

Bike Walk Corridor – February 10th, 2020 WRA Dialogue Meeting

Transit Change

<p>Strengths</p> <ul style="list-style-type: none"> - Positive if more transit - Transit is very important – cannot lose #10 (6) - Environmental – Wolseley stands for ecofriendly life choices and efficiency 	<p>Weaknesses</p> <ul style="list-style-type: none"> - People use the #10 to bring groceries home from FoodFare - Adjustment to residents who use #10 - Cyclists are asking too much (1) - Quick access to south end compromised - Students use the #10 in and out of neighbourhood (4) - No transit link between Wolseley and West Broadway (Would require 3 buses)
<p>Opportunities</p> <ul style="list-style-type: none"> - West Broadway and Wolseley residents need not to lose our public transportation (2) - More buses - Bus could go to Oman’s not less far (1) - More buses during morning/evening school/work schedule that maintain current route and less/none in other times as per plan - Regular scheduled shuttle option 	<p>Threats</p> <ul style="list-style-type: none"> - Hear of drive by’s where passengers are stranded - Loss of #10 will discourage transit use (10) - Weakens route to Southern parts of city and adds to congestion of downtown routes (1) - Bus access for people with disabilities (6) - Concerned that in the name of improving active, public transportations, we are losing bus transport (which is heavily used in these areas) to bike transport...which promotes greater use of public transportation? - Not everyone rides bike, transit is necessary (4) - We shouldn’t have to sacrifice our transit route for necessary cycling supports (3) - People who use the #10 don’t want to have to wait on Portage and transfer to go downtown.
<p>Alternatives</p> <ul style="list-style-type: none"> - Regular shuttle bus to meet up with Maryland bus - Students & workers going to U of M/Westgate/Kelvin/Churchill/ CMU/ River Heights (5) 	<p>Questions</p> <ul style="list-style-type: none"> - Hope to be assured of more transit buses - What will happen to the #17, #20, #29? - Connection to South End? Extra long commute in cold winters

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Central Options

<p>Strengths</p> <ul style="list-style-type: none"> - Good bike lane proposal (1) - I like speed humps on Wolseley - Bike lanes keep me safe (1) - Keep bike lane only on Wolseley (2) 	<p>Weaknesses</p> <ul style="list-style-type: none"> - Don't like limited parking in front of Westminster Church (West side door) (4) - Concerts already short of parking - church needs revenue - Reduced parking for church and business (2) - Redirecting traffic to street not intended as arteries (3) - Closing Wolseley to Maryland to East traffic will force more people onto Westminster south on Canora and North Chestnut. IF no right turn on right @ Maryland, traffic will back way up on Westminster. Keep Wolseley open. (1)
<p>Opportunities</p> <ul style="list-style-type: none"> - More calming devices needed - Eliminate traffic from Portage Ave between 3-6pm (No Turns) - Reduce traffic cut through during rush hour by No Turn Signs (1) - Reduce speed by 4 way stops (1) - All the above will require enforcement, can this be done? 	<p>Threats</p> <ul style="list-style-type: none"> - Parking spaces removed (2) - Foundation concerns with traffic re-routing to P2 Streets - Rerouting of 8000 cars on Westminster to Canora and Chestnut. Rerouting of 6000 cars on Wolseley to Chestnut. The safety threshold on Chestnut is <500 - Threat of excess traffic on residential streets (2) - Reduced parking for neighbourhood events particularly large numbers at Westminster Church (1) - Can't exit east side of Wolseley area
<p>Alternatives</p> <ul style="list-style-type: none"> - Fewer parking spots - Traffic turning lights at Maryland and Sherbrook (both Westminster & Wolseley) - 30 km zone in entire Wolseley (2) 	

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<p>Strengths and Assets</p> <ul style="list-style-type: none"> - Common ground important to facilitate issues - Great to have interest and represent residents 	<p>Weaknesses and Liabilities</p> <ul style="list-style-type: none"> - Too much to take in at once. Too wordy.
<p>Opportunities</p> <ul style="list-style-type: none"> - Simplify language - Great to have WRA & agreement necessary 	<p>Threats</p> <ul style="list-style-type: none"> - Many of us are focused on individual concerns. Need to be more open to all matters affecting our residents
<p>Alternatives</p> <ul style="list-style-type: none"> - 	<p>Questions</p> <ul style="list-style-type: none"> -

Phased Approach

<p>Strengths</p> <ul style="list-style-type: none"> - Provides time to assess changes - Should provide opportunity for feedback - Opportunity to adapt - Mark small steps - City budget is tight, no need to rush 	<p>Weaknesses</p> <ul style="list-style-type: none"> - May become permanent even if it makes no sense (3) - No proposal as to how evaluation happen or when - Permanent is permanent - Poorly thought out one way proposals (2) - Plan is fine except for 1 way proposals
<p>Opportunities</p> <ul style="list-style-type: none"> - Strong evaluative process at all phases (1) - Time for people to agree and compromise 	<p>Threats</p> <ul style="list-style-type: none"> - Many unhappy with change and does not promote good community work - Incohesive implementation - Disengaged
<p>Alternatives</p> <ul style="list-style-type: none"> - Far more engagement prior to starting - No right turn Raglan Road – 3:30 – 5:30 (1) - Keep Wolseley at 30 km from Raglan to Maryland (2) - There are already 3 school zones along this street 	

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East options

<p>Strengths</p> <ul style="list-style-type: none"> - 2 one way protected bike lanes – safe and comfortable for cyclists 	<p>Weaknesses</p> <ul style="list-style-type: none"> - Neighbourhood too dense to ensure proper usage of bike lanes – used for loading zones (2) - Multi residential and business neighbourhood need 2 way traffic (2) - The design removes the possibility of keeping to #10 bus (2) - High likelihood of traffic re-routes through narrow streets and back lanes (2) - Lack of consistency – 3 blocks – with 3 different street structures – confusing and less safe (1) - Removes #10 bus from most densely populated section (4) - 8 apartment blocks with full parking lots with empty onto 1 way street (1)
<p>Opportunities</p> <p>-take the bike lane along the river behind Balmoral Hall School, they have land high enough not to flood</p>	<p>Threats</p> <ul style="list-style-type: none"> - Increased back alley use (1) - Concerned about traffic using back alley running along Young Park, Wading Pool Etc (1) - Hard to access Granite Curling Club and Balmoral Girls School (1) - Leave Balmoral 2 way, same as Granite
<p>Alternatives</p> <ul style="list-style-type: none"> - Extend 30 km from Balmoral South of Broadway to Langside (1) - Much better practical option, change neighbourhood behaviour (1) 	<p>Questions</p> <ul style="list-style-type: none"> - Where do the parking pockets come from? Taking a chunk out of the green boulevard? (2)

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Designs

<p>Strengths</p> <ul style="list-style-type: none"> - Minimal infrastructure impact low speed (consistently) easily implemented ie. 30km throughout (2) - Good start on bike greenway - Bike paths, traffic bumps (1) 	<p>Weakness</p> <ul style="list-style-type: none"> - Will just create additional traffic congestion at Westminster and Maryland & Sherbrook - One way traffic doesn't necessarily decrease traffic congestion (3) - Winter street cleaning more difficult because of bike lanes - Clean bike lanes first - The designs were not clear – re: east/central/west to understand the one way on Westminster and the impact to traffic reduction on Canora/Chestnut/Walnut - Remove Westminster, Wolseley and Balmoral one way sections (1) - Connectivity for cyclists and walkers – east/west Omands Creek and Aubrey street going south - Wolseley, bikes. Westminster, cars. Not both. (1)
<p>Opportunities</p> <ul style="list-style-type: none"> - 30 km neighbourhood – now city responsibility (1) - May heighten interest and more active transportation - Brings Wolseley into Forefront – even more desirable place to live - Provide for both bikes and cars - Identify designs that create least impact on neighbourhood, can you achieve same result with intervention? (1) - Start with minimal impact, then assess and move on before making infrastructure changes 	<p>Threats</p> <ul style="list-style-type: none"> - Loss of parking threatening business productivity (2) - Parking changes will take time to adjust to - Massive tie ups on Westminster trying to turn south to go over bridge (as Wolseley is closed) - Will traffic decrease? All traffic will move somewhere else - Explain costs for options
<p>Alternatives</p> <ul style="list-style-type: none"> - Continuing 2 way protected bike lane south from Granite Way to Langside (1) - Need turning signal lights at Westminster and Maryland and Sherbrook (2) - Make whole Wolseley a 30 km zone (5) - One street for bike path not two, on Wolseley, not Westminster (2) - Improve traffic flow on Maryland to deter short cutters 	<p>Questions</p> <ul style="list-style-type: none"> - What about small business? - What about a proposal like in Calgary? Moveable barriers like in exchange district.

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West Area Proposals

<p>Strengths</p> <ul style="list-style-type: none"> - 30 km for Westminster and Wolseley (6 Y, 1 N) - Traffic circles (1Y, 3 N) - Speed bumps and crosswalks good (1 Y, 1 N) - Would support a trial period of recommended option 	<p>Weakness</p> <ul style="list-style-type: none"> - This will create traffic congestion at Westminster and Sherbrook as all traffic is being directed from Wolseley to Westminster to a one lane intersection - One way streets are not a great solution, ie increases traffic on streets and around them (Canora, Chestnut) Long backups on Westminster to head south (8) - Traffic will just zigzag around (4) - Sherburn blockade – people will zigzag - Without bombers and jets, how much cut through traffic is there really? This design of Westminster (Chestnut/Canora) and Wolseley West only limits East escape of Wolseley (1) - The design removes the possibility of the #10 bus (2) - Rerouting of 14,000 cars a day down p3 streets that are designed for a max of 500 cars? (2) - Speed bumps may damage foundations/vehicles undercarriage (2)
<p>Opportunities</p> <ul style="list-style-type: none"> - There should be a proper raised bridge over Omands Creek to facilitate cycling/walking connectivity to the west in spite of opposition (4 Y, 1 N) 	<p>Threats</p> <ul style="list-style-type: none"> - Concern that Ruby St can't accommodate parking and two lanes of traffic (2) - Ruby Street is too narrow for bike lanes and two way traffic (3) - Traffic backups at Westminster – if no right turns on Maryland - Streets are too narrow/back lanes (1) - Lack of consistency – one way on Westminster – Confusing and less safe (1)
<p>Alternatives</p> <ul style="list-style-type: none"> - Narrow both Wolseley and Westminster (1Y, 3N) - Lower the speed limit (2Y, 2N) - Narrow roads require everyone to cooperate (1Y 2N) - Leave Westminster as is and make Wolseley one way eastbound with bike lanes east and west bound (2Y, 2N) - Restrict traffic coming into Wolseley at Arlington and Portage (during rush hour) Raglan Road, Dominion, Sherburn - No Right Turn 3:30 – 5:30 Mon – Friday on Westminster, Dundurn, Wolseley (3) 	<p>Questions</p> <ul style="list-style-type: none"> - What is a raised intersection? - What percentage of reduction in traffic will occur with the one-way on Westminster? (1) - Why not traffic circles?

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Community Engagement

<p>Strengths</p> <ul style="list-style-type: none"> - Public servants were friendly and willing to talk (2) - Continue dialogue with city (2) - Gets residents to come together - Responsive to questions at meetings 1 on 1 	<p>Weaknesses</p> <ul style="list-style-type: none"> - More details of why of design to misinformation/engagement - # or % who use of bus - We need agreement on our focus (traffic congestion/thoroughfare, bike lanes, safe streets for bike/pedestrians, stop signs, no turning off Portage at Raglan, Dominion, Sherburn and Arlington (1) - Website is difficult - Not a transparent process all info - Did not engage non-bike residents in my area (1) - Did not do a mail drop to all residents - More listening
<p>Opportunities</p> <ul style="list-style-type: none"> - Let's attempt to show city areas of agreement - When traffic rules not followed by either car/bike/pedestrian, all should be accountable for consequences ie legal consequences - Let's do something forward thinking in a progressive neighbourhood (if you can't do environmental and safe community oriented to family ie Wolseley, where else?) - Work with resident groups, compile and meet with us – after small group? 	<p>Threats</p> <ul style="list-style-type: none"> - People are often focused on their issues – don't seem willing to compromise - Not extensive enough engagement (4) - Why compromise - \$ property values, traffic on my street or on yours (1) - Bike Winnipeg driving this? - Can't make informed decision – need comprehensive - We need to be organized, look at alternatives, work for all of us
<p>Alternative</p> <ul style="list-style-type: none"> - Sit down meetings – talk-presentation (1) - Community wide leaflet and survey - Research full area issues – whole community planning - More advanced notice to WRA to engage all residents in a timely manner (more accurate viewpoints of participation) - More notice and time – don't do too many things at the same time parking rates in the exchange - Co-create the engagement plan design - Consider the residents of Wolseley stakeholders - Let's see the models – trial period (1) - See all the options and talk through – need compromises (1) - Link neighbourhood engagement - need community to drive it. (1) 	<p>Questions</p> <ul style="list-style-type: none"> - Are they willing to keep on talking? (1) - Will city seek public input of REVISED design? (1) - Opportunity to pause and engage with community and hear our suggestions – are they willing? (1)