehicles obeying traffic signs
266	Good flow of traffic
	A community that has good urban planning will have good traffic as a by-product. But planning around cars first has long been Winnipeg's achilles heel, and if traffic management is really the first concern out of the gate here, then I think you're asking the wrong question. Street fronting retail Density - both commercial and residential Lots of on-street parking on Osborne Lots of space for bikes Spaces that are inviting and welcoming to pedestrians
267	That's what makes a great community. Traffic will then sort itself out.
268	Good traffic management enables citizens of all ages to move about safely in a broad variety of transportation modes.
269	It means a community that is safe and effective for commuters and pedestrians.
270	One that is safe, well thought out and takes into consideration that the area is home to residents and businesses. It should be accommodating to both.
271	I feel safe, and that my children are safe.
272	Good traffic flows in all directions.
273	Local traffic only with speed reduction throughout, not only in school zones. One way traffic in school area during restricted time
274	Safe, with goals like Vision Zero. Each method of transportation (bike, walk, car etc) has shared respect.
275	A community with good traffic management looks like one that is pedestrian friendly. Confusion about four way and two way stops is minimized. Major thoroughfares are acknowledged as being part of a community or neighbourhood, not just streets to take cars from one part of a city to another.
276	1)More camera enforcement and better pedestrian safety
277	Through traffic sticking to main routes and not cutting through residential side streets. Multiple options for traffic including separated bike lanes, prioritized mass transit ways, and standard vehicular routes.
278	It means slowed traffic, with plenty of safe options to cross the street, and a neighbourhood where people feel safe walking around. It doesn't mean banning traffic.
279	Streets that are safe for cyclists and pedestrians with a slow speed of traffic.
280	i can park in front of my house. my guests can do that for as long as they are visiting. i can sleep at night and my kids can nap during the day bc it's quiet. my kids are safe going to school. the air is clean. my foundation doesn't get wrecked. i can build a deck and enjoy my property bc it's quiet and peaceful.
281	Steady flow. Less stopping and starting. Shorter school zones. Longer no parking restrictions on major routes
282	A well considered approach will include attention to traffic speed and safety over the efficiency of volume movement. Other modes of transport will be given equal opportunity to exist within the public access our roads provide all citizens, not just vehicle drivers
283	Safe, efficient transportation of all types - walking, bus, biking, car.
284	Slower traffic so people can safely get around.
285	Safety first then smooth traffic.
286	Traffic that flows at a neighbourly speed. Not fast like I see on Berwick, Kylemore and Walker.
287	Plenty of on street parking available to residents, speed control, no big trucks
288	Success would look like smooth traffic flow, controlled by synchronized traffic signals, appropriate speed restrictions to provide safety for children and adults on the residential streets and protection of parking space for residents of the area
289	Ample space for pedestrians, cyclists, and motorists to move and share the space. Safety for children crossing the street, by forcing motorists to slow down in areas prone to high speed if necessary.
290	Good flow of traffic, safety for bikes and pedestrians
291	Good traffic management means that there is not an over crowdedness of vehicles, as the will be active transport and public transport planning that is attractive enough (buses show up on time and are efficient) to reduce cars.
292	Safe for cyclists, pedestrians, children playing. Speed limits are low. Cycling, walking, and public transit is encouraged

293	A successful sub division Street does not contain any racing cars or motorcycles. It does contain vehicles that are on the lookout for children. The streets in the subdivision should not be used as a shortcut in order to avoid traffic jams on major routes. Unfortunately common sense and care for our fellow humans does not prevail, and many people think that their mission whatever that maybe, is more important than the lives or welfare of others. Unfortunately this cannot be taught or perhaps I should say is not taught at an early age and seems to give a lot of people a sense of entitlement; Thereby allowing them there right to speed and raise and take shortcuts through residential streets.
294	While busier during rush hour, traffic is flowing smoothly at all times. Light being coordinated to mitigate start-stop. Construction minimal during rush hour.
295	Safe year round.
296	I live on the top end at 450 Morley. Bus traffic on a reduced width street . The bus only goes up this street (one way). However The Bus drivers drive up to 50-60 km in this block to go up the ramp at hugo (End of street). I would like this block of (400) block of Morley posted as a reduced 30 km zone . This used to be a quiet T-End street. The Buses make the from street a drag strip. The New Traffic is Noise and Much to FAST for our once quiet street. I'm a property owner and have been here since 1977.
297	I understand the need for progress. Please , Seriously consider a 30 km zone on the 400 block of Morley ave.
298	A safer area for the residents.
299	A safe neighbourhood so kids can ride their bikes safely on the street and pedestrians can walk places. There are measures to slow down cars.
300	Cars yielding to pedestrians and cyclists. Traffic enforcement. Prompt towing of vehicles parked in rush hour no stopping areas. Better and understandable signage on mixed use paths. Long left turn arrows on traffic lights at peak times.
301	safe, accessible, pedestrian friendly, transit friendly, good traffic flow, vehicle parking, separate pedestrian and cyclist pathways.
	No large heavy truck traffic, reduced speed limits around the school, no short cut heavy trucks, no increase in the # of cars in the area (i.e. 40 new condos presently under construction).

Item	Ranking Average	Number of Inputs
Pedestrians and Cyclists	2.32	292
Increased traffic volumes	2.77	280
Speeding	2.85	265
Cut through traffic	3.1	264
Transit operations	3.18	222
Parking	3.24	238
No changes	3.91	11
Budget conscious	3.99	69
Total		1641

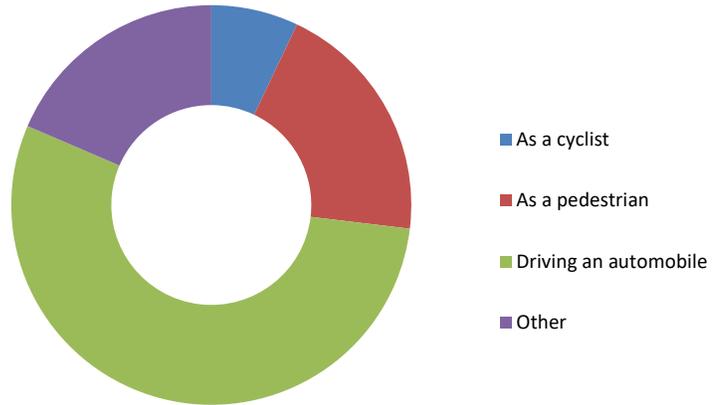
Participants were asked to select their top five priorities in order or suggest another priority. The ranking bar chart represents how many times each priority option was ranked. The ranking average in the table above represents the average from 1-5. The highest rank is 1, so small averages are better than high ones.



Item	Count
As a cyclist	27
As a pedestrian	76
Driving an automobile	209
Other	71
Car pedestrian cyclist.	1
All forms	1
ALL forms. I walk, bike, and drive.	1
all of the above	5
All of the above - pedestrian all year, driver all year, cyclist from April to October.	1
All of the above.	1
All of the above. Choose active transportation when it feels safe.	1
All of the above. I frequently drive in the areas as I live here but also cycle to work on occasion and walk	1
all of the three	1
All the above modes, including transit	1
All three equally	1
All three methods are common for me.	1
All three of those methods of transportation	1
Also as a pedestrian with children	1
also pedestrian	1
Also, by car	1
Although I bike a lot, I also drive mostly for the groceries, and I walk my dog daily.	1
As a pedestrian, cyclist, automobile. I live on the corner of this intersection.	1
Automobile and pedestrian equally	1
Bike in Summer, Bus when snow is on the ground	1
Both as a driver, but to work on transit and as a pedestrian	1
Bus	1
Bus sometimes I drive	1
Bus, bike and drive	1
Bus, walk, car	1
Car in winter, car and cycling in summer	1
Combination of driving, walking, cycling	1
Cyclist	1
Cyclist, driver and pedestrian all regularly	1
Cyclists, pedestrian, motorist	1
Driver and pedestrian	1
Driving an automobile as well.	1
driving, pedestrian, bike, bus	1
Driving, walking, and cycling	1
equal amount between cycling, walking and driving	1
Equally as a pedestrian and driving.	1
Foot/cycle/car	1

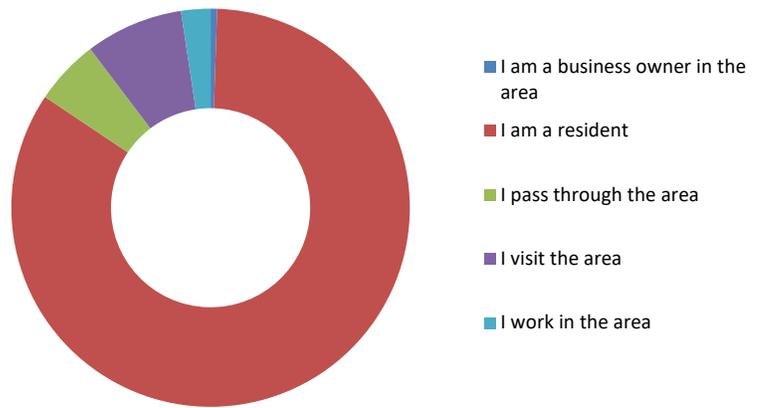
How do you travel through the area?

390 responses



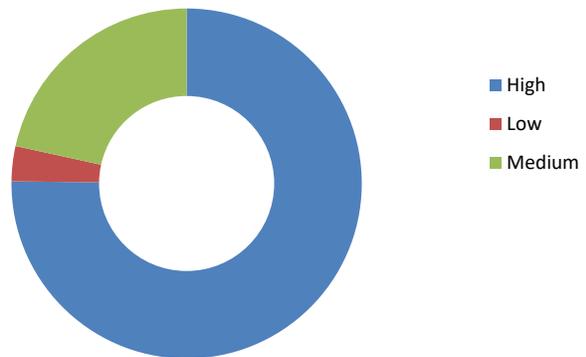
What is your link to the area?

384 responses



What is your level of support for this project?

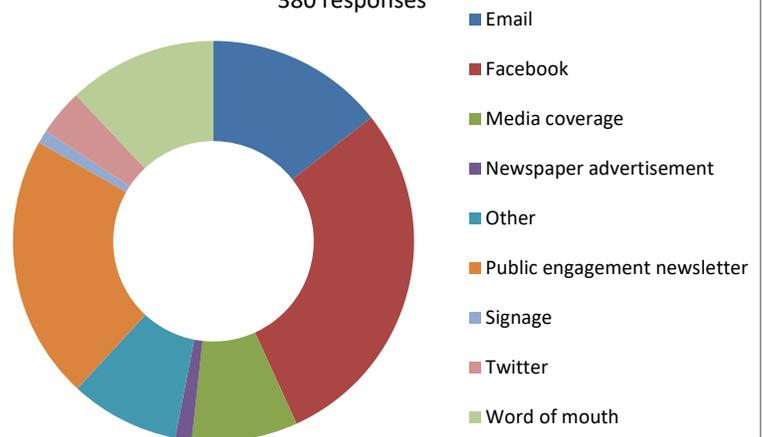
378 responses



I also bike alot	1
I also drive to and from this area on a daily basis but otherwise I get around the area by walking.	1
I also frequently walk with my two young children, and sometimes ride my bike with them in a trailer.	1
I also travel in the area as a cyclist	1
i am afraid for our future if those huge towers get built	1
I cycle, use transit, walk, and use the carshare	1
I didn't but in the summer, cyclist, in the winter, pedestrian	1
I do all three: drive, walk, cycle.	1
I dont drive anymore because of how frustrating it was. I also stopped bothering to wait for the 16 and 58 and instead I walk all the way to the Fort Rouge RT station.Its not great either, but better	1
I drive and bike to work. 9 km commute.	1
I live in the area and walk a fair bit, but my wife and I commute downtown to work every day by car.	1
I normally drive or bus but if there were safer ways to cycle I would be cycling constantly	1
I take the bus and/ or walk.	1
I travel all 3 ways.	1
I travel as both a pedestrian and a driver. This area is the new Osborne Village, but it is not safe. There are very few places to safely cross Osborne. Osborne and Morley in particular is not safe	1
I travel the areas using all of the selected methods. If I had to chose one that I use more than the others, I would say walking because I mostly use my vehicle to leave the community.	1
I typically travel as a cyclist, motorist, and pedestrian	1
I use a vehicle, a bike, and walk in the area pretty evenly for work, recreation, and errands.	1
I use all of these methods depending on season and task.	1
I use all three, preference is bike/walk.	1
I use vehicle for travel to and from work, but generally walk/cycle within the neighbourhood	1
I walk in the area multiple times everyday and also drive/park	1

How did you hear about this project?

380 responses



I walk my dogs 5 times a day and see all kinds of speeding and cut-through traffic	1
I walk the dog daily in the neighbourhood and also drive.	1
It's equally as a pedestrian and as a driver.	1
Multimodal, moving between buses and walking	1
N/A	1
On foot	1
Pedestrian & Automotive	1
Pedestrian and Driver in equal amounts	1
pedestrian and Transit	1
Public transit primarily, some walking, and as a passenger in a car.	1
Task 4 of this survey does not work on a mobile phone and as such I did not respond. You need an optimized website.	1
Transit	5
Transit, and walking.	1
Transit, pedestrian	1
Transit/ Pedestrian	1
Transit/pedestrian	1
vehicle and bicycle	1
Vehicle and cycling equally	1
Walk, bike, drive, bus, depending on what I am doing and where I am going	1
Walk, cycle.	1
We are a family with young children who walks and cycles in the area. We own a vehicle and use transit to commute to work downtown.	1
While in the neighbourhood, I am mostly a pedestrian but I often drive in and out of the area with an automobile (and also use transit).	1
I am a business owner in the area	2
I am a resident	317
I pass through the area	20
I visit the area	30
I work in the area	9
High	279
Low	12
Medium	80
Email	54
Facebook	108
Media coverage	32
Newspaper advertisement	5
Other	33
Public engagement newsletter	80
Signage	4
Twitter	14
Word of mouth	45

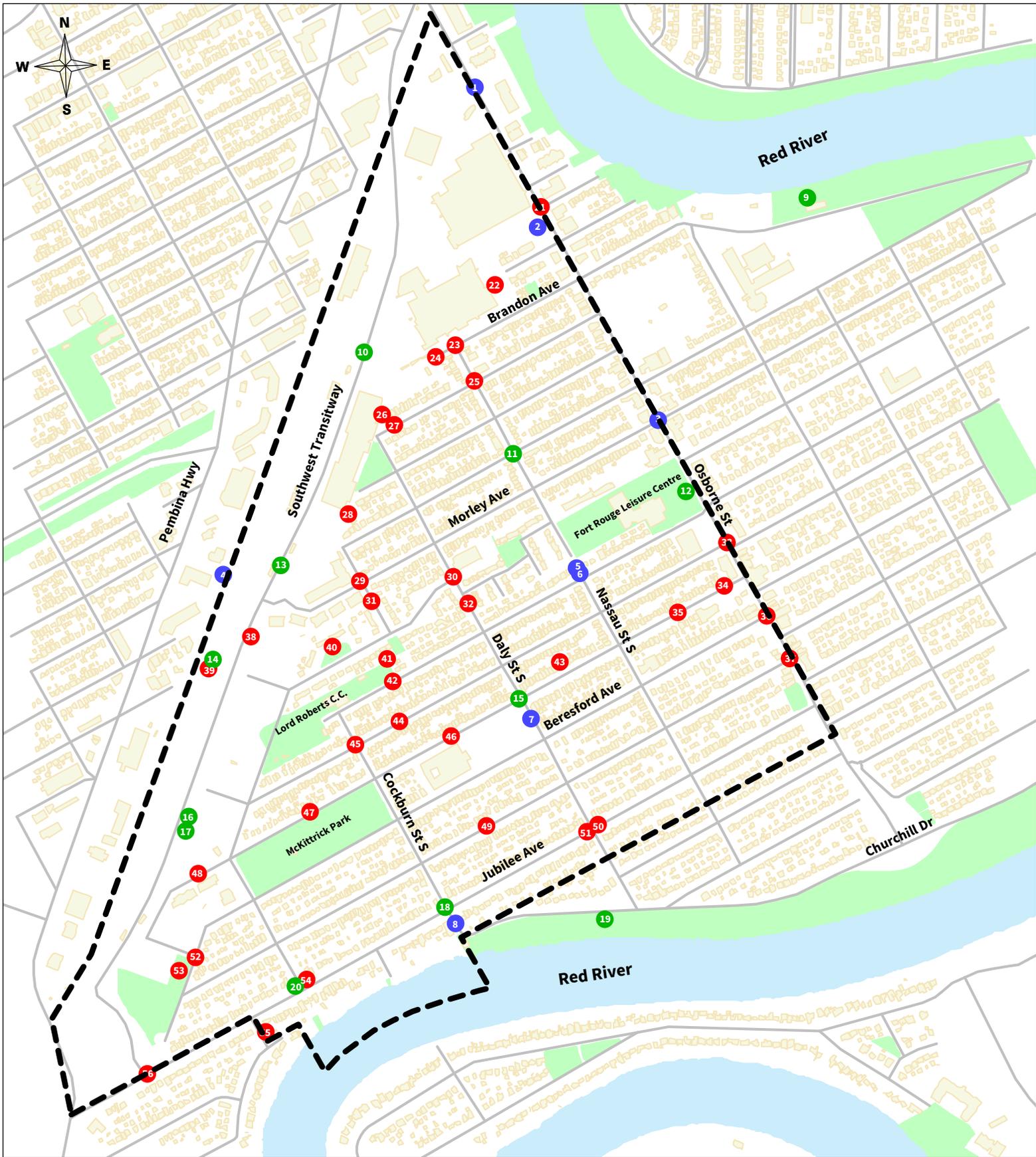
Appendix E – Maps of issues

Lord Roberts Community Traffic Study

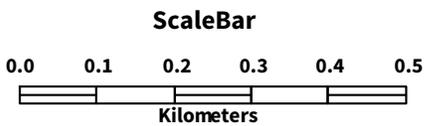


Phase 2 Public Engagement Mapbook

Workshop Map and Comments Table



Lord Roberts Community Traffic Study Public Workshop - April 29, 2019



*Note: The study focuses on non-regional streets within the Lord Roberts neighbourhood boundary. Issues on regional streets such as Jubilee Avenue and Osborne Street may be identified through the study; however, improvements to the regional street network may need to be addressed through separate initiatives.

Legend

- Current Use
- Positive Aspect of Traffic
- Issues with Traffic
- Streets
- ▬ Study Area



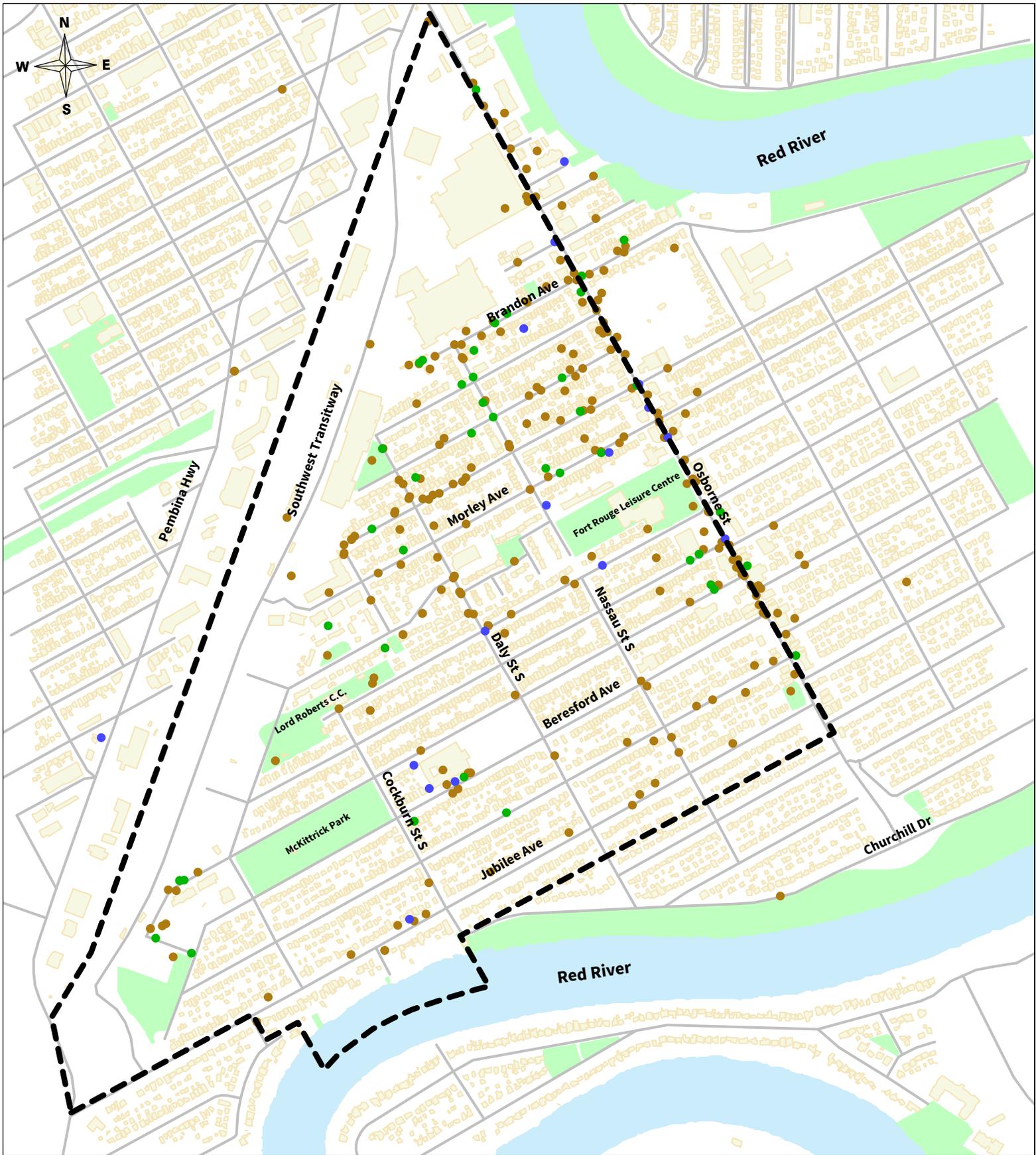
Lord Roberts Community Traffic Study Public Workshop - April 29, 2019

Number	Category	Comment
1	Current Use	Blank
2	Current Use	Empty space
3	Current Use	Only safe spot to make a left hand turn into the neighbourhood. Could use more traffic lights on Osborne to break up the traffic and allow people to safely get onto more streets. Osborne is already bumper to bumper traffic. What would more traffic lights do? Traffic is stopped anyways.
4	Current Use	Issue: can't cross the train track bike shop.
5	Current Use	Traffic can't drive straight down Nassau Street. The street is cut and traffic has to go around. Opening Nassau would give two options for traffic to go north/south in the neighbourhood. It would spread out the cut through traffic. It would decrease traffic on Daly where the school, curling club and bus is located.
6	Current Use	Can't pass through here - would be helpful!
7	Current Use	Missing sidewalk connection.
8	Current Use	Missing sidewalk connection.
9	Positive Aspect of Traffic	Well cleared bike routes.
10	Positive Aspect of Traffic	Transitway is good.
11	Positive Aspect of Traffic	Roads are in a grid pattern.
12	Positive Aspect of Traffic	Walkable amenities on Osborne. Useful stuff.
13	Positive Aspect of Traffic	Never wait long for bus rapid transit.
14	Positive Aspect of Traffic	Would love a covered bridge here!
15	Positive Aspect of Traffic	Families are walking kids to school - drop off loop. Safe neighbourhood - kids walking to school. People know their neighbors. Classic neighbourhood feel.
16	Positive Aspect of Traffic	Bike path is awesome! Should be extended to the other side of Rapid Transit.
17	Positive Aspect of Traffic	Bike path wide and working. No fear of cars. Get to work.
18	Positive Aspect of Traffic	This light makes community centre access.
19	Positive Aspect of Traffic	Green space all throughout neighbourhood. Lots of it.
20	Positive Aspect of Traffic	Right turn onto Jubilee difficult.

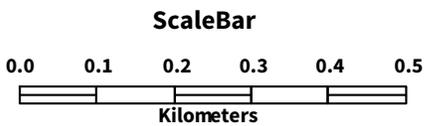
21	Issue with Traffic	Light doesn't change for bikes unless you press the pedestrian signal.
22	Issue with Traffic	Bike path work leaving Downtown. Going to Downtown send to lights that never changes. Brandon at Osborne - lights need to cycle priority need.
22	Issue with Traffic	Traffic and parking on Jubilee makes Riverside access problematic.
23	Issue with Traffic	Transit drivers parking on many streets near here.
24	Issue with Traffic	Leads to parking garage - on-street parking issue. Road too narrow to pass.
25	Issue with Traffic	Terrible road conditions - construction work unfinished.
26	Issue with Traffic	Bike path in back lane - blind spot - major safety issue. Resident has created a sign. Maybe use mirrors. Transit building built too close. Handrails encroaching. Dangerous conditions around manhole covers.
27	Issue with Traffic	Raised manhole covers - falling apart. Why aren't these monitored? COW staff drive by.
28	Issue with Traffic	What is this road: and active transportation route or a back lane? No markings if it is for pedestrians, cyclists or vehicles. Contains blind intersections. Safety concerns. Confusing route. Lack of signage.
29	Issue with Traffic	#95 bus does not need to go down Berwick.
30	Issue with Traffic	Blind curve; safety concern, not good for busses.
31	Issue with Traffic	Park and ride along Hugo.
32	Issue with Traffic	Cut through traffic on Argue, Daly and Rosedale.
33	Issue with Traffic	Crosswalk doesn't serve.
34	Issue with Traffic	High traffic, child safety issues.
35	Issue with Traffic	Bar patrons parking here, drunk driving on residential streets.
36	Issue with Traffic	Parking is too close to the crosswalk. Drivers see pedestrians if they are standing and about to cross the street. Pedestrians also can't see cars.
37	Issue with Traffic	People park way too close to Osborne on the residential street. Makes it dangerous for vehicles turning onto the residential street. Need to go into oncoming traffic. Same for along Nassau and Jubilee, basically any intersection. Painting curbs could help with this to show what is too close to an intersection.
38	Issue with Traffic	Heavy trucks on bike paths (Qualico).
39	Issue with Traffic	Pedestrian cut-through an issue; no connection over tracks.
40	Issue with Traffic	Significant heavy construction impacts.

41	Issue with Traffic	High use issue warning to happen. All modes intersect.
42	Issue with Traffic	Cut through traffic - not stopping at stop sign at Daly and Carlaw. Stop sign use is consistent. Would roundabouts work like Riverview?
43	Issue with Traffic	Heavy truck traffic (all along Rathgar).
44	Issue with Traffic	Heavy construction vehicles are ruining the road.
45	Issue with Traffic	Daley, Morley and Jubilee.
46	Issue with Traffic	High traffic, child safety issues.
47	Issue with Traffic	High traffic, child safety issues.
48	Issue with Traffic	Park and ride all along this street (Rathgar).
49	Issue with Traffic	Frequent cut-through from Jubilee, back-ups when construction on Jubilee.
50	Issue with Traffic	Bad sidewalks all over the neighbourhood. Not accessible for mobility issues (wheel chairs and walkers).
51	Issue with Traffic	Frequent cut-through issues.
52	Issue with Traffic	Construction traffic, narrow lane.
53	Issue with Traffic	No pedestrian support from all rapid transit major feeder stops. Increased traffic. Sidewalks poorly maintained. Sidewalks unclear. Using back lane.
54	Issue with Traffic	Left turns onto Jubilee difficult.
55	Issue with Traffic	Road conditions are very bad on Beresford Ave in the block near the fire station. Road conditions are bad on Nassau between Brandon and Carlaw.
56	Issue with Traffic	Timing of lights at Pembina and Jubilee. Jubilee overpass. They need to be better synced to allow traffic to flow.

Parking Issues Maps



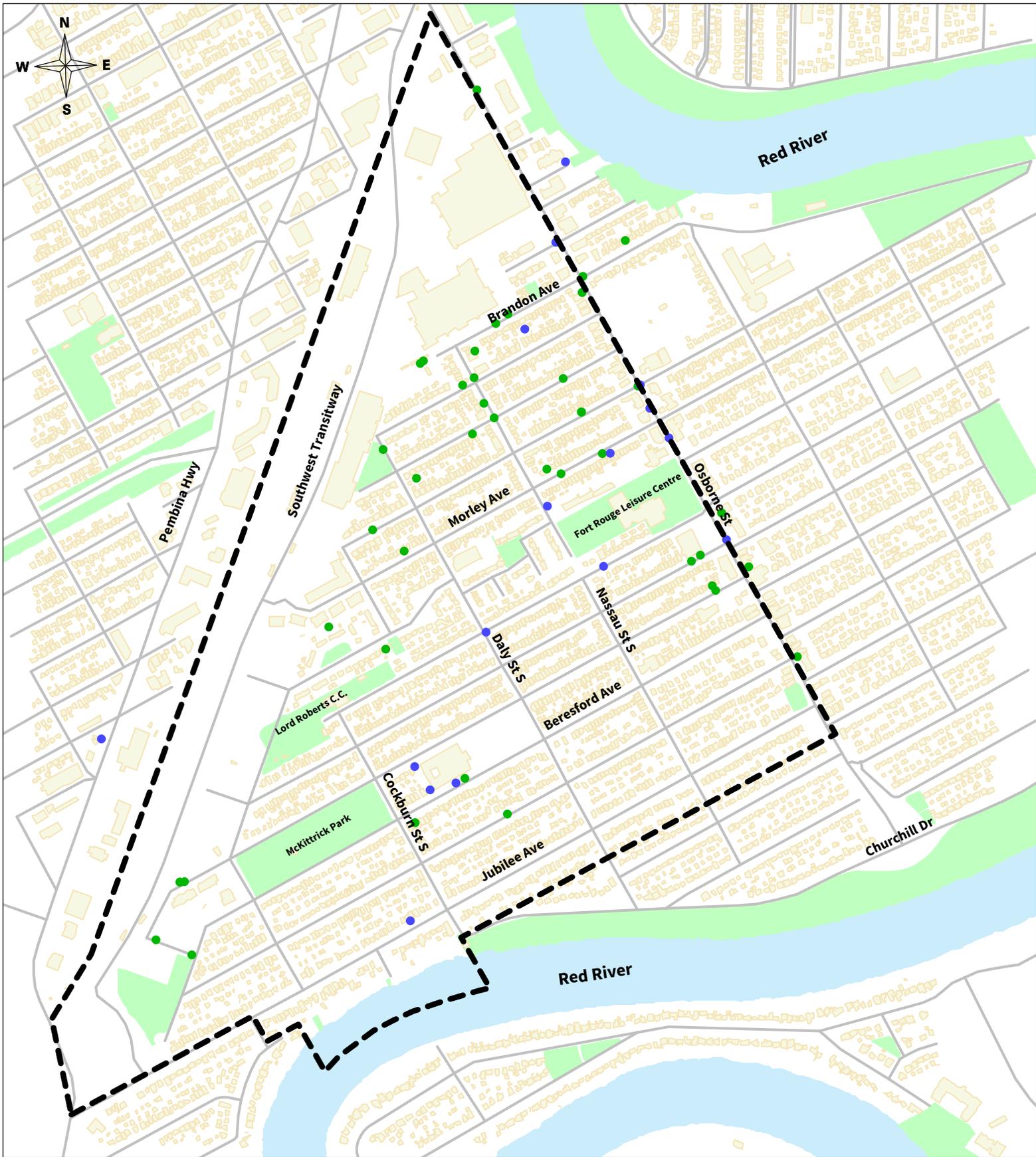
Lord Roberts Community Traffic Study Parking Issues by Type



*Note: The study focuses on non-regional streets within the Lord Roberts neighbourhood boundary. Issues on regional streets such as Jubilee Avenue and Osborne Street may be identified through the study; however, improvements to the regional street network may need to be addressed through separate initiatives.

Legend

- Cars parked inappropriately (16)
- Limited on-street parking (47)
- Uncategorized (247)
- Streets
- Study Area

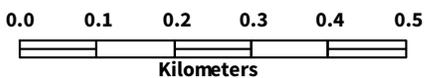


Lord Roberts Community Traffic Study Parking Issues by Type

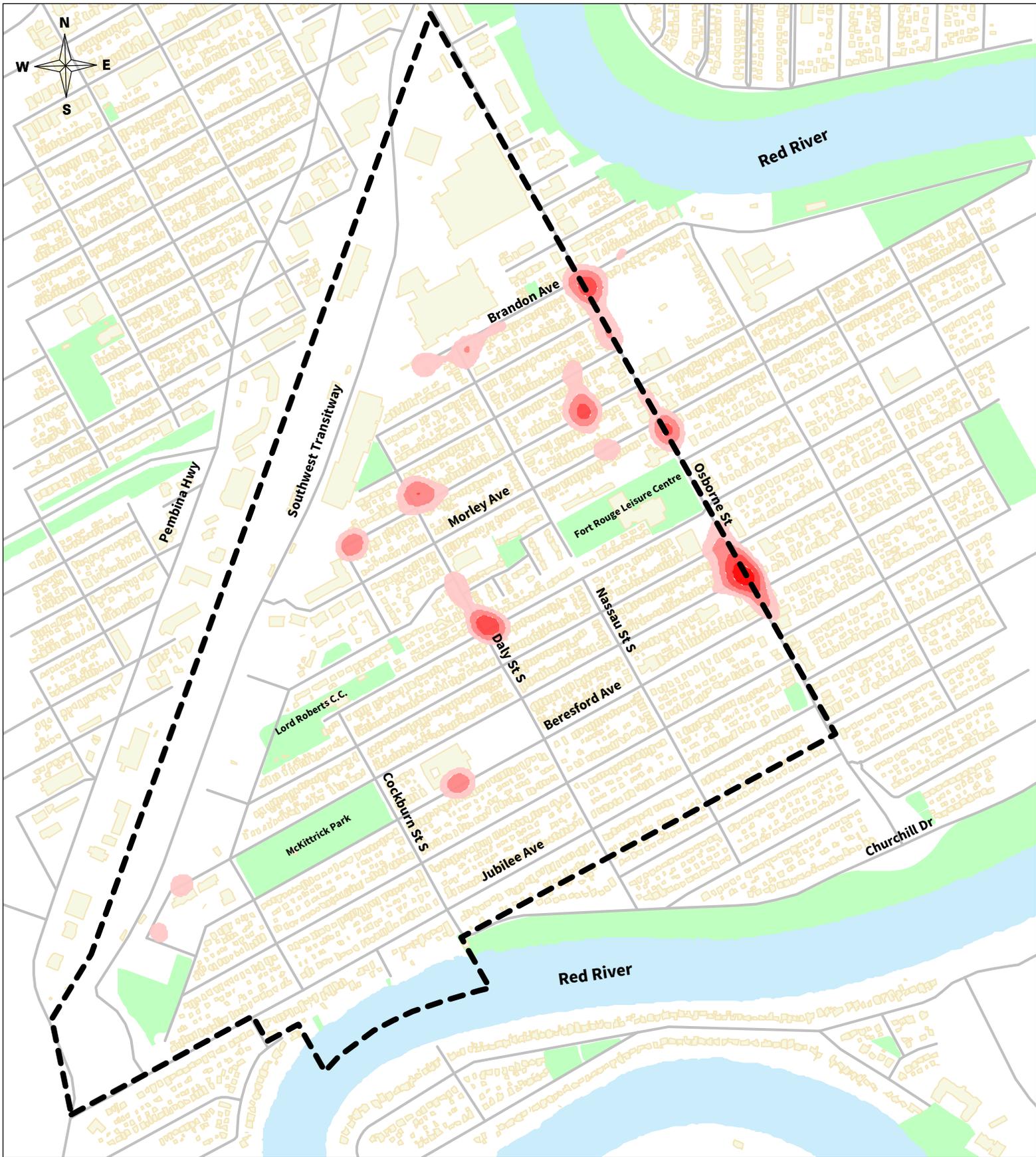
Legend

- Cars parked inappropriately (16)
- Limited on-street parking (47)
- Streets
- Study Area

Scale Bar



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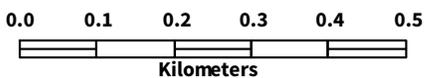


Lord Roberts Community Traffic Study Parking Issues Hotspots

Legend

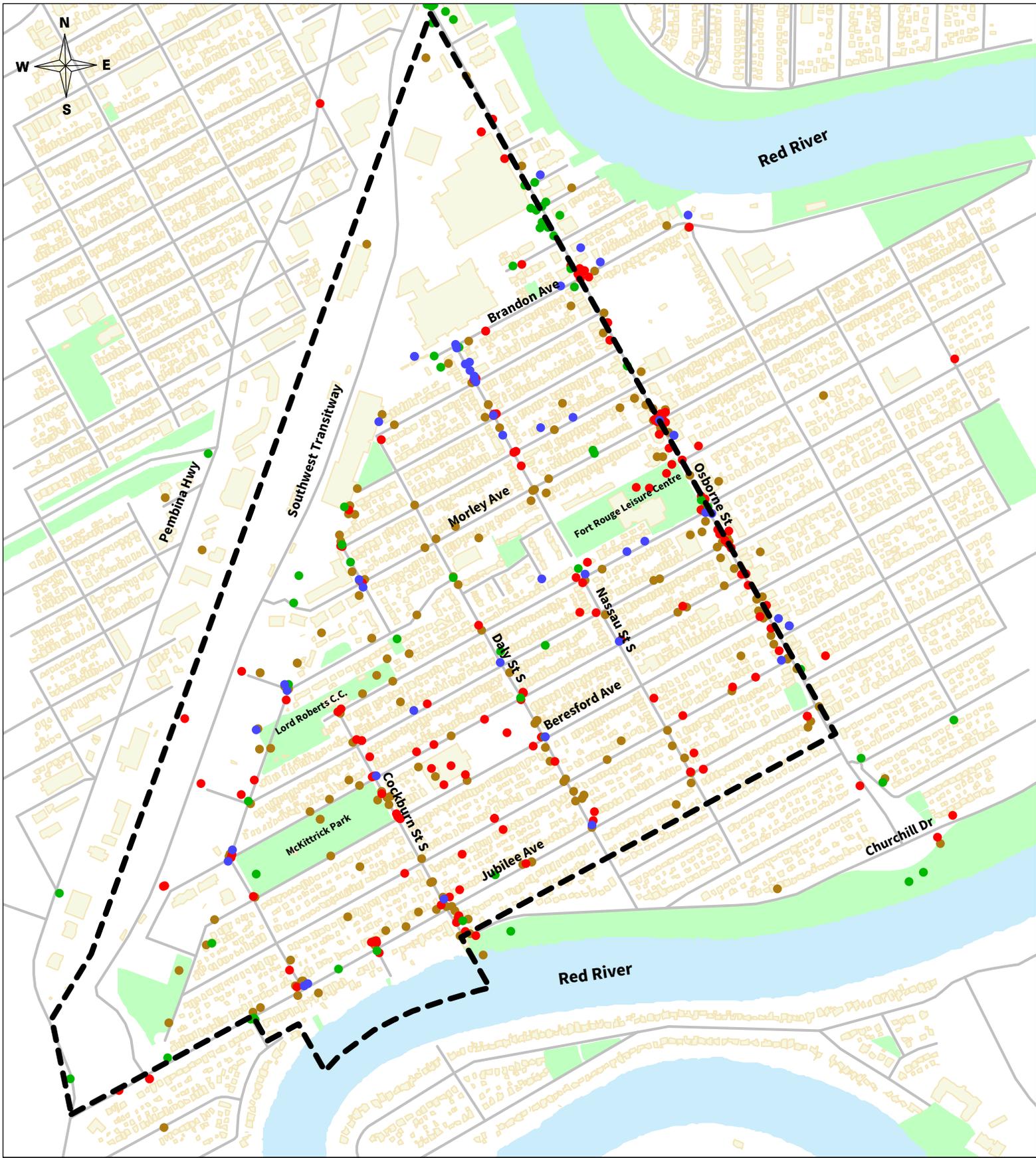
- Parking Issues
- Streets
- ▬ Study Area

Scale Bar



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Safety Issues Maps



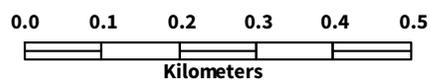
Lord Roberts Community Traffic Study Safety Issues by Type

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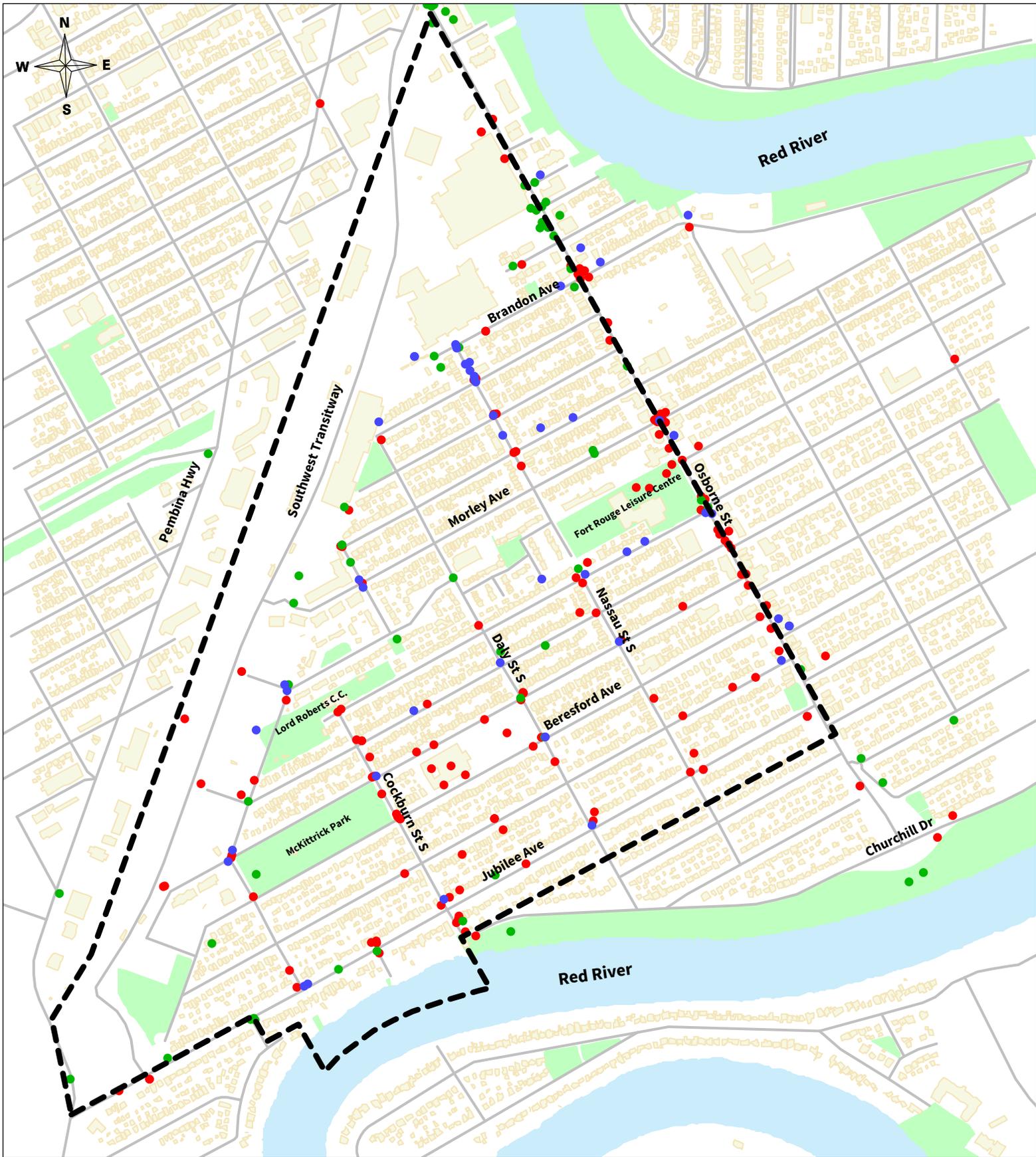
- Drivers (51)
- Cyclists (73)
- Pedestrians (179)
- Uncategorized (239)
- Streets
- Study Area



Scale Bar



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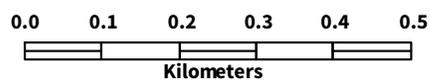


Lord Roberts Community Traffic Study Safety Issues by Type

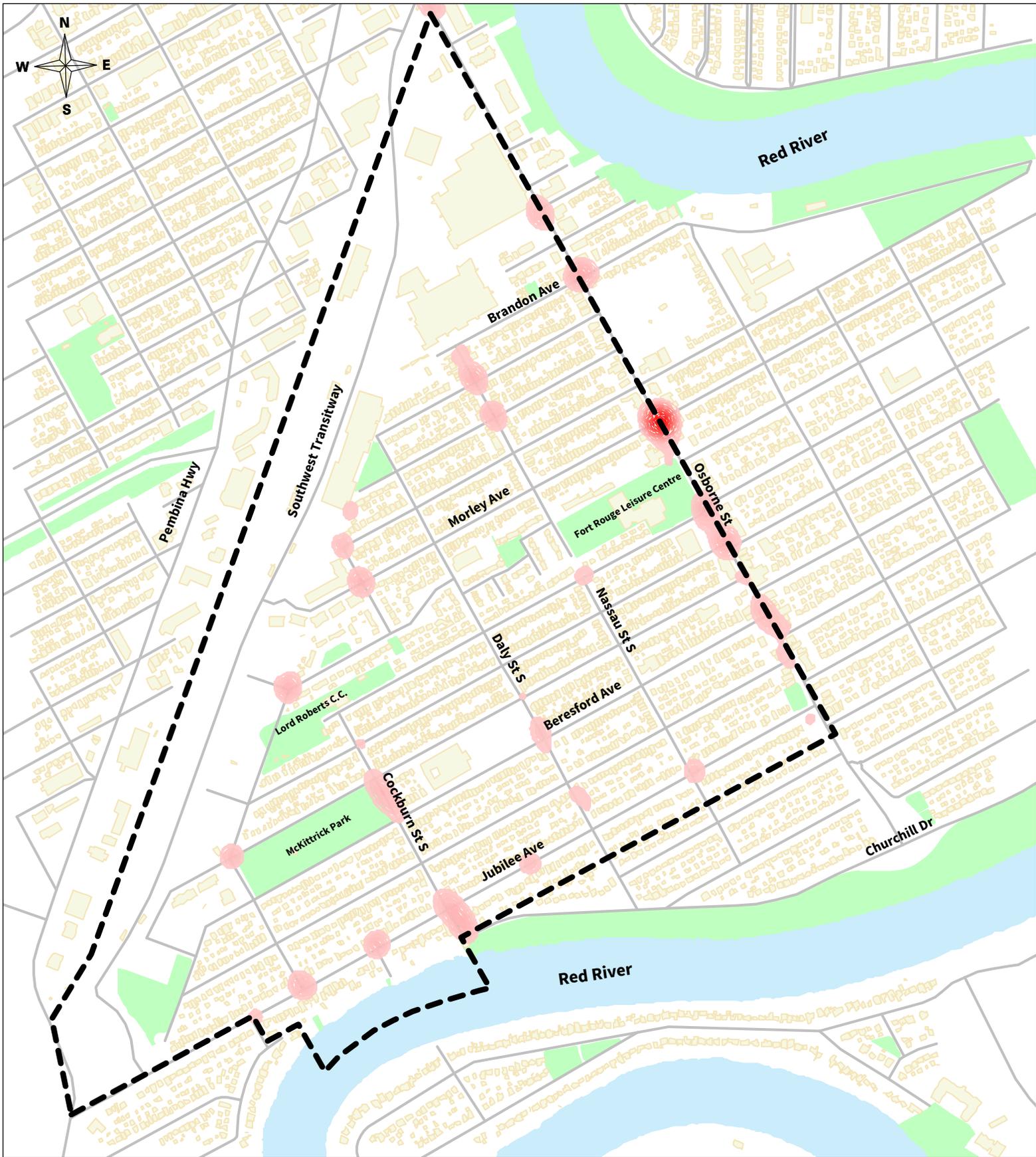
Legend

- Drivers (51)
- Cyclists (73)
- Pedestrians (179)
- Streets
- Study Area

Scale Bar



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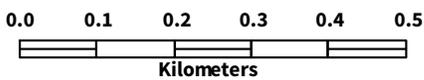


Lord Roberts Community Traffic Study Safety Issues Hotspots

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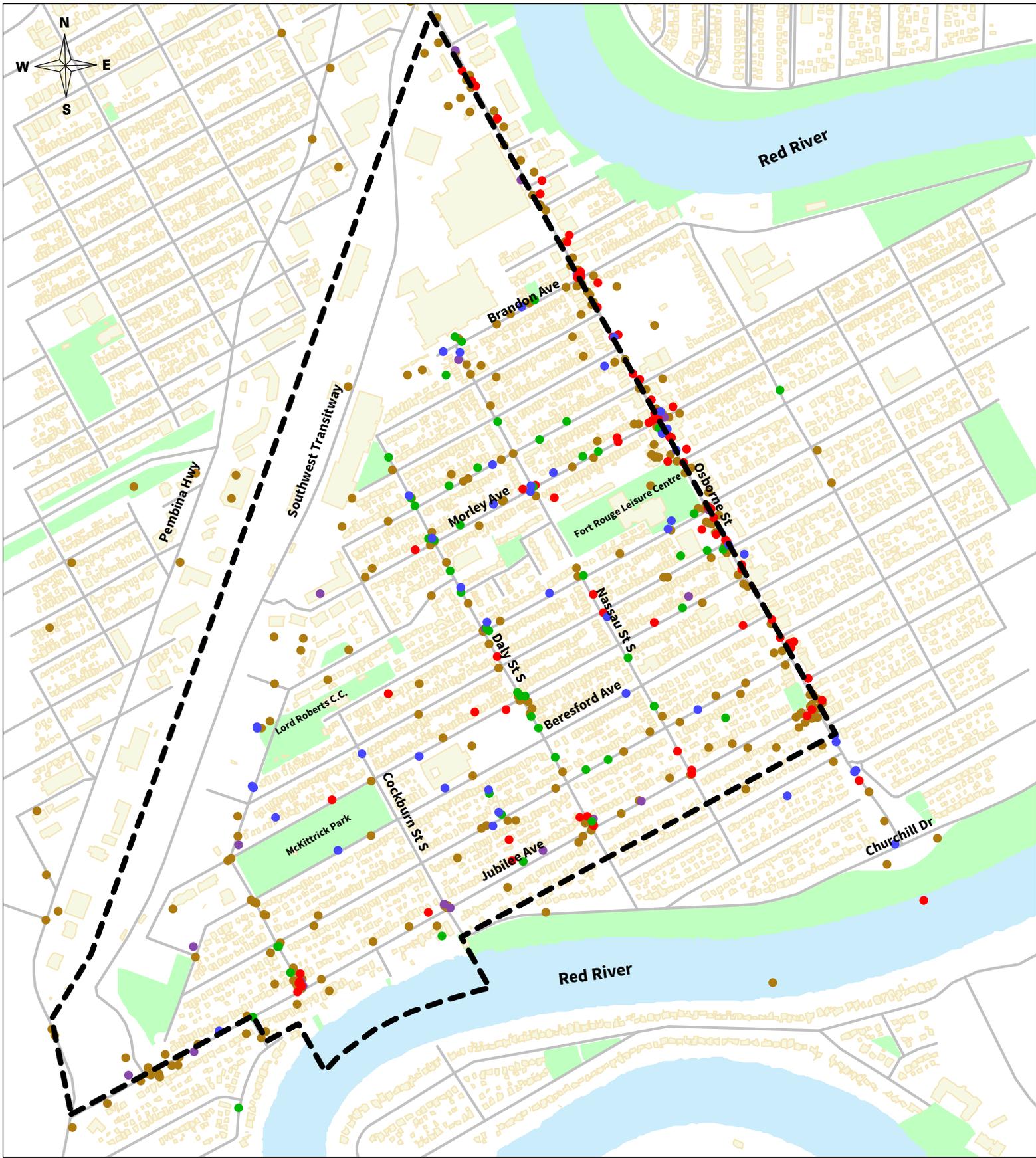
- Safety Issues
- Streets
- ▬ Study Area

Scale Bar



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Traffic Issues Maps



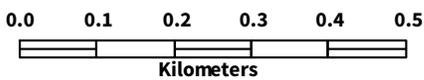
Lord Roberts Community Traffic Study Traffic Issues By Type

Legend

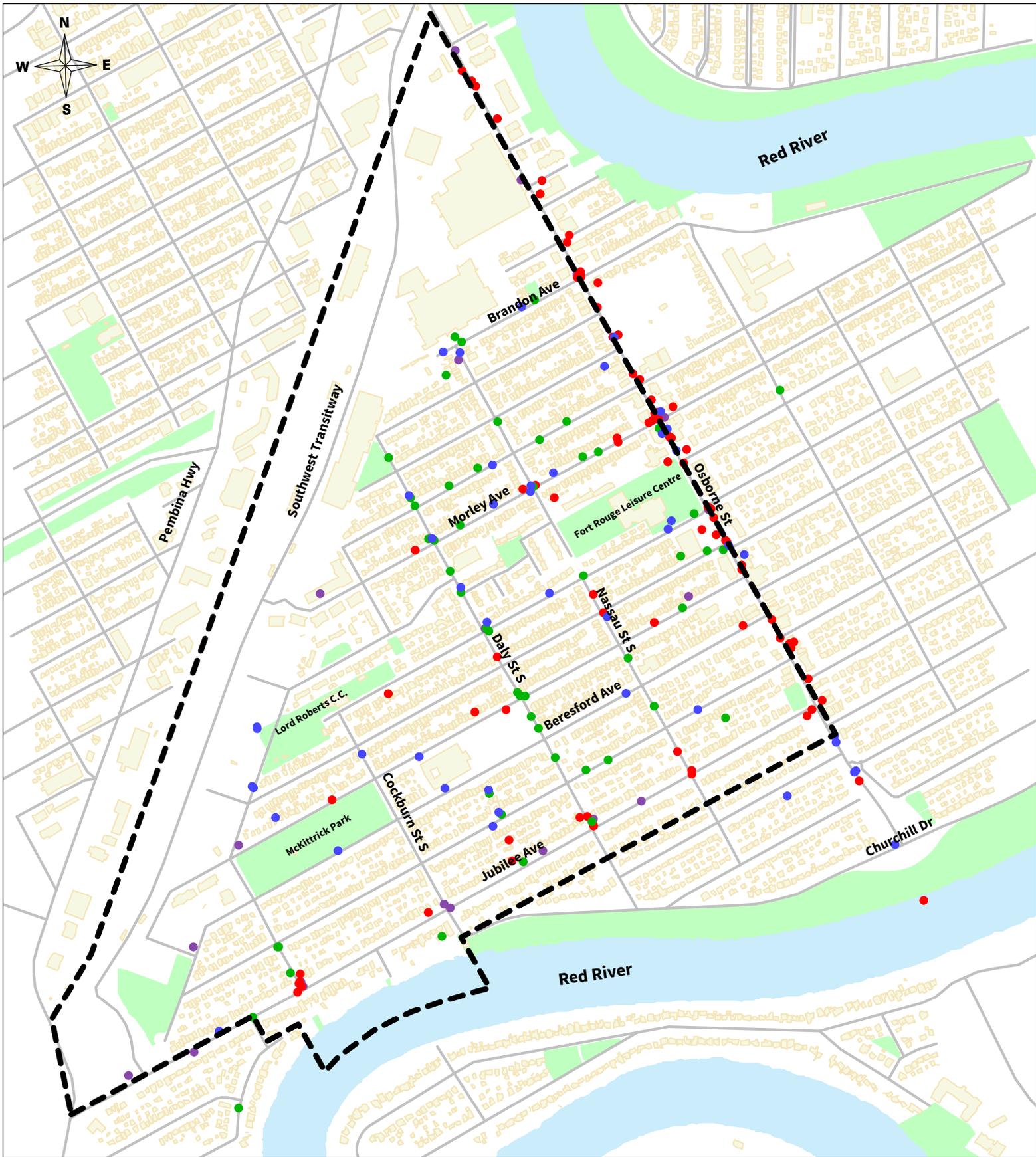
- Speeding (45)
- Cut through traffic (51)
- High volumes (85)
- Other (24)
- Uncategorized (301)
- Streets
- Study Area



Scale Bar



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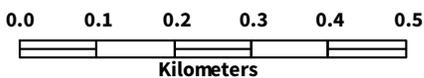
Lord Roberts Community Traffic Study Traffic Issues by Type

Legend

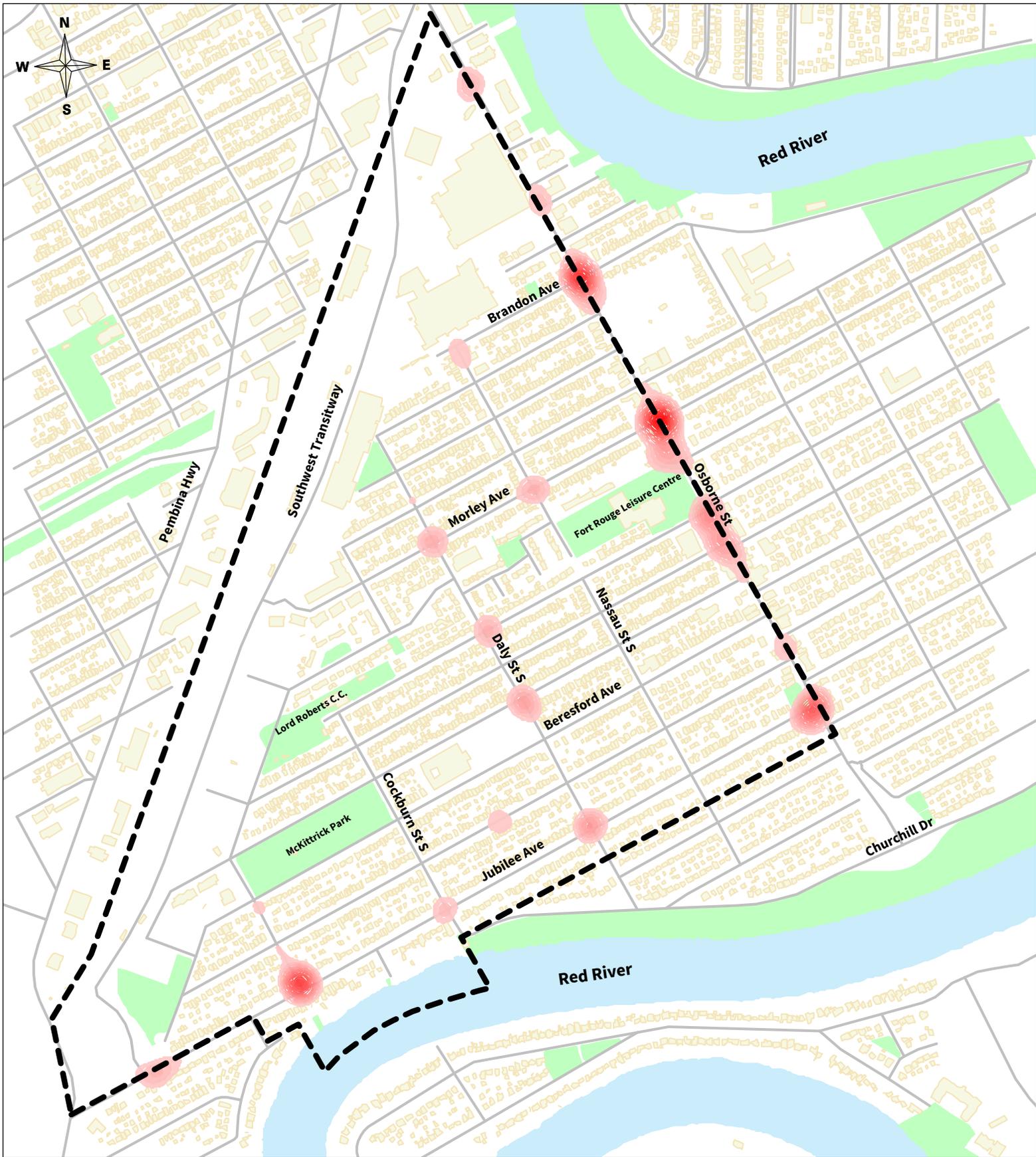
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- Streets
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Scale Bar



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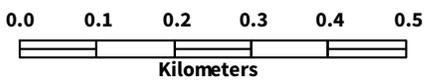


Lord Roberts Community Traffic Study Traffic Issues Hotspots

Legend

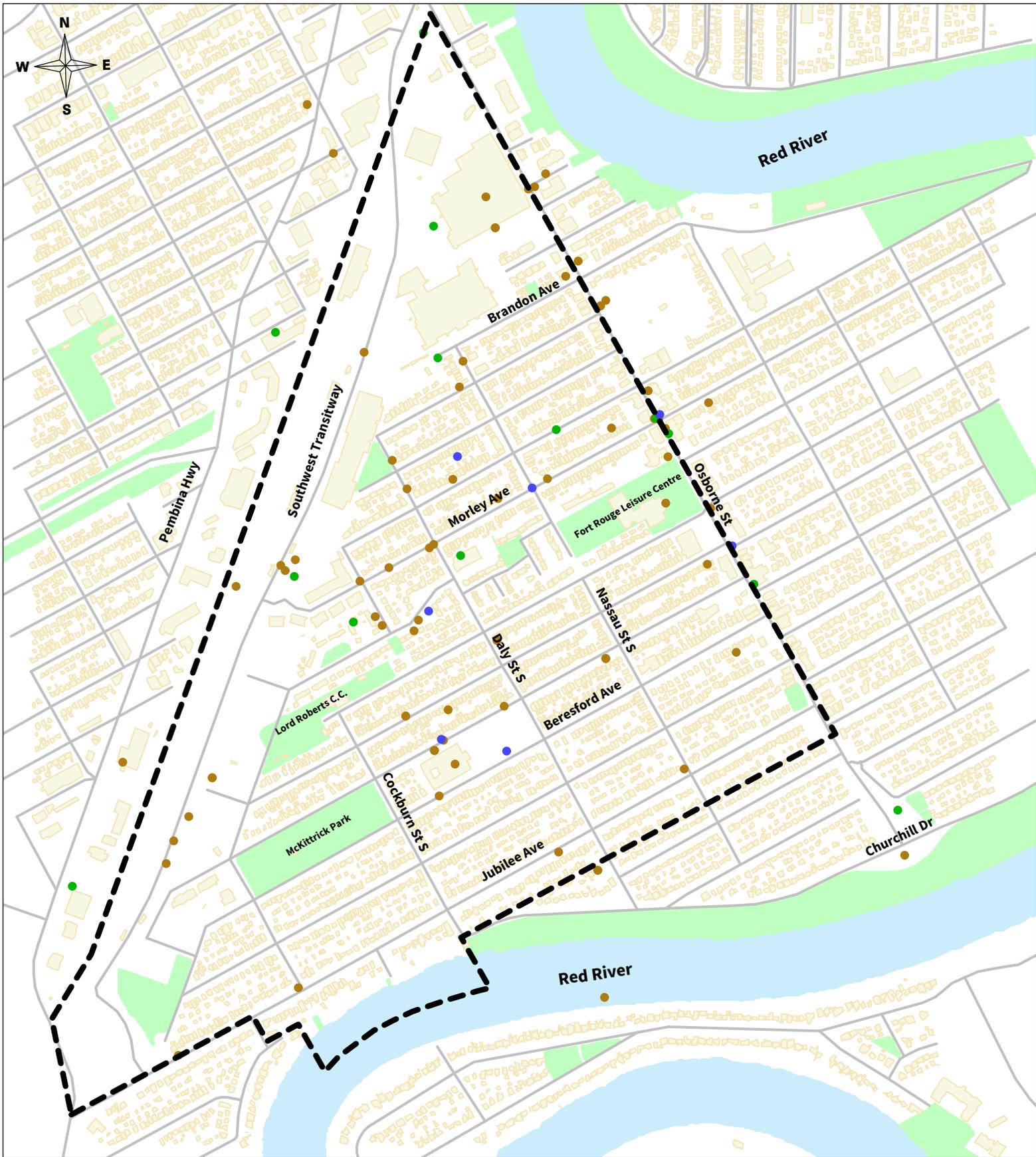
- Traffic Issues
- Streets
- ▬ Study Area

Scale Bar

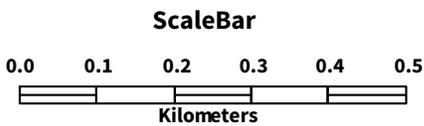


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Transit Issues Maps



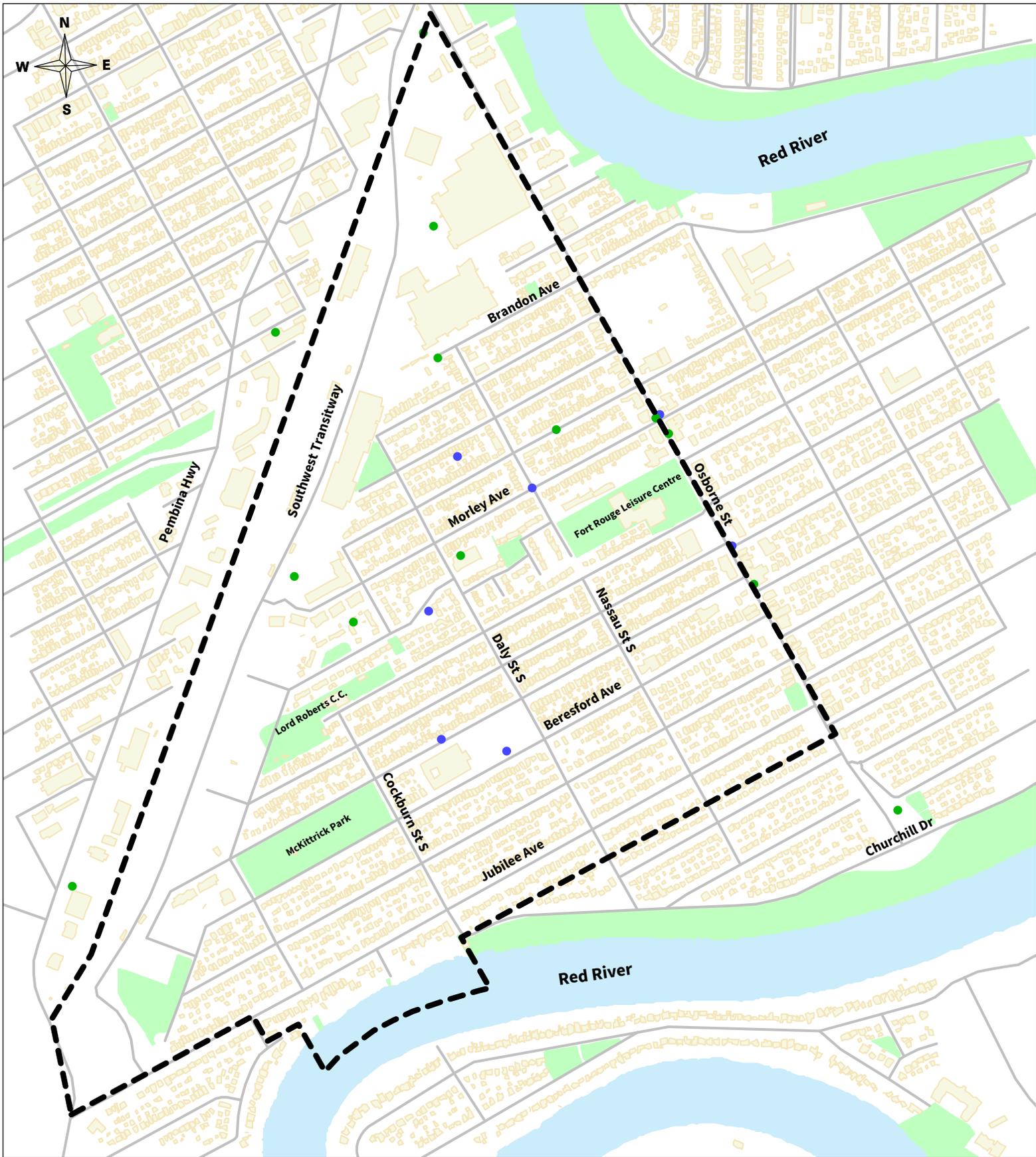
Lord Roberts Community Traffic Study Transit Issues by Type



*Note: The study focuses on non-regional streets within the Lord Roberts neighbourhood boundary. Issues on regional streets such as Jubilee Avenue and Osborne Street may be identified through the study; however, improvements to the regional street network may need to be addressed through separate initiatives.

Legend

- Route issue (8)
- Operational issue (13)
- Uncategorized (71)
- Streets
- Study Area

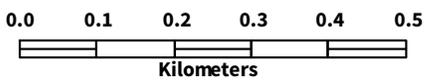


Lord Roberts Community Traffic Study Transit Issues by Type

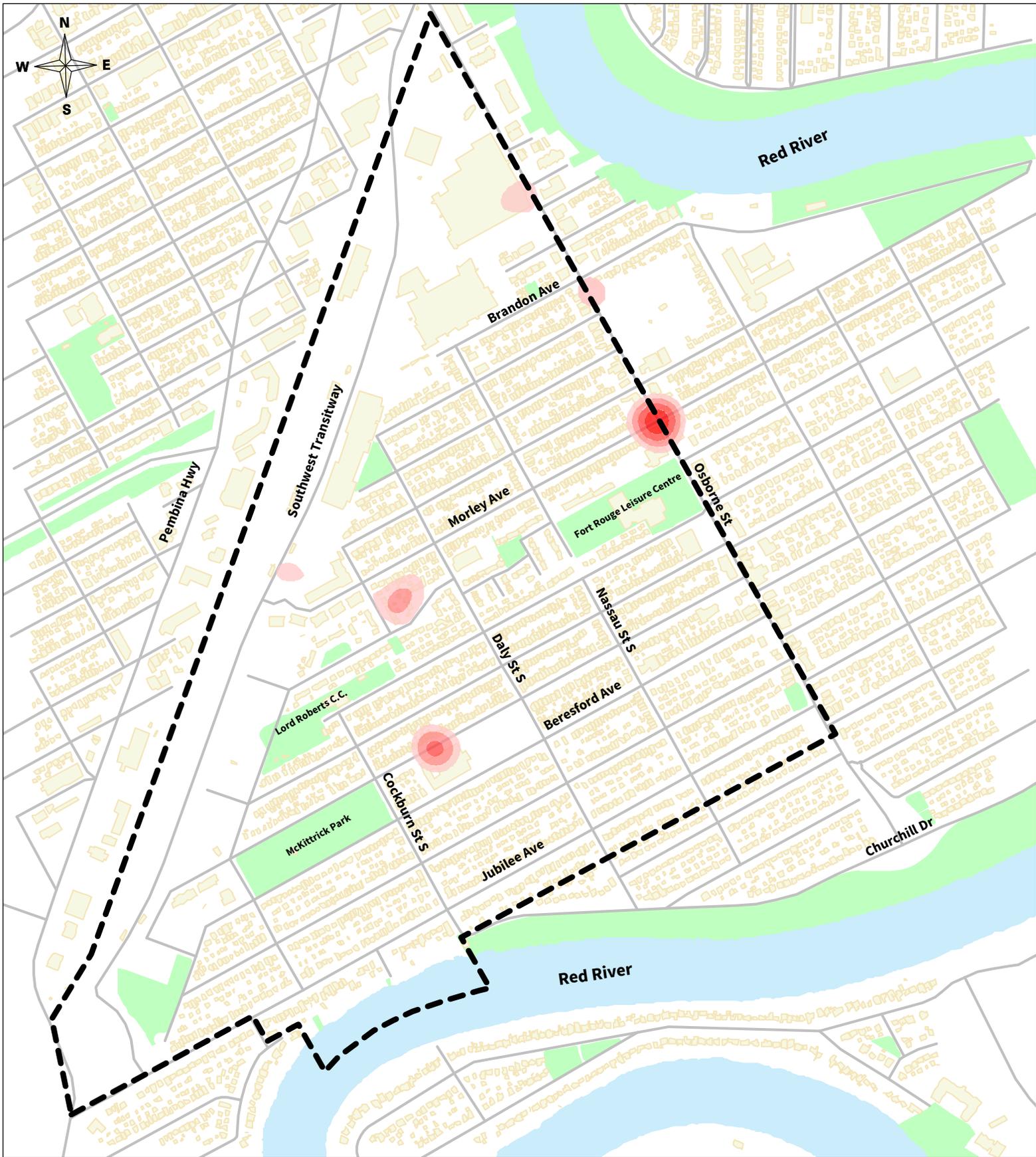
Legend

- Route issue (8)
- Operational issue (13)
- Streets
- ▬ Study Area

Scale Bar



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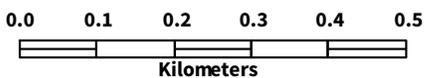


Lord Roberts Community Traffic Study Transit Issues Hotspots

Legend

- Transit Issues
- Streets
- ▬ Study Area

Scale Bar



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