

APPENDIX A – EAST FORT GARRY ACTIVE TRANSPORTATION PHASE 1: NEIGHBOURHOOD SCAN

East Fort Garry Active Transportation Phase 1: Neighbourhood Scan



Prepared by:



Table of Contents

Contents

Table of Contents	2
Project Overview	3
Background and Scope	3
Project Boundary	4
Identified Neighbourhood Stakeholder Groups	5
Online Survey Results Summary	8
Public Meeting Summary	10
What does a community that supports active transportation look like to you?	10
Top Active Transportation Issues:	11
Map of Community Recommendations	12
Community Comments on ASTEP Reports:	15
Next Steps	16
Appendix A – Neighbourhood Survey	18
Appendix B – Public Meeting Agenda	22

Project Overview

Background and Scope

In 2014, Green Action Centre partnered with the City of Winnipeg and the University of Manitoba's Faculty of Civil Engineering to address some physical infrastructure barriers to active transportation for youth in a variety of neighbourhoods. The project was conducted by a fourth year transportation engineering class and resulted in the creation of 17 Active School Travel Engineering Plans at local Winnipeg schools. For more information on this project please see the final report submitted previously to the City of Winnipeg.

After identifying the barriers for our most vulnerable road users, children, it then made sense to extend the project to the broader community to determine issues and opportunities for active transportation in particular neighbourhoods. Green Action Centre was engaged by the City of Winnipeg to conduct a neighbourhood scan of East Fort Garry. Specifically the project was to:

- Identify individuals and groups that are stakeholders within this community, including informal and formal neighbourhood leaders, advocates, groups and associations, parent councils, block parents, neighbourhood watch, etc. Known stakeholders were asked to identify potentially lesser known stakeholders.
- Identify stakeholder interests and issues associated with walking, cycling and active travel/living as it relates to the neighbourhood and in regards to linkages with surrounding areas.
- Identify expectations and opportunities within the existing social networks and associations for communicating and engaging with the community.

This information was collected over the period of October 2014-March 2015 through an online survey, two public meetings, and via telephone and email communication with individuals.

Project Boundary



Figure 1 - East Fort Garry Neighbourhood Boundary Map created by City of Winnipeg

Online Survey Results Summary

This community survey was intended to gather information from community residents and identify key issues and opportunities for the community. The survey was launched online in early February 2015 and 61 responses were received by its close on April 16. Attendees at the public meetings were encouraged to complete a survey, which was then entered into the online form by our project team.

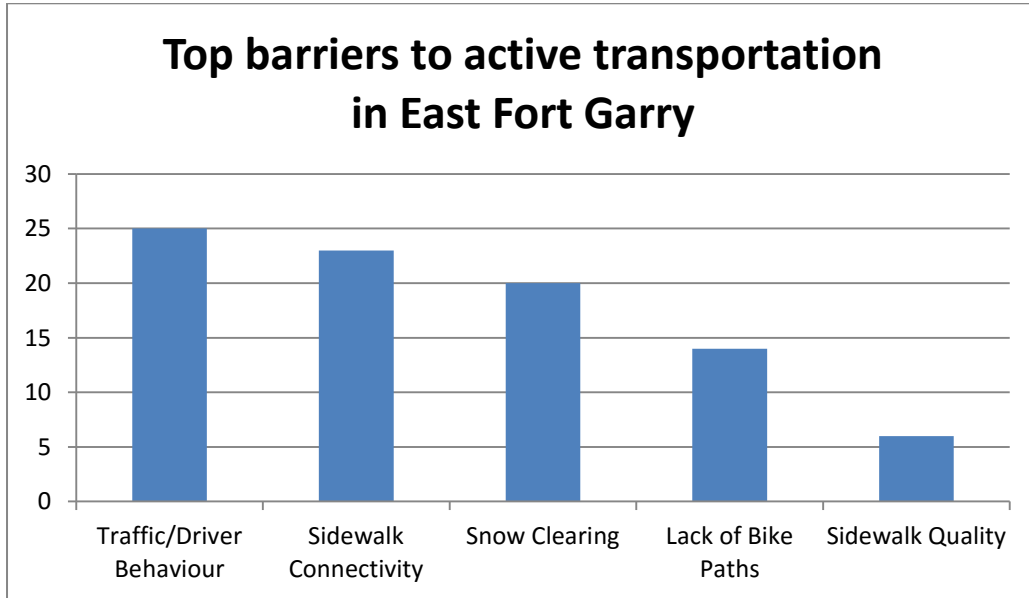
The majority of respondents (93%) were within the age bracket of 25-70. While all respondents were residents, some also identified themselves as local business owners, community group representatives, parents/guardians, or students. Due to the small sample size, the survey results are not representative of the entire community.

The intent was to gather information, and the results do show some interesting and informative findings. The survey can be found in Appendix A.

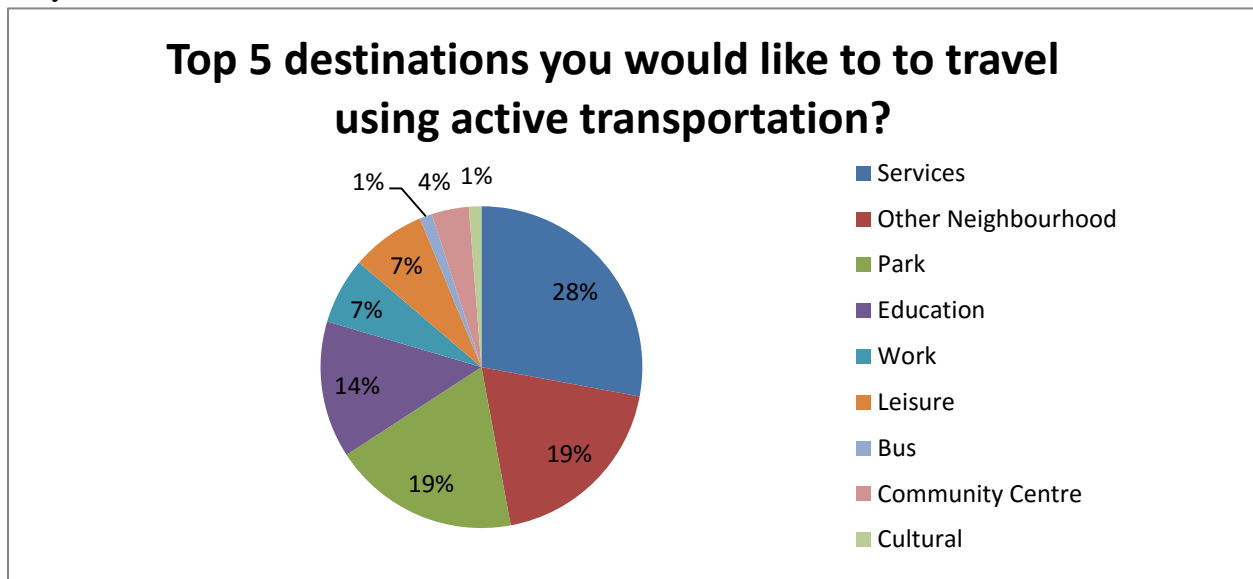
Below is a summary of highlights from the neighbourhood survey. A full copy of the survey responses has been provided to the City of Winnipeg in conjunction with this report.

- The top three modes of active transportation in East Fort Garry are walking, cycling and x-country skiing.
- 49% of respondents walk or cycle a lot, but would like to do more. 26% do not walk or cycle a lot but would like to do more.
- 55% of survey respondents felt the community was easy and convenient for walking and cycling, while 18% disagreed with this statement.
- When asked what they like most about walking/cycling in the neighbourhood, most people reference the tree canopy, community green spaces, and enjoying the quiet area for recreation and exercise. Many referenced the benefit of quiet streets in the evenings/weekends which make exercise enjoyable.
- Asked to identifying specific locations and concerns, the top areas of concern identified by survey respondents included:
 - Lack of a sidewalk/bike path along South Drive (25%)
 - Lack of sidewalk/cycling infrastructure leading to and within Crescent Drive Park (22%)
 - Lack of sidewalks and traffic concerns along Oakenwald Avenue (13%)
 - Crossings along Pembina Highway and safety through the underpass (10%)

Community members were asked to list three things that prevent them from using active transportation in their neighbourhood. The answers can be seen on the graph below.



Participants were asked to list the top 5 destinations they would like to travel to in the city using active transportation. These responses can be seen on the graph below and were categorized to identify more generally where people want to go. High on the list was access to services (28%) followed by travel to another neighbourhood for work or recreation (19%) and access to parks (19%). Many would like to cycle to educational facilities (14%), the majority of which included the University of Manitoba and University of Winnipeg but also include a few mentions of desire to cycle to local schools.



Thinking about the next phase of engagement, we asked respondents how they would like to be engaged and when would be the best time to do so. Participants were interested in a wide variety of engagement approaches from public meetings and surveys to one-on-one discussions. Participants' responses did not identify a clear time of year that would be best for community engagement, but did identify a preference for evening and weekends to accommodate work schedules.

Public Meeting Summary

Two public meetings were held as part of this project, one at the Fort Garry Community Centre (Feb 24, 2015) and one at the Wildwood Community Club (Feb 26, 2015). There was a great turnout with 42 Community Members in attendance over the two events.

The events were coordinated and hosted with support of staff/volunteers from City of Winnipeg, Winnipeg Regional Health Authority, and the University of Manitoba's Department of Civil Engineering. We were also fortunate to have the presence of the assistant to Councillor Jenny Gerbasi, Tracy Groenewegen.

The agenda for both evenings included a short presentation which framed active transportation and explained why the City is taking a focus to engage the community at a neighbourhood level. They also included an overview of our work with the neighbourhood schools as part of the Active School Travel Engineering Plans partnership with the City of Winnipeg and University of Manitoba. The majority of the evening was intentionally spent on facilitated discussions with residents to find out their perspectives and concerns about active transportation in their community. A copy of the event agenda can be found in Appendix B.

Groups were asked several questions about active transportation in their community. Below is a summary and map which highlights the concerns and opportunities identified by residents at these two sessions.

What does a community that supports active transportation look like to you?

- Age-friendly community – where all ages feel safe using active transportation infrastructure.
- Increased safety for individuals using active transportation. Separate paths for bikes and pedestrians or shared multi-use paths that are separated from vehicular traffic.
- Cycling routes that are free of stops.
- Reduced speed limits neighbourhood-wide or at least on bike boulevards.
- Good access to recreational facilities and parks.
- Preserved green spaces.
- Sidewalks on all roadways, that are connected, maintained and clear of snow.

- Local amenities and destinations that are in walking distance.
- Lighting that makes it feel safe to walk at night.
- Frequent and conveniently located transit service.
- Groomed cross country trails in winter.
- Opportunities to access and use the Red River.
- Children walking and cycling programs, such as a community bike train or a walking school bus.

Top Active Transportation Issues

Each group was asked to narrow down the list to their top three issues to share with the rest of the participants. The following is the entire list from the five groups; items mentioned more than once are identified in brackets.

- **Safety** – due to poor lighting and lack of sidewalks
- (3) **South Dr** – multi-use path needed on South Drive
- **Connectivity of Neighbourhood Spaces and Amenities** – there are beautiful places in the neighbourhood but it is impossible to get there on foot or by bike
- **Lack of Sidewalks and Bike Paths** – i.e. South Dr, Oakenwald Ave, North Dr
- Pedestrians and Cyclists need to be **separated from cars**
- (3) **Connectivity of Sidewalks** – especially at school areas, community centres, and recreational facilities to ensure safety e.g. Point Road
- **Address crossing location for children:**
 - at Lyon and Oakenwald
 - at Point Road and Lyon
- **High traffic volumes**
- **Traffic study of East Fort Garry** – see implications of traffic volume in areas with development such as new spa, etc.
- **Limestone Trail** (Wildwood Club) – maintain access and continuity
- **Exits/entrances to neighbourhood**

Map of Community Recommendations

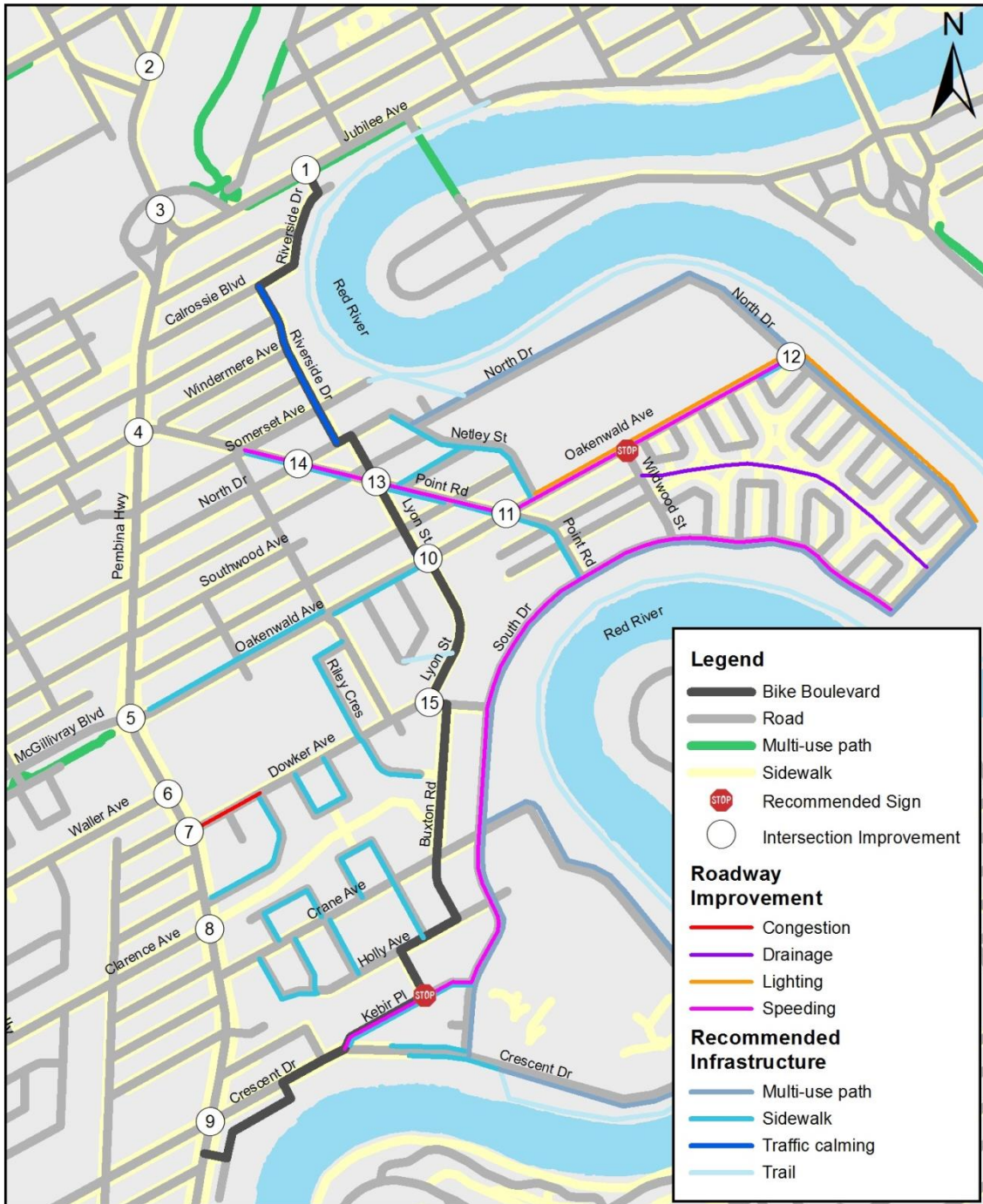


Figure 1. Map of recommendations for East Fort Garry

Table 1. Intersection Observations and Recommendations:

ID	Location	Issue
1	Jubilee Ave and Riverside Dr	It is difficult for cyclists to turn on or off Jubilee Ave.
2	Pembina Hwy and Stafford St	No sidewalk south of the intersection on the west side of Pembina Highway. This forces pedestrians and cyclists to cross at this intersection which is inconvenient and a safety concern. In addition, the crosswalks at this intersection are not aligned and the crossing time is too short. Participants expressed that it takes 2 to 4 minutes for pedestrians and cyclists to cross this intersection.
3	Pembina Hwy Underpass	This underpass is safety concern for cyclists as it has narrow lanes and is sometimes windy or flooded. In addition, there is only a sidewalk on the east side of Pembina Hwy. at this location.
4	Pembina Hwy and Point Rd	Dangerous intersections for vehicles and vulnerable road users. It is difficult for pedestrians to cross Pembina Hwy due to a short pedestrian crossing time. Northbound traffic on Pembina Hwy backs up at this location during the p.m. rush hour. To avoid the congestion some drivers detour the stretch of Pembina Highway from Crescent Ave to Point Rd by driving through the Wildwood neighbourhood. This increases the vehicle volumes and speeds on residential roadways such as Crescent Dr and South Dr.
5	Pembina Hwy and Oakenwald Ave	It is difficult for pedestrians to cross Pembina Hwy due to a short pedestrian crossing time. In addition, when a train is crossing McGillivray the signals will not change and vehicles are not able to turn left onto Pembina Hwy from Oakenwald Ave.
6	Pembina Hwy and Waller Ave	The half signal does not activate unless the pedestrian pushbutton is pressed. This makes it very difficult for cyclists as they need to get off their bikes and walk to the sidewalk in order to press the pushbutton.
7	Pembina Hwy and Dowker Ave	It is difficult for pedestrians to cross Pembina Hwy due to a lack of pedestrian crossing control.
8	Pembina Hwy and Clarence Ave	It is difficult for pedestrians to cross Pembina Hwy due to a short pedestrian crossing time. Participants expressed that if they got stuck on the median there was no pedestrian pushbutton to inform the signal of their intention to cross.
9	Pembina Hwy and Crescent Dr	It is difficult for pedestrians to cross Pembina Hwy and for cyclists to make left turn onto Pembina due to a short “green” time.
10	Oakenwald Ave and Lyon St	Dangerous intersection for pedestrians as the intersection is not aligned. Participants liked the ASTEP recommendation that there be a raised crosswalk at this intersection.
11	Oakenwald Ave and Point Rd	Participants referred to this intersection as the “Triangle of Terror.” The intersection is dangerous for pedestrians (especially child pedestrians) to cross due to the intersection geometry and vehicle speeds.
12	Oakenwald Ave and North Dr	Dangerous intersection that is collision prone.
13	Point Rd and Lyon St	The intersection is dangerous for pedestrians (especially child pedestrians) to cross due to the intersection geometry and vehicle speeds.
14	Point Rd and North Dr	There is a pedestrian corridor at this intersection, however, on street parking makes it difficult for vehicles to detect pedestrians wanting to cross the street. In addition, the perpendicular parking requires drivers to back up into the travel lane which can lead to conflicts and collisions.
15	Lyon St and Dowker Ave	This location is confusing for cyclists and pedestrians using the bike boulevard. It is recommended that there be navigation signage for the bike boulevard and additional routes (possibly through Vincent Massey Collegiate field) for pedestrians and cyclists.

Table 2. Roadway Observations and Recommendations:

Roadway	Issues
Crane Ave	This roadway is commonly used by children attending Ecole Crane. Participants recommended that crossing guards be used and raised crosswalks be implemented on Crane Avenue to lower speeds and increase safety.
Crescent Dr	The roadway segment between Pembina Hwy and Point Rd experiences high traffic volumes during the a.m. and p.m. rush hour as vehicles try to avoid Pembina Hwy. This makes the roadway unsafe for cyclists when sharing the roadway. It is recommended that cyclists have designated infrastructure on this segment of roadway. In addition, there is poor lighting and no warning about the sharp turn in the roadway 200 meters south of. It has been observed that vehicles are driving too fast for the road geometry which has resulted in a vehicle collision with a tree in the past.
Dowker Ave	There is congestion around Vincent Massey Collegiate when classes let out.
Kebir Pl	Some drivers use this roadway as a shortcut from Crescent Dr to South Dr which results in higher traffic volumes and speeds. In addition, there are no sidewalks and safe crossings for pedestrians. Participants recommended that a stop sign be implemented at the intersection with McDougall St to reduce vehicle speeds.
North Dr	There is poor lighting and no designated infrastructure for pedestrians and cyclists which is a safety concern.
Oakenwald Ave	Some sections of this roadway lack sidewalks, while other sections have sidewalks that are in poor condition. The roadway is wide which promotes higher vehicular speeds and lacks lighting. The combination of parked vehicles along the roadway and the 16 buses that use Oakenwald Ave to transport students to St. John's-Ravenscourt School pose a safety concern for cyclists. Participants recommended that a stop sign be implemented at the intersection with Wildwood St to reduce vehicle speeds.
Pembina Hwy	Participants expressed that current buffered bike lane on Pembina Hwy does not feel safe. For example, the cyclists viewing angle when coming back onto road after a bus stop is a concern. In addition, the ramps often collect garbage. One participant recommended that the curb lane be turned into a diamond lane that could be used by buses and cyclists only.
Point Rd	Some sections of this roadway lack sidewalks, while other sections have sidewalks that are in poor condition. The roadway is wide which promotes higher vehicular speeds.
Riverside Dr	This roadway experiences high traffic volumes. Some participants recommended that traffic calming devices be implemented on this roadway.
South Dr	Participants expressed that South Dr is the most attractive street in the neighbourhood for recreational use; however it is the least safe. Safety concerns included lack of sidewalks and bicycle facilities, poor lighting, high traffic volumes and speeds, and on-street parking. This roadway is often used by drivers travelling to St. John's-Ravenscourt School. All participants agreed that a multi-use path would be good solution to increase the safety for pedestrians and cyclists and promote active transportation. In addition, participants recommended road closures on Sunday to reduce traffic, lower speed limits, restricted parking and signage to indicate that the roadway is shared by vehicles, pedestrians and cyclists.

Table 3. Trail/Multi-Use Path Observations and Recommendations:

Trail	Issue
Red River Trail	Participants expressed concern about a new condominium development that has been proposed for a property north of North Drive. There is currently a trail along the Red River on this land that the participants would like to be preserved and allowed access to. In addition, people operating motorbikes have started using the trail which is a safety concern for trail users. Furthermore, participants would like the trail along the Red River to connect Churchill Dr to North Dr to Crescent Drive Park.
Sandra Bay to Crowson Bay Path	Trail is not marked so pedestrians and motorists may not be aware of the trail. In the winter, the path should be cleared of snow more often to promote use.
Ruttan Bay to Lyon St Trail	Participants would like a trail connecting Ruttan Bay to Lyon St.
Wildwood Club Path	The private path owned by the Wildwood Club is frequently used by community residents and should be maintained.
Wildwood Park Path	This path is popular with residents; however, participants expressed that drainage along this path is an issue.

Other Observations:

- More destinations in neighbourhood increases traffic and on-street parking (i.e. Thermea, Crescent Drive golf course cross-country trails, etc.).
- Current designated bike boulevard through neighbourhood feels unsafe.
- Lack of snow clearing to support walking and cycling.
- Good active transportation accommodation in Wildwood Park.
- Participants feel that there would likely be an increase in active transportation if the second phase of the bus rapid transit were located along the Letellier Line.

Other Recommendations:

- Would like SJR to have an ASTEP project.
- Bike lanes need own snow clearing schedule, especially on Pembina Hwy.
- Existing trails/cut-throughs should not be allowed to be removed when land is sold.
- Participants would like walking/cycling maps to be available for their area.
- Participants suggested that a crosswalk may be beneficial at Lyon St and Waterford Ave.

Community Comments on ASTEP Reports:

- ASTEP study should be expanded to the rest of community.
- Safety of children should be top priority. Pedestrians matter more than cars.
- Participants brought up the question if sidewalks are the appropriate solution on already narrow streets? Are speed bumps appropriate on narrow streets?

Countermeasure: Install flashing lights at Point Rd and Oakenwald Ave

- Participants were very skeptical of this countermeasure. They suggested that an alternative countermeasure be considered, such as a roundabout, full traffic signal, raised crosswalks, or changing the flow/direction of traffic. Participants realise that this intersection presents a challenge due to the roadways that intersect at a 45° angle.

Countermeasure: Install raised tabletop crosswalk at Oakenwald Ave and Lyon St

- Participants liked the idea of a raised tabletop crosswalk as it would slow traffic and increase safety for children.

Countermeasure: Construct additional sidewalk on Oakenwald Ave from Lyon St to Wicklow St

- Participants liked the idea of constructing additional sidewalks to provide connectivity, however the back lanes are a concern as drivers may not be able to see pedestrians crossing. It was suggested that this problem could be mitigated with proper signage.

30 km/hr school zones

- Seasonal nature of school zones seemed strange to some participants. Why not year-round and round the clock? Children are always playing at schools.

Non-engineering countermeasures

- Participants liked the idea of a park and walk for kids, where they get dropped off at a certain place and certain time and get walked to school.

Next Steps

Once approved, this report will be shared with the broader community via the mailing list and Green Action Centre's website (www.greenactioncentre.ca/eastfortgarry).

The community is currently awaiting the second stage of the broader neighbourhood engagement on active transportation and expects this stage to commence within 2015. This stage includes:

- Determining how the identified stakeholders would like to be engaged;
- Creation of a community engagement plan;
- Engagement of the community; and
- Report back to the community.

The full staged approach developed in partnership with the City of Winnipeg can be seen in the graph below.

Project Overview

Stage 1 (Winter 2015) Gather Information

- Identify Stakeholders, Key Issues, and Opportunities
- Report back to the community

Stage 2 (2015) Public Engagement

- Determine how stakeholders would like to be engaged
- Create consultation plan
- Engage the community
- Report back to the community

Stage 3 (TBD) Develop Neighbourhood AT Strategy

- Develop a neighbourhood active transportation plan based on feedback from the consultation.
- This plan will be shared with the community with an opportunity to provide input before finalized.

Stage 4 (TBD) Search and Request Funding

- The City of Winnipeg will look for funding to achieve plan objectives.

Appendix A – Neighbourhood Survey

East Fort Garry Neighbourhood Active Transportation Survey

Thank you for taking the time to complete this survey. The results of today's meeting and this survey will help to identify stakeholders and their interests and values related to active transportation in your community. This information will help us define a further community engagement program for the development of a strategy to improving active travel in your neighbourhood.

1. When thinking where you travel in your community (such as to work or school, going shopping, running errands or visiting a friend) which of these statements best describes your interest in using active transportation to get there:

- I have no interest whatsoever in walking/cycling as a form of transportation.
- I already walk/cycle as often as I want to.
- I walk/cycle a lot but would like to more.
- I do not walk/cycle often but would like to do that more.
- I don't know.

2. What do you like most about walking/cycling in your community?

3. What are the main forms of active transportation that you use in your community? Select all that apply.

- | | |
|--------------------------------|-------------------------------------|
| <input type="radio"/> Walking | <input type="radio"/> Rollerblading |
| <input type="radio"/> Cycling | <input type="radio"/> Canoeing |
| <input type="radio"/> Skiing | <input type="radio"/> Other: _____ |
| <input type="radio"/> Scooting | |

4. What are the top 5 destinations you would like travel to actively from home?

1. _____
2. _____
3. _____
4. _____

5. _____

5. If you have children (or are a school aged child), do they (you) walk/cycle to school?

- Yes
- No
- N/A

6. It's easy and convenient to walk or cycle in my neighbourhood. Agree or disagree?

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

7. What do you find are the top three things that prevent you from using active transportation?

Examples: Lack of sidewalks/bike paths, disjointed sidewalk/bike path, traffic volume, driver behaviour, snow clearing issues.

1. _____
2. _____
3. _____

8. Considering the boundary for this project, as shown on the map below, please identify up to 5 locations and related concerns that you have related to walking or cycling.

Location	Concern
Ex. Byng (near Riverside)	Lack of sidewalk on west side forces me to cross the street twice to continue traveling south.

9. What would make you feel more comfortable walking in your neighbourhood?

10. What would make you feel more comfortable cycling in your neighbourhood?

11. As you know, at this time we are looking to identify community stakeholders and their interests and values. Please identify any groups or individuals whose input we need to gather.

12. There are many ways to engage the public around an issue and we would appreciate feedback as to how you would prefer to provide your input. Please select some ways in which you would like to be included in the future:

- Surveys
- One-on-one discussion with project staff
- Comment Forms
- Open Forums
- Small Group Discussions
- Project Staff attending your existing community group
- Public Meetings
- Learning something new before sharing my thoughts (Ex- A workshop on active transportation infrastructure)
- Other _____

13. We are looking for some feedback on the process. Please select Yes/No to help us understand how this first meeting went.

Was it clear what the meeting would be about? Yes or No

Was the information provided informative and relevant? Yes or No

Did you feel you had an opportunity to share your ideas? Yes or No

What could have been done differently to make this meeting more successful?

14. About yourself:

First three digits of postal code: _____ Age: _____ Gender: M or F

How would you describe yourself (Select all that apply):

- Community Resident
- Local Business Owner
- Community Group Rep
- Parent/Guardian
- student
- Other

15. To help us plan for the next phase of community engagement, please tell us when would be the best time/worst time for you over the next year to be involved in this process?

Thank you for taking the time to complete this survey. Please make sure you visit www.greenactioncentre.ca/eastfortgarry to see current project information and to sign up for our mailing list

Appendix B – Public Meeting Agenda

Public Meeting Agenda – East Fort Garry Active Transportation

February 24, 2015
Wildwood Community Club
271 North Drive
6:30pm – 8:30pm

February 26, 2015
Fort Garry Community Centre
880 Oakenwald Avenue (Hobson
Site)
6:30pm – 8:30pm

Meeting Goals and Objectives:

- Gather input on active transportation issues and ideas from residents/area groups
- Bring community up to date on the Active School Travel Engineering Plan (ASTEP) process and activities
- Highlight and gather feedback on key findings/issues and recommendations from the ASTEP Reports for schools in Wildwood/Fort Garry (Ecole Crane, Oakenwald)

6:30 pm – 7:00pm Welcome and Introduction

- Project overview (Shoni Madden – Green Action Centre)
- Importance of Active Transportation (Kevin Nixon – City of Winnipeg)
- Active School Travel Engineering Plans Overview – École Crane and Oakenwald School (Professor Jeanette Montufar – University of Manitoba Transportation Engineering Dept./Jackie Avent – Green Action Centre)

7:00 pm – 8:00 pm Facilitated Group Discussion

Participants will be divided into several breakout groups to work through the following questions:

5 minutes – Facilitated Questions

- Where do you travel in your neighbourhood using active transportation and how do you feel about your trip?

20 minutes – Visioning Exercise

- What does a neighbourhood that supports AT look like to you?

10-15 minutes – Review of ASTEP issues and recommendations

- Discuss issues highlighted through ASTEP process and recommendations
- Provide feedback on these plans

20 minutes – Top 3 Barriers

- Groups discuss other AT issues in neighbourhood and highlight top 3 barriers to active transportation

8:00 pm - 8:20 pm **Wrap-up Group Discussions - Facilitators**
share summary of feedback with the room

8:20 pm - 8:30 pm **Thank you & next steps.**