

Appendix A – Promotion materials

Traffic and parking solutions are coming to Lord Roberts



Some solutions are immediate, and will be implemented in the project's next phase. Some are proposed, but their implementation depends on your feedback. And some are being considered in the long-term.

Please give us your feedback:



Complete the online survey at
winnipeg.ca/lordrobertstraffic
by December 13, 2020



Attend the virtual event on
December 1, 2020 from 6 p.m. - 7:30 p.m.

If you have questions or require alternate formats to participate, please contact **lordrobertstraffic@winnipeg.ca** or **204-986-4243**.

winnipeg.ca/lordrobertstraffic



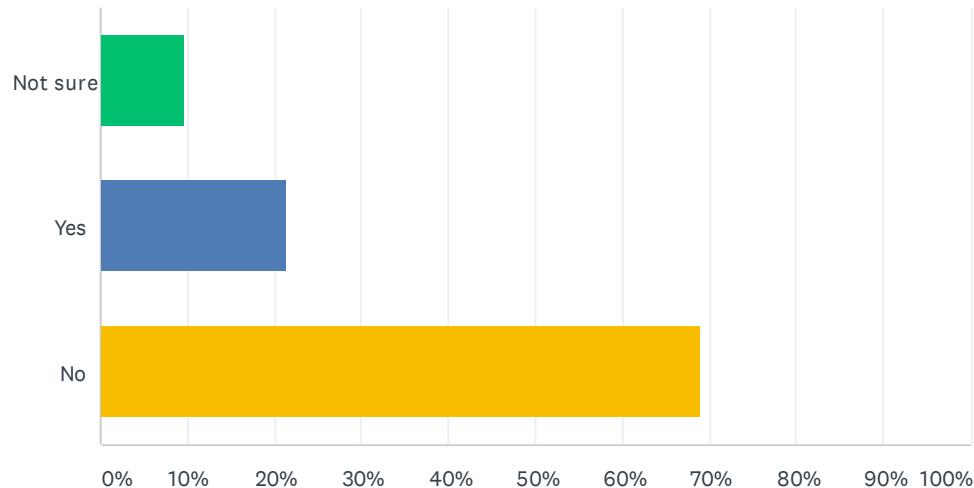
Traffic and parking solutions are coming to Lord Roberts



Appendix B – Survey results

Q1 Have you provided feedback on the Lord Roberts Traffic study to date?

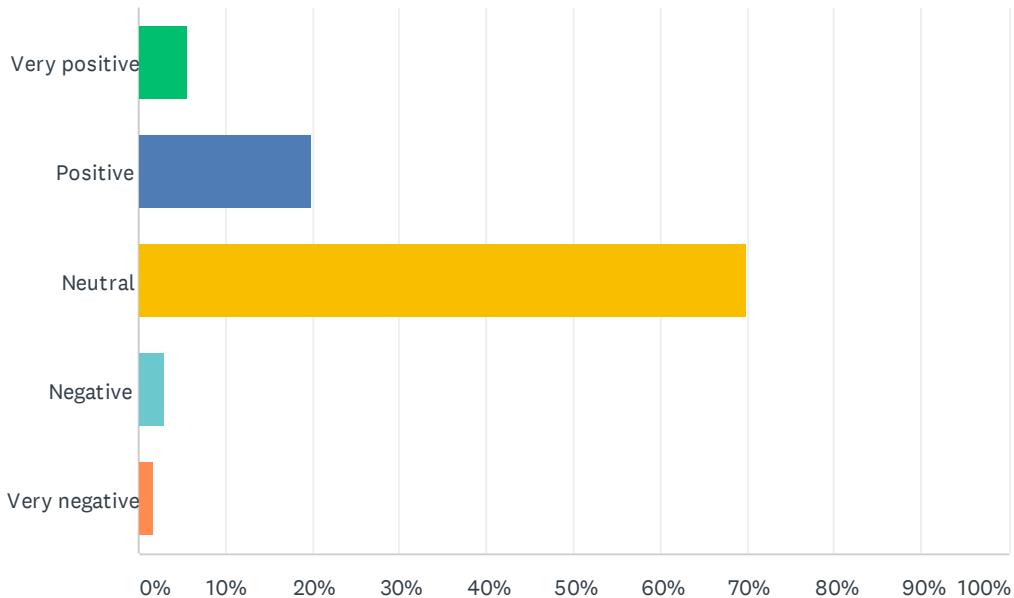
Answered: 323 Skipped: 2



ANSWER CHOICES	RESPONSES	
Not sure	9.60%	31
Yes	21.36%	69
No	69.04%	223
TOTAL		323

Q2 How would you describe your experience so far?

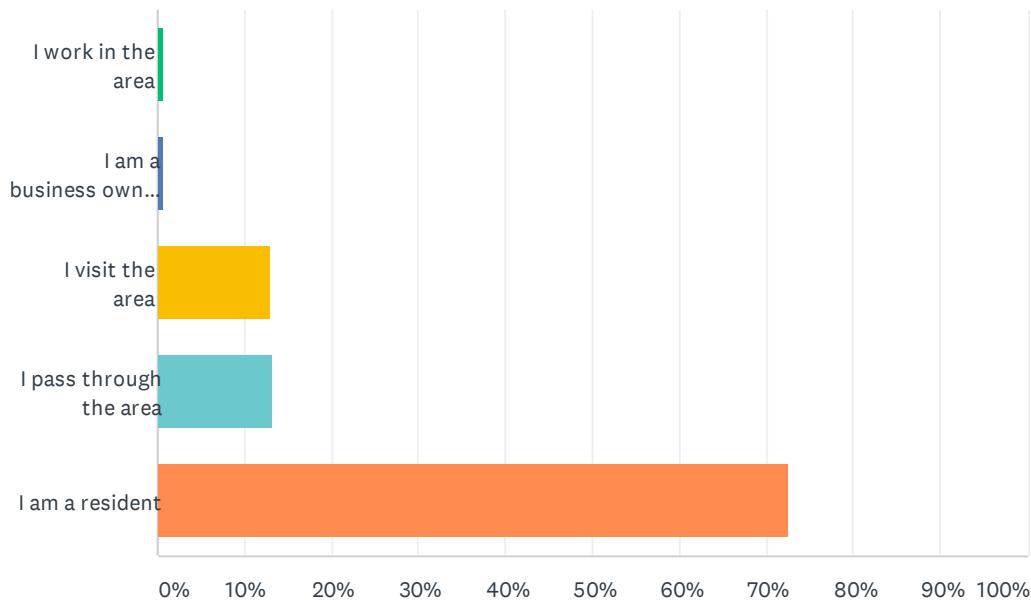
Answered: 313 Skipped: 12



ANSWER CHOICES	RESPONSES	
Very positive	5.75%	18
Positive	19.81%	62
Neutral	69.97%	219
Negative	2.88%	9
Very negative	1.60%	5
TOTAL		313

Q3 What best describes your link to the area?

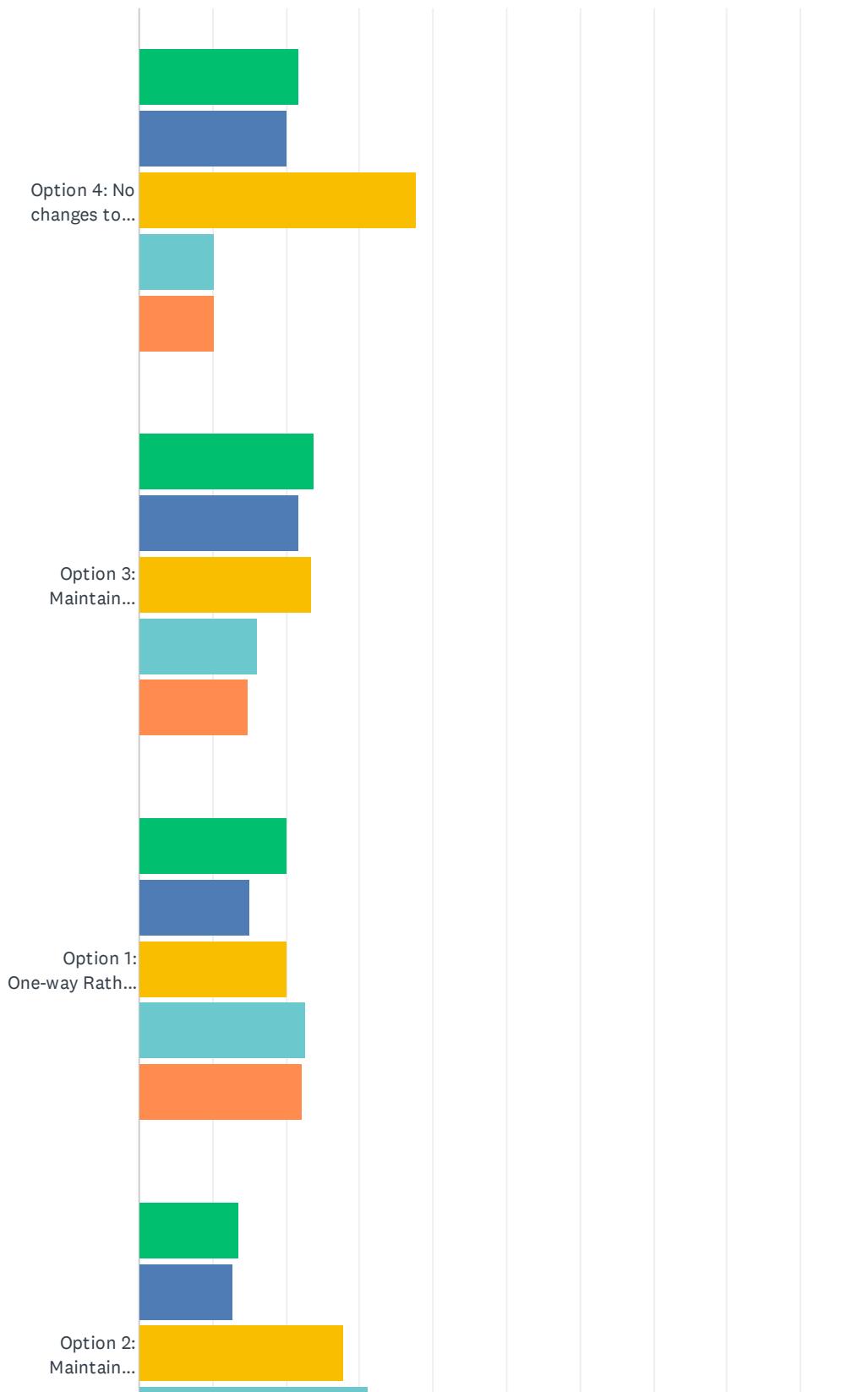
Answered: 325 Skipped: 0



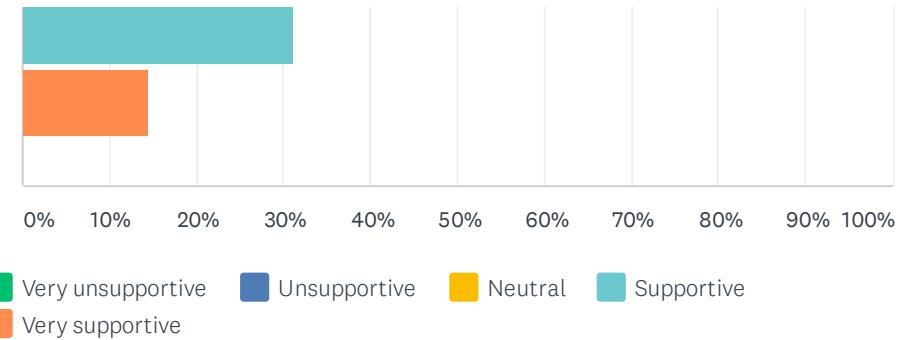
ANSWER CHOICES	RESPONSES	
I work in the area	0.62%	2
I am a business owner in the area	0.62%	2
I visit the area	12.92%	42
I pass through the area	13.23%	43
I am a resident	72.62%	236
TOTAL		325

Q4 Please tell us your level of support for the drop-off options explained above:

Answered: 241 Skipped: 84



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	VERY UNSUPPORTIVE	UNSUPPORTIVE	NEUTRAL	SUPPORTIVE	VERY SUPPORTIVE	TOTAL	WEIGHTED AVERAGE
Option 4: No changes to parking regulations or traffic control regulations. School promotes 'walk a block' program.	21.79% 51	20.09% 47	37.61% 88	10.26% 24	10.26% 24	234	2.67
Option 3: Maintain two-way traffic on Beresford and Rathgar. Maintain existing parking regulations on Beresford. Remove tree and construct loading bay on Beresford at school's front door. School promotes 'walk a block' program.	23.83% 56	21.70% 51	23.40% 55	16.17% 38	14.89% 35	235	2.77
Option 1: One-way Rathgar (eastbound) and Beresford (westbound) between Daly and Cockburn. Switch parking on Beresford between Daly and Cockburn to install loading zone at school's front door. School promotes 'walk a block' program.	20.08% 48	15.06% 36	20.08% 48	22.59% 54	22.18% 53	239	3.12
Option 2: Maintain two-way traffic on Beresford and Rathgar. Switch parking on Beresford between Daly and Cockburn to install loading zone at school's front door. School promotes 'walk a block' program.	13.68% 32	12.82% 30	27.78% 65	31.20% 73	14.53% 34	234	3.20

Q5 Please explain:

Answered: 100 Skipped: 225

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#	RESPONSES	DATE
1	I feel like option 2 has the least impact on residents of the first 3 options, while still trying to accomodate parents and students in the area.	12/13/2020 2:24 PM
2	Don't want to see trees removed	12/13/2020 1:36 PM
3	Everything I read in Option 1 seemed to me to be the best for the children & parents safety and security. Plus, with the area being so congested and growth continues in area, one way streets, although inconvenient to some, is a much better method for all in the end.	12/13/2020 12:35 PM
4	I've actively witnessed near-collisions on these streets. Something needs to change drastically so this doesn't occur so often, especially in the winter. A high cost project seems near-unlikely to be implemented, and remaining with what we have is not an acceptable option.	12/12/2020 11:26 AM
5	Don't have any children. Not sure of the impacts	12/12/2020 10:46 AM
6	I live on Beresford and we already have to deal with no parking for day time visitors due to school staff taking up the entire street.	12/11/2020 8:42 PM
7	The school has a large area on the side lane and a bus lane already. Perhaps existing space could be used better. Walk a block is never going to work because my understanding is people already whine about having to walk from in front of my house near Daly.	12/11/2020 8:09 PM
8	I am a resident of beresford across from the school and I think the situation right now is not terrible and the walk a block program is a good idea and should be sufficient. I do not want to have parking moved to the other side because it is less convenient for residents. I do not want a loading bay and/or any trees cut down to do so as this would be an eyesore for those of us who live here. As residents our opinions should rank higher than those of people who don't live here.	12/11/2020 7:16 PM
9	I am a stay at home mom living on beresford across from the school, it's very important to have parking remain the same for me to come and go during the day and safely get from the house to the car without crossing the street with small children. Parking restrictions would effect us greatly as we have a single garage, and live in the middle of the block, if we had visitors they would have to park a far distance. The loading bag option with no changes to parking is the best solution.	12/11/2020 1:09 PM
10	I think option 3 is the way to go	12/10/2020 1:47 PM
11	Walk a block needs to be enforced not promoted and no traffic changes will be necessary.	12/10/2020 12:16 PM
12	don't understand how benefits	12/10/2020 11:37 AM
13	Option 1 sounds like the safest and most economical choice with minimal impact to us residents.	12/9/2020 4:49 PM
14	Children's safety is best addressed in Option 1 by prioritizing them over vehicles.	12/9/2020 7:08 AM
15	One ways and removing trees are bad for the city	12/7/2020 9:31 PM
16	no comment	12/5/2020 8:47 PM
17	We cannot afford to remove trees when so many are already removed each year.	12/3/2020 12:59 PM
18	One way streets in dense, grid-based systems like Lord Roberts allows traffic to flow more smoothly, is safer for pedestrians, and only minimally impacts navigation through the neighbourhood.	12/2/2020 1:26 PM
19	I fully support safety around the school however with the massive loading area on the North side of the school along with the parking area off the lane I don't see the need for additional infrastructure or inconvenient parking options to accommodate another loading area.	12/1/2020 11:09 PM
20	Why not try the easy and inexpensive solutions and rate their effectiveness before attempting the more costly alternatives.	12/1/2020 8:38 AM
21	Not an issue for me but I can appreciate the impact it has on staff, students and parents	11/30/2020 11:25 PM
22	I had 4 kids go to school there. Mostly they walked as we live 2.5 blocks away. But when we had to drop them off with large projects, or in the extreme cold, or for any other reason (including sometimes mandatory parental pick up/drop off) the lack of a parking/stopping zone	11/30/2020 12:04 PM

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for mandatory drop offs seemed at odds with the instructions given by the school. I think a drive in bay would be the safest for the kids. This can also be done with the one way traffic suggestion, which wasn't an option here.

23	There is a lot of new housing developments in the area and traffic has/will increase and both these streets will have increased thru traffic. If these two streets are one ways and parking sides change to allow a safer 'thru' traffic and a 'drop off'/pickup' area at school on south side would be safe and economic. The 'walk a block' is an ok idea, but the area has a lot of multi vehicle households where parking in their back lots isn't possible, so they park on the streets. Daly and Cockburn are also a bus route so no parking in winter. The 'drop off'/ 'pick up' zones are safer. The north side of the school where the school busses go could easily be shared with vehicles if widened a bit.	11/29/2020 1:23 PM
24	In this era of helicopter parenting there will always be traffic in front of the school when dropping off and picking up children. One-way traffic in front of the school works best to keep vehicles moving and will be the safest for all children. I have seen too many close calls around schools when children are dropped off on the opposite side of the street and run to school or have to cross the street to get into the vehicle picking them up.	11/28/2020 7:55 PM
25	All options have pros and cons. Maybe start with easiest option	11/28/2020 10:55 AM
26	Proposal is minimal, adoption of lighter transport depends on making carless transportation pleasant	11/28/2020 9:43 AM
27	Keep the school loading problem a school problem and do not disturb residents. Yes money needs to be used to solve the problem. Build a loading area. Many schools now have this issue and there should be a plan to build a few school loading zones zones every year in Winnipeg.	11/27/2020 11:59 PM
28	N/A	11/27/2020 7:11 PM
29	i	11/27/2020 6:18 PM
30	Seems like option 1 or 2 will have a considerable improvement to the school and not much impact to the local residents, worst case they are driving 1 block further	11/27/2020 3:55 PM
31	Some the school yard could be lost for a pick up loop on Daly. One has thought of the infrastructure all those condos and new constructions have cost this neighbour hood. It's very careless	11/27/2020 2:54 PM
32	If you are going to do something do it all the way. Half measures, and one way streets will only complicate things in the future.	11/27/2020 2:03 PM
33	i want to reduce all traffic around the school - will it also reduce all traffic on Rath and Beres too (i hope)	11/27/2020 12:34 PM
34	Front door drop off should be reserved for school bus and those who are physically challenged. Front door drop off should not be permitted. Increase traffic enforcement.	11/26/2020 6:44 PM
35	A solution needs to be decided on which promotes both safety and ease of access to school. Walk a block in the winter, is not something that I would want to be doing.	11/26/2020 6:41 PM
36	The 3rd option is a better long term investment to deal with this issue. However it is the most costly. The first two options seem to be the best as I completely encourage walking (even in our winters). The 4th option is good but behaviour is difficult to change for many unless the area is built to accommodate the changes.	11/26/2020 4:16 PM
37	Do not visit the area during school drop off/pick up times.	11/26/2020 2:36 PM
38	Option 1 does not interfere with public transit.	11/26/2020 1:45 PM
39	One way traffic will be the best option to reduce traffic congestion.	11/26/2020 1:19 PM
40	There should not be so much traffic around a school- where kids are walking and biking b	11/26/2020 1:10 PM
41	Experience with Ontario Active School Travel has found that building loading zones just encourages parents to drive more. It does not resolve the issue. Switching the parking from one side to the other adds the extra traffic calming of staggered parking, which is a great solution for those students who are driven. It is also cost-effective.	11/26/2020 1:02 PM
42	One-way traffic streets are known to encourage higher speed automobile traffic. Loading bays,	11/26/2020 12:02 PM

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on the other hand, remove side walk space and negatively effect pedestrians. Positive solutions seek to reduce automobile traffic on the street and encourage other forms of travel to school.

43	option 3 seems safest for children to exit school in get to rides.	11/26/2020 11:53 AM
44	Residents in the area need a place to park. In some areas the city has added meter parking which is inexcusable for a residential area and it forces the residents to find alternative parking for the guests.	11/26/2020 11:45 AM
45	Removing parking for residents on the street is an absolute no. You should be ticketing parents dropping kids off in front of the school as this impacts traffic. Allocate additional funding to school buses so that parents don't need to drive kids to school. They have enough on their plate already. Build a designated bus loop so that traffic does not need to be impacted in order to accomodate additional bus traffic.	11/26/2020 11:08 AM
46	Changing the direction of traffic to one way will only create confusion and create more traffic on nearby Rosedale and Walker Avenues. Allowing students to exit on the school's side will be safer, but it won't stop parents who are in a hurry or arriving late, from double parking on the street to let their children jump out. You will still get parents who park in the drop off zone unless you have a staff member stationed outside in the morning and after school, or have the ability to hand out tickets to offenders. I currently work at a school that has a "stop, drop, and go" section in front of it. A staff member ensures that no one parks. Parents must only allow their children to exit the vehicle on the curb side. The school has a couple large sandwich board signs that are placed outside in the morning/afternoon to keep things clear. Their system works. I applaud Lord Roberts for trying to promote "walk a block" but I don't think it will have much effect. Too many people in a hurry and arriving late. Please don't take down any more trees from our neighbourhood. We've lost too, too many already and the city is doing an abysmal job of replacing them.	11/25/2020 6:30 PM
47	option 3 is the safest solution in my opinion	11/25/2020 4:36 PM
48	Having one way streets for a single block will create confusion and likely result in people who are not familiar with the area driving the wrong way through the school zones without realising it.	11/25/2020 2:32 PM
49	To make some of these other changes means a shift for local traffic. As is the city is backlogged with traffic and it would make getting around harder. It is up to the parents and schools to put solutions in place, this is a challenge in all urban spaces.	11/25/2020 1:38 PM
50	Does not affect me, neutral.	11/25/2020 11:44 AM
51	way too complicated for me and i have no idea where this school is and does it affect me, and if it doesn't i shouldn't really have a say, should i?	11/25/2020 9:18 AM
52	The problem needs to be address, keep cars flowing in one direction limits the risk. Should have a similar policy for all schools to get similar buy in from communities	11/25/2020 9:05 AM
53	All options except 4 will help somewhat but Option 1 solves the most problems	11/24/2020 9:46 PM
54	The first two are more cost effective and easy to implement	11/24/2020 5:18 PM
55	Parent should walk their kids all the way to school. Road spikes installed to deter parents from driving.	11/24/2020 4:45 PM
56	The less expensive options would be better	11/24/2020 3:38 PM
57	I do not have kids, this does not affect me	11/24/2020 2:50 PM
58	One way traffic will increase safety for the children, this is the most important aspect I believe.	11/24/2020 1:52 PM
59	School loading zones are important, and dealing with child safety is paramount. Or are we not slowing down for children's safety??	11/24/2020 1:04 PM
60	Options 1 and 2 are most likely to preserve greenspace, reduce vehicle speeds, and reduce congestion. Something needs to be done in these areas and in a cost-effective way. Options 3 and 4 are not feasible in that regard.	11/24/2020 12:40 PM
61	Usually the best option will cost the most. Having a designated loading area is common in many other places because it works. Disrupting the rest of the neighboring community would	11/24/2020 12:09 PM

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prove to be beneficial. The 'walk a block' program is a terrible idea. If poor weather conditions arise (which is often), dropping off or picking up a block away will stop happening regardless of laws and regulations. Small children regardless of weather likely will not happen (I would break the rules every time as I would refuse to drop my littles ones off a block away without knowing they arrived safely. And lastly, parents are often busy and don't have extra time (always running against the clock especially when it come to hockey and other activities for the kids in the evenings.... so parking a block away might just cut into an already busy day.

62	option 3 is best	11/24/2020 11:46 AM
63	It is unrealistic and inefficient to expect parents to park (Nevermind FIND a parking spot), and walk their kids a block to the school. It would just shift traffic and parking congestion to neighbouring homes.	11/23/2020 8:41 PM
64	Needing to get out and walk your kids does not seem a good solution.	11/23/2020 6:41 PM
65	No reason to make the streets one way	11/23/2020 3:28 PM
66	I believe the loading zones are the best option, #2. It is not a good idea to remove a tree just to make a loading zone area, when on the street would be just fine. I don't think going to one-way streets will solve any issues as traffic will get more backed-up if someone stops then.	11/23/2020 2:42 PM
67	I own a home on Rathgar. No parking in front of my home or changing the ingress/egress is not appealing to me.	11/23/2020 12:58 PM
68	A loading bay appeals to me because it removes children from the street. It allows the children to get in and out of vehicles in a safe space without traffic or parked cars blocking view. It also allows to school admins to have view of vehicles picking children up. I believe this solution is best because it doesn't remove too much parking from the street for residents and staff.	11/23/2020 9:48 AM
69	Seems to me this area requires one way streets and calming circles. The streets are so narrow. One way streets would help the situation immensely	11/22/2020 5:14 PM
70	Option 3 - we're already losing too many of our trees and the cost would be much higher than options 1 or 2.	11/22/2020 12:44 PM
71	I do not feel that parents will participate in the walk a block program over the long term	11/22/2020 12:01 PM
72	One way streets are not a good solution. They will disrupt and change traffic all over the area. No need. The problem is not that bad in the first place.	11/21/2020 3:15 PM
73	Don't get rid of trees - we have enough tree loss as it is.	11/21/2020 2:37 PM
74	As an educator this is always a constant problem, people still won't listen regardless. Only way is a loop but be prepared for waiting at loop	11/21/2020 12:46 PM
75	Option one and two remove a lot of parking for the residents who live across from the entrance of the school on Beresford. Already teachers and staff take up much of the street parking. From my experience far too many parents are dropping off older children right at the door which should be amended through the 'walk a block' program. I find that the two way traffic on Beresford and Rathgar cause a nice traffic calming effect where cars have to slow periodically to allow for the passing or moving over to let vehicles/buses pass. This slows traffic and reiterates that this is a school zone. Traffic congestion in the morning and afternoon pick up/drop off times lasts for around ten minutes and then it's over. If a loading bay must be installed then I would suggest that more trees are planted in front of the school as Lord Roberts has been losing many trees to disease and there is not a strong replacement program in place.	11/21/2020 9:33 AM
76	One way traffic for that one block will cause people to speed down other blocks in frustration.	11/21/2020 8:46 AM
77	It makes more sense to do low-cost, reversible changes first. If it doesn't work, then you can easily try something else. I also do not support removing trees.	11/21/2020 8:03 AM
78	I don't have children or normally use Beresford or Rathgar for travel.	11/20/2020 6:46 PM
79	no kids	11/20/2020 5:36 PM
80	I don't have children and don't drive in the area; I'm only reacting in terms of described safety and environmental effects	11/20/2020 3:21 PM
81	Option 1 is better in every aspect, safety, traffic flow etc	11/20/2020 1:58 PM

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82	One way traffic is safer for the kiddies.	11/20/2020 12:41 PM
83	As I don't live near the school or have kids that attend the school I am not aware or affected by any traffic issues.	11/18/2020 7:09 PM
84	The transit issue is a big deal. I have witnessed buses travelling at 60 km/hour down Rathgar several times. They should NOT be driving past a school.	11/18/2020 5:02 PM
85	Stay out of our neighborhood find some where else to SAVE	11/18/2020 12:17 PM
86	Consider a raised crosswalk mid-block on Beresford. Otherwise everything is working fine. There are 2-3 parents that double park to drop off their children on the wrong side of the street but switching parking for all residents on the south side (20 homes?) to the north side (4 homes) or creating complicated one-way streets when traffic outside the school is very minimal seems crazy.	11/18/2020 10:54 AM
87	One block of one way traffic will cause confusion. The current system is not working so something should change. Residents on these streets should be as unaffected as possible. Parking in lord Roberts is at a premium due to the bus station.	11/18/2020 8:43 AM
88	I don't feel qualified to make a judgement on this as I don't pick up or drop off or drive in this area at those times.	11/18/2020 8:37 AM
89	I think one way traffic will be better as less congestion	11/18/2020 7:21 AM
90	I feel a loading bay is unnecessary and leaving conditions as is save the walk a block is unlikely to have much impact.	11/17/2020 11:29 PM
91	Dislike one way streets here. Do not support loading bay which significantly detracts from the pedestrian experience, reduces trees, is expensive, ugly, and promotes more car drop offs.	11/17/2020 9:42 PM
92	Firstly, there is no congestion at the school currently. I'd say everything works really well and some enhanced crosswalks and better bike parking would really help support students that walk and cycle. One ways would be crazy for one street in the neighbourhood and would likely cause more issues than it would help. Switching parking for the entire street so that a few parents can load at a curb will only encourage more driving, while making half a block park further away from home. This might also cause issues for transit and would mean a loss of parking overall it would seem. We don't want to build expensive loops for parents to drop off their kids, it's a small catchment and we have great crossing guards, let's find ways to support people to walk a block or more. Neighbourhood greenway on cockburn would really help!	11/17/2020 9:41 PM
93	2 hour parking during school hours would be great.	11/17/2020 6:39 PM
94	I don't have kids but even just driving on those streets it's too tight for two way traffic - one ways is the best solution to this if the street cannot be widened. Thanks	11/17/2020 6:38 PM
95	I don't think constructing a loading bay is the right answer. The one way street idea seems like a good idea, as does option 2. Personally, when my child reaches school age we will walk them to school anyway, so option 4 works for me.	11/17/2020 4:59 PM
96	I'm in favor of any option that helps the most people without changing to 1 way streets - it creates issues for residents on those streets.	11/17/2020 2:30 PM
97	Loading zone good - reduced parking increases visibility; concerns that one-way roads need to integrate with surroundings effectively	11/17/2020 2:25 PM
98	Changing part of Rathgar to one way is unacceptable to me. Opening a drop-off bay on Beresford makes the most sense.	11/17/2020 2:10 PM
99	Options 1 and 2 are best for reducing congestion around the school and improving traffic. Options 3 and 4 will maintain or exacerbate school drop-off congestion.	11/17/2020 12:51 PM
100	more needs to be done to include children cycling to school	11/17/2020 11:02 AM

Q6 Please tell us your address

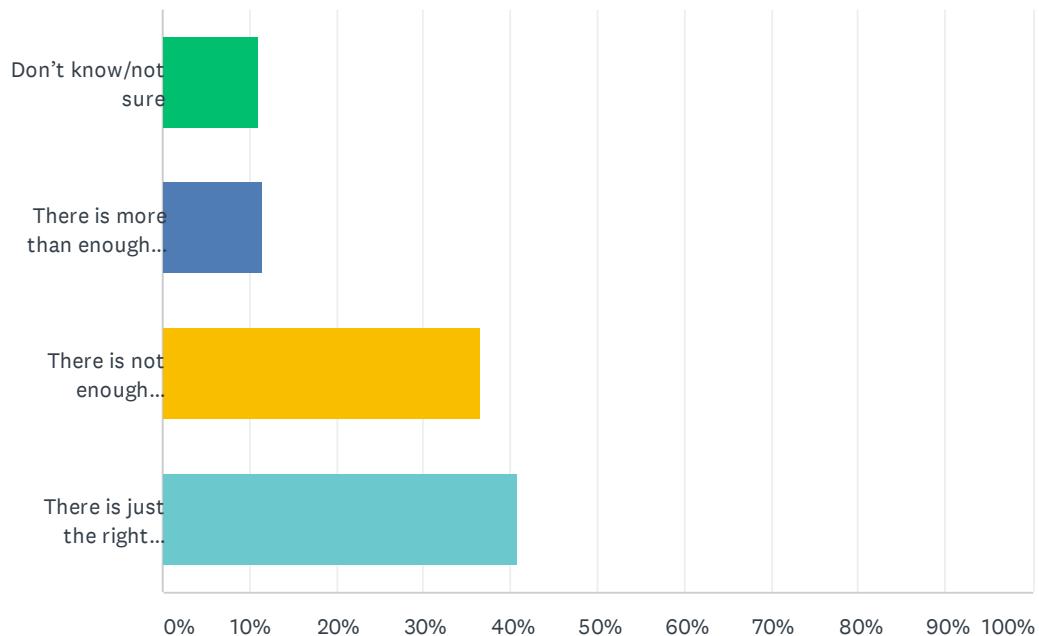
Answered: 185 Skipped: 140

ANSWER CHOICES	RESPONSES	
Name	0.00%	0
Company	0.00%	0
Address	100.00%	185
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	0.00%	0
Phone Number	0.00%	0

#	NAME	DATE
There are no responses.		
#	COMPANY	DATE
There are no responses.		

Q7 What do you think of the parking on your street right now?

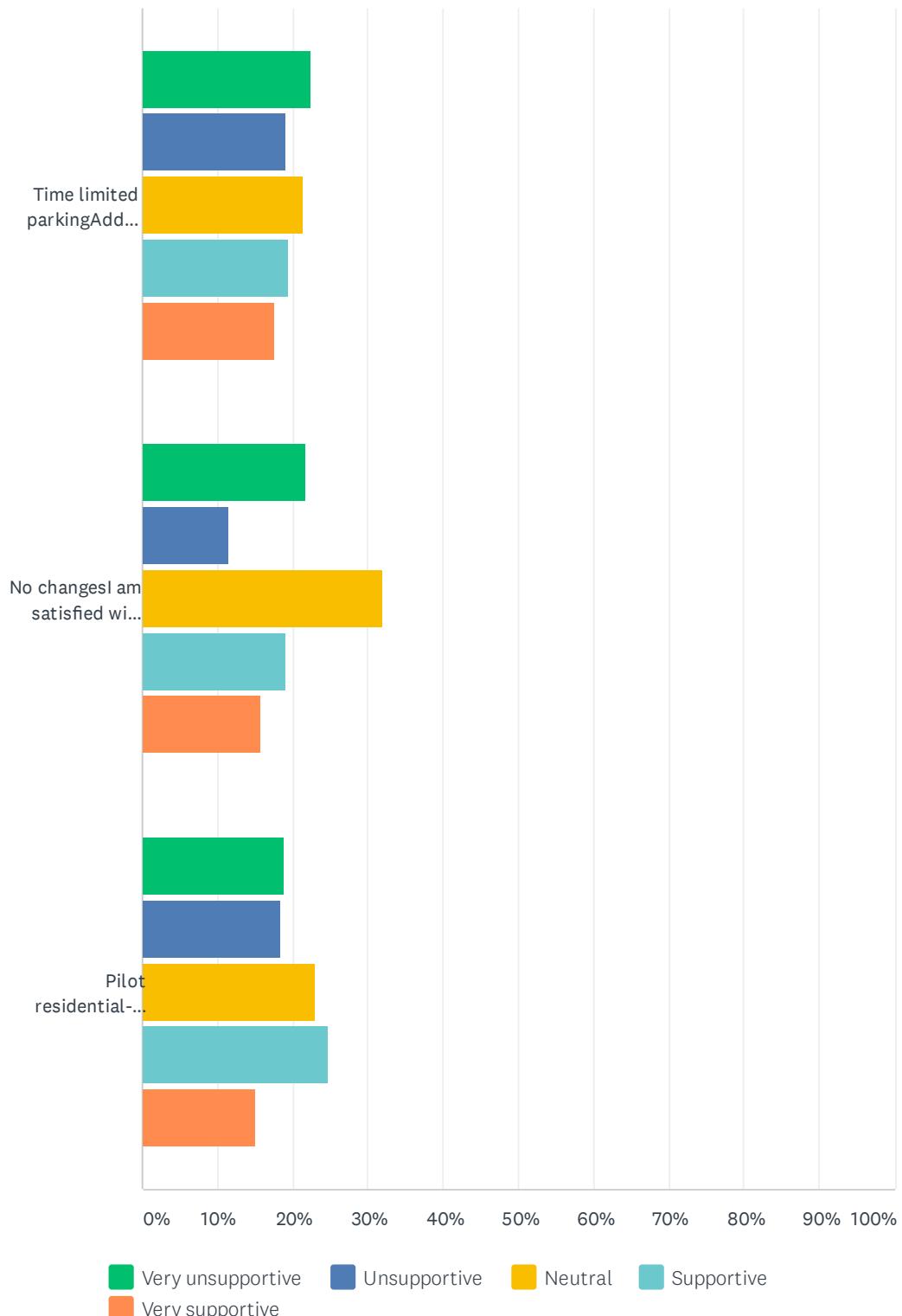
Answered: 218 Skipped: 107



ANSWER CHOICES	RESPONSES	
Don't know/not sure	11.01%	24
There is more than enough on-street parking	11.47%	25
There is not enough on-street parking	36.70%	80
There is just the right amount of on-street parking	40.83%	89
TOTAL		218

Q8 What do you think of the options for on-street parking for your street?

Answered: 222 Skipped: 103



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	VERY UNSUPPORTIVE	UNSUPPORTIVE	NEUTRAL	SUPPORTIVE	VERY SUPPORTIVE	TOTAL	WEIGHTED AVERAGE
Time limited parking Add two-hour restrictions to streets where no time restrictions are currently in place.	22.33% 48	19.07% 41	21.40% 46	19.53% 42	17.67% 38	215	2.91
No changes I am satisfied with the parking regulations on my street. I do not want to see any changes.	21.76% 47	11.57% 25	31.94% 69	18.98% 41	15.74% 34	216	2.95
Pilot residential-only parking permits One-year pilot project to create blocks where parking is only allowed by vehicles with a residential parking permit.	18.81% 41	18.35% 40	22.94% 50	24.77% 54	15.14% 33	218	2.99

Q9 Please explain your choices:

Answered: 135 Skipped: 190

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#	RESPONSES	DATE
1	I have not seen any of the parking challenges mentioned above. I have only been in the area for a few months. Parking where I am seems fine. I have lived in areas with 2 hour limits and am fine with the residential parking permit option.	12/13/2020 2:28 PM
2	I have a parking spot so i'm ok. I don't want to have buy a parking pass if i want ti park on the street . If that goes through ALL residents should receive a pass free of charge	12/13/2020 1:50 PM
3	Because the area is so densely populated already and continues to grow, I think a limit on parking time will allow others to visit area to shop or visit ect.	12/13/2020 12:44 PM
4	residences already have parking at the rear of the property. Visitor parking at the front.	12/12/2020 12:31 PM
5	We need a change here. There's too much non-residential traffic taking up parking for long periods of time during the day. I think time-limited parking has the greatest chance of not pushing too much traffic onto non-regulated streets. Residential-only parking would be (in my mind), virtually guaranteed to cause this. There are also many people that work in the neighbourhood who don't live here, and they'll be affected by time-limited parking, I think it's these people who will either be forced to move their vehicles periodically or park on non-regulated streets, the most. I think they're in the minority of non-residential parkers though, so the impact on the parking on non-regulated streets should be minimal.	12/12/2020 11:39 AM
6	The Winnipeg bus workers swamp the parking on our road. During the winter they do not respect no park zones, and our street does not get cleared. So instead snow removal has to come back afterwards to plow our street. When you want to have guests over there is no parking, or drop something off at your OWN front door (or forget something and run into the front door) there is NO parking anywhere. It is incredibly frustrating. Another frustrating situations is that there is always delivery service vehicles, and people who are just trying to pop into their house for a quick second blocking the one side of the road where traffic is to flow.	12/12/2020 10:52 AM
7	It would be nice for residents of the street to always have access and a permit to park. People who work there will need to park farther and walk.	12/11/2020 8:46 PM
8	Adding restrictions to limited streets is NOT going to solve the problem. The problem is that you have yet to build a proper parking garage for the transit drivers, suck it up and find the budget to build a multi story car park instead of filling all the existing space with new garages. Or better yet, build another lot in the parker lands area instead of letting developers get away with the nonsense they have there. The congestion around jubilee street station is entirely the city's fault as well as it's beyond ludicrous that the space where a parking lot SHOULD be is now condos	12/11/2020 8:14 PM
9	I do not live in the areas highlighted for this question, but I would imagine they would prefer some sort or parking permits for residents. It is the bus drivers who park on their streets for their entire shift. That would annoy me too. Where I live on beresford I do not want any changes to parking.	12/11/2020 7:20 PM
10	I have no problem with parking on my street, except in the case where residents leave their vehicles for extended lengths of time (days or weeks without moving). I have two driveway spots, and like the option for visitors to have street parking at any time.	12/11/2020 6:39 PM
11	Yes, during school hours parking on beresford can be tricky, but there's always a spot available to park on beresford between cockburn and Daly, it's very important to me to be able to park on our block during the day, or when friends visit, it's very important for them to be able to park on our block.	12/11/2020 1:13 PM
12	There is no problem with parking on my street	12/10/2020 1:50 PM
13	In all options listed, the very real possibility exists of just having the problem shift to streets that have not been addressed. A parking lot was recently added for Transit workers just south of the transit station, could adding a structure there to provide more parking spaces be an option, or finding space on the transit lot for their workers to park?	12/10/2020 9:11 AM
14	Option 1 - does not solve the problem. The 2 hour parking window did not help the problem on Brandon ave. Instead, we observe transit workers taking additional breaks to come and switch out their vehicles every 2 hours. to comply with the 2 hour limit. Instead transit has ample parking space that rarely exceeds 30-40% capacity, even on their busiest days. The solution needs to be that transit drivers can access the new expensive parking lot at the end of	12/9/2020 4:59 PM

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Brandon Ave and the parking lot along Brandon avenue. Option 2 would work very well, and there would need to have the option for guest passes for visitors to the area Option 3 is completely unsafe. The congested parking in addition to the 2:30pm Brandon ave traffic rush-hour is incredibly unsafe. Transit workers are zooming down Brandon avenue, often well exceeding the speed limit to try and catch the greenlight at the corner of Brandon Ave and Osborne St. My son and I have almost been struck by a transit worker's personal car in two separate occasions while trying to cross the street to go play in the children's park next to 481 Brandon Ave. We need to consider speed bumps or restrictions on Brandon ave, so that bus drivers and construction traffic cannot continue to dangerously speed through and congest Brandon Ave, which is designated as a residential street.

15	It is important for residents and their guests to have access to vehicular parking. Some combination of Option 1 and 2 might be the answer	12/9/2020 7:24 AM
16	There doesn't seem to be a parking problem. I don't want my future guests to have parking tickets. Residents should not have to pay for a parking pass.	12/8/2020 10:59 AM
17	Just a question about enforcement. Would it increase and at what cost. Also could you provide before and after examples that have been applied and the public response?	12/7/2020 5:29 PM
18	The two hour restriction would still allow for guests and workers we hire at our homes to have access while acting as a discouragement for transit workers and BRT users who park for hours and hours on our side streets.	12/5/2020 3:47 PM
19	It would just be helpful if the city actually enforced the current parking restrictions.	12/3/2020 9:41 PM
20	Beresford Ave near the park has no shortage of on-street parking.	12/3/2020 1:04 PM
21	There is already restrictions on my street. For the most part I am fine with this. My concern is for the snow route season when I have to move my car to a neighbouring street. I don't believe I should have to purchase a parking permit for a space on a street I will use a maximum of 3 months of the year.	12/2/2020 9:15 PM
22	Our block is not up for consideration in this proposal however if it was I would not support time limited or resident only parking. It is treating the symptom rather than the problem. In my opinion the problem is not parking but rather a public transit system (bus, bike, walk etc) that needs improvement. Our block does see, in normal times, increased non resident parking for patrons of the businesses on Osborne and local churches and I don't have an issue with that. I enjoy living in a neighbourhood with a variety of businesses, restaurants etc. I can understand if residents rarely get the option of street parking due to non residents taking up the space that could be problematic however my comment above of concentrating the effort in the right area will have a better, longer lasting benefit to everyone.	12/1/2020 11:09 PM
23	Resident only parking has not been attempted before, so it makes more sense to try a known system first. Doing nothing will not solve the parking concerns.	12/1/2020 8:45 AM
24	Currently we have a no parking zone due to issues with patrons of the BDI blocking our driveways no interest in making changes to the status quo	11/30/2020 11:27 PM
25	My issue is mainly during the winter as the curlers often illegally park at the end of Stinson making it hard to see oncoming traffic from Daly.	11/30/2020 12:31 PM
26	The transit station employees have wrecked the neighbourhood. I understand the transit garage charges employees to park, and this is why they fill up the neighbouring residential and commercial parking in the area. First I think the transit employees (who get free transportation) should be incentivised to take it. They should be penalized for not taking it. Alternatively the transit lot should be made free to employees so that they do use it. If it is not big enough, build a parkade, or see my first suggestion for getting the employees to use the bus. If the bus service is so bad the employees don't want to use it - then improve the bus service. I see transit workers parking all over the neighbourhood, and walking to work. If you put time limited parking on one street they just park one more street over and the problem continues. Another, expensive option, would be to move the transit garage to another car friendly/non residential neighbourhood. I live in the area, and I operate a business in the area, so this problem affects both my business and myself. I've applied for time limited parking, so I know a thing or two about it. My request is going on 2 years without resolution, as the City of Winnipeg is very unresponsive, despite my criteria qualifying AND HAVING BEEN APPROVED. This is a very sore spot as it affects my livelihood and that of the local residents I employ.	11/30/2020 12:14 PM

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27	Morley is busy with street parking as it does not have time-limits. Also with the business on the corners of Morley and Osborn there has been an increase in parking. In the summer we park on Morley but can't in between Dec-March as it is an over night snow route. Either no changes to Morley parking since it would probably not be worth it.	11/30/2020 11:36 AM
28	I don't believe we should have to pay as residents to park in front of our homes. I believe strongly that if our registration is for this area in question we should be given a tag to hang in our vehicle and be automatically not ticketed for parking here. It's the transit drivers whom are making it impossible for us and home repair vehicles to park here. I'm not happy at all with these three options. Restrict all residents to two hour parking who don't have a (none payable) residential pass as the residents who already contribute to our community should not have to pay. I've heard from many neighbours who say they feel they're already paying enough tax and shouldn't have to pay a fee for the opportunity to park in front of their own homes where Winnipeg transit drivers have made it impossible to park.	11/30/2020 9:39 AM
29	Being a resident of the area, the permits/time limits aren't feasible and why should we pay to park at our homes? Or our visitors? Have time limit areas on the bus routes for the 'walk a block', with those vehicles having the permits displayed. Each school child can receive one each for that purpose.	11/29/2020 1:38 PM
30	Allow residents to have passes for guests or contractors who do not live on the street. I currently have a 1hr parking limit due to Transit employees parking on the street.	11/29/2020 1:05 PM
31	Pilot parking program could be implemented with one hour for everyone except people who have vehicles registered to the neighbourhood. The new equipment that the parking program has is able to discern which vehicles belong just by driving by.	11/28/2020 11:30 PM
32	No solution will work or be popular. Designate parking on one side of the street and let it work itself out.	11/28/2020 8:00 PM
33	city should purchase one of the adjacent vacant lots and create a park and ride option	11/28/2020 11:47 AM
34	South Osbourne is full of empty space, yet there are virtually no cycle lanes, and the sidewalks are too narrow.	11/28/2020 9:47 AM
35	No	11/28/2020 9:21 AM
36	On our block of Hethrington we already went through the process and were approved for Option 1 a few years back, it is wonderful and solved the stressful problem of transit employees filling up our street parking	11/28/2020 8:25 AM
37	N/A	11/27/2020 7:15 PM
38	I find on Morley Avenue lots of Transit drivers are parking on our street and people who are visiting the new complex on Hugo. I think residents should have free rights to parking as we have to put up with the transit buses traveling at high speeds and the wring way up and down our street already.	11/27/2020 6:24 PM
39	There are a lot of bus drivers that park on our front street, they have parking lots for staff but they seem to be underused.	11/27/2020 4:59 PM
40	There are lots of Winnipeg Transit employees that park on nearby streets both during the day and evening (depending on their shift) which affects resident parking. Resident passes would also potentially encourage only one car per household to be parked on the street vs on a parking pad (in my neighbourhood I have noticed multiple vehicles parked in the same location on the street for weeks, not being driven)	11/27/2020 4:00 PM
41	Transit workers should park in their parking lot, how about speaking to transit and getting them to offer parking for a discount. This is because of the increase in condos in this area, and transit. The transit workers are also disrespectful and litter or idle all the time. Shameful.	11/27/2020 2:58 PM
42	there should be a limit for how long bus drivers can park on our streets, or they need to pay for a parking pass!!!! They take up all the parking spots	11/27/2020 2:57 PM
43	I am wondering about the availability of permits for guests who are visiting. Would guest passes be available for residents to give in limited numbers per home?	11/27/2020 2:33 PM
44	Additional high volume residences are going up in the area, I am concerned that once people move in, my street will be full all of the time.	11/27/2020 2:18 PM

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45	I live on Nassau which already has time limitations in place. The bus drivers still take up parking as the shifts worked by bus drivers have nothing to do the 9am-5:30pm parking schedule. I still don't have enough parking in the evenings or early morning. I watch bus drivers walk down Nassau everyday all the way past Morley and over to Walker. Time restrictions will just push the problem further south, and doesn't address the problem. The buses have regular shifts after 5:30pm and still take up all the parking in the evenings. The time restrictions need to be increased. The bus drivers need to be restricted from parking. Create a park and ride system for them along the new rapid transit line. There is a park and ride at Seel and one at Clarence already - add another at Parker Lands for them to park at and take the rapid transit to the depot.	11/27/2020 2:18 PM
46	I'm in favour of reducing the amount of car traffic in the neighbourhood.	11/27/2020 1:12 PM
47	time-limited parking hasn't worked because of inadequate enforcement. Transit workers don't care. this puts responsibility on residents to monitor this all day every day = unfair to residents	11/27/2020 12:37 PM
48	Parking has become very limited and drivers associated with the bus terminal (recognizable by their uniforms) are very aggressive and unprofessional and often box-in cars. Often when I go shopping I have to walk a block to get home because there is no parking left on the street.	11/27/2020 12:20 PM
49	With the rapid transit on rathgar/station place you still need space for people to be able to park and ride if you want people taking the bus downtown.	11/27/2020 9:33 AM
50	Parking is not an issue. Speeding is the issue on Churchill Drive.	11/26/2020 6:47 PM
51	I agree that residents in the area should have priority and accessibility to parking on the street. I also know that the parking license you can purchase isn't well publicized or well known. It would be possible to cross-reference addresses with insurance to make sure that the vehicle being discussed is a resident there (address and license plate) however I'm unsure of the privacy implications with that. Overall I have available parking at my residence so street parking is limited to my friends (not at the moment for obvious reasons) which a 2 hour during the day doesn't impact me (mostly my friends would come in evenings or weekends when they could)	11/26/2020 4:20 PM
52	Not an area resident.	11/26/2020 2:39 PM
53	Option 2 should reduce parking congestion.	11/26/2020 1:49 PM
54	I don't live in the area, but I'm in it enough that it effects me. Parking passes are fine, but they need to be free and for residents only. That said, if the residents have back alley parking they will chose that over on street parking.	11/26/2020 1:24 PM
55	I don't live in the area- but I'm concerned about the amount of tax funded free vehicle storage that's available for people	11/26/2020 1:14 PM
56	Time restrictions work for the people who are there briefly but they suck for residents.	11/26/2020 1:01 PM
57	too many vehicles per household. should restrict number of vehicles per household. Some residents have 3 to 4 cars, because of number of drivers living in house.	11/26/2020 11:56 AM
58	It would make it a lot easier for people.	11/26/2020 11:47 AM
59	If pilot program is chosen, residential parking permits shouldn't cost residents to park on their own block.	11/26/2020 11:38 AM
60	Even though it is congested with RHC staff parking, where are these people supposed to park? Many are low income workers and Staff parking is expensive for them.	11/26/2020 11:15 AM
61	Residents should always have priority to park on their own street and should not be asked to pay for parking passes. Operate city owned parking lots in the area for commercial parking.	11/26/2020 11:15 AM
62	Since Jubilee is a snow route and also has no parking allowed during rush hours this doesn't really apply. However if the remainder of the neighborhood went to 2 hour limits i would want to see the same here to avoid issues with spillover.	11/26/2020 11:11 AM
63	Transit employees seem to have the run of our neighbourhood. An issue that hasn't been brought up (yet) is cars that are parked too close to stop signs & intersections.	11/26/2020 10:48 AM
64	During the day, anyone visiting my home has to park blocks away	11/26/2020 10:38 AM
65	In every major city if a rapid transit/train route is built so is a lot to park and ride. This should	11/25/2020 8:59 PM

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have been factored in to every rapid transit site in the city and not just a few. The city can charge people a basic fee to use a park and ride area to park their cars. This is how Toronto, Calgary, Edmonton, Ottawa, Vancouver etc etc do it and so should Winnipeg. It should have been in the original plans. If we're a city with these amenities we need to act like it.

66	My street already has time limited parking and it seems to work well.	11/25/2020 6:44 PM
67	I know the residents who live around the bus depot have a lot of trouble parking near their own homes and I sympathize. However, what happens when you have friends or family over for a visit? Do they have to move their cars every 2 hours? I don't want to see that kind of thing on my street, even though, being close to Osborne, we get a lot of non-residential parking in the evening due to nearby businesses. How about getting Winnipeg Transit to provide parking for at least some of the employees (first come, first serve)? I assume they can already pay for parking in the WPT lots, and that it is cost-prohibitive for employees. How about also promoting the idea of taking the bus to work? Don't drivers already ride for free? Do a better job of promoting that or provide incentives. I do believe that restricting streets will just push traffic to other, nearby streets.	11/25/2020 6:43 PM
68	I want to be able to park in front of my house if needed without any cost. Currently we also have time limits of 1 hr only during the daytime hours.	11/25/2020 4:33 PM
69	I need a street to park on all day or all night if two things happen: 1) The caretaker puts up a sign in my building telling us our parking lot will be snow cleared at such-and-such a time that is not good for me because I will be sleeping, so I need to be out of my parking space in advance. 2) When some jerk is parked in my parking spot. So I need streets with NO two-hour parking restrictions.	11/25/2020 3:55 PM
70	Currently we are able to park our vehicles near our home and guests can come for a comfortable amount of time without worry of being towed. Our issue on this street is the number of large vehicles coming through and using up the parking space for their oversized construction vehicles. Otherwise the parking is great for us.	11/25/2020 1:40 PM
71	Currently, I think there is an adequate amount of on-street parking space. However, once the land is developed at the end of my street (near Argue), I worry that traffic will become congested and on-street parking will become a problem.	11/25/2020 12:44 PM
72	Time has come to setup parking only time limits. Parking is not to be treated as long term parking for residents. An option should be developed for contractors working in the area for day parking so work can take place. Either registered with the city or just flexibility at local level. Allow work to continue when needed for safety and improve homes. Other parking can be limited to keep cars off streets for more parking and visibility for bikes, kids & dogs.	11/25/2020 9:08 AM
73	Option 1 is the best but making residents pay to park is wrong. People struggle financially and charging them for this is not right.	11/24/2020 9:51 PM
74	Unsure if these are 24/7. For example, for the pilot program I would still want company to be able to park on the street for 2 hours during the day and overnight on evenings and weekends. Would be great to get the bus drivers off the streets though. They take up all our parking.	11/24/2020 8:40 PM
75	I don't understand why all the bus drivers park on all the side streets surrounding the terminal. Why won't the terminal provide more parking ? They are forcing the drivers to park on all the streets and my mother can't even find a spot middle of the day to watch my child.	11/24/2020 8:38 PM
76	My brother lives with us almost all year round and parks on the street. He is keeping the address on his license/ID as that of his parents home for personal reasons. Though he lives with us year round, it is not reflected so on his ID. Would he still be able to have a residential parking pass, is my question. In addition, having residential parking passes, but with open parking for visitors in the evening/weekend would combine the two options	11/24/2020 6:53 PM
77	I dont drive so it doesn't affect me much.	11/24/2020 5:21 PM
78	more enforcement for parking in front of fire hydrants	11/24/2020 4:48 PM
79	There are too many bus drivers parking on this block. There have been instances where contractors I have hired couldn't find a parking spot.	11/24/2020 3:43 PM
80	I live in the newer Parkline Townhomes near the bus loop. Only visitor parking concerns me at the moment as I have a parking spot. So in regard to parking for visitors; during winter becomes an issue as Morley Ave by the loop becomes a snow route and there's no overnight	11/24/2020 3:12 PM

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parking. This section of Morley is important to not only visitors, but homeowners who have a second vehicle. I like the idea of residential parking permits, but of course that depends on price and whether it can also be used for your own personal visitors. I'm not sure if having a permit would affect overnight parking on the snow route I discussed. Another issue will be the influx of people from the new Berwick Courts Apartments going up on the yards. Most have spots, and visitor parking is available. But this still needs to be considered for the area.

81	I have 1 hour parking restriction on my street	11/24/2020 2:41 PM
82	The transit station was supposed to give enough parking for all their staff - but rather than pay any parking our streets fill up from 6am to 4pm with transit drivers, mechanics, etc and build a lot of ill will. I have personally thought of petitioning to getting option 1 going in our neighborhood (and my neighbors feel the same), however under our current COVID restrictions there are simply less vehicles. The OTHER thing that this doesn't consider is the damage our roads have taken with constant traffic, day in, day out with shifts switching - Arnold Avenue isn't a road anymore, it's a patch-work quilt. I drive a lifted, off-road Jeep (which actually DOES go offroad) and I am not comfortable driving on Arnold Avenue and will take the back lane or Morley rather than having it rattle apart. If Option 2 is a go-ahead, I'd strongly suggest only executing that during business hours as this is residential, and the primary load is day-time bus drivers.	11/24/2020 1:16 PM
83	The Covid-19 pandemic has made the situation on my street better than it had been. I'm not crazy about the idea of residential-only parking due to the effects on guests/visitors, and the need to purchase a parking permit to park on my own street. I'd rather keep things the way they are then go to a really restrictive regime. The bulk of the issues on this street are people using it as a "park-and-ride" for the Southwest Transitway. Using two hour parking in this area would solve this issue without affecting those that live in the area as much.	11/24/2020 12:52 PM
84	If the streets are wide enough (main arteries), then parking should be allowed with time limits, and residence only. Quite often, my street is filled with Transit employees which leave very little room for anyone else. Delivery drivers are many times stopping on the opposite side and blocking traffic. The narrower streets should have no parking allowed. It's not a parking lot, it's a public street. There are already parking regulations during winter where no parking is allowed overnight... so where do people park at those times?? They should park in those same places during daytime hours. Making the streets a one way would be one way to overcome the problems if parking cannot be removed. Ever try to get down a street where every car is parked and another vehicle is coming the other way. It's almost impossible. Berwick PI is terrible street to get down as you can't see around the corner and the street is full of vehicles from the curling club. The curling club has a parking lot that is quite often full, but sometimes many are parking on the street when there is room on the lot. It's tough for buses to pass or for anyone to proceed through an intersection as cars parked are all the way to the corner. I can't stress this enough, the street is not a parking lot.... if there should be parking allowed, then lines should be painted where you can park and signs posted. This should only be allowed where the streets are wide enough for 2 way traffic and one side of parking.	11/24/2020 12:23 PM
85	if we continue to limit front street parking more home owners and their friends will park in the back lanes this is already a problem especially in the winter with the poor snow removal	11/24/2020 11:53 AM
86	My block is not so bad (with the exception of people with trucks who ALWAYS take up at least a spot and a half - nothing to do with the city.	11/24/2020 11:17 AM
87	You have "very unsupportive" at both ends of your scale, or I would have checked "very supportive" of the two-hour restriction. As the time-limited parking came into play on streets closer to the bus barn, transit workers moved to Arnold to park their vehicles. Combined with non-residents parking to access businesses along Osborne, finding parking on the street for myself or guests has become a major problem. Time limits combined with parking passes for residents would be a significant improvement.	11/24/2020 10:49 AM
88	Parking would be no problem on Morley if transit workers did not park here.	11/24/2020 10:09 AM
89	There is hardly any parking on Hugo and beside the parkline condos. Especially since it is now a snow route	11/23/2020 9:13 PM
90	The biggest challenge for our block (Morley Street between Hugo and the Rapid Transit way) is transit drivers parking next to our condos and walking to work or hopping on a bus at the stop.	11/23/2020 8:44 PM
91	You have used "very unsupportive" twice - I would be very supportive of the two hour restrictions and less supportive of the residents only since we often have friends over in the	11/23/2020 7:24 PM

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evenings. There is a definite need for some kind of restrictions or changes on our street as it is quite bad now.

92	99% of the time I can find a spot within 2 houses from mine (at any time of day).	11/23/2020 6:48 PM
93	I have two children and a hydro pole behind my house that makes pulling in and out of a back parking spot near impossible. Street parking is our only option. I live near enough to Vera, Leopold's, and Parkland that we get a lot of evening parking. If we come home in the evening there is often no parking and we have to walk really long distances with the kids to get them home, just to have all the cars clear out around midnight. I think a time limit would help greatly with this	11/23/2020 4:40 PM
94	I do not like any of these options! Winnipeg Transit should have more parking available for their workers (for free for them!!) Putting the onus on the residents to decide is a slap in the face. It is true that putting parking restrictions on the closest streets to the transit depot will only push the problem further out. I live on Arnold which is already several blocks away from the depot and the employees already take up all the spots. Very often I cannot park in front of my own house! Of the options provided, I do think the 2-hour parking is the best. If you need a permit for the other option, can someone not come visit you and park on the street then??	11/23/2020 2:50 PM
95	I live in front of BDI and struggle with a ton of visitors to BDI taking up the resident's parking spaces, parking illegally, speeding and looking into my windows while they eat their ice cream in their car or stand on my front lawn eating their ice cream. I feel that more active transportation to BDI should be encouraged and street parking should give priority to residents who live on the street. BDI's parking lot should be able to contain the amount of cars their customers bring to the area. It's a very dangerous intersection. We see people speeding A LOT regardless of the speed camera at Cockburn Ave and Jubilee. We hear a lot of collisions due to the pedestrian cross walk and parked cars.	11/23/2020 9:53 AM
96	I am a visitor in the area quite often. The folks from the bus depot take up a lot of residential parking. And so this is a huge issue.	11/22/2020 5:18 PM
97	I don't feel any change is needed for our block on Beresford at this time. But, if the block by Lord Roberts School loses some parking due to a drop off/pick up zone it might impact our block then.	11/22/2020 12:49 PM
98	I am very supportive of time limited parking but the option shows very unsupportive.	11/22/2020 12:10 PM
99	None of these changes are likely to affect me as the lack of parking seems to be around the Winnipeg Transit station. The Transit drivers need a place to park, so adding parking limitations closer to the station will ultimately force them to find alternate transportation to work or will force them to park further from the station and this problem might end up repeating itself. I don't think any of these solutions address the root cause of the problem.	11/22/2020 9:02 AM
100	The problem is mostly because of transit employees parking during the day. If the neighbors at that end of the area are complaining, then time limits seem reasonable. They're not needed on our near Beresford.	11/21/2020 3:17 PM
101	I live across from Lord Robert's School, I understand that teachers need somewhere to park so adding restrictions would not be realistic. This ties into the last page of this survey where adding in a loading zone and changing the parking to the North side of Beresford will favor parents who only spend ten minutes a day dropping off children instead of the residents who live on Beresford.	11/21/2020 9:44 AM
102	I personally don't mind the on-street parking at the moment. I can see why it's a problem on other streets. BDI brings a lot of traffic to the area, so Jubilee and Rosedale fill up fast. I worry if you require permits from everyone, it will hurt BDI's business because customers won't be able to find parking.	11/21/2020 8:07 AM
103	I live right beside the station and for last 3 years, my visitors have had to park several streets away due to parking spaces occupied all day by either bus drivers or bus users. It causes a lot of hardship especially for my mobility impaired visitors or contractors performing work and needing to carry material over a long distance. The lack of parking and excessive traffic has really destroyed the once peaceful nature of my block. That the city built both a transit station and headquarters in the same neighborhood but allocated absolutely land for dedicated parking for employees and bus riders is ridiculous. Look at the Ottawa model. They have park and ride lots at every station! Also, Timed parking would help remove the countless unlicensed vehicles parked all over this neighborhood's streets.	11/20/2020 7:54 PM

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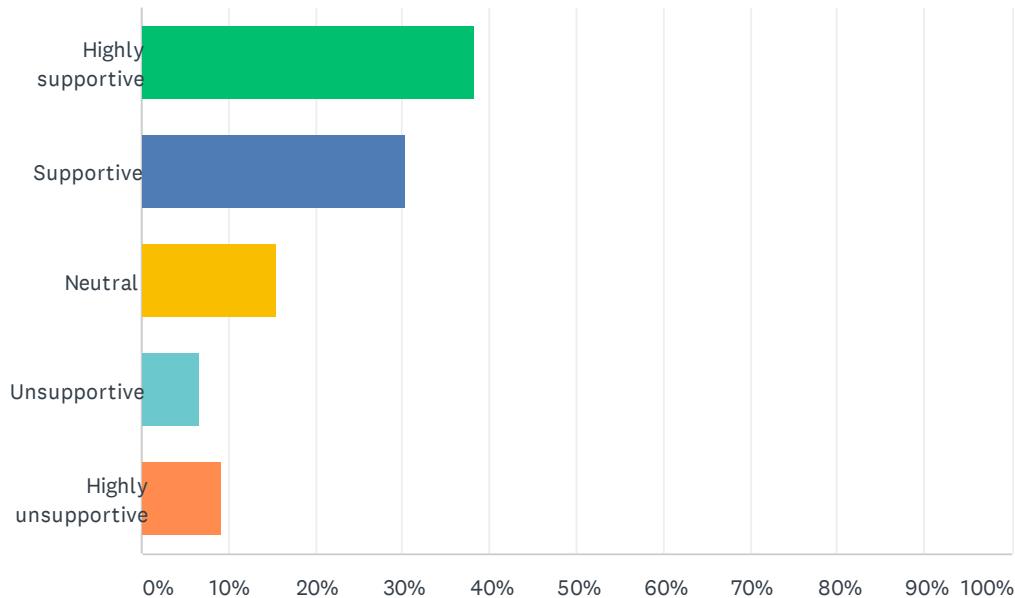
104	Given taxes already paid as a property owner, paying for the privilege of parking on my front street, or having the length of time that I can have visitors without them risking a parking ticket is not something any thinking person would favour.	11/20/2020 6:56 PM
105	My block has a 1 hour parking restriction because bus drivers occupied the space on the street all day long preventing access by Home Care workers who were coming multiple times a day and preventing access to trades who needed to have their trucks close by to do their jobs most effectively. Even now, with others allowed to park without penalty till 10 am, people who need to be able to park in the area and arrive before 10 am have no place to park unless I park my vehicle on the street overnight to save a place. Some resort to parking behind houses on the lane which sometimes blocks other residents or garbage trucks. People coming to our houses need to be able to park on the street.	11/20/2020 3:31 PM
106	Transit employees take up most of the available spaces leaving none for guests and friends.	11/20/2020 2:04 PM
107	We have many transit drivers parking on our street. However, making time limited parking would be more annoying. We have two vehicles we frequently park on the street and keep track of time would be frustrating. The turnover of vehicles is pretty frequent, and so it really isn't that bad. If anything, it would be better to make a park n ride lot for transit drivers.	11/20/2020 1:36 PM
108	Very Supportive is not an option for this question as it has a typo on the scale	11/20/2020 12:44 PM
109	We need to be able to have guests visit and park within a block of our homes so I don't support resident-only parking. The idea I would fully support is the City using some of the undeveloped land near one or the two Jubilee-related rapid transit stops to build a parking lot for transit riders. If that can't be done, then I support a 2-hour parking limit but wish we could create a type of pass that I could give to my guests regardless of their license plate (perhaps a max of two passes per address, with the address printed on the pass)..	11/19/2020 11:40 AM
110	Service people (trades, city etc) need somewhere to park on the street when called.	11/18/2020 9:13 PM
111	I like the idea of a resident only parking system however I am unsure how visitors would park? We have no parking to accommodate guests who visit our home. How would that be addressed?	11/18/2020 7:16 PM
112	Even with time restrictions in place on hethrington I cannot park near my parents house during the day as the entire area is occupied by transit employees.	11/18/2020 5:07 PM
113	You made rapid transit build a parkade and keep these cars off our streets	11/18/2020 12:22 PM
114	I think we should see if the current parking restrictions are working before expanding them to other streets and work with Winnipeg Transit to make sure we are supporting transit employees parking needs.	11/18/2020 10:56 AM
115	Option 1 will allow for residents to access greater parking areas while not inhibiting local business on Osborne. Option 2 will not allow for visitors, impede small business on Osborne, and will increase parking on non-included streets (shifts the problem). Option 3 is not currently working. I often have to park multiple blocks away. I know this is mainly transit workers as I see them and their cars. Please fix their problem as well (give them free parking at the bus depot)	11/18/2020 8:48 AM
116	I would like to see street parking on the side of the street opposite the Fire hydrants only. That would create several more parking spaces on each street that has parking on fire hydrant side. I would like to see fewer loading zones or have the hours for loading zones be in effect only when they are really needed.	11/18/2020 8:43 AM
117	I am very supportive of the time restrictions for Hethrington Ave where I live. There is never any parking on the street due to the bus depot employees parking there and it has been very frustrating for years. A time restriction would be helpful to residents who want to park on the street during the day. I would be happy to purchase a residential parking pass.	11/18/2020 8:12 AM
118	two hour restricted parking will not work well as many of the condo residents rely on street parking as their only parking spot due to limited spots in the developments.	11/18/2020 8:04 AM
119	No reason	11/18/2020 7:23 AM
120	Personally not impacted by on street parking	11/17/2020 11:31 PM
121	Time-limited could maybe have a moderating effect with not too much spillover, but assume you would only consider if it has proven successful on Brandon.	11/17/2020 9:49 PM

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122	When school is in I have no where to park my car so I like the idea of giving permits to residents.	11/17/2020 6:43 PM
123	I know a lot of city employees park in the area so it's not fair to them to have 2 hour parking limit unless the city will give them residential parking passes.	11/17/2020 6:42 PM
124	no issues on my street for parking.	11/17/2020 5:02 PM
125	I am in favour of time limited parking with the Residential pass as a combination. (So residents can park longer than 2 hours).	11/17/2020 4:14 PM
126	Get Bus Drivers off our streets . Allow one parking pass for visitor as well.	11/17/2020 4:13 PM
127	Note - you have a typo in your very supportive. I would prefer residents only parking including evening and weekend as lots of people from transit park, both transit employees and riders. Very bad on major event nights.	11/17/2020 3:07 PM
128	My grandchildren live on Arnold Ave. I sometimes park in front of their house for the day and/or the evening when I am babysitting. Sometimes their parents borrow my car for weeks at a time when I am out of town. They do not have parking on their property so must park my car on the street.	11/17/2020 2:47 PM
129	I live in the Metro Condos (670 Hugo St S). The intersection of Morley and Hugo S is notably dangerous because there is no E-W stop sign and the constant N-S parked cars block the view of accelerating bus traffic to/from the rapid transit corridor. This is further exacerbated by the fact that the S parked cars are on the E side of the road, and the N parked cars are on the W side of the road. Residents and delivery vehicles routinely park within 9m of the stop signs on the N and S sides of the intersection. The Hugo S block north of Morley is usually completely packed with parked vehicles and is effectively a one lane street. The two main user groups of this parking are resident overflow (minimal) and transit employees. There is more than sufficient street parking available within a block's walk to accommodate the number of vehicles parked in front of our building. People are instead choosing to park illegally (i.e. within 9m of a stop sign/intersection, and within 3m of a curb cut) to be closer to the building. This needs to be addressed. Our condo board has discussed this situation and has two proposals: First, the City could install a 4-way stop at the intersection to reduce risk of collision and to better manage traffic flow, as well as reminder no parking signs within 9m of the intersection. Second, the City could designate a loading zone (preferred) or 2H parking zone in front of the building's east entrance to allow for delivery vehicles (e.g. Canada Post) to have adequate parking space and preserve sightlines to the intersection, which improves safety.	11/17/2020 2:40 PM
130	Don't think it is an issue right now	11/17/2020 2:36 PM
131	(For question #8 the "very supportive" option has a typo and says "very UNSupportive" - I am VERY SUPPORTIVE of a timed parking situation) Currently there is never a spot on my block of Hethrington during the day. When I have deliveries or contractors coming to do work on my house they have to park a couple blocks away - it's ridiculous. I pay taxes and own a home and I cannot even have people visit my house during the day because they have nowhere to park. This NEEDS to change.	11/17/2020 2:35 PM
132	Consider Lord Roberts school staff in any parking measures - ie allow them to have a street permit. Parking lot at school too small for full staff.	11/17/2020 2:21 PM
133	There is normally no issue with parking on the street. Adding restrictions of any kind only serve to deter business which will only be increasing due to the added residential in the area.	11/17/2020 2:13 PM
134	"Very unsupportive" appears twice so I have chosen supportive for option 1. I am VERY supportive of option 1. I think the entire neighbourhood should do this to avoid parkers moving over a block to streets without restrictions.	11/17/2020 2:07 PM
135	There is sufficient street parking on my block of Somerset Ave. I support time limited or resident only parking in areas that experience high usage of all day free parking.	11/17/2020 1:07 PM

Q10 What is your level of support for implementing a neighbourhood greenway on Walker Avenue?

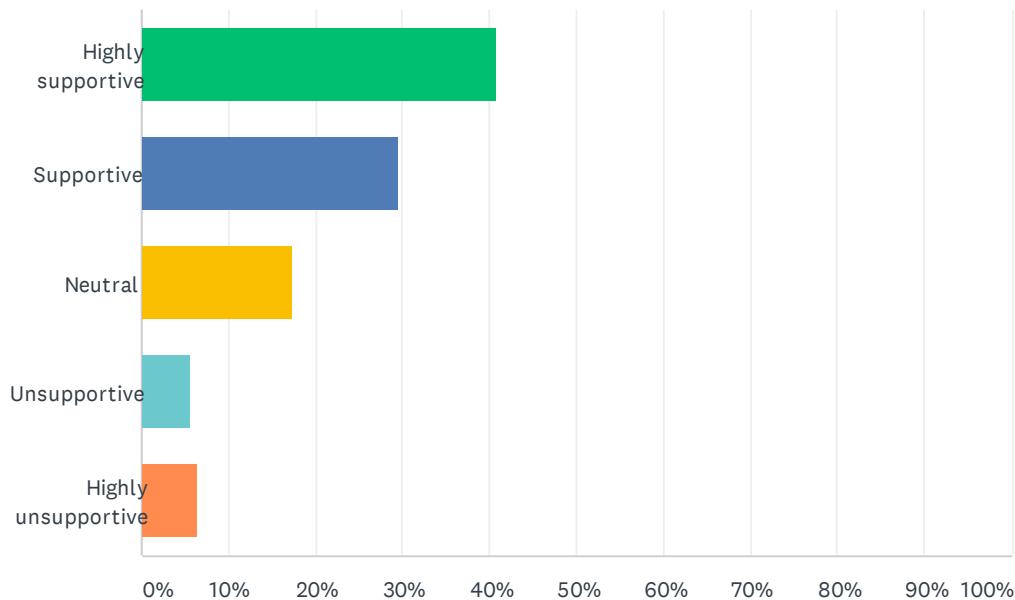
Answered: 227 Skipped: 98



ANSWER CHOICES	RESPONSES	
Highly supportive	38.33%	87
Supportive	30.40%	69
Neutral	15.42%	35
Unsupportive	6.61%	15
Highly unsupportive	9.25%	21
TOTAL		227

Q11 What is your level of support for implementing a neighbourhood greenway on Cockburn Street?

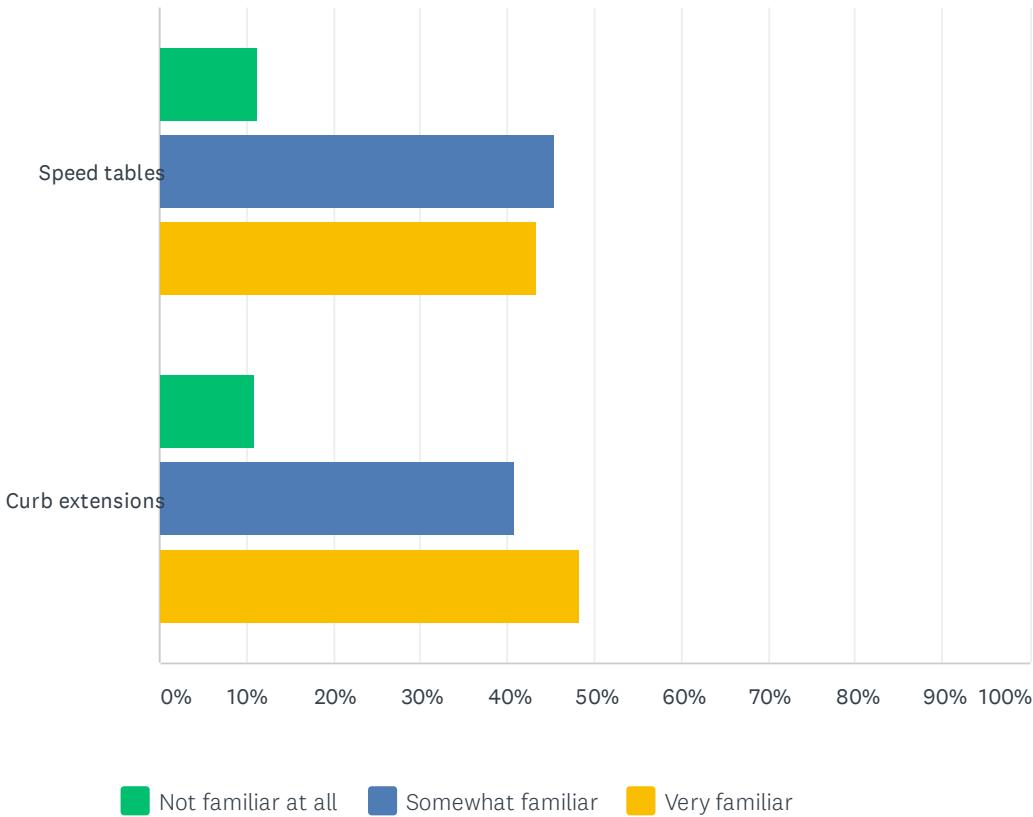
Answered: 230 Skipped: 95



ANSWER CHOICES	RESPONSES	
Highly supportive	40.87%	94
Supportive	29.57%	68
Neutral	17.39%	40
Unsupportive	5.65%	13
Highly unsupportive	6.52%	15
TOTAL		230

Q12 What is your level of familiarity with the following traffic calming options?

Answered: 230 Skipped: 95

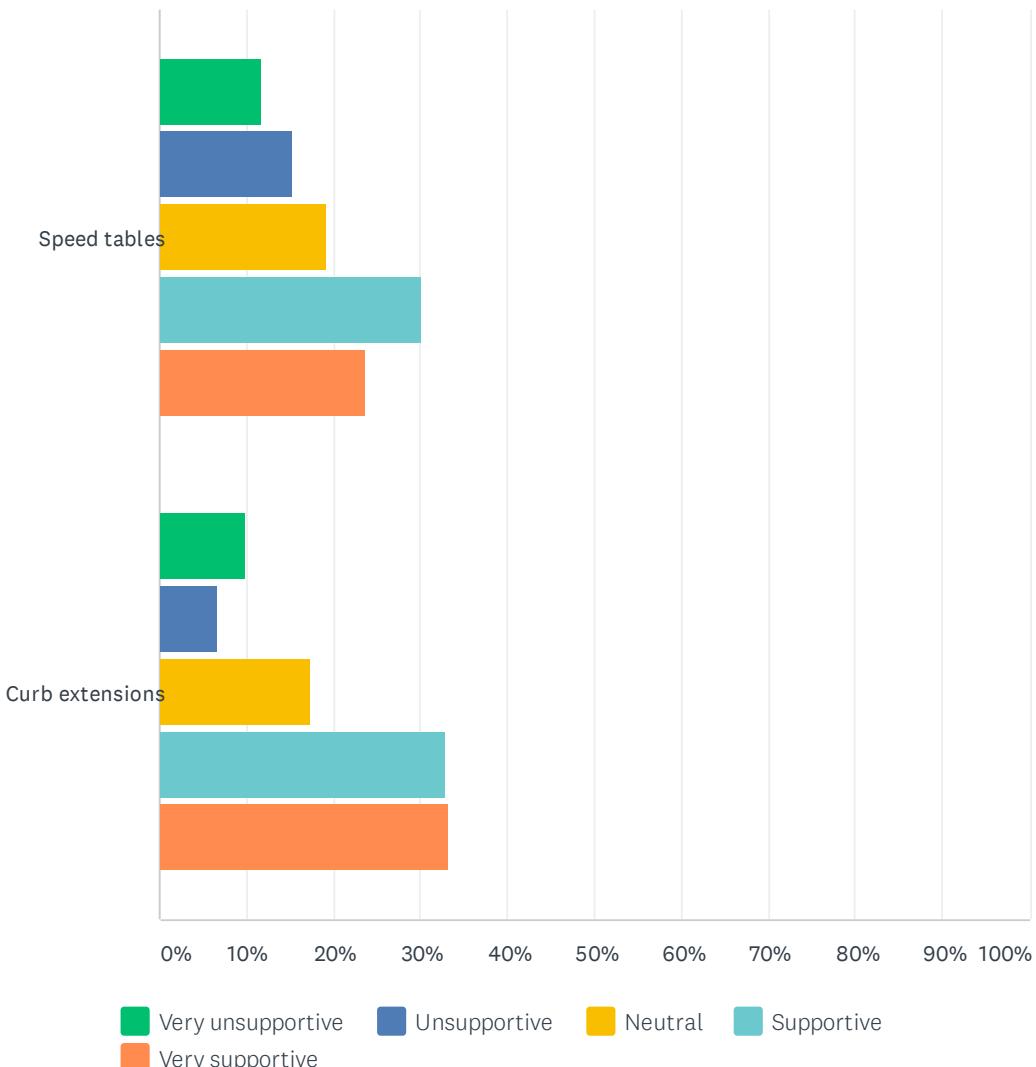


■ Not familiar at all ■ Somewhat familiar ■ Very familiar

	NOT FAMILIAR AT ALL	SOMEWHAT FAMILIAR	VERY FAMILIAR	TOTAL
Speed tables	11.35% 26	45.41% 104	43.23% 99	229
Curb extensions	10.96% 25	40.79% 93	48.25% 110	228

Q13 What is your level of support for the following traffic calming options?

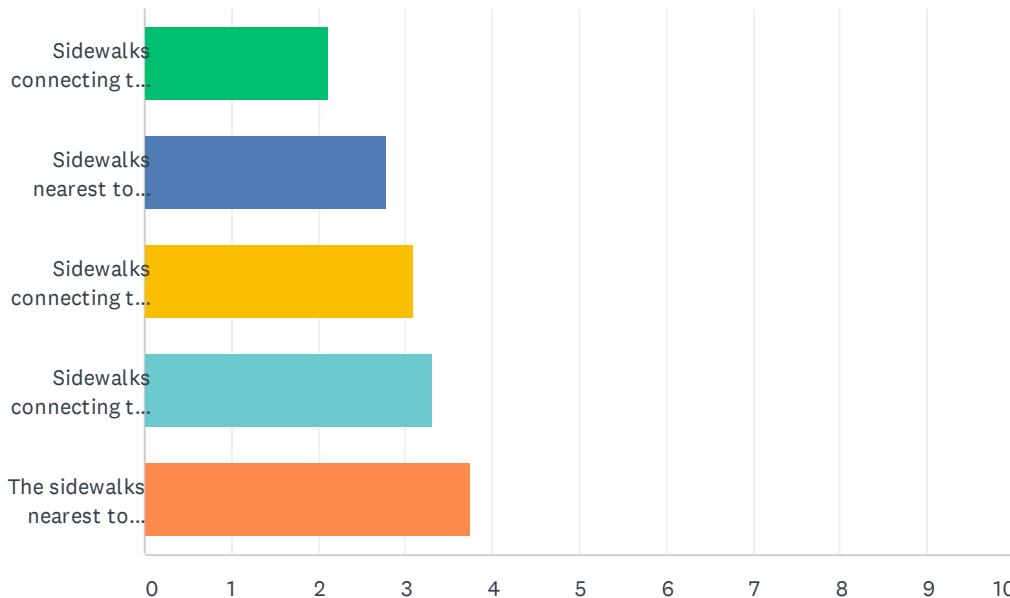
Answered: 230 Skipped: 95



	VERY UNSUPPORTIVE	UNSUPPORTIVE	NEUTRAL	SUPPORTIVE	VERY SUPPORTIVE	TOTAL	WEIGHTED AVERAGE
Speed tables	11.79% 27	15.28% 35	19.21% 44	30.13% 69	23.58% 54	229	3.38
Curb extensions	9.78% 22	6.67% 15	17.33% 39	32.89% 74	33.33% 75	225	3.73

Q14 To inform long-term sidewalk planning, please order the criteria below from most important (1) to least important (5). This feedback will help us in determining which sidewalks should be installed first when resources are available.

Answered: 222 Skipped: 103



	1	2	3	4	5	TOTAL	SCORE
Sidewalks connecting to collector streets	6.91% 15	9.22% 20	15.67% 34	25.81% 56	42.40% 92	217	2.12
Sidewalks nearest to community spaces	9.43% 20	19.34% 41	27.36% 58	27.83% 59	16.04% 34	212	2.78
Sidewalks connecting to major streets	18.31% 39	22.54% 48	23.00% 49	23.00% 49	13.15% 28	213	3.10
Sidewalks connecting to transit stops	24.42% 53	25.81% 56	20.74% 45	14.29% 31	14.75% 32	217	3.31
The sidewalks nearest to schools/used as routes to school	42.86% 93	23.50% 51	11.98% 26	9.22% 20	12.44% 27	217	3.75

Q15 Are there any other criteria we should consider when determining how to prioritize new sidewalks?

Answered: 57 Skipped: 268

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#	RESPONSES	DATE
1	Not sure.	12/13/2020 2:32 PM
2	I think you are doing well in trying to cover the issues. Bravo!	12/13/2020 12:52 PM
3	Making comfortable walking spaces for people who are out to enjoy a nice walk by themselves or with dogs/childern.	12/12/2020 10:55 AM
4	All great ideas, very happy to hear about the new sidewalks connecting to the transit path, we use that path often	12/11/2020 1:17 PM
5	No.	12/10/2020 12:19 PM
6	Consult with our community's mobility challenged segment. I feel though they are uniquely qualified to weigh in on this particular subject.	12/10/2020 9:18 AM
7	Sidewalks which are damaged should be replaced.	12/8/2020 11:06 AM
8	Sidewalks should be prioritized near to higher-density areas such as those with apartment buildings or duplexes to maximize accessibility. Those streets that connect to vital services like transit and groceries should also be prioritized.	12/3/2020 1:10 PM
9	no idea	11/30/2020 11:29 PM
10	Pedestrian observation	11/30/2020 9:43 AM
11	The side walks are pretty good....some need repair tho.	11/29/2020 1:51 PM
12	Yes. If they are wheelchair or mobility scooter accessible and have supports fpr deaf/blind pedestrians. Every suggestion seems to be for able-bodied people only	11/29/2020 1:08 PM
13	Putting sidewalks in where there are none such as Daly, between Beresford and Rathgar. People are walking there anyway.	11/28/2020 11:36 PM
14	Change city bylaws in order to make it manditory for people to clear public sidewalks along the their properties, regardless of whether they own or rent. This is common in most winter cities.	11/28/2020 8:06 PM
15	Sidewalks that end abruptly forcing you to cross the street – complete the low hanging fruit quickly	11/28/2020 12:36 PM
16	fill in gaps in blocks without any sidewalk on either side	11/28/2020 11:48 AM
17	Be opportunistic. Take space from roadways whenever doing road improvements.	11/28/2020 9:51 AM
18	Maybe try actually watching g pedestrian traffic flows	11/28/2020 9:25 AM
19	Walking traffic at high volume times.	11/28/2020 12:05 AM
20	Increased bicycle options.	11/27/2020 1:15 PM
21	Many are not required and generally low priority.	11/26/2020 6:51 PM
22	to look at the foot traffic and the homes in the areas. Those are people who live there and they are the ones who will be primarily affected by the changes including sidewalks, etc. Another criteria is to consider how the residents of an area utilize the sidewalks for those areas and weigh their comments accordingly. Provide as much information and involve citizens in decisions being made. Engage the people.	11/26/2020 4:25 PM
23	I would consider doubling the width of the sidewalks and using them as a walkway and bike path. That way it keeps the auto and cycle traffic separate. I've seen this situation in other cities and it works well. The residents of the area were given no tax increases for a set amount of time and almost all were willing to give up a small amount of front yard to accommodate the extra sidewalks. The ideal situation would be to widen the streets but the cost involved in that is to high to justify.	11/26/2020 1:48 PM
24	Pedestrians need a safe place to walk- if the streets are going to be the only place for them to walk the speed limit cannot be 50 that's unsafe and ridiculous. The cheap solution that is also environmentally conscious and community building is having 30km speed limits.	11/26/2020 1:17 PM
25	They need to be repair / fixed in a more timely manner. Large cracks / fissures are very dangerous for pedestrians.	11/26/2020 11:49 AM

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26	Connectivity to other active transporation routes and sidewalks	11/26/2020 10:40 AM
27	Anywhere children would frequently travel should be given priority.	11/25/2020 6:54 PM
28	I have lived in the area since 2002 and walk regularly. The lack of sidewalks are not an issue in our neighborhood. Repairing the sidewalks in the area is a higher opinion in my opinion. I fell on my face one day tripping on the concrete in summer.	11/25/2020 4:40 PM
29	Connectivity is key with making this area accessible to the rest of the city. We are close to main centres and shops and our sidewalks should reflect that. We need a direct sidewalk connection between the transit stop of fort rouge station and the osborne station. It could make the walk or bike a few minutes vs. going all the way around which take quite a bit more time.	11/25/2020 1:44 PM
30	Is it an extension of the bike path or the default bike path in the area. Is it part of a major bike, running, walk path through a community, ie east to west or north to south. How is the lighting in the night and winter time on this sidewalk for folks coming home or exercising at night. Is it the only way for a neighbourhood to travel from transit.	11/25/2020 9:12 AM
31	Feedback from elderly and disabled residents who are most impacted by inconsistent sidewalks.	11/24/2020 9:55 PM
32	People with disabilities living nearby	11/24/2020 5:47 PM
33	prioritize sidewalks based on traffic	11/24/2020 4:51 PM
34	Prioritize fixing some of the streets first over sidewalks. LR has some of the worst in the city	11/24/2020 3:22 PM
35	High traffic areas	11/24/2020 1:55 PM
36	Sidewalks should be make wider where available for bike paths. More and more bikes and joggers in the area and the more they are staying on these paths, the safer it will be for everyone.	11/24/2020 12:30 PM
37	traffic volumes both car and pedestrian	11/24/2020 11:59 AM
38	The condition of the sidewalk is also important. There are some that have major heaving that should be remedied before the priorities listed above.	11/24/2020 11:20 AM
39	High density neighborhoods like the condo developments @ the end of Morley through Walker (along the BRT line). Significantly more volume of walkers, runners, cyclists and dog walkers. The walking path already gets quite congested on days with favourable weather - and the lack of markers / paint lines on much of the walking path that runs parallel to the BRT line lends a chaotic experience to navigate sometimes (complete with people swearing at each other).	11/23/2020 8:48 PM
40	I think someone should go around the neighborhood and take note of where there are paths worn into the soil by people and bikes. This is an obvious sign of needing a sidewalk there! Like the East side of Cockburn between Jubilee and Churchill Dr, it turns to mud in the rain because so many people are constantly on it.	11/23/2020 3:04 PM
41	Who travels them (children) and if there is bicycles on the sidewalk due to there being no bicycle lane.	11/23/2020 9:55 AM
42	It is amazing that there were no sidewalks in some areas. Of course, this is the poor side of town, not Riverview with wide streets, sidewalks and wide streets. The haves versus the have nots. Inequality is so obvious! 25 foot wide lots versus 50 to 75 foot wide lots. So to improve this neighborhood- one way streets, beautification of the area with pathways and bikeways connecting to the bus corridor. Saving trees and improving the park areas. And allow boulevards to have blue stem and wildflowers planted. An area that is affordable, close to downtown and can be improved with biking/pedestrian paths, connected to the school.	11/22/2020 5:29 PM
43	Extending sidewalks to allow safe cycling to Osborne, through to downtown.	11/21/2020 2:38 PM
44	Many sidewalks have heaved from tree roots and are dangerous. These need to be prioritized as well.	11/20/2020 7:57 PM
45	State of existing sidewalks. There are numerous sidewalks in the area which are challenging to people with regular mobility that would be hazardous or impassable for anyone using a walker or other mobility assistive device.	11/20/2020 7:01 PM
46	Consider repairing sidewalks in poor condition where they exist on only one side of the street	11/20/2020 3:40 PM

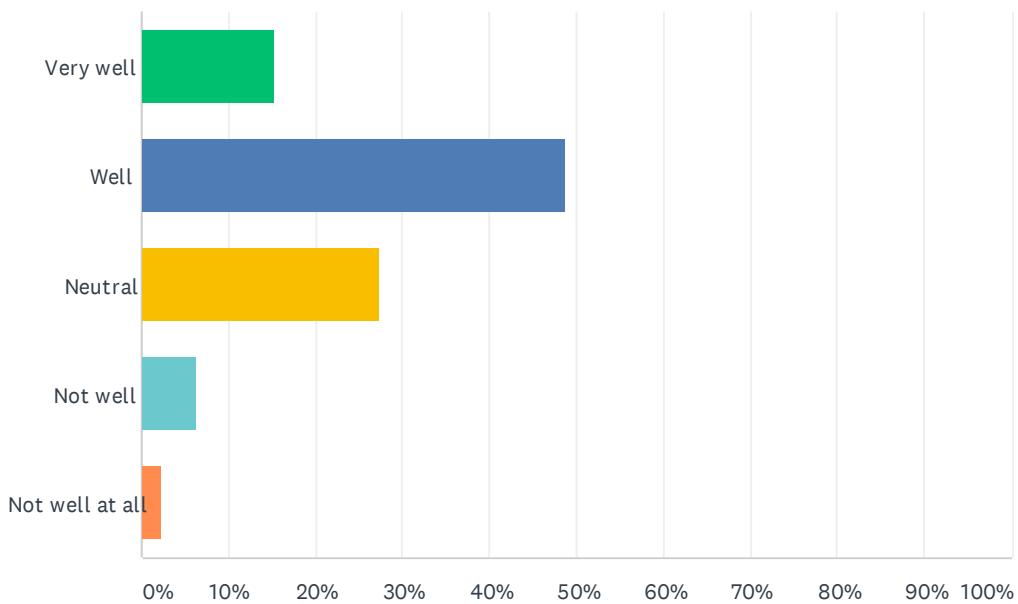
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rather than building a new sidewalk which leaves trip hazards on the old sidewalk and results in twice as many sidewalks to be kept plowed in the winter.

47	Where there is NO sidewalk like cockburn between jubilee and Churchill. And it is the main connection for Lord Roberts to the Churchill green space.	11/20/2020 3:01 PM
48	One side only! There seems to be no consideration of winter conditions. One sidewalk WELL cleared is far better than two sides poorly cleared!	11/20/2020 2:08 PM
49	Some roads have almost no sidewalks and those should be prioritized (for example, Argue from Beresford to Jubille and Argue north from Rathgar where there is only sidewalk on one side and that is perpetually blocked by property construction)	11/19/2020 11:44 AM
50	Install them they should have always been there	11/18/2020 12:26 PM
51	Connecting to existing active transportation infrastructure - ex) backlane at Kylemore and Community club, Kylemore at Nassau, desire lines leading to RT stations	11/18/2020 10:57 AM
52	How much foot traffic is typical in the area	11/17/2020 11:34 PM
53	Crossings and Streets that are most often used by people. Nassau, between Kylemore and walker is difficult to cross on bike or foot in winter and wet weather because there is no path.	11/17/2020 10:01 PM
54	Look at neighbourhood desire lines (ie - the rapid transit way fields by Jubillee Station) lots of back lanes along the rapid transit access points with poor pedestrian options.	11/17/2020 9:52 PM
55	Still concerned about vehicle traffic on active transportation path between arnold and hethrington. Heavy traffic from new development, heavy use of delivery trucks. Is this a highway or active transportation path ?	11/17/2020 4:17 PM
56	Don't just build them where they end up as bike routes; if they are near the bike path ensure bike routes are also built	11/17/2020 3:09 PM
57	Accessibility/slope and preservation of existing trees	11/17/2020 2:43 PM

Q16 How well do you think the proposed traffic solutions address the study's priority areas (school area safety; pedestrian and cycling infrastructure; on-street parking; other safety improvements)?

Answered: 222 Skipped: 103



ANSWER CHOICES	RESPONSES
Very well	15.32% 34
Well	48.65% 108
Neutral	27.48% 61
Not well	6.31% 14
Not well at all	2.25% 5
TOTAL	222

Q17 Do the solutions miss any key traffic concerns? Please explain.

Answered: 107 Skipped: 218

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#	RESPONSES	DATE
1	I don't know.	12/13/2020 2:32 PM
2	Morley and osborne lights need to remain green longer for east west traffic and should allow for a right turn on red for east and west traffic. There are times where there is no traffic on Osborne but you can't make that right turn. If there are pedestrians going across on the green there are very few cars that are able to turn. My partner was hit as a pedestrian and i have also witnessed someone being struck by a vehicle turning. Everyone in the neighborhood knows that is a short light and people get really impatient.	12/13/2020 2:22 PM
3	Cycling connections into the neighbourhood from Osborne could be improved.	12/13/2020 12:57 PM
4	Right turn on to Jubilee from Lilac St. Should be a left turn only. With right turn traffic would hinder increased traffic on Lilac after construction finished.	12/12/2020 12:41 PM
5	Southbound Osborne at Brandon has a high occurrence of traffic turning left, which results in a lot of traffic lane-changing to get around / ahead of left-turning traffic. With the parking zone frequently in use immediately after this intersection, and traffic merging back into the inner lane on this side of the road, there are often near-miss collisions here. I'm concerned that I don't see this in the reports (could be I missed it); but it should be investigated. Perhaps a left-turn signal could be added to reduce the traffic waiting to turn?	12/12/2020 11:54 AM
6	Parking from Winnipeg transit workers	12/12/2020 10:55 AM
7	Speed on Daly was one of the primary concerns I heard voiced yet there's nothing in here about that other than extension of a school zone.	12/11/2020 8:20 PM
8	I would like a better integration/continuation of the active transport route From the area it departs the brt line to around Osborne St. It goes through backlanes and doesn't really have a good transition back onto the road at the bus depot (i.e. you have to ride your bike off a high curb).	12/11/2020 7:28 PM
9	It is unclear what the Cockburn reasoning is. I think calming intersections as Beresford and Rathgar only are needed - due to the school but also the path to the park. Did the idea of painted crosswalks get discussed?	12/11/2020 6:50 PM
10	Roadway curve , missing bike path and missing pedestrian walkway between churchill drive/churchill trail and jubilee are all dangerous conditions	12/10/2020 2:09 PM
11	No	12/10/2020 12:20 PM
12	I have the extended curbs in my area of river heights. They are unsafe for cyclists because the force cyclists into the middle of the road.	12/10/2020 11:42 AM
13	There is a lot of traffic on Rosedale Ave when Jubilee is slow moving. A lot of commuters use this street as detour and speed down the street out of frustration we all find it very dangerous for our children and pets. This seems to happen very frequently. I would like to have Rosedale put into a one way street to calm traffic flow.	12/10/2020 10:26 AM
14	Yes, the area is missing the root cause of the on-street parking and congestion in the area. Transit workers are the majority of the traffic and on-street parking and this is the reason we are talking about all of these measures. Why are the Transit parking lots so empty and the streets so full? We have inquired with the city and Transit to try and rent some parking spaces for our tenants because they cannot rely on parking spots around the building, yet we are told they are reserved for bus drivers that rarely ever occupy the spaces. Transit has the resources and space to allow their employees to park on-site. Resident-only passes with guest-passes would alleviate this issue. The opening next to 485 Brandon ave needs to be kept closed so that workers are not zooming through the side streets during the 2:30pm "Brandon Rush-Hour". It is very concerning to watch the transit workers rush out, often at extremely hazardous speeds to try and catch the green light at the end of Brandon at Osborne.	12/9/2020 5:11 PM
15	Possibly transit access to the streets	12/9/2020 7:32 AM
16	pedestrian and cycling infrastructure must be prioritized	12/7/2020 9:34 PM
17	the traffic volume on Lilac/Argue Has increased since last responded. More buildings going up and it is only going to get worse.	12/6/2020 4:08 PM
18	Speeding on Morley between Osborne and Daly is not addressed by these solution, neither is	12/5/2020 3:50 PM

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the safety of pedestrians crossing at Osbrone and Morley and Brandon and Osborne. Both intersections have seem mutliple car-pedestrian collisions over the last several years.

19	Speeding. I fully support a lowered speed limit in the entire neighbourhood. Why only in school zones at certain times? Kids are out playing outside of school zones and times. It's a very simple solution that makes safer, more friendly streets for all users. Dedicated bike streets and speed bumps would not be needed. The cost would be minimal with only signage required.	12/1/2020 11:10 PM
20	Osborne bottleneck - why do we allow any parking on this street? Make it a thoroughfare - they will find other places to park.	12/1/2020 9:57 AM
21	bike path on the wrong side of Jubilee. It would make more sense to have the bike path on the other side where there are no driveways	11/30/2020 11:30 PM
22	What about the increased traffic demands from the railway yards project? This is going to have more traffic in the area, which only has 3 exit points (at confusion corner, at the St. Vital Bridge, and at Pembina Highway over/underpass). Nothing here mentions in anyway how to account for the increased vehicular traffic entering and leaving the neighbourhood.	11/30/2020 12:23 PM
23	Osborn Street needs to be reviewed.	11/30/2020 11:41 AM
24	Some residential streets have been ignored entirely. Arnold that has a direct rout to the new rapid transit and condo area has been ignored. We are experiencing extreme speeding which I've tried to bring up in the past, as well as heavy vehicle traffic which speeds down our street s d has destroyed the concrete and our house foundations. We've even gone as far as running outside and stopping some of the speeders. Traffic has been using Arnold as a short cut to the condos and Daly to avoid Osborne traffic, including heavy vehicles.	11/30/2020 9:48 AM
25	no	11/29/2020 2:37 PM
26	Yes. The west end of Morley at the transit way, when the town house condos and the apartment condos were build, the street was left too narrow to accommodate busses and the residential parking on south side of street. Those builders should have reduced the boulevards between road and sidewalk to accommodate for this. Still can do it.	11/29/2020 2:21 PM
27	Yes. Those with mobility issues and deaf/blind.	11/29/2020 1:09 PM
28	It is difficult to judge. There are not any solutions only options. Unless the city has already decided and is only going through the motions to delay the process or to appear as if the public was consulted.	11/28/2020 8:12 PM
29	Huge trucks working on condos driving down residential roads shaking my house like a earth quake	11/28/2020 8:01 PM
30	park and ride facility at Jubilee station - acquire one of the two vacant lots adjacent	11/28/2020 11:49 AM
31	Cyclists are still funnelled into death traps on Osbourne. Intersections along Osbourne are horrible and require separated cycling infrastructure. Major transit hubs eg along Osborne should connect to large cycling/walking highways that lead to major directions. This would allow transit to serve a much larger population	11/28/2020 9:56 AM
32	Stop focusing on the cycle lobby's recommendation and concentrate on what actual people want. We do t need more bike lanes, we need our streets maintained and repaired.	11/28/2020 9:33 AM
33	cars sometimes speed down Hethrington as there is no stop sign at Nassau. Signs "slow down children" that neighbors have put up have helped somewhat.	11/28/2020 8:40 AM
34	No.	11/28/2020 12:06 AM
35	I think there should be a cross-walk with lights at either Riverside and Jubilee or Lilac and Jubilee as getting to the bike route on Riverside isn't safe.	11/27/2020 5:12 PM
36	Speed control on Jubilee	11/27/2020 4:24 PM
37	No	11/27/2020 4:10 PM
38	People use Lord Roberts as a cut through to avoid traffic on Osborn or Jubilee. There is no controlling that traffic and the speeding.	11/27/2020 3:08 PM
39	No	11/27/2020 2:37 PM

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40	Everything being offered as solutions don't address the main issue - REDUCE SPEEDS IN THE NEIGHBORHOOD TO 30km/hour. Safety, pedestrian, cycling and active transportation all improve with reducing the speed to 30km/hr. The collector streets need traffic calming measures - Morley, Cockburn, Daly.	11/27/2020 2:27 PM
41	The significant influx in population expected RE: Rail yards / Rapid Transit developments	11/27/2020 1:35 PM
42	Maximize bicycle and pedestrian traffic in any way possible.	11/27/2020 1:16 PM
43	traffic routing itself from Walker if it becomes a greenway, to Rathgar or Kylemore = very unpleasant.	11/27/2020 12:43 PM
44	The speed limits on our residential street should be reduced to 40 Km/h.	11/26/2020 6:54 PM
45	Are motorists using these residential streets to bypass sections of road that are busy?	11/26/2020 4:25 PM
46	No, everything seems to be covered.	11/26/2020 2:14 PM
47	There is so much traffic both ways on Osborne I believe that there should be no parking northbound AND southbound during morning and afternoon rush hour	11/26/2020 1:52 PM
48	Speeding on Jubilee	11/26/2020 1:08 PM
49	Especially in the vicinity of schools, but also in every neighbourhood, the emphasis should be on reducing and slowing automobile traffic rather than allowing for its more efficient movement. The first will enhance the safety of children walking to school, as well as all pedestrians and cyclists, while the second will make streets and sidewalks less safe for them.	11/26/2020 12:10 PM
50	no	11/26/2020 11:50 AM
51	Traffic speeds should absolutely not be reduced from their current speeds. The dangerous blanket reduction of school speeds by the school and egregious photo enforcement means drivers pay more attention to their speedometer than the road. Bike lanes absolutely do not need to be added, nor speed bumps. Bikes should travel on the road or the sidewalk.	11/26/2020 11:26 AM
52	Would love to see a no left turn added from lilac onto Jubilee eastbound. This is a major route into the neighborhood and i have found myself stuck for 5 minutes when someone wants to turn eastbound on Jubilee. There are several intersections with lights that can accomodate traffic for eastbound traffic.	11/26/2020 11:19 AM
53	Probably, but I can't think of anything right now.	11/25/2020 7:16 PM
54	I think these are focused largely on pedestrians and less on facilitating easier traffic ways so all can get where they need to go safely and quickly.	11/25/2020 1:47 PM
55	This area is heavily impacted by transit station at Osborne and the staff parking. Time limits will lower the cars parked but create major problem for workers	11/25/2020 9:15 AM
56	The Walking a block idea sounds good in theory but it totally ignores the reality of winter. It is really hard to walk distances with young children in the winter. As for the bike route on Walker ... that street is packed with parked cars. Either the cars move, which affects the residents, or it's a completely unsafe road for bicycles.	11/24/2020 10:01 PM
57	Vehicles continue to cut down residential streets. I. E Daly and Morley to avoid traffic and lights on jubilee and osborne. We need to deter them from speeding down residential streets to save 2 mins of their lives.	11/24/2020 8:42 PM
58	Not that I know of	11/24/2020 5:48 PM
59	Still need to address the poor access to lord Roberts from Corydon. The left turn access was removed at Jessie Street. The route outlined by the city from northbound Corydon to South on Osborne is turning right on Pembina, doing a u-turn on Warsaw, right on Jessie and right on Osborne. The level of service associated with this is very low and should be addressed.	11/24/2020 5:34 PM
60	ban parking on daly	11/24/2020 4:53 PM
61	I think roundabouts rather than stop signs and a 30km limit year-round for non-feed roads could help encourage traffic to flow on the right roads using paths of least resistance. Why take a very residential street at 30 when Morley (for example) has no stops and a 50KM speed?	11/24/2020 1:23 PM

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62	Speeds monitoring. For example, from Naussau to Daly on Morley, its seems to be a race for many drivers. I often here vehicles speeding (everyday) Plus it would be nice to have speed bumps on some back lanes and signs that state slow down. My back lane has the fort rouge curling club in it and many drivers cut through this lane and drive very fast. Lots of kids playing as well as people walking their pets.	11/24/2020 12:36 PM
63	winter parking should be allowed on front streets	11/24/2020 12:10 PM
64	Our old houses SHAKE all day long with the trucks speeding down the street. Our basement has NEW cracks in multiple places over the past 3 years. I am quite convinced this is a result of the truck traffic. I am not the only one.	11/24/2020 11:23 AM
65	My primary concern is parking, as someone living on Arnold close to Osborne. I think the time-limited parking with resident passes is brilliant and would solve my issues perfectly.	11/24/2020 11:05 AM
66	Stop signs. So many of them. Can we visit traffic circles to alleviate fuel use from start/stop and thereby reduce GHG emissions and noise in the neighborhood?	11/23/2020 8:49 PM
67	I am fully in support of speed bumps on our street (walker) as I have young children and dogs, and people often drive recklessly fast down our street, using it as a thoroughfare to the end of jubilee. HOWEVER, if speed bumps/cycling routes will reduce our parking I am not in support of them. In our climate I cannot haul two small children from blocks away to get home.	11/23/2020 4:45 PM
68	The lack of a plan to manage traffic for the infill housing along the Rapid Transit route is disappointing. As this area grows, traffic will continue to increase around Lord Roberts School and Mckittrick Park.	11/23/2020 1:08 PM
69	Congestion on lilac st	11/23/2020 12:44 PM
70	I feel Jubilee Ave is a huge problem that was not addressed. Drivers SPEED down Jubilee Ave, I see and hear a collision frequently due to the pedestrians crossing at BDI. Parking is an issue, in the summer time the amount of BDI visitors causes a lack of privacy and no parking for residents due to the amount of people hanging out on the street (not on BDI property).	11/23/2020 9:59 AM
71	And redo all of the sewer system, then improve this area. Need to do that, so you don't tear up an improved area by then, replacing the sewers	11/22/2020 5:33 PM
72	Speed on Nassau S. Traffic uses Nassau S. as a shortcut from Jubilee to Osborne (via Kylemore) and many drivers travel way too fast. Same goes for Daly, other than in the school zone. Speed bumps would be very helpful.	11/22/2020 12:55 PM
73	Traffic is not a major issue in this area at all. But incremental improvements that encourage cycling, walking and safety are a positive.	11/21/2020 3:30 PM
74	Need to add infrastructure to allow safe cycling from Lord Roberts through to Osborne Village, through to downtown. Pedestrian and cyclist sidewalks all the way.	11/21/2020 2:41 PM
75	The roads are in terrible, exacerbated by heavy industrial vehicle use	11/21/2020 2:38 PM
76	Much of the traffic concerns on Rathgar and Beresford are created from bad habits; Lord Roberts is generally a very walkable dense neighborhood set up very well for kids to walk to school. The solutions above seem to be accommodating behavior instead of re-enforcing better long term practice. Parking will always be a premium in Lord Roberts and that's okay but eliminating even just a few spots here and there for loading zones should be very carefully considered. Most streets in Lord Roberts are seeing infill development increasing the need for more parking.	11/21/2020 10:00 AM
77	The street in the 800 block of Rathgar gets used as a park and ride for transit (especially bomber games days). Is there room for a small park and ride lot in this location? Or could signage be added directing people to the park and ride lot that is just a bit further north?	11/21/2020 8:57 AM
78	It would be great to better connect the bike path that crosses pembina with the river trail to the forks	11/21/2020 7:50 AM
79	I am flabbergasted it has taken so long to address all these issues given all the new construction over the last 5 years. Very poor planning has resulted in a very diminished quality of life in this neighborhood!	11/20/2020 8:00 PM
80	Yes, with the new developments in the area the amount of traffic and cars parked is increasing. Traffic lights at Lilac and Jubilee would allow for easier flow into traffic on Jubilee	11/20/2020 7:42 PM

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instead if traffic having to use the streets around the park and school.

81	East-West Traffic on Rosedale. When traffic backs up on Jubilee, it's used as a shortcut to gain quicker access to Osborne. Drivers proceed at a higher speed while doing so.	11/20/2020 7:07 PM
82	A big concern is that cyclists are moving very quickly on shared paths and don't yield to pedestrians either in terms of slowing down when they pass or keeping their distance. They speed through the park on Hethrington and down the back lane/pedestrian path/bike path from Hethrington to Arnold. Education is needed! That back lane is desperately in need of repair.	11/20/2020 3:50 PM
83	Absolutely! 1.). winter conditions make two way streets VERY difficult, make snow removal more difficult. WHY is there no consideration of ONE WAY streets in many areas?	11/20/2020 2:11 PM
84	Because Arnold Ave dead ends into condo buildings, there are residents of those buildings frequently speeding down the street home. There are a lot of children that play outside on our street in the summer and so speed bumps, at least on the last block of Arnold Ave would be a good idea.	11/20/2020 1:48 PM
85	I would love to see speed tables along Argue. Cars speed through the section at peak rush hour times	11/20/2020 1:44 PM
86	I don't think we have a high moving traffic problem on Cockburn so that seems like it shouldn't be a priority. Making sure kids are safe around the school and minimizing the impact of the rapid transit customers should be the priorities.	11/19/2020 11:48 AM
87	Speeding through the neighbourhood to get to jubilee. A short cut.	11/18/2020 9:23 PM
88	Noise pollution coming from Winnipeg Transit terminal was not addressed. Residents near the terminal and/or garage are bombarded with the constant annoying honking of the bus horns. It causes noise pollution at all hours of the day and night. Can something more sophisticated not be considered?	11/18/2020 7:22 PM
89	Non-residential traffic cutting through neighbourhood between Jubilee and Osborne.	11/18/2020 5:01 PM
90	Stop pandering to special interest groups listen to the home owners who pay taxes for once	11/18/2020 12:27 PM
91	They do not provide restrictions to large truck traffic along residential streets. Very destructive to the road surface and disruptive to the community. All large trucks should be required to use collector streets, not travel shortest point to point!	11/18/2020 10:51 AM
92	No right turn on red at Osborne and Morley has increased risk and traffic. Now you are only allowing people to turn right when people are crossing Osborne.	11/18/2020 8:55 AM
93	Biggest issue is pedestrian safety and crumbling infrastructure.	11/17/2020 11:36 PM
94	Intersection of Hugo and Morley should be a 4-way stop. It is a high traffic intersection with busses speeding through.	11/17/2020 10:44 PM
95	Yes, at the north end of cockburn (the proposed greenway)there are two poor connections to fort rouge rapid transit station and the multi-use paths. You'll need to address these whether or not you install a greenway. To the west is a back lane connection through the Lrcc parking lot (which is blocked by a giant pile of snow in the winter), and then along argue with no street crossing or sidewalk on one side. To the east - which is the most direct route for any cyclist connecting via cockburn - there is an alley and a small pocket park with a broken pathway,no lighting, no snow clearing, blind corners, and a flooded backlane in the spring. It connects kylemore Ave and Ircc to Hugo @ berwick.	11/17/2020 10:18 PM
96	Social initiatives for people to stop driving as much and walk and bike more in the area.	11/17/2020 6:52 PM
97	Rosedale Avenue being used as a shortcut between Osborne and Jubilee has not been addressed. Vehicles come off Osborne and speed down Rosedale all the time.	11/17/2020 5:09 PM
98	1) Traffic Control light at Jubilee and Lilac. Previous Councillor did say that the builders in the neighbourhood had a contract to front the money for this. I see many car accidents due to this.	11/17/2020 4:25 PM
99	Active transportation path between arnold and hethrington. Is this a highway or active transportation path. Very dangerous right now.	11/17/2020 4:20 PM
100	The bike route on the back lane between Arnold and Brandon needs more then lighting, it needs a separated route. Very dangerous corner,	11/17/2020 3:11 PM

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101	Keeping sidewalks clear of ice and snow for seniors. And the failure to address regular, timely removal of the barricades created by street snow clearing. I have seen young mothers struggling with inattentive toddlers and infants in car seats and diaper bags as they attempt to disembark everyone safely. Because of the snow/ice barricades they can't get out on the boulevard side, but must disembark on the traffic side of the car. And hope the toddler doesn't run into traffic as they unbuckle the infant's car seat.	11/17/2020 3:00 PM
102	Again, I believe the lack of a stop sign at Morley and Hugo St S is a safety concern.	11/17/2020 2:44 PM
103	Stop signs at intersections with only 2 way stops.	11/17/2020 2:39 PM
104	Rathgar at Lilac/ Argue should have a stop sign. Concern that if Walker becomes a speed bump street, increased traffic will be seen at Rathgar and Kylemore. speed table at kylemore at cockburn.	11/17/2020 2:25 PM
105	Why is there 'no right turn on red" at Jubilee and Daly/Nassau? I almost never see any children or even many pedestrians crossing at these intersections. It only leads to more drivers using side-streets to avoid these intersections. ... Creating more potential for accidents in the residential area.	11/17/2020 2:17 PM
106	I find a lot of cars speed down streets that don't have four way stop signs at each intersection (eg. Hethrington Ave). I think traffic calming measures should be implemented on all streets.	11/17/2020 2:10 PM
107	A safe crossing of Osborne St at Lilac St. This would enable people traveling from East Fort Garry to use the natural geography of Argue St to reduce the distance required to walk to popular neighbourhood destinations such as the Fort Rouge Curling Club.	11/17/2020 1:10 PM

Q18 Do you have anything else you would like to add?

Answered: 83 Skipped: 242

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#	RESPONSES	DATE
1	No.	12/13/2020 2:32 PM
2	I like the idea that the pedestrian walk sign goes before traffic ! Keep that one! I did see a car in front of me turn left onto osborne against the red light ! Traffic on morley between nassau and osborne has to be slowed down or reduced...it hard to even cross the street ! People do not stop at the 4 way stop (maybe a traffic camera for awhile) maybe the traffic camera would work for the area by the bus stop as well and take in the no parking area The bus stop area on the north side of morley east of naussau even though it is a no parking zone becomes a place for motorists to stop WITH THEIR VEHICLE RUNNING !!! I'm tired of the exaust !!!	12/13/2020 2:22 PM
3	Thank you so much for the opportunity to be involved.	12/13/2020 12:53 PM
4	The fundamental problem about parking here is and will remain that the city keeps adding facilities to the transit area and removing parking/not building the parking for increased staffing. Adding limited time parking is just going to make the bus drivers walk another block and we'll be back at this space a year or two from now. I don't understand why the city can't admit that there needs to be SOMEWHERE for these employees to park	12/11/2020 8:20 PM
5	PLEASE do not change the traffic situation on Beresford ave. I live right across from the school and have two young kids and we think it is completely fine as is. I don't want them cutting down any more trees for traffic flow reasons as we already know that loss of trees is an ongoing tragedy for the area. I do not want a loading bay. The school is pleasant to look at out our front door now and a loading bay would detract from that. Thank you for considering my opinion.	12/11/2020 7:28 PM
6	Thanks for allowing this community engagement.	12/11/2020 6:50 PM
7	The parking on beresford could be addressed by the school division providing/subsidizing transit passes to teachers and EAs. The school is in a great location for bussing to work.	12/11/2020 1:19 PM
8	There is no sidewalk or bike path heading south on cockburn from jubilee to churchill drive and the beginning of the churchill drive pathway. This is a very well-used area that leads from The Churchill Drive Park Pathway to BDI and has a lot of pedestrian and bike traffic .	12/10/2020 2:09 PM
9	No changes are necessary and a waste of tax payer dollars. Many areas have these issues and enforcement is the key not simple promotion.	12/10/2020 12:20 PM
10	Great initiative to create better pedestrian and cycling routes, thank you!	12/10/2020 11:42 AM
11	The intersection at Nassau and Brandon is a dangerous spot. When you couple a few factors we are witnessing near-accidents, sometimes near-fatal-accidents on a weekly basis: 1. Brandon is packed with parked cars, sometimes the cars are pushed out further from the curb during the snowy months, making the driving lane even narrower. 2. Transit workers are speeding to work in the parking lot at the last minute so they are not late for work. 3. Brandon Ave is a feeder street because of the set of lights at the end of Brandon at Osborne street, so many residents are rushing through nassau with a rolling stop to take a right (head east) onto Brandon Ave in order to catch the green light at OSborne street, Often the residents turning from Nassau in a rolling stop, turning to head east on Brandon do not see the oncoming Transit workers and near-misses happen on a very frequent basis. Speed bumps or humps are required on Nassau to cut down from traffic trying to take short-cuts on their morning commute.	12/9/2020 5:11 PM
12	Narrowing streets is not safe. It gives cyclists less space, making them drive around curbs and signs.	12/8/2020 11:12 AM
13	The neighbourhood greenways proposed are excellent ways to improve the community's access to active transportation facilities. Currently the weakest link in the nearby AT network is at the northern end of the SWRT AT pathway (at Brandon Ave). This gap makes the existing infrastructure much less useful to all but the most confident users.	12/3/2020 1:16 PM
14	See #17	11/30/2020 11:30 PM
15	I am a 30 year resident of the are, and a business owner who has operated her for 10+ years, and I own my house and 4 commercial properties. I can't make the online presentation tomorrow as I am also running the South Osborne BIZ meeting (yes, I am involved in the neighbourhood). I am frustrated with the transit garage and it's impact on the neighbourhood. I	11/30/2020 12:23 PM

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am equally frustrated with the lack of action from the city. I am pleased with many of the suggestions presented here.

16	Really like the pedestrian timing on the lights at Morely and Osborne very helpful.	11/30/2020 11:41 AM
17	Police have not been doing their part and addressing speeding, heavy equipment, and crime in our area. We feel strongly that our concerns have Not been heard	11/30/2020 9:48 AM
18	no	11/29/2020 2:37 PM
19	The intersections at Osborne and Morley and the one at Jubilee and Osborne.....too many people/ kids, have been hit and or killed at these two. They are becoming busier every year and not enough time for pedestrians to cross safely. Either pedestrian over pass or a seperate 'stop traffic all directions' for pedestrians to cross safely. I've had two nieces at Morley/Osborne hit at different times and I have had near misses there too. Also the excess construction vehicle traffic shaking houses on Walker. Our section was recently re done but the rest is getting destroyed each day. There should be one road designated for those vehicles and that road repaired when construction is done in a few years, instead of ruining a lot of roads in the area.	11/29/2020 2:21 PM
20	It is a very good start. Not a job I would like, thanks.	11/28/2020 11:38 PM
21	There is a lot the city can do. fix Wellington Crescent traffic issues by putting cameras at Hugo and a pedestrian corridor at Cockburn. Pull the data gather from the cameras home instead of outsourcing to a U. S. company. Seriously consider having bus stops share their locations with fire hydrants. this will make it possible to have more on street parking along streets with businesses. Strictly enforce 30 KPH speeds limits around schools and playgrounds 24/7 365 days of the year. Let this become habit forming instead of trying to play the guessing game. Use more pedestrian over passes instead of pedestrian corridors and tunnels.	11/28/2020 8:12 PM
22	Ticket heavy equipment for driving down residential roads with big heavy loads	11/28/2020 8:01 PM
23	Anything that reduces and slows through traffic on Osborne South is very good	11/28/2020 11:02 AM
24	Try mailing out your surveys so you get an actual cross section of the citizenry rather than responses from organized lobbyists	11/28/2020 9:33 AM
25	i wonder if the underlying root cause of why transit drivers are taking up parking in the neighbourhood could be addressed so they aren't just shuffling on to other streets. The transit parking lot at Brandon garage (near the southwest transit rt station) is almost empty every day since it was built. I don't know if it is a pricey lot, or why. Do they charge their employees a high rate for parking? Don't they get free transit? Like I said, our block eliminated the problem with the 2 hr parking, but before we did it was very stressful you couldn't even park on your own street to unload groceries, which was difficult if you have young children, and you could not welcome visitors in your own home. I would highly recommend the 2 hr parking, but hopefully it just shuffles the problem to other streets. Also, this option already exists (you just have to get a certain number of residents to sign), so if other streets or blocks don't already have it, i wonder about support block by block. Instead of just implementing it blanket to all streets, maybe make residents aware of the option, and make it easy for them to opt in.	11/28/2020 8:40 AM
26	No.	11/28/2020 12:06 AM
27	Future review of removing parking/stopping on Osborne street at all times should be considered, from Confusion Corner to Jubilee	11/27/2020 4:10 PM
28	The condition of our streets is atrocious. Arnold is used daily by trucks (delivery, construction and CITY) that have more than 4 wheels. The street on Arnold is broken and slanted and these trucks shake everyone's homes ruining foundations and shaking the eves nails free. Morley is equipped for these types of trucks yet no one uses it. There needs to be signage in this area and a designated route for construction trucks to take. It's INSANE. 530am wake up every morning because trucks are going 60-70km down Arnold. Nassau is also awful between Morley and Brandon. Completely broken with holes a foot deep, yet every year the City fills it with gravel and tar, Just to be torn up by snow removal. This area has been severely neglected and now packed with instructive. Cart before the horse.	11/27/2020 3:08 PM
29	No	11/27/2020 2:37 PM
30	My kids walk to school everyday to Riverview and cross Osborne at Morley. The pilot project	11/27/2020 2:27 PM

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to increase the walking time and delay the cars at the red light works very well. It could be a couple seconds longer. Kids and anyone with a disability can't walk that fast. Please keep this feature and increase the delay by 2-4 seconds.

31	make all of Lord Roberts a greenway - this would protect it from over-use esp during Jubilee 2022!	11/27/2020 12:43 PM
32	The speed limits on our residential street should be reduced to 40 Km/h.	11/26/2020 6:54 PM
33	I think sidewalks should be wide enough to incorporate cycle pathways.	11/26/2020 2:46 PM
34	No.	11/26/2020 2:14 PM
35	No, I think one way streets and wider sidewalks would fix most of the neighborhoods concerns.	11/26/2020 1:49 PM
36	Streets should be designed with all road users in mind not just drivers.	11/26/2020 1:17 PM
37	Expanding sidewalks for pedestrians and cyclists	11/26/2020 1:08 PM
38	no	11/26/2020 11:50 AM
39	As a cyclist, I avoid streets with speed bumps/tables because it is unnecessary stress on my bike, and my tires have popped from riding over them at speeds above 30km/h. Having to slow and speed up is difficult for cyclists and put automobile drivers in awkward positions of being unable to assess the speed and safe passing distance of a cyclist.	11/26/2020 11:43 AM
40	I've lived on Jubilee for 17 years. We have enough illegal truck traffic i really don't want to see you allow trucks on the street. I recently had to spend thousands on foundation work due to heavy traffic and buses, adding heavy trucks driving 50+km an hour will be terrible and at least on the residential streets they tend to go slower.	11/26/2020 11:19 AM
41	I would also like to see the old, crumbling sidewalks that have been old and crumbling since we moved into the neighbourhood 23 years ago, replaced. The city did Beresford in front of my house a couple summers ago. Thank you. But they didn't go all the way down Beresford, which I find strange. We all deserved good sidewalks in this neigbourhood. I heard talk of our city councilor trying to get the residential street speed limit changed from the current 50/km/h to 30/km/h. I think this is too drastic and frankly not necessary. I would totally support going to 40 km/h, which is what I drive on any neighbourhood streets. I believe there would be much support for 40, but little for 30. Baby steps. I would also add that I love, love, love the active transportation pathway next to the rapid transit (southwest transit corridor.) I go for walks there all the time.	11/25/2020 7:16 PM
42	We keep hearing about lowering speed limits on side streets to 30 km/h. I personally think 40 km/h would be much better than 30 km/h which I am not in favor of. Based on your numbers 50 km/h does seem fine asides from the rare idiots (3.8%) who I assume always speed and even with a speed limit change that percentile would still likely speed.	11/25/2020 4:46 PM
43	How about a pedestrian/cyclist bridge over the rail tracks at fort rouge station to pembina	11/25/2020 3:21 PM
44	I am generally very supportive of bicycle infrastructure in the city; however, the only reason that I don't support converting Cockburn and Walker into greenways is that they are already quiet enough streets that they are extremely safe to bike on without further traffic reduction measures. I would support additional signage indicating that Walker and Cockburn are "bike routes" but I don't believe that things like speed humps/tables or any official bike lanes that will reduce parking or driving are necessary. I regularly bike on both of those roads and have never had an issue.	11/25/2020 2:41 PM
45	This problem at the school is the same for all schools in Winnipeg. More people have switched to driving their kids due to buses strikes or transit costs or not qualified for buses. Get the kids qualified for buses and you take more cars off the roads around schools. Consider why cars without kids are on that street in the first place.	11/25/2020 9:15 AM
46	I liked all the info which explained the options. That is helpful.	11/24/2020 10:01 PM
47	Slow people down. It's a family neighbourhood and way to fast if traffic for frontages of 16' from the street	11/24/2020 8:42 PM
48	No	11/24/2020 5:48 PM
49	Fix our streets first. No sense on trying to make a better biking experience if we're just biking	11/24/2020 3:27 PM

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on rubble. It's awful unless you're on the newer bike paths.

50	Proposed blocks for reserved resident parking only should not include the entire block, but only 50% to ensure visitor parking is available	11/24/2020 2:48 PM
51	Dog parks. Dog parks. Dog parks. Our neighborhood has a TON of dogs, small yards and have no green space to use. The one over by the Humane Society near Waverly is A) Still closed (I used to use the small one) B) has next to no parking making it only accessible based on weather / time to get there and back.	11/24/2020 1:23 PM
52	It's also apparent that many drivers cut through Morley and Daly to save time from Jubilee to Osborne. Hence the reason I see lots of speeders. Would be nice to see more control in this area as I see more and more foot traffic, biking, children and joggers as the community continues to grow.	11/24/2020 12:36 PM
53	we live in an area with small frontage lots (25 ft)as families grow so will parking congestion do not complicate it buy further crowding them with barriers	11/24/2020 12:10 PM
54	Just want to reiterate - Item 16. Osborne and Morley is where I have the most concern as a pedestrian and as a driver. I walked through that intersection 3-5 times a week and drive through it ~1 a week.	11/24/2020 11:25 AM
55	See above - the trucks need to slow down - and the comment about adding a route for construction trucks to Jubilee - I would be completely supportive of.	11/24/2020 11:23 AM
56	Thank you for taking the time for community input. My concerns have been longstanding and I wasn't really sure that I could effect change on my own. I appreciate the opportunity to have a say.	11/24/2020 11:05 AM
57	Thank you for your continued work on this project	11/23/2020 7:29 PM
58	A half signal at the pedestrian crosswalk at the end of walker is incredibly needed. We have watched countless people nearly be hit, and wait for cars that do not stop for us countless times. I do not feel safe at that pedestrian crosswalk at all!	11/23/2020 4:45 PM
59	Please fix the traffic issues with Jubilee. Here we have an intersection of lots of different types of traffic that need to coexist better. Moving vehicles, parked vehicles, residents, pedestrians crossing, bicycles and even a lady who rides her moped on the sidewalk and those BDI parkers who do not obey parking bi-law signs and park in front of people's driveways.	11/23/2020 9:59 AM
60	This area needs beautification. Hanging baskets. And houses can be restored and rehabilitated. Could be a new Wolseley.	11/22/2020 5:33 PM
61	Please no one way streets. That would be a dumb thing to do.	11/21/2020 3:30 PM
62	Key traffic concern is the infrastructure - adding traffic humps to streets with significant potholes does not seem effective. Fix the street first, then add the humps or greenways. Walker Avenue between Osborne and Daly is a nightmare for potholes, cracks, and layer after layer of quick "fixes." Also, you really need to get City Council to support the by-law exemption for the trucks to stop going down our residential street. I am pleased to see that included in actions subject to City Council approval. Consider that with the potholes, or speed humps, or tables - the big trucks go down our street, and whether they are going slow or fast it shakes our home, cracking our walls. It has to stop.	11/21/2020 2:41 PM
63	More trees. Any improvements that happen such as curb extensions or loading bays etc should be accompanied by tree planting.	11/21/2020 10:00 AM
64	Pushing cycling infrastructure at the expense of road and sidewalk maintenance is a poor use of limited funds. Widening existing sidewalks - which are underused - and setting them up as multi-use paths would be a much better approach. Also, where these paths already exist, cyclists are still insisting on using roadways. Having this neighbourhood torn up for almost 2 years and still having to dodge cyclists on Jubilee contributes to driver stress,	11/20/2020 7:07 PM
65	The lane at the end of Hethrington and Arnold is being used as a truck route and a route for cars from the new development to access Osborne. They are many more vehicles travelling west to east in front of the park on Hethrington in consequence. Also, this makes exiting the lane between Hethrington and Arnold much more dangerous than it already is because of the blind corner--signage would help! Also, why is there a stop sign for people coming out of the lane toward Arnold who are already moving slowly but no stop sign for the people whizzing out	11/20/2020 3:50 PM

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of the parking lot of the new development? Visibility is reduced even more in winter by snow piles making it even more dangerous. Pedestrians heading for the bus stop or out for walks are endangered at that location.

66	Put a sidewalk on cockburn between jubilee and Churchill. There isn't any right now.	11/20/2020 3:02 PM
67	Why is there parking AT ALL on daly? there are only three residences that do not have parking available to them on Daly A MAIN BUS ROUT AND MAIN CONNECTOR STREET. This need serious discussion!	11/20/2020 2:11 PM
68	WE NEED A DOG PARK! There are many apartment and condo buildings along Argue and Hugo, all of which are dog friendly. A portion of the field at Lord Roberts CC should be made into a dog park so that residents old and new have a safe space to let their dogs off leash. The field currently has two baseball diamonds, which are never used. The field could easily be sectioned off to still accommodate one diamond, a hockey rink in winter, and a nice space for off leash dogs. There already is a nice network of dog owners in the area and I think this would only add to that sense of community.	11/20/2020 1:48 PM
69	I think we need signage for the parking curbs along Rathgar near the bus stop. People don't understand that they are to park only where the parking lane exists. They park next to the protruding curb which in winter, nearly blocks the road entirely	11/19/2020 11:48 AM
70	See number 17	11/18/2020 12:27 PM
71	I think these are great solutions overall, though the school recommendations seem like they would create more confusion and traffic issues. The bike parking in the neighbourhood needs major upgrades. The new parking at Fort Rouge Leisure Centre and at Rapid Transit areas is great, but the Community Centre, and school really need better and more racks.	11/18/2020 11:00 AM
72	Churchill drive should remain as a greenway as it was in summer 2020, with driving reduced to one block.	11/18/2020 8:55 AM
73	As a resident on Jubilee I am concerned about the truck traffic that may be allowed on Jubilee. I don't want them barreling down the street as it is not built for truck traffic. I can also see trucks not designated for the Fort Rouge Yards to come down tje street.	11/18/2020 7:27 AM
74	Would be helpful to have a left turn indicator from southbound Osborne to Brandon eastbound. Not quite in Lord Robert's so not sure if considered.	11/17/2020 11:36 PM
75	Really great work by your team, great solutions proposed and excellent engagement with the broad community. These improvements will ensure all of my kids will grow up in a neighbourhood where they can get where they need on foot, bike, and one day transit. That is just awesome. This work will keep us safe on trips to school and daycare along Cockburn and choosing more evening and weekend trips to the library/store by bike in a traffic calmed environment.	11/17/2020 9:58 PM
76	Make all residential streets 30km/h	11/17/2020 5:09 PM
77	If Jubilee gets changed to a Truck route, I would appreciate if the city acknowledges to residents that Jubilee is a heavy traffic street (it's currently deemed as medium traffic) and apply that to all of our residential taxes.	11/17/2020 4:25 PM
78	Get bus drivers off our streets	11/17/2020 4:20 PM
79	Make Hugo and Arnold a four way stop. Right now it is a two way and people speed down Arnold into the condo units as they don't have to stop at that corner.	11/17/2020 3:11 PM
80	There were a number of formatting and grammatical errors with the questions - e.g. "highly unsupportive" instead of "highly supportive" and repeated questions regarding speed bumps. Please proofread in more detail before going live to better support clear and effective community engagement! :)	11/17/2020 2:44 PM
81	Please do not determine street parking bans based on rental properties opinions of attracting tenants with unlimited street parking. In the first block of Hethrington that I live on there was previously a petition to get the timed parking but we couldn't get enough signatures because of too many rental houses not wanting to impose that limit on their possible tenants. It's unfair to us home owners and shouldn't affect them during business hours anyway. PLUS they can just purchase a parking pass, as long as it's reasonably priced. We need this.	11/17/2020 2:40 PM
82	By prioritizing Walker as a greenway, traffic will be funneled onto existing streets to the north	11/17/2020 2:11 PM

Lord Roberts Community Traffic Study Phase Three Survey

and south. Traffic will continue to use these streets and then Nassau S to access Jubilee as a short cut. Traffic on Kylemore Avenue, with the community center, Safeway, and people bypassing Osborne/Jubilee intersection is already bad. If Walker is to become a greenway, additional traffic calming measures should be in place on additional streets and include speed humps as well as stop signs to Nassau St S.

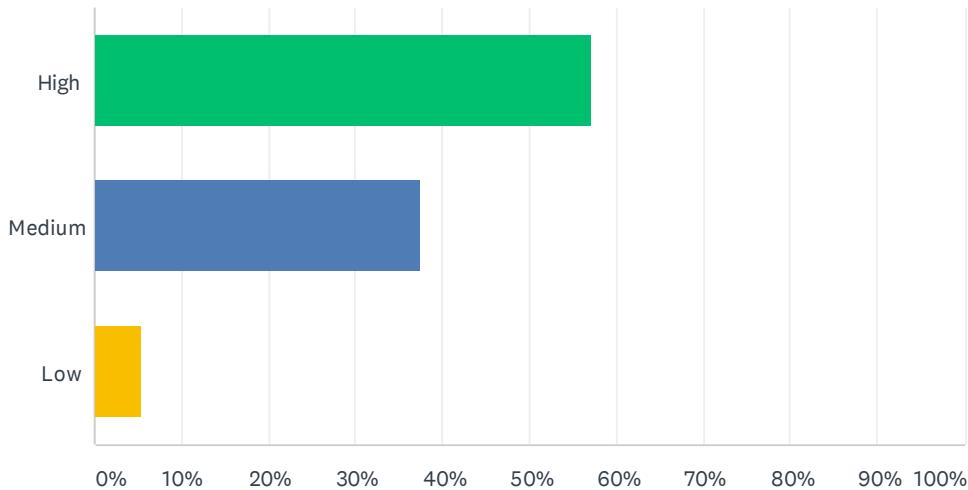
83

THANK YOU!

11/17/2020 2:10 PM

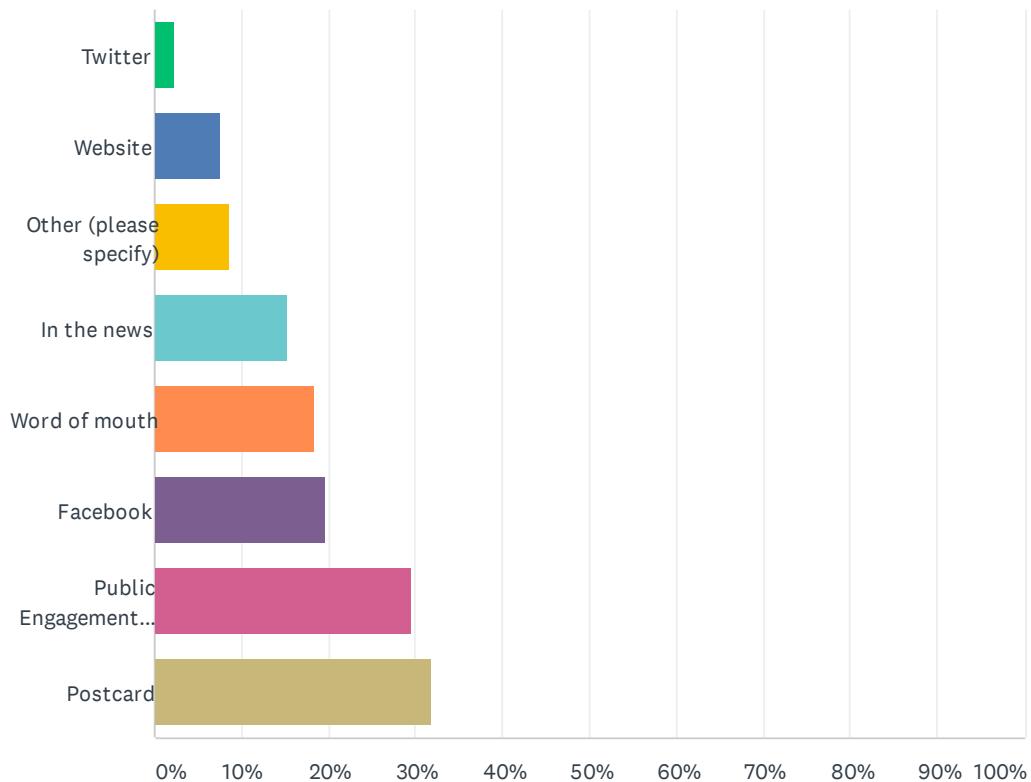
Q19 Please rate your support for this project.

Answered: 219 Skipped: 106



Q20 How did you hear about this project? Please check all that apply.

Answered: 223 Skipped: 102



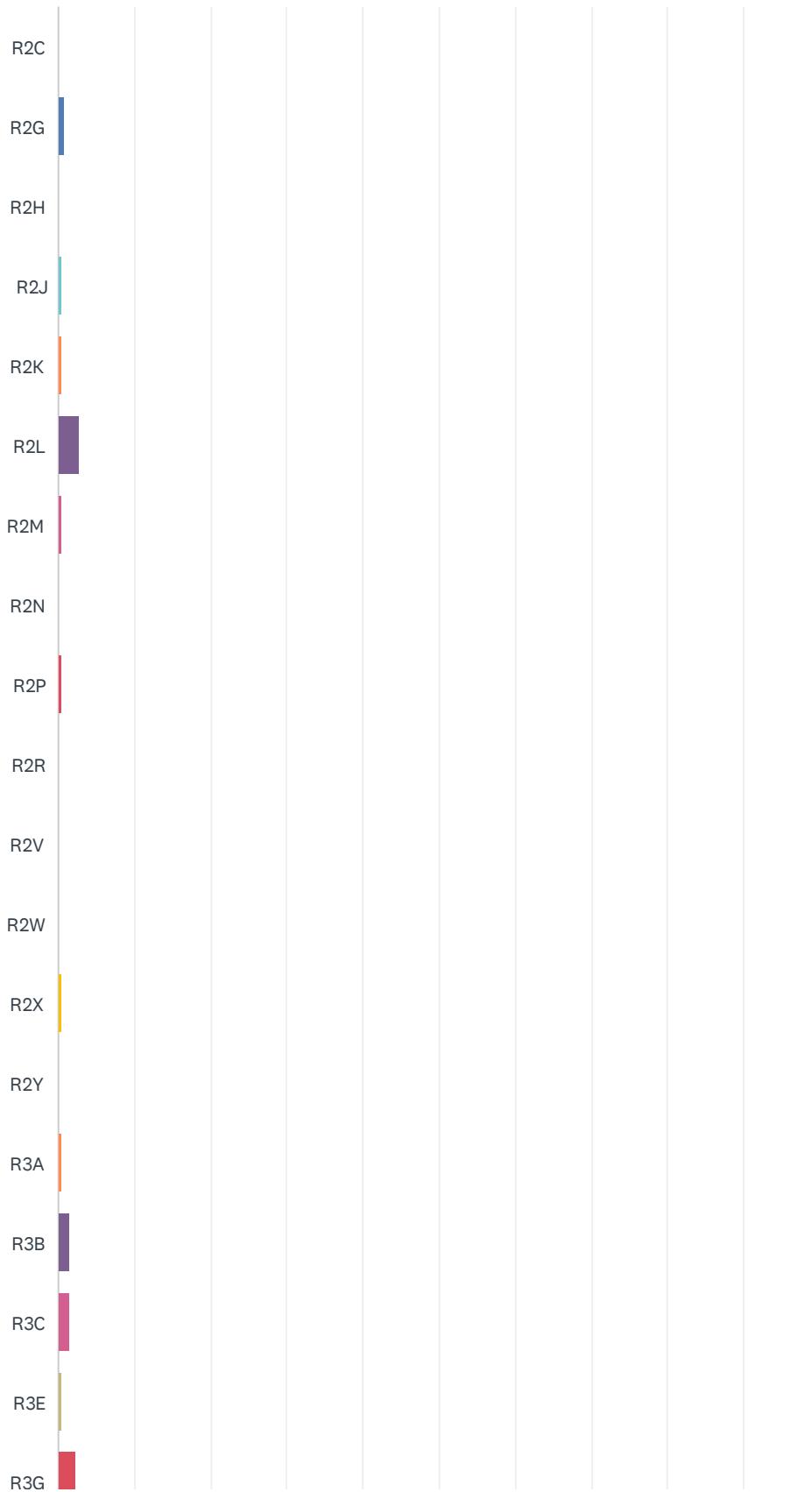
ANSWER CHOICES	RESPONSES
Twitter	2.24% 5
Website	7.62% 17
Other (please specify)	8.52% 19
In the news	15.25% 34
Word of mouth	18.39% 41
Facebook	19.73% 44
Public Engagement Newsletter	29.60% 66
Postcard	31.84% 71
Total Respondents: 223	

Lord Roberts Community Traffic Study Phase Three Survey

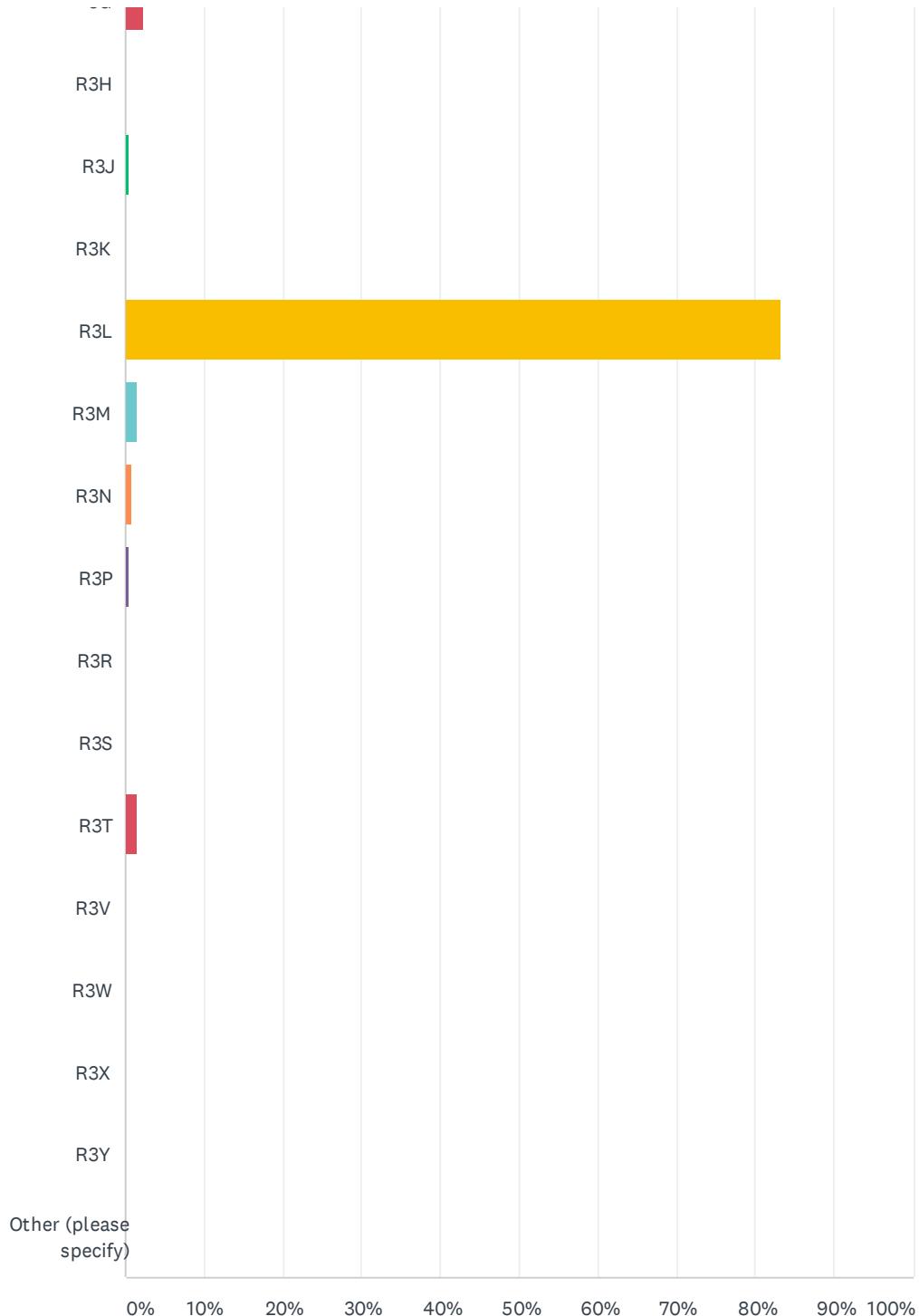
#	OTHER (PLEASE SPECIFY)	DATE
1	My email	12/13/2020 12:54 PM
2	Other neighbours also venting their frustrations about disrespectful Transit workers	12/9/2020 5:12 PM
3	Email	12/1/2020 9:58 AM
4	Email, and the South Osborne BIZ	11/30/2020 12:24 PM
5	mail out from City	11/29/2020 1:23 PM
6	Email.	11/28/2020 8:12 PM
7	Mail out info card	11/27/2020 3:53 PM
8	email	11/27/2020 1:16 PM
9	south osborne residents group	11/27/2020 12:44 PM
10	Email	11/26/2020 1:53 PM
11	City of Winnipeg email to me	11/26/2020 12:37 PM
12	Email	11/26/2020 11:26 AM
13	Email City of Winnipeg	11/26/2020 11:19 AM
14	Email	11/26/2020 10:53 AM
15	Email	11/23/2020 8:49 PM
16	email from South Osborne Residents' Group	11/20/2020 3:51 PM
17	Not sure, it's been so long...	11/18/2020 5:03 PM
18	Enail from City	11/18/2020 9:35 AM
19	City News Releases	11/17/2020 2:45 PM

Q21 Please provide the first three characters of your postal code.

Answered: 216 Skipped: 109



Lord Roberts Community Traffic Study Phase Three Survey



Lord Roberts Community Traffic Study Phase Three Survey

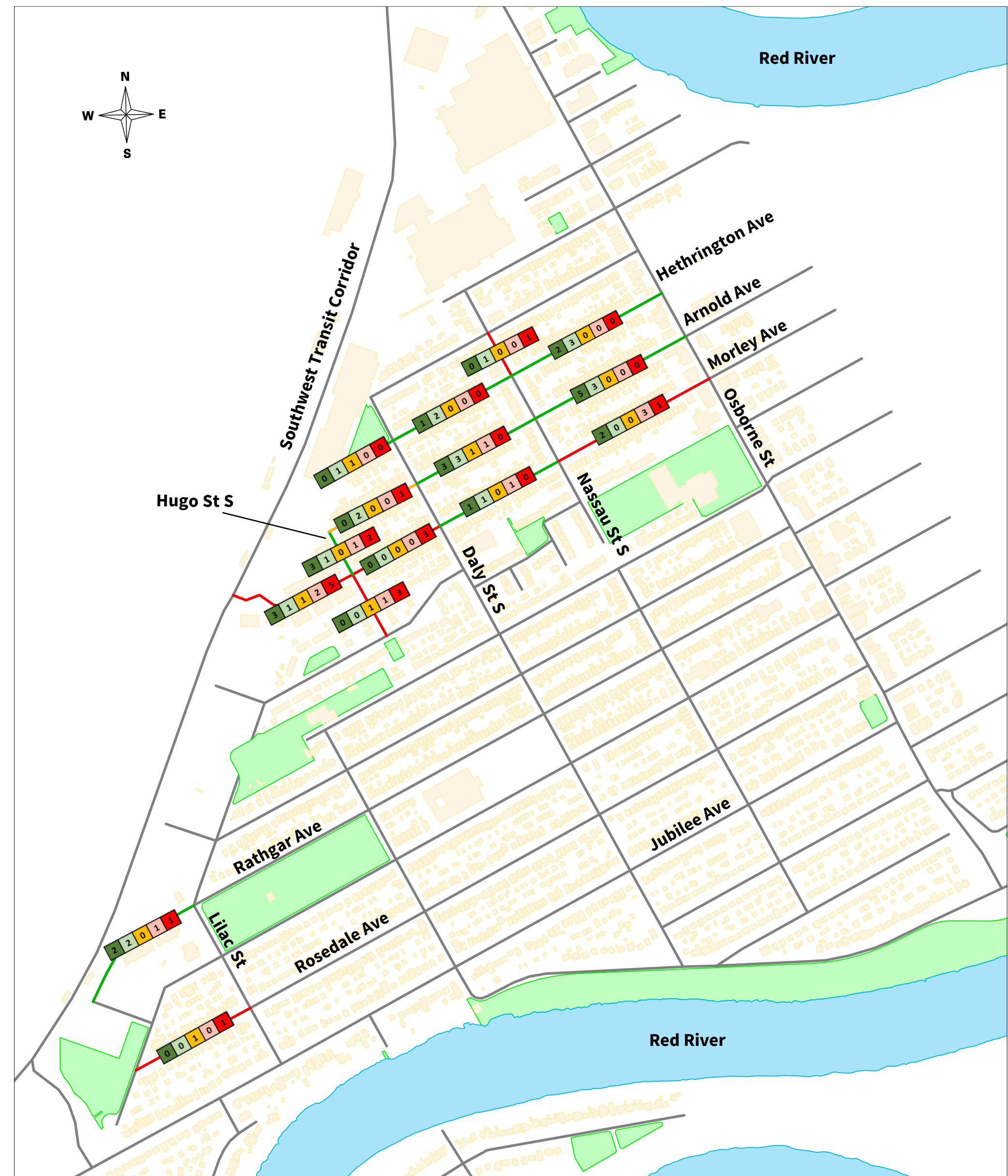
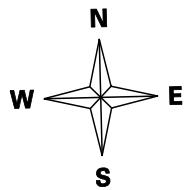
ANSWER CHOICES	RESPONSES
R2C	0.00% 0
R2G	0.93% 2
R2H	0.00% 0
R2J	0.46% 1
R2K	0.46% 1
R2L	2.78% 6
R2M	0.46% 1
R2N	0.00% 0
R2P	0.46% 1
R2R	0.00% 0
R2V	0.00% 0
R2W	0.00% 0
R2X	0.46% 1
R2Y	0.00% 0
R3A	0.46% 1
R3B	1.39% 3
R3C	1.39% 3
R3E	0.46% 1
R3G	2.31% 5
R3H	0.00% 0
R3J	0.46% 1
R3K	0.00% 0
R3L	83.33% 180
R3M	1.39% 3
R3N	0.93% 2
R3P	0.46% 1
R3R	0.00% 0
R3S	0.00% 0
R3T	1.39% 3
R3V	0.00% 0
R3W	0.00% 0
R3X	0.00% 0

Lord Roberts Community Traffic Study Phase Three Survey

R3Y	0.00%	0
Other (please specify)	0.00%	0
TOTAL		216

#	OTHER (PLEASE SPECIFY)	DATE
There are no responses.		

Appendix C – Parking survey maps



Legend

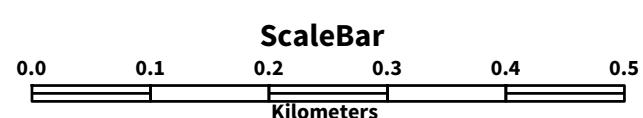
	Very Supportive	—	Supportive
	Supportive	—	Neutral
	Neutral	—	Unsupportive
	Unsupportive		
	Very Unsupportive		

Number of responses for each option shown in boxes



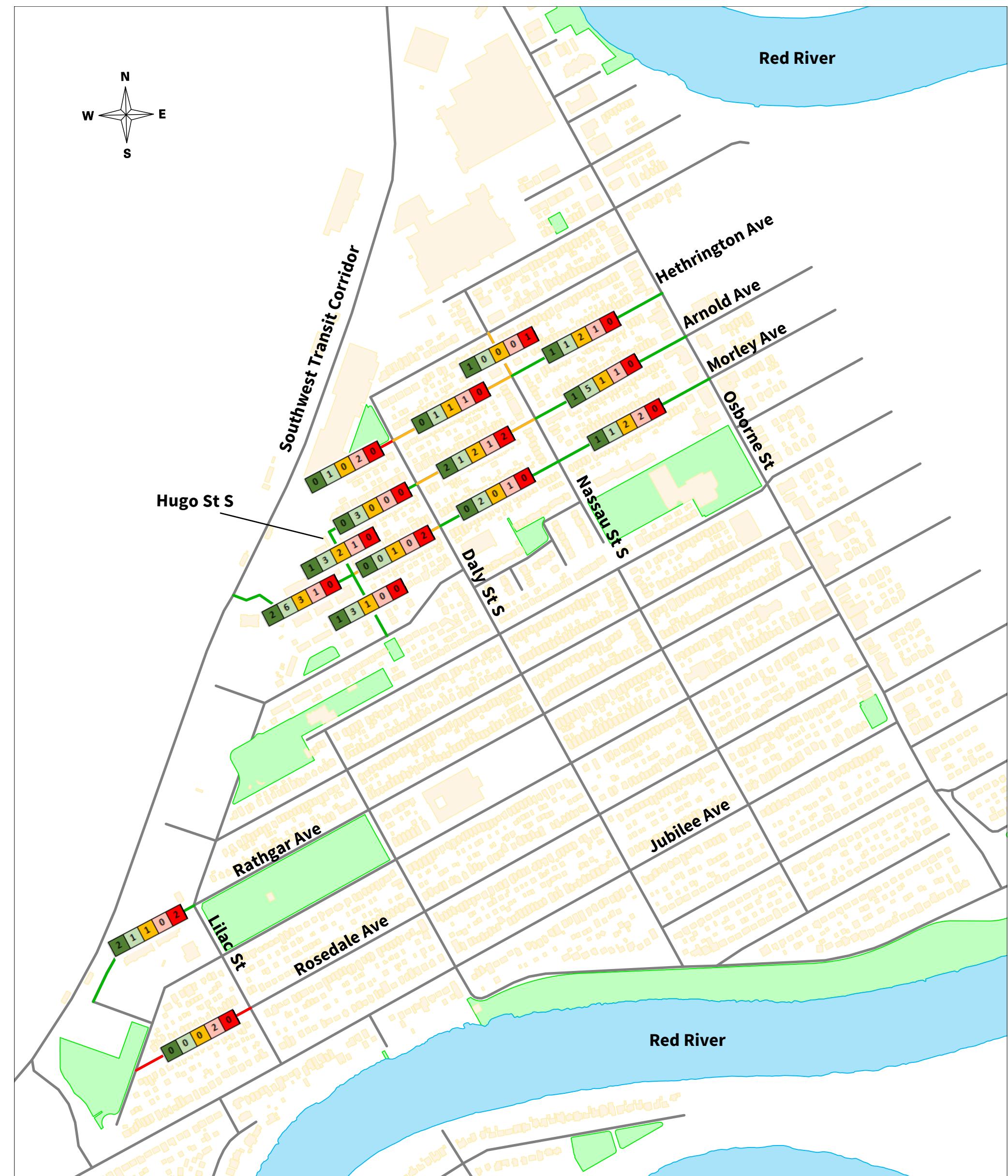
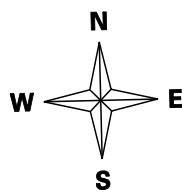
Lord Roberts Community Traffic Study

Add two-hour restrictions to streets where no time restrictions are currently in place.



*A minimum threshold of 2 responses and a 5% response rate was applied for each street block.

*Responses from 690 Hugo St. S. and 670 Hugo St. S. were applied to both Hugo Street and Morley Avenue as many units face Morley Avenue.



Legend

	Very Supportive
	Supportive
	Neutral
	Unsupportive
	Very Unsupportive

Number of responses for each option shown in boxes

*A minimum threshold of 2 responses and a 5% response rate was applied for each street block.

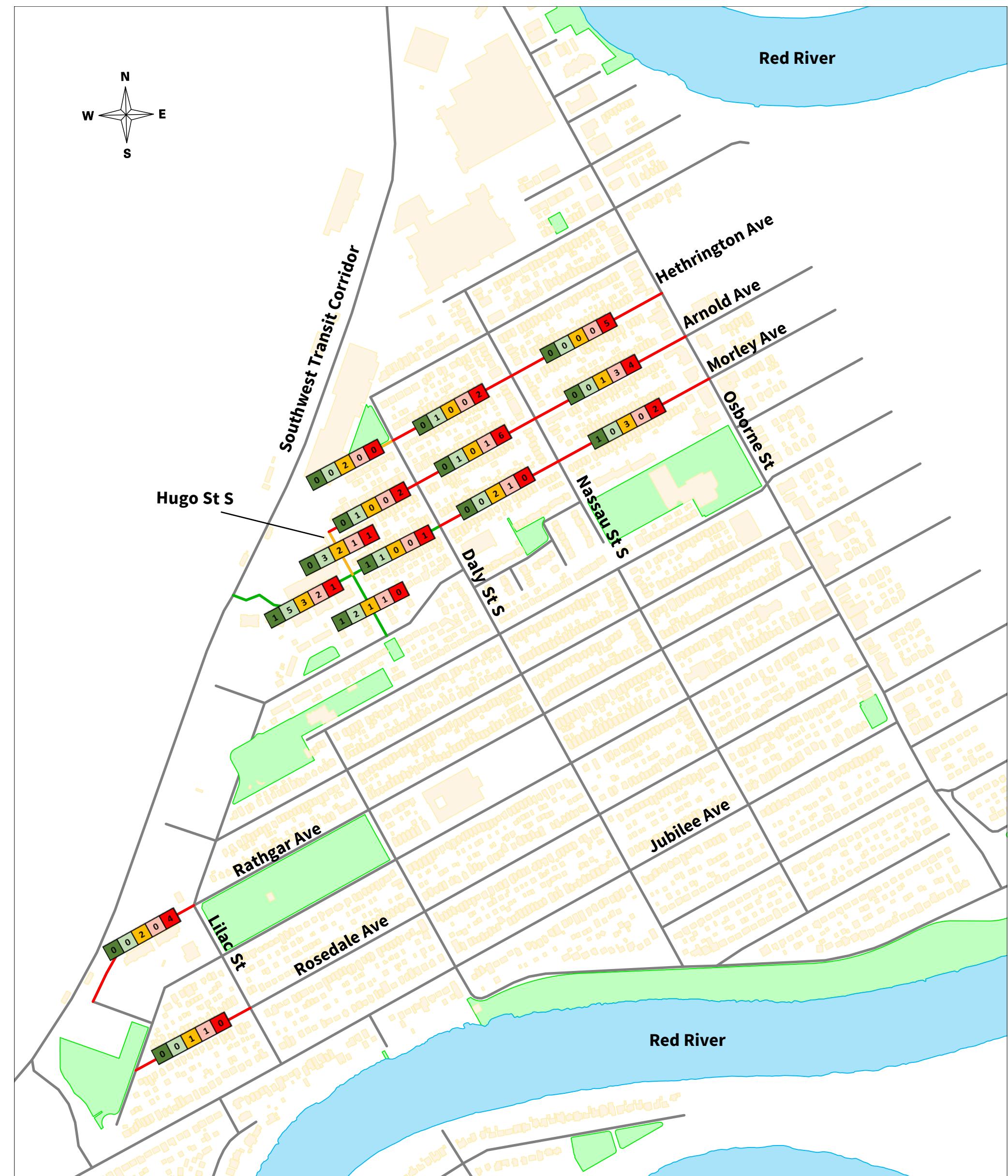
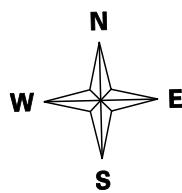
*Responses from 690 Hugo St. S. and 670 Hugo St. S. were applied to both Hugo Street and Morley Avenue as many units face Morley Avenue.



Lord Roberts Community Traffic Study

One-year pilot project to create blocks where parking is only allowed by vehicles with a residential parking permit.





Legend

Very Supportive	Supportive
Supportive	Neutral
Neutral	Unsupportive
Unsupportive	
Very Unsupportive	

Number of responses for each option shown in boxes

- River
- Parks and Open Spaces
- Road

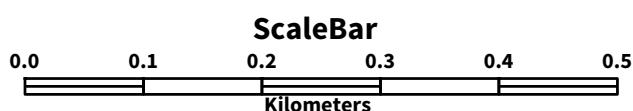
*A minimum threshold of 2 responses and a 5% response rate was applied for each street block.

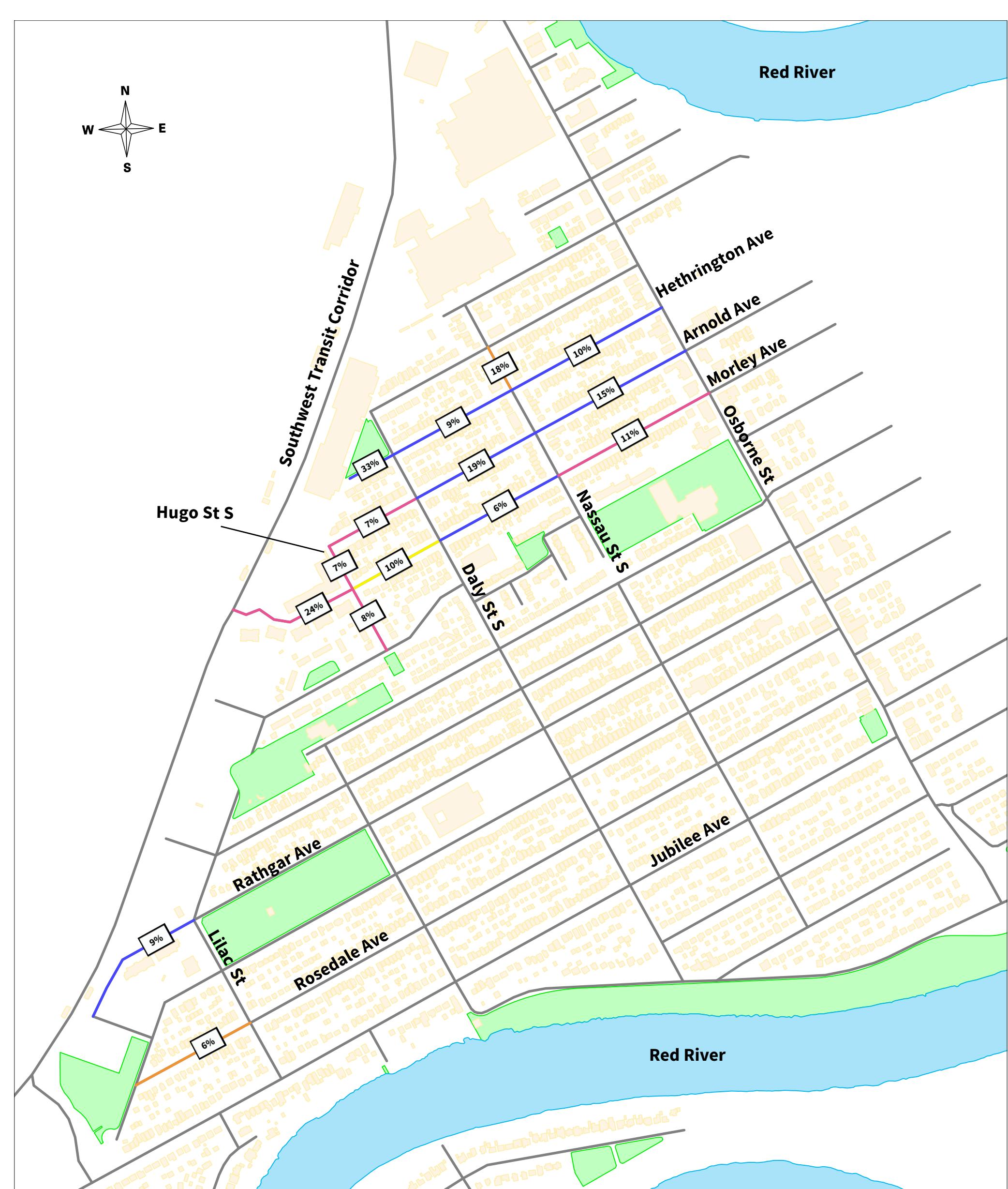
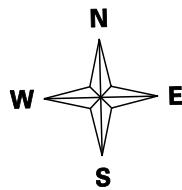
*Responses from 690 Hugo St. S. and 670 Hugo St. S. were applied to both Hugo Street and Morley Avenue as many units face Morley Avenue.



Lord Roberts Community Traffic Study

I am satisfied with the parking regulations on my street. I do not want to see any changes.





Legend

— Two hour parking restriction

— Residential parking permit

— No changes to parking

— No options preferred

■ Response rate per street block

— River

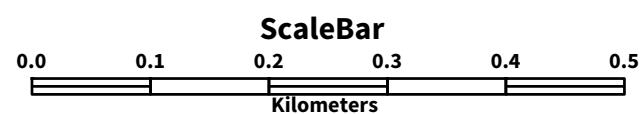
— Parks and Open Spaces

— Road



Lord Roberts Community Traffic Study

Preferred Parking Option



*A minimum threshold of 2 responses and a 5% response rate was applied for each street block.

*Responses from 690 Hugo St. S. and 670 Hugo St. S. were applied to both Hugo Street and Morley Avenue as many units face Morley Avenue.

Appendix D – Workshop notes

Lord Roberts Community Traffic Study

Phase 3 Virtual Event



Breakout room discussion

Scroll down to find the pages that correspond to your breakout room number.
There are three pages for each group to complete.

We are asking for your feedback to ensure traffic solutions meet the needs of the community.

Step 1: Introduce yourselves

Step 2: Ask for a volunteer to record notes

Step 3: Discuss the topic and record notes in the spaces provided

You have twenty minutes. Spend about 7 minutes on each topic.

Section 1: Neighbourhood Greenways

More information on the options is available here: <https://winnipeg.ca/PublicWorks/transportation/pdf/lordroberttraffic/NeighbourhoodGreenwaysFinal.pdf>

- What do you think about a Neighbourhood Greenway on Cockburn?
- What do you think about a Neighbourhood Greenway on Walker?
- How would these Neighbourhood Greenways impact your life?
- What are the positive aspects of the different options? What are the potential drawbacks?
- Do you support implementing Neighbourhood Greenways even if it means traffic is likely to choose alternative routes?

Neighbourhood Greenways	Feedback
<p>Neighbourhood Greenway on Cockburn</p> <p>Option 1: Curb extensions on Cockburn at Rathgar Avenue and Beresford Avenue.</p> <p>Option 2: Speed tables on Cockburn between Jubilee and Kylemore Avenue.</p> <p>If traffic calming measures are implemented on Cockburn, some motorists may avoid traveling on it and opt to take adjacent routes.</p>	<p>Curb extensions dangerous and unnecessary. Speed tables not as much of a problem. Wary of curb extension idea because they don't slow anyone down. If someone hits a curb extension, it would damage their vehicle. Experience with blowing a tire hitting a curb extension on Pembina.</p> <p>Curb extension could be helpful if you have additional parking. Could create a perimeter for parking. If there was signage, it may help. The point is to encourage people to slow down.</p> <p>May just push cut-through further into the neighbourhood</p> <p>Speed tables on Rosedale may help. Don't want to push vehicles on to streets bordering the school. Ideally, slow everyone down. Implementing has a domino effect and redirects those using the cut-throughs.</p> <p>Question: Is 30km/hr everywhere on the table?</p> <p>Response: directed to pilot 30km/hr on a few streets. Currently in the stages of trying to identify where that could happen. A blanket 30km/hr isn't on the table right now.</p> <p>Balance of improving some streets for cyclists, and diverting some traffic to other streets.</p> <p>Morley will still be a wide street and may take Morley and Argue and that's not as big a deal as going down Rosedale and Walker.</p> <p>Only 8-10 options for cutting through the neighbourhood, ask - what is the fastest? What is most attractive? Throw in tables here or there to make them not attractive options.</p> <p>Could just always drive motorists to the next most attractive option.</p> <p>Leave tables off of Morley and Argue and leave those as primary options - use radar on those streets.</p>

Neighbourhood Greenways	Feedback
	<p>Don't want everyone going down Rosedale. Daly no parking would be ideal. There was PAC feedback about these options and reminders about the scope of the study. Would like some explanation.</p>
<p>Neighbourhood Greenway on Walker</p> <p>Speed humps would be installed between Argue Avenue and Osborne Street.</p> <p>If Walker is converted to a neighbourhood greenway, some motorists may avoid traveling on Walker and opt to take adjacent east-west residential streets.</p>	

Section 2: Loading Improvements for Lord Roberts School

More information on the options is available here: <https://winnipeg.ca/PublicWorks/transportation/pdf/lordrobertstraffic/SchoolLoadingFinal.pdf>

- What do you think about the Loading Improvement Options for Lord Roberts School?
- How would these options impact your life?
- What are the positive aspects of the different options?
- What are the potential drawbacks?

Drop-off options	Feedback
Option 1: One-way Rathgar (eastbound) and Beresford (westbound) between Daly and Cockburn. Switch parking on Beresford between Daly and Cockburn to install loading zone at school's front door. School promotes 'walk a block' program.	I've got to hand it to whoever came up with the one way street solution for school drop off. it's so good! Two one-ways was suggested in the early days of the residents group. Good idea. Concern - if implementing the one-way and the greenway, the most desirable cut-through option is Rathgar. Removing the ability to drive down Beresford from Osborne. Funneling people down Rathgar.
Option 2: Maintain two-way traffic on Beresford and Rathgar. Switch parking on Beresford between Daly and Cockburn to install loading zone at school's front door. School promotes 'walk a block' program.	
Option 3: Maintain two-way traffic on Beresford and Rathgar. Maintain exiting parking regulations on Beresford. Remove tree and construct loading bay on Beresford at school's front door. School promotes 'walk a block' program.	Community is going to see more traffic. The others are interim measures, so want to see a more long-term option. The school should have this provided.
Option 4: No changes to parking regulations or traffic control regulations. School promotes 'walk a block' program.	

Section 3: On-street Parking

More information on the options is available here: <https://winnipeg.ca/PublicWorks/transportation/pdf/lordroberttraffic/ParkingFinal.pdf>

- What is parking like on your street?
- How would these options impact your life?
- What are the positive aspects of the different options?
- What are the potential drawbacks?
- What should the City keep in mind before implementing parking changes?

Parking Options	Feedback
Time limited parking Add two-hour restrictions to streets where no time restrictions are currently in place.	If the permits are expensive, these options become less attractive. Response: Cost for the permit is \$25 per year.
Pilot residential-only parking permits One-year pilot project to create blocks where parking is only allowed by vehicles with a residential parking permit.	
No changes I am satisfied with the parking regulations on my street. I do not want to see any changes.	

Appendix E – PAC meeting notes



Lord Roberts Community Traffic Study

Meeting 4 Notes

Meeting Purpose:

- Update on study progress
 - Present solutions options for School Area Safety and On-Street Parking
 - Collect feedback on options and discuss other potential options
 - Discuss next steps

Meeting Notes

Study purpose, timeline status, public engagement objectives, techniques, and overview of phase 2 feedback

Study's timeline has been revised to allow PAC to provide early input on solutions so we can revise them and tweak them before going to the public.

Public feedback to happen in fall of 2020; overall study timeline extended into 2022.

Priority Areas:

School Area Safety

- Four options for traffic improvements during pick-up and drop-off

Discussion

- Option 4 would be difficult for school to facilitate
 - Loading and unloading is a slow process and with those with special needs, this would be a challenge
 - Have been trying to get program hours changed
 - Don't see Option 4 as a feasible option; would have parents, daycare and school all loading at the same time
 - Staffing is difficult to police and monitor
 - Maybe Option 4 is not an option to present to the public in the fall.

What option does the school prefer?

- School likes building the loading bay as that would be easiest for us at an expense
 - Like the one way option with parking on the side closest to the building to reduce bus traffic

- The road is narrow and to get cars going by with Transit buses is as challenge
- From a school perspective, that one would make the most sense but that has a huge impact on the community as well.

How many students have been injured running back and forth?

- Do not have statistics; no data on actual injuries. The school doesn't get that but there have been some close calls, especially in the winter months and kids are still running.

Was it considered to incorporate the back alley behind the school as a safe place for parents to pull in? You could give access on both side to the street. This seems like a low traffic lane that's secure, away from the street and could be safer than some of the other options. You could allow parents to use this as a loading bay. Bus loading zone isn't that wide either.

- Have had staff using back lane as loading zone, regardless.
- You have students running through staff parking lot and it's not a regulated area. Parents come and sit. Needs more supervision and structure.
- Extra traffic in the parking lot.
- South Osborne Residents Group has been advocating for Option 1 for a decade.
- Heavy trucks will use Rathgar if it remains a two-way. If Option 1, they won't use Rathgar. Keep kids safer and parents.

Are there other examples of one-way streets in a residential neighbourhood? Is this mostly around commercial areas? Is it possible to get some feedback from that school?

- (ACTION) There's one school that immediately comes to mind. Will do some digging to see if there other examples.
- Would also favour option 1 and liked the question about other experiences.
- Find that decreasing the congestion would be beneficial for buses as well. This cannot be safe for buses going back and forth.
- The back lane might create an issue with children being exposed to exhaust. Could put signs up for this. Option 1 seems the best but needs a lot of consultation for the people on Beresford and Rathgar.
- Option 1 would affect Rathgar residents as well. Not a fan because not sure if it will reduce the traffic overall. Would prefer Option 3. Question if it is worth the investment for the long term for the school? Sacrifice for local residents to save money? It's a school issue, not a resident issue. Could be overreaching on the City's part. Would have to give the full picture. Could be extra space for kids to play, extra space for storage during the day so it's multi-purpose so it provides additional value.
- Providing more information about costs and to be fair we don't know if there is a resident issue.

- If additional parking is a block away, do the teachers need the parking?

- It could be an interesting proposal; school division would make that decision. There are 16 spots including one accessible space; upwards of 60 staff members. Staff are parking on the street. Limited space for parking.
- none of the options scream safety to me, taking parking off the street seems the safest

Option 3 – Does it matter where it is constructed?

- Cost depends on removing trees; this is where the fewest trees would be impacted

The City is removing trees on a regular basis due to disease – 4 already removed. Message was that they will all be coming down at some point. If they are removing them, who would be deciding when the trees are coming down? Is the price the same regardless?

Maybe not a part of this budget because it's going to happen anyways?

Removing trees on Rathgar and Daly. Want to get children into our zone

Will be talking to forestry more about Option 3 and the health of the trees.

- One way streets set a precedent and that may not be the best way for improving to complete streets
- Also not a fan of one way streets. Difficult and challenging because principal has a stake in this but also the City has to look at this and the cost is a big issue. Option 3 – city did everything to save the trees that they could. Difficult decisions by Forestry.
- Quite like Option 2, avoid the area because don't have kids in the school. Not a huge fan of one ways because it might add confusion. Like Option 2 where there is a long stretch of parking and loading, right along the school property. As a parent, did school drop off for many years. When a loading bay was built, used for a while but then stopped letting parents use it (St. Boniface, Tache). Had some problems. Like the dropping off kids on the same side of the school so kids can hop out and don't have to cross the street to set up on Beresford so there's no crossing the street.
- At Harrow, had a loading bay. Was able to block off for loading times because no transit traffic. Limited to what we can block off because of transit buses. Have some restrictions there. Transit on both Rathgar and Beresford. Would alleviate some issues if Transit routes can be removed from school – travel quickly and when there's congestion, people are impatient, too much going on at these times and buses add to that.

- Difficult to get Transit to budge on anything.
- 95 turns around on Berwick; ruining houses/foundations. Won't change. Favours working with transit to create one ways to keep construction
- Might be another reason why 95 should change their route.
- City is not considering route modifications as part of this study. Asked Transit to consider this feedback in their master plan update. Can ask for them to provide more rationale to change this route.

School Area Safety – new school crosswalks

What kind of crosswalk?

- signage and painted lines

Signage and painted lines will make a difference

School Area Safety – traffic calming options

How does a curb extension calm traffic?

- Horizontal deflection measure – causes traffic to slow down. Reduces distance for pedestrian to cross so there's a shorter distance. Improves visibility of pedestrians for drivers; easier to see. Pedestrians walk out onto grassed area.

Are they on the ends or in the middle? Temporary ones make sense

- Most likely installed where new crosswalks are going. Not taking out a whole lane, just narrowing.

They also increase visibility, like in North End of Lord Roberts they park right to the corner, not always obeying proper parking distances and you can see kids crossing.

Not a fan of curb extensions unless paired with a dedicated bike lane. Do not understand; they shouldn't be following the curb so children are weaving in and out and following the curb. Not supportive of these as a good solution. Trying to deal with high rates of children as the main traffic around the school

Review of Reduced Speed School Zone

On-street Parking Priority

- Three options for on-street parking

Discussion

- A mixture would be best – option 1 doesn't work. Could combine 2 and 3

- Combination of 2 and 3
- Consider resistance and with people getting on board and following rules successfully. If option 1 is more similar, could be easier. Preference is option 2. Option 3 may be good but not for the whole community.
- Utilization of parking lots that transit built? Would be curious if parking authority had this and could repurpose lot and encourage transit employees. Have seen a lot more transit drivers more south. Could it be more public?
- If you turn a few streets into paid parking or time limited, people park further. Have thought they need a park and ride in this neighbourhood. Either close to Jubilee or Lord Roberts. Don't want to discourage people to use transit but there are a lot of people along the transitway. Paid parking closer to Osborne may be challenging as people have a free time period to get the first 30 minutes or hour free and pay after that. Like Option 3.
- There would be objection for people having to purchase residential parking permits. Lots of people who have more restricted income in our neighbourhood. Getting residential parking permits is fine but it would be different between different parts. Sympathetic to commercial patronage of local businesses on Osborne. Some kind of tokens or other possibilities. This is a complex issue. Displacing people.
- Parking restrictions will displace the problem. People park all over Riverview for that reason. Parking on residential to go to a restaurant. Paid could be the best option. Can't see people wanting to purchase permits.
- School staff members are taking up spaces
- If there is a restriction of resident parking, take into account home care providers.

Development Construction Access Update

- It would work if they came through Pembina. Would help the Pembina businesses to have access to more people. Problem is there is no consequence (more than six tires do what they please). Trucking industry is not governed unless there is legal recourse. Has to be a law against these that is enforceable. Streets are better; avenues wreck houses.
- Signage on Osborne to direct to use Jubilee. Residents want this. Would be great if trucks weren't bigger than six tires. Second part is legal precedent for developers who get a use of street permit regardless of the law (Brandon with Transit's first expansion). Want to fix the problem with no truck access and no more than six tires. If they can cut a road
- Have been in discussion with the City about this. Issue is every house on Jubilee is rated as 'medium traffic' road because of six tire maximum. In that case, if they wanted to remove that by-law, they would have to revise everyone's taxes to have 'higher traffic' for their property taxes. Think that's why it is in effect. Would say as a Jubilee resident, it is a high traffic route anyways and have been in discussion with the city regarding taxation. If they were to remove

the 6 tire maximum and think it makes sense to do so, makes more sense to have truck go down Jubilee than Beresford.

- Could be talking about temporary access to Fort Rouge development
- Remember when By-law was implemented. The Concern at that point was through truck traffic (St. Vital to Pembina); not because of development. It makes more sense to have the temporary lift of by-law for access in the neighbourhood.

Next Steps

- Follow-up survey and notes
- June meeting to discuss other priority areas

Lord Roberts Community Traffic Study

Meeting 5 Notes

Location: Remote teleconference and Zoom Meeting

Date: Wednesday, July 8, 2020

Attendees: 9

Time: 1 p.m. – 2:30 p.m.

Presentation provide in advance

Meeting Purpose:

- Update on study progress
- Present solutions options for Pedestrian and Cycling Infrastructure and Safety Improvements
- Collect feedback on options and discuss other potential options
- Discuss next steps

Meeting Notes

Study purpose, timeline status, public engagement objectives, techniques, and overview of phase 2 feedback

Study's timeline has been revised to allow PAC to provide early input on solutions so we can revise them and tweak them before going to the public.

Public feedback to happen in fall of 2020; overall study timeline extended into 2022.

Post-Meeting 4 PAC Feedback: Business Representation on PAC

- Missing business representation
- Could be email issues or because business owners do not live in the neighbourhood
- Maybe it doesn't matter if they live in Riverview or Lord Roberts
- Need context from business owners because the solutions may impact them
- A pedestrian crosswalk has been opposed by businesses in the past; so it is important to have their viewpoint incorporated early on
- Action item: reach out to BIZ to ask if they know of anyone who may be interested; ensure a strategy for reaching out to businesses is part of the next phase of engagement

Priority Areas:

Pedestrian and Cycling Infrastructure

Neighbourhood Greenways

- Proposed greenway: Cockburn Street, Walker Avenue/Oakwood Avenue

Can see why you chose Walker Greenway because it is a straight line to the river, but concern is that it will increase traffic past the school.

- School area safety was a priority area and are looking at this as well
- For a greenway, want to see 1,000 vehicles or less. For all local streets around the area, we are below those thresholds. Volumes in the neighbourhood support greenways.
- Residents may get offended with the numbers. If a street starts having more traffic, people don't care about the number, they just don't want that additional traffic.

Concern with impact of greenway on Rathgar and Beresford; could these also be greenways?

- Putting in safety measures around the school; if we put in significant traffic calming, could add additional traffic to other streets. Putting in other measures could be taken to mitigate that concern.
- In other words, not thinking about greenways on Rathgar or Beresford?
- At this stage, Walker and Cockburn are suggested as the focus. Not typical to have multiple streets adjacent to each other with that type of designation
- In terms of neighbouring streets being greenways, wouldn't pursue that. Try to focus cyclists on a particular street. At this time, looking at one through the neighbourhood. That is the experience of other cities, if traffic calming on greenway goes in, traffic would choose to go on another street. In the future, looking at managing the greenways and their operations and the streets around them.
- Want to improve greenways and ensure they are operating correctly and monitor
- Want to ensure there is no further aggravation to neighbouring streets

Don't wait; take measures at the same time to prevent extra traffic past the school. Can we do that?

- Difficult to predict what the broad impacts will be when we implement measures. As I mentioned, there are safety improvements and additional improvements we are considering making around the school.
- Will keep pushing for six months review; want things to be progressively better for locals.
- Trial may allow for monitoring of solutions.
- Want to balance needs and priorities across the neighbourhood; improving pedestrian and cycling safety

Neighbourhood greenway: Will it make cyclists feel safer?

Don't feel safe driving in the painted lines. Pembina is better with the neon poly posts/cones. What is it going to look like?

- Greenway is a rethinking of the street; works on low volume, local roads like Walker Avenue.
- Want to rethink the road and it becomes a bike priority street where cars are welcome.

- Places that do it well have low speeds and low volumes. Want to get volumes and interactions way down.
- Could be quite a rethink of what that street looks like. Could change how people who live on that street experience the street. Support for a six month review. Sounds like it could be quite dramatic.
- If it slows vehicle traffic down, this could be the more robust version of slowing traffic, compared to what is done with the school zone.

Would it make sense to create a network of greenways branching off from Walker? Something to think about.

There appears to be a network near Churchill Drive? Can you explain that?

- Those were put in to connect when Hay was put in.

Think it would be valuable to change the whole neighbourhood to a 30km/hr zone. This would avoid driving to cut through the neighbourhood. I know it's under consideration and want to put in my two cents.

Is it worth considering McKittrick Park for the greenway? There's the school, a crosswalk on Beresford, etc.

- Looked at destinations in the neighbourhood. Will take that input as we go back and look at this again.

Improving Pedestrian and Cycling Connections

- Jubilee construction: builders were supposed to put funding forward for a signal at Lilac and Jubilee; the signal would only be installed if it meets technical warrant, which it currently does not.
- Question around the construction on Jubilee Avenue: is there any way to get involved? Is there any way to find that information?
- The information is not on the website yet; it's in the City's four year budget right now and in the early planning stages
- Engagement would not typically be involved when there is a reconstruction that is being done and the road is being put back.
- Half signal would be preferred for cyclists because in crosswalks, cyclists have to act as pedestrians (dismount)

Closing gaps in sidewalk network

- Rathgar to Beresford would be a priority
- Will leave the group with this information to comment later

Back lanes

- Regularly use back lanes; they're not that bad but could add signage as a reminder to those accessing that it is a cycling route.
- Pedestrian pathways painted; cycling lines; textured lines between the two. More than a sign as a reminder. Could look for this as well.
- On Argue; huge danger where trucks and construction and cut-through traffic use the bike pathway; would need physical barriers there. Signage won't be enough.
- A loop on Station Place; park and ride issues here as well

Improving Existing Cycling Facilities

- Trucks speed through these cycling routes

Other Safety Improvements

Development Construction Access Update

- Traffic access: it sounds complicated, but residents don't care about that. None of this will work except for signage. It is a full time job contacting developers to remind them because there are no penalties/consequences. Nothing works; the only thing that works is signage.
- City is pitting residents against each other. What would work is by letting developers take Pembina Highway.
- Requested they use Pembina Highway access; encouraged to use Pembina. If they do come from Osborne, they are required to use the shortest connection which is a local road. In order to change that, would need an exception to the By-law which is why we are exploring that.
- If PCL had an exception to the By-law, might be a precedent worth looking into.
- Not sure if PCL did in that case.
- If there's a will, this can be done.

Next Steps

- Follow-up survey and notes
- Fall engagement and following PAC meeting