



Welcome!

Welcome to the Open House for the City of Winnipeg's

East Fort Garry Walk Bike Study

We want to hear from you!

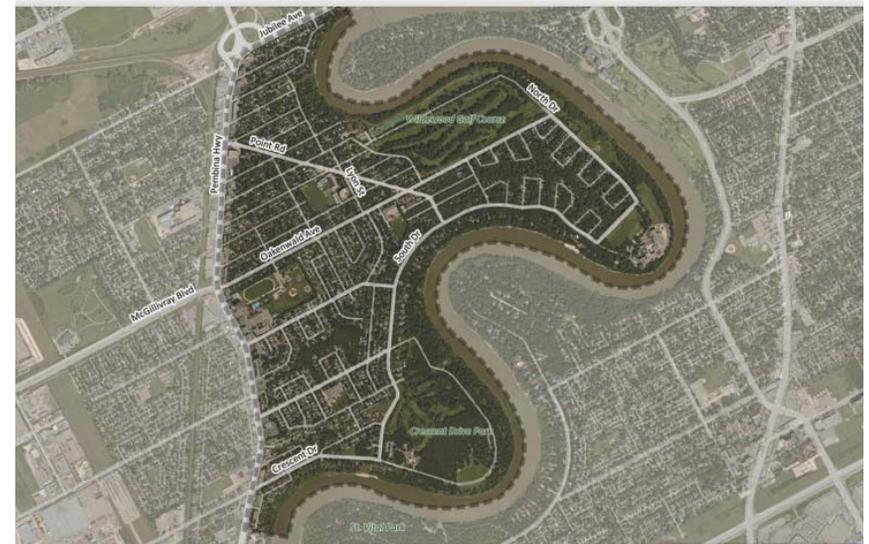
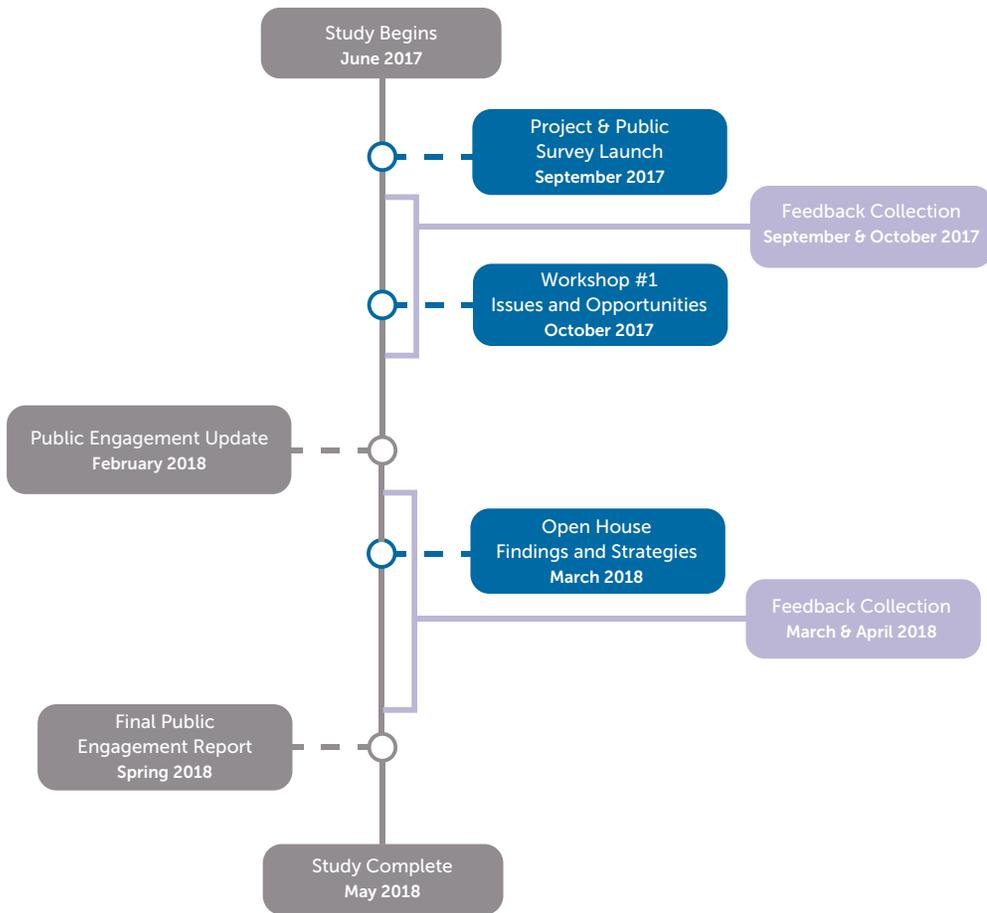
Please feel free to:

- View the proposed strategies and information presented
- Ask questions and talk with study representatives
- Provide feedback and comments on strategies



project goals & timeline

Pedestrian and cycling safety issues, and associated infrastructure, are a key concern to area residents. This project looks to address these issues that affect walking and cycling in the neighbourhood.



The purpose of this project is to:

- Identify priorities for improvements to the pedestrian and cycling network
- Develop School Travel Plans for four schools in the East Fort Garry neighbourhood (École Viscount Alexander, Oakenwald school, Vincent Massey Collegiate, and École Crane)
- Verify and finalize the local connector bike routes and sidewalk connections proposed in the Council-approved Pedestrian and Cycling Strategies



pedestrian & cycling strategies

A Council-approved document that seeks to maximize transportation options by ensuring the accessibility, comfort, and safety of walking and cycling in Winnipeg.



The vision, guiding principles, and strategic goals are based on the Council-approved Winnipeg Pedestrian and Cycling Strategies, together with input from stakeholders and engineering expertise, provided guidance to develop specific and unique recommendations and strategies for the East Fort Garry pedestrian and cycling networks.

The Vision

The vision was designed to describe broad aspirations for the future goals, design and implementation of walking and cycling infrastructure in Winnipeg. The vision consists of a series of statements that act as a framework for future walking and cycling projects in the city. The statements are listed below:

- Walking and cycling are safe, convenient, practical and attractive transportation choices for people of all ages and abilities.
- Walking and cycling facilities are strategically integrated with land use to foster walkable and bicycle-friendly communities in existing and new neighbourhoods.
- Equitable access to walking and cycling provides greater transportation choices for residents and visitors in neighbourhoods across Winnipeg.
- Walking and cycling infrastructure will be maintained in good repair, operational in all seasons, including establishment of priority networks for winter maintenance.
- The community is engaged in transparent processes to invest in and prioritize cost-effective, progressive, and innovative infrastructure, support programs, and policies.
- Winnipeg is recognized as a leading Winter City in promoting walking and cycling throughout the year.

The Guiding Principles

In the Pedestrian and Cycling Strategies, the vision statement is supported by seven main principles that align with other City of Winnipeg documents such as Our Winnipeg. The principles provide fundamental elements that shape the direction and actions for walking and cycling in the city. They also help set the basis for performance measures and prioritization criteria. The principles are listed below:

- 1. Integrate with Land Use**
Strategically develop accessible, well-connected networks of walking and cycling facilities, supporting the concept of complete communities.
- Active, Accessible & Healthy**
Make daily walking and cycling convenient, accessible, active, healthy travel modes for people of all ages and abilities.
- Safe, Efficient & Equitable**
Winnipeg's pedestrian and cycling networks will be designed, maintained and developed to ensure accessible, safe, and efficient use for all users, while balancing needs of different users and trip types sharing the networks.
- Design & Maintenance**
Provide a high-quality network of pedestrian and cycling facilities that are planned, designed, implemented, and maintained to address year-round access.
- 5. Financially Sustainable**
Plan and implement cost-effective, financially sustainable walking and cycling facilities and networks, with due consideration for economic, health and environmental cost benefits.
- 6. Environmentally Sustainable**
Invest in walking and cycling as environmentally-friendly modes of transportation as one way to help the City and Province meet and surpass climate change and emission reduction goals.
- Transparent Process**
Continuously engage with the community as part of a transparent process to develop the Pedestrian and Cycling Strategies, and to implement the initiatives identified within the Strategies.

The Strategic Goals

A series of six Strategic Goals, along with supporting Key Directions and Actions, support the vision and goals in the Pedestrian and Cycling Strategies. The goals are listed below:



Improve Convenience

- Provide Bicycle Parking and End-of-Trip Facilities
- Increase and Improve Multi-Modal Connections



Improve Connectivity

- Expand the Bicycle Network
- Expand and Enhance the Sidewalk Network
- Address Barriers



Improve Maintenance

- Maintain the Sidewalk Network
- Maintain the Bikeway Network



Improve Safety & Accessibility

- Provide Accessible Infrastructure
- Improve Pedestrian and Cyclist Safety
- Provide Pedestrian and Cyclist Crossing Treatments
- Provide Well Lit and Visible Pedestrian and Cyclist Facilities
- Develop Safe Routes to School

Improve Vibrancy

- Enhance Streetscapes and the Public Realm
- Land Development and Site Design

Increase Awareness

- Enhance Wayfinding, Signage, and Trip Planning
- Improve Education and Awareness
- Increase Marketing and Communication



school travel plans

The goal of school travel planning is to encourage walking and cycling to school, enhance school and traffic safety in the area, and to improve overall options for people of all ages and abilities to walk or cycle

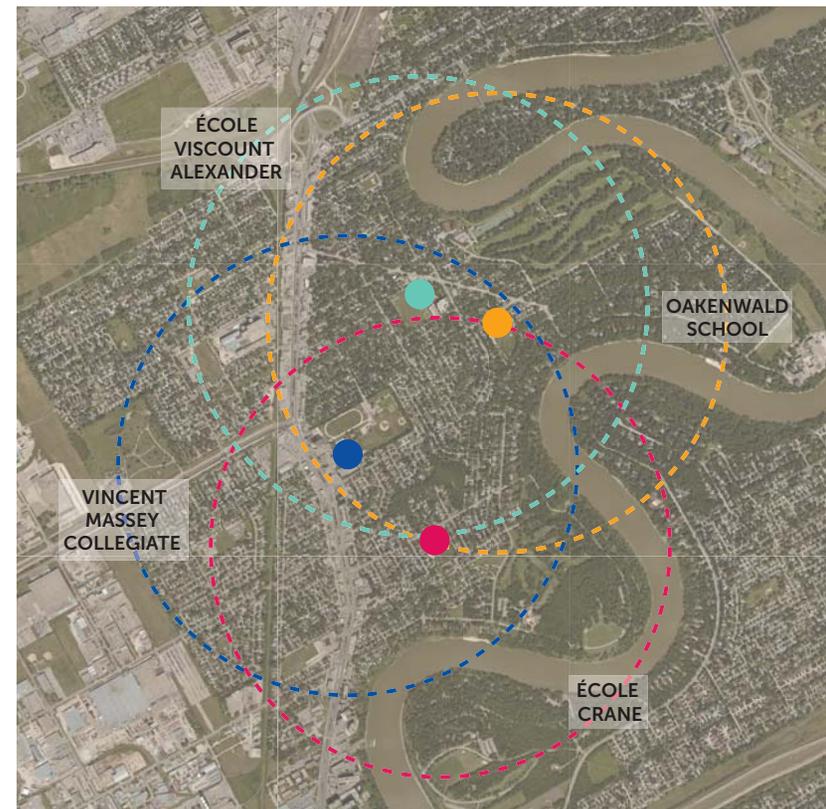


As part of the East Fort Garry Walk Bike Project, school travel plans were created for four of the schools in the neighbourhood, including:

- ÉCOLE VISCOUNT ALEXANDER
- ÉCOLE CRANE
- OAKENWALD SCHOOL
- VINCENT MASSEY COLLEGIATE

The school travel planning process involved surveying of students to determine how they got to school at different times of the year, a take home survey for parents of the students to fill out regarding travel patterns to and from the school, and a workshop for parents to help identify areas of concern.

The information gathered from the school travel planning process helped support the development of recommendations for the larger East Fort Garry Walk Bike Project.



1km Travelling Radii from Schools in East Fort Garry



what we heard

Through conversations with stakeholders, local residents, school administration and analysis of existing facilities, issues and opportunities were identified for walking and cycling in East Fort Garry.



83 workshop attendees

264 total survey respondents

1726 households visited during door-to-door campaign

342 people engaged in person during door-to-door campaign

460 school survey responses from parents



37% of survey respondents cycle as much as they would like to



39% of survey respondents walk as much as they would like to



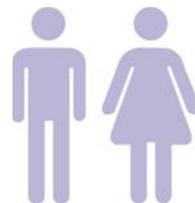
80% of respondents agree or strongly agree that it is safe to walk in the neighbourhood

70% of respondents agree or strongly agree that it is easy and convenient to walk in the neighbourhood

70% of respondents agree or strongly agree that it is safe, easy and convenient to walk in the neighbourhood



30% of respondents cycle three to five times a week



100 number of respondents who walk three to five times a week

Barriers to Walking & Cycling

Survey respondents and workshop participants were given the opportunity to identify roadways, intersections and off-street pathways that were a concern and why the areas are a concern.

Top 5 Walking Issues (number of times issue raised, in brackets)

- South Drive (148) – need sidewalks, traffic mitigation/calming - lots of traffic travelling between Pembina Highway and St. John's Ravenscourt
- North Drive (54) - Need sidewalks and bike lane, respondents feel area is unsafe for walking
- Wicklow Street (27) – no sidewalks and is a major route to and from schools, high speed and lots of traffic - respondents would like parking to be removed from the street
- Netley Street (26) - need sidewalk due to increased traffic from condo development, speeding
- Crescent Drive (25) – lots of traffic travelling from Pembina Highway to Thermea Spa

Top 5 Cycling Issues (number of times issue raised, in brackets)

- South Drive (96) - no sidewalk or designated bike lane
- North Drive (48) - no bike lane, vehicles speed
- Riverside Drive (34) - no designated bike lane, lots of traffic and major cycling connection
- Crescent Drive (33) - no designated bike lane, traffic from Thermea, major cycling connection
- Point Road (28) - no designated bike lane, traffic and parking difficult to navigate



themes & evaluation criteria

A series of themes, developed based on local feedback, technical analysis and expertise, create the framework for walking and cycling strategies in East Fort Garry.



Five themes are presented on the following boards. The themes are:

- PEDESTRIAN TRAVEL PATTERNS & PLANNING STRATEGIES
- CYCLING TRAVEL PATTERNS & PLANNING STRATEGIES
- DESIGN & OPERATIONS
- MAINTENANCE
- EDUCATION AND AWARENESS

Specific strategies are proposed to achieve each theme. Following evaluation, each strategy was given a priority level of

HIGH, MEDIUM, LOW

These priority levels assigned to the strategies use the evaluation criteria presented in the Pedestrian and Cycling Strategies. This evaluation criteria is outlined on this board.

Each strategy also supports one or more of the strategic goals outlined in the Pedestrian and Cycling Strategies. The goals are:

- IMPROVE CONNECTIVITY
- IMPROVE MAINTENANCE
- IMPROVE CONVENIENCE
- IMPROVE VIBRANCY
- IMPROVE SAFETY & ACCESSIBILITY
- IMPROVE AWARENESS



Pedestrian and Cycling Strategies Evaluation Criteria

NETWORK CONNECTIVITY

The degree to which the proposed improvement addresses gap in the sidewalk or bicycle network. This assessment was based on the gap analysis that was completed for this study.



ACCESS TO TRANSIT

The degree to which the proposed strategy improves access to transit facilities. Improvements that are within close proximity of high activity bus stops are ranked higher.



GENERATORS

A generator is destination that increases cycling or walking in the area, such as a library or grocery store. Strategies involving a greater number of generators are likely to generate higher demand for walking and cycling.



LEVEL OF PROTECTION

The level of protection infrastructure provides for pedestrians and cyclists, such as protected bike lanes. Facilities that provide a greater level of protection for pedestrian and cyclists are ranked higher.



WALKING AND CYCLING POTENTIAL

The greatest potential to increase walking or cycling based on land use patterns, population density, and transportation infrastructure.



EQUITY

The greatest potential to improve access to traditionally underserved populations (e.g., people with disabilities, older people, and others).



SAFETY

The relative safety benefits of the proposed strategies on the following boards. This is mainly based on input from residents and site visits following feedback obtained.



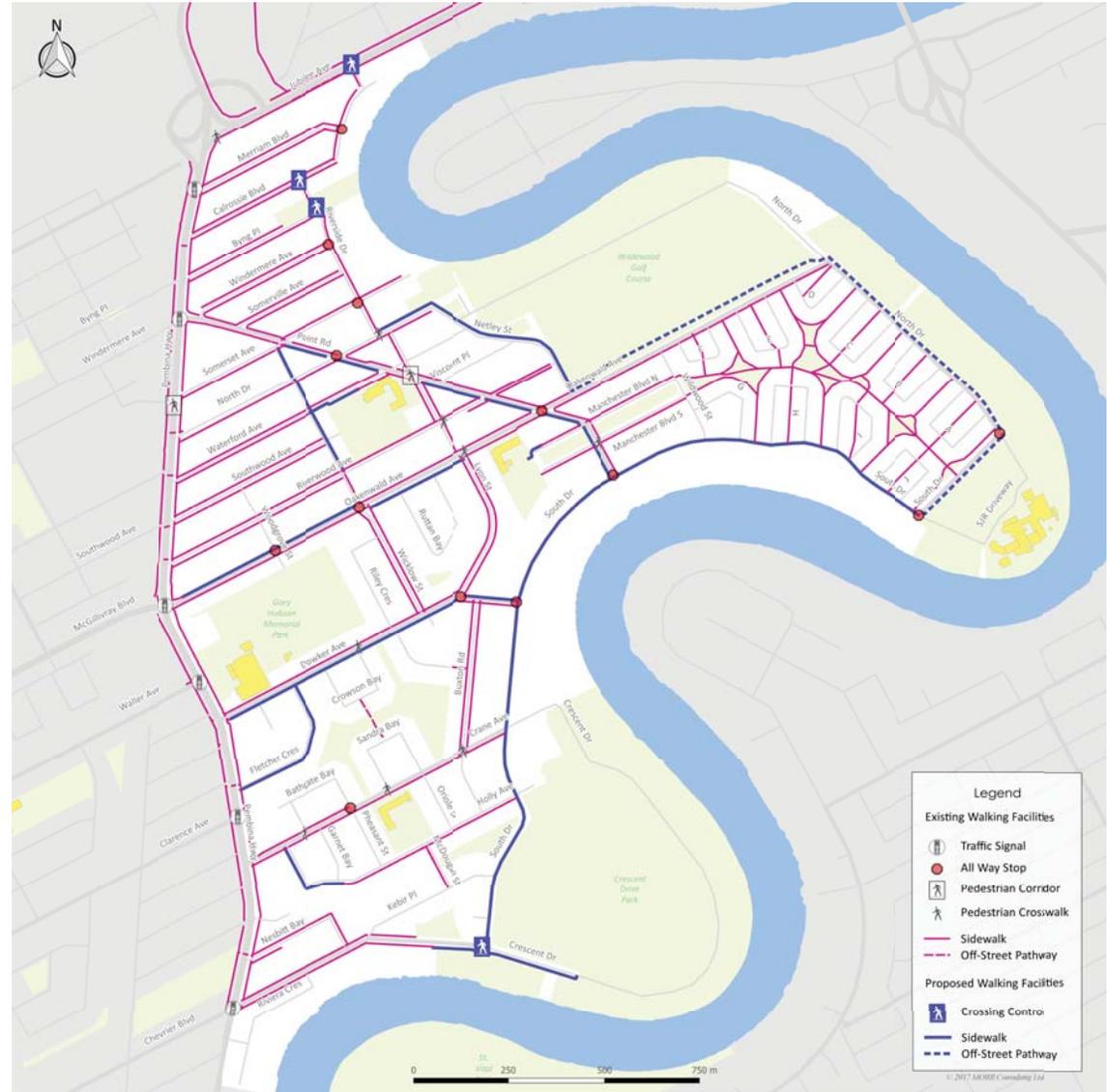
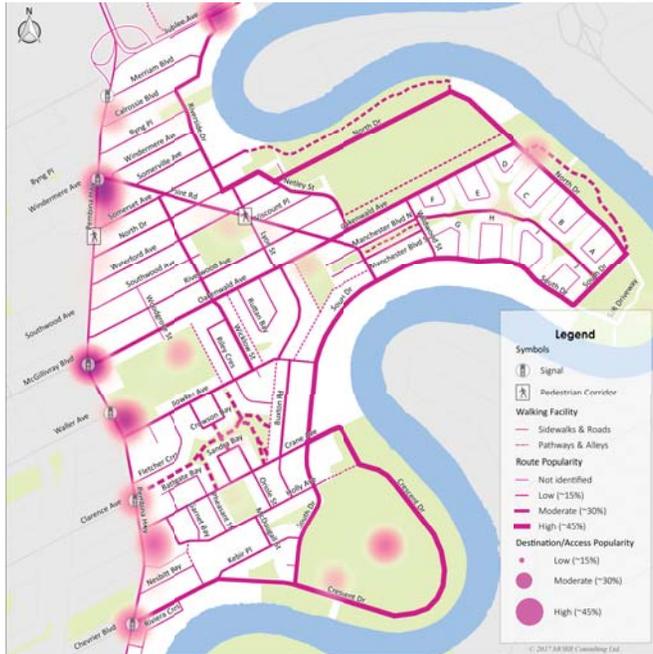
NETWORK SPINE

The pedestrian and cycling networks include a spine network to provide high quality connections from various parts of the neighbourhood to key destinations as identified by residents.

pedestrian travel patterns & planning strategies



During Workshop #1 and the online survey participants were asked to highlight walking routes that they currently use, and routes they would like to use. This input informed the proposed strategies for improving walking in East Fort Garry.



Existing Walking Patterns and Type of Walking Facility in East Fort Garry

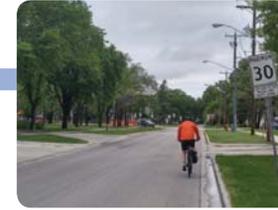
Planning Strategies for Pedestrians	Priority			Supported Strategic Goals					
	High	Medium	Low	Improve connectivity	Improve convenience	Improve safety & accessibility	Improve maintenance	Improve vibrancy	Increase awareness
Eliminate gaps in the sidewalk network by adding the following sidewalks:									
<ul style="list-style-type: none"> East side of Wicklow St between Somerset Ave and Riverwood Ave. North side of Oakenwald St between Pembina Hwy and Wicklow Ave and the South side of Oakenwald St between Wicklow St and Lyon St. South Dr between Crescent Dr and Saint John's Ravenscourt (SJR) Dr to Waterford Ave. South side of Waterford Ave between Wicklow St and Point Rd. South side of Point Rd between Wicklow St and South Dr. North side of Netley St between Riverside Dr and Oakenwald Ave. South side of Crescent Dr between Kebir Pl and Crescent Dr Park Entrance. North side of Dowker Ave between Lyon St and South Dr. South side of Dowker Ave between Pembina Hwy and Buxton Ave. South side of Fletcher Cres between Pembina Hwy and Dowker Ave. North side of Manchester Blvd N between west end of existing sidewalk and access to Oakenwald School. South side of Manchester Blvd S between west end of existing sidewalk and access to Oakenwald School. 	✓			✓	✓	✓	✓		
Formalize the existing pathway from Manchester Blvd N to Oakenwald School.			✓	✓	✓	✓			
Provide new river crossing from Crescent Dr Park to St. Vital Park.		✓		✓	✓	✓			✓

Existing and Recommended Walking Facilities in East Fort Garry

cycling travel patterns & planning strategies



During Workshop #1 and the online survey participants were asked to highlight cycling routes that they currently use, and routes they would like to use. This input informed the proposed strategies for improving cycling in East Fort Garry.



Existing Cycling Patterns in East Fort Garry

Planning Strategies for Cyclists	Priority			Supported Strategic Goals					
	High	Medium	Low	Improve connectivity	Improve convenience	Improve safety & accessibility	Improve maintenance	Improve vibrancy	Increase awareness
Implement the high priority cycling facilities as follows: <ul style="list-style-type: none"> Complete buffered bicycle lane along Pembina Hwy between Crescent Dr and Point Rd. Provide buffered bicycle lanes on Point Rd between South Dr and Pembina Hwy. Provide off-street pathway along Oakenwald Ave between North Dr and Point Rd. Provide off-street pathway along South Dr between SJR Driveway S and North Dr. Provide off-street pathway along North Dr between South Dr and Oakenwald Ave. Convert Crescent Dr into a neighbourhood greenway between Pembina Hwy and South Dr. Convert South Dr into a neighbourhood greenway between Crescent Dr and SJR Driveway South. 	✓			✓	✓	✓			
Implement the medium priority cycling facilities as follows: <ul style="list-style-type: none"> Convert Oakenwald Ave into a neighbourhood greenway between Point Rd and Pembina Hwy. Convert Netley St/Riverside Dr into a neighbourhood greenway between Oakenwald Ave and Jubilee Ave. 		✓		✓	✓	✓			
Implement the low priority cycling facilities as follows: <ul style="list-style-type: none"> Convert Windermere Ave into a neighbourhood greenway between Point Rd and Riverside Dr. Convert Lyon St into a neighbourhood greenway between Netley St and Dowker Ave. Convert Dowker Ave into a neighbourhood greenway between Lyon St and South Dr. 			✓	✓	✓	✓			

Existing and Proposed Cycling Facilities in East Fort Garry



design & operations

The pedestrian and cycling networks will be designed to ensure accessible, safe, and efficient use for all users, while balancing needs of different users and trip types sharing the networks.



Design Strategies	Priority			Supported Strategic Goals					
	High	Medium	Low	Improve connectivity	Improve convenience	Improve safety & accessibility	Improve maintenance	Improve vibrancy	Increase awareness
Ensure that all new sidewalks are at least 1.5m wide		✓				✓	✓		
Ensure all bus stops are accessible		✓			✓	✓	✓		
Continue to provide access curb ramps at intersections	✓								

Traffic Operations Strategies	Priority			Supported Strategic Goals					
	High	Medium	Low	Improve connectivity	Improve convenience	Improve safety & accessibility	Improve maintenance	Improve vibrancy	Increase awareness
Conduct road safety audits at the following locations that were identified by neighbourhood residents as high-collision risk locations: <ul style="list-style-type: none"> Intersection of Point Rd and Waterford Ave/Lyon St. Intersection of Point Rd and Oakenwald. Intersection of Jubilee Ave and Riverside Dr (focus particularly on design and operational features for cyclist safety). 	✓					✓			
Work with residents to designate South Drive as a Sunday/Holiday Bicycle Route from 8:00 a.m. to 8:00 p.m. with pedestrian and cycling priority. During this time, motor vehicle traffic will be restricted to a distance of not more than one block.		✓							✓
Convert angled parking on Point Rd between North Dr and Riverwood Ave to parallel parking and complete a parking occupancy study to ensure the impact of converting the angled parking into parallel parking is minimal.			✓			✓			
Provide adequate artificial lighting along all off-street pathways, and along Crescent Dr through Crescent Park.			✓			✓			✓
Conduct operational and safety review of traffic activity on Crescent Dr. between South Dr. and entrance to Crescent Dr. Park			✓			✓			
Provide network connectivity by installing the appropriate pedestrian crossing control at the following locations identified by neighbourhood residents: <ul style="list-style-type: none"> Across Jubilee Ave at Riverside Dr. Across Calrossie Blvd at Riverside Dr. Across Riverside Dr at Byng Pl. Across Crescent Dr at South Dr. 		✓		✓		✓			



Existing Sidewalk Width that do not Meet the Minimum Width Standard



maintenance

Provide a high-quality network of pedestrian and cycling facilities that are designed and maintained to address year-round access for people of all abilities.



Maintenance Strategies

	Priority			Supported Strategic Goals					
	High	Medium	Low	Improve connectivity	Improve convenience	Improve safety & accessibility	Improve maintenance	Improve vibrancy	Increase awareness
<p>Increase sidewalk width to meet the minimum standard of 1.5 metres at the following locations – this could be done as part of the City's regular maintenance/rehabilitation program:</p> <ul style="list-style-type: none"> Point Rd between Pembina Hwy and South Dr. Merriam Blvd (north side only). Calrossie Blvd between Pembina Hwy and Riverside Dr (south side only). Windermere Ave. Somerville Ave. Somerset Ave east of Point Rd (north side only). Waterford Ave. Riverwood Ave west of Point Rd. Oakenwald Ave west of Point Rd (excluding in front of Oakenwald school). Wicklow St (west side only). Buxton Rd. Crescent Dr. Manchester Blvd N east of Point Rd (north side only). Manchester Blvd S. 		✓				✓	✓		
<p>Ensure drainage systems function properly and do not flood pathways.</p>			✓	✓		✓	✓		
<p>Resurface/repair any sidewalks/pathways that require it (e.g., Wildwood Park pathways).</p>			✓	✓		✓	✓		
<p>Increase snow clearing priority for the following sidewalks from a level 3 to a level 2 due to their location near schools:</p> <ul style="list-style-type: none"> Manchester Blvd N west of Point Rd. Manchester Blvd S west of Point Rd. Riverwood Ave between Wicklow St and Lyon St. Waterford Ave between Wicklow St and Point Rd. Manchester Blvd N and S priority increase should coincide with sidewalk improvements outlined in the proposed planning strategies. 	✓			✓	✓	✓	✓		



Sidewalk Snow Clearing Priority



education & awareness

Enhance wayfinding and signage around the neighbourhood and help increase education and awareness to encourage cycling and walking in East Fort Garry.



Education & Awareness Strategies	Priority			Supported Strategic Goals					
	High	Medium	Low	Improve connectivity	Improve convenience	Improve safety & accessibility	Improve maintenance	Improve vibrancy	Increase awareness
Install wayfinding signage throughout the neighbourhood. Key destinations are: <ul style="list-style-type: none"> Fort Garry Community Centre Wildwood Golf Course Crescent Drive Park Fort Garry Library Sandra Crowson Park Pembina Highway Jubilee Avenue 			✓					✓	✓
Support bicycle education and skills training for students at École Crane, Oakenwald School, École Viscount Alexander, and Vincent Massey Collegiate.			✓					✓	✓
Continue to educate people on the benefits of walking and cycling.			✓						✓
Support events that encourage ongoing neighbourhood-level walking and cycling. For example, neighbourhood bike rallies, open streets events, neighbourhood history walks, and bike to work days.		✓						✓	✓

Next Steps for the East Fort Garry Walk Bike Study

- project team to review public input and finalize report
- submit report to the City of Winnipeg

Moving Forward Beyond the Study

- strategies to be considered in the update and review of the Pedestrian and Cycling Strategies
- work with neighbourhood residents to establish a Sunday/Holiday Bike Route on South Drive
- create a School Travel Plan for General Byng School
- consider strategies for East Fort Garry in relation to city wide priorities
- consider strategies as roads within the study area are slated for renewal

Thank you for your participation!

Please provide your feedback and comments by filling out a survey before you leave. The survey and boards presented are also available on the project website:

winnipeg.ca/walkbikeprojects

For any further questions or comments, please contact:

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