

prepared for



Wolseley to West Alexander Corridor

Connecting Palmerston Avenue to the West Alexander Corridor

Public Engagement Report

February 2018





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PART ONE

Introduction

PART ONE

Introduction

In November 2011, City Council approved the Transportation Master Plan (TMP). A key underlying goal of the TMP is to expand the range of travel options that are available to residents, workers and visitors, and to ensure that people are not dependent on one single mode of transportation. The TMP also called for the development of the Pedestrian and Cycling Strategies (PCS).

In 2015, City Council approved the PCS, which provide a long-range policy framework for active modes of transportation for the next 20 years.

The Wolseley to West Alexander Corridor is a proposed neighbourhood greenway that would run along Ruby and Banning streets, connecting the Wolseley and West Alexander neighbourhoods. The corridor was identified as a high priority in the City of Winnipeg's (the City) PCS policy document, which was developed following consultation with more than 3,000 citizens. It will create an important cycling network connection in the area, providing access to numerous schools, community amenities and businesses. This study will be the basis for including cycling infrastructure in future street renewal programs.

Neighbourhood greenways are routes on streets with low vehicle speeds and volumes, which include a range of treatments to slow down traffic and improve safety for walking, biking and driving. Treatments range from signage, bike signals and pavement markings to varying degrees of traffic calming (speed humps, traffic diverters, etc.).

Input from the community was an essential component of the study process. The first round of public engagement for the Wolseley to West Alexander Corridor took place in April and May, 2017 and the second round of public engagement took place in September and October, 2017. Both rounds of engagement involved a variety of in-person events and opportunities to participate online.

The input received has been summarized in this report and was used to inform the development of the recommended design.

This Public Engagement Report describes the public engagement process, potentially affected stakeholders, engagement material, public engagement events and key perspectives and themes gathered as a result of this public engagement. See Figure 1 for Project Timeline.



FIGURE 1 // PROJECT TIMELINE

PURPOSE AND CONTENT OF THIS REPORT

PHASE ONE

The purpose of the first phase of public engagement was to identify the strengths, barriers and issues around neighbourhood mobility and traffic safety. Some of the key questions considered in this phase of engagement included:

- What are the key values and objectives 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, waste collection, etc.).
- What features of the area contribute to or detract from user safety?
- What steps would be necessary to successfully turn the corridor into a safe route for cyclists and pedestrians? What would be important?
- Are there alternatives to consider and, if so, why would this be preferred?

The top priorities identified during Phase 1 of public engagement included bike network connections, safety and cycling comfort. This information supported the functional design options developed for feedback in Phase 2 of public engagement.

Phase 1 engagement involved a variety of in-person events and opportunities to participate online. Phase 1 engagement efforts are described in Figure 2.

For more information on what we heard, see Section 6.



FIGURE 2 // PHASE 1 ENGAGEMENT SNAPSHOT

PHASE TWO

The purpose of the second phase of public engagement was to gather stakeholder perspectives and feedback on proposed design treatments. Based on stakeholder feedback proposed treatments for the creation of a new neighbourhood greenway included speed humps, push button activated signals, raised intersections and crosswalks, right in/right out islands, median barriers, directional closures, and potentially a street closure with a new public green space. Phase 2 focused on gathering feedback as to how the proposed design options could accomplish stakeholder priorities through design. Some of the key questions considered in this phase of engagement included:

- Do treatment types support stakeholder priorities? Treatments include speed tables, raised crosswalk, right in/right out, median barriers, and directional closures.
- Which treatment types would be most appropriate for intersections along the corridor? Treatments vary from Level 1 (Traffic Calming), Level 2 (Partial Closure) to Level 3 (Full Closure).
- What is the level of support for the proposed northern connection to planned protected bicycle lanes on McDermot Avenue at Arlington Street?
- Which design option is preferred for the Portage Avenue intersection?
 - Median Barrier
 - Directional closures
 - Full street closure & creation of greenspace

The feedback gathered was considered in developing the recommended design.

Phase 2 engagement involved a variety of in-person events and opportunities to participate online. Phase 2 engagement efforts are described in Figure 3. See Section 6 for more detailed information on what we heard.



FIGURE 3 // PHASE 1 ENGAGEMENT SNAPSHOT



PART TWO

Public Engagement Process

PART TWO

Public Engagement Process

Several communication methods were used to inform stakeholders throughout both Phase 1 and Phase 2 of the Public Engagement process.

See **Part 4** for Phase 1 and 2 Engagement Materials.

Phase One

- 3,090 Pop-up event invitations were delivered by non-addressed mail in the project study area describing the project, inviting them to the pop-up events, and inviting them to provide feedback on the proposed designs through the online survey. See Figure 4 for a map of the mail distribution area.
- 58 workshop invitations were distributed via regular letter mail to stakeholders on the stakeholder list.
- 71 workshop invitations were distributed via email to the stakeholder list.
- The membership list of the West End BIZ was emailed the pop-up event and workshop invitation, which included promotion of the online survey.
- The City sent out a news release on April 7, 2017.
- An online survey and mapping tool were available from April 7 to May 19, 2017, generating 307 responses.
- Public engagement e-newsletters were distributed on April 12, April 21 and May 18, 2017 to promote the pop-up events and as a reminder of the online survey closure deadline. The three e-newsletters were successfully sent to a maximum of 5,011 email addresses with a combined total of 6,649 unique opens.
- The City posted on Facebook and Twitter promoting the pop-up events, the public workshop, and the online survey.
- Key person interviews were completed with two organizations who represent broader neighbourhood interests.



FIGURE 4 // PHASE 1 MAIL DISTRIBUTION MAP

- Project postcards were handed out to stakeholders at pop-up events and at the workshop, and were also left with businesses in the study area. The postcards contained a brief description of the project, a link to the City's WalkBike webpage, and a map of the project study area.

TABLE 1 // PHASE 1 IN-PERSON ENGAGEMENT EVENTS

Date	Location	Interactions
April 19, 2017	Health Sciences Centre (Earth Day), 820 Sherbrook St. (Pop-up event)	50
April 22, 2017	Jonnie Stickie Buns, 941 Portage Ave. (Pop-up event)	35
April 25, 2017	General Wolfe School, 661 Banning St. (Pop-up event)	137
April 25, 2017	Stakeholder Workshop, 999 Sargent Ave.	13
April 28, 2017	Joy's Tea, 885 Westminster Ave. (Pop-up event)	94
May 3, 2017	Flaming Cheetah, Bike ride tour	87
May 6, 2017	Jane's Walk, Orioles Bike Cage, 448 Burnell Street to Robert Steen Community Centre, 989 Palmerston Ave.	25
Total Interactions		441

Phase Two

- 4,200 street event invitations were delivered by non-addressed admail in the project study area describing the project, inviting them to the street event, and inviting them to provide feedback on the proposed designs through the online survey. See Figure 5 for map of the mail distribution area.
- 2,635 street event invitations were sent home with students in the four schools along the route: Greenway School, Daniel McIntyre Collegiate Institute, General Wolfe School and École Laura Secord School.
- In an effort to gather feedback from residents potentially directly impacted by the creation of a parklet, 56 street event invitations were distributed via registered letter mail to property owners along Ruby Street between Portage Avenue and Westminster Avenue. Property owners were selected based on their proximity to the area.
- 71 street event invitations were distributed via email to the stakeholder list.
- The membership list of the West End BIZ was emailed the street event invitation, which included promotion of the online survey.
- The City sent out a news release on September 5, 2017.
- An online survey and mapping tool were available from September 1 to September 29, 2017, generating 173 responses.
- Public engagement e-newsletters were distributed on September 7 and 21, 2017 to promote the online survey. The two e-newsletters were successfully sent to a maximum of 5,302 email addresses with a combined total of 4,649 unique opens.
- The City posted on Facebook and Twitter promoting the street event and the online survey.
- The 10 properties along Ruby Street between Portage Avenue and Preston Avenue were visited in-person to understand whether the residents who would be most affected by the creation of a parklet were supportive of the concept.



FIGURE 5 // PHASE 2 MAIL DISTRIBUTION MAP

TABLE 2 // PHASE 2 IN-PERSON ENGAGEMENT EVENTS

Date	Location	Interactions
September 19, 2017	Street Event, Greenway School, 390 Burnell St.	100
September 28, 2017	In-person visit to properties along Ruby St. between Portage Ave. and Preston Ave.	3
October 17, 2017	R.A Steen Community Club, 980 Palmerston Ave.	18
Total Interactions		121



PART THREE

Stakeholders

PART THREE

Stakeholders

Stakeholder List

Daniel McIntyre–St. Matthews
Community Association
—
Spence Neighbourhood Association
—
West End Biz
—
West Alexander Residents
Association
—
Wolseley Residents Association
—
Central Neighbourhoods
Development Corporation
—
Principal Sparling School
—
St Edwards School
—
Sargent Park School
—
Daniel McIntyre Collegiate
—
Wellington School
—
General Wolfe School
—
Greenway School
—
École Laura Secord School
—
Winnipeg School Division
—
Valour Community Centre
—
Robert A Steen Community Centre
—

Super Auto Centre
—
Tough Workwear Safety Store
—
GDI Integrated Facility Services
—
Faith Temple
—
Tint King
—
Sri Sathya Sai Baba Centre of
Winnipeg
—
Corazon's Jewellers
—
Subway
—
KG Saigon
—
West End Dental
—
Tropikis Restaurant
—
Wild Honey Children's Centre
—
Manitoba Liquor Mart
—
Shoppers Drug Mart
—
Cafe Ce Soir
—
The Flower Lady
—
Jonnie's Sticky Buns
—
Phantastic Nails
—
No Name Auto Mart
—

La Bodega Imports
—
TD Canada Trust
—
Canadian Mental Health Association
—
Deluca's Fine Wine
—
Deluca's
—
The Closet Chick
—
The Neighbourhood Bookstore &
Café
—
Urban Massage Therapy
—
Joy's Tea
—
Yoga North Winnipeg
—
Ruby Grocery
—
Laura Secord Community Child Care
Inc.
—
Wolseley Farmer's Market (Robert A
Steen Community Centre)
—
University of Manitoba Bannatyne
Campus – Office of Sustainability
—
Health Sciences Centre
—
Winnipeg Harvest
—
Kivalliq Development Corporation
—

Oriole's Bike Cage
—
Bike Winnipeg
—
Manitoba Cycling Association, Sport
Manitoba
—
Winnipeg Trails
—
Green Action Centre
—
The Wrench
—

Workshop Attendees

WINNIPEG SCHOOL DIVISION
—
WEST END BIZ
—
DANIEL MCINTYRE / ST. MATTHEWS
COMMUNITY ASSOCIATION
—
GREENWAY SCHOOL
—
HEALTH SCIENCES CENTRE
—
ÉCOLE LAURA SECORD SCHOOL
—
BIKE WINNIPEG
—
VALOUR COMMUNITY CENTRE
—
DANIEL MCINTYRE COLLEGIATE
—



PART FOUR

Engagement Materials

PART FOUR

ENGAGEMENT MATERIALS

Phase One

POP-UP NOTICE LETTER



WOLSELEY TO WEST ALEXANDER CORRIDOR

CONNECTING PALMERSTON AVENUE TO THE
WEST ALEXANDER CORRIDOR

We want to hear from you!

Come meet the project team at one of three pop-up engagement events where you can provide your feedback. This project will look at options to encourage walking and cycling for people of all ages and abilities through the creation of a neighbourhood greenway along Ruby Street and Banning Street to link Wolseley and West Alexander neighbourhoods.

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

POP-UP ENGAGEMENT EVENTS

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

Saturday, April 22, 2017

Jonnies Sticky Buns, 941 Portage Ave
Time: 10:00-11:30 am

Daniel McIntyre/St. Matthews Community Association
Spring Clean-up Event, 823 Ellice Ave
Time: 1:00-2:30 pm

Friday, April 28, 2017

Joy's Tea, 885 Westminister Ave
Time: 2:00-4:00 pm

MORE INFORMATION

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 and to join our email list please visit winnipeg.ca/walkbikeprojects.

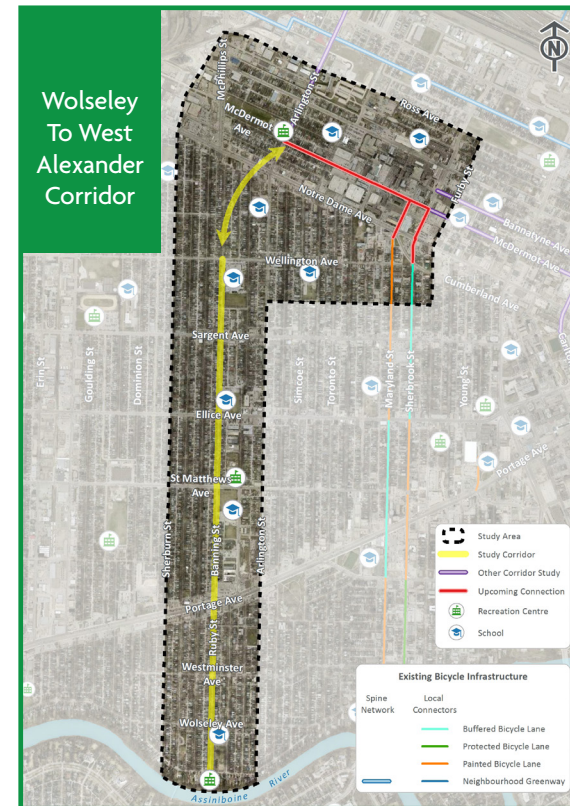
For further information, to provide feedback, or to inquire about alternate formats or interpretation to participate, you may contact:

Kristin Drewes, Public Engagement Lead
(204) 942-0654
WolseleyWestAlex@intergroup.ca



If you would like to stay updated on City of Winnipeg public engagement events, follow the City on Facebook and Twitter, or sign up for our newsletter.

#WalkBikeWPG



PART FOUR

ENGAGEMENT MATERIALS

Phase One

NEWS RELEASE

April 7, 2017

Public invited to provide feedback on pedestrian and cycling project connecting Wolseley and West Alexander

Opportunities to participate online or at neighbourhood pop-up events

Released: 11:10 a.m.

Winnipeg, MB – Do you walk or bike in the Wolseley and West End neighbourhoods? The City wants to hear from you to help shape plans for a Walk Bike project connecting the Wolseley and West Alexander neighbourhoods.

This project is looking at options to encourage walking and cycling through the creation of a neighbourhood greenway along Ruby Street and Banning Street providing an important north-south connection between Palmerston Avenue and Notre Dame Avenue and beyond.

Participate online


Public input is a key component of all Walk Bike projects. Join the conversation online by taking photos of your experience walking and biking in this neighbourhood using #WalkBikeWPG. Also visit the website to provide feedback through an online survey and mapping tool: www.winnipeg.ca/walkbikeprojects

Engage at a pop-up event

Come meet the project team at one of three pop-up engagement events where you can provide your feedback (drop-by format, come and go).

Date: Saturday, April 22, 2017

Time: 10:00 a.m. to 11:30 a.m.

Location: Jonnies Sticky Buns, [941 Portage Ave.](#) 


Date: Saturday, April 22, 2017

Time: 1:00 p.m. to 2:30 p.m.

Location: Daniel McIntyre - St. Matthews Community Association Spring Clean-up Event, [823 Ellice Ave.](#) 

Date: Friday, April 28, 2017

Time: 2:00 p.m. to 4:00 p.m.

Location: Joy's Tea, [885 Westminster Ave.](#) 

More information

For more information visit www.winnipeg.ca/walkbikeprojects

PART FOUR

ENGAGEMENT MATERIALS

Phase One

WORKSHOP INVITATION



You're Invited

WOLSELEY TO WEST ALEXANDER CORRIDOR

CONNECTING PALMERSTON AVENUE TO THE
WEST ALEXANDER CORRIDOR

You are invited to a stakeholder workshop about developing options to encourage walking and cycling for people of all ages and abilities through the creation of a new neighbourhood greenway. The proposed greenway would run along Ruby and Banning Street, and would link the Wolseley and West Alexander neighbourhoods. This workshop is the beginning of the public engagement process for the project and will provide an opportunity to share your thoughts on what should be considered in the design. We are currently gathering preliminary information and knowledge of the area by meeting with community members and schools. The meeting will consist of a brief presentation followed by an open discussion.

The Wolseley to West Alexander Corridor is a high priority in the City of Winnipeg's Pedestrian and Cycling Strategies policy document, which was developed following consultation with more than 3,000 citizens. Urban Systems and InterGroup Consultants have been hired by the City to provide consulting services for this project.

STAKEHOLDER WORKSHOP DETAILS

The Wolseley to West Alexander Corridor – Connecting
Palmerston Avenue to the West Alexander Corridor

DATE: April 25, 2017

TIME: 2:30 p.m. – 4:00 p.m.

LOCATION: Cindy Klassen Recreation Complex
999 Sargent Avenue



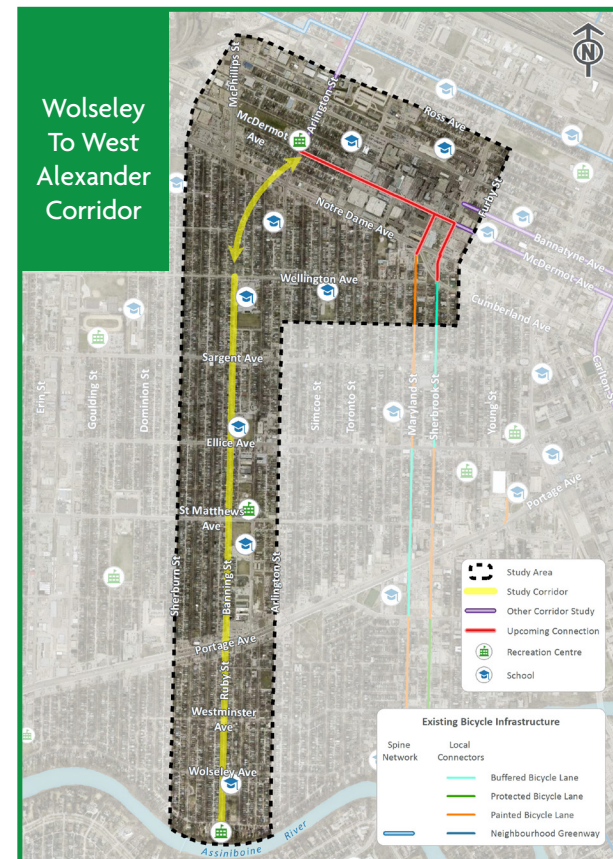
RSVP

We hope to see you there! We kindly ask you to contact **Kristin Drewes**, Public Engagement Lead at (204) 942-0654 or by email at WolseleyWestAlex@intergroup.ca by **Friday, April 21, 2017** to confirm your attendance and whether alternate formats, including ASL interpretation, would be required in order to participate.

MORE INFORMATION

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 and to join our email list please visit winnipeg.ca/walkbikeprojects.

#WalkBikeWPG



PART FOUR

ENGAGEMENT MATERIALS

Phase One

E-NEWSLETTER

April 12, 2017

New Opportunities for Engagement with the City of Winnipeg

Budget 2018 Consultations

Let's Build the Budget Together. Please provide your input for the 2018 budget development process.

There are multiple opportunities to provide input, including, an online survey, online budgeting tool, online idea forum, and pop-up events located throughout the City.

The dates, locations, and times of the pop-up events are as follows:
Wednesday, April 12: Red River College (Notre Dame Campus), 2055 Notre Dame Avenue, 11 a.m. – 1 p.m.
Wednesday, April 12: Gateway Recreation Centre, 1717 Gateway Road, 5 p.m. – 7 p.m.
Thursday, April 13: University of Manitoba (University Centre), 66 Chancellors Circle, 9 a.m. – 11 a.m.
Thursday, April 13: Portage and Main Circus, 12 p.m. – 2 p.m.
Thursday, April 13: Kildonan Place Mall, 1555 Regent Avenue West, 5 p.m. – 7 p.m.
Saturday, April 15: Neechi Commons, 865 Main Street, 1 p.m. – 3 p.m.

Saturday, April 15: Winnipeg Grand Mosque, 2445 Waverley Street, 6 p.m. – 8 p.m.
Tuesday, April 18: Salvation Army, 51 Morrow Avenue, 10 a.m. – 12 p.m.
Tuesday, April 18: Kirkfield Westwood Community Centre, 165 Sansome Avenue, 6 p.m. – 8 p.m.
Wednesday, April 19: Cindy Klassen Recreation Complex, 999 Sargent Avenue, 5 p.m. – 7 p.m.
Thursday, April 20: Seven Oaks Sportsplex, 725 Kingsbury Avenue, 5 p.m. – 7 p.m.
Saturday, April 22: Grant Park Shopping Centre, 1120 Grant Avenue, 9 a.m. – 11 a.m.
Saturday, April 22: Charleswood Library, 4910 Roblin Boulevard, 1 p.m. – 3 p.m.
Sunday, April 23: Wellington Crescent Pathway, 11 a.m. – 1 p.m.
Monday, April 24: North Centennial Recreation and Leisure Facility, 90 Sinclair Street, 5 p.m. – 7 p.m.
Tuesday, April 25: Centre Culturel Franco-Manitobain, 340 Provencher Boulevard, 5 p.m. – 7 p.m.
Friday, April 28: Elmwood East Kildonan Active Living Centre, 180 Poplar Avenue, 12 p.m. – 2 p.m.

For more information on how you can get involved, please visit: winnipeg.ca/engagebudget2018. Feedback will be accepted until April 30, 2017.

Public invited to provide feedback on pedestrian and cycling project connecting Wolseley and West Alexander

Do you walk or bike in the Wolseley and West End neighbourhoods? The City wants to hear from you to help shape plans for a Walk Bike project connecting the Wolseley and West Alexander neighbourhoods.

Participate online

Public input is a key component of all Walk Bike projects. Join the conversation online by taking photos of your experience walking and biking in this neighbourhood using #WalkBikeWPG. Also visit the website to provide feedback through an online survey and mapping tool: winnipeg.ca/walkbikeprojects

Engage at a pop-up event

Come meet the project team at one of three pop-up engagement events where you can provide your feedback (drop-by format, come and go).

Date: Saturday, April 22, 2017

Time: 10:00 a.m. to 11:30 a.m.

Location: Jonnies Sticky Buns, [941 Portage Ave.](http://941.Portage.Ave)

Date: Saturday, April 22, 2017

Time: 1:00 p.m. to 2:30 p.m.

Location: Daniel McIntyre – St. Matthews Community Association Spring Clean-up Event, [823 Ellice Ave.](http://823.Ellice.Ave)

Date: Friday, April 28, 2017

Time: 2:00 p.m. to 4:00 p.m.

Location: Joy's Tea, [885 Westminster Ave.](http://885.Westminster.Ave)

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

Ongoing Opportunities for Engagement with the City of Winnipeg

Public invited to provide feedback on two pedestrian and cycling projects connecting St. Boniface and St. Vital
| *Le public est invité à partager ses impressions sur deux projets « À pied, à vélo » reliant Saint-Boniface et Saint-Vital**

REMINDER: Today is the last day to provide your input through the survey

Thank you to all who attended the open houses on April 4th and 5th. Approximately 100 people attended the open houses and approximately 50 surveys were collected.

If you were unable to attend the open houses, we encourage you to view our open house boards and provide your comments through our online survey. The online survey will remain open until Thursday, April 13, 2017.

For more information, to view the open house presentation boards online or fill out an online survey please visit winnipeg.ca/walkbikeprojects.

**Si vous n'avez pas pu assister aux portes ouvertes, nous vous invitons à découvrir les panneaux de la [séance portes ouvertes](#) et à partager vos impressions en [répondant au sondage](#) en ligne. On peut répondre au sondage en ligne jusqu'au jeudi 13 avril 2017. Visiter winnipeg.ca/projetspietonniersetcyclables.*

PART FOUR

ENGAGEMENT MATERIALS

Phase One

E-NEWSLETTER

April 21, 2017

You are invited to provide feedback on pedestrian and cycling project connecting Wolseley and West Alexander

Do you walk or bike in the Wolseley and West End neighbourhoods? The City wants to hear from you to help shape plans for a Walk Bike project connecting the Wolseley and West Alexander neighbourhoods.

Participate online

Public input is a key component of all Walk Bike projects. Complete an [online survey](#). Join the conversation online by taking photos of your experience walking and biking in this neighbourhood using #WalkBikeWPG. Also visit the website to provide feedback through an online survey and mapping tool: winnipeg.ca/walkbikeprojects

Engage at a pop-up event

Come meet the project team at one of three pop-up engagement events where you can provide your feedback (drop-by format, come and go).

Date: Saturday, April 22, 2017

Time: 10:00 a.m. to 11:30 a.m.

Location: Jonnies Sticky Buns, [941 Portage Ave.](#)

Date: Saturday, April 22, 2017

Time: 1:00 p.m. to 2:30 p.m.

Location: Daniel McIntyre – St. Matthews Community Association Spring Clean-up Event, [823 Ellice Ave.](#)

Date: Friday, April 28, 2017

Time: 2:00 p.m. to 4:00 p.m.

Location: Joy's Tea, [885 Westminster Ave.](#)

Attend the Walk and Talk to discuss options to encourage walking and cycling.

Date: Saturday, May 6, 2017

Time: 10:00 a.m. start time, please [register for this Jane's Walk](#)

Location: This walk starts at the Orioles Bike Cage, [448 Burnell Street](#), (Valour Community Centre)

For more information, please visit winnipeg.ca/walkbikeprojects. Feedback will be monitoring and collected until May 19, 2017.

Join us at a public open house for an update on Transcona Parks

This is the second public event on the topic, because of a snowstorm

that limited safe travel to the first event in December 2016.

The City has been updating parks in Transcona and has plans for future upgrades and changes. The City and Councillor Wyatt wish to inform the public about the recent and upcoming planned changes. Please join us to share your thoughts and feedback.

Date: Wednesday, May 3, 2017

Time: 5:00 p.m. to 8:00 p.m.

Location: Canada Inns, Ambassador Room [826 Regent Ave W.](#)

For more information, to view the open house presentation boards or to provide feedback, please visit winnipeg.ca/Transconaparks.

Ongoing Opportunities for Engagement with the City of Winnipeg

2018 Budget Consultations

Let's Build the Budget Together. Provide input for the 2018 budget development process.

There is still over one week left to have your say! Thank you to all those who provided their input so far by attending pop-up events, completing the survey, using the online budgeting tool, and submitting ideas to idea forum.

The dates, locations, and times of the remaining pop-up events are as follows:

Saturday, April 22: Grant Park Shopping Centre, 1120 Grant Avenue, 9 a.m. – 11 a.m.

Saturday, April 22: Charleswood Library, 4910 Roblin Boulevard, 1 p.m. – 3 p.m.

Sunday, April 23: Wellington Crescent Pathway, 11 a.m. – 1 p.m.

Monday, April 24: North Centennial Recreation and Leisure Facility, 90 Sinclair Street, 5 p.m. – 7 p.m.

*Tuesday, April 25: Centre Culturel Franco-Manitobain, 340

Provencher Boulevard, 5 p.m. – 7 p.m.

Friday, April 28: Elmwood East Kildonan Active Living Centre, 180

Poplar Avenue, 12 p.m. – 2 p.m.

*services en français.

For more information on how you can get involved, please visit: winnipeg.ca/engagebudget2018. Feedback will be accepted until April 30, 2017.

May 18, 2017

opportunities, accessibility and safety, gardens and cultural heritage within St. John's Park.

The City is asking the community to share their vision for the site to ensure that the proposed redevelopment plans meet residents' visions and needs for the area.

We would like your input on how you use the park and what improvements need to be made to make your experience an even better one.

Fill out our [online survey](#). Information gathered at this stage will be used to help guide the development of a concept plan for the park. The survey will remain open until May 31, 2017.

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

Ongoing Opportunities for Engagement with the City of Winnipeg

You're invited to provide input on a new rapid transit corridor connecting downtown and eastern Winnipeg

Expansion of the City's rapid transit network continues with the launch of the Eastern Corridor Study which aims to identify the route for a new rapid transit corridor connecting downtown and eastern Winnipeg, as well as a plan for the Louise Bridge.

Public engagement is a cornerstone of this project and there will be many opportunities to participate throughout the process. Please join us and participate in the first round of public workshops to discuss opportunities and criteria:

Attend the final workshop from the first round!
Location: Neeginan Centre, 181 Higgins Avenue
Date: Thursday, May 18
Time: 4:30 p.m. to 7:30 p.m.

For more information on the Eastern Corridor Study, or to provide feedback online, please visit winnipeg.ca/easterncorridor.

You are invited to provide feedback on pedestrian and cycling project connecting Wolseley and West Alexander

Do you walk or bike in the Wolseley and West End neighbourhoods? The City wants to hear from you to help shape plans for a Walk Bike project connecting the Wolseley and West Alexander neighbourhoods.

Public input is a key component of all Walk Bike projects. Join the conversation online by taking photos of your experience walking and biking in this neighbourhood using #WalkBikeWPG. Also visit the website to provide feedback through an online survey and mapping tool: winnipeg.ca/walkbikeprojects.

For more information, please visit winnipeg.ca/walkbikeprojects. Feedback will be monitoring and collected until May 19, 2017.

PART FOUR ENGAGEMENT MATERIALS

Phase One

PROJECT POSTCARD



WOLSELEY TO WEST ALEXANDER CORRIDOR

CONNECTING PALMERSTON AVENUE TO THE
WEST ALEXANDER CORRIDOR

This project will look at options to encourage walking and cycling for people of all ages and abilities through the creation of a neighbourhood greenway along Ruby Street and Banning Street to link the Wolseley and West Alexander neighbourhoods. Ruby Street and Banning Street provide an important north-south connection between Palmerston Avenue and Notre Dame Avenue and beyond.

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 and to join our email list please visit

winnipeg.ca/walkbikeprojects

#WalkBikeWPG

WOLSELEY TO WEST ALEXANDER CORRIDOR

**winnipeg.ca/
walkbikeprojects**

#WalkBikeWPG



PART FOUR ENGAGEMENT MATERIALS

Phase One

WORKSHOP PRESENTATION



Wolseley to West Alexander Corridor

Connecting Palmerston Avenue to the West Alexander Corridor

Stakeholder Workshop
Tuesday, April 25, 2017
2:30 – 4:00pm
Cindy Klassen Recreation Complex



PART FOUR

ENGAGEMENT MATERIALS

Phase One

WORKSHOP PRESENTATION

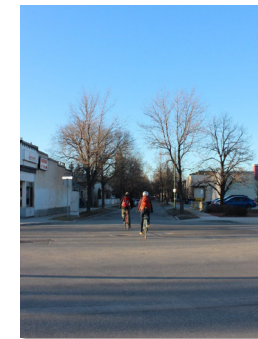
Agenda

1. Introductions
2. Study Overview
3. What is a Neighbourhood Greenway
4. Group Discussion and Questions
5. Next Steps



Meeting Purpose

- The City is looking at options to encourage walking and cycling along Ruby Street and Banning Street to link the Wolseley and West Alexander neighbourhoods.
- This workshop is the beginning of the public engagement process.
- This meeting provides you with an opportunity to share your thoughts on what should be considered in the design.



Study Background

- In 2015, Winnipeg City Council approved the Pedestrian and Cycling Strategies (PCS), which provides a vision and roadmap for the future of walking and cycling in Winnipeg.
- This study is identified as a high priority in the PCS.
- This study was approved by Council as part of the 2016 Pedestrian and Cycling Action Plan.

Study Goals

- To provide an important **north-south connection**.
- To provide a facility that is **comfortable for people of all ages and abilities**.
- To **provide an enhanced connection** to existing and future planned infrastructure, such as the West Alexander Pedestrian and Cycling Corridor (between Arlington Street and Sherbrook Street) and the Arlington Street/Bridge connection.
- To **encourage children to walk and cycle** to school.
- To **enhance school and traffic safety** in the area.

PART FOUR ENGAGEMENT MATERIALS

Phase One

WORKSHOP PRESENTATION

Study Area



Timeline



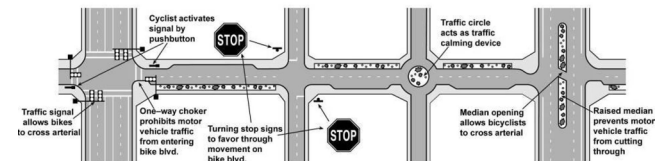
What are Neighbourhood Greenways?

- Routes on streets with low vehicle speeds and volumes.
- Includes a range of treatments to slow down traffic and improve safety for walking, biking and driving to make it comfortable for people of all ages and abilities.
- Improves safety and liveability.
- Provides landscaping and streetscaping opportunities.



What are Neighbourhood Greenways?

- Toolbox of treatments
- Mix and match based on unique conditions throughout the corridor



PART FOUR ENGAGEMENT MATERIALS

Phase One

WORKSHOP PRESENTATION

What are Neighbourhood Greenways?



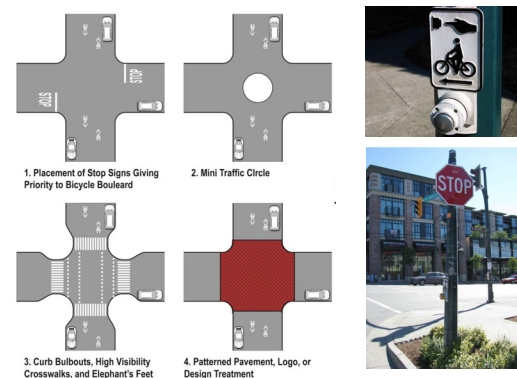
Keeping traffic slow...



Keeping traffic low...



Intersection Treatments



PART FOUR

ENGAGEMENT MATERIALS

Phase One

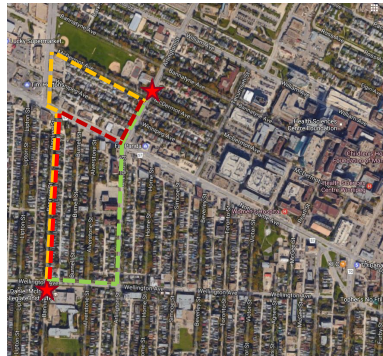
WORKSHOP PRESENTATION

Amenities



Connections

- Identify opportunities to improve connections from Banning Street to other projects at Arlington Street and McDermot Avenue.



School Travel Planning

- The study includes School Travel Planning at three schools to encourage walking and cycling and to enhance school and traffic safety
 - Daniel McIntyre Collegiate
 - General Wolfe School
 - Greenway School



Public Engagement

- Phase 1 Public Engagement
 - Stakeholder Workshop (Today)
 - Pop-up Engagement (April 22-28)
 - Online Survey (Available Until May 19)
 - Share your images using #WalkBikeWPG and other related tags (e.g., #RubySt #BanningSt)



- For more information:
 - Web: winnipeg.ca/walkbikeprojects
 - E-mail: WolseleyWestAlex@intergroup.ca

PART FOUR

ENGAGEMENT MATERIALS

Phase One

WORKSHOP PRESENTATION

Discussion

- What do you feel are the priorities for improving neighbourhood connectivity along Ruby and Banning Street?
- To understand your perspective:
 - What works well?
 - Where do you currently experience challenges and could be improved?
 - What might those improvements be?
- In thinking of how people in the neighbourhood travel in the area (e.g., residents, parents and students, customers, and other):
 - How do they travel to/from your business/school/facility?
 - What challenges do they face?
 - What would improve their experience?



Wolseley to West Alexander Corridor

Connecting Palmerston Avenue to the West Alexander Corridor

Stakeholder Workshop
Tuesday, April 25, 2017
2:30 – 4:00pm
Cindy Klassen Recreation Complex



PART FOUR

ENGAGEMENT MATERIALS

Phase One

DISCUSSION GUIDE

Wolseley to West Alexander Corridor

Connecting Palmerston Avenue to the West Alexander Corridor

Stakeholder Workshop
Tuesday, April 25, 2017
2:30 – 4:00pm
Cindy Klassen Recreation Complex
999 Sargent Avenue

Discussion Guide

- 1) What do you feel are the priorities for improving neighbourhood connectivity along Ruby and Banning Street?
- 2) To understand your perspective,
 - a. What works well?
 - b. Where do you currently experience challenges and could be improved?
 - c. What might those improvements be?
- 3) In thinking of how people in the neighbourhood travel in the area (e.g., residents, parents and students, customers, and other):
 - a. How do they travel to/from your business/school/facility?
 - b. What challenges do they face?
 - c. What would improve their experience?

PART FOUR ENGAGEMENT MATERIALS

Phase One

ONLINE SURVEY QUESTIONNAIRE

1

Welcome

WELCOME

This project will look at options to encourage walking & cycling for people of all ages & abilities through the creation of a neighbourhood greenway along Ruby Street & Banning Street to link the Wolseley & West Alexander neighbourhoods. Ruby Street & Banning Street provide an important north-south connection between Palmerston Avenue & Notre Dame Avenue & beyond.

[Begin](#)

For inquiries or for those who require alternate formats or interpretation to participate, please contact:
*Kristin Drewes, Public Engagement Lead, (204) 942-0654,
WolseleyWestAlex@intergroup.ca*





PART FOUR

ENGAGEMENT MATERIALS

Phase One

ONLINE SURVEY QUESTIONNAIRE

2

Your Priorities

YOUR PRIORITIES

Order your top 3 items
↑ above this line ↑

Safe travel to school

Bike network connections

Safety

Vehicular traffic flow

Cycling comfort

Pedestrian comfort

Parking and loading

Accessibility

When creating a design for improving the existing conditions along Ruby Street and Banning Street, 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 item

3

Show and Tell Us

SHOW AND TELL US

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

Safety

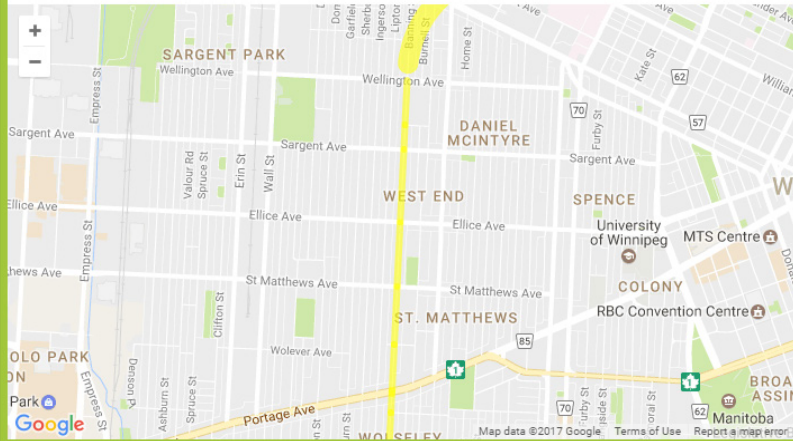
Connections

Amenities

Aesthetics

Walking

Biking



26 // City of Winnipeg // Wolseley to West Alexander Corridor

PART FOUR ENGAGEMENT MATERIALS

Phase One

ONLINE SURVEY QUESTIONNAIRE

4

Travel Habits

TRAVEL HABITS

Frequency

Purpose

Future Use

Frequency

How often do you travel on Ruby Street and Banning Street?

More than once a day

Once a day

3-5 times per week

1-2 times per week

Less than once a week

Never

Next Category

5

Tell Us About You

TELL US ABOUT YOU

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
☐ Accessing social services ☐ Other

Enter your email to join our mailing list:
Type...

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](#).



PART FOUR ENGAGEMENT MATERIALS

Phase Two

STREET EVENT INVITE



WOLSELEY TO WEST ALEXANDER CORRIDOR CONNECTING PALMERSTON AVENUE TO THE WEST ALEXANDER CORRIDOR



The City is looking at options to encourage walking and cycling along Ruby Street and Banning Street to link the Wolseley and West Alexander neighbourhoods, including a proposed neighbourhood greenway. Neighbourhood greenways are bike routes introduced on streets with low vehicle speeds and volumes. The proposed neighbourhood greenway looks to include a range of treatments to slow down traffic, improve safety for walking, biking, and driving to make travel more comfortable for people of all ages and abilities.

Public engagement for this project began in April 2017 and documented stakeholder input. Based on this feedback proposed treatment options for the creation of a new neighbourhood greenway include speed humps, push buttons, raised intersections and crosswalks, right in/right out islands, median barriers, directional closures, and potentially a street closure and new public green space.



SHARE YOUR PERSPECTIVES ON NEIGHBOURHOOD GREENWAY TREATMENTS!

COME TALK WITH US AT OUR STREET EVENT

FRIDAY, SEPTEMBER 15, 2017
Greenway School, 390 Burnell Street, Winnipeg

Drop-in 3 p.m. to 7 p.m.

- Review proposed greenway treatments for the Wolseley to West Alexander Corridor and share your input.
- View street art projects completed by local artists and students from the four schools along the project corridor.

Drop-in 5 p.m. to 7 p.m.

- Bike Education and Skills Training Session (Bring your bike to participate) – Join the kids from the Flaming Cheetahs Bike Club, and Instructors from the BEST Cycling Program, as they show you the basics of safe road riding. Later, challenge yourself to a ride around the world famous Flaming Cheetahs obstacle course.
- Come talk to us about proposed greenway treatments for the Wolseley to West Alexander Corridor at a community BBQ with food provided by Councillor Cindy Gilroy.



SHARE YOUR PERSPECTIVES ONLINE!

View potential treatments and provide feedback through an online survey.
winnipeg.ca/walkbikeprojects

MORE INFORMATION

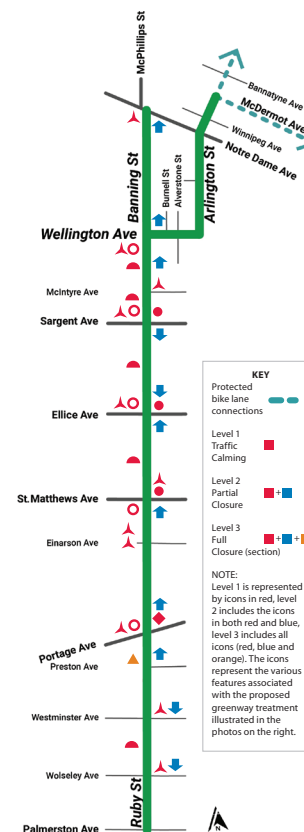
For inquiries or for those who require alternate formats or interpretation in order to participate, please contact Kristin Drewes at (204) 942-0654 or WolseleyWestAlex@intergroup.ca

FOLLOW US

Follow the City of Winnipeg on Facebook and Twitter for project updates.



ROUTE LOCATION AND POTENTIAL STREET TREATMENTS



The following are proposed neighbourhood greenway treatments. Each level of treatment has the potential to calm traffic on the street by impacting traffic flow, and vehicle, pedestrian and bicycle speed. Treatments selected will be determined in the final design stage, including public feedback. Opportunities are available to tailor treatment levels based on the unique conditions throughout the corridor.

Proposed Greenway Treatments



LESS
LEVEL OF COMFORT
MORE

Provide feedback through an online survey
winnipeg.ca/walkbikeprojects

PART FOUR ENGAGEMENT MATERIALS

Phase Two

STREET EVENT POSTER



WOLSELEY TO WEST ALEXANDER CORRIDOR
CONNECTING PALMERSTON AVENUE TO THE
WEST ALEXANDER CORRIDOR



What Are Neighbourhood Greenways?

Neighbourhood Greenways...

- Are bike routes introduced on neighbourhood streets with low vehicle speeds and volumes.
- Include a range of treatments to slow down traffic and reduce traffic volumes to improve safety for walking, biking and driving.
- Make all modes of transportation comfortable for people of all ages and abilities.
- Improve safety and liveability.
- Provide landscaping, wayfinding and streetscaping opportunities.



Below is a toolbox of possible treatments. Opportunities are available to tailor treatments throughout the corridor.

Keeping Traffic Slow...






Keeping Traffic Volumes Low...







Intensity of Treatments

Treatments can be scaled to affect and increase the level of traffic calming on the street by impacting traffic flow and vehicle, pedestrian, and bicycle speed.

LESS	LEVEL OF COMFORT				MORE
SIGNAGE <ul style="list-style-type: none"> • Wayfinding signs • Warning signs 	PAVEMENT MARKINGS <ul style="list-style-type: none"> • Wayfinding signs • Warning signs • Shared-lane markings • Directional markings 	INTERSECTION TREATMENTS <ul style="list-style-type: none"> • Wayfinding signs • Warning signs • Shared-lane markings • Directional markings • Median/islands • Half signals 	TRAFFIC CALMING <ul style="list-style-type: none"> • Wayfinding signs • Warning signs • Shared-lane markings • Directional markings • Median/islands • Half signals • Chicanes (narrowing of lanes) • Mini traffic roundabouts 	TRAFFIC DIVERSION <ul style="list-style-type: none"> • Wayfinding signs • Warning signs • Shared-lane markings • Directional markings • Median/islands • Half signals • Chicanes (narrowing of lanes) • Mini traffic roundabouts • Choker entrances 	

Provide feedback through an online survey winnipeg.ca/walkbikeprojects



WOLSELEY TO WEST ALEXANDER CORRIDOR
CONNECTING PALMERSTON AVENUE TO THE
WEST ALEXANDER CORRIDOR




CHALLENGES IDENTIFIED VIA FEEDBACK FROM PHASE 1

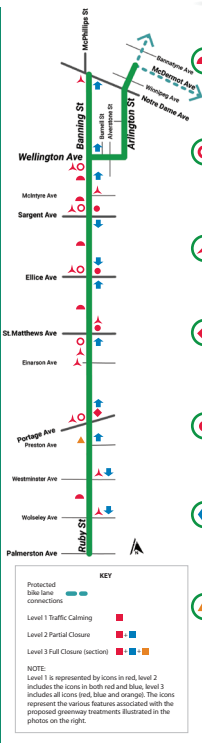


- Crumbling infrastructure
- Lack of safe crossing treatments
- Infrastructure barriers to active transportation
- No crosswalks
- Overflowing bike racks
- Traffic divergence through back lane route
- Double parking at pick-up and drop-off
- Narrow street
- Bikes locked to railings
- Unsafe intersection crossings
- Safety concerns

PROPOSED TREATMENTS OPTIONS



- Speed humps
- Pedestrian and cyclist push button signal
- Raised crosswalks/intersections
- Median barrier
- Right in/right out islands
- Vehicular directional closures
- Street closure for vehicles and greenspace creation



KEY

- Protected bike lane connections
- Level 1 Traffic Calming
- Level 2 Partial Closure
- Level 3 Full Closure (section)

NOTE: Level 1 is represented by icons in both red and blue, level 2 includes all icons (red, blue and orange). The signs represent the various features associated with the proposed greenspace treatments illustrated in the photos on the right.

FOLLOW US
Follow the City of Winnipeg on Facebook and Twitter for project updates.
#WalkBikeWPG

PART FOUR

ENGAGEMENT MATERIALS

Phase Two

NEWS RELEASE

September 5, 2017

Public invited to provide feedback on phase two of pedestrian and cycling project connecting Wolseley and West Alexander

Opportunities to participate online or at neighbourhood street event

Released: 10:10 a.m.

Winnipeg, MB – Do you walk or bike in the Wolseley and West End neighbourhoods? The City wants to hear from you to help refine plans for a Walk Bike project connecting the Wolseley and West Alexander neighbourhoods.

Public feedback is now needed on a range of treatments to slow down traffic, improve safety for walking, biking and driving, and make travel more comfortable to people of all ages and abilities on Ruby Street and Banning Street. The ultimate result will be an important north-south connection between Palmerston Avenue and Notre Dame Avenue and beyond.

Participate online


Public input is a key component of all Walk Bike projects. Visit the website to provide feedback through an online survey: www.winnipeg.ca/walkbikeprojects

Engage at a street event

Come meet the project team, review proposed treatments and provide your feedback (drop-by format, come and go).

Date: Friday, September 15, 2017

Time: 3 p.m. to 7 p.m.

Event includes street art by local artists and students. At 5 p.m. there will be a community BBQ. Join kids from the Flaming Cheetahs Bike Club and instructors from the BEST Cycling Program for bike education, skills training, and an obstacle course. **Location:** Greenway School, [390 Burnell St.](#) 

More information

For more information visit www.winnipeg.ca/walkbikeprojects

September 5, 2017

[▲ Top of page](#)

PART FOUR

ENGAGEMENT MATERIALS

Phase Two

E-NEWSLETTERS

September 7, 2017

Help design a better bridge for Arlington

Winnipeggers who live, work or play near the aging Arlington Bridge are invited to share their thoughts about a new bridge throughout September.

- Citizens can participate throughout September in three ways:
- Coming out to neighbourhood “pop-ups” and other community-led events
- Completing a five-minute survey at winnipeg.ca/betterarlington
- Posting thoughts and ideas using the hashtag #betterarlington

A full list of scheduled events is available on the City’s Better Bridge for Arlington website, winnipeg.ca/betterarlington.

Phase two of pedestrian and cycling project connecting Wolseley and West Alexander

The City wants to hear from you to help refine plans for a Walk Bike project connecting the Wolseley and West Alexander neighbourhoods.

Participate online

Public input is a key component of all Walk Bike projects. Visit the website to provide feedback through an online survey: winnipeg.ca/walkbikeprojects

Engage at a street event

Come meet the project team, review proposed treatments and provide your feedback (drop-by format, come and go).

Date: Friday, September 15, 2017

Time: 3 p.m. to 7 p.m.

Location: Greenway School, [390 Burnell St.](http://390BurnellSt)

For more information, please visit

winnipeg.ca/walkbikeprojects

Ongoing Opportunities for Engagement with the City of Winnipeg

Back-in, Angled Parking Pilot Survey

The City of Winnipeg is exploring ways to increase available on-street parking in the Exchange District. A pilot project was implemented on Monday, July 24, 2017 to test back-in, angled parking on the south side of Bannatyne Avenue between Rorie Street and Waterfront Drive. During this pilot project, we want to hear about your experiences with back-in, angled parking and other changes on Bannatyne Avenue between Rorie Street and Waterfront Drive.

To provide your feedback on the pilot project, please [complete a survey](http://winnipeg.ca/angledparkingpilot) between July 24 and September 25, 2017. For more information, please visit: winnipeg.ca/angledparkingpilot

Adjustable bike lane curbs pilot



The City installed adjustable bike lane curbs in two locations in August to test installation methods, monitor maintenance, and assess the comfort level of users. The adjustable bike lane curbs were installed on Sherbrook Street south of Cumberland Avenue and on a section of Bannatyne Avenue next to Old Market Square for a nine-month pilot.

For more information, to [fill out a survey](http://winnipeg.ca/walkbikeprojects) or to view a map of the changes online, please visit winnipeg.ca/walkbikeprojects and select an adjustable bike lane curbs project. The survey will be open for the duration of the pilot project.

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PART FOUR

ENGAGEMENT MATERIALS

Phase Two

E-NEWSLETTERS

September 21, 2017

Phase two of pedestrian and cycling project connecting Wolseley and West Alexander

The City wants to hear from you to help refine plans for a Walk Bike project connecting the Wolseley and West Alexander neighbourhoods.

Public input is a key component of all Walk Bike projects. Visit the website to provide feedback through an online survey: winnipeg.ca/walkbikeprojects

Back-in, angled parking pilot

The City of Winnipeg is exploring ways to increase available on-street parking in the Exchange District. A pilot project was implemented on Monday, July 24, 2017 to test back-in, angled parking on the south side of Bannatyne Avenue between Rorie Street and Waterfront Drive.

To provide your feedback on the pilot project, please [complete a survey](#) between July 24 and September 25, 2017. For more information, please visit: winnipeg.ca/angledparkingpilot

Adjustable bike lane curbs pilot

The City installed adjustable bike lane curbs in two locations to test installation methods, monitor maintenance, and assess the comfort level of users.



For more information, to [fill out a survey](#) or to view a map of the changes online, please visit

winnipeg.ca/walkbikeprojects and select an adjustable bike lane curbs project. The survey will be open for the duration of the pilot project.

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PART FOUR

ENGAGEMENT MATERIALS

Phase Two

PARKLET RESIDENT PAMPHLET



Wolseley to West Alexander Corridor

Connecting Palmerston Avenue to the West Alexander Corridor

The City is looking at options to encourage walking and cycling along Ruby Street and Banning Street to link the Wolseley and West Alexander neighbourhoods, including a proposed neighbourhood greenway. Neighbourhood greenways are bike routes introduced on streets with low vehicle speeds and volumes. The proposed neighbourhood greenway looks to include a range of treatments to slow down traffic, improve safety for walking, biking, and driving to make travel more comfortable for people of all ages and abilities.

One potential treatment includes a full street closure and creation of a greenspace (i.e., a "parklet") between Preston Avenue and the backlane at Portage Avenue (see map on reverse side). This is just one of three treatment options to reduce vehicle traffic, including cut-through traffic, at the intersection of Portage Avenue and Banning/Ruby Street. Additional details are available online at winnipeg.ca/walkbikeprojects.

As a resident of the street section where the parklet would be created your feedback is important. We want to understand whether the residents who will be most affected by the creation of a parklet are supportive of the concept. Please let us know your level of support through the rating scale below, 1 being the least amount of support and 5 as the highest level of support.

1
Not at all
supportive

2
Not supportive

3
Neutral

4
Supportive

5
Very Supportive

Please email your feedback to wolseleywestalex@intergroup.ca or call Kristin Drewes at 204-942-0654 to discuss.

No decisions to proceed with the project have been made at this time. Before going forward, funding for the project would require City Council approval. The parklet could also be implemented as a pilot project, meaning that it could be adjusted or removed prior to anything being made permanent.

**winnipeg.ca/
walkbikeprojects**



PART FOUR ENGAGEMENT MATERIALS

Phase Two

ONLINE SURVEY QUESTIONNAIRE (PHASE TWO)

1

Welcome

WELCOME

This project is looking at options to encourage walking and cycling for people of all ages and abilities through the creation of a neighbourhood greenway along Ruby Street and Banning Street to link the Wolseley and West Alexander neighbourhoods. A neighbourhood greenway is a shared-use residential street with low vehicle speeds and volumes.

[Begin](#)

This project is a high priority in the Winnipeg Pedestrian and Cycling Strategies. Proposed design linking the Wolseley and West Alexander neighbourhoods.





PART FOUR

ENGAGEMENT MATERIALS

Phase Two

ONLINE SURVEY QUESTIONNAIRE (PHASE TWO)

2

Evaluating Design Treatments

TREATMENT TYPES


Speed Humps

Raised Crosswalk

Right In/Right Out

Median Barriers

Directional Closures



Raised areas of the street to help slow down vehicles

Safety
Improved safety for all road users.
★★★★★
Comment

Cycling Comfort
Make it more comfortable for people of all ages and abilities to choose to cycle.
★★★★★
Comment

Next Category

3

Intersection Options

INTERSECTION OPTIONS

Wellington Avenue

Sargent Avenue

Ellice Avenue

St. Matthews Avenue


Westminster/Wolseley

Wellington Avenue at Banning Street

Level 1

Level 2

Level 1
Raised crosswalks to reduce vehicle speeds



Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

★★★★★

Previous

Optional Comment

Next

PART FOUR

ENGAGEMENT MATERIALS

Phase Two

ONLINE SURVEY QUESTIONNAIRE (PHASE TWO)

4 Other Considerations

OTHER CONSIDERATIONS

Northern Connection
Portage Avenue Option 1
Portage Avenue Option 2
Portage Avenue Option 3

Please rate this scenario:

★ ★ ★ ★ ★

Optional Comment

Northern Connection
The proposed concept will connect to planned protected bicycle lanes on Arlington Street and McDermot Avenue by installing new protected bicycle lanes on portions of Wellington Avenue and Arlington Street.
Zoom in to see more detail.

5 Tell Us About You

TELL US ABOUT YOU

Final Questions (Optional)

What is your age?
Select

What is your gender?
Select:

What is your postal code?
Type

What is your main mode of transportation?
Select:

What is your main connection to this area?
Select

How did you hear about this project?
☐ City of Winnipeg website
☐ Mail invitation
☐ Email invitation
☐ Facebook
☐ Twitter
☐ News
☐ Pop-up/community event
☐ Public engagement newsletter
☐ Other

Submit Final Questions
Skip

Thank You

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 please visit winnipeg.ca/walkbikeprojects.

To join the email list for this project contact WolseleyWestAlex@intergroup.ca

36 // City of Winnipeg // Wolseley to West Alexander Corridor



PART FIVE

What We Heard

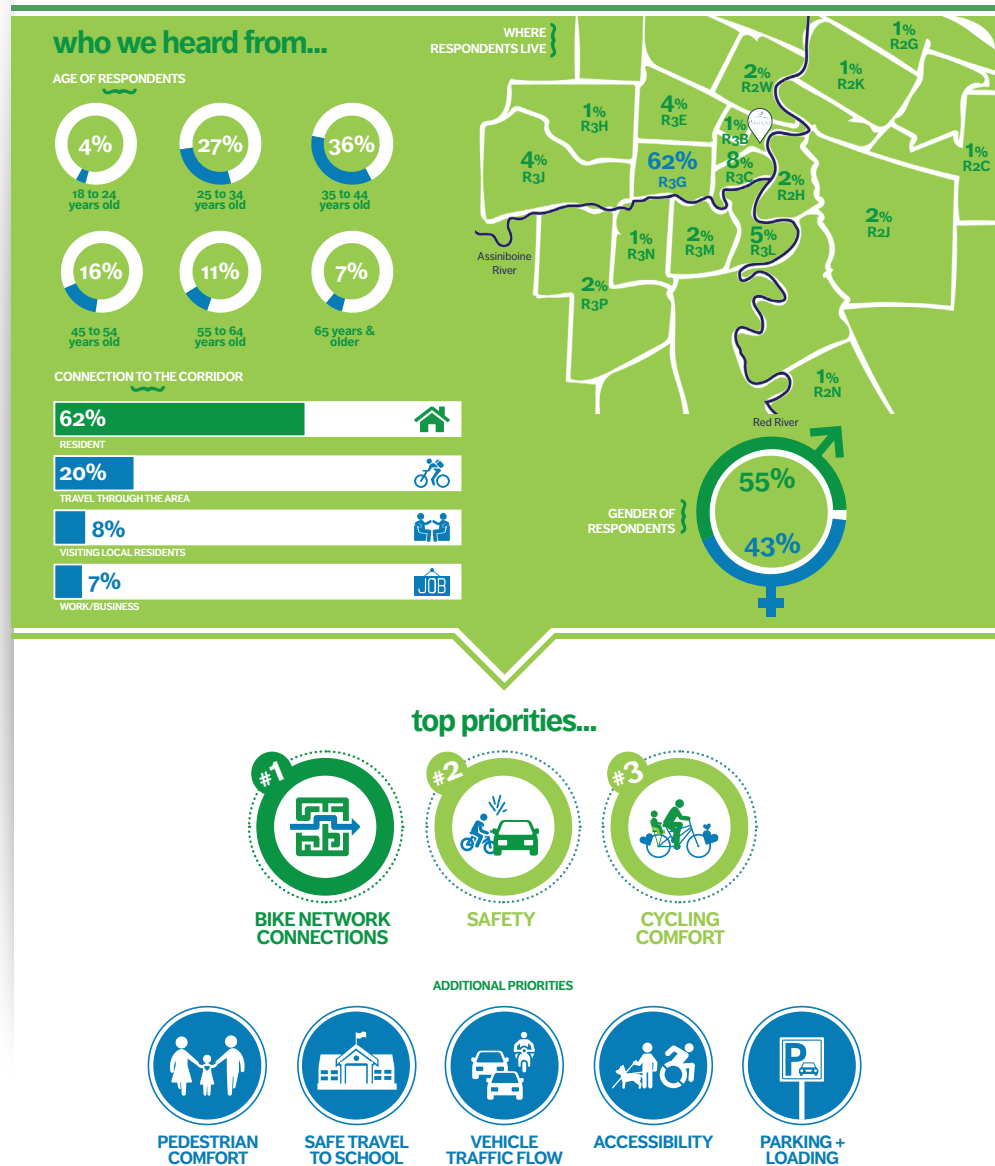
PART FIVE

What We Heard

Phase One | Summary Infographic

PHASE 1 ENGAGEMENT SNAPSHOT

WOLSELEY TO WEST ALEXANDER CORRIDOR



Phase One | Summary Infographic

PHASE 1 ENGAGEMENT SNAPSHOT

WOLSELEY TO WEST ALEXANDER CORRIDOR



travel patterns

HOW OFTEN + WHERE...



45% of respondents travel along Ruby Street and Banning Street **at least once a week** (by any mode)

RESPONDENTS ARE USING THE CORRIDOR TO...



shop +
dine out

26%



commute
to work

16%

pick-up /
drop off kids



5%

commute
to school



4%

2-2+4



exercise +
recreation

26%



live there or visit
with friends

15%

35% BIKE MOST
OF THE TIME

14% WALK MOST
OF THE TIME



37% DRIVE MOST
OF THE TIME



14% TAKE TRANSIT
MOST OF THE TIME



DESIRE TO CYCLE MORE

80% of respondents indicated they are either more likely or much more likely to ride on Ruby Street and Banning Street if there was a neighbourhood greenway.

using the corridor

RESIDENTS | COMMUTERS | WORK/BUSINESS

64% of respondents who **live** along the corridor travel on **foot, bicycle or transit**



32%

16%

16%

36%

60% of respondents who **pass** through the corridor area travel on **foot, bicycle or transit**



40%

13%

47%



PHASE 1 ENGAGEMENT SNAPSHOT WOLSELEY TO WEST ALEXANDER CORRIDOR



key issues and opportunities

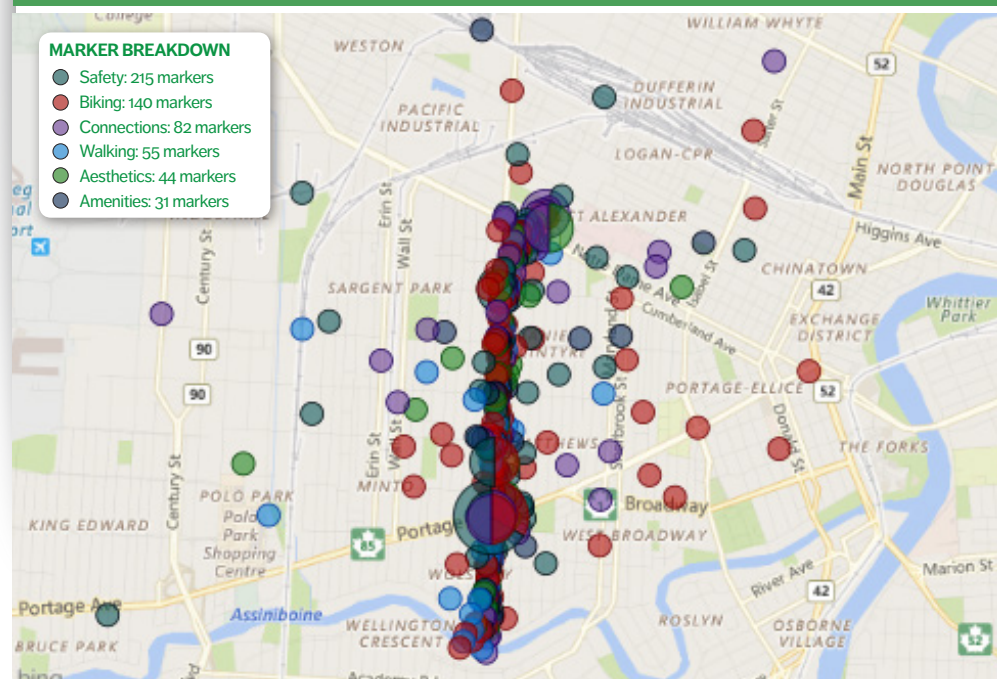
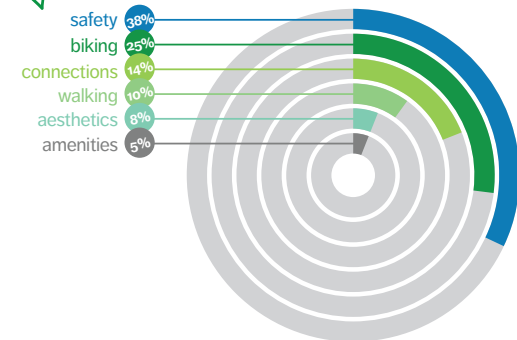
567 unique markers were placed on a map by respondents identifying a variety of **issues**



OBSERVATIONS

The most common marker themes were safety (215) and biking (140).

Issues were identified throughout the corridor, with higher concentrations at major intersections such as Portage Avenue and at the connections at the north and south ends.



Phase Two | Summary Infographic

PHASE 2 ENGAGEMENT SNAPSHOT

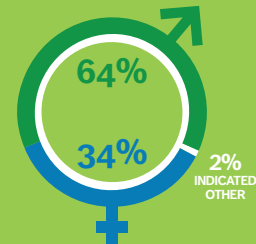
WOLSELEY TO WEST ALEXANDER CORRIDOR



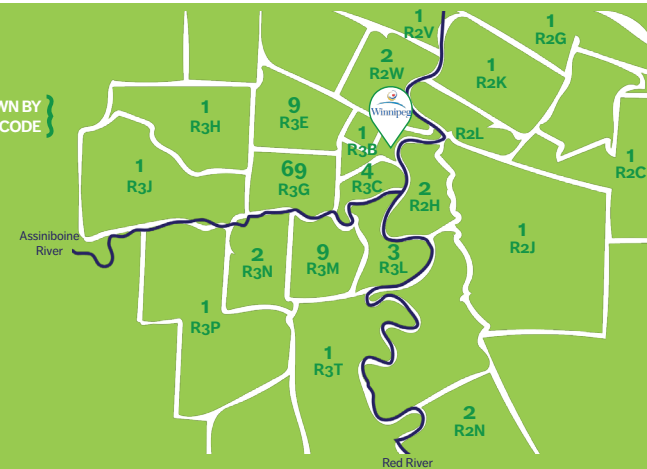
who we heard from...

ONLINE SURVEY RESPONDENTS

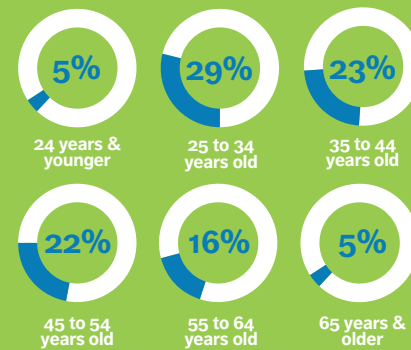
BREAKDOWN BY GENDER



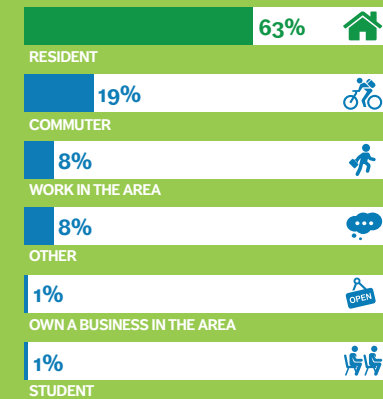
BREAKDOWN BY POSTAL CODE



BREAKDOWN BY AGE



BREAKDOWN BY CONNECTION TO THE AREA



BREAKDOWN BY MAIN MODE OF TRANSPORTATION



Phase Two | Summary Infographic

PHASE 2 ENGAGEMENT SNAPSHOT

WOLSELEY TO WEST ALEXANDER CORRIDOR



evaluating design treatments



SPEED HUMPS

do **speed humps** meet the top 2 project priorities, safety and cycling comfort?



SAFETY



CYCLING COMFORT



RAISED CROSSWALKS

do **raised crosswalks** meet the top 2 project priorities, safety and cycling comfort?



SAFETY



CYCLING COMFORT



RIGHT IN/RIGHT OUTS

do **right in/right outs** meet the top 2 project priorities, safety and cycling comfort?



SAFETY



CYCLING COMFORT



DIRECTIONAL CLOSURES

do **directional closures** meet the top 2 project priorities, safety and cycling comfort?



SAFETY



CYCLING COMFORT



MEDIAN BARRIERS

do **median barriers** meet the top 2 project priorities, safety and cycling comfort?



SAFETY



CYCLING COMFORT



PHASE 2 ENGAGEMENT SNAPSHOT

WOLSELEY TO WEST ALEXANDER CORRIDOR



Phase Two | Summary Infographic

evaluating intersection treatments

WELLINGTON AVENUE AT BANNING STREET

 raised crosswalk vs.  directional closure

online survey | rate your level of support for each treatment:

RAISED CROSSWALK
★★★★☆
3.2 stars

DIRECTIONAL CLOSURE
★★★★☆
3.3 stars

in-person event feedback | which treatment do you prefer?

RAISED CROSSWALK
👍

DIRECTIONAL CLOSURE
👍👍👍👍👍👍👍👍

SARGENT AVENUE AT BANNING STREET

 right-in/right-out vs.  directional closure

online survey | rate your level of support for each treatment:

RIGHT-IN/RIGHT-OUT
★★★★☆
3.2 stars


DIRECTIONAL CLOSURE
★★★★☆
3.4 stars

in-person event feedback | which treatment do you prefer?

RIGHT IN/RIGHT OUT
👍👍👍👍

DIRECTIONAL CLOSURE
👍👍👍👍👍👍👍👍

ELLICE AVENUE AT BANNING STREET

 right-in/right-out vs.  directional closure

online survey | rate your level of support for each treatment:

RIGHT-IN/RIGHT-OUT
★★★★☆
3.2 stars

DIRECTIONAL CLOSURE
★★★★☆
3.4 stars

in-person event feedback | which treatment do you prefer?

RIGHT-IN/RIGHT-OUT
👍👍👍

DIRECTIONAL CLOSURE
👍👍👍👍👍👍👍👍

ST. MATTHEWS AVENUE AT BANNING STREET

 right-in/right-out vs.  directional closure

online survey | rate your level of support for each treatment:

RIGHT-IN/RIGHT-OUT
★★★★☆
3.3 stars

DIRECTIONAL CLOSURE
★★★★☆
3.4 stars

in-person event feedback | which treatment do you prefer?

RIGHT IN/RIGHT OUT
👍👍👍

DIRECTIONAL CLOSURE
👍👍👍👍👍👍👍👍

WESTMINSTER & WOLSELEY AVENUE AT RUBY STREET

 raised crosswalk vs.  directional closure

online survey | rate your level of support for each treatment:

RAISED CROSSWALK
★★★★☆
3.1 stars

DIRECTIONAL CLOSURE
★★★★☆
3.3 stars

in-person event feedback | which treatment do you prefer?

RAISED CROSSWALK
👍👍👍👍👍👍👍👍

DIRECTIONAL CLOSURE
👍👍👍👍👍👍👍👍

PHASE 2 ENGAGEMENT SNAPSHOT

WOLSELEY TO WEST ALEXANDER CORRIDOR



evaluating 'other considerations'

Phase Two | Summary Infographic





PART SIX

Stakeholder Feedback

PART SIX

Stakeholder Feedback

Phase One

POP-UP EVENT FEEDBACK

The following sections summarize feedback and highlight the issues and perspectives from stakeholders during the Phase 1 pop-up events. The information has been organized into general project related themes. The comments below are not verbatim, but reflect the issues and perspectives identified at the Phase 1 pop-up events.

SAFETY:

- The intersection of Ruby/Banning Street at Portage Avenue is a very confusing intersection with high traffic. This makes it a dangerous intersection.
- The Liquor Store on the corner of Ruby Street and Banning Street at Portage Avenue is a high traffic location for both vehicles and pedestrians. The associated parking lot often results in through traffic.
- Café Ce Soir on the corner of Ruby/Banning Street at Portage Avenue was recently hit by a car. This is an example of how the signal lights at this intersection do not work, especially for vehicle drivers.
- Suggestion for a cycle light at Ruby/Banning Street at Portage Avenue intersection.
- Vehicles coming out of the Liquor Store parking lot turn right north bound on Banning Street and speed towards St. Mathews Avenue. This traffic needs to be slowed down. The less traffic on Banning Street the better.
- The Ruby/Banning Street Corridor needs to be safer for families.
- The standard should be that Ruby/Banning Street is safe for kids to ride on.
- Safety standard should be "Would you have your mom ride on the road?"
- Cyclists shouldn't be afraid of drivers.
- School buses block the road in front of École Laura Secord School, causing congestion and prompting cars to be unsafe at school bus pick-up/drop off times.
- The new greenway infrastructure will draw cyclists in to use the route, however potholes on the street will be a safety issue for cyclists.

INPUT FOR DESIGN

- Suggestion to have seasonal restrictions on use of Ruby/Banning Street similar to Wolseley Avenue and Wellington Crescent.
 - Could be like Wolseley Avenue where the City closes through vehicle traffic on Sundays.
- Small traffic circles are not good.
- Does not like speed bumps.
- Is it feasible to install traffic circles at St. Matthews Avenue?
 - If so, how would this work with the school patrols?
- Suggestion to enforce the school zones all year round, 24 hours a day, as kids are out all summer.
- Suggestion to make Arlington Street better for vehicle drivers, which would decrease the through traffic use of residential side streets.
- Major intersections along the study corridor are a safety concern.
 - Would there be lights installed?
- Intersection design is critical and requires clear delineation for use. Design selected for implementation needs to be obvious and easy. Physical objects are more effective than signage.

- Make sure there are no large gaps in the Ruby/Banning Street Corridor route. Portage Avenue is an example of a potential gap.
- Ensure cycle lanes are a priority for winter snow clearing.
- There should be easy route connections to schools as well as ample bike parking. This would create an incentive/advantage for cyclists/pedestrians to travel to schools. Cut-throughs to schools would be ideal.
- Suggestion for signaled crossing lights throughout the corridor.
- The stop at Banning Street and Einarson Avenue does not work. People disregard the stop and blow through the intersection.
- Suggestion to turn Ruby/Banning Street to a one-way street.
- Existing roundabouts throughout the city are cited as being too small and increasing confusion at intersections. They are too small, a nightmare, who yields to who?
- Speed bumps are better at slowing traffic as compared to roundabouts.
- Suggestion to turn Westminster and Wolseley Avenues into one-way streets. This would allow parking on both sides of the streets.
- Suggestion for residential parking passes for people living along Ruby/Banning Street. Parking pass would allow parking before 8am and after 6pm. This would allow parking accessibility for local businesses during the day yet ensuring parking access for residents.
- Suggestion to extend the school zone north one block to Westminster Avenue.

VEHICLE PARKING:

- Arlington Street has one block of protected bike lane that typically gets used for vehicle parking.
- Available street parking for vehicles is the primary concern for local businesses.
- Decreasing parking is one of the biggest concerns, do not reduce parking spots.

CYCLING PERSPECTIVES:

- Banning Street needs structural upgrades.
- Curbs are difficult to crossover with a chariot (jogger/bike trailer).
- Would like to see additional bike racks and repairs to existing racks. It would be good if the bike racks could be larger, to hold more bikes.
- Protected bike lane on Sherbrook Street is nice, would like to see the same level of infrastructure on Maryland Street.
- The new right turn only signage at the Ruby Street and Portage Avenue intersection has helped.

GENERAL:

- Support for the Ruby/Banning Street greenway.
- Any initiatives to calm traffic would be great.
- Would like to see large open house for residents to provide feedback on design options.
- Observing a large increase in pedestrian traffic at the Ruby/Banning Street at Portage Avenue intersection as the Liquor Store and the Shoppers Drug Mart are huge draws. Would appreciate any greenway type improvements.
- Engagement should include interacting with people not merely a mail out.
- Very supportive of the greenway project, moved to the neighbourhood because it is walkable.
- Constantly observes people walking through the neighbourhood going to businesses.
- Resident that lives on Ruby/Banning Street is very supportive of slowing down traffic along the route.
- Would like to see a bridge over the Assiniboine River connecting Palmerston Avenue and Wellington Crescent (River Heights). In the past there has been discussion about using the aqueduct bridge as an active transportation connection. This connection between the two neighbourhoods is important as many kids travel from Wolseley to River Heights for school.

STAKEHOLDER WORKSHOP FEEDBACK

The following sections summarize feedback and highlight the issues and perspectives from stakeholders during the Phase 1 stakeholder workshop. The information has been organized into general project related themes. The comments below are not verbatim, but reflect the issues and perspectives identified at the Phase 1 stakeholder workshop.

SAFETY:

- Greenway School is on the corner of Banning Street and St. Matthews Avenue.
 - The street is in bad condition, many potholes.
 - As a result of a staff parking lot and traffic from children drop-offs, traffic becomes congested and safety is a concern. This is primarily an issue on Burnell Street as the kindergarten entrance is located at the back of the school.
- St. Matthews Avenue is a very narrow street causing traffic congestion at lunch time. The speed limit is 30km/hr and patrols slow down traffic, this creates backed up traffic along Banning Street.
- Streets are not properly controlled, there is not enough traffic calming infrastructure or signage throughout the neighbourhood. The posted speed limit on St. Matthews Avenue is 50km/hr yet traffic regularly goes faster than the limit. Speed cameras at the Wellington Avenue, Sargent Avenue, Ellice Avenue, and St. Matthews Avenue may help decrease traffic speed as this is a major safety concern.
- Cars regularly run through red lights at the Banning Street and Ellice Avenue intersection. This is a safety issue that needs to be addressed.
- Notre Dame Avenue is a large barrier for Active Transportation crossing.
- Arlington Street is not controlled and creates a number of safety issues due to the diversity of users including elderly, kids, cyclists, and vehicles.
- Discussion touched on Ruby/Banning Street being identified for a greenway as opposed to Arlington Street due to the number of schools along the corridor.
- Greenway School initiated "Active Safe Ways to School" plan approximately eight (8) years ago. Suggestion is to maintain this type of planning and education in the community.
- The bump-outs installed at St. Matthews Avenue and Banning Street along with photo-radar efforts have helped slow traffic and provide greater safety for the students.
- The bump-outs installed on St. Matthews Avenue come out too far into traffic. Traffic is still extremely fast in the area as cars race to get ahead of one another prior to the bump-outs. Poor winter maintenance of the bump-outs.
- The traffic lights near Wellington School are timed strangely. The blinking cycle is often confusing.
- Ellice Avenue and Sargent Avenue always have parked cars on the side of the road and are used as a throughway. This makes it a dangerous route for cyclists. Combining cycle and bus routes don't work well as bikes find it frustrating to ride in between buses.
- Notre Dame Avenue is a smaller version of Portage Avenue regarding traffic volume and speed.
- Suggests education for cycling infrastructure so both bikes and vehicles understand the rules of the road. Lack of education makes new efforts dangerous. An example shared included vehicles turning right from two lanes over, not aware/respecting the bike lane along St. Matthews Avenue.
- Vehicle traffic in front Greenway School is a serious safety concern. Vehicles, primarily parents dropping off kids, will triple park and attempt u-turns.
- The cross-walk at St. Matthew's Avenue and Banning Street is not safe. MPI has installed a speed reading display and vehicles have been known to travel at speeds up to 80 km/hr along this route.
- The Lebanese Association of Canada, located on the corner of St. Matthew's Avenue and Burnell Street has been hit by a vehicle.

- The corner of St. Matthew's Avenue and Arlington Street sees a number of accidents throughout a single year and subsequently has a crossing guard to increase safety for students.
- The West Alexander community is very diverse; cyclists are often riding out of necessity as opposed to choice. Often this means no helmets and bikes in poor repair. Education for motorists and safe cycling infrastructure would help increase safety.
- Notre Dame Avenue and McPhillips Street is a high accident corner. A panhandler was hit and lost a limb as a result of the accident.
- The entrance to the Liquor Mart on the corner of Banning Street and Portage Avenue was identified as a high traffic area. Suggestion is to close the Banning Street exit from the Liquor Mart and only have an exit on to Portage Avenue.
- Cars do not respect the pushbutton crosswalk at the corner of Banning Street and Sargent Avenue. Requires visual cue that this is bike route.

INPUT FOR DESIGN:

- Residential streets are being used as speedways for vehicles to travel from Notre Dame Avenue to Portage Avenue.
- Greenspace in the neighbourhood helps to encourage active transportation.
 - Greenspaces actively used include Jacob Penner Park on Notre Dame Avenue near the Health Science Centre (HSC) between Victor Street and McGee Street, Valour Community Centre and the Orioles Bike Cage.
 - There is lighting and seating at these greenspace locations and subsequently people use these spaces well.
 - Along with discouraging vehicles, these greenspace elements should be incorporated into the greenway corridor design.
 - Beautification elements include greenery, flowers which could be included in barriers to deter high volumes of car traffic.
 - There is a lot of pride in the community and beautification efforts.

- Suggestion to include community in public art efforts to contribute to greenway beautification.
- Maryland Street's connection to Sargent Avenue is a good example of a route that is well used by the community.
- Suggestion to include the Orioles Bike Cage into the design of the Ruby/Banning Street greenway. Potential opportunity to allow active transportation flow through and tie in Valour Community Centre to encourage use.
- Suggestion that the intersections along Banning Street will require clear signage.
- Recognition that the active transportation connection across Notre Dame Avenue will be challenging. Suggestion to shift the corridor one or two streets east of Banning Street and then continue to connection north across Notre Dame Avenue.
- The sidewalks along Notre Dame Avenue are very wide and could be used for bike/pedestrian infrastructure.
- Ambulances use Arlington Street as a route to access the HSC.
 - Ambulances also come to the HSC from the Kivalliq Development Corporation on Burnell (310 Burnell St.).
- Wellington Avenue may be a better option for a cycling route as it has decreased vehicle traffic and speeds are typically reduced. Perspective is that this is due to the street dead-ending, not a throughout fare.
- Incorporate The University of Winnipeg as a destination for cyclists within the greenway design.
- The signal lights at Ellice Avenue and Banning Street encourage vehicle traffic while potholes and poor street conditions discourage cycling.
- The back lane cut through at Greenway School could be incorporated into the greenway design.
- Suggestion is to plan for pedestrians first, if this is accomplished it will naturally encourage cycling and increases the safety for children.
- Portage Avenue is a barrier for active transportation. 50% of students

bike or walk from the West End to École Laura Secord School as they don't qualify for busing. The Portage Avenue intersection needs a bike push signal and green road treatment. Currently there is nothing to signify cyclists have the ability to cross. Suggestion could be to make this a one-way.

- School buses create congestion around École Laura Secord School at multiple points throughout the day, 8:40 a.m., 11:30 a.m., 1 p.m. and 3:30 p.m. Congestion is so bad that vehicles cannot pass through. Parents typically drop off kids near the corner of Lenore Street and Wolseley Avenue.
- Need to address the St. Matthew's Avenue and Banning Street intersection. Suggestion is to include raised infrastructure, painted, and/or stop signs. There is a need for consistency for traffic control devices along the corridor.
- Suggestion is to remove the three-way stops on Ruby Street at Preston Avenue and on Banning Street at Einarson Avenue.
- Questions arose regarding how the light at Banning Street and Ellice Avenue is activated? Design should ensure bikes trigger light signal.
- Crossing is only available on one side of the intersection at Sargent Avenue and Banning Street. Design should ensure bikes trigger light signal.
- The intersection at Banning Street and Wellington Avenue is uncontrolled and will need to be addressed in greenway design. Suggestions included raised infrastructure at this location.

VEHICLE PARKING:

- Parking availability is a concern for local businesses. As example, the Sherbrook Street bike lane has created decreased parking issues for businesses along the route.
- Parking is a concern for businesses in the vicinity of Ruby Street and Portage Avenue.

- Staff from the Health Sciences Centre (HSC) park throughout the neighbourhood, south of the HSC buildings. Wellington Avenue acts as the casual southern boundary for HSC staff parking as the congestion due to an increase in the number of school buses further south deter vehicles. HSC staff are known to use Beverly Street for free parking as this street does not have any limitations/time restrictions on parking.

CYCLING PERSPECTIVES:

- Cycling south of Portage Avenue is enjoyable while north of Portage Avenue is not. There is a very different cycling culture between the two sides of the Ruby/Banning Street corridor route. The perception is that there is less traffic and cycling is known/accepted on the south side of Portage Avenue (Wolseley).
- The intersection of Westminster Avenue and Ruby Street seems to be working well for cars, requires upgrades to facilitate bikes.
- Suggestion to consider ability to get to Maryland/Sherbrook Street Bridge more efficiently into design.

GENERAL:

- DMSMCA would like to work with the City to work with businesses to develop different transportation options. This would include education on accessibility and providing facilities for customers to get to businesses.
- Of note, a cycle-track (track for kids to ride around) re-development has been planned and committed to at Valour Community Centre.
- No easy connection between the West End and the Exchange District. Curious if the St. Matthews Avenue bike lane will look at connecting these two neighbourhoods?
- Portage Avenue is the worst for active transportation.

KEY PERSON INTERVIEWS (KPIs) FEEDBACK

The following sections summarize and highlight the issues and perspectives from KPIs during the Phase 1 Public Engagement. KPIs were completed with two organizations who represent broader neighbourhood interests. This effort ensured neighbourhood perspectives were captured in stakeholder feedback. The comments below are not verbatim, but reflect the issues and perspectives identified in KPIs.

SAFETY:

- Crossing at Notre Dame Avenue at Banning Street is risky, no turn light for vehicle traffic – confusing for vehicles and cyclists.
- St. Matthews Avenue is a residential area yet people drive extremely fast – could use more stop signs, lights, traffic calming, possibly a speed machine showing how fast vehicles are going.
- St. Matthews Avenue at Banning Street is a dangerous intersection due to vehicle speed in the area.
- Arlington Street and the unofficial use of 4 lanes by vehicles makes the rules of the road more confusing – rules of the road are not enforced.

INPUT FOR DESIGN:

- Arlington Street would be a better choice for traffic calming initiatives, seems like a more natural connection considering the bike lane improvements to Arlington Bridge.
- Ruby/Banning Street has high traffic intersections at Ellice Avenue and Sargent Avenue.
- Concerned about the connectivity between Banning Street, north over Notre Dame Avenue, to Burton Cummings Community Centre – Primarily kids travelling this route.
- Primary bike/ped issues include the use of the neighbourhood as a thorough fare for traffic travelling from Notre Dame Avenue to Portage Avenue.
 - Arlington Street is the busiest but side streets get used as thorough fares to avoid traffic on Arlington Street.

- St. Matthews Avenue bike lanes are not effective.
 - The bump outs come out too far.
 - The cycle lane is too small and gets taken up by the bump outs.
- Corner of Banning Street and Portage Avenue identified as a problem corner, confusing – stop sign (north-south), cross walk (north-south) and signal lights (east-west).
- Corner of Notre Dame Avenue and Banning Street requires signage for pedestrian and cyclist – confusing corner.
- Ellice Avenue and Sargent Avenue are extremely busy at rush hour.

VEHICLE PARKING:

- See the need to balance protecting cyclists and ensuring there is adequate street parking for the businesses – businesses are always concerned about limited parking, streets and frontages are both quite narrow, not a lot of room to allocate to protected bike lane or bump outs.
- Traffic calming would likely not be an issue/concern for local businesses – parking would be the primary issue.

EMAIL FEEDBACK

The project email address received emails from stakeholders between March and May 2017. The comments below are not verbatim, but reflect the issues and perspectives identified in email submissions during the Phase 1 Public Engagement.

SAFETY:

- Intersection of Ruby/Banning Street at Portage Avenue needs to be made safer to cross.
- Support for the project, would like to make sure corridor is safe for daycare kids that are actively using the area.
- Not supportive of the project, already a large number of cyclists creating dangerous traffic situations. New Manitoba Housing project going up on Arlington Street and Preston Avenue enhances the traffic safety issues.

- Traffic is a serious issue on the section of Banning Street between Sargent Avenue and Wellington Avenue, have requested through 311 to have started the process to see if the City will put in speed humps.
- Houses are 100 plus years old the speed of the traffic in combination with the ongoing issue of pot holes is making my house along with others on my street shake when larger vehicles travel it.
- Banning Street is a heavily used through street for all types of vehicles – playing in the front yard has become a hazard due to the traffic.

INPUT FOR DESIGN:

- Traffic circles are confusing to vehicle drivers and cause confusion.
- Ruby/Banning Street is currently very narrow, suggestion to adjust north/south streets to alternating one-way streets to provide clearance for vehicle traffic, parking and bikes.
- Increased vehicle activity at the intersection of Ruby/Banning Street at Portage Avenue with the installation of the traffic lights.

CYCLING PERSPECTIVES:

- Speed bumps are not an ideal traffic control for cyclists.

VEHICLE PARKING:

- Concerns with potential parking problems for residents and businesses along the corridor.

GENERAL:

- Supportive of the greenway project:
 - Sees Ruby/Banning Street as a natural corridor between Notre Dame Avenue and Palmerston Avenue.
 - Existing infrastructure at Ellice Avenue, Portage Avenue, Westminster Avenue, and Wolseley Avenue make this a very inexpensive project as the Sargent Avenue and Wellington Avenue crossings need only minor improvements to complete the route (namely a bike accessible crossing button).
 - Existence of four schools/school yards also makes the reduced speed limit along the entire stretch politically achievable as it provides more consistency than the presently segmented reduced speed limits.
 - Route is also a natural alternative to Arlington Street, which reduces conflicts with motorists, and still connects to each of the commercial centres on Westminster Avenue, Portage Avenue, Ellice Avenue, and Sargent Avenue, which incentives use.
 - Businesses will see an economic benefit.
 - Crossing at Notre Dame Avenue is an obvious challenge.
- Not supportive of the project:
 - Wolseley and West Alexander are two very different areas.
 - Cyclists already use Palmerston Avenue and Wolseley Avenue.
 - School and community club at Ruby Street and Palmerston Avenue already bring a lot of traffic to the surrounding area.
 - Assumes that parents of children attending school and nearby community club would not be in favour of encouraging people from other parts of the city to use this location as a gathering place for people from another part of the city.
 - Traffic is already heavy in the area, especially if an event is being held at the school or community club.

Phase Two

IN-PERSON ENGAGEMENT EVENTS

The following sections summarize and highlight the issues and perspectives from the in-person engagement events during Phase 2 Public Engagement. These events provided an opportunity for stakeholders to review and provide feedback on the proposed greenway treatments. The comments below are not verbatim, but reflect the issues and perspectives identified in the in-person events.

SAFETY:

- Concern regarding the non-residential truck traffic on Wolseley Avenue and Westminster Avenue.
- Crime is a large concern in the neighbourhood.
 - Concerns that a parklet would attract vagrants especially with the liquor store across Portage Avenue.
 - Decreasing traffic volume may encourage loitering and crime.
- Concern regarding the traffic congestion associated with parents dropping off kids at École Laura Secord School.
- Suggestion to close Palmerston Street at the Ruby Street backlane to deter traffic congestion from parents dropping off and looping around.
- Lack of teacher parking at École Laura Secord School is a concern.
- Support for project as it will contribute to overall community safety.
- Supportive of the parklet as more people on the street, using the green space in their neighbourhood would deter vagrants and criminal activities.

INPUT FOR DESIGN:

- Lenore Street resident not supportive of the Ruby Street parklet.
 - Concern regarding traffic being diverted to neighbouring streets (Lenore St.) with parklet creation.
 - May affect parking, which is already an issue.
 - Lenore Street pavement is in poor condition, both front street and backlane.
- Would like to see more speed humps along corridor, especially in the southernmost block of Ruby Street.
- Ruby Street at Preston Avenue is a crazy intersection and parklet would increase confusion – not supportive. Portage Avenue and Ruby Street intersection does not work.
 - A full signal at this location would be preferred.
- One-way street segments throughout the corridor are supported.
- Directional closures would increase back lane traffic – safety concern.
- Number of stakeholders highly supportive of the Ruby Street parklet.
- Resident of Ruby Street (parklet section) highly supportive of parklet.
- Backlanes are not well maintained and therefore not used, suggestion to either use them creatively for Active Transportation initiatives or remove backlanes completely.
- Extend school zone speed limit areas.
- Increase street lighting to promote Active Transportation use in fall/winter and to deter vagrants and crime.
- Increase number of bike racks along corridor.
- Loves one-ways, but wants them throughout the neighbourhood.
- Concerns on how this will increase traffic on adjacent streets.
- How would the Winnipeg Fire Paramedic Service (WFPS) access the houses where the parklet is?
 - Would WFPS be supportive of the raised intersections? Tried getting them in the past but said that they couldn't be done because of WFPS.

- Glad there are no traffic circles.
- Speed bumps: ensure speed bump design does not reduce parking.
- Does not like speed bumps and thinks that streets (in front of schools are already slow).
- Just put speed bumps through and be done with it.

VEHICLE PARKING:

- Concern about loss of parking with parklet.
- Loss of parking is the only concern; reducing traffic is not a problem at all.

CYCLING PERSPECTIVES:

- Not supportive of speed humps as they are a deterrent to cyclists.
- Need for bike storage/lock-up.

GENERAL:

- If the parklet is successful, could this be implemented on other neighbouring street? Very supportive of parklet.
- No need for a park with the number of school yards in the area.
- Green space...give me more.
- Only local residents should be able to use the roads. Too many people driving through the neighbourhood.
- Need to make the major streets faster and easier to move.
- Fix the existing infrastructure along Banning Street – potholes.
- The more intense the treatment, the better!
- Should have focused on parking potential impact to be more clear.
- We all pay for the streets...so we all pay for parking.
- Broad need for safety education for all cyclists and children.
- Cyclists on sidewalks are problematic.
- Support for slowing traffic.

EMAIL FEEDBACK

The following sections summarize and highlight the issues and perspectives from email submissions during the Phase 2 Public Engagement. The project email address received emails from stakeholders between September and October 2017. The comments below are not verbatim, but reflect the issues and perspectives identified in email submissions.

SAFETY:

- Cyclists will benefit greatly from this greenway – safer commute to and from work.

INPUT FOR DESIGN:

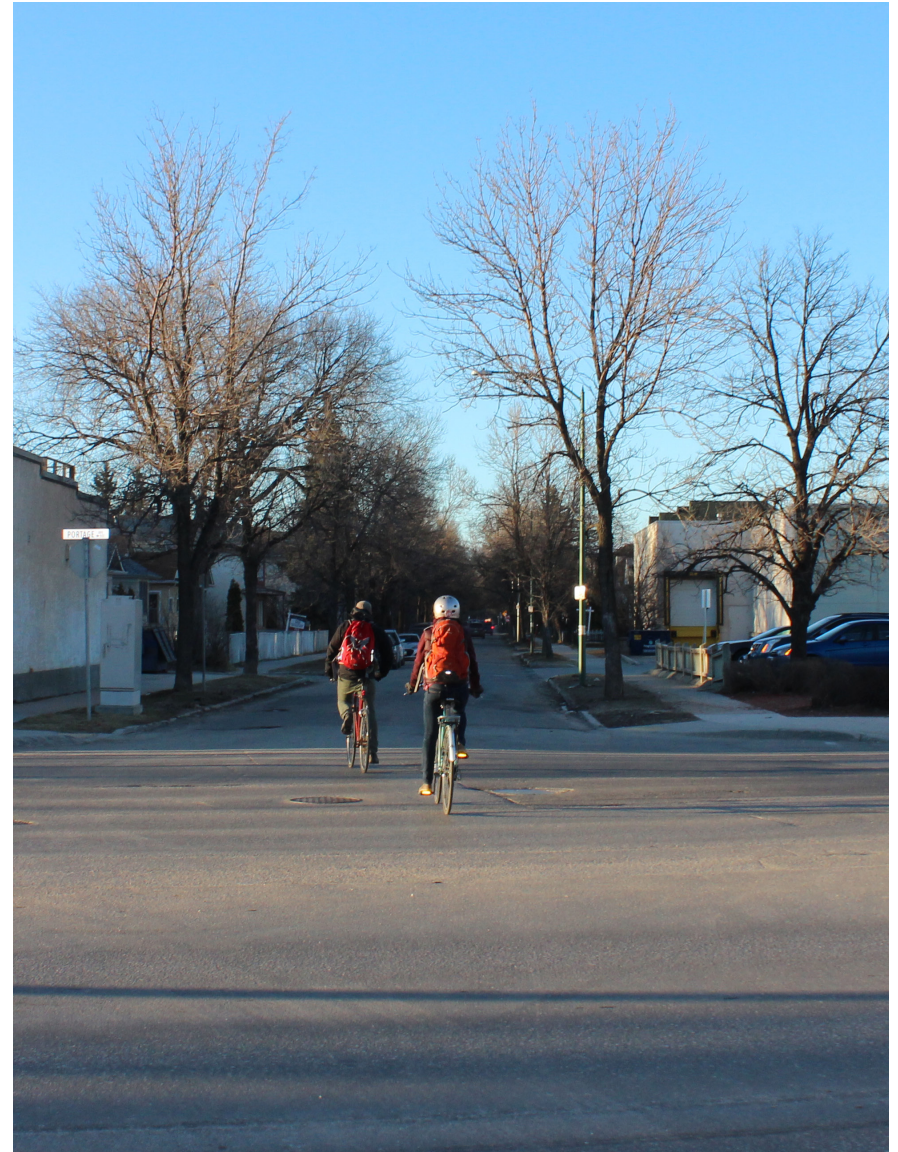
- Concern for homeowners who live along corridor that have accessibility issues – Handi-Transit will no longer be able to drop people off on the preferred side of the street. Number of visually impaired and Handi-Transit users in the area.
- Has there been any studies on where the vehicle traffic will be diverted to and how that will impact nearby streets? Concerned that Westminster Avenue (next street with a four-way stop) will see an increase in already heavy rush hour traffic.
- Any initiatives to reduce/prevent the diverted traffic from Ruby Street from causing an increase on Arlington Street south of Portage Avenue?
- Requesting Ruby Street to be a one-way going south with speed bumps – will increase safety.
- Concern for directional closures causing confusion for vehicles.
- Will need more bike racks along the corridor.
- Northern connection is required to cross Notre Dame Avenue.
- A partial closure of Banning Street at Notre Dame Avenue with northbound right-turn traffic only will severely impact the ability for businesses to receive supply via ½ ton delivery trucks – no other access to delivery parking lot.

VEHICLE PARKING:

- Not supportive of the parklet – reduced access to street parking would negatively impact residents.
- Current state of Ruby Street back lanes do not have enough room for parking or increased traffic as well as accommodating garbage and recycling bins.
- Supportive of the project – however I will be slightly inconvenienced. I already do not park on Ruby Street and access my home from our back lane.
- Parking will be a large concern for businesses along the route.

GENERAL:

- Not supportive of the project , waste of money – current bike paths are underused and not proven to have increased bike ridership, very few bikers to justify the cost.
- Greenway development may not be a good idea:
 - Traffic along Ruby Street is the second busiest after Westminster Avenue.
 - The farmers' market, community centre, and school all contribute to near constant traffic flow.
 - People living on Ruby Street prefer to park their cars in front instead of in the back lane.
 - École Laura Secord School has moved the garbage bins from Lenore Street to Ruby Street because of the new gym.
 - Bus traffic (school and Transit) will be impacted.
- Education is needed for both vehicle drivers and cyclists.
- Interested in installing a parklet in the northern end of the corridor (Banning Street between Sargent Avenue and McIntyre Avenue).



Evaluating intersection treatments:



NORTHERN CONNECTION

median barrier

average rating
4.0 stars



Upon further investigation, the traffic impacts at Notre Dame Avenue and Arlington Avenue were too great to proceed with a connection using this route. The intersection has a high utilization for all movements of vehicle traffic. With the current geometry, it was not possible to maintain the necessary four lanes of traffic or adequately accommodate the transit stops and the required protected bike lanes. The intersection is highly complex and very well used. Further, with the anticipated construction of the Arlington bridge, this will further the demands of this intersection.

Instead, the northern connection will proceed along a shared sidewalk on the west side of Banning Street and south side of Notre Dame Avenue, utilizing current crossings, and connecting to the bike lane on McDermot Avenue through a bi-directional protected bike lane on the east side of McPhillips Street.

FIGURE 6 // FEEDBACK BY INTERSECTION

WELLINGTON AVENUE AT BANNING STREET



raised crosswalk vs. directional closure



online survey | rate your level of support for each treatment:

RAISED CROSSWALK



3.2 stars

DIRECTIONAL CLOSURE



3.3 stars

in-person event feedback | which treatment do you prefer?

RAISED CROSSWALK



DIRECTIONAL CLOSURE



SARGENT AVENUE AT BANNING STREET



right-in/right-out vs. directional closure



online survey | rate your level of support for each treatment:

RIGHT-IN/RIGHT-OUT



3.2 stars

DIRECTIONAL CLOSURE



3.4 stars

in-person event feedback | which treatment do you prefer?

RIGHT IN/RIGHT OUT



DIRECTIONAL CLOSURE



ELLICE AVENUE AT BANNING STREET



right-in/right-out vs. directional closure



online survey | rate your level of support for each treatment:

RIGHT-IN/RIGHT-OUT



3.2 stars

DIRECTIONAL CLOSURE



3.4 stars

in-person event feedback | which treatment do you prefer?

RIGHT-IN/RIGHT-OUT



DIRECTIONAL CLOSURE



FIGURE 6 // FEEDBACK BY INTERSECTION (CONTINUED)

WESTMINSTER & WOLSELEY AVENUE AT RUBY STREET



raised crosswalk vs. directional closure



online survey | rate your level of support for each treatment:

RAISED CROSSWALK



3.1 stars

DIRECTIONAL CLOSURE



3.3 stars

in-person event feedback | which treatment do you prefer?

RAISED CROSSWALK



DIRECTIONAL CLOSURE



ST. MATTHEWS AVENUE AT BANNING STREET



right-in/right-out vs. directional closure



online survey | rate your level of support for each treatment:

RIGHT-IN/RIGHT-OUT



3.3 stars

DIRECTIONAL CLOSURE



3.4 stars

in-person event feedback | which treatment do you prefer?

RIGHT IN/RIGHT OUT



DIRECTIONAL CLOSURE

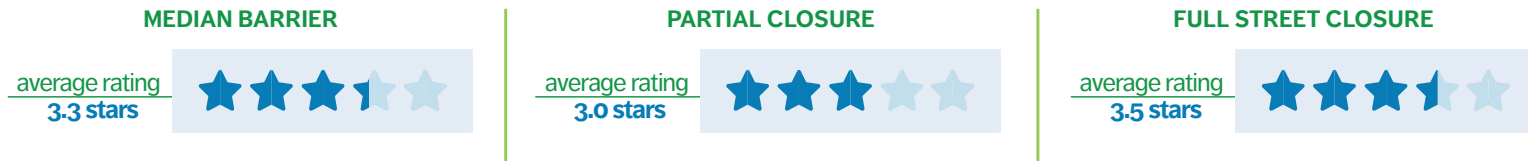


FIGURE 6 // FEEDBACK BY INTERSECTION (CONTINUED)

PORTAGE AVENUE

median barrier vs. partial closure vs. full street closure

[online survey](#) | rate your level of support for each treatment:



[in-person event feedback](#) | which treatment do you prefer?

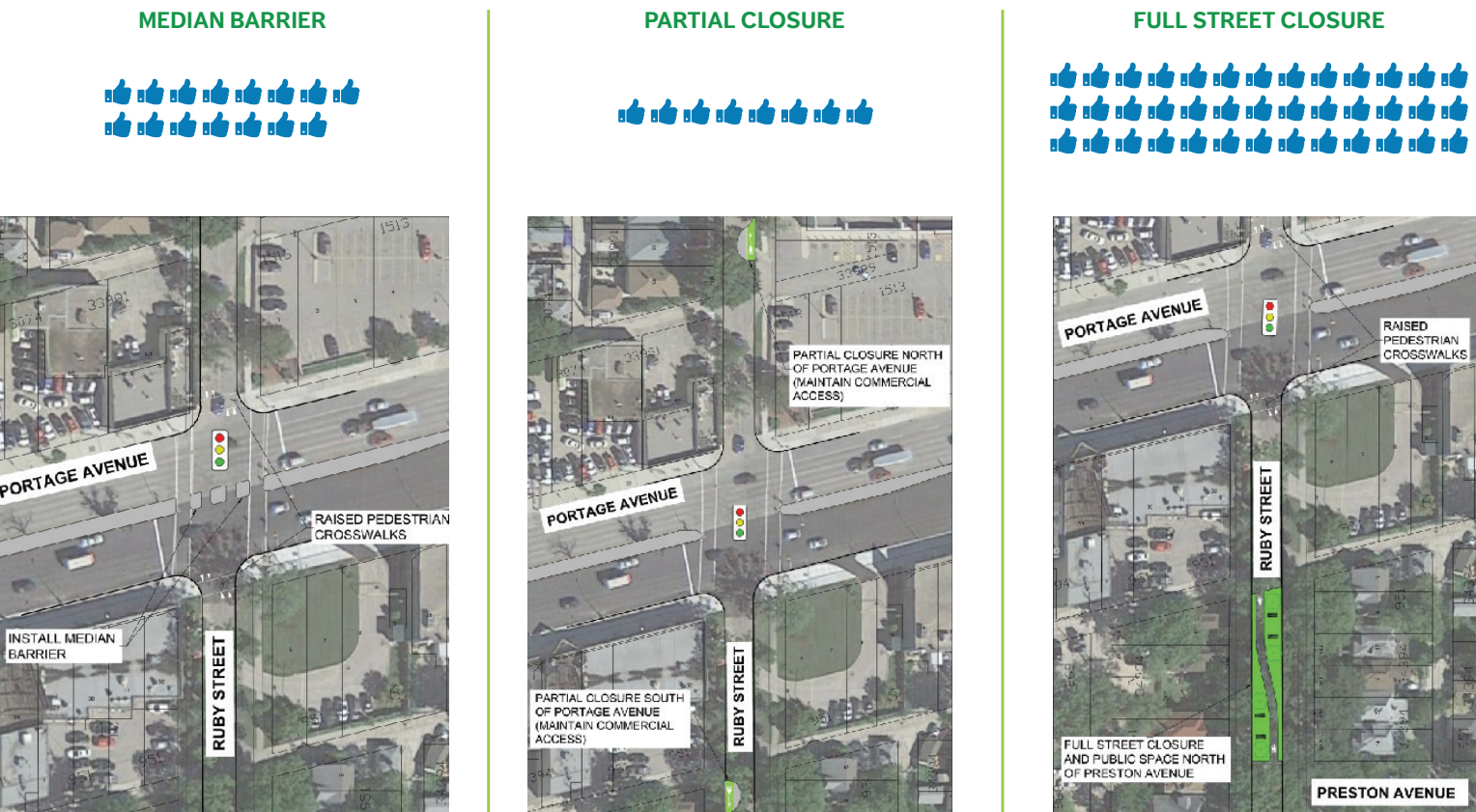


FIGURE 6 // FEEDBACK BY INTERSECTION (CONTINUED)



PART SEVEN

Next Steps

PART SEVEN

Next Steps

The feedback provided by the public and stakeholders throughout Phases 1 and 2 has provided valuable insight to the determination of a recommended design for the Wolseley to West Alexander Corridor. The feedback and perspectives provided were considered when evaluating various components of the design options, including bike network connectivity, safety, and cycling comfort. The recommended design for the project will be available through the project website. The City will review the project to determine how this project fits with other city-wide priorities and future budget considerations to determine next steps beyond the recommended design.





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