

prepared for



Wolseley to Downtown Walk Bike Project

Continuing the east / west pedestrian
and cycling connection from Wolseley to
Downtown

Phase 1: Gather Input from Public

Public Engagement Report

DRAFT | January 24, 2019



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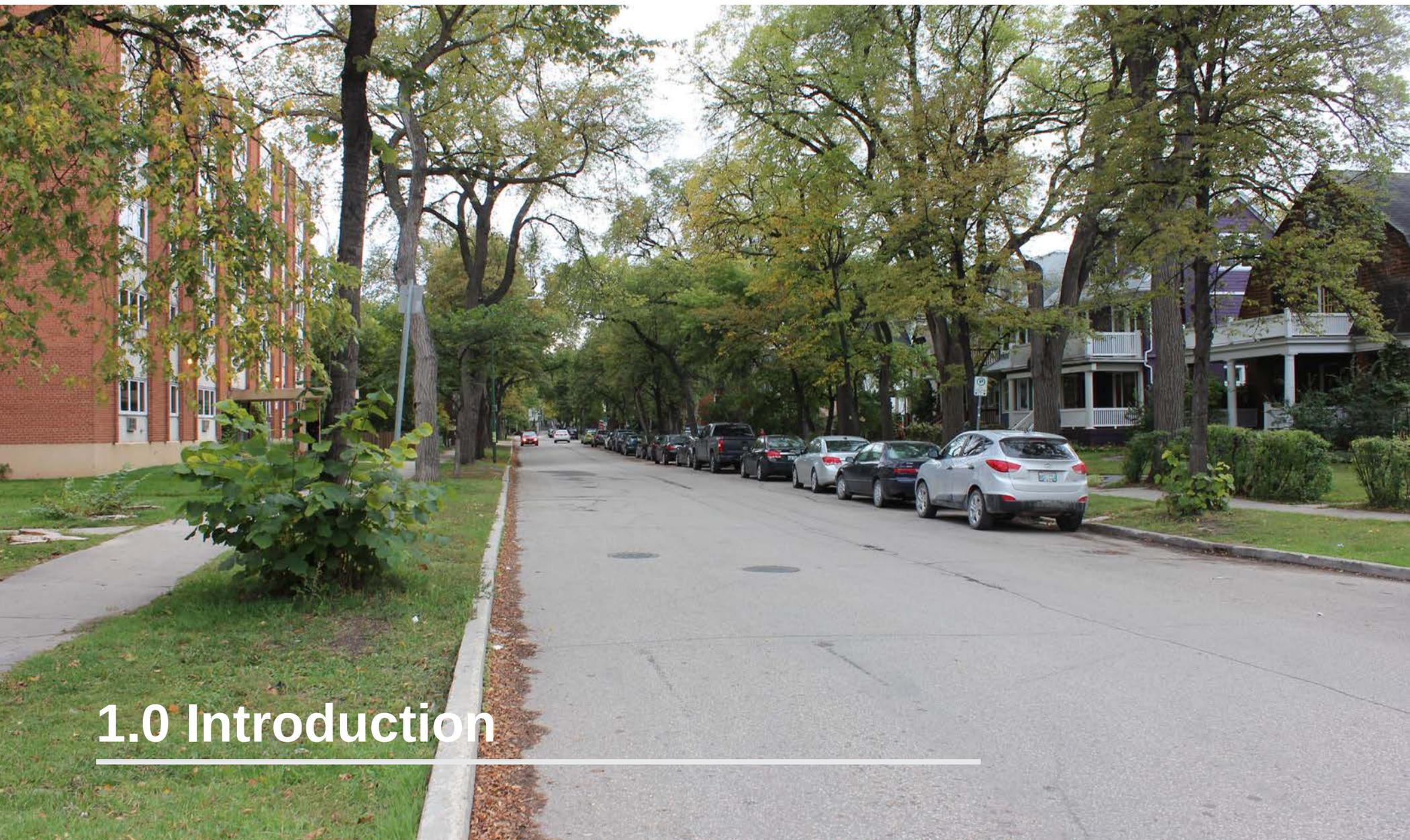
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1.0 Introduction

1.0 Introduction

The Pedestrian and Cycling Strategies (PCS) were approved by City Council in 2015 and provide the long-term vision for providing accessible, convenient and safe walking and cycling facilities for people of all ages and abilities. The PCS also assist in the prioritization of active transportation infrastructure projects throughout the city. A key direction of the PCS is to develop local bike networks for each neighbourhood that connect to the existing network and to the Downtown.

The Wolseley to Downtown Walk Bike Project was identified as an important part of the network in the PCS and when completed will provide connections to 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 City is currently undertaking the Wolseley to Downtown Walk Bike 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.

Input from the community is an essential component of the study process. The first round of public engagement for the Wolseley to Downtown Walk Bike Project took place in November, 2018 involving a variety of in-person events, school travel planning and opportunities to participate online.

The input received has been summarized in this report and will be used to inform the development of concepts, alongside technical information.





2.0 Purpose of Engagement

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The purpose of Phase 1 of public engagement was 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 within the study area, specifically related to mobility and safety. Some of the key questions considered in this phase of engagement included:

- What are the key design **priorities** for this project for community members?
- What are the **current uses and features** of the study area? (e.g., loading zones, school zones, major crossings, garbage collection, etc.).
- What are the **top transportation issues** within the study area? (e.g., safety, short-cutting traffic, high traffic volumes, high traffic speeds, etc.).
- What would **future usage** be if cycling improvements were made along these corridors?

Input from Phase 1 will directly influence the design process and the development of alternatives.

This report describes the public engagement process, potentially affected stakeholders, communications materials, public engagement events, and key perspectives and themes gathered.

Phase 2 Public Engagement will take place in late winter 2019 to solicit input from the public on the options developed by the study team. See **Figure 1** for Project Timeline.

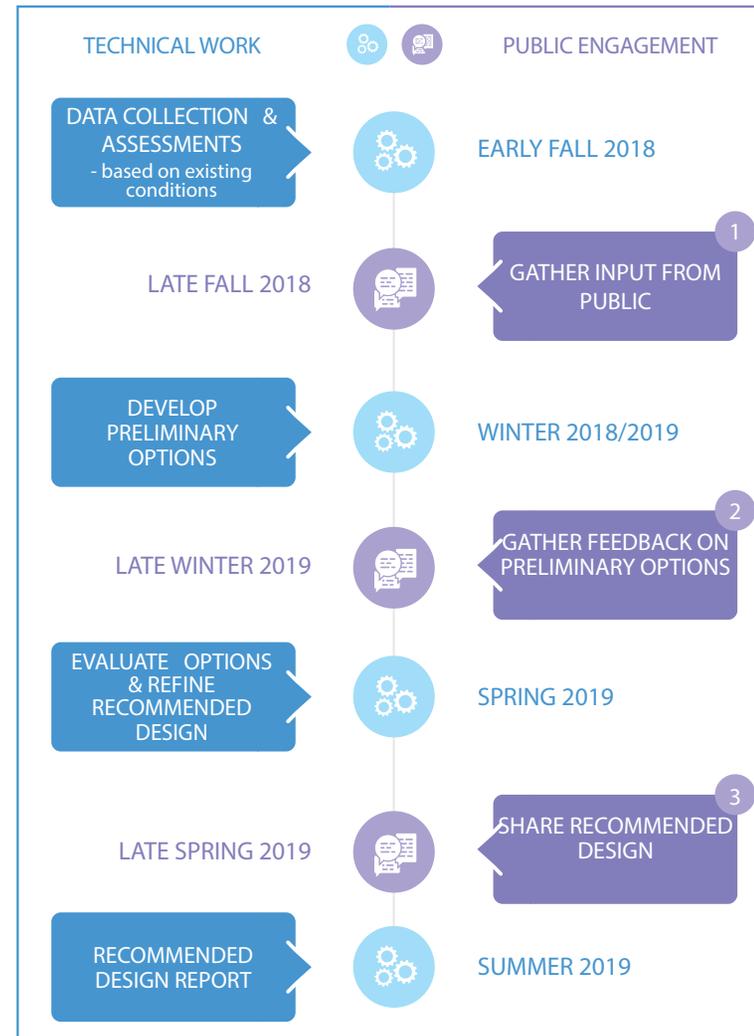


Figure 1: Wolseley to Downtown Bike Project Timeline



3.0 Public Engagement Techniques

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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.

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 **Table 1**.

Date	Engagement Technique	Interactions
November 9, 2018 – present	Project email address	3 direct emails received
November 9 – November 28, 2018	Stakeholder outreach discussions	6 one-on-one discussions
November 9 – December 7, 2018	Online survey	Accessed by a total of 1,084 people and 845 visitors provided survey responses
November 8 & 22, 2018	City of Winnipeg, public engagement, newsletter	over 5,523 recipients
Pop-up Events		
23-Nov-18	Thom Barga Coffee, 64 Sherbrook St.	213
23-Nov-18	Verde Juice Bar, 887 Westminister Ave.	93
23-Nov-18	Food Fare, 115 Maryland St.	197
25-Nov-18	R.A. Steen Community Centre (Fall Craft Sale) 980 Palmerston Ave.	110
	Pop-up total	613
School Travel Plan and Engagement Events		
October 25, 29 & November 6, 2018	Public Advisory Committee (PAC) meetings	41 PAC members
November 9 – December 7, 2018	STPE online survey	285 completed responses
November 19-23, 2018	Hands up surveys	959 answers recorded that week at the three schools, 10,872 answers cumulatively recorded to date
November 20-22, 2018	Student engagement workshops	481 total participants
November 20-22, 2018	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

Table 1: Phase 1 Engagement Techniques

3.1 Stakeholder Outreach Discussions

Stakeholder outreach discussions were held with community organizations, schools, health care facilities, and resident associations. Discussions were designed to elicit information on the priorities, interests, issues, and concerns of stakeholders in relation to the development within the study area. One-on-one discussions were conducted in-person or over the phone with the following stakeholders:

- > Westgate Mennonite Collegiate
- > Balmoral Hall
- > Misericordia Health Centre
- > West Broadway BIZ
- > West Broadway Community Organization
- > Wolseley Residents Association

3.2 Pop-Up Events

Pop-up events were held at several locations within the study area to gather input from community members at local high traffic businesses and locations (e.g., Foodfare). Pop-up events were designed to build awareness for the Wolseley to Downtown Corridor project in an informal, accessible manner, gather input in-person, and direct stakeholders to the online survey. Three pop-up events were held on November 23, 2018 and one was held on November 25, 2018.

At each pop-up event, postcards with high-level details of the project including a study area map and a link to the project webpage and online survey, were distributed. In total, postcards were distributed to 613 individuals. A large study area map was available at the pop-up location for use as the basis of conversations with participants to identify and document their perspectives.

3.3 Online Survey

An interactive online survey and mapping tool were available from November 9 to December 7, 2018 on the project's webpage. The survey was developed using MetroQuest, a web-based suite of public engagement tools. The online survey was designed to capture information on their priorities, current uses, transportation issues, and potential future usage. The survey included an interactive map where respondents were able to drop markers within the study area to identify specific issues and opportunities. In total, we received 838 survey responses.

3.4 School Travel Plan and Engagement Activities

School Travel Planning and Engagement (STPE) took place at three schools within the study area: Wolseley School, Mulvey School, and Laura Secord School.

These three schools collected data on how their students travelled to and from school, participated in classroom hands up surveys to determine transportation mode share, completed family take home surveys, took part in school-based events and guided bike rides and walks, and participated in collaborative design workshops.

Parent Advisory Committee (PAC) Meetings

The project team presented at each of the participating schools about the STPE process, project timelines, and invited them to join a working group for their respective school. One working group was formed at each study school, with a total of 22 parents from the three schools acting as members.

STPE Online Survey

School Travel Planning and Engagement included an online survey that was available from November 9 to December 7, 2018 on the project webpage. Two-hundred-eighty-five (285) families completed the survey.

Hands up Surveys

During the week of November 19 to 23, 2018, students completed 959 “hands up” surveys to indicate how they travel to and from school (bike, walk, roll, school bus, public transit, or car). The STPE schools also previously recorded over 10,872 hands-up surveys as of the beginning of December 2018, which provides a very accurate measurement of transportation mode share at these schools.

Student Engagement

Four-hundred-eighty-one (481) students participated in workshops with the project team where they were asked to indicate what safety concerns they had on their school journey, and to share ideas on how to improve their trip to and from school.

Community and School Trip Maps

All the students at the participating schools undertook a classroom exercise titled My Community and School Trip Maps, which asked them to indicate their main mode of travel to and from school and to also draw their community based upon their own school journey. A total of 882 community and trip to school maps were received from students.

Walkabouts

Parents, school staff, students, and school working group/resource team members were invited to participate in school walkabouts at each school during arrival or dismissal. Participants assessed the conditions for travel around each school, identified current issues and suggested possible solutions. A total of 47 people participated in this process.

Visioning Workshops

Parents at the three schools and school working group/resource team members were invited to attend visioning workshops at their respective schools. Each group of participants created a School Action Plan that would help facilitate a culture of active and safe school travel. A total of 41 people participated in this process.

See **Appendix A** for a Stakeholder List, **Appendix B** for the Phase 1 Online Survey, **Appendix C** for the School Travel Plan and Engagement Online Survey, and **Appendix D** for the School Travel Plan and Engagement Letter to Parents.



4.0 Promotion

4.0 Promotion

Several communication methods were used to promote engagement opportunities throughout Phase 1 of the Public Engagement process. Promotion methods included:

- > 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.
- > One-hundred-twenty-nine (129) reminders of the online survey closure deadline were distributed via email directly to individuals, including 38 area stakeholders and 91 individuals who requested project notifications.
- > 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.

STPE opportunities were promoted using the following methods:

- > Letters inviting families to complete the online STPE survey, and participate in one of three STPE visioning workshops sent home with all 1110 students at the three STPE schools.
- > Emails sent to the families of the 1110 students from all three participating schools, inviting them to complete the online STPE survey and participate in one of three STPE visioning workshops and/or a school walkabout.
- > Schools printed and distributed posters to promote the online STPE survey, visioning workshops, and walkabout events.

See **Appendix E** for Phase 1 Promotion Material.



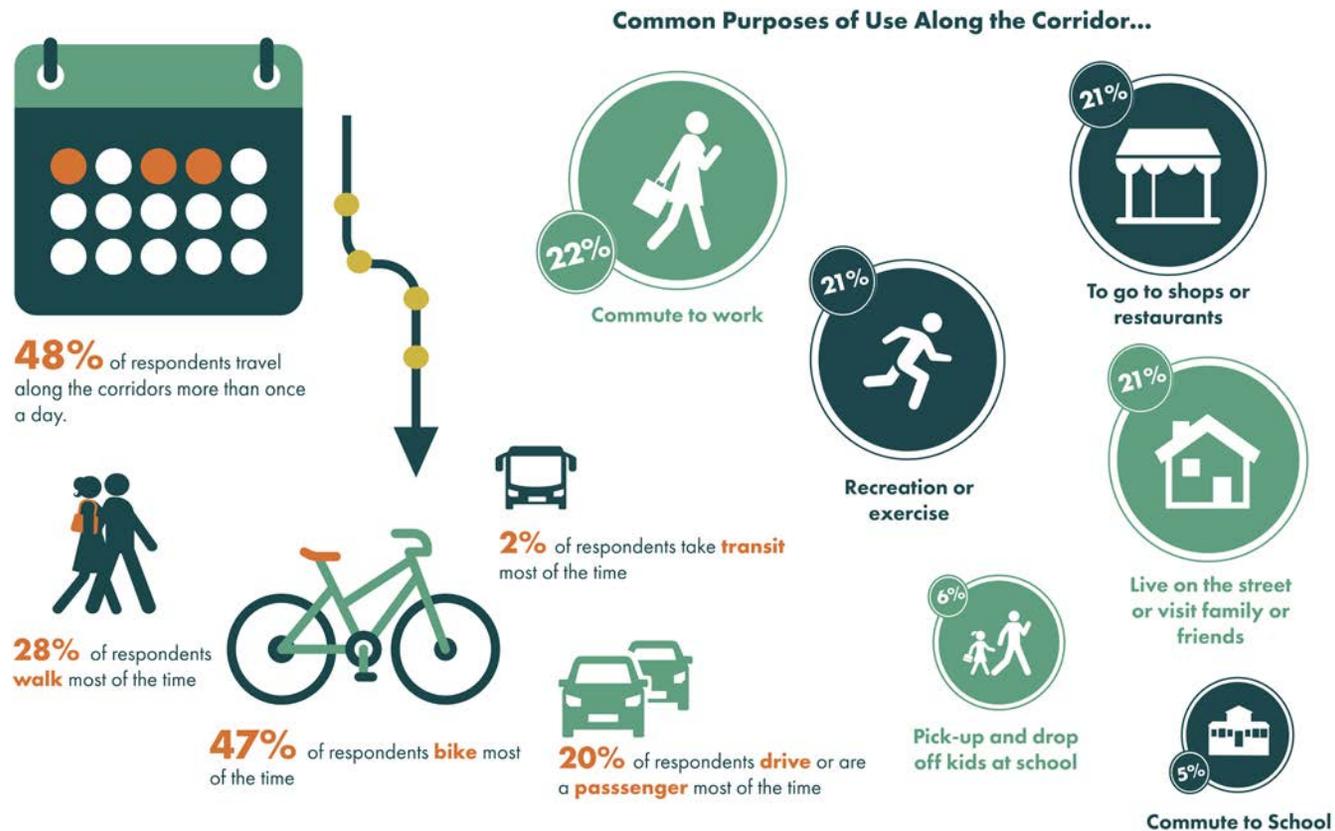
5.0 What We Heard

5.0 What We Heard

5.1 Summary Infographic

A summary infographic was developed to summarize the Phase 1 engagement process.

Travel Patterns

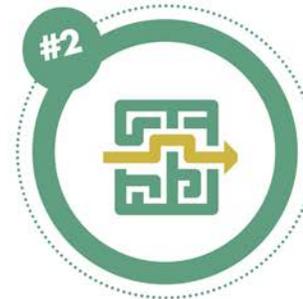


Priorities

TOP 3 PRIORITIES



Safety
23% of Respondents



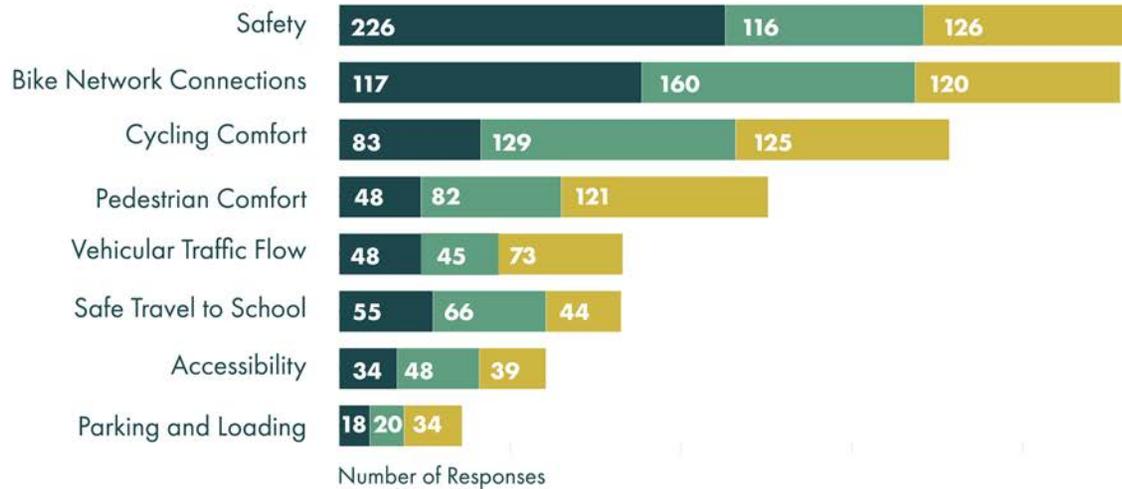
Bike Network Connections
22% of Respondents



Cycling Comfort
17% of Respondents

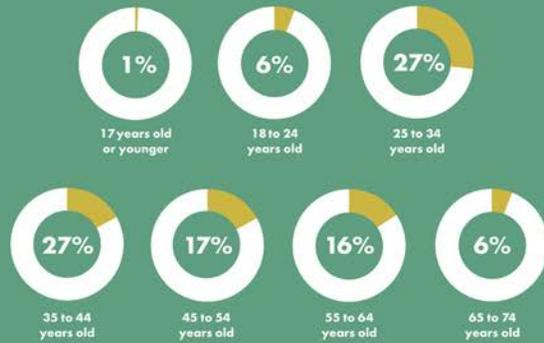
All Priorities

Total Number of Responses: 2057

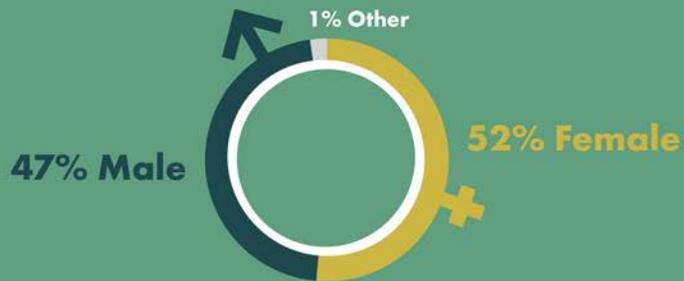


Demographics

Age of Respondents



Gender of Respondents



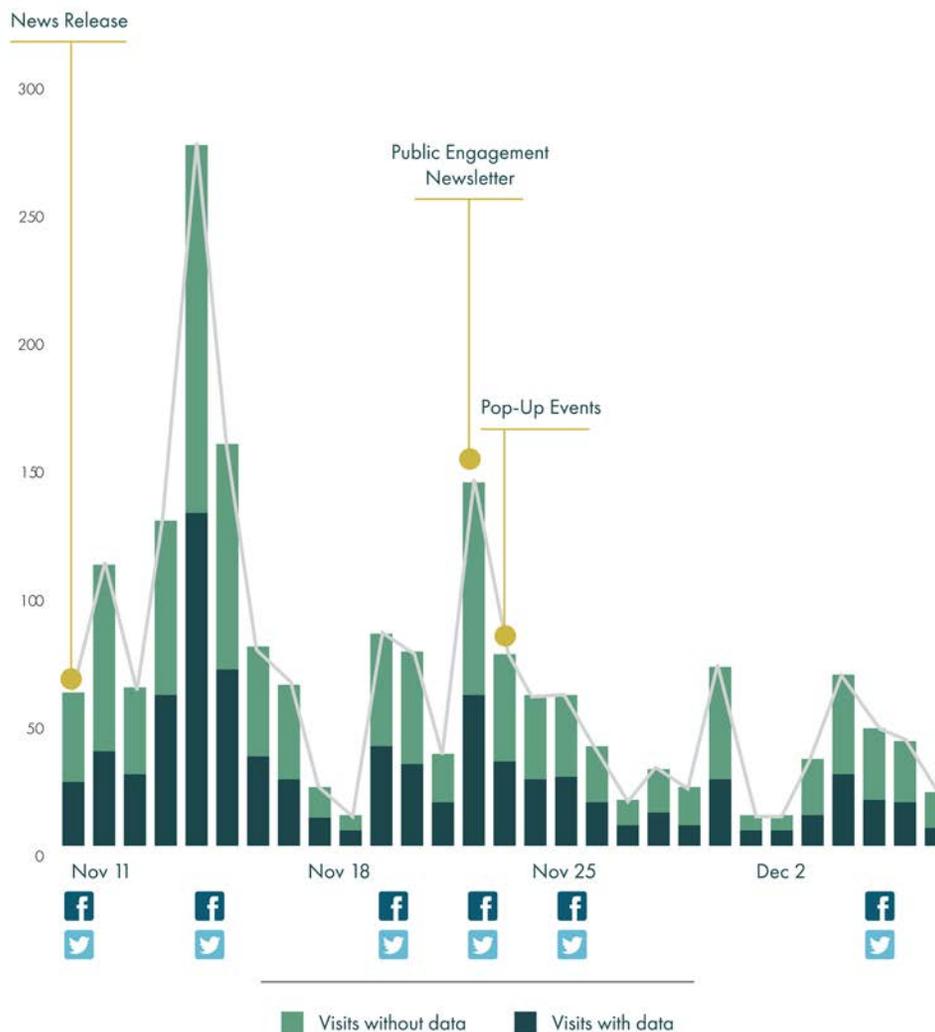
Connection to Corridor



5.2 Online Survey Results

The following section summarizes the results of what we heard through the online survey.

The survey was accessed a total of 1,929 times between November 9, 2018 and December 7, 2018 and 845 visitors provided survey responses.



Priorities

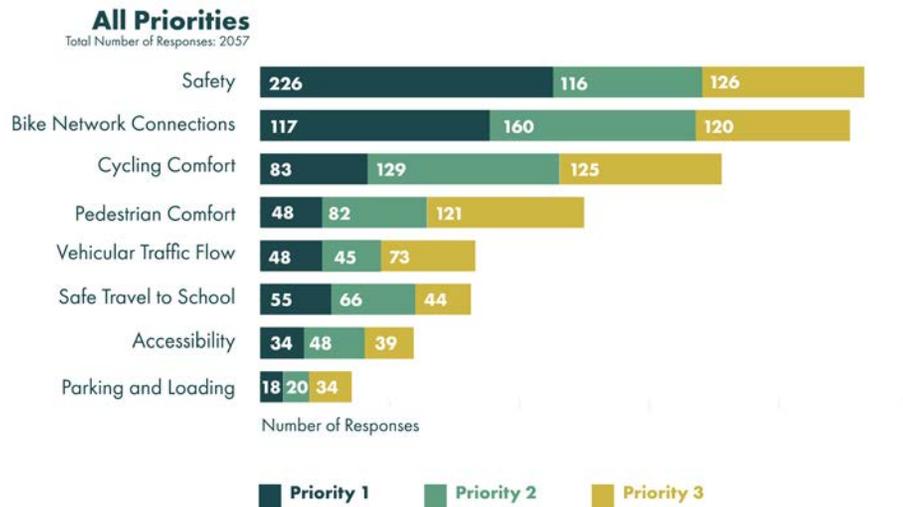
Respondents were asked to indicate their priorities for improving the existing conditions within the study area when creating a design. They were asked to select their top three priorities from a list of eight priorities or by suggesting their own. Safety was selected as the top priority, followed by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



Common themes from suggested priorities 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)

Respondents were given the option of providing additional comments for the priorities they chose. Common themes from the comments are summarized and the number of respondents that commented on each theme is noted below.



Safety

- > Concerns related to collisions and conflict between motorists, bicyclists, pedestrians and car users (3)
- > Concerns of children's safety and travel to school (2)
- > Increased traffic and congestion (2)

Bike Network Connections

- > Lack of connectivity and coherence on bike routes (3)
- > Desire for easy transitions between roads (2)
- > Desire for additional bike routes, e.g. under Maryland Bridge, University of Manitoba Fort Gary Campus (2)

Cycling Comfort

- > Desire for separated bike lanes or traffic calming measures, especially on heavy traffic roads (3)
- > Desire for more bike lanes that are comfortable for bicyclists of all skill levels (2)
- > Desire for snow removal on roads (1)
- > Lack of bike lane connectivity (1)

Pedestrian Comfort

- > Concerns related to increased traffic and car users speeding (3)
- > Desire for clear division of sidewalks and bike lanes (2)
- > Desire for snow removal on sidewalks (1)

Vehicular Traffic Flow

- > Concerns related to increased traffic along Wolseley and Westminister (5)
- > Desire for more traffic calming measures and reduced speed limits (3)
- > Desire for improved traffic light and timing, specifically along Portage Street and Broadway Street (2)
- > Concerns that new bike paths will negative impact on traffic flow and safety (2)

Safe Travel to School

- > Desire to see more safe routes to school and active transportation options (1)
- > Concerns related to increased traffic (1)

Accessibility

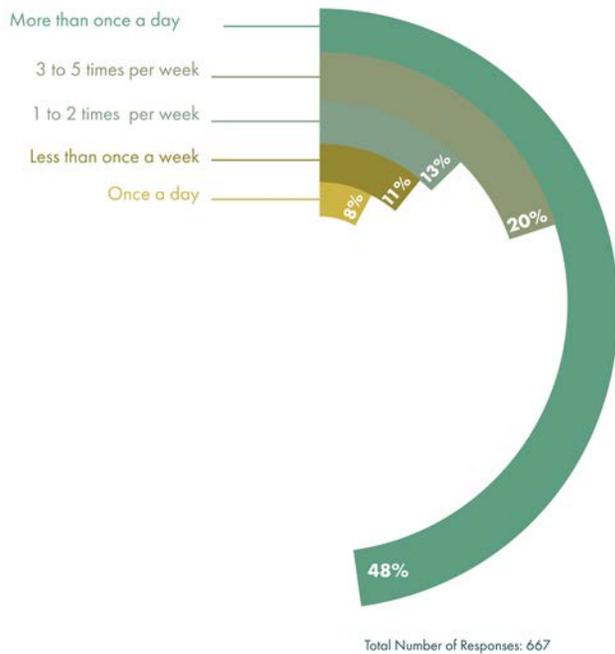
- > Desire to see more wheelchair accessibility along sidewalks, especially during the winter season (1)
- > Desire to see more accessibility in the Downtown area (1)

Parking and Loading

- > Desire to see designated drop-off area near schools (3)
- > Desire to keep all parking spaces in the area (3)
- > Lack of parking and access near businesses (1)

Travel Habits

Respondents were asked how often they travel along the study area corridors. Forty-eight percent (48%) indicated that they travel along the corridors more than once a day.

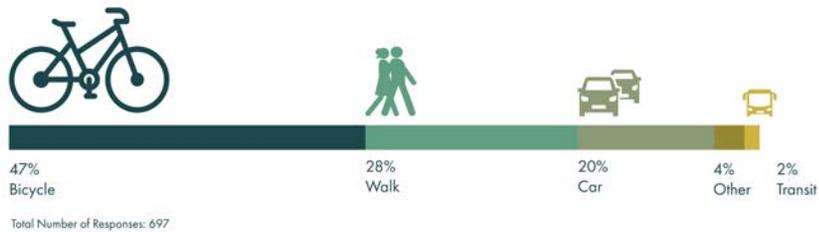


Respondents were asked why they usually use these corridors by selecting as many choices as applied to them. Respondents indicated that they most commonly use the corridor to commute to work (22% of responses), followed by using it to exercise or participate in recreation (21% of responses). Respondents who indicated 'other' as their reason (4% of responses), noted they used the corridors to commute to church and to access services or amenities (e.g. medical).

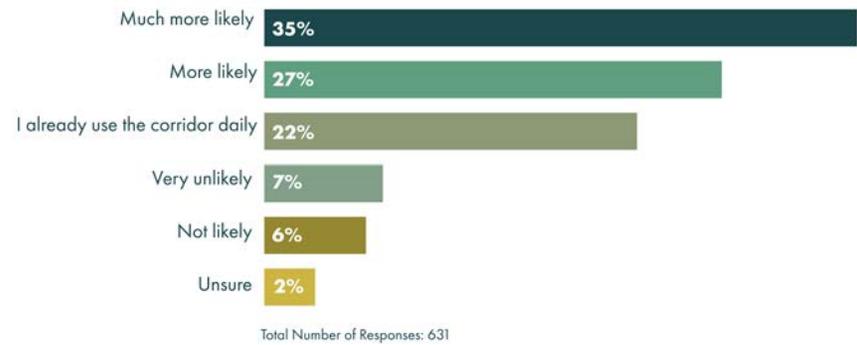


Total Number of Responses: 1834

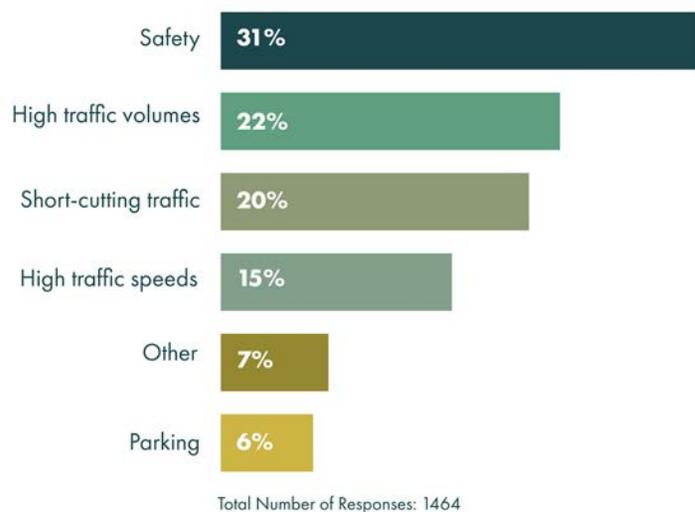
Respondents were asked to indicate their primary mode of transportation. Forty-seven percent (47%) of respondents indicated cycling, and 28% indicated walking. Respondents who selected 'other' noted that they use multiple modes of transportation rather than one primary mode, and that their modes of transportation may vary seasonally.



Respondents were also asked whether they would more likely cycle through this corridor if improvements were made. 62% of respondents indicated that they would more likely or much more likely cycle through the corridor.



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.



Respondents who selected 'other' were able to provide further comments. Themes from comments include:

- > Street parking
- > Pedestrian experience
- > Biking safety (e.g. separated bike routes)
- > Accessibility and mobility for all levels
- > Traffic rules
- > Connectivity

Issues and Opportunities

Respondents were asked to place at least three markers onto a map of the study area and comment on the issues or opportunities associated with the marker locations. Markers were provided for the following topics:

- > Safety
- > Connections
- > Amenities
- > Driving
- > Walking
- > Biking

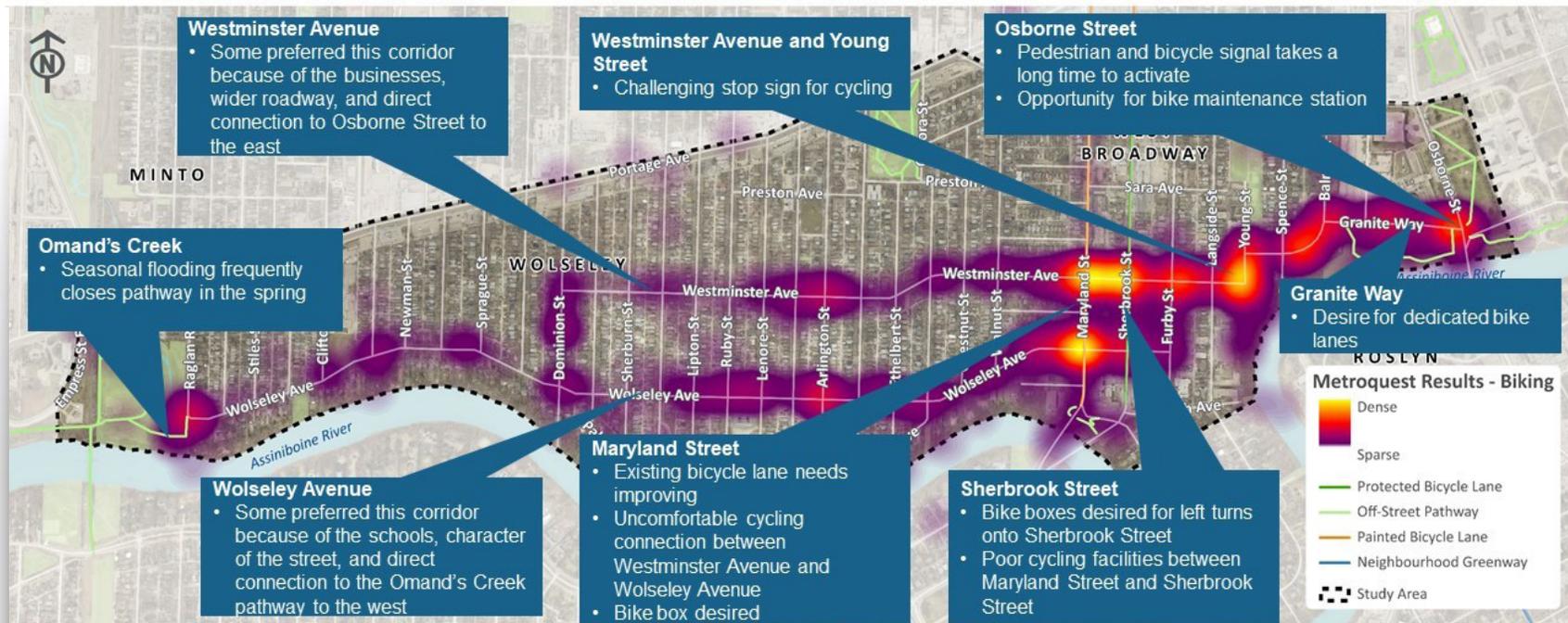
Respondents were asked to drop markers on locations that corresponds with the issue or opportunity they chose. A total number of 2,229 markers were placed and 1,766 comments were made by respondents identifying a variety of issues. Themes from these comments are summarized and heat maps of marker locations are provided.

All Issues



Cycling Issues

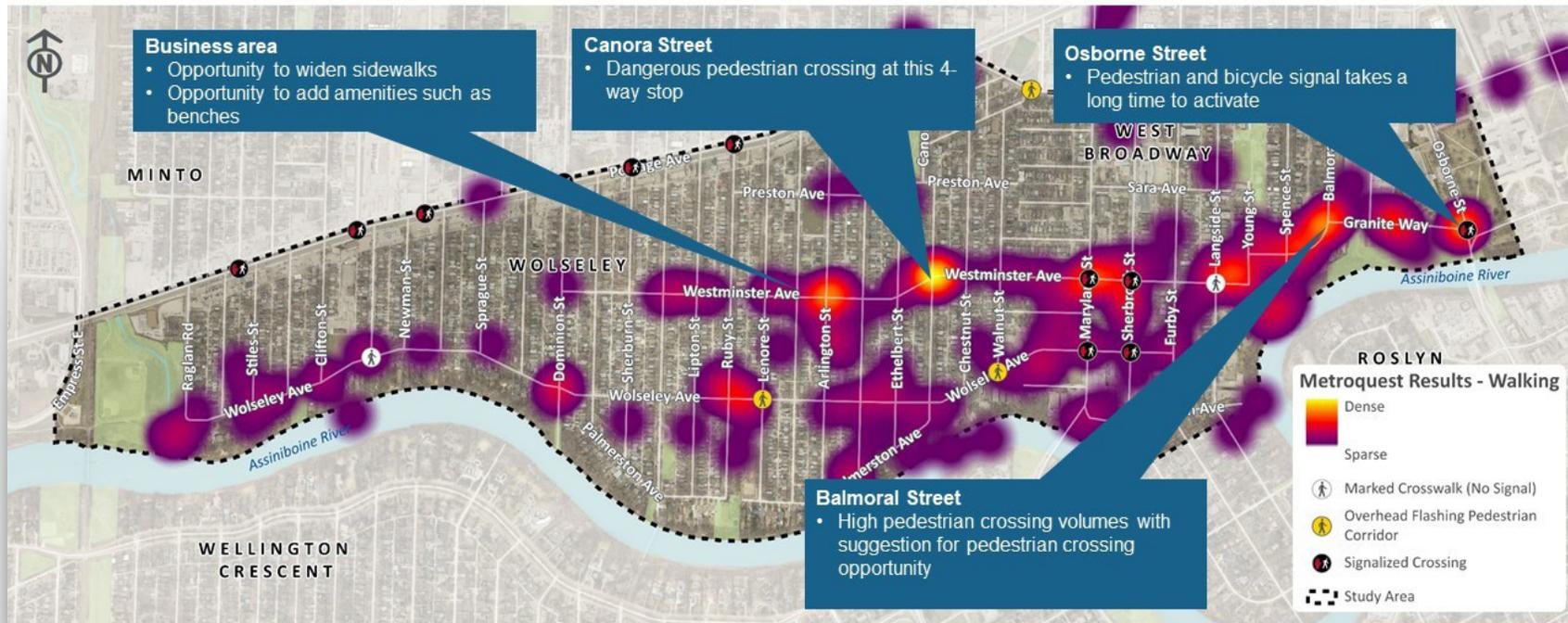
- General Comments**
- Too many stop signs on both Westminster Avenue and Wolseley Avenue
 - Improved connections across the Assiniboine River and Portage Avenue desired



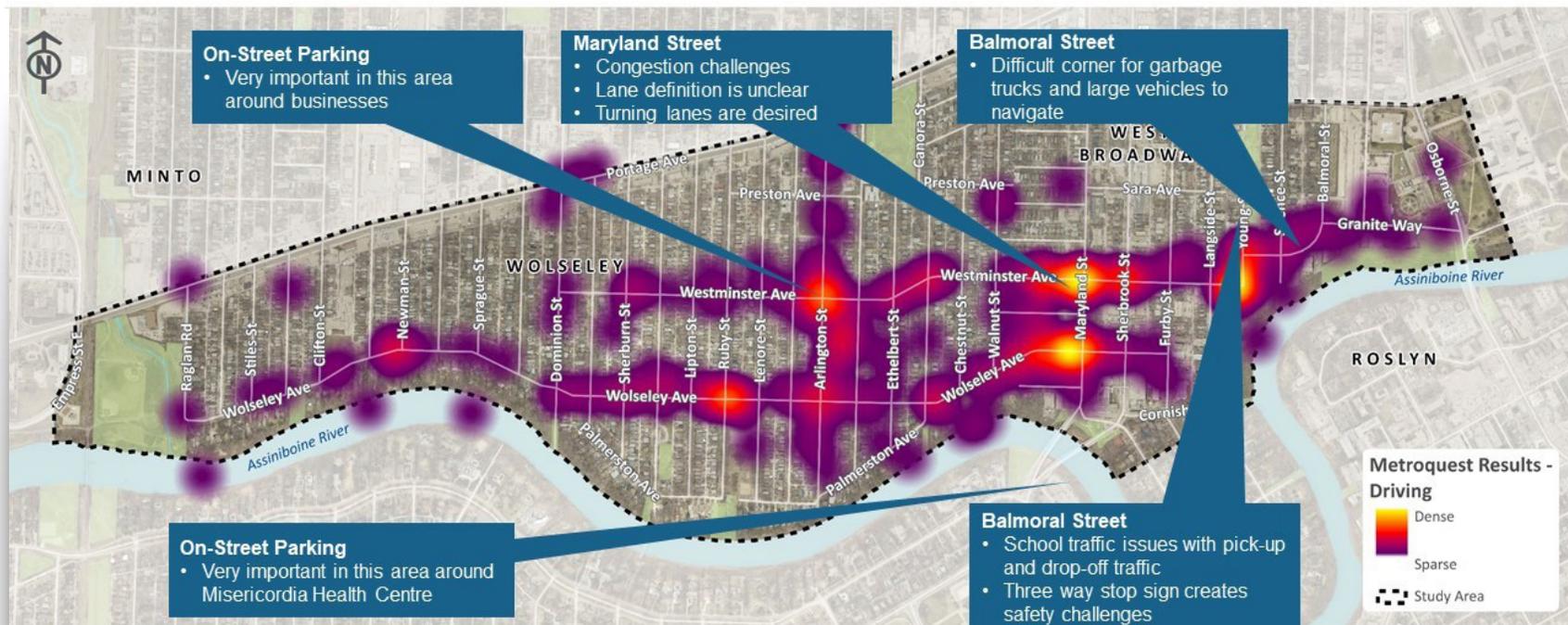
Walking Issues

General Comments

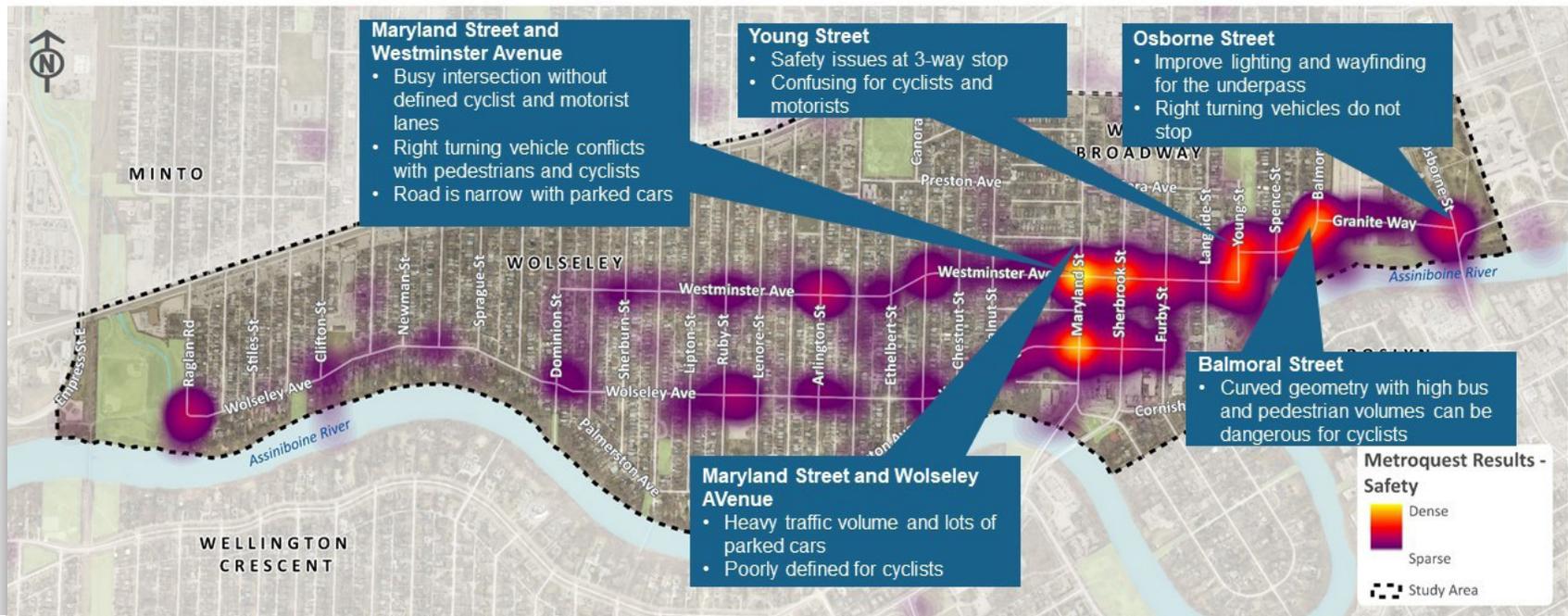
- High pedestrian traffic around schools warrants improved pedestrian facilities in these areas
- Maintenance and sidewalk conditions could be improved



Driving Issues

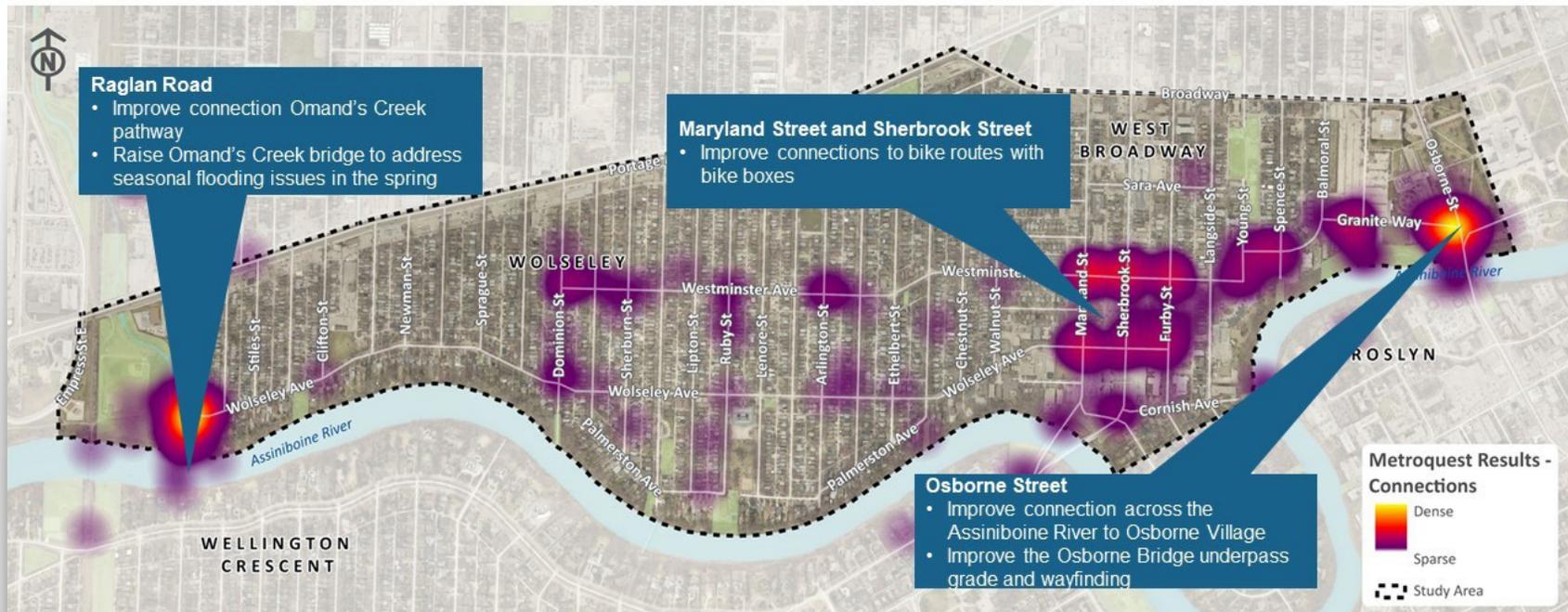


Safety Issues



Connection Issues

- General Comments**
- Improve access across the Assiniboine River
 - Improve wayfinding
 - Improve connections north of Portage Avenue
 - Create connections to existing bikeways



Amenity Issues

- General Comments**
- More public washrooms
 - More garbage cans (especially for dog walkers and at bus stops)
 - More bike racks, especially at schools and businesses
 - Water fountains
 - Outdoor gymnastics facilities

- Traffic Circles suggested at several locations, including:**
- Wolsley Avenue @ Clifton Street
 - Wolsley Avenue @ Garfield Street
 - Wolsley Avenue @ Arlington Street

- Raglan Road**
- Public washrooms
 - More frequent garbage pick-up in park
 - Improved lighting in park
 - Regular maintenance
 - Bike racks and maintenance station
 - Create gateway to park
 - Raise Omand's Creek bridge

- Granite Way**
- Opportunity for bike maintenance station

- Sherbrook Street and Maryland Street**
- More bike parking



5.3 Stakeholder Outreach Discussion and 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

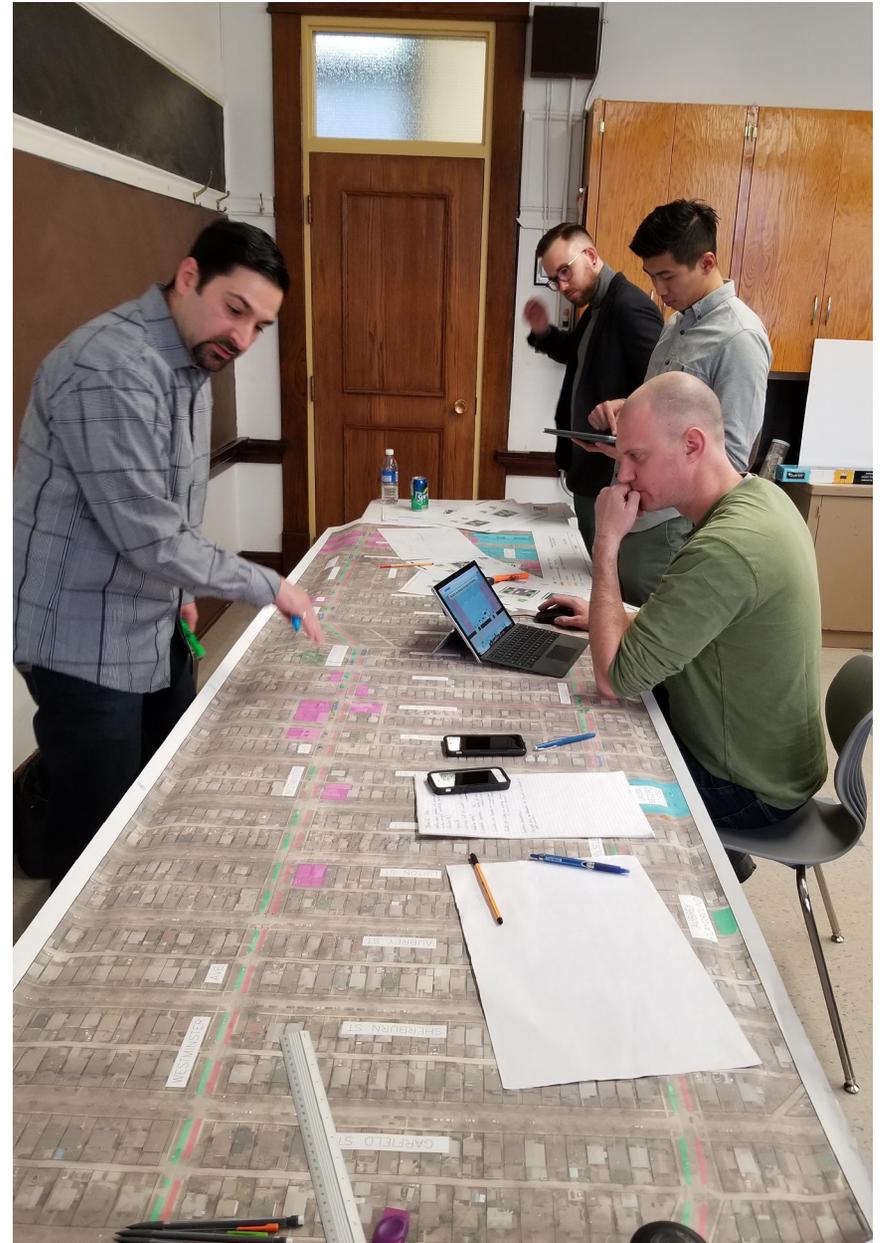
Stakeholders provided general project feedback including safety concerns regarding cut through traffic volumes and vehicle speeds along Westminster and Wolseley Avenue, suggesting traffic calming efforts.

Participants shared the preference to do nothing to the study area as a protected bike lane is not needed. Participants indicted 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.

See **Appendix F** for Stakeholder Outreach Discussion and Pop-up Event Feedback.



5.4 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.

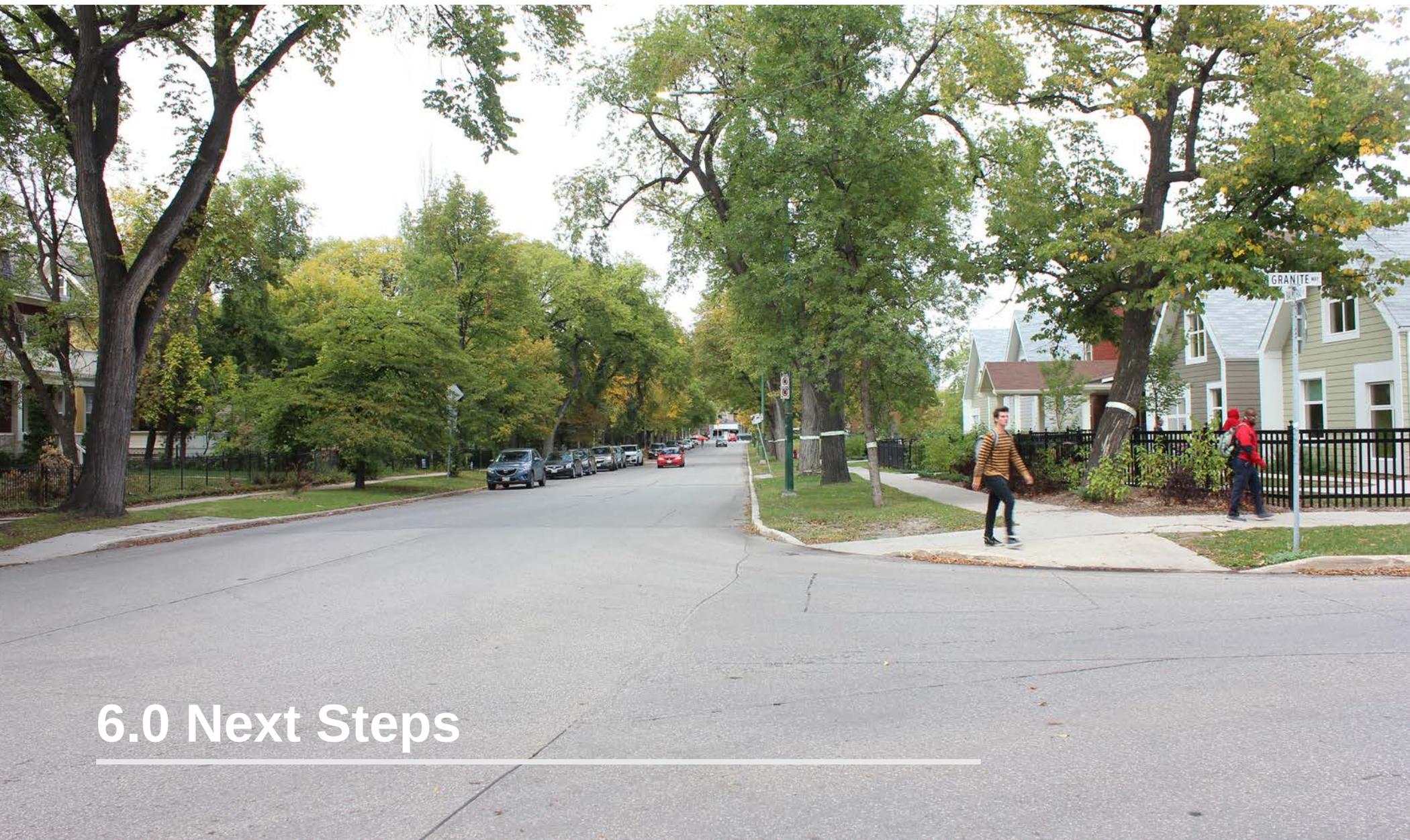
Common themes in the online STPE survey included vehicle volumes, vehicle speeds, non-compliance of vehicles at stop signs, and the lack of cycling infrastructure as barriers to active and safe school travel.

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.



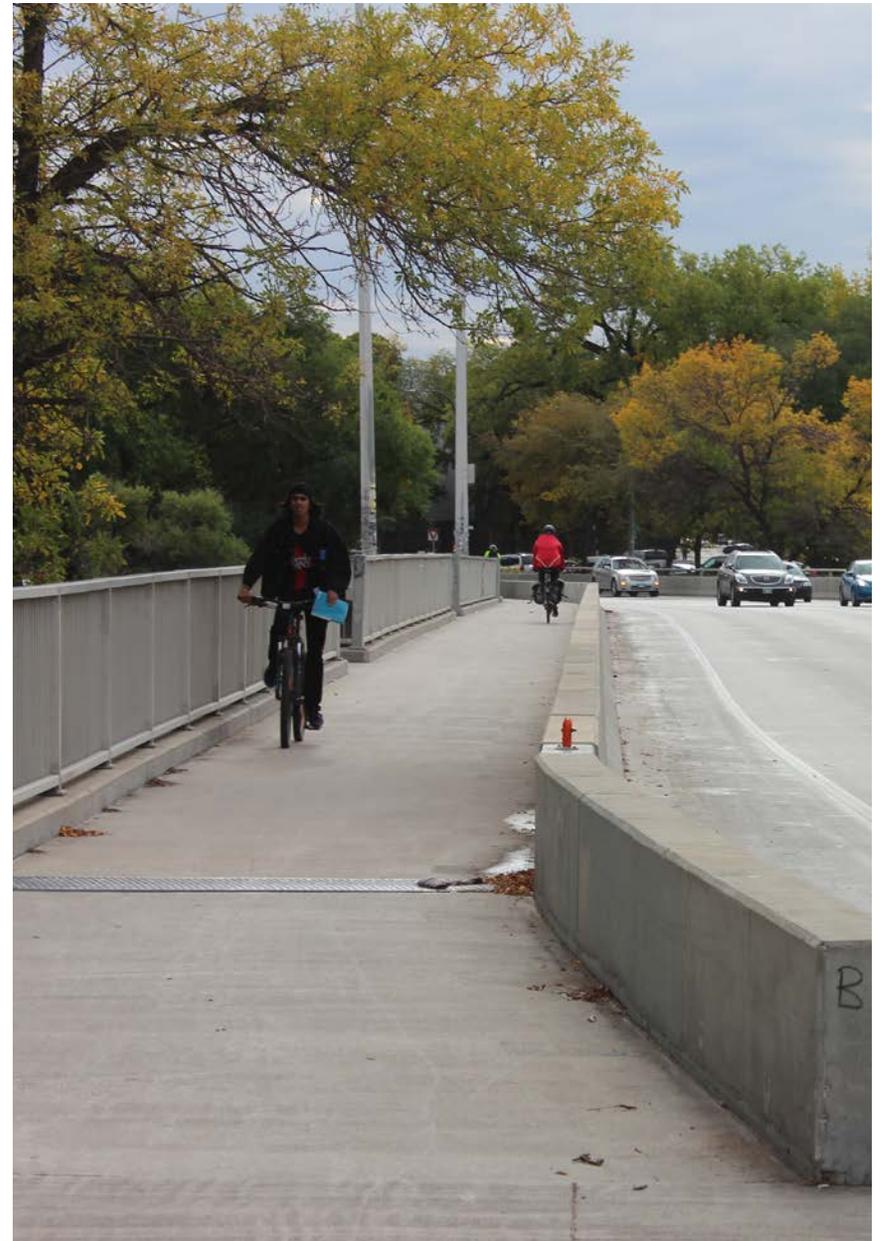
6.0 Next Steps

6.0 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.





Appendices

Appendix A - Stakeholder List

Bike Winnipeg
Manitoba Cycling Association
The WRENCH
Green Action Centre
Winnipeg Trails Association
Faculty of Kinesiology and Recreation Management – University of Manitoba
City of Winnipeg Access Advisory Committee
Government of Manitoba - Indigenous and Municipal Relations
Injury Prevention/Recreational Trails Healthy Living and Healthy Populations Branch, Manitoba Health, Seniors and Active Living
Wolseley Residents Association
Misericordia Health Centre
West Broadway BIZ
Laura Secord School
Mulvey School
Wolseley School
Thom Bargaen Coffee
Verde Juice Bar
Tall Grass Prairie
Foodfare
R.A. Steen Community Centre
Balmoral Hall School
Broadway Neighbourhood Centre
West Broadway Community Organization

Great-West Life
Korner Stop Grocery Store
Westgate Mennonite Collegiate
City Councillor– Cindy Gilroy, Daniel McIntyre Ward
City Councillor– Sherri Rollins, Fort Rouge-East Fort Garry Ward
McClure United Church
Korean Full Gospel
Saint Margaret's Anglican Church
Westminster United Church
Saint Peter's Lutheran Church
St. Demetrios Romanian Orthodox Church
United Church Halfway House
Transportation Options for Seniors -TONS
Wolseley Family Place
Flaming Cheetahs
Wolseley Wheels - A Kids of Mud Cycling Club
Young Food Mart
Helen Grocery
Chestnut Grocery
Best Way Foods
The Shoe Doctor
Tall Grass Prairie
Granite Curling Club
Individuals who requested project notifications

Appendix B - Phase 1 Online Survey

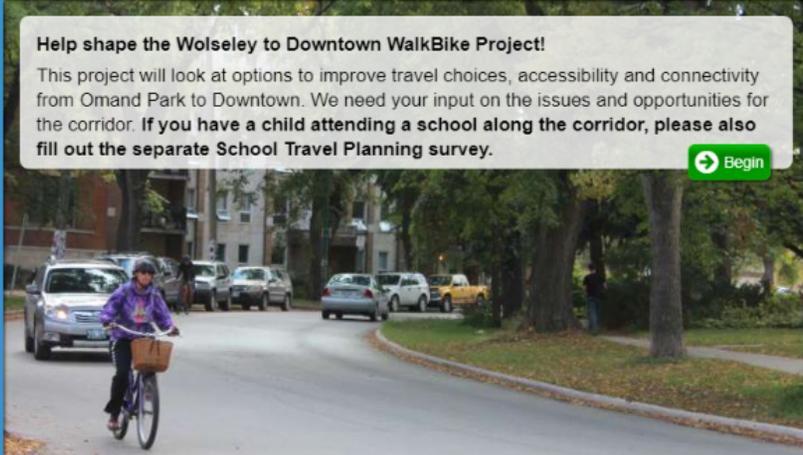
1 Issues & Opportunities Survey

WELCOME

Help shape the Wolseley to Downtown WalkBike Project!

This project will look at options to improve travel choices, accessibility and connectivity from Omand Park to Downtown. We need your input on the issues and opportunities for the corridor. **If you have a child attending a school along the corridor, please also fill out the separate School Travel Planning survey.**

[Begin](#)



The Wolseley to Downtown WalkBike Project is looking at options to improve east-west connections between Omand Park and Raglan Road in the west to Osborne Street in the east by balancing the needs of all road users.



2 What's Important?

YOUR PRIORITIES

Order your top 3 items above this line

- Bike network connections
- Parking and loading
- Pedestrian comfort
- Safety
- Cycling comfort
- Vehicular traffic flow
- Accessibility
- Safe travel to school

When creating a design for improving the existing conditions within the study area, what are your top three priorities that should be considered?

Please drag 3 of the items above the line in your preferred order.

Suggest another

3 Issues and Opportunities

MAP IT!

Please drag and drop at least 3 markers on the map.

- Safety
- Connections
- Amenities
- Driving
- Walking
- Biking

Map data ©2018 Google Terms of Use Report a map error

4 Your Travel Habits

CURRENT USE

Mode

What mode of transportation do you typically use when travelling within the study area?

Walk	Cycle
Transit	Car Driver
Car Passenger	Other (please specify below)

If you selected "other", please describe below.

Type...

Next

5 Tell Us About You

WRAP UP

Final Questions (Optional)

What is your age?
Select...

What is your gender?
Select...

What is your postal code? (first 3 digits)
Type...

What is your main mode of transportation?
Select...

What is your main connection to this area?

Resident
 Work/business
 Student
 Travel through the area
 Volunteering
 Visiting local residents
 Shopping
 Accessing social services
 Other

Submit Final Questions **Skip**

Thank You

Please visit the project website for more information about the study, or to join in other public engagement events.

You can also connect with us on [Facebook](#), or follow us on [Twitter](#).

Your personal information is being collected under the authority of 35(1)(b) of The Freedom of Information and Protection of Privacy Act. This information will be used to contact you with project updates if you wish and will not be used or disclosed for any other purposes, except as authorized by law. Your contact information will not be made public. If you have any questions about the collection or use of this information, contact the Corporate FIPPA Coordinator, Susan A. Thompson Building, 510 Main Street, Winnipeg MB, R3B 1B9, or by telephone at 311.

Appendix C - School Travel Planning and Engagement Online Survey

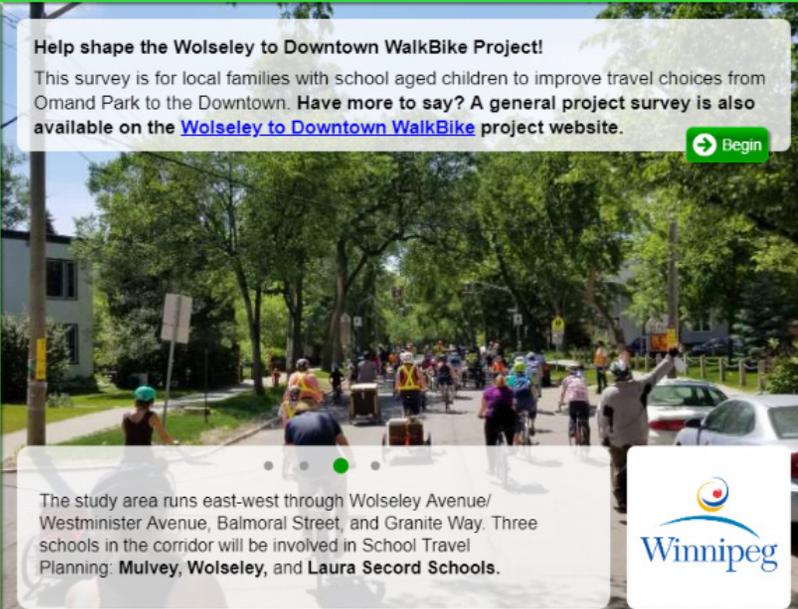
1 SCHOOL TRAVEL PLANNING SURVEY

WELCOME

Help shape the Wolseley to Downtown WalkBike Project!
This survey is for local families with school aged children to improve travel choices from Omand Park to the Downtown. **Have more to say? A general project survey is also available on the [Wolseley to Downtown WalkBike](#) project website.**

[Begin](#)

The study area runs east-west through Wolseley Avenue/ Westminister Avenue, Balmoral Street, and Granite Way. Three schools in the corridor will be involved in School Travel Planning: **Mulvey, Wolseley, and Laura Secord Schools.**



2 SCHOOL TRAVEL

SCHOOL TRAVEL A

Schools

Schools

Which school(s) do your children attend?

Mulvey School Laura Secord School Wolseley School

Distance

Mode

Travel Companion

Preferred Mode

[Next](#)

3 SCHOOL TRAVEL

SCHOOL TRAVEL B

Active Transportation

Active Transportation

If/when you walk or cycle as a family, what motivated you?

Getting exercise Environmental benefits Saving time

Safer than driving Setting a good example Cheaper than driving

More convenient than driving Not having to worry about parking

Enjoyment/outdoor time Spending time with family and friends

What things do you/ or could you do to encourage your eldest child to walk or bike to/from school (check all that apply)

Identifying the most appropriate route Walking/biking is not an option

Volunteering to organize events Registering for a bike skills course

Practicing walking or biking with my child to school on a weekend

Parking five minutes away from school and walking the rest

Making sure my child has clothing to walk or ride in the rain

Ensuring my child's bike is in good working condition

Driving

City Environment

Comments

[Next](#)

4 ROUTES & OBSTACLES

MAP IT!

Please drag and drop at least 3 markers on the map.

Favourite Route
 Walk
 Bike
 Transit

Map data ©2018 Google Terms of Use Report a map error

5 WRAP UP

WRAP UP

Final Questions (Optional)

How many of your kid(s) attend these schools?

What ages are your children at these schools?
 4 years old
 5 years old
 6 years old
 7 years old
 8 years old
 9 years old
 10 years old
 11 years old
 12 years old

Do you live outside of the school catchment?

Do your kid(s) have a bike they can use?

Do 1 or more parent have a bike they can use?

Thank You

Please visit the [project website](#) for more information about the study, or join in other public engagement events.

You can also connect with us on Facebook, or follow us on Twitter.

Your personal information is being collected under the authority of 36(1)(b) of The Freedom of Information and Protection of Privacy Act. This information will be used to contact you with project updates if you wish and will not be used or disclosed for any other purposes, except as authorized by law. Your contact information will not be made public. If you have any questions about the collection or use of this information, contact the Corporate FIPPA Coordinator by mail to City Clerk's Department, Susan A. Thompson Building, 510 Main Street, Winnipeg MB, R3B 1B9, or by telephone at 311.

Appendix D - School Travel Plan and Engagement Letter to Parents



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 Study 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. As part of the study, the project team will seek input from various stakeholders in the project area in the coming months to help determine the specific alignment and other important considerations in the design process.

As part of the 2018 Wolseley to Downtown Walk Bike project, three schools have been selected by the City of Winnipeg to participate in the School Travel Planning and Engagement (STPE) process: Laura Secord, Mulvey and Wolseley. The School Travel Plan and Engagement (STPE) process is currently in its early stages, and is aimed at:

- reducing the number of vehicles around the school at drop-off and pick-up times;
- improving local air quality;
- creating safer streets for young pedestrians and cyclists; and
- increasing the number of physically active students.

The process will use a comprehensive, community-based approach to address the travel-related issues around these schools. It will involve input from many important stakeholders in our community, as well as traffic engineers, city planners, police, and the Winnipeg Regional Health Authority.

There are three ways parents can be involved in this project:

1. **Please complete the online survey:** All families are being asked to complete a survey providing valuable information about how their children currently get to school and what the safety issues currently exist in the community. Please follow this link to complete the survey before December 6th, 2018: Winnipeg.ca/walkbikeprojects

Once on this page, look on the left hand menu for “Wolseley to Downtown Walk Bike project”, and click on the link. Once in the project page, please scroll to the bottom of the page, and click on the link to begin the “school travel planning survey”. Completing the survey will only take a few minutes, and this valuable input will help ensure that the suggested design reflects the needs of families and schoolchildren in this area.

2. **Become a working group member:** We are also seeking parents to be a part of the School’s STP Working Group, a group that will be responsible for identifying key challenges and updating the existing action plan for dealing with these challenges. Participation may also involve volunteering at some school events, and supporting us in learning information about transportation around the school.
3. **Share project information with friends and neighbours:** School Travel Planning is one component of the Wolseley to Downtown Walk Bike project. The Wolseley to Downtown Walk Bike project is seeking additional feedback from the public through online and in-person activities. To learn more please visit: winnipeg.ca/walkbikeprojects.

If you are interested in joining the working group, have any questions or you require alternate formats to participate, please contact Jamie Hilland at (204) 259-0094 or jhilland@urbansystems.ca.

Active School Travel Visioning Workshop at Laura Secord School on November 29th from 6-8 pm

Parents and students at Laura Secord School are invited to attend this important workshop. At this workshop, school administration, city staff, public health staff, students, parents, and members of the project team are invited to attend and help determine what specific actions would support a culture of walking and cycling at Laura Secord School. These actions will help to inform the development of a prioritized Action Plan for the school, as part of an effort to ensure more students have the opportunity to engage in active and safe school travel.

For more information on the **Wolseley to Downtown Walk Bike Project**, please visit the project page at: <https://www.winnipeg.ca/publicworks/pedestriansCycling/walkbikeprojects/wolseleytodowntown.stm>



Thank you in advance for your cooperation with this project. Our school will benefit from the improved safety and health of our students.

Appendix E - Phase 1 Promotion Material



WOLSELEY TO DOWNTOWN WALK BIKE PROJECT

IMPROVING EAST-WEST CONNECTIONS BETWEEN OMAND PARK AND RAGLAN ROAD TO OSBORNE STREET

WE WANT TO HEAR FROM YOU

Come visit us at one of three pop-up engagement events. The City is currently undertaking the Wolseley to Downtown Corridor Project to identify options to improve travel choices, accessibility and connectivity. When completed the corridor will provide improved connections to 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.

Visit winnipeg.ca/walkbikeprojects to learn more about the project and to provide your input through an online survey.

POP-UP ENGAGEMENT EVENTS

Visit us at a pop-up event to discuss your perspectives on the project.
Drop-by format (come and go)

DATE: Friday, November 23, 2018	DATE: Friday, November 23, 2018
TIME: 8 a.m. – 10 a.m.	TIME: 11 a.m. – 1 p.m.
LOCATION: Thom Barga Coffee, 64 Sherbrook St.	LOCATION: Verde Juice Bar, 887 Westminster Ave.
DATE: Friday, November 23, 2018	DATE: Sunday, November 25, 2018
TIME: 4 p.m. – 6 p.m.	TIME: 11 a.m. – 1 p.m.
LOCATION: Food Fare, 115 Maryland St.	LOCATION: Robert A. Steen Community Centre, Fall Craft Sale, 980 Palmerston Ave.




WOLSELEY TO DOWNTOWN WALK BIKE PROJECT

The City of Winnipeg is currently undertaking the **Wolseley to Downtown Walk Bike Project** to identify options to improve travel choices, accessibility and connectivity. When completed, the corridor will provide improved connections to 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 CITY OF WINNIPEG is committed to keeping area residents, land owners, and businesses fully informed at each stage of this important project. For more information, to view project materials, provide input through an online survey and to join our email list please visit winnipeg.ca/walkbikeprojects.



November 9, 2018 - City of Winnipeg news release

Public invited to provide input on Wolseley to Downtown Walk Bike project

Released: 10:15 a.m.

Winnipeg, MB – The City of Winnipeg is gathering public input for the first phase of the Wolseley to Downtown Walk Bike Project. Winnipeggers are invited to participate online and in-person to help shape the design of pedestrian and cycling connections through the Wolseley neighbourhood.

The Wolseley to Downtown Corridor was identified as an important part of the network in the Pedestrian and Cycling Strategies and when completed, the corridor will provide connections to 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 between Omand Park and Raglan Road to Osborne Street. As part of the study, the project team will seek input from various stakeholders in the project area in the coming months to help determine the specific alignment and other important considerations in the design process.

Participate online

Visit the website to provide feedback through an online survey:
winnipeg.ca/walkbikeprojects

Engage in-person

Visit a pop-up event, drop-by format (come and go)

Date: Friday, November 23, 2018

Time: 8 a.m. – 10 a.m.

Location: Thom Barga Coffee, [64 Sherbrook St.](#)

Date: Friday, November 23, 2018

Time: 11 a.m. – 1 p.m.

Location: Verde Juice Bar, [887 Westminster Ave.](#)

Date: Friday, November 23, 2018

Time: 4 p.m. – 6 p.m.

Location: Food Fare, [115 Maryland St.](#)

Date: Sunday, November 25, 2018

Time: 11 a.m. – 1 p.m.

Location: Robert A. Steen Community Centre, [980 Palmerston Ave.](#)

More information

For more information on Walk Bike Projects, please visit winnipeg.ca/walkbikeprojects.



Upcoming Opportunities for Engagement

Dublin Avenue Bridge Replacement and Regional Street Improvement

The City is reaching out to stakeholders in the area to better understand construction impacts, including truck/delivery requirements, and to plan for potential improvements to sidewalks and transit stops.

An information session is planned for early 2019 to share further information about the project and provide an opportunity to discuss project inquiries with team members. The exact date is yet to be determined. If you would like to receive notification ahead of the event, please email dublin@winnipeg.ca.

For more information, please visit winnipeg.ca/dublin

Walk Bike Projects

The following projects were outlined in the [2018 pedestrian and cycling program action plan](#):

- [Princess protected bike lane](#) - An information session is planned for late 2018 to update the community on the status of the study.
- [Wolseley to Downtown Walk Bike Project](#) - Outreach to the community will begin shortly to kick off the study.

Stay up to date on all walk bike projects by visiting winnipeg.ca/walkbikeprojects.

Updates

Transcona Cemetery Public Engagement Summary

Thank you to all who attended an open house on September 26, 2018 or completed an online survey. Your input is critical to the process of developing an inclusive community Improvement Strategy for the cemetery. The [public engagement summary](#) is now available and provides an overview of the feedback collected for the project.

For more information, please visit winnipeg.ca/cemeteryimprovement.

Climate Change Action Plan

Thank you to everyone who provided feedback during the development of Winnipeg's Climate Action Plan. Feedback from the public engagement process was incorporated into Winnipeg's Climate Action Plan. A copy of the Plan, which has been approved by Council, is available in the [Documents tab](#) of the project webpage, along with submissions received from delegations during the public hearing process.

For more information, please visit winnipeg.ca/climateaction.

This newsletter is sent out every other Thursday. We strive to promote events at least two weeks ahead through other means such as newspaper ads, social media, and direct mail.

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Upcoming Opportunities for Engagement

Provide input on Wolseley to Downtown Walk Bike project

The City of Winnipeg is gathering input for the first phase of the [Wolseley to Downtown Walk Bike Project](#). You are invited to participate online and in-person to help shape the design of pedestrian and cycling connections through the Wolseley neighbourhood, identified as an important part of the network in the Pedestrian and Cycling Strategies.

Engage in-person at any of the four pop-up events in the next week or go online to provide feedback through an [interactive survey](#).

For more information, including [pop-up details](#), please visit winnipeg.ca/walkbikeprojects.

Review plans to complete Princess Street bike connections in Exchange District

You are invited to attend an information session to view and provide feedback on proposed [active transportation improvements on Princess Street](#) between William Avenue and Higgins Avenue.

Date: Wednesday, December 5, 2018

Time: 4 p.m. – 7 p.m.

Location: Red River College – Roblin Centre Dining Hall, [160 Princess St.](#)

If you are unable to attend, review [the information online](#) and fill out a [comment form](#).

For more information, please visit winnipeg.ca/walkbikeprojects.

This newsletter is sent out every other Thursday. We strive to promote events at least two weeks ahead through other means such as newspaper ads, social media, and direct mail.

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Appendix F - Stakeholder Outreach Discussion and Pop-Up Event Feedback

The following highlights the issues and perspectives from stakeholders during Phase 1 Public Engagement. The information has been organized into general project related themes. The comments below are not verbatim, but reflect the issues and perspectives identified throughout Phase 1 Public Engagement.

Safety

- > Support a final design that promotes healthy interactions between bikes, pedestrians and cars.
- > Would like to see improved pedestrian safety, including upgraded lighting, along project corridor.
- > Suggestion for improved enforcement of Wolseley Avenue Sunday closure to vehicles.
- > Concern that children learning to ride bikes currently do not have a safe environment.
- > Curve in the corridor near Granite Way and Balmoral Street is a safety concern for cyclist (narrow street width and reduced sightlines).
- > Concern regarding the lack of safety in the gap in bike lane at Omand Creek. Would like to see this connectivity improved. Additionally, the entrance from the bike lane at Omand Park to Raglan Road has poor visibility and needs improvement.
- > Cut through traffic is a significant safety issue for the Wolseley neighbourhood. It increases vehicle volume and speed along both Westminster and Wolseley Avenue.
- > Suggestion that bikes should require licenses.
- > “Dooring” is a safety issues for cyclists, especially when travelling westbound on Wolseley Avenue.
- > Concern that bike infrastructure will not be maintained once built creating safety issues for cyclists.
- > Suggestion to improve visibility at the crosswalk at Langside Street and Westminster Avenue. A large number of students use this pedestrian crossing.
- > Concern regarding the poor condition and lack of safety along the Maryland Street bike lane. Results in cyclists using the Sherbrook Street protected bike lanes as bi-directional.
- > Suggestion to improve condition of the bike underpass at Osborne Street as it is not well maintained.
- > Blind spots along the route causing safety concerns include: Wolseley Avenue at Clifton Street, Portage Avenue at Dominion Street, Lenore Street at Westminster Avenue, Maryland Street at Broadway Ave, Spence Street and Balmoral Street.
- > Suggestion to promote cycling safety and rules of the road programs.

Bike Network Connectivity

- > Many comments expressing desire to see an increase in safe connections between existing walking and cycling routes along the corridor.
- > Bike underpass at Osborne Street and the bridge near Omand Creek both flood in the spring. Support for a bike/pedestrian bridge over Omand Creek and Ragland Road.
- > Bike path along river behind Balmoral High School, between Cornish Avenue and Granite Way, should be upgraded (elevated, paved, lighting and benches) and used as bike route.
- > Cycling Comfort:
- > Preference for physical barriers for cycling protection as opposed to painted bike lanes.
- > Would like to improve cycling comfort as kids would like to bike more.
- > Wolseley and Westminster avenues already feel narrow accommodating parking needs, drivers, buses, and bikes.
- > Bike traffic is increasing and creating a need for increased bike parking.

Accessibility

- > Concern regarding ability to maintain garbage pick-up in the back lane.
- > Concern that bike lane would create accessibility issue for people with mobility aids accessing businesses along Westminster Avenue.

- > Bus stops must be maintained along corridor.
- > Concern that Westminster and Wolseley Avenues may be converted into one-way streets. Perspective that this would negatively affect traffic flow and residential parking and loading.
- > Consider improving accessibility to river, specifically in winter for access to the river trail (skating, skiing and cycling route).

Design

- > Wolseley Avenue route preference - Three schools along this route make this route preferred for a protected bike lane, potential to extend 30 km/h school zone along the entire street.
- > Preference for Wolseley Avenue routing as it is a wider street than Westminster Avenue, less vehicular traffic due to less storefronts, and is already a bike route.
- > Westminster Avenue is the preferred route due to the high rental density north of Westminster and all of the destinations and services the community access along Westminster Avenue.
- > Support for Westminster Avenue bike lane route - bike access on Westminster Avenue is important and more than enough vehicle parking is available on side streets.
- > Would like to see parking protected bike lane along Westminster Avenue and bike boxes and bike signals at Westminster Avenue and Maryland Street.

- > Street signage does not cause shift in driver behaviour, street design must change to tactile modes to influence drivers.
- > Concern that businesses along Westminster Avenue would be negatively affected by a bike route.
- > Preference is to do nothing; a protected bike lane is not needed. Wolseley neighbourhood is already bike friendly and has a bike lane.
- > No need to add any additional bike infrastructure. Cyclists already use Wolseley Avenue, no change to corridor, no one-ways, no narrowing of streets as this will impact side street parking and transit accessibility.
- > Concern that Westminster Avenue route is already too busy to consider further restrictions to the roadway.
- > Consider Palmerston Avenue as a bike lane route.
- > Consider bike lane route to go under the Maryland Bridge to Cornish Library to Eastgate then straight up Balmoral School and then to Westminster Avenue.
- > Suggestion to restrict right turns at Raglan road to reduce through traffic.
- > Suggestion to create “slow motion corridors” to reduce cut through traffic.
- > Concern regarding bus and vehicle flow issues noted for Sherbrook Avenue will carry over to Wolseley to Downtown bike lane. Due to narrowing of through traffic lanes, buses on Sherbrook Avenue are no longer able to pull over resulting in a build-up of traffic behind the bus.
- > Restrict southbound traffic on Arlington Street and Portage Avenue to left turns only. This would result in less short cutting through the neighbourhood.
- > Would like to see a protected bike lane similar to the Sherbrook Avenue route for this project.
- > Suggestion to make Wolseley Avenue Sunday street closure year-round.
- > Suggestion for a reduced residential speed limit and a pace car program for the neighbourhood.
- > Concern that West Broadway neighbourhood population with mobility challenges will not be considered in design of project. Over half of the population do not own vehicles and primarily take transit, walk or bike.
- > A bi-directional bike lane would be preferred.
- > Support for using the river pathway behind Balmoral Hall School. School would be on-board as improved infrastructure would increase safety.
- > Currently cyclist use Wolseley Avenue as opposed to Westminster Avenue as the road is wider.
- > Support for greenway concept being incorporated into design as it would calm traffic and be beneficial to pedestrians.
- > Consider Arlington Street emergency services route in design.
- > Support for only using only either Wolseley Avenue or Westminster Avenue as the bike route, not both.
- > Not supportive of turning Westminster and Wolseley avenues into one-way streets.

- > Supportive of turning Westminster and Wolseley Avenues into one-way streets.
- > Request for speed bumps along Telfer Street to reduce cut through traffic and vehicular speed.
- > Concern that the egress from the western edge of Wolseley Avenue onto Portage Avenue westbound is difficult, would like to see additional crossing lights added.
- > Not supportive of the project. Bike lanes do not add value to the neighbourhood. Not supportive of the bike lane on Sherbrook Street as it takes up an entire lane of traffic and the lane is not used by cyclists. With the lack of parking on Sherbrook, bike lanes should be located on side streets.
- > Preference to use Wolseley Avenue for bike lane as protected infrastructure would increase bike traffic especially in transition zones where paths end and streets begin.
- > Concern that the design options will impact trees – do not want them sacrificed.
- > Not supportive of using roundabouts or calming circles as these design options are too small and do not work.
- > Suggestion to slow traffic on Portage Avenue including the addition of more lights. This would change the dynamic of the neighbourhood and allow for safer north/south connectivity.
- > Concern that the Wolseley Avenue Sunday pedestrian/cycle route is underutilized.
- > Concern that the roadway at Wolseley Avenue and Maryland Street is too narrow to share space with cyclists.

- > Concern regarding the Balmoral Street corner including traffic back-ups due to school pick-ups, eastbound drivers are not watching for cyclists, the roadway is too narrow, and the stop sign at the intersection is ignored.

Engagement

- > Preference for Phase 2 to be planned around the school spring break.
- > Several positive comments on the engagement process, many people were appreciative for the opportunity to provide feedback to help influence the design process.
- > Signage and advertising throughout the Wolseley area to keep residents informed was appreciated.
- > The majority of people who were spoken to were in favor of the project and excited to discuss the design concepts.
- > Suggestion to change the project name due to the negative associations of Lord Wolseley.

Parking and Loading

- > Concern regarding the current lack of parking along Westminster Avenue and the potential for a bike lane to restrict parking further. Parking along Westminster Avenue is crucial for businesses which see a high turnover of customers.
- > Businesses utilize back lanes for loading as there are no loading zones on the street, a desire for loading zones on main

streets was not expressed.

- > Suggestion to keep paid parking at one hour to keep regular turnover of parking spots.
- > Bike parking within the area is good, there isn't a need for additional vehicle parking locations.
- > Concern that a reduction in street parking will result in vehicles parking in locations allocated for business. This was observed with the bike lane installation on Sherbrook Street, vehicles began to park in spots allocated for businesses such as the Food Fare on Maryland Street.
- > Suggestion to have cycling and parking restricted to certain times of the day.
- > Concern regarding the loss of residential parking as many residents park on the street due to having small backyards, especially the area east of Sherbrook Street.

Pedestrian Comfort

- > Would like to see walking encouraged within the area as it increases the sense of community.
- > Granite Way sees heavy pedestrian traffic.
- > Pedestrians on Sherbrook Street have noticed it can be difficult to get on the bus safely as they have to cross the protected bike lane which cyclists are riding on very fast.
- > Suggestion to improve sidewalk conditions within the Wolseley area as the surface is not level.

- > Suggestion to increase pedestrian crossing along Westminster Avenue to slow vehicular traffic.

Safe Travel to School

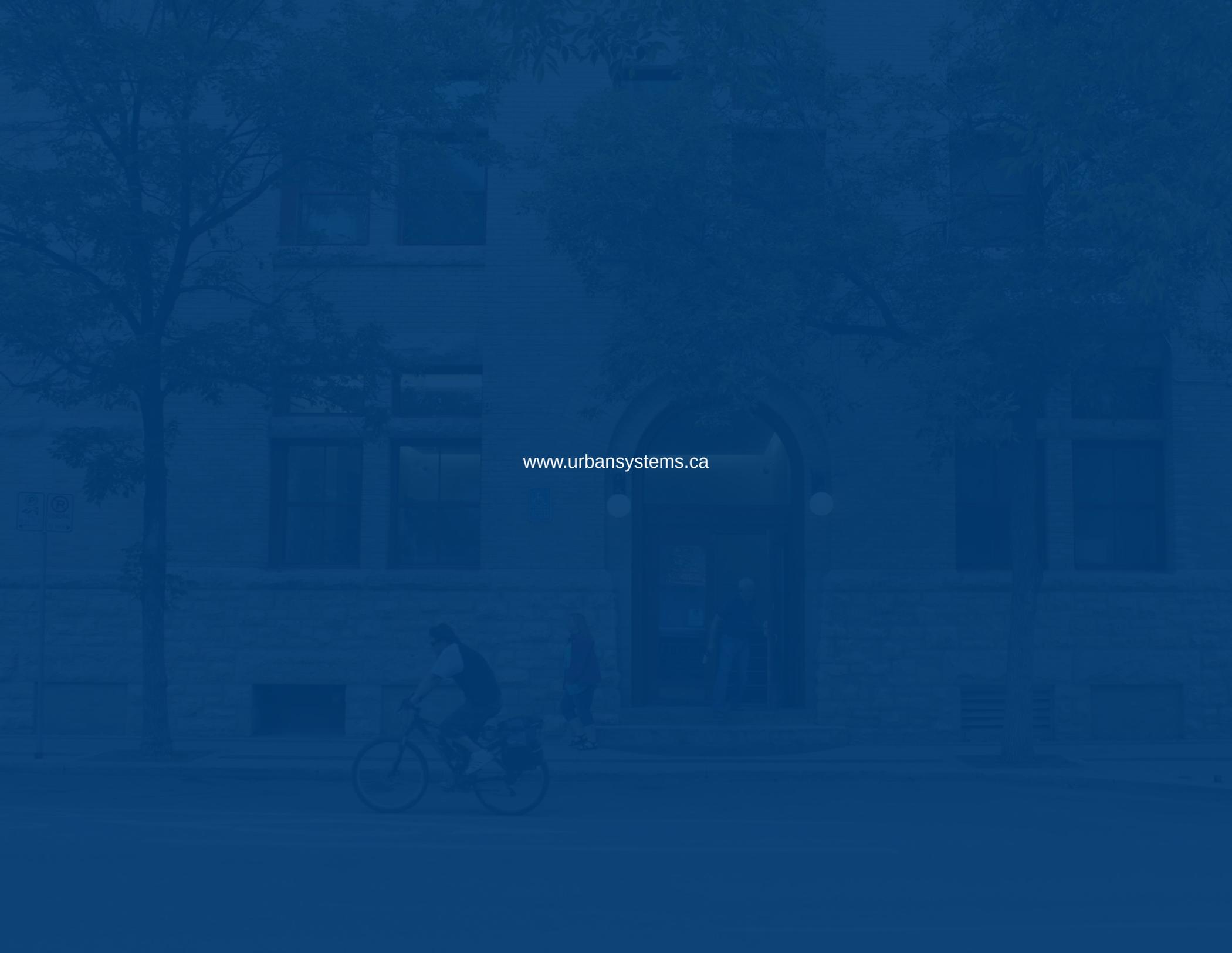
- > It was noted that drivers will turn right on Maryland Avenue from Wolseley Street, which is not allowed on a red light. This is unsafe for children who are on their commute to and from school.
- > Concern regarding how a bike lane would affect children coming in and out of schools along the route.
- > Schools have staff members and students who regularly cycle to school.
- > Suggestion to re-open the Langside Street student drop-off area for Balmoral Hall School.

Vehicular Traffic Flow

- > Concern regarding Westminster Avenue being wide enough to have a bike lane. Westminster Avenue seems to be a place of heavy vehicle congestion.
- > Currently Wolseley Avenue is designated as a Sunday/holiday bike route, would like to see better control of traffic at these times as vehicles do not respect the closure.
- > Wolseley Avenue appears to have more traffic than residents at times, most likely due to cut-through traffic. The cut through traffic seems to come from Dominion Street, Sherburn Street,

Raglan Road and Arlington Street. It was also noted that this cut through traffic is primarily single occupant vehicles which may suggest that the driver is commuting to work.

- > Suggestion to restrict access to the Wolseley area from Portage Avenue to decrease/remove through traffic.
- > Suggestion to implement additional speed bumps, diverters, and stop signs to decrease through traffic and vehicular speed.
- > Cut through commuting vehicles primarily use Westminster Avenue as opposed to Wolseley Avenue.
- > Balmoral Hall School has implemented staggered dismissal times to help with vehicular congestion within the area. Perhaps a similar strategy would be beneficial throughout the area.
- > Concern regarding the increase in vehicular traffic within the Wolseley area over the past few years causing cyclists to feel unsafe.
- > Suggestion by many to convert Wolseley Avenue into a 30 km/h zone.
- > Suggestion for a traffic light at Westminster Avenue and Arlington Street as there is significant vehicular congestion during rush hour and drivers do not anticipate pedestrian crossings.



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