

Background

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

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

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

Promotion

Public engagement opportunities were promoted using the following methods:

- A notification promoting pop-up events was distributed via email to the 38 area stakeholders on November 9, 2018.
- Pop-up notification posters were delivered to eight businesses along the project corridor.
- The City of Winnipeg issued a news release on November 9, 2018 prior to the pop-up events.
- Public engagement newsletters promoting the pop-up events and online survey were distributed to 5,523 email addresses on November 8 and November 22, 2018.

- Pop-up event and online survey promotional messages via the City of Winnipeg's Facebook and Twitter platforms on November 9, 13, 19, 22, and 25 and December 5, 2018.
- Six-hundred-thirteen (613) project postcards were handed out to stakeholders at pop-up events and were also left with businesses in the study area. The postcard contained a brief description of the project, a link to the City of Winnipeg Walk Bike webpage, and a map of the project study area.
- Twelve (12) signs were placed throughout the study area to drive individuals to the project website to learn more.

School Travel Planning and Engagement (STPE)

opportunities were promoted using the following methods:

- Letters were sent home with all 1,110 students at the three STPE schools, inviting families to complete the online STPE survey, and participate in one of three STPE visioning workshops.
- Emails were sent to all families of the 1,110 students at the three STPE schools, inviting them to complete the online STPE survey, participate in one of three STPE visioning workshops, and one of three school walkabout events.
- Schools printed and distributed posters to promote the online STPE survey, visioning workshops, and walkabout events.

Engagement

Phase 1 of the public engagement activities occurred between November 9, 2018 and December 7, 2018. To help identify options to improve travel choices, accessibility, and connectivity in the study area, residents and stakeholders were asked to identify values, strengths, issues, and barriers to active transportation neighbourhood, specifically related to mobility and safety. The input gathered will directly influence the Wolseley to Downtown corridor design process and the development of alternatives.

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



WOLSELEY TO DOWNTOWN WALK BIKE PROJECT

Phase 1 Public Engagement Summary

January 2019

As part of the project, the City also conducted School Travel Planning and Engagement (STPE) at three elementary schools in the study area: Mulvey School, Laura Secord School, and Wolseley School. The STPE process involved engaging with students, parents, staff, and the broader school community to identify safety issues and barriers to active school travel, and propose solutions on how to address these concerns. A resource team was established for the overall STPE efforts with members from key stakeholder groups including:

Manitoba Public Insurance, Winnipeg Regional Health Authority, City of Winnipeg, Winnipeg School Division, Winnipeg Police Service, as well as the principals of the three schools.

Input received through public engagement activities will be used to inform the development of concepts, alongside technical information. Opportunities for feedback and number of stakeholder interactions are included in the table below.

Date	Activity	Details
November 9, 2018 – present	Dedicated project email address for direct stakeholder feedback	3 direct emails received
November 9, 2018 – November 28, 2018	Stakeholder outreach discussions	Six one-on-one discussions in-person or via phone call with businesses, community organizations, schools, health care facilities, and resident associations or groups who have an interest in the project.
November 23 & 25, 2018	Pop-up events	613 interactions over the course of four pop-up events, located at: Thom Bargaen Coffee, Verde Juice Bar, Food Fare (Maryland), and R.A. Steen Community Club (Fall Craft Sale).
November 9, 2018 – December 7, 2018	Online Survey	Accessed by a total of 1,929 people and 845 visitors provided survey responses
STPE Engagement opportunities		
October 25, 29 & November 6, 2018	Parent Advisory Committee (PAC) meetings	41 Parent Advisory Committee members
November 9 – December 7, 2018	STPE online survey	285 completed responses
November 19-23, 2018	Hands up surveys	959 hands up answers recorded
November 20-22, 2018	Student engagement workshops	481 students participated
November 20-22, 2018	My community and school trip maps	882 student-created community and trip to school maps were received.
November 21, 22 & December 4, 2018	STPE walkabouts	47 total participants
November 26, 28, 29, 2018	STPE visioning workshops	41 total participants

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What We Heard

Outreach Discussion/Pop-up Event feedback

Input collected from the dedicated project email, stakeholder outreach and pop-up discussions have been summarized and are presented in this section. Route options through Westminster Avenue, Wolseley Avenue, and Balmoral Street at Westminster Avenue collected detailed stakeholder input.

Westminster Avenue

Current lack of parking along Westminster Avenue was noted as a concern along with the potential for a bike lane to further restrict parking. Parking along Westminster Avenue was noted as crucial for businesses which see a high turnover of customers. Concern was shared regarding how a bike lane would likely create a barrier for customers using mobility aids. Stakeholders also mentioned that Westminster Avenue is already too busy and narrow to consider further restrictions to the road.

Alternatively, participants shared that a protected bike lane on Westminster Avenue would decrease traffic volume and speed and provide increased active transportation access to all of the destinations and services along Westminster. Stakeholders preferring this route cited the high rental density north of Westminster Avenue and all of the destinations and services the community access along Westminster Avenue as rationale for selection. Along with sharing support for a parking protected bike lane along Westminster Avenue and bike boxes and bike signals at Westminster Avenue and Maryland Street, participants shared the perspective that there more than enough vehicle parking available on side streets to accommodate the bike lane route on Westminster Avenue.

Wolseley Avenue

Stakeholders indicated that the three (3) schools located along Wolseley Avenue make this a preferred route for a protected bike lane. In addition, participants suggested the potential to extend the 30 km/h school zone along the entire street. Stakeholders preferring the Wolseley Avenue route mentioned that the street is wider than Westminster

Avenue, it already has reduced vehicular traffic due to fewer storefronts, and is already a bike route.

Balmoral Street at Westminster Avenue

Participants shared safety concerns regarding the corner at Balmoral Street at Westminster Avenue. Stakeholder suggestions included enhancing the riverbank trail (elevated, paved, lighting, and benches) behind Balmoral Hall School to use as bike route, diverting cyclist from main roadway. Of note, Balmoral Hall School has implemented staggered dismissal times to help with vehicular congestion within the area. Participants suggested that perhaps a similar strategy would be beneficial throughout the study area.

General feedback

Stakeholders provided general project feedback including safety concerns regarding cut through traffic volumes and vehicle speeds along Westminster and Wolseley Avenue, suggesting traffic calming efforts.

Participants shared the preference to do nothing to the study area as a protected bike lane is not needed. Participants indicated that the Wolseley neighbourhood is already bike friendly and has a bike route along Wolseley Avenue. Changes to the corridor, including on-ways and street narrowing will negatively impact side-street parking and transit accessibility.

Participants indicated a preference for physical/tactile bike protection/traffic calming as signage and street paint are not sufficient enforcement. Improved connectivity was requested at both the Omand Park cycling connection (including the bridge), as well as the Osborne Street bike underpass.

Stakeholders shared positive comments on the engagement process, many people were appreciative for the opportunity to provide feedback to influence the design process. The signage and advertising throughout the Wolseley area to keep residents informed was appreciated.

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

MetroQuest Feedback

The following section summarizes the results of what we heard through the online survey. The survey was accessed by a total of 1,929 people between November 9, 2018 and December 7, 2018 and 845 visitors provided survey responses.

Priorities

Respondents were asked to indicate their priorities for improving the existing conditions within the study area when creating a design. They were asked to select their top three priorities from a list of eight priorities or by suggesting their own. Safety was selected as the top priority, followed by bike network connections and cycling comfort. Parking and loading was selected the least as a priority.

TOP 3 PRIORITIES



Safety
23% of Respondents



Bike Network Connections
22% of Respondents



Cycling Comfort
17% of Respondents

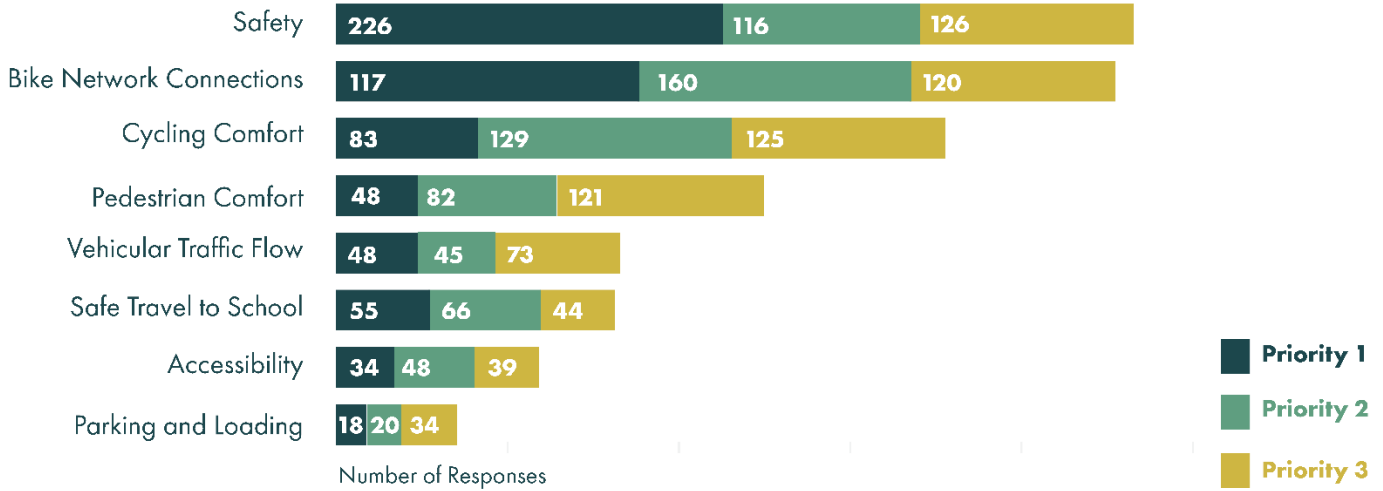
Respondents were also able to suggest other priorities that were not listed. Common themes from these suggestions are summarized and the number of respondents that suggested each priority is noted below:

- Reduced speed and flow of traffic (3)
- Least long-term costs related to construction, health, car expenses, and pollution (2)
- More direct bicycle routes (2)
- Transit routes (1)
- Controlled commercial truck flow (1)
- Parking in front of businesses along Westminster (1)
- Streetscaping along cycling and walking routes (1)
- Conservation of heritage in the area (1)
- Education on safety and rules of the road for all users (1)
- Protected bike parking (1)

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All Priorities

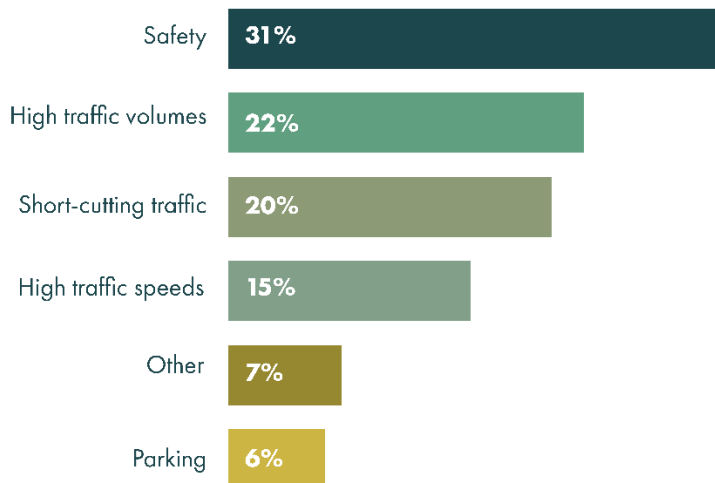
Total Number of Responses: 2057



Respondents were asked to indicate what their top transportation issues and concerns exist within the study area by selecting three issues and concerns out of a list of six options. Safety was selected as the top issue and concern, followed by high traffic volumes, and short-cutting traffic.

Top Transportation Issues and Concerns

Total Number of Responses: 1464



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STPE Key Findings

- A majority of students, parents and staff at all three of the STPE schools identified vehicle volume (participants felt it was far too high for a residential area) and driver behavior (speeding, rolling through stop signs, encroaching on crosswalks), as their main concerns for students on their way to and from these schools.
- A large number of parents and almost all students expressed a strong desire to be able to either walk or ride their bike to school, but felt that current road design and conditions (vehicle volumes, vehicle speeds, and lack of separated cycling infrastructure) were a barrier.
- Several locations along both Wolseley and Westminster avenues were identified as either entirely lacking in pedestrian crossings, having crossings that were too far apart, or as having pedestrian infrastructure that respondents perceived as dangerous by families in the area, especially crossings where students have been stuck and injured previously-most notably in the eastern portion of Westminster Avenue.
- Common themes in the online STPE survey included vehicle volumes, vehicle speeds, non-compliance of vehicles at stop signs, and the lack of cycling infrastructure as barriers to active and safe school travel.
- Workshop participants identified improved connection between the three schools as a key goal, working collectively to improve the safety of children in the community on their way to and from school.
- Dangerous driving behaviors by those dropping off students in the vicinity of the schools was identified as a major concern of walkabout participants during school arrival and dismissal. These included parking in no stopping zones, dropping students off while at stops signs, and double parking.
- Many of the children interviewed wanted to be able to ride their bike to their school, but did not feel that it was safe to do so without cycling infrastructure of some kind that would separate them from traffic.
- Many children also expressed a desire to walk to school with friends, but were unable to do so due to the perception that there is a “very high” volume of vehicles on the roads in these communities. They also indicated that this perception makes it difficult for children to be allowed to ride their bikes to school as well

Next Steps

Participant feedback will be shared with the design team to assist in the development of design options and will conclude Phase 1 public engagement.

Phase 2 of public engagement is expected to begin in late winter 2019. This phase will provide members of the public and area stakeholders the opportunity to review and provide feedback on the preliminary design options and alternatives. Engagement in Phase 2 will include stakeholder outreach discussions, pop-up events, a workshop, and an online survey. Design options will also be presented to the working groups at each STPE school, the STP resource team, and the school community for feedback and discussion. A final School Travel Planning Report will be produced in spring 2019.

Phase 3 of the public engagement is planned for late spring 2019 and will focus on sharing the final design recommendation and highlighting where public input influenced the design of the project. Phase 3 engagement will include an open house event.

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Appendices

Appendix A – Phase 1 Public Engagement Summary Infographics

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APPENDIX A

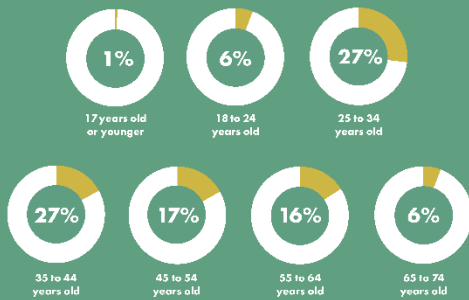
PHASE 1 PUBLIC ENGAGEMENT

SUMMARY INFOGRAPHICS

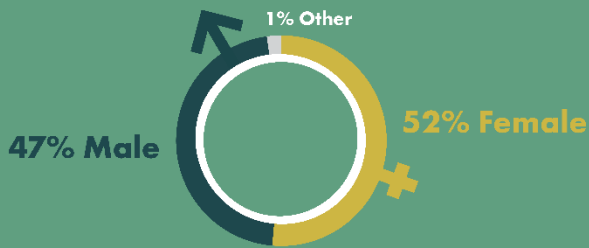
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Demographics

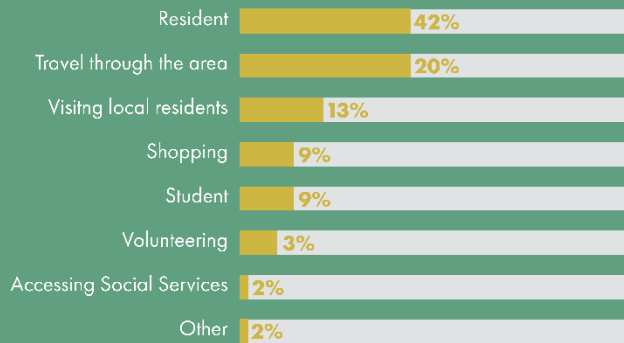
Age of Respondents



Gender of Respondents



Connection to Corridor



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Travel Patterns

Common Purposes of Use Along the Corridor...



48% of respondents travel along the corridors more than once a day.



28% of respondents **walk** most of the time



47% of respondents **bike** most of the time



2% of respondents take **transit** most of the time



20% of respondents **drive** or are a **passenger** most of the time



22%

Commute to work



21%

Recreation or exercise



21%

To go to shops or restaurants



21%

Live on the street or visit family or friends



6%

Pick-up and drop off kids at school



5%

Commute to School

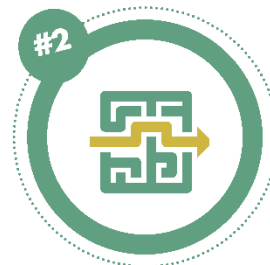
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Priorities

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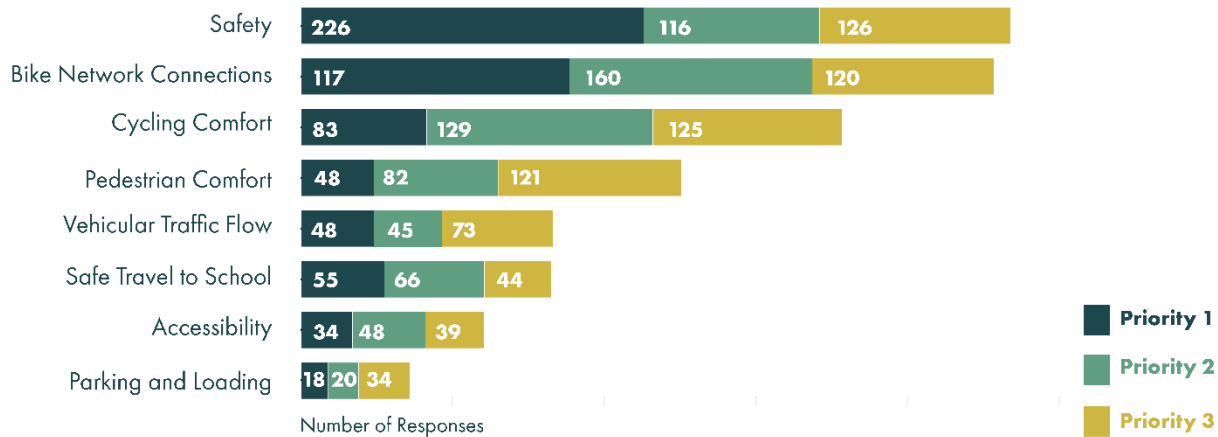
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