

Lord Roberts Community Traffic Study Draft Priority Areas and Feedback

Based on feedback and data collected, four community priority areas were developed for discussion with the Public Advisory Committee (PAC).

The priorities we select will determine what solutions are investigated over the winter of 2019/2020.

Within each proposed priority area below, there are three sections of information:

Public Engagement: What we heard from the community

Data: Insights from the data and technical evaluation

Scope: What we propose to focus on when developing solutions over the winter

Feedback: What we heard from the PAC to refine the priority areas.

In general, there was support for the priority areas outlined and additional suggestions were made to refine the scope and direction within each. There were some notes around the limitations of the scope of the project in general and how that limits the potential outcomes for solutions in the area.

Thank you for the PAC members for contributing their time and energy to improving these priority areas that will lead to effective traffic solutions for the area in phases three and four of the project.

Draft Priority Area 1: Pedestrian and Cycling Infrastructure

Public Engagement: Pedestrian and cyclist safety was the top priority in public engagement.

Data: Site visits identified opportunities for improvement; volumes confirm activity

Scope: Solutions to improve pedestrian and cycling infrastructure within and at key connections into/out of Lord Roberts will be identified. This may include:

- Assessing opportunities to implement neighbourhood greenways.
- Assessing design of existing cycling infrastructure in the neighbourhood to identify opportunities for improvement.
- Improving cycling connections across Osborne Street and across Jubilee Avenue.
- Connecting Lord Roberts to the multi-use path along the southwest bus rapid transit corridor.
- Assessing opportunities to complete gaps in the sidewalk network.

Feedback:

- **Support for improving Active Transportation connection in the back lane**
- **Would be interested in knowing more about what a greenway would include/what are the features**
- **Interested in pedestrian connections across Osborne Street and Jubilee Avenue as well.**
- **Support for completing gaps in the sidewalk network.**
- **Wayfinding signage from the Rapid Transit line could be helpful**
- **I agree with this priority and the solutions suggested to be considered.**
- **Mostly agree, however please improve cycling connections across the rail tracks to the commercial/residential area along Pembina Hwy. It's a barrier for many.**
- **Highlight specific focus on pedestrian/cycling safety to schools and parks.**
- **Consider neighbourhood greenways that create circular paths (eg. can start and end at some spot) with primary focus on recreational riding (separate trail and road), secondary for commuting.**
- **Do not agree with the scope boundaries; efforts should be made to include connections and advantages by connecting with Riverview, as the two communities live synergistically. The kids cross neighbourhoods for school, play, and bonding.**
- **Continue to involve the public advisory group and the public throughout the design and implementation of your strategies. Solicit ideas through *Competition-based Innovation: awarding prizes and design contracts to the most innovative within budget.***
- **Conduct concurrent surveys in adjacent neighbourhoods to identify common interests, and potential supporting resources.**
- **Assess active transportation routes that have become cut-through route for motor vehicles (west side of Hethrington is not on the map but is unsafe)**
- **Support for priorities but do not see a lot that necessarily improves pedestrian safety, which is most often related to avoiding accidents with vehicles; where are pedestrian connection improvements reflected?**
- **What would neighbourhood greenways look like?**

- **Would assessing design of cycling infrastructure in the neighbourhood include going northbound on Osborne?**

Draft Priority Area 2: School Area Safety

Public Engagement: The school is an important stakeholder; various safety concerns were expressed around the school.

Data: Speeds are elevated within the reduced speed school zone; Cockburn is an important connection for students; many students walk/bike to school.

Scope: Opportunities to improve safety around the Lord Roberts School will be explored, such as:

- Opportunities for new crosswalks.
- Traffic calming measures on Cockburn Avenue.
- Reviewing the boundaries of the existing Reduced Speed School Zone.
- Investigating speed reduction measures (including enforcement) within the Reduced Speed School Zone.
- Investigating safety improvements for Cockburn Avenue and Jubilee Street intersection, as students who live south of Jubilee Street cross here.

Feedback:

- **Parking around school and congestion is an issue**
- **School parking and congestion around the area is the most in need of attention**
- **Support for examining the school congestion in the winter as well**
- **Back lane solution is needed**
- **Signage improvements could be implemented**
- **Support for priority.**
- **Concern for not only for slowing the flow of traffic but for the congestion with parking in front of the school as well.**
- **Signage to limit parking at pick up and drop off times.**
- **Students also cross at Daly lights, please include efforts here.**
- **Current data was based on June study. Consider adding data from winter to understand changes traffic patterns (or extrapolate relativity between summer/winter traffic from other jurisdictions).**
- **Continue to involve the public advisory group and the public throughout the design and implementation of your strategies. Solicit ideas through *Competition-based Innovation: awarding prizes and design contracts to the most innovative within budget.***
- **Conduct concurrent surveys in adjacent neighbourhoods to identify common interests, and potential supporting resources.**
- **Investigate re-routing of heavy construction vehicles away from Rathgar, Beresford, Cockburn and Daly.**
- **absolutely a priority. Traffic calming on Daly could also be considered. Enforcement of the reduced speed zone is vital.**

Draft Priority Area 3: On-Street Parking

Public Engagement: The availability of on-street parking in the neighbourhood is a community concern. Concerns are more prevalent in the north section of the neighbourhood and near the BRT stations.

Data: Parking data is still being analyzed; site visits confirm parking utilization high on some streets; on-street parking acts as an existing traffic calming measure.

Scope: Solutions will be explored, such as:

- Expanding Time Limited Parking regulations
- Exploring different types of residential permits through collaboration with the Winnipeg Parking Authority
- Understanding Transit's parking needs and activity

Feedback:

- **Support for priority area.**
- **Add parking limits near school?**
- **Data is from the Winnipeg Parking Authority**
- **Suggestion to add a sub-committee on parking**
- **Note that parking does calm the street**
- **Comment: do not want Transit to take credit for calming the street by parking there**
- **Do not support street parking on Osborne, drivers get anxious and aggressive**
- **Idea to expand rush hour restrictions on parking**
- **Protected left arrow to get into Riverview needed**
- **Interest in looking at parking pilots and trying out options with support from the community**
- **70% petition is cumbersome so interested in the City taking on this responsibility if a threshold for support is required.**
- **Yes agree. Expanding parking bans for the two rush hours is a good idea.**
- **Not enough park and ride space along the rapid transit area.**
- **Expanding parking bans to 7:00-9:30 and 3:30-6:30.**
- **Create a parking lot for Rapid Transit, offer plug-in options for those needed to keep engines warm (can charge fee to the power) – this offers incentive to use the lot.**
- **'Understanding Transit's parking needs and activity' should read 'Assess residents' parking needs and activity'.**
- **Assess new condo residents'/visitor's parking impact on residents east of Argue and Hugo.**
- **A permitting system for residents sounds like a good idea; this is used in Montreal.**

Draft Priority Area 4: Other Safety Improvements

Public Engagement: Top vision for the study was to increase safety for all road users; Osborne Street was a safety concern hotspot; some residents concerned about truck-traffic on local streets.

Data: Collision data confirm need to evaluate safety on Osborne Street; site visits identify opportunities for improvement.

Scope: Opportunities for spot road safety improvements will be assessed across the neighbourhood. This may include:

- Additional signage and community education regarding parking setbacks at intersections.
- Geometric modifications and signage to improve sightlines and alignment.
- Safety improvements at Osborne/Brandon and Osborne/Morley, as both intersections ranked high on the City's network screening tools.
- Review of pedestrian crossing treatments on Osborne Street and Jubilee Avenue.
- Review regulations regarding truck operations.

Feedback:

- **Support for priority area**
- **Spot safety improvements and additional signage and education**
- **Paint curb where parking is restricted near intersections**
- **For trucks, add 'no site access' signage**
- **School – no parking a loading zone signage**
- **Interest in creative methods for indicating where people should not be parking, especially near intersections**
- **I agree with these priorities. More to consider:**
 - **Need to improve safety for pedestrian and bikers in all pedestrian pathways, with priority on major active transit pathways – especially along the rapid transit. Many won't use this area after dark.**
 - **Consider safe options to cross the rail line to get to Pembina hwy.**
 - **Add lighting, signage and cameras to pedestrian path along rapid transit. Also ensure good sightlines immediately adjacent to path (mow tall grass?)**
 - **Create bridge to cross rail line to reach commercial space on Pembina Hwy/Corydon Ave.**
- **Assess Transit's Route 95 (the Hugo/Berwick loop has no stop and a southbound blind turn onto Hugo, is stinky, noisy & vibrational).**
- **'Review regulations regarding truck operations' should read 'Research precedents for re-routing heavy construction traffic away from residential roads.'**
- **Assess the drop-and-ride loop off Station Place at Argue into the Beresford/Rosedale back lane.**
- **We need enforcement regarding parking setbacks at intersections.**
- **Traffic calming throughout the neighbourhood would undoubtedly improve safety at all levels.**