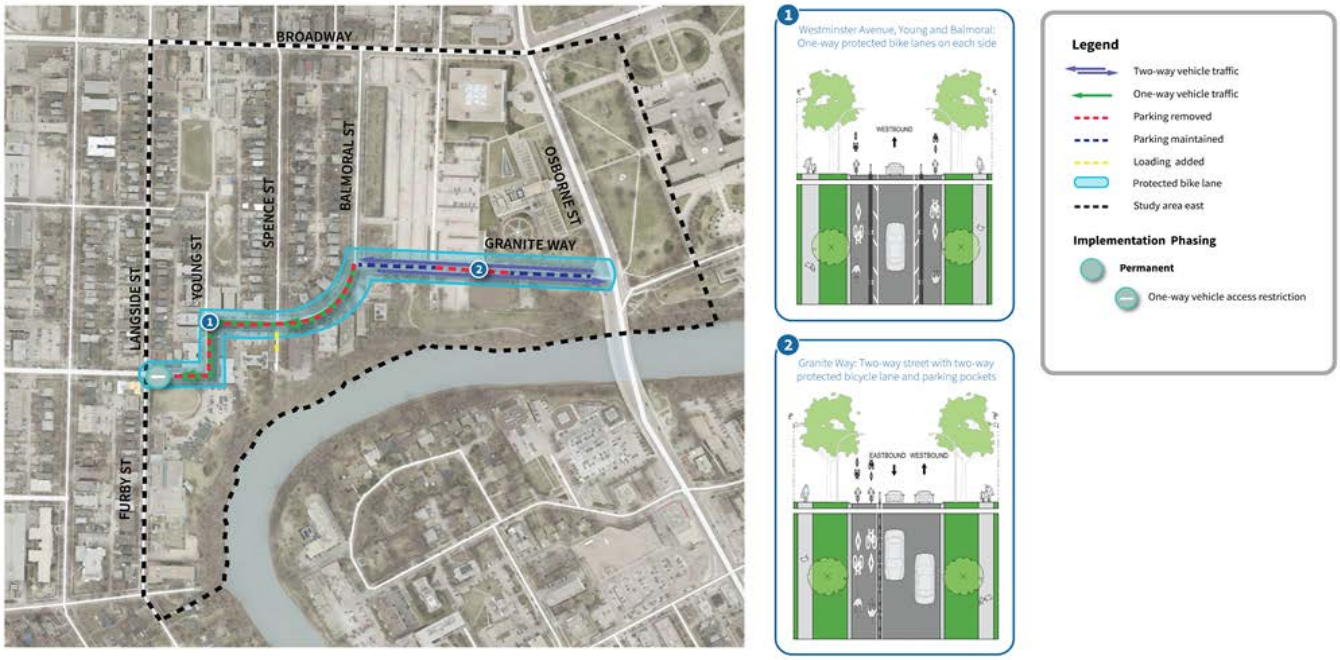
Recommended design for the Wolseley to Downtown Project has been developed to offer improved safety, travel choices, accessibility and connectivity from the Omand's Creek pathway, the protected bicycle lane on Assiniboine Avenue and Sherbrook Street, the bike lane on Maryland Street, and the planned neighbourhood greenway on Ruby Street. The study area runs east-west through Wolseley Avenue/Westminster Avenue, Balmoral Street, and Granite Way.

Please review the video tour for an overview of design highlights. Further design details are available below.

https://www.youtube.com/watch?v=uDjZq4-uTGU&feature=emb_title

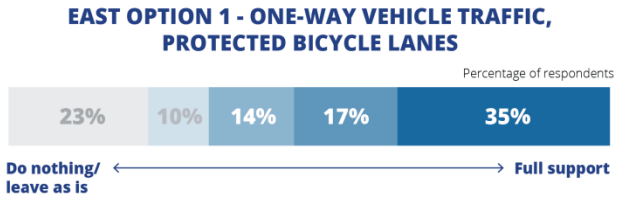
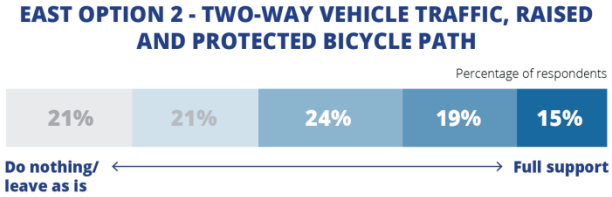
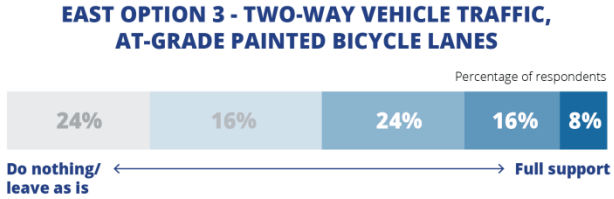
If you would like to provide your perspectives on design options and treatments being considered, please visit the Engage tab.

EAST - RECOMMENDED DESIGN



WHAT WE HEARD: EAST

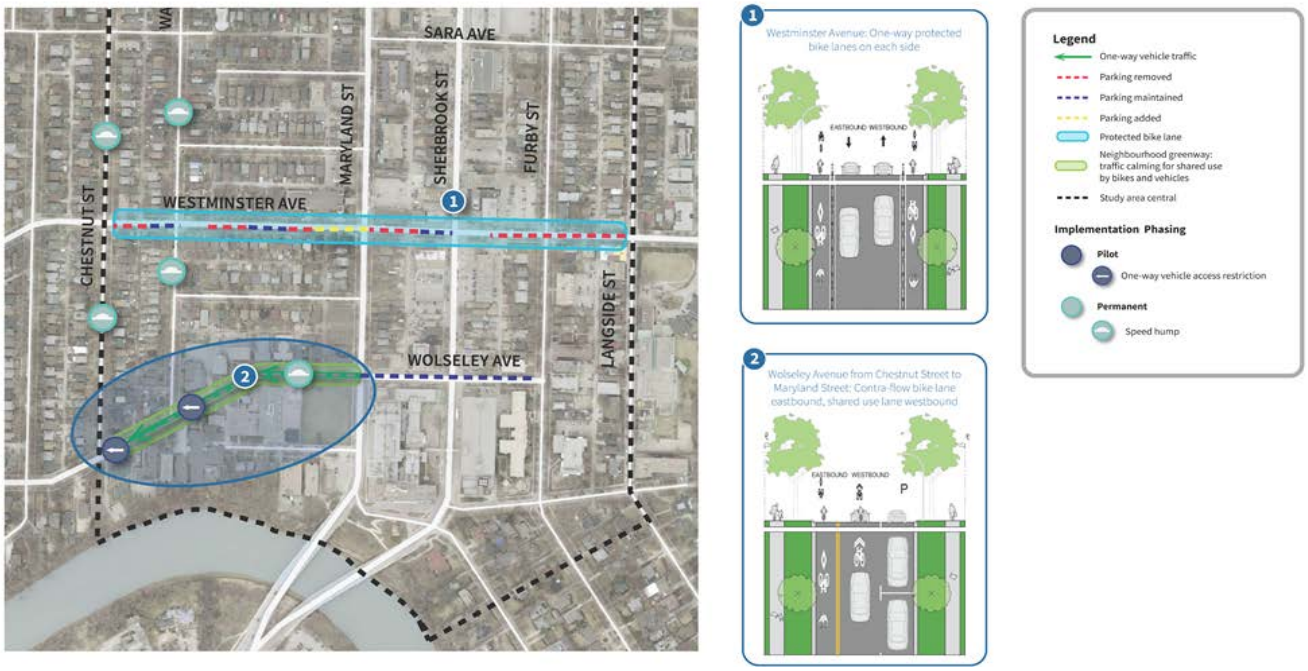
We presented three options for the east area during Phase 2 engagement. Winnipeggers supported one-way vehicle traffic and protected bicycle lanes but were concerned about parking loss and conversion from two-way to one-way streets. The recommended modified design focuses on maintaining the most important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

   **Supported elements**	**Application in recommended design**
Protected bicycle lanes and more dedicated bicycle infrastructure	Continuous protected bicycle lanes in the east segment allow people of all ages and abilities to comfortably cycle through the area. The design includes uni-directional bicycle lanes on Westminster/Young/Balmoral Street from Langside Street to Granite Way and bi-directional protected bicycle lanes on the south side of Granite Way between Balmoral Street and Osborne Street.
Reduced short-cutting traffic volumes	One-way vehicle access restriction for eastbound motor vehicles traveling on Westminster Avenue, Young Street, and Balmoral Street will reduce short-cutting.
Pedestrian safety and crossing improvements	Geometric improvements

	including curb extensions at the intersection of Balmoral Street and Granite Way will reduce crossing distances for pedestrians, provide a protected intersection for people cycling, and enhance sightlines for motorists.

Unsupported elements	Application in recommended design
Removal of parking	Parking loss was minimized by transitioning the bidirectional protected bicycle lanes on Granite Way into the boulevard at sidewalk grade and by adding parking pockets for on-street parking and loading.
One-way street	The number of one-way streets has been reduced to maintain access and circulation to key destinations to accommodate protected bicycle lanes between Langside Street and Granite Way. The design has removed other one-way street conversions proposed in Phase 2.

CENTRAL - RECOMMENDED DESIGN

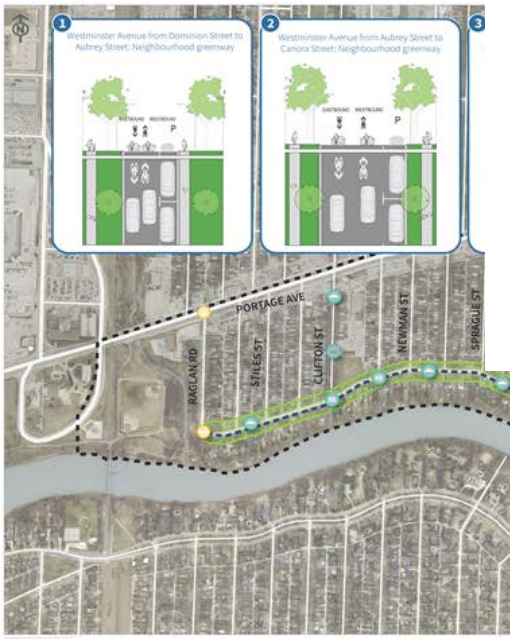


WHAT WE HEARD: CENTRAL

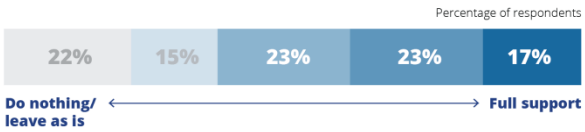
The proposed design in the central segment needed to connect the designs selected for the east and west segments, while also balancing the needs of adjacent property owners, residents and businesses. Feedback received during Phase 1 noted a variety of safety concerns on Westminster Avenue around the Sherbrook Street and Maryland Street intersections.

What we heard	Application in recommended design
Right turning conflicts between motor vehicles, pedestrians and cyclists	No right turns on red lights at intersections of Westminster Avenue and Maryland Street, and Westminster Street and Sherbrook Street. One-way access restriction for eastbound motor vehicles on Wolseley Avenue from Maryland Street to Chestnut Street eliminates right turn conflicts at the southwest corner of the intersection in front of Mulvey School.
Improve connections to existing bicycle facilities on Maryland Street and Sherbrook Street	Two-stage left turn boxes accommodate transitions from protected bicycle lanes on Westminster Avenue. Contraflow bicycle lane provides connection for eastbound bicyclists connecting to the southbound bicycle facilities on Maryland Street.
Westminster Avenue between Maryland Street and Sherbrook Street is very busy and lacks clear lane definition for motorists and people cycling.	Raised protected bike lanes define space for people cycling through grade separation.
Parking in front of Westminster United Church is very important	Combination of bike lane and parking bays to reduce the amount of stalls lost. Removal of bus stop to add more on-street parking.

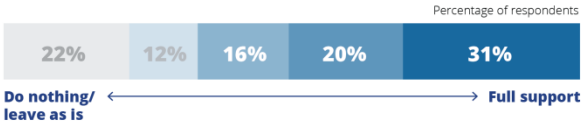
WEST - RECOMM



WEST OPTION 1 - NEIGHBOURHOOD GREENWAYS ON WESTMINSTER AVE. AND WOLSELEY AVE



WEST OPTION 2 - PROTECTED BICYCLE LANES ON WESTMINSTER AVE., NEIGHBOURHOOD GREENWAY WOLSELEY AVE



WHAT WE HEARD: WEST

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

Supported elements	Application in proposed design
Protected bicycle lanes and more dedicated bicycle infrastructure	Protected bicycle lanes proposed east of Chestnut Street to provide physically separated bicycle facilities through the busiest section of the west segment and to provide a connection to the protected bicycle lanes in the central segment.
Reduced short-cutting traffic, volumes, traffic diversions	Complete vehicle access restriction at Wolseley Avenue and Sherburn Street. One-way eastbound access restriction on Wolseley Avenue (between Maryland Street and Chestnut Street), and Westminster Avenue (between Chestnut Street and Canora Street). Access restriction is critical to reduce shortcutting traffic and overall vehicle volumes along this segment. Proposed directional vehicle access restriction at Westminster and Arlington was replaced with one-way vehicle access restriction for eastbound motor vehicles on Westminster from Canora to Chestnut to maintain westbound access but reduce short-cutting traffic.
Speed humps	Speed humps have been used throughout the design to slow vehicle travel speed and reduce shortcutting. Speed tables have replaced speed humps on Westminster Avenue and Wolseley Avenue to align with the preferred treatment on collector streets.
Traffic calming	Design elements such as speed humps and tables, curb extensions, vehicle access restrictions, and raised crosswalks are included throughout the west segment to create a roadway with a 30km/h design speed.
Parking maintained	Minimal parking changes are required for the preferred design west of Chestnut Street. All on-street parking maintained along Westminster Avenue west of Chestnut Street.
Unsupported elements	**Application in proposed design**
Transit re-routing on Home Street	The preferred design accommodates the proposed transit routes from the Transit Master Plan and does not require relocating a transit route onto Home Street or any other streets in the neighbourhood.
Protected bicycle lanes and designated cycling infrastructure	Protected bicycle lanes and designated cycling infrastructure The preferred design focuses on reducing traffic volumes and speeds to create a bicycle facility that is comfortable for people of all ages and abilities to share the road with vehicles, while maintaining on-street parking.

One-way	One-way access restriction on both Wolseley Avenue from Chestnut Street to Maryland Street and Preston Avenue from Arlington Street to Home Street are important to reduce short-cutting traffic. Additionally, the one-way access restriction on Wolseley Avenue improves the safety of children accessing Mulvey School. With limited support the implementation is recommended as a pilot project along with monitoring. Access restriction was relocated from Walnut Street to Chestnut Street due to identified concerns with short-cutting traffic on Dundurn Street.
Removal of parking	The protected bike lane is transitioned into the boulevard to accommodate parking pockets and retain as many parking and loading spaces as possible. Additional parking pockets are not feasible due to the Manitoba Hydro utility poles and mature street trees.