

Lord Roberts Community Traffic Study

Priority Areas

After a series of in-depth public engagement opportunities, technical analysis, and both technical and public advisory committee consultations, the Lord Roberts Community Traffic Study has identified its four priority areas. These priorities will guide the scope of work in the next phase of the study, which is about developing solutions.

The priority areas for the Lord Roberts Community Traffic Study are:

- Pedestrian and cycling infrastructure
- School area safety
- On-street parking
- Other safety improvements

The project team will look at existing City policies, guidelines, and strategies (such as the City of Winnipeg Pedestrian and Cycling Strategies, as well as existing infrastructure and planned capital projects in the area) and will assess areas that present opportunities for impactful improvements, then present potential solutions to the public for feedback.

Preferred solutions will be prioritized and implemented, subject to approvals and budget availability. Solutions that cannot be implemented as part of this study will be forwarded on for consideration in broader City initiatives, such as the Transportation Master Plan, or as part of future road renewals.

Pedestrian and Cycling Infrastructure

Improving pedestrian and cycling infrastructure within Lord Roberts and at key connections into and out of the neighbourhood is a community priority.

During Phase 1 public engagement we heard that pedestrian and cyclist safety should be the top priority of the study.

In the next phase, we will explore opportunities to improve pedestrian and cycling such as:

- **Implementing new neighbourhood greenways**, where cyclists and motorists share the road on a traffic-calmed street.
 - The Pedestrian and Cycling Strategies, as well as speed data and traffic volume data collected as part of this study, suggest that neighbourhood greenways may be an appropriate treatment for some streets in Lord Roberts.
- **Improving pedestrian and cycling connections across Osborne Street and Jubilee Avenue** to identify required upgrades at existing traffic signals and pedestrian corridors, as well as any new crossings warranted to provide improved access to adjacent neighbourhoods and bicycle routes.
- **Improving existing pedestrian infrastructure within the neighbourhood** by completing gaps in the sidewalk network.

- Site visits identified streets with missing sections of sidewalk, which create accessibility and connectivity concerns.
- **Improving existing cycling infrastructure within the neighbourhood**, by focusing on the multiuse path that parallels the Southwest Transitway and how it connects to the neighbourhood.
 - The public considers this multi-use path a positive aspect of the neighbourhood, but has some safety concerns with how the multi-use path connects at some intersections and lanes in Lord Roberts.

Some concerns raised during public engagement are considered outside the scope of this study, for example: facilitating a new active transportation crossing across the CN railway adjacent to Pembina Highway. These types of suggestions will be forwarded on for consideration in the Pedestrian and Cycling Strategies and the Transportation Master Plan.

School Area Safety

Improving safety around the Lord Roberts School is a community priority.

During Phase 1 public engagement we heard from residents, parents, staff at the Lord Roberts Community Centre, and the administration of Lord Roberts School about traffic congestion concerns during pick up and drop off times, and safety concerns for children who walk and bike to school.

In the next phase of the study, opportunities to improve school area safety will be explored, such as:

- **Traffic improvements during pick-up and drop-off times** to help ease congestion and ensure students can load and unload safely.
- **Implementing new school crosswalks** where warranted, to help raise the visibility of students and patrols.
- **Assessing whether traffic calming measures are warranted** on Cockburn Avenue and within the Reduced Speed School Zone to further reduce vehicle speeds.
- **Reviewing the boundaries of the existing Reduced Speed School Zones** to determine if the current limits are appropriate for the school's operations.

On-Street Parking

Improving on-street parking is a community priority.

During Phase 1 public engagement we heard that the availability of on-street parking is a concern in the community. Parking concerns were concentrated in the northeast section of the neighbourhood, on local streets adjacent to Osborne Street, and near the Southwest Transit Way Jubilee Station.

In the next phase of the study, opportunities to improve on-street parking will be explored, such as:

- **Expanding time limited parking regulations on some streets.**
 - Parking data shows that streets with time-limited parking regulations have higher turnover and lower utilization throughout the day. Time-limited parking may be a feasible alternative for additional streets in Lord Roberts.
- **Piloting different types of residential parking permits** through collaboration with the Winnipeg Parking Authority.
 - The current Residential Parking Permit program applies to streets with time limited parking only. Section 63.1(1) of the Winnipeg Parking By-law No. 113/2017 allows Council to institute pilot projects of less than one year related to parking offences and fines.
- **Additional measures to reinforce appropriate parking setbacks at intersections**, as vehicles parked too close to intersections can create sightline and safety concerns.
- **Additional consultation** to better understand parking needs, including the needs of residents, businesses, and Winnipeg Transit.

Other Safety Improvements

Improving safety for all road users is a community priority. Safety is a theme in all of the priority areas. This additional area captures some safety topics that didn't quite fit within the other priorities.

During Phase 1 public engagement we heard that improving safety is the most important goal of the study. Safety concerns were concentrated along Osborne Street, particularly at the intersection with Morley Avenue.

Opportunities for other safety improvements will be explored, such as:

- **Safety reviews** at intersections where data indicates there is a potential for improvement. Solutions to improve safety may include changing geometry, signal timing, or signage.
- **Improving how heavy vehicle construction traffic is managed on residential streets.**
 - The public expressed safety concerns associated with heavy vehicles using residential streets to access local construction sites. Although heavy vehicle

traffic is a reality when construction is occurring, opportunities to better manage this traffic will be explored in consultation with the public.

Some items raised during public engagement are considered outside the scope of this study, such as modifying transit routes. Feedback from the public regarding transit routing and operations has been passed onto Winnipeg Transit for consideration in the [Winnipeg Transit Master Plan](#).