

Lord Roberts Community Traffic Study – Proposed Parking Trial

Public Engagement Summary

September 2022

Background

In Fall 2018, the City of Winnipeg began the Lord Roberts Community Traffic Study to identify community concerns, gather data, and develop and implement solutions to improve transportation in the area. Through the study, we identified improving on-street parking as a community priority.

Engagement

To address parking concerns, a trial solution was developed and proposed to the community that would see two-hour time-limited parking installed on all streets in the north part of Lord Roberts for a one-year period.

Residents of the area north of Kylemore Avenue to Brandon Avenue were invited to provide feedback through an online survey from April 19 – May 10, 2022.

Data analysis

To ensure we only heard from residents within the designated area, respondents were asked to provide their address and only one response per address was collected. When multiple responses were submitted from the same address, the first response was counted and subsequent responses were removed. The survey collected 149 responses; nine were removed as duplicates.

Responses were also checked against the IP address from which they were submitted to ensure residents of a single address were not able to submit multiple responses with different addresses by entering a false second address. No responses were removed based on IP address.

Response rate

The mailing area consisted of 1,266 addresses; 140 unique addresses responded, resulting in an overall response rate of 11 percent of the targeted community.

Response rates varied by street, with highest response rates on Hethrington Avenue (21 percent of addresses) and Arnold Avenue (20 percent of addresses). Some streets had substantially low response rates, making it difficult to determine the level of support among residents (Figure 1).

Figure 1: Response rate by street

Street	Response rate
Arnold Avenue	20% (29 of 143 addresses)
Berwick Place	13% (nine of 67 addresses)
Brandon Avenue	6% (two of 32 addresses)
Carlaw Avenue	8% (seven of 86 addresses)
Daly Street South	17% (two of 12 addresses)
Fortune Street	7% (one of 15 addresses)
Hethrington Avenue	21% (19 of 92 addresses)
Hugo Street South	9% (16 of 187 addresses)
Morley Avenue	16% (22 of 134 addresses)
Nassau Street South	14% (14 of 102 addresses)
Osborne Street	3% (eight of 303 addresses)
Stinson Avenue	16% (four of 25 addresses)
Taft Crescent	14% (five of 35 addresses)
Woodward Avenue	3% (one of 32 addresses)

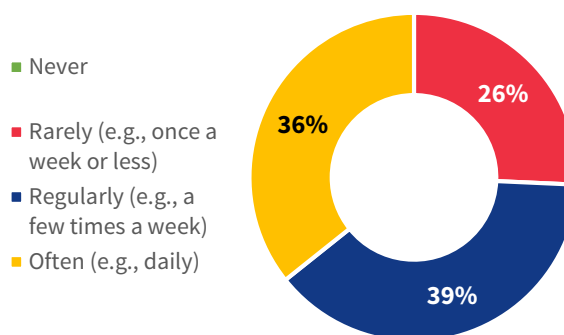
Promotion

A brochure was mailed directly to all relevant addresses with information about the proposed trial and an invitation to take the survey. To prevent the survey from being taken by those outside the area, the survey was not promoted beyond the proposed trial area and was not made available to the public online.

Key Findings

Although 91 percent of survey respondents indicated they have parking space available on their private property, 74 percent of survey respondents said that they or their visitors park on the street regularly (54 of 140 responses) or often (50 of 140 responses) (Figure 2).

Figure 2: How often do you (or your visitors) park a vehicle on the street? (140 responses)



To learn more about the Lord Roberts Community Traffic Study, please visit winnipeg.ca/lordrobertstraffic

Lord Roberts Community Traffic Study – Proposed Parking Trial

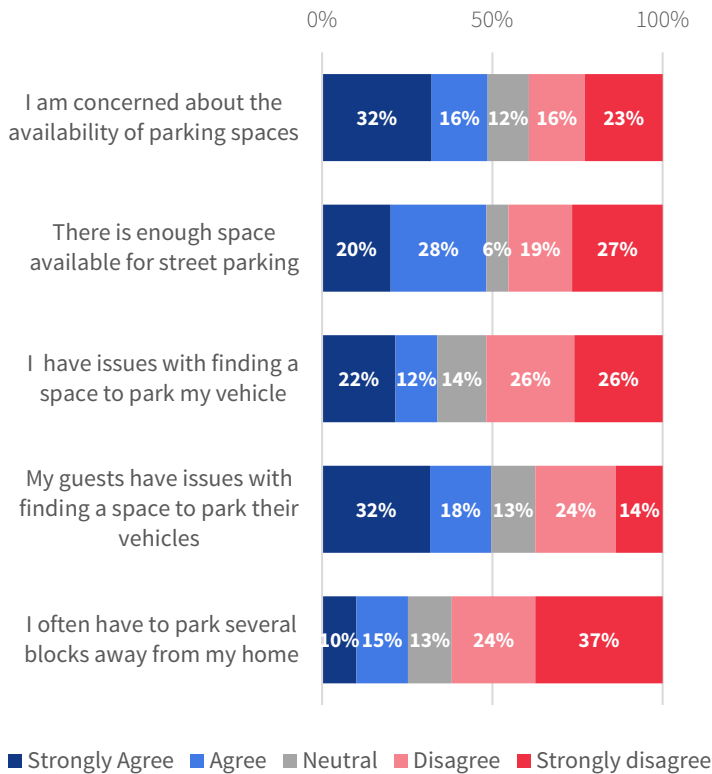
Public Engagement Summary

September 2022

Some 48 percent of respondents either strongly agree or agree that the availability of parking is a concern (68 of 140 responses), 39 percent either strongly disagree or disagree, and 12 percent are neutral (Figure 3).

Figure 3: Please indicate whether you agree or disagree with the following statements regarding parking on your street:

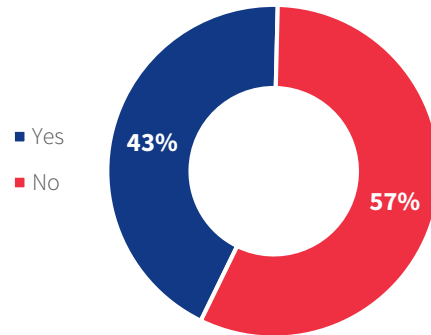
(140 responses)



Survey respondents were asked: *Do you support the proposed trial solution of installing two-hour time-limited parking restrictions on all streets in Lord Roberts north of Kylemore Avenue. Time limits would be in effect from 7 a.m. to 5:30 p.m., Monday to Friday* (Figure 4).

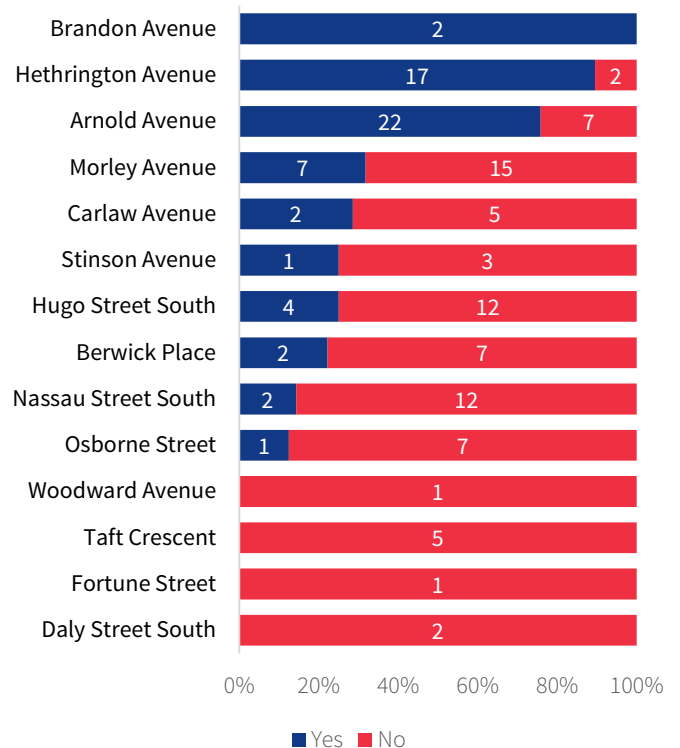
- 43 percent responded yes (60 of 139 respondents)
- 57 percent responded no (79 of 139 respondents)

Figure 4: Do you support the proposed trial solution?
(139 responses)



Residents' support for the proposed trial solution is highest on the northern most streets in the neighbourhood (see Appendix C: Proposed trial map): Brandon Avenue, Hethrington Avenue, and Arnold Avenue (Figure 5). Note: Brandon Avenue has existing two-hour time limited parking regulations.

Figure 5: Support for proposed trial solution by street
(139 responses)



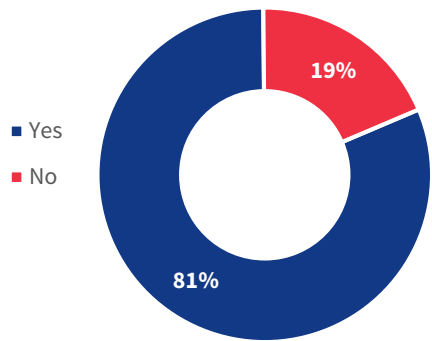
Lord Roberts Community Traffic Study – Proposed Parking Trial

Public Engagement Summary

September 2022

Combined, 81 percent of survey respondents on Hethrington Avenue and Arnold Avenue support the proposed trial (Figure 6).

Figure 6: Do you support the proposed trial solution (responses from Heathrington Avenue and Arnold Avenue only) (48 responses)



Respondents who support the proposed trial were asked why.

The top reasons are a belief the trial will address parking issues (43 responses), make it easier to find parking (41 responses), and reduce traffic congestion on the respondents' street (40 responses) (Figure 7).

Figure 7: You indicated you support the proposed one-year parking trial. Please tell us why (select all that apply). (60 responses)



Respondents who do not support the proposed trial were asked why.

The top reasons are that respondents do not want to buy a residential parking permit (55 responses), they think parking conditions are fine as-is (50 responses), and concern about the impact on visitor parking (46 responses) (Figure 8).

Figure 8: You indicated that you do not support the proposed one-year trial parking trial. Please tell us why (select all that apply). (79 responses)



Respondents were asked if they had any other comments they wanted to add and 86 respondents chose to provide further feedback. These comments were grouped and two key themes emerged:

Winnipeg Transit Parking – survey respondents indicate Winnipeg Transit drivers parking on residential streets while at work is the root cause of parking concerns in the area, and that this is the issue that needs to be addressed (32 comments).

Parking permit cost – survey respondents feel it is unfair to charge residents for on-street parking and that the additional cost would be a burden to some (21 comments).

What We Heard

How It Was Considered

To learn more about the Lord Roberts Community Traffic Study, please visit winnipeg.ca/lordrobertstraffic



Lord Roberts Community Traffic Study – Proposed Parking Trial

Public Engagement Summary

September 2022

<p>While 48 percent of survey respondents agree that parking is a concern in the area, 57 percent of respondents do not support the proposed trial. However, support for the proposed trial is concentrated in the northern portion of the neighbourhood, specifically on Brandon Avenue (where there is already a 2-hour parking restriction), Hethrington Avenue, and Arnold Avenue. Hethrington Avenue and Arnold Avenue also had the highest survey response rates, at 21 percent and 20 percent, respectively.</p>	<p>The boundaries of the proposed trial area have been reduced to reflect this feedback. Two-hour parking time limits will only be trialed on streets north of Morley Avenue, as this is where we heard a concentration of parking concerns and saw more support for the trial.</p>
<p>Many survey respondents do not have issues finding parking for their own vehicles, but agree that parking is a concern for visitors.</p>	<p>It stands to reason that parking is less of a concern for residents than visitors, as over 90 percent of respondents indicated they have parking available on private property, such as a garage or parking pad. The proposed time limits are intended to generate more turnover, which could make it easier for visitors to find nearby parking.</p>
<p>The main reason survey respondents do not support the trial is because they do not want to pay for a residential parking permit. Respondents do not feel it is fair to pay for parking on their own street.</p>	<p>Streets are public right of way and not reserved solely for resident parking. The Residential Parking Permit Program helps communities manage non-resident vehicles in their neighbourhood by restricting the amount of time non-residents can park. Through the permit system, eligible residents can be exempted from timed restrictions. The annual fee for a residential parking permit is \$25, which reflects the cost of administering the program.</p>
<p>Respondents suggested if time limited parking were to come into effect, each household should get a parking pass for free that can be used for residents or visitors.</p>	<p>The annual fee of \$25 per permit reflects the cost of administering the Residential Parking Permit Program. Parking permits will not be provided for free and anyone without a permit should abide by the time-limits. Permits for out of town visitors are available from the Winnipeg Parking Authority for a small fee; more details are available at theparkingstore.winnipeg.ca.</p>
<p>There are concerns with Winnipeg Transit drivers parking on the residential streets. Survey respondents had suggestions such as increasing the size of the parking lot at Winnipeg Transit, and making parking in the Transit lot more affordable or free for drivers.</p>	<p>In 2019, the annual average vacancy rate for Transit's employee parking lots in the Lord Roberts neighbourhood was 19%, indicating that the lots are not at capacity and some space is available for additional employee parking. Transit employee parking costs are affordable and charged as per our fees and charges schedule. Like staff in other City departments, Transit employees are expected to pay for parking if they want to have a guaranteed space near or at their workplace. Transit has confirmed that memos are circulated to staff requesting that they avoid parking on the street so as to limit impacts on the neighbourhood.</p>
<p>The proposed trial doesn't take into consideration businesses in the area that have staff and clients who need to park on the street for more than two hours and would not qualify for a residential parking pass.</p>	<p>Anyone without a residential parking permit would be required to abide by the two-hour time limits. Parking is available on the west side of Osborne Street, except for during the afternoon peak period. The proposed time limits end after the peak period, so a permit would not be required to park on these streets in the evening.</p>

Lord Roberts Community Traffic Study – Proposed Parking Trial

Public Engagement Summary

September 2022

<p>The proposed trial would be difficult and inconvenient for visitors to residential homes.</p>	<p>The proposed time limits are intended to create more turn over and increase available on-street parking. Visitors who need to park would be required to follow the two-hour time limits. Over 90 percent of survey respondents indicated they have parking available on private property. Some residents may consider allowing their visitors to park on private property and moving their own vehicle to the street, as they could be exempt from the two-hour time limits as a permit holder.</p>
<p>In order for the proposed trial to work, enforcement of the time-limited parking would be needed.</p>	<p>Enforcement would be undertaken during the trial to help support implementation and evaluation.</p>
<p>Residents are concerned that implementing time-limited parking in the north part of Lord Roberts will shift the parking problem to other streets.</p>	<p>It is possible that implementing parking time limits on some streets could impact parking on other streets. Implementing these changes on a trial bases will allow us to monitor impacts and respond to concerns that arise.</p>

Next Steps

Based on the feedback received, we will be proceeding with a modified version of the proposed trial in Fall 2022. Two-hour parking limits will be installed on streets north of Morley Avenue, as this area showed higher levels of support (Figure 9). The trial will be in place for up to one-year, with an added round of engagement midway to assess impacts. Data and public feedback will be collected during the trial to determine whether the solution should be implemented in the long-term, or if additional changes are required.

Figure 9: Time limited parking trial area



Lord Roberts Community Traffic Study – Proposed Parking Trial

Public Engagement Summary

September 2022

Appendices

Appendix A – Promotional brochure

Appendix B – Online survey results

Appendix C – Proposed trial map

Appendix A – Promotional brochure

What is the residential parking permit program?

The Residential Parking Permit Program helps communities manage non-resident vehicles in their neighbourhood by restricting the amount of time non-residents can park. Through the permit system, eligible residents can be exempted from timed restrictions. Residential parking permits are available to residents who live on a residential street that has 1-hour or 2-hour residential time restrictions in place or where paid parking was installed to replace the time restriction. Only one vehicle license plate may be registered per residential parking permit, and there is a limit of three permits per residence. The annual fee for a residential parking permit is \$25. For more information, visit winnipeg.ca/residentialparking.

Where can my visitors park?

Permits for out-of-town visitors staying at your residence for a minimum of three days and up to a maximum of 30 days are available from the Winnipeg Parking Authority. No residence may have more than two valid visitor permits at any one time. Visitor permits are \$5.00 including GST and are non-refundable. Residents with visitors staying for less than three days can contact 311 to have the restrictions temporarily lifted.

When will a decision be made on whether or not to go ahead with the trial?

In summer 2022, we will update the website and email project subscribers with the results. You can sign up for the mailing list at winnipeg.ca/lordrobertstraffic.

Where can I find more information on the study?

For more information on the Lord Roberts Community Traffic Study, please visit winnipeg.ca/lordrobertstraffic.

Please email lordrobertstraffic@winnipeg.ca with any questions.



How do you feel about time-limited parking in your neighbourhood?

Lord Roberts Community Traffic Study



winnipeg.ca

winnipeg.ca/lordrobertstraffic

In fall of 2018, the City of Winnipeg began the Lord Roberts Community Traffic Study to identify community traffic concerns, gather data, and develop and implement solutions to improve transportation in the area.

Through the study, we identified improving on-street parking as a priority for the Lord Roberts area. We want to hear your thoughts on a proposed trial parking solution that would see **two-hour time limited parking installed on all streets in the north part of Lord Roberts for a one-year period.**

PROPOSED TRIAL:

Implement two-hour time limited parking on all streets in Lord Roberts north of Kylemore Avenue.

The restrictions would apply 7 a.m. to 5:30 p.m., Monday to Friday. All existing one-hour time limited parking would remain, but would be in effect from 7 a.m. to 5:30 p.m., Monday to Friday.

To be exempt from these restrictions and park on-street at all times, residents may choose to purchase a residential parking permit that is assigned to one vehicle licence plate at an annual cost of \$25.

Please share your opinion by completing the survey at winnipeg.surveymonkey.com/r/lordrobertstraffic by May 10, 2022.

Your feedback will help us determine whether to proceed with the one-year trial in the summer of 2022. Further engagement and data collection would occur during the trial to determine whether the solution should become permanent, or if additional changes are required.

Please note only **one response per household** will be collected.

If you require alternate formats or interpretation to participate, please contact **204-986-4243** or **lordrobertstraffic@winnipeg.ca** by May 3, 2022.

Frequently asked questions

What streets will be included in the parking trial?

The two-hour time limited parking trial will include all streets in Lord Roberts north of Kylemore Avenue. The restrictions would apply 7 a.m. to 5:30 p.m., Monday to Friday. All existing one-hour time limited parking would remain, but would be in effect from 7 a.m. to 5:30 p.m., Monday to Friday.

Why is time-limited parking proposed for my street?

The Lord Roberts Community Traffic Study told us parking concerns are concentrated in the north part of Lord Roberts. It is more practicable to install time-limited parking across the broader north area than on individual streets for ease of monitoring, enforcement, and evaluation as well as to maximize available parking spaces. The purpose of time-limited parking is to generate turnover, opening up more space for other users.

Why is time-limited parking proposed for weekdays between 7 a.m. and 5:30 p.m.?

These times were selected to limit the impact on residents and their visitors, while still addressing peak periods of non-resident parking. Residential parking permit holders would be exempt from these limits.

winnipeg.ca/lordrobertstraffic

Lord Roberts Parking Trial map



Appendix B – Online survey results

Q1 Street number

Answered: 149 Skipped: 0

Note: all street numbers have been redacted

#	RESPONSES	DATE
1		5/10/2022 3:00 PM
2		5/10/2022 9:43 AM
3		5/9/2022 8:10 PM
4		5/9/2022 6:18 PM
5		5/9/2022 11:05 AM
6		5/8/2022 1:57 PM
7		5/8/2022 12:41 PM
8		5/7/2022 2:50 PM
9		5/7/2022 1:09 PM
10		5/7/2022 10:04 AM
11		5/6/2022 7:16 PM
12		5/6/2022 11:23 AM
13		5/6/2022 8:09 AM
14		5/5/2022 10:24 PM
15		5/5/2022 9:50 PM
16		5/5/2022 9:50 PM
17		5/5/2022 7:09 PM
18		5/5/2022 10:35 AM
19		5/4/2022 3:03 PM
20		5/4/2022 2:07 PM
21		5/4/2022 9:49 AM
22		5/3/2022 5:15 PM
23		5/3/2022 5:00 PM
24		5/3/2022 2:14 PM
25		5/3/2022 1:07 PM
26		5/3/2022 11:48 AM
27		5/2/2022 7:27 PM
28		5/2/2022 5:38 PM
29		5/2/2022 4:28 PM
30		5/2/2022 2:09 PM
31		5/2/2022 8:55 AM
32		5/1/2022 6:16 PM
33		5/1/2022 4:36 PM

Lord Roberts Community Traffic Study - Parking Trial

34	5/1/2022 4:23 PM
35	5/1/2022 11:24 AM
36	5/1/2022 9:31 AM
37	5/1/2022 12:35 AM
38	4/30/2022 9:07 PM
39	4/30/2022 2:50 PM
40	4/30/2022 2:29 PM
41	4/30/2022 1:16 PM
42	4/30/2022 10:42 AM
43	4/30/2022 10:30 AM
44	4/30/2022 10:23 AM
45	4/30/2022 9:06 AM
46	4/30/2022 1:00 AM
47	4/29/2022 7:34 PM
48	4/29/2022 3:31 PM
49	4/29/2022 11:42 AM
50	4/28/2022 9:40 PM
51	4/28/2022 9:35 PM
52	4/28/2022 6:11 PM
53	4/28/2022 5:43 PM
54	4/28/2022 2:42 PM
55	4/28/2022 1:34 PM
56	4/28/2022 12:37 PM
57	4/28/2022 12:21 PM
58	4/28/2022 10:47 AM
59	4/28/2022 10:08 AM
60	4/28/2022 8:44 AM
61	4/28/2022 8:41 AM
62	4/27/2022 10:51 PM
63	4/27/2022 10:42 PM
64	4/27/2022 10:04 PM
65	4/27/2022 7:37 PM
66	4/27/2022 5:58 PM
67	4/27/2022 5:39 PM
68	4/27/2022 5:08 PM
69	4/27/2022 4:39 PM
70	4/27/2022 3:51 PM
71	4/27/2022 2:51 PM

Lord Roberts Community Traffic Study - Parking Trial

72	4/27/2022 2:43 PM
73	4/27/2022 2:43 PM
74	4/27/2022 2:27 PM
75	4/27/2022 2:17 PM
76	4/27/2022 10:07 AM
77	4/27/2022 9:18 AM
78	4/26/2022 5:59 PM
79	4/26/2022 5:00 PM
80	4/26/2022 4:13 PM
81	4/26/2022 3:11 PM
82	4/26/2022 1:25 PM
83	4/26/2022 10:58 AM
84	4/26/2022 10:10 AM
85	4/26/2022 6:30 AM
86	4/25/2022 4:07 PM
87	4/25/2022 4:01 PM
88	4/25/2022 2:53 PM
89	4/25/2022 2:43 PM
90	4/25/2022 1:04 PM
91	4/25/2022 11:55 AM
92	4/25/2022 11:33 AM
93	4/25/2022 10:15 AM
94	4/24/2022 7:38 PM
95	4/24/2022 5:39 PM
96	4/24/2022 5:30 PM
97	4/24/2022 3:30 PM
98	4/24/2022 3:10 PM
99	4/24/2022 2:39 PM
100	4/24/2022 2:28 PM
101	4/24/2022 2:27 PM
102	4/24/2022 11:24 AM
103	4/24/2022 12:17 AM
104	4/23/2022 11:42 PM
105	4/23/2022 6:30 PM
106	4/23/2022 3:52 PM
107	4/23/2022 1:31 PM
108	4/23/2022 10:14 AM
109	4/23/2022 8:16 AM

Lord Roberts Community Traffic Study - Parking Trial

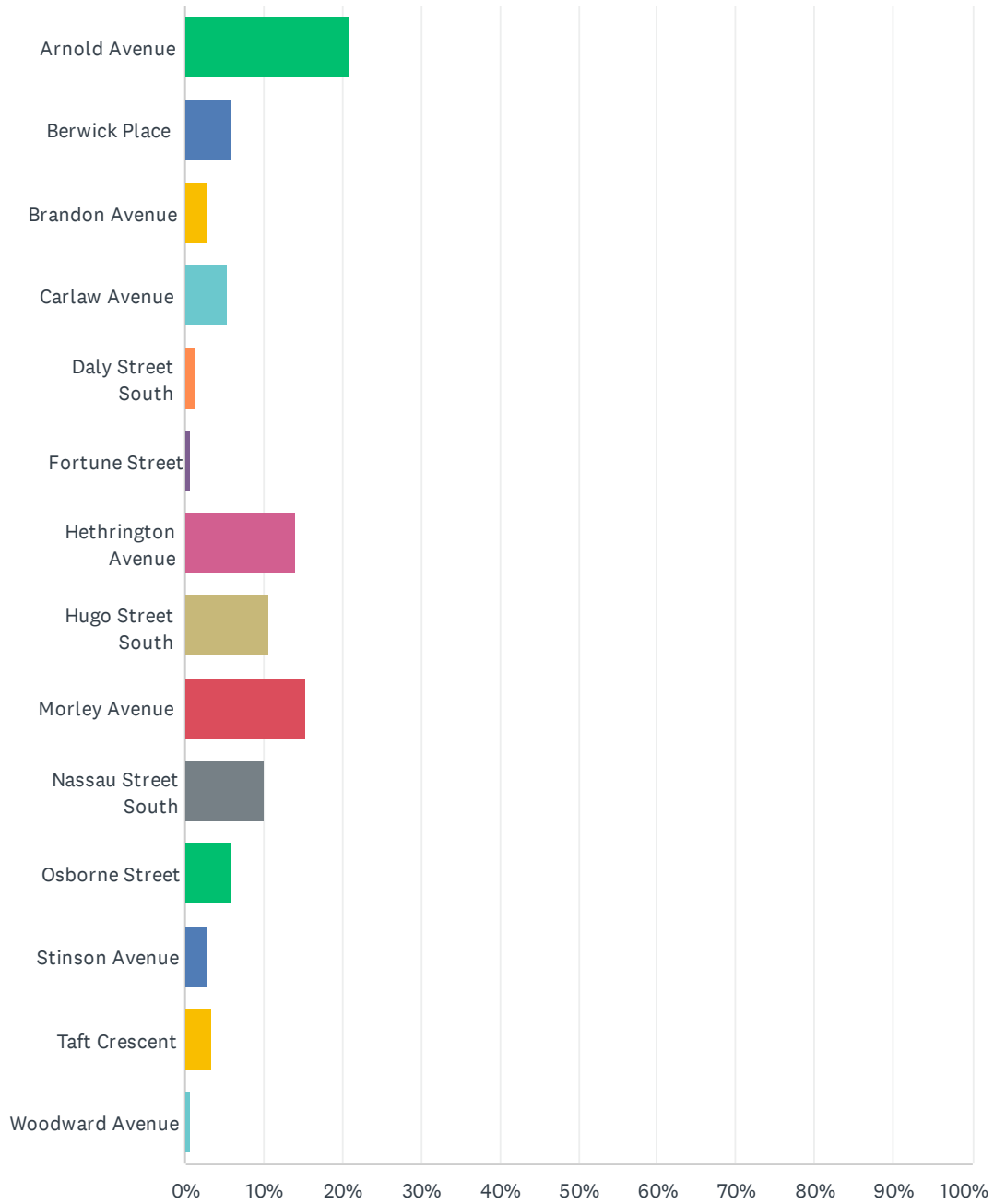
110	4/23/2022 6:05 AM
111	4/23/2022 4:00 AM
112	4/22/2022 10:58 PM
113	4/22/2022 10:43 PM
114	4/22/2022 7:01 PM
115	4/22/2022 6:12 PM
116	4/22/2022 6:08 PM
117	4/22/2022 5:28 PM
118	4/22/2022 5:24 PM
119	4/22/2022 5:24 PM
120	4/22/2022 5:06 PM
121	4/22/2022 4:37 PM
122	4/22/2022 4:34 PM
123	4/22/2022 4:32 PM
124	4/22/2022 4:19 PM
125	4/22/2022 3:47 PM
126	4/22/2022 3:42 PM
127	4/22/2022 3:37 PM
128	4/22/2022 3:32 PM
129	4/22/2022 2:42 PM
130	4/22/2022 2:32 PM
131	4/22/2022 11:21 AM
132	4/22/2022 11:18 AM
133	4/22/2022 9:08 AM
134	4/22/2022 6:49 AM
135	4/22/2022 5:02 AM
136	4/21/2022 8:12 PM
137	4/21/2022 6:41 PM
138	4/21/2022 5:33 PM
139	4/21/2022 5:23 PM
140	4/21/2022 5:04 PM
141	4/21/2022 4:20 PM
142	4/21/2022 4:19 PM
143	4/21/2022 2:26 PM
144	4/21/2022 1:55 PM
145	4/21/2022 1:40 PM
146	4/21/2022 1:40 PM
147	4/21/2022 11:55 AM

Lord Roberts Community Traffic Study - Parking Trial

148	4/21/2022 11:47 AM
149	4/19/2022 9:47 PM

Q2 Street name

Answered: 149 Skipped: 0



Lord Roberts Community Traffic Study - Parking Trial

ANSWER CHOICES	RESPONSES	
Arnold Avenue	20.81%	31
Berwick Place	6.04%	9
Brandon Avenue	2.68%	4
Carlaw Avenue	5.37%	8
Daly Street South	1.34%	2
Fortune Street	0.67%	1
Hethrington Avenue	14.09%	21
Hugo Street South	10.74%	16
Morley Avenue	15.44%	23
Nassau Street South	10.07%	15
Osborne Street	6.04%	9
Stinson Avenue	2.68%	4
Taft Crescent	3.36%	5
Woodward Avenue	0.67%	1
TOTAL		149

Q3 Unit (if applicable)

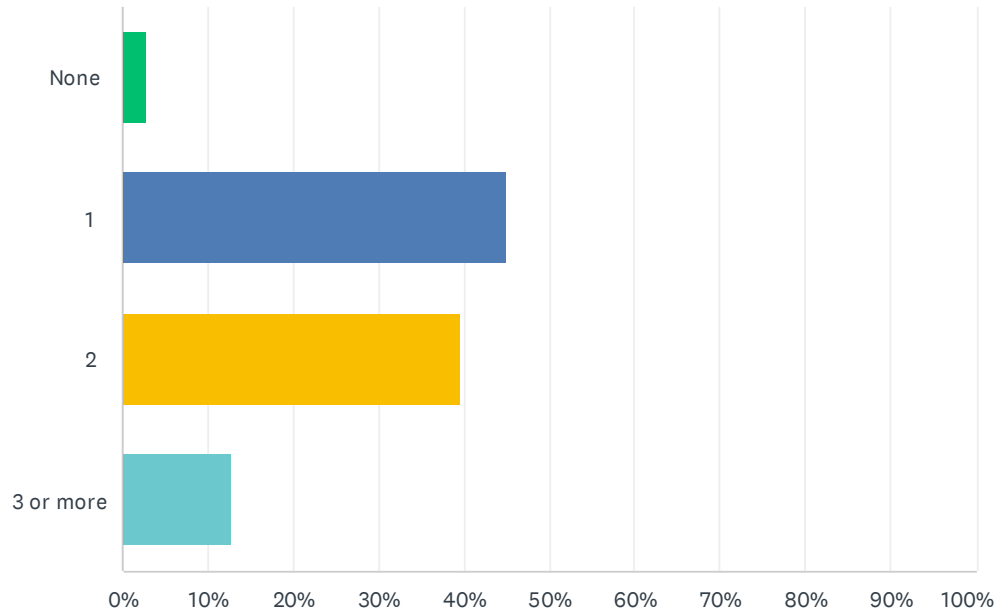
Answered: 24 Skipped: 125

Note: all unit numbers have been redacted

#	RESPONSES	DATE
1		5/9/2022 8:10 PM
2		5/9/2022 11:05 AM
3		5/7/2022 10:04 AM
4		5/6/2022 7:16 PM
5		5/6/2022 11:23 AM
6		5/3/2022 2:14 PM
7		5/2/2022 5:38 PM
8		5/1/2022 11:24 AM
9		4/30/2022 10:30 AM
10		4/28/2022 9:40 PM
11		4/28/2022 9:35 PM
12		4/28/2022 6:11 PM
13		4/28/2022 5:43 PM
14		4/26/2022 5:00 PM
15		4/26/2022 6:30 AM
16		4/25/2022 2:43 PM
17		4/25/2022 11:55 AM
18		4/24/2022 7:38 PM
19		4/24/2022 5:39 PM
20		4/23/2022 11:42 PM
21		4/22/2022 6:08 PM
22		4/22/2022 4:19 PM
23		4/21/2022 1:40 PM
24		4/21/2022 1:40 PM

Q4 How many motor vehicles does your household own?

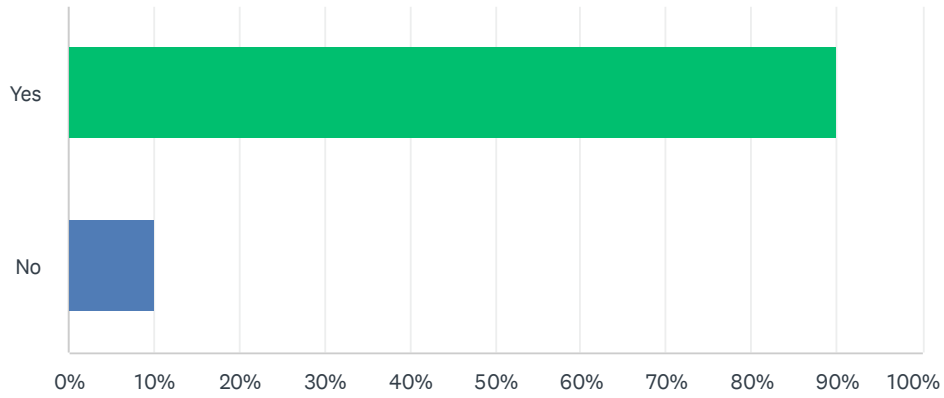
Answered: 149 Skipped: 0



ANSWER CHOICES	RESPONSES
None	2.68% 4
1	44.97% 67
2	39.60% 59
3 or more	12.75% 19
TOTAL	149

Q5 Do you have parking space available on your private property (e.g., in a garage or parking pad)?

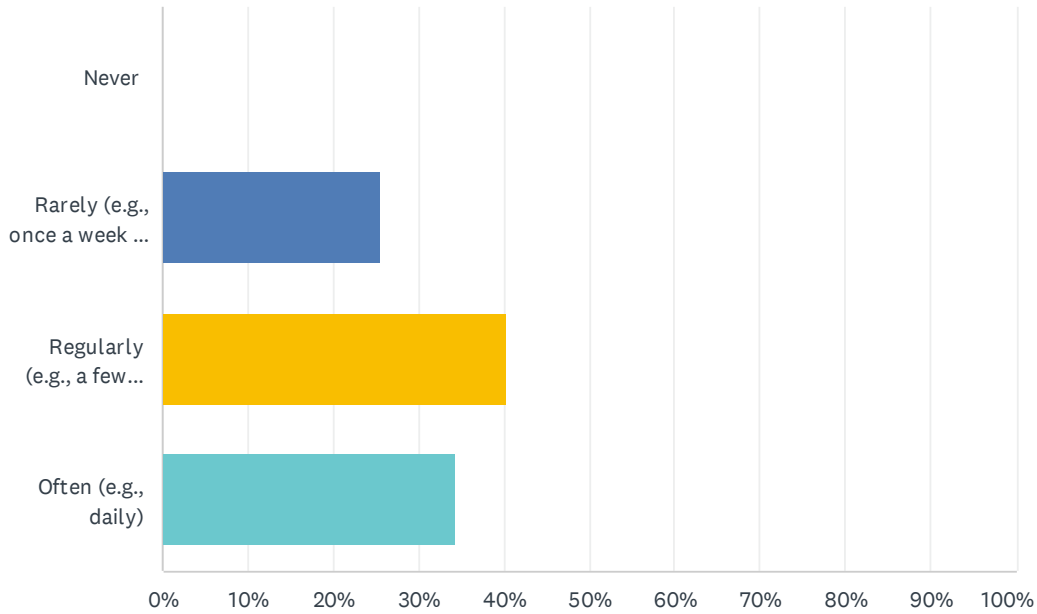
Answered: 149 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	89.93%	134
No	10.07%	15
TOTAL		149

Q6 How often do you (or your visitors) park a vehicle on the street?

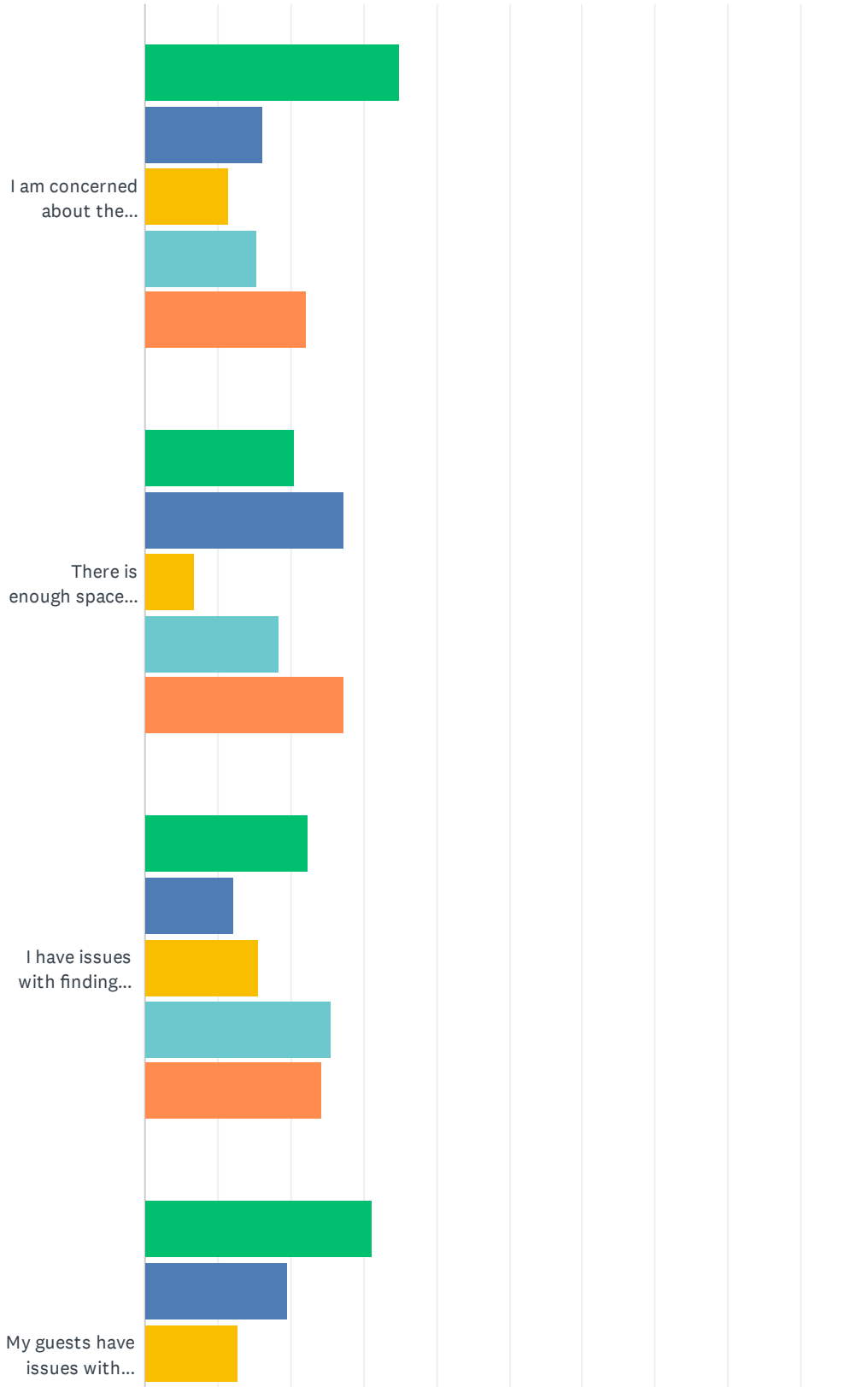
Answered: 149 Skipped: 0



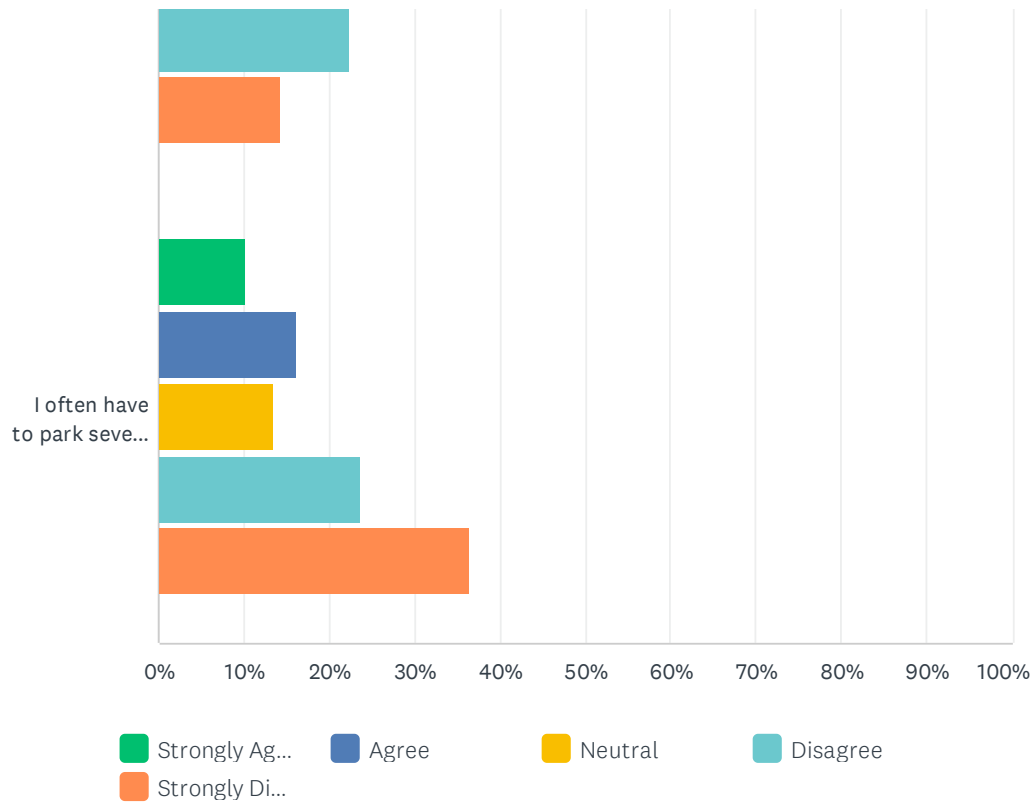
ANSWER CHOICES	RESPONSES	
Never	0.00%	0
Rarely (e.g., once a week or less)	25.50%	38
Regularly (e.g., a few times a week)	40.27%	60
Often (e.g., daily)	34.23%	51
TOTAL		149

Q7 Please indicate whether you agree or disagree with the following statements regarding parking on your street:

Answered: 149 Skipped: 0



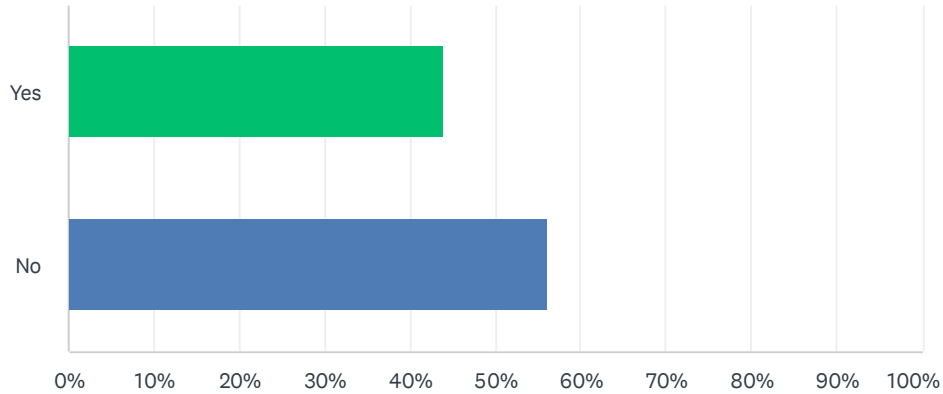
Lord Roberts Community Traffic Study - Parking Trial



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
I am concerned about the availability of parking spaces	34.90% 52	16.11% 24	11.41% 17	15.44% 23	22.15% 33	149
There is enough space available for street parking	20.41% 30	27.21% 40	6.80% 10	18.37% 27	27.21% 40	147
I have issues with finding a space to park my vehicle	22.30% 33	12.16% 18	15.54% 23	25.68% 38	24.32% 36	148
My guests have issues with finding a space to park their vehicles	31.08% 46	19.59% 29	12.84% 19	22.30% 33	14.19% 21	148
I often have to park several blocks away from my home	10.14% 15	16.22% 24	13.51% 20	23.65% 35	36.49% 54	148

Q8 Do you support the proposed trial solution of installing two-hour time-limited parking restrictions on all streets in Lord Roberts north of Kylemore Avenue. Time limits would be in effect from 7 a.m. to 5:30 p.m., Monday to Friday.

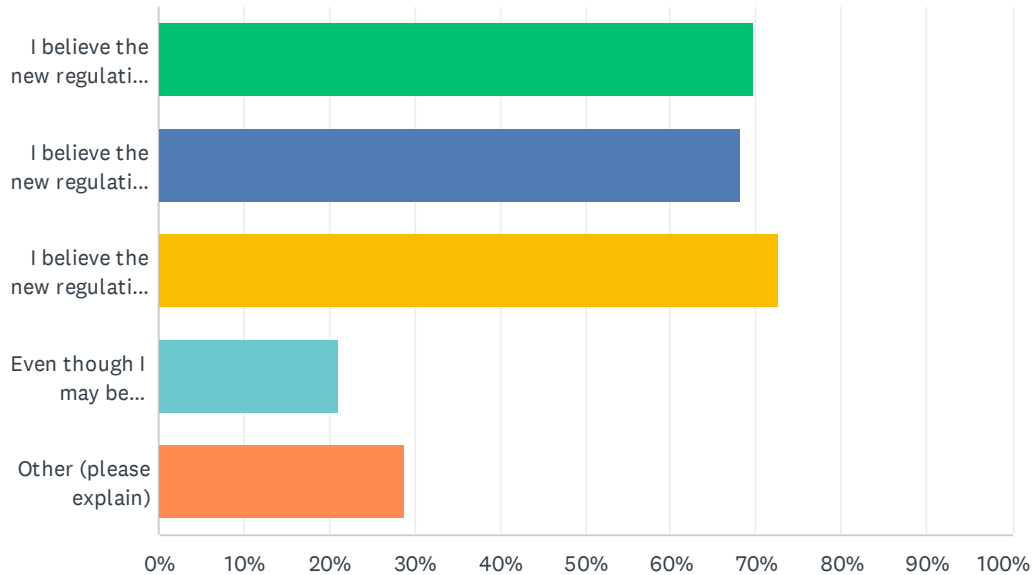
Answered: 148 Skipped: 1



ANSWER CHOICES	RESPONSES
Yes	43.92% 65
No	56.08% 83
TOTAL	148

Q9 You indicated you support the proposed one-year parking trial. Please tell us why (select all that apply).

Answered: 66 Skipped: 83



ANSWER CHOICES	RESPONSES
I believe the new regulations will make it easier to find a parking spot	69.70% 46
I believe the new regulations will reduce congestion on my street	68.18% 45
I believe the new regulations will address our neighbourhood's parking issues	72.73% 48
Even though I may be skeptical, I am willing to try this on a trial basis	21.21% 14
Other (please explain)	28.79% 19
Total Respondents: 66	

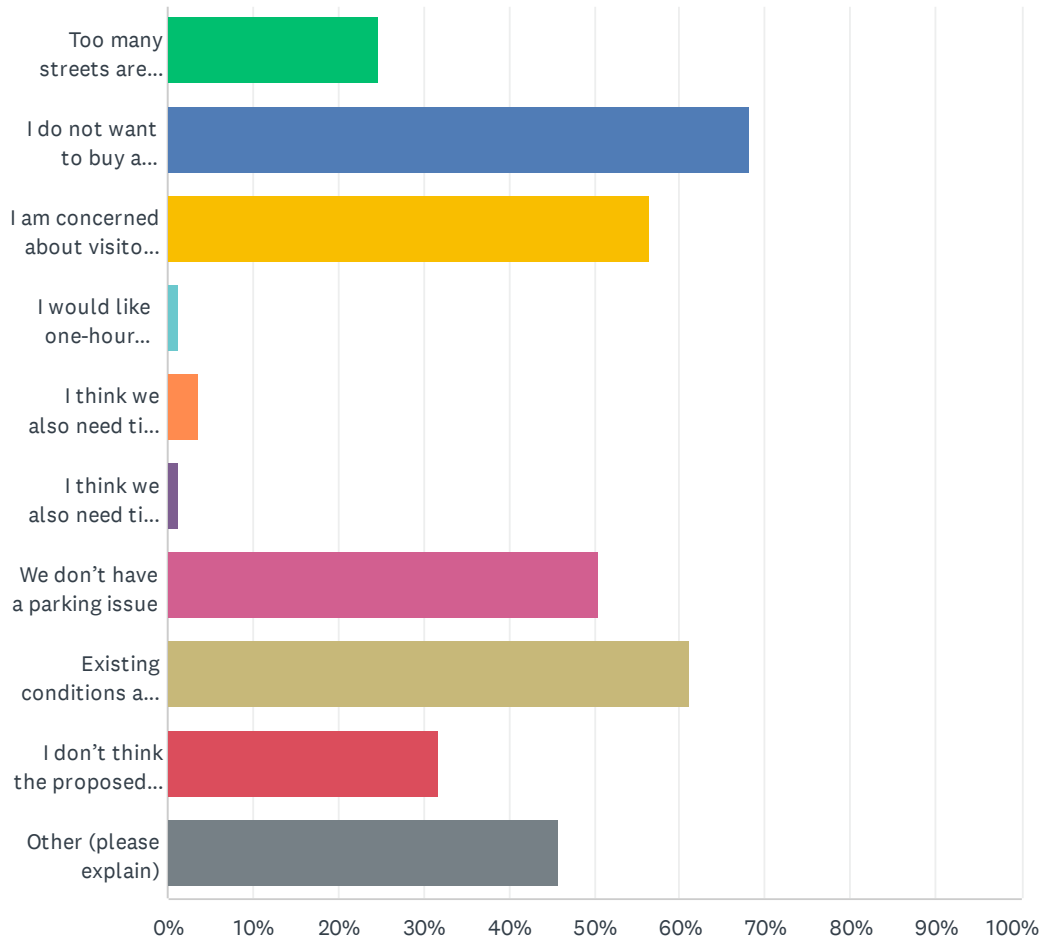
#	OTHER (PLEASE EXPLAIN)	DATE
1	Though I'm not personally struggling to find parking, I do see that our streets are busy and can understand the issue for others. I support this trial.	5/9/2022 11:06 AM
2	On my particular block, would even prefer one hour which would be equivalent to the same time limit for the block Hethrington which is **redacted**. The bus drivers and transit users would continue to use my block for 2 hrs amd make parking for tradespeople, delivery trucks and emergency vehicles still an issue.	5/7/2022 2:53 PM
3	Have concerns they have to pay the City to take care of their problem. I don't think it's fair. And it doesn't help guests.	5/4/2022 2:12 PM
4	The new regulations will reduce the number of transit drivers parking in the neighbourhood for their shifts	5/2/2022 5:39 PM
5	I feel the parking problem happened last summer due the construction on Transit Way. As construction is continuing this year it will stop all the workers from parking all day on our street.	5/2/2022 2:19 PM

Lord Roberts Community Traffic Study - Parking Trial

6	There is no point in having a parking permit as a resident if there is no spot available when I need to have one.	4/30/2022 9:11 PM
7	Our neighbourhood block petitioned to have limited parking times to curb the transit employees specifically from taking up resident's ability to park in front of their own homes. We pay for the privilege of extended parking as it stands now. My main concern is the of course the congestion, but also the rate of speed around the park coming off the 'lane' from the west from traffic trying to shortcut up to Osborne via Daly, Brandon, etc. There definitely has been an increase of 'bad' driving behaviour with the addition of the new apartment and/or condo density.	4/30/2022 10:55 AM
8	we need to stop the free parking while at work for the transit workers	4/30/2022 10:26 AM
9	It will discourage all day parking	4/27/2022 7:39 PM
10	drivers from transit are very aggressive and box-in cars	4/27/2022 2:18 PM
11	Transit drivers take up all the parking on our street right now	4/25/2022 1:05 PM
12	This trial will prevent Winnipeg Transit drivers from abusing street parking leaving none for the residents of the area!	4/25/2022 11:34 AM
13	My family and friends have to park very far away when visiting because of the bus station employees. It's very frustrating.	4/24/2022 3:31 PM
14	We have home care workers and others that come to our home and rarely can they find parking close by because the transit workers park on Hethrington Ave. all day!	4/24/2022 12:21 AM
15	Parking ban will reduce traffic and make for a safer neighbourhood.	4/23/2022 8:17 AM
16	Transit workers take up a lot of parking on my street, and residents with more than one car .	4/22/2022 5:27 PM
17	The wear and tear on our already broken roads will be reduced.	4/22/2022 4:35 PM
18	Residents need to be prioritized. We pay the taxes for our neighbourhood.	4/22/2022 3:33 PM
19	Making parking more inconvenient may encourage people to take public transit.	4/19/2022 9:49 PM

Q10 You indicated that you do not support the proposed one-year trial parking trial. Please tell us why (select all that apply).

Answered: 85 Skipped: 64



Lord Roberts Community Traffic Study - Parking Trial

ANSWER CHOICES	RESPONSES	
Too many streets are included	24.71%	21
I do not want to buy a residential parking permit	68.24%	58
I am concerned about visitor parking	56.47%	48
I would like one-hour parking time limits instead of two-hour	1.18%	1
I think we also need time limits on the weekend	3.53%	3
I think we also need time limits during the evening	1.18%	1
We don't have a parking issue	50.59%	43
Existing conditions are fine as-is	61.18%	52
I don't think the proposed solution will address our parking issues	31.76%	27
Other (please explain)	45.88%	39
Total Respondents: 85		

#	OTHER (PLEASE EXPLAIN)	DATE
1	<p>People are selfish. I understand that it's unfortunate that some people have to park a little ways away from home sometimes. But in reality the vast majority of houses in this neighborhood do have some form of parking out back. It's an ok balance in the evening so that there is usually parking at least shortly down the street. I also say this as someone who lives closer than half the people survey collects data from. I'm fully against making it harder for the fine people who drive to buses to park at work because there isn't enough room there hence why they have to street park. Sort that out first of you're just screwing over people doing a great service to Winnipeg as a whole. Just so I don't have to walk down the block?? **redacted** this is the one area in this whole part of town besides around schools that should t have it</p>	5/9/2022 8:17 PM
2	<p>The problem is caused by bus drivers parking close to the bus depot for work. Provide more parking for the bus drivers so that the parking problem doesn't spill out into our neighbourhood. Also, the proposed parking restrictions will affect people bus patrons wanting to park-and-ride using the near by rapid transit station.</p>	5/9/2022 6:22 PM
3	<p>Hello, Im a salon owner in this area **redacted** we are located on Osborne, Between Arnold & Morley. I understand this is a resident's issue, so I don't want to take away from their concerns. For us personally, this will be detrimental to our business. Most of our clients are in the shop for 2.5 - 3.5 hours. And while we have some private parking, our staff mostly park on the street for their shifts. The proposed parking changes will be very hard for us and we'd really love for you to consider the businesses that have helped to make the area what it is today. We've been here for 10 years and this would be a reason for us to look at leaving the area when our lease is up. The time limit is the issue for us. As we park our cars on the street for 6-12 hours when we work and our clients for the 2.5-3.5 earlier mentioned as we are mainly a colouring service salon. Would love to speak to someone about this. **redacted**</p>	5/6/2022 8:16 AM
4	<p>We also work in this area and need to be able to park for several hours during the day. We are able to do this and there is still an abundance of parking available on our street and adjacent side streets.</p>	5/5/2022 10:26 PM
5	<p>Transit needs to solve the problem as their employees are parking on our streets this is their problem not the area residents problem</p>	5/5/2022 9:51 PM
6	<p>There is plenty of parking to accommodate both residents and visitors. The area is already heavily patrolled by the parking authority. Implementing additional parking restrictions is now penalizing residents parking in their own neighborhood who are parked legally. Due to inconsistent clearing of back-lanes it is sometimes convenient to park on the street in times when its difficult to access the back-lane. Most of the streets in this parking trial are not a</p>	5/2/2022 8:35 PM

Lord Roberts Community Traffic Study - Parking Trial

transit route. The only street I would recommend needed this parking restriction is Morley which is a main thoroughfare.

7	As a senior on fixed income a parking pass is a hardship expense and the risk of injury to move vehicles in all types of weather is very very possible	5/1/2022 4:26 PM
8	berwick place should not be included	5/1/2022 12:37 AM
9	The rules are fine in theory but I do not believe they apply to our neighbourhood. I have lived here for many years and have never encountered any of the issues outlined in your concerns. Parking has always been available without issues.	4/30/2022 2:59 PM
10	We have a household member with a disability, this will not solve our parking issue - it will just complicate things more as our issue is with the curling club in the evenings.	4/29/2022 3:33 PM
11	If this applied to only streets East of Nassau, that would be fine. However I think this introduces yet another hurdle for low-income residents in the area.	4/29/2022 11:46 AM
12	Can Transit offer free parking??	4/28/2022 12:21 PM
13	as a taxpayer I believe that each household should be issued 1 street parking pass as it is not the home owner that should be penalized with 1 hour parking in front of there own home	4/28/2022 8:42 AM
14	Employees of Transit park on streets for work and there doesn't seem to be another alternative for them	4/27/2022 10:45 PM
15	I would be fine with the new parking hours (2-hour park time) but asking us to pay to park on our own street, when we already pay property taxes, and our street is in such a bad state of repair, is unethical. Offer at least one unconditional free parking permit to all residents and then my support for this change would be a "yes".	4/27/2022 2:48 PM
16	I DO NOT AGREE with charging residents a parking permits when they live in the area, should be automatically be exempted and allowed to park on their street.	4/27/2022 9:24 AM
17	residence should have a parking available, others should pay.	4/26/2022 6:02 PM
18	Have to move car for private lot snow removal multiple times a winter and won't be able to park anywhere	4/26/2022 5:02 PM
19	the parking has not been an issue in my experience. If complaint is from homes where people have multiple vehicles and not enough space in the back or are picky about walking a couple houses down, thats their own problem.	4/26/2022 4:17 PM
20	I would like for my guests to park on the street and not have to worry about it. I think there is a lot of street parking around.	4/26/2022 6:31 AM
21	House was purchased due to the availability of parking	4/25/2022 4:08 PM
22	It affects all the residents	4/25/2022 2:58 PM
23	Not necessary	4/25/2022 2:45 PM
24	I park and ride at fort rouge station, where would I park to take the bus if every street is 2 hour parking?	4/25/2022 11:56 AM
25	The parking problem has been created by the city and Winnipeg Transit, and now you are asking residents to solve and pay for it. That is unacceptable. The bus depot has plenty of on sight parking spaces available, and yet staff are taking all the street parking. Not to mention the extra traffic has destroyed the quality of the roads. The other self inflicted issue is the city authorized the additional development/density in the area without the foresight to address the parking issue. We, the residents deserve better, or the same available parking liberties as other neighborhoods. I look forward to further discussion..	4/25/2022 10:32 AM
26	The bus depot needs a designated parking lot for its employees. The proposed parking will just hinder the residents and also hinder the bus depot employees from getting to work.	4/24/2022 3:11 PM
27	Our neighbourhood is safer with the foot traffic from the transit workers parking on our street.	4/23/2022 6:32 PM
28	this is not necessary, we are not downtown.	4/23/2022 1:33 PM
29	The issue is that WINNIPEG TRANSIT does not offer enough parking for its employees. They should not then be punished and have to park 8 blocks away from work because their place of	4/23/2022 10:17 AM

Lord Roberts Community Traffic Study - Parking Trial

work is unable to accommodate their staff. Bus stops are closer together than the parking distance you're suggesting for your own city workers.

30	Need to have the transit people park in their own lot	4/23/2022 4:02 AM
31	We have 2 vehicles only 1 parking space. Having a parking limit isn't fair when we park on the street all the time, during the day when we take rapid transit to work and school.	4/22/2022 3:46 PM
32	Winnipeg transit driver should not be parking on residential streets. They are the problem.	4/22/2022 2:33 PM
33	timed parking will shift current daily parkers further into lord roberts and riverview, creating scarcity on untimed streets, many of which do not have access to multiple back lane parking spots (ie kylemore). Business parking along osbourne are capable of supporting an influx of drive-in customers when needed.	4/22/2022 11:25 AM
34	It's not fair to be charged to park in an area where I live. Outright unfair	4/22/2022 11:19 AM
35	The streets indicated are generally residential in nature whereas a more practical application of this type of parking control would better serve businesses by providing more potential parking options for their customers. The more logical application of this type of parking control would cover the active business zone of South Osborne.	4/22/2022 6:57 AM
36	You are screwing city Transit employees	4/22/2022 5:03 AM
37	Can't we just encourage the bus drivers to use their own parking lot? Even if that means for free?	4/21/2022 5:34 PM
38	Not enough streets are included(Kylemore and Rathgar) I have caregivers that come to my home for 2 hours in the AM and PM. They need parking on the street too and I shouldn't have to pay for a permit for them because I am paraplegic. That would be discrimination against me. Also the parking problem is caused by the businesses on Osborne. The patrons park on residential streets and walk to the Cafe or restaurant or bakery or bar and there is not enough room to accommodate them. Nor do I think we should accommodate business patron parking on our residential streets.	4/21/2022 2:44 PM
39	Just another way for the city to cash grab yet again !	4/21/2022 1:42 PM

Q11 Do you have anything else you would like to add?

Answered: 86 Skipped: 63

#	RESPONSES	DATE
1	Where are the bus drivers supposed to park?? That's a city run service so maybe work that out with them first before doing this to appease people most of whom wouldn't even get on a bus.	5/9/2022 8:18 PM
2	Provide more parking for bus drivers working out of the near by bus depot. Do not restrict parking for people wanting to use the near by rapid transit station.	5/9/2022 6:24 PM
3	I am so grateful some action is being taken. Since the transit station at Arnold and the new condo was built, parking has been a nightmare, especially for delivery trucks, emergency vehicles and tradespeople. Imagine having to haul water heaters over a block, because parking could be found close by. I have even had friends with mobility issues no longer visit. Transit should have provided some parking for transit users as well as their drivers. This whole rapid transit, bicycle lanes and new condos and apartment blocks has rendered this neighborhood a nightmare. The City should be thinking of traffic flows, congestion and speeding as a priority during the planning stages and not as an afterthought. Note as well, my section of Arnold is already a high density block with duplexes where many tenants live, not home owners. Many of these units have 2 and 3 vehicles with maybe one parking space in the back. Compound this with the many transit users who park on the street all day and then the bus drivers who park for several hours, and you will see that the 2 hour limit (preferably 1hr) should become permanent. Finally, I live part of the year in Ottawa, where the city has a 4 hr parking limit on all residential streets during the day, except weekends and nights. Per my observation, many streets in Wpg are full of cars and a rule like Ottawa could go a long way to improving the parking situation.	5/7/2022 3:05 PM
4	I feel this is a horrible idea for business owners. Parking with no limitations increases clients and we all need that after covid shut downs etc.	5/7/2022 11:46 AM
5	I wrote it all in the "other section" of the previous question. Id love to speak to someone directly about this.	5/6/2022 8:17 AM
6	Limiting parking in this way will make it very difficult for any visitors and guests to visit us or any local businesses in the area. 2 hour parking limits creates a needless amount of traffic in the area and is a nuisance to residents and local businesses	5/5/2022 10:28 PM
7	Yes I feel It's unfair as a tax payer that I have to pay for a yearly parking pass on my street because transit employees don't have anywhere else to park !! Not my probe	5/5/2022 9:52 PM
8	I believe that there should also be road bumps installed down Hethrington to help slow down all the cut through traffic that speeds down our street.	5/4/2022 3:05 PM
9	Next thing you know, Transit will park south of Kylemore. No one is parking in the parking lot. Either it's too expensive for transit workers, are they not making a living wage. Daughter lives on Carlaw. Transit drivers keep driving south. If I have people over at Christmas, they can't park on Morley if this goes into effect. It doesn't make it a very friendly community. All the streets have gone through this. Next year, you'll be talking to people all the way to Churchill drive.	5/4/2022 2:13 PM
10	Transit employees should be parking on transit property, or forced to pay for a parking permit to park on local streets. Rapid transit users should also have to pay to park on local streets or provided with a park and ride lot in this area.	5/3/2022 1:24 PM
11	There is plenty of parking to accommodate both residents and visitors. The area is already heavily patrolled by the parking authority. Implementing additional parking restrictions is now penalizing residents parking in their own neighborhood who are parked legally. Due to inconsistent clearing of back-lanes it is sometimes convenient to park on the street in times when its difficult to access the back-lane. Most of the streets in this parking trial are not a transit route. The only street I would recommend needed this parking restriction is Morley which is a main thoroughfare.	5/2/2022 8:36 PM

Lord Roberts Community Traffic Study - Parking Trial

12	Our condo building is interested in designating the strip in front of the main entrance on Hugo S as a loading zone to give delivery and Canada Post vehicles enough space to park legally while visiting the building. Right now drivers park illegally at the stop sign and obscure the view of the intersection. Some cars parked in front of the building, and on the southern block of Hugo S before Berwick only moved their vehicles a handful of times all winter, which also significantly impacted snow clearing operations in the area.	5/2/2022 5:42 PM
13	Many people who live in the area don't have parking on their private property and have a need to use street parking. This would greatly impact them.	5/2/2022 4:31 PM
14	Most families on Stinson Avenue park their second car on the street, as we are only allowed one car spot per parking pad. This proposed parking fees would only serve to punish the residents of Stinson by forcing them to pay to park on their own street. Further, Stinson Avenue does not have a parking problem (i.e. lack of spaces) during the proposed parking fee times (i.e. M-F, 7A.M.-5:30P.M.).	5/1/2022 4:43 PM
15	The existing format is 100% ok ...to constantly move vehicles constitutes a undue hardship on older and infirm people and a unnecessary expense	5/1/2022 4:30 PM
16	This should have happened years ago as transit drivers and people using rapid transit park on my street for the day then catch the bus, leaving their vehicles on the street all day	5/1/2022 9:33 AM
17	berwick place is a small road that is fully residential, i believe it is okay without restriction	5/1/2022 12:39 AM
18	I would like to see the restriction period changed to 6:00 or 6:30 p.m. I would like Transit to be providing incentive to drivers to park in their own lots rather than in front of my house on weekends when I expect friends to be able to come over without worrying about a parking restriction. It is important that parking attendants monitor the streets daily wherever there are restrictions because otherwise the restrictions are useless. Right now the monitoring seems hit and miss. There is a huge increase in traffic in the area due to a large number of residents in high density housing (whose parking lot doesn't require a stop at a stop sign before entering an intersection with 4 sidewalks, 2 streets and a joint pedestrian/bike path that serves as a residential lane). Many large vehicles (construction, delivery trucks) are using back lanes for deliveries and creating hazards for pedestrians & bikers on the corridor which is seriously narrowed and hazardous in winter. Many new residents are speeding through our neighbourhood past the toddler park on Hethrington and driving through 4-way stops. I spent 5 weeks parking my car on the street overnight to ensure parking spots for vehicles of people working on my house. After the trial period will the 1 hour restricted parking remain on my street or will it become a 2 hour restriction all over?	4/30/2022 9:30 PM
19	no	4/30/2022 3:00 PM
20	I strongly oppose a parking pass designated to a vehicle it should be designated to the household so they can use as they wish and provide for guests. Additionally it should be a ONE TIME CHARGE not a an annual fee. It is not our fault bus drivers and multiple car households clog our streets. Street cleaning in winter needs to also be address as cars do not move off these streets with no time limits.	4/30/2022 1:18 PM
21	I believe we need to find a solution for the residents who depend on street parking without penalizing the or making the pay to park where they live. Keeping the area around the park and active transportation path safe is very important to all who use these areas and to the residents who live right beside them. Thank you.	4/30/2022 10:59 AM
22	the vast majority of workers do not enjoy free parking while at work - yet the transit workers are taking advantage of the availability of unlimited parking on the streets surrounding the Osborne transit garage at the expense and inconvenience of taxpaying residents. Transit does offer paid parking on their property for their workers - that is where the transit workers need to park for work.	4/30/2022 10:29 AM
23	On the map shown in this survey, Hethrington Ave. (between Nassau St. S and Daly St.) is coloured blue and listed under "proposed 2-hour parking". In fact, that particular stretch of Hethrington Ave. has had a 2-hour parking restriction for several years now. As a result, some of my answers indicated that I was "neutral" or might seem as though I am not strongly in favour of this trial program. Based on my experience of living with no parking restriction and then moving to one, I must say that I am STRONGLY IN FAVOUR of this trial program. If I were taking this survey prior to my street implementing the 2-hour restriction, I would have been strongly in favour of this trial program (and would have even wished for a "very very very	4/30/2022 9:18 AM

Lord Roberts Community Traffic Study - Parking Trial

very strongly agree" option!). Since we have implemented the restriction on my particular stretch of Hethrington, I have had little to no issues with finding parking spaces. Before we implemented it, the general mood of the residents was "angry" and "frustrated", and that mood was typically directed towards the Winnipeg Transit drivers who would park on the street during their shifts. I would regularly witness verbal arguments, and even the odd physical confrontation between a transit worker and a resident. Since implementing the 2-hour restriction, everything has calmed down and we never really have to worry about finding parking spaces. I just pay my \$25 fee every year for a parking permit and go on with my life. I would be more than happy to speak or further share my thoughts on behalf of the success of having the 2-hour restriction on my street.

24	Yes - we applied to have a loading zone for our son who uses a wheelchair and were denied this stating this is something the city is moving past. We have had an issue with parking and having our son access our home since we moved in 6 years ago. The bus cannot always load him out front, if its winter or spring, he cannot be loaded down an icy and snowy sidewalk. We can never find parking in the evening so if we leave our house unless there is more than one person helping, we cannot go anywhere. This timed parking proposal does not address the barriers our son - as well as other community members face. If anything, this proposed solution just creates more barriers as alot of neighbouring people are on a fixed income and adding on having to pay for a parking permit, wait for 311 to answer for visitor permits, sounds like nothing but a headache. I will not support this.	4/29/2022 3:38 PM
25	All of the lack of parking and congestion on my street comes for the Winnipeg transit drivers	4/28/2022 9:42 PM
26	This is extremely unnecessary. We pay enough, cost of living has gone up way too much and this is another expense no one needs.	4/28/2022 9:39 PM
27	Why not add the 2 hour limit but give each household one free parking pass? Otherwise it feels like a money grab.	4/28/2022 5:44 PM
28	Winnipeg transit should provide parking for their drivers. The main parking issue if Transit drivers parking on residential streets.	4/28/2022 1:36 PM
29	Syreet parking by car that are not visting residents has been an issue for years.And we find this very agrivating.	4/28/2022 12:40 PM
30	All the overload of parking is due to the Winnipeg Transit workers who do not want to pay for parking that WinnipegTransit provides. Which I understand is very affordable	4/28/2022 10:53 AM
31	I really hope this happens. I run a small business out of my home and a lot of my clients have mobility issues. They sometimes have to park a block away to come to their appointments. No one likes to pay for parking, but the bus driver parking on the street is getting completely out of hand.	4/28/2022 10:13 AM
32	again each home owner should be provided with a yearly street parking pass for at least one car since we do pay taxes	4/28/2022 8:43 AM
33	I think we need small roundabouts and a ban on parking at all times close to intersections. It is very difficult to see and having inconsistent intersections (some with stop signs one way, others with stop signs the other way) are very dangerous. Roundabouts would help improve flow. The main issue is not parking but it is the deteriorating conditions of our roads and the fact that they are not wide enough to fit two cars through.	4/27/2022 10:47 PM
34	Winnipeg Transit often ignores when snow clearing is being done on my block, so often times my street is not properly cleared in the winter! Not only that, all the traffic the street has a hard time melting the snow away from all the vehicles being parked on the street blocking the sun from the curb and drain, often times they park so close I cannot get even my foot in to clear any debris. Since parking is so constant and dense, it makes it hard to help keep my street clean.	4/27/2022 5:42 PM
35	This really seems like a Winnipeg Transit issue. It is clear to residents that it is Transit drivers who are taking up most of these spots. I am not sure how the City can be touting alternative transportation and those who operate transit don't use it. Perhaps split shifts could be reduced?	4/27/2022 5:11 PM
36	I'm not sure I actually see any problems with parking, though we personally have a rear parking pad, so it isn't "on our radar" as much. I also wonder whether a parking ban during working hours (7-5:30) makes sense, as many people are gone to work/school during that time and	4/27/2022 5:03 PM

Lord Roberts Community Traffic Study - Parking Trial

thus street parking should be available to those working at/visiting nearby businesses on Osborne. I might be more likely to support this measure if it was limited during evenings, when residents are home and need to park their vehicles for the night. The parking study showed that areas with restricted parking hours have more parking available compared to unrestricted areas, but could the higher volume of parking in the adjacent unrestricted areas not be driven by 'overflow' from the restricted areas? Would restricting parking on our streets not just force people to park elsewhere, thus creating parking problems in other areas? If this survey had a neutral/don't know option for whether or not to support the measure, I would have chosen it.

37	Make it affordable for the city transit workers to park in the new transit parking lot. Allow ALL City transit employees ride the bus for FREE with a bus pass.	4/27/2022 3:57 PM
38	Again, asking us to pay for parking when we already pay taxes is and unethical and shady cash grab.	4/27/2022 2:49 PM
39	On Morley, the street from Daly to Rapid Transit are available for parking often and putting parking restrictions in place will make me more dissatisfied with my current living situation. The fact that this portion of the street does not have parking bans for snow clearing and is typically available for parking without restrictions is a huge perk to living here. There may be reasons to do it on other streets but leave ours alone please. I feel like these days it's almost impossible for people to visit without having to worry about parking in most areas so what is currently in place works well for our own parking and others.	4/27/2022 2:49 PM
40	residents living in the area should be exempted and allowed to park on the street without having to pay a permit, just like other residential streets that are allowed too throughout the city.	4/27/2022 9:27 AM
41	Some side streets should have no street parking where there are blind corners or hard for traffic to get by. Berwick place for example has heavy parking especially by patrons of the curling club when there is room in their parking lot. This street is difficult to pass when vehicles parked on street and you can't see around the corner/bend in the street.	4/26/2022 6:05 PM
42	Where is the money going from the permit fees? Why should I have to pay to park on my own street? The permits for residents should be free. How is the time limit being monitored?	4/26/2022 3:22 PM
43	This is just a money grab, because you decided to decrease the tax on school district for people who don't have kids. I will not nor should anyone be paying for street parking outside my property.	4/26/2022 1:28 PM
44	The inclusion of small streets such as Taft Crescent is unnecessary as it is almost always just residents parking on the crescent. I always get a parking spot within 3 houses of my house and 95% of the cars I see are my neighbours	4/26/2022 11:00 AM
45	This is unacceptable to put a limit on parking in this area. It is more unacceptable to start charging people who have been here for over decades and moved to the area due to the availability of parking.	4/25/2022 4:10 PM
46	The reason I bought the property was because of the residential, no time limit, street parking. No fair to implement this and expect home owners to pay.	4/25/2022 4:04 PM
47	Issues with transit drivers. Better solution - when parking in this big of area, will affect residences. There are a lot of rental people. This will upset everyone. A better solution would be to keep existing limits already established. The area of proposed study - at least to Moray - instead of restricted parking, put designated residential parking for a portion of the street. This was done in Downtown East Vancouver. So for example Heatherington, 2/3 will be designated residential parking only. Residents would need to have a sticker or something to identify them. Then the remainder 1/3 of the street would be parking as normal. This would satisfy the transit drivers. There would be plenty of residential parking and some for Transit drivers. This would help to keep everyone relatively happy. This would give residents a little more control of parking in their area. Pedestrian controlled traffic lights are ridiculously long wait before you can cross the street. Would like fast sequencing, like 30 seconds, before the pedestrian can cross. On Pembina Hwy and across the city.	4/25/2022 3:04 PM
48	How would park and ride passengers be affected? Is the City going to build a parking lot to accommodate these people if street parking is not allowed for the whole day?	4/25/2022 11:56 AM
49	Potential solution mandate transit staff to park on transit property. Don't penalize residents with lack of parking spaces, unnecessary road wear and tear, and increase safety of the	4/25/2022 10:35 AM

Lord Roberts Community Traffic Study - Parking Trial

	children. Often times transit stuff are late for work and race down our residential streets.	
50	you people are idiots if you think you will be able to inforce time limited parking in back lanes	4/24/2022 5:42 PM
51	Tell winnipeg transit employees they can only park in the parking lot of winnipeg transit and the problem will go away...stop charging employees to park at work	4/24/2022 5:32 PM
52	I do not want two hour parking on my street. I would like my visitors to be able to park uninhibited and I have no issue with the bus depot parking on my street. It will also be detrimental to the south Osborne business. Salons and restaurants need more that 2 hour parking.	4/24/2022 3:13 PM
53	There are a lot of local businesses that have done so much for the neighborhood and restricting parking could really hurt them	4/24/2022 2:32 PM
54	While I believe this would be an extremely effective solution, the majority of the people parking on our street are bus drivers. This solution will displace them. I believe a better solution needs to be found for our bus drivers so they don't have to park so far away from their place of work in the first place. Thank you!	4/24/2022 11:27 AM
55	We have home care workers and others that come to our home and rarely can they find parking close by because the transit workers park on Hethrington Ave. all day!	4/24/2022 12:22 AM
56	No	4/23/2022 11:43 PM
57	There are other SERIOUS issues to discuss.... snow removal, street safety... streets too narrow for two way traffic (especially in winter), bike safety, street repair and street longevity. A solution to many of these issues is ONE WAY STREETS	4/23/2022 3:59 PM
58	Yes, there are parking availability issues. But you aren't addressing the real issue at hand with the proposed solution. It's about finding better parking options for the transit drivers. What you've proposed is asking the community, who pays their property taxes, to now spend extra money to park on their own street. The streets would not be as full of cars if you could instead, provide a better parking solution for the transit workers. You're currently offering a solution that makes it more cumbersome for everyone to live in this particular area rather than providing a real solution to the problem at hand.	4/23/2022 10:23 AM
59	I fully support restricted parking on the residential streets. The traffic volumes on the residential streets in this area are significantly higher than most areas due to the transit employees. This approach will reduce traffic, making the streets safer and increase the quality of life for residents. It is currently impossible to find parking in front of my house during the weekdays which makes it very challenging for me to leave my house during poor weather with my infant.	4/23/2022 8:21 AM
60	Not all of the highlighted streets have a non-resident parking issue. I live on a quiet crescent that is not close to any commercial areas. If people have trouble finding parking spots in this particular area, it will be because the housing is dense here (townhouses) but time restrictions wouldn't solve that and residential parking permits would just create an unnecessary burden on residents. It sounds like we have parking problems on certain streets closer to Winnipeg Transit, which makes sense, but if the existing parking restrictions haven't resolved the problem, then adding more will likely not help either, and would just punishing the victims of the problem (tickets for city employees who can't find parking at their place of work). Winnipeg Transit needs to address the parking issue and find a way to provide more parking for their employees.	4/23/2022 6:16 AM
61	I shouldn't have to pay for parking on my own street!! Stop development that only has one parking spot per unit and get transit to park in their own lot!	4/23/2022 4:04 AM
62	Thanks for working to try to address our concerns	4/22/2022 6:13 PM
63	Seems like a cash grab where there isn't a problem	4/22/2022 6:09 PM
64	I think only people who reside in the areas that will be affected with the parking ban should be allowed to have permits to park on their front street during the week.	4/22/2022 5:30 PM
65	Arnold avenue is in horrid disrepair. I drive an offroading vehicle and still take the back lane.	4/22/2022 4:36 PM
66	It is so hard to find parking and I often come home with a baby, toddler and groceries, my back doesn't have great access to my house. Would love to able to park closer to my house.	4/22/2022 4:33 PM

Lord Roberts Community Traffic Study - Parking Trial

67	Enforcement is critical to be successful. Currently enforcement is very limited to virtually non-existent.	4/22/2022 3:52 PM
68	Should be first come first served unlimited time. I dislike parking limit. It's only another way the city wants to make more money , off giving tickets. Leave it as is!	4/22/2022 3:48 PM
69	I really hope this proposal does NOT come into place	4/22/2022 3:38 PM
70	Transit drivers overuse our streets for during their workday.	4/22/2022 3:34 PM
71	I own and operate a business and live in the area and STRONGLY DISAGREE TO ANY PAID PARKING	4/22/2022 2:45 PM
72	Enforce transit drivers to Use the transit parking lot. Transit drivers parking their cars on residential streets are the problem. Transit garage should be located in an industrial area, not residential. Parking for transit drivers should be free, and that would eliminate the issue in Lord Roberts. If the 2 hour parking comes into effect, each household should get an a parking pass at zero dollars.	4/22/2022 2:37 PM
73	Again, I think timed parking is unnecessary as there is plenty of available spots daily, and enough access to back pane parking on Morley Ave (unsure about the other proposed streets). Timed parking may shift daily traffic to other streets, creating scarcity.	4/22/2022 11:27 AM
74	This is a terrible proposition. How can the city justify charging us a parking tax (that's what this is) when we already live in the are and pay taxes. Try painting parking spots on the street first to indicate the number of spaces. Some of us don't have a garage and parking pad and are forced to park on the street. With the cost of EVERYTHING going up how can you justify this?	4/22/2022 11:21 AM
75	Ever since I moved to this neighbourhood two years ago I have been frustrated by the parking issues. Our street, especially our block of Arnold Avenue, is always full of transit workers who have parked here. (On a side note, transit workers should be encouraged to bus to work/be provided parking). Whenever I have someone coming to the house during morning hours to work on the house or for an appointment they always have issues parking. Furthermore, I think the costs for permits outlined in this proposal are very reasonable. Also, because of all this extra traffic, our road is in horrible condition. I have to try avoiding driving on my own street because the road condition is so bad.	4/22/2022 9:13 AM
76	I hope this plan is not put into action.	4/22/2022 6:58 AM
77	If this is implemented you are going to have Transit employees all parking in Riverview. Essentially just moving the problem east of Osborne. These are city employees!!	4/22/2022 5:06 AM
78	I feel like this purposal is specifically being brought in to target transit staff. Being blunt, I'd sooner you fix the streets or actually clear the streets during winter over wasting resources on putting up signs.	4/21/2022 8:15 PM
79	Would be better to address the root cause of the issue e.g. offer Transit bus drivers free parking at their place of work.	4/21/2022 5:34 PM
80	It is very frustrating to come home after work and there's limited or no available parking spots on the street. There is a lot of traffic that travels down Hethrington Ave even though it's not a bus route. It's a very busy street for some reason. Many bus drivers park their cars on the street. We even whitenesses one of our cars get hit by one of the bus driver's cars.	4/21/2022 5:26 PM
81	As an area with lots of multi unit rentals, having one parking permit per house hold makes no sense. My household has not had any issues with finding parking on the street but with a parking ban in place, we would have issues finding parking nearby.	4/21/2022 5:06 PM
82	1)Proposed time of ending at 5:30 will not work. Bus driver shifts start around 3:30. They will easily work around the afternoon time limits. 2) Sat. and Sunday will have no restrictions. Bus drivers use streets on weekends. The transit parking lots are virtually empty on weekends. Can an agreement be reached with parking authority to provide free parking in the transit lots on weekends Can we work with transit to educate drivers to use the parkade lots . 3) Can we impress on parking authority to vigilantly monitor the area. it will only work if rules are stringently enforced.	4/21/2022 4:28 PM
83	My block of Hethrington Ave currently does have 2 hour parking	4/21/2022 4:20 PM
84	Although this could be a step in the right direction, it does not solve the issue at the root! The issue is lack of affordable parking spaces for the Winnipeg Transit employees. Perhaps force	4/21/2022 1:59 PM

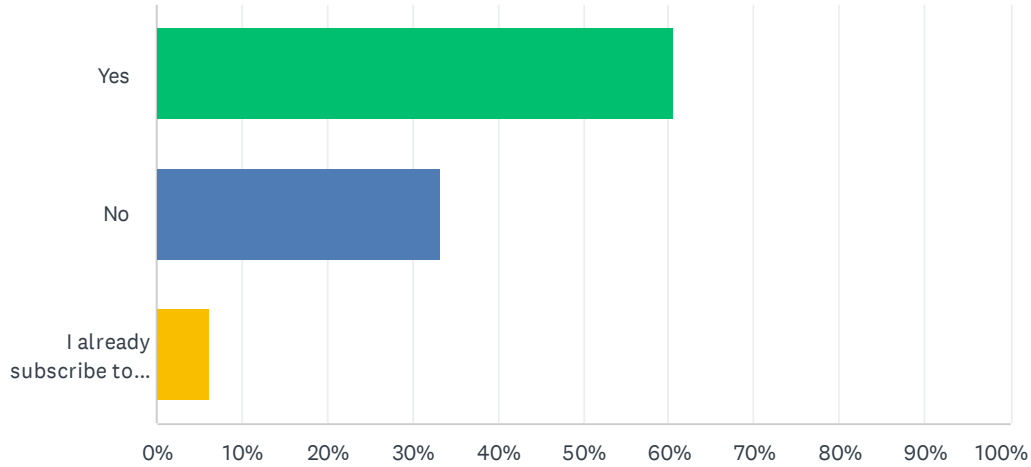
Lord Roberts Community Traffic Study - Parking Trial

Winnipeg Transit to give their employees cheaper (or even free??) parking instead of causing the neighborhood to spend \$25 for parking in front of their own house!! This will just cause issues for our neighbors on the other side of Osborne, and south of Kylemore, as the employees will go there instead! It is a bandaid solution!

85	P.ease leave it as is you cash grabber fraudsters	4/21/2022 1:45 PM
86	I think each house should be allowed to register 1 vehicle license plate free. Even with having a rear driveway there is FREQUENTLY back alley snow clearing issues in this neighborhood and the alley becomes impassable and parking in the front is necessary. However, I am SO FULLY in support of time-limited parking in the area that I would pay the \$25. I think a one-time fee of \$25 is fair.	4/21/2022 12:00 PM

Q12 Would you like to subscribe to receive Lord Roberts Community Traffic Study emails?

Answered: 147 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	60.54%	89
No	33.33%	49
I already subscribe to these emails	6.12%	9
TOTAL		147

Q13 Please enter your email address to subscribe to Lord Roberts Community Traffic Study emails

Answered: 88 Skipped: 61

Note: all email addresses have been redacted

#	RESPONSES	DATE
1		5/9/2022 8:19 PM
2		5/9/2022 6:24 PM
3		5/9/2022 11:07 AM
4		5/8/2022 1:58 PM
5		5/8/2022 12:42 PM
6		5/7/2022 3:05 PM
7		5/6/2022 7:17 PM
8		5/6/2022 8:17 AM
9		5/5/2022 10:28 PM
10		5/5/2022 9:51 PM
11		5/4/2022 3:05 PM
12		5/4/2022 2:14 PM
13		5/3/2022 11:49 AM
14		5/2/2022 2:20 PM
15		5/2/2022 8:57 AM
16		5/1/2022 4:43 PM
17		5/1/2022 4:30 PM
18		5/1/2022 12:40 AM
19		4/30/2022 2:31 PM
20		4/30/2022 1:18 PM
21		4/30/2022 10:59 AM
22		4/30/2022 10:32 AM
23		4/30/2022 10:30 AM
24		4/30/2022 9:18 AM
25		4/29/2022 11:42 PM
26		4/29/2022 7:36 PM
27		4/29/2022 3:39 PM
28		4/29/2022 11:46 AM
29		4/28/2022 9:42 PM
30		4/28/2022 9:40 PM
31		4/28/2022 6:12 PM

Lord Roberts Community Traffic Study - Parking Trial

32	4/28/2022 1:36 PM
33	4/28/2022 12:41 PM
34	4/28/2022 12:22 PM
35	4/28/2022 10:13 AM
36	4/28/2022 8:45 AM
37	4/27/2022 10:53 PM
38	4/27/2022 10:47 PM
39	4/27/2022 7:41 PM
40	4/27/2022 6:00 PM
41	4/27/2022 5:42 PM
42	4/27/2022 2:52 PM
43	4/27/2022 2:49 PM
44	4/27/2022 2:19 PM
45	4/27/2022 10:08 AM
46	4/26/2022 6:05 PM
47	4/26/2022 4:17 PM
48	4/26/2022 3:22 PM
49	4/26/2022 10:12 AM
50	4/25/2022 4:05 PM
51	4/25/2022 2:45 PM
52	4/25/2022 1:05 PM
53	4/25/2022 11:56 AM
54	4/25/2022 10:35 AM
55	4/24/2022 3:32 PM
56	4/24/2022 2:32 PM
57	4/24/2022 11:27 AM
58	4/24/2022 12:22 AM
59	4/23/2022 3:59 PM
60	4/23/2022 1:33 PM
61	4/23/2022 10:23 AM
62	4/23/2022 8:22 AM
63	4/23/2022 6:16 AM
64	4/23/2022 4:04 AM
65	4/22/2022 10:45 PM
66	4/22/2022 7:03 PM
67	4/22/2022 6:13 PM
68	4/22/2022 5:30 PM
69	4/22/2022 5:25 PM




Lord Roberts Community Traffic Study - Parking Trial

70	4/22/2022 5:07 PM
71	4/22/2022 4:38 PM
72	4/22/2022 4:36 PM
73	4/22/2022 4:34 PM
74	4/22/2022 3:52 PM
75	4/22/2022 3:49 PM
76	4/22/2022 3:39 PM
77	4/22/2022 3:34 PM
78	4/22/2022 2:45 PM
79	4/22/2022 2:37 PM
80	4/22/2022 11:27 AM
81	4/22/2022 9:13 AM
82	4/22/2022 6:58 AM
83	4/22/2022 5:06 AM
84	4/21/2022 5:35 PM
85	4/21/2022 5:26 PM
86	4/21/2022 2:48 PM
87	4/21/2022 1:41 PM
88	4/21/2022 11:47 AM

Appendix C – Proposed trial map



LEGEND

-  Existing 1-hour parking
-  Existing 2-hour parking
-  Proposed 2-hour parking

All parking restrictions would be in place Monday - Friday, 7 a.m. - 5:30 p.m.

