Wolseley to Downtown

Walk Bike Project

The following information boards will guide you through the project history and changes coming to Wolseley Avenue this summer. This includes:

- A history of the project since 2018 and what has already been built
- The feedback and data collected since 2020 as part of the citywide Enhanced Summer Bike Route Program
- Current conditions and challenges
- Changes coming this summer to make Wolseley Avenue more comfortable for users of all ages and abilities
- How we will monitor and measure comfort to decide if more needs to be done in the future

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Wolseley to Downtown Walk Bike project history

2018

Project beginnings

- The initial goal of the Wolseley to Downtown Walk Bike project was to identify options to improve travel choices, accessibility, and connectivity through the area
- The study area ran east-west through Wolseley Avenue / Westminster Avenue, Balmoral Street, and Granite Way
- This first phase identified concepts to improve active transportation networks in the neighbourhood, particularly along Westminster Avenue and Wolseley Avenue

What we heard

- Parts of the proposed design worked for the community as a whole, while others didn't
- The community supports reduced speed limits and some minor traffic calming measures
- Community members were concerned about:
  - Pedestrian and cyclist safety along congested intersections and near schools
  - The proposed shift to one-way streets
  - Removing turning abilities onto major streets
  - Losing direct routes through the neighbourhood

2020

East Wolseley construction

- In 2020, we broke construction into two phases to accommodate further study needs in the west segment
- We built unidirectional protected bicycle lanes from Westminster up to Walnut Street
- We put further work west of Walnut Street on hold and went away to complete advanced traffic modelling

The Westminster bike lanes are now a major cyclist thoroughfare.

An average of 780 cyclists use the route every day.

In summer this jumps to 1,100 cyclists per day. We've seen as many as 2,300 on occasion.

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Wolseley to Downtown Walk Bike project history

2020 - 2023

Seasonal traffic calming on Wolseley

- In 2020, we introduced bike-friendly changes along Wolseley Avenue from Raglan Road to Maryland Street
- This initiative was part of the larger citywide Enhanced Summer Bike Routes Program

Reduced the speed limit to **30km/h**

Restricted motor vehicles to **one block**

- We repeated the program in the summers of 2021, 2022, and 2023
- We collected feedback on the routes and their efficacy in 2020, 2021, and 2022 (see board 4)

We are here!

2024

Making Wolseley an all ages and abilities route

- Today, a gap remains in the active transportation network between Walnut Street and Omand’s Creek
- This phase of the project will evaluate a 30 km/h neighbourhood greenway on Wolseley Avenue between Raglan Road and Maryland Street
- The route will include speed tables and curb bump-outs and will connect to existing bike lanes on Westminster Avenue and Maryland Street
- The intent is to monitor the greenway for one season to determine whether the speed limit reduction and speed tables produce an environment that meets technical and community criteria for serving people of all ages and abilities or if more work is required

Omand’s Creek

Later this year we're also talking to the community about Omand's Creek Bridge. The bridge is nearing the end of its service life and needs replacing. We know that in itself is a hot topic, so community input will be key to that project's success.

Visit winnipeg.ca/omandscreekbridge to learn more and subscribe for updates.

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Seasonal traffic calming - what we heard

We collected feedback in 2020, 2021, and 2022 as part of the citywide enhanced summer bike route program.

2020

Respondents who had a **positive** or **very positive** experience:

Total respondents: 2120

90%
Road users (from other areas)

88%
Adjacent residents

87%
On-street residents

98%
Cyclists

50%
Motorists

97%
Pedestrians

2021

Respondents who said traffic should be limited to one block until permanent cycling infrastructure can be further studied:

Total respondents: 934

81%
Road users (from other areas)

70%
Adjacent residents

58%
On-street residents

Why respondents wanted the program to continue:

It was a positive change.

86%
Users (from other areas)

91%
Adjacent residents

66%
On-street residents

It encouraged me to walk / cycle more.

81%
Users (from other areas)

81%
Adjacent residents

66%
On-street residents

It improved neighbourhood livability.

87%
Users (from other areas)

94%
Adjacent residents

64%
On-street residents

2022

Respondents who wanted the program to continue on Wolseley Avenue in 2023 as it did in 2022:

Total respondents: 421

90%
Road Users (from other areas)

82%
Adjacent residents

62%
On-street residents

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Next steps for the west segment

What we know today

- Temporary one-block restrictions are difficult for drivers and difficult to enforce
- We want to create a safer space for users of all ages and abilities
- Increasing safety requires permanent lower speeds and vehicle volumes
- National best practices recommend speeds of 30 km/hr or less and volumes of 1,500 vehicles or less per day

Wolseley Avenue as a neighbourhood greenway

- After pausing the western portion of the Wolseley to Downtown Bike Project in 2019, we are finally closing the gap in the active transportation network in the Wolseley neighbourhood
- The speed limit on Wolseley Avenue between Raglan Road and Maryland Street will be reduced to 30 km/h in May
- We will install speed tables and curb bump-outs this summer
- We have asked Council to consider a permanent 30 km/h speed limit to help us evaluate the route

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Next steps for Wolseley Avenue

Why a neighbourhood greenway

We're going with a neighbourhood greenway for two primary reasons:

- In early 2023, we were directed by Council to figure out how we could make Wolseley Avenue a full-time bike route that serves all ages and abilities
- We know the community wants the network gap closed, and that some solutions we presented in the past were too drastic for community comfort levels

We are moving forward with the interim 30 km/h seasonal speed limit on Wolseley. This will be implemented in May.

We are also adding speed tables and curb bump-outs this summer and have asked Council to consider a permanent, year-round 30 km/h speed limit.

What we need from you

- What we need your help with is determining whether these changes are enough to make Wolseley Avenue an all ages and abilities route
- We need to know what comfort means to your community, and how comfortable you feel today using Wolseley Avenue using a variety of modes
- This will help us develop measures of success so we can evaluate the greenway down the road

What happens next

We know reducing the speed and adding minor interventions (like speed humps and bump outs) may not be enough to make Wolseley Avenue an all ages and abilities active transportation route.

- We will monitor traffic and collect further feedback from the community
- Traffic counts will help determine whether the route meets the technical criteria of an all-ages and abilities route; feedback will help determine whether it meets community criteria
- From there, we will determine whether the route is a success as-is, or if further interventions and additional traffic calming are required
- If additional traffic calming is required, we will come back to the community to talk about options

Key design features

We use traffic calming to slow or reduce traffic through residential areas where speed and shortcutting are a concern.

Traffic calming is a general term for interventions that change the roadway or environment to change driver behaviour. They can be physical (like speed humps) or regulatory (like speed limits).

These measures can:

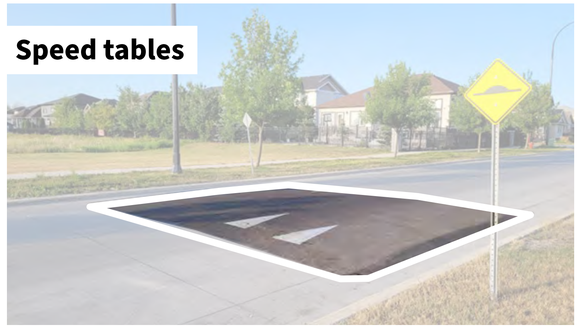
- Reduce conflict between cyclists, motorists and pedestrians
- Enhance safety and comfort for pedestrians, cyclists, drivers and residents alike
- Create visual cues that cyclists and pedestrians are present

Curb extension / bumpouts

A curb extension is a horizontal intrusion of the curb into the roadway. They make the roadway more narrow.

- This narrowing effect creates a sense of confinement, which causes motorists to slow down
- When installed at a pedestrian crossing location, curb extensions enhance pedestrian visibility, reduce crossing distance, and reduce vehicle speeds
- When combined with on-street parking, a curb extension creates a parking bay

Speed tables



Speed tables are elongated versions of speed humps that have a flat top. They slow vehicles by creating discomfort for those traveling at higher speeds.

Speed tables accommodate transit buses and emergency vehicles.

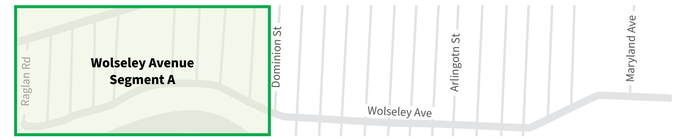
Raised crosswalk

Raised crosswalks are speed tables located at pedestrian crossings. They provide an elevated, level crossing for pedestrians. They also slow speeds by creating discomfort for those traveling at higher speeds.

Rectangular rapid flashing beacons (RRFBs)

A rectangular rapid flashing beacon is a pedestrian push-button activated system that consists of enhanced pavement markings, side mounted signs, and two rapid flashing lights mounted above the side mounted signs.

Wolseley Avenue - Segment A



Existing conditions

Skewed crosswalk leading to private driveway

Skewed intersection with long pedestrian crossings

Legend
- School zone
- Existing crosswalk
- Traffic count location
  See board 10 for traffic count data

Summer 2024 construction

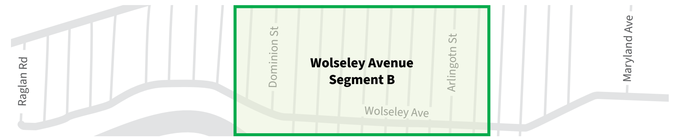
Curb extensions and **raised crosswalk** to improve pedestrian visibility and shorten the crossing distance

Speed tables spaced at regular intervals

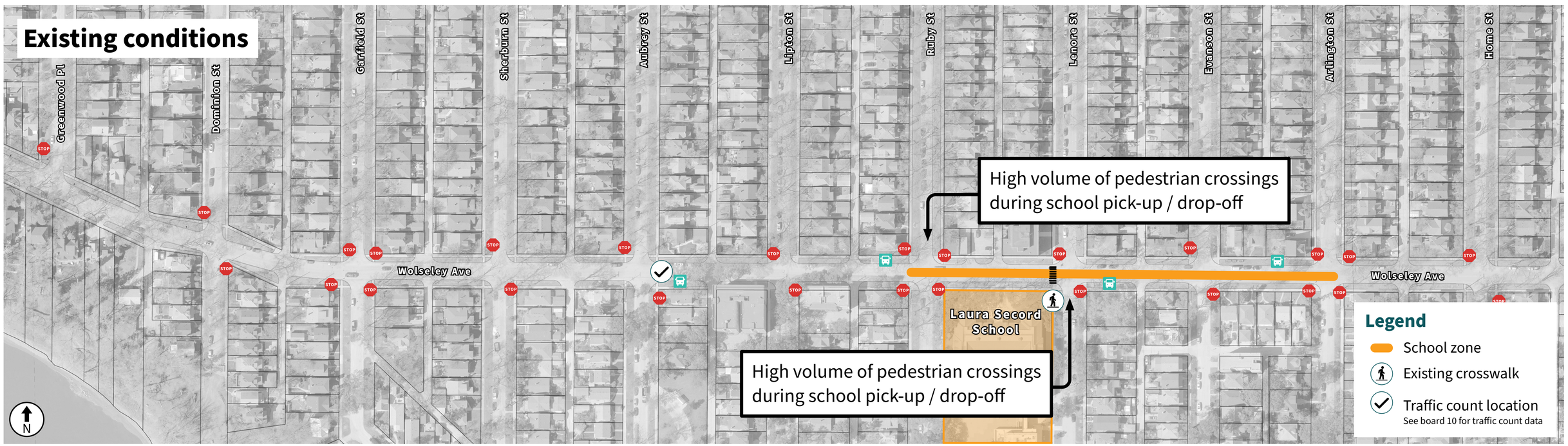
Speed tables spaced at regular intervals

Curb extensions and **raised crosswalk** to improve pedestrian visibility and shorten the crossing distance

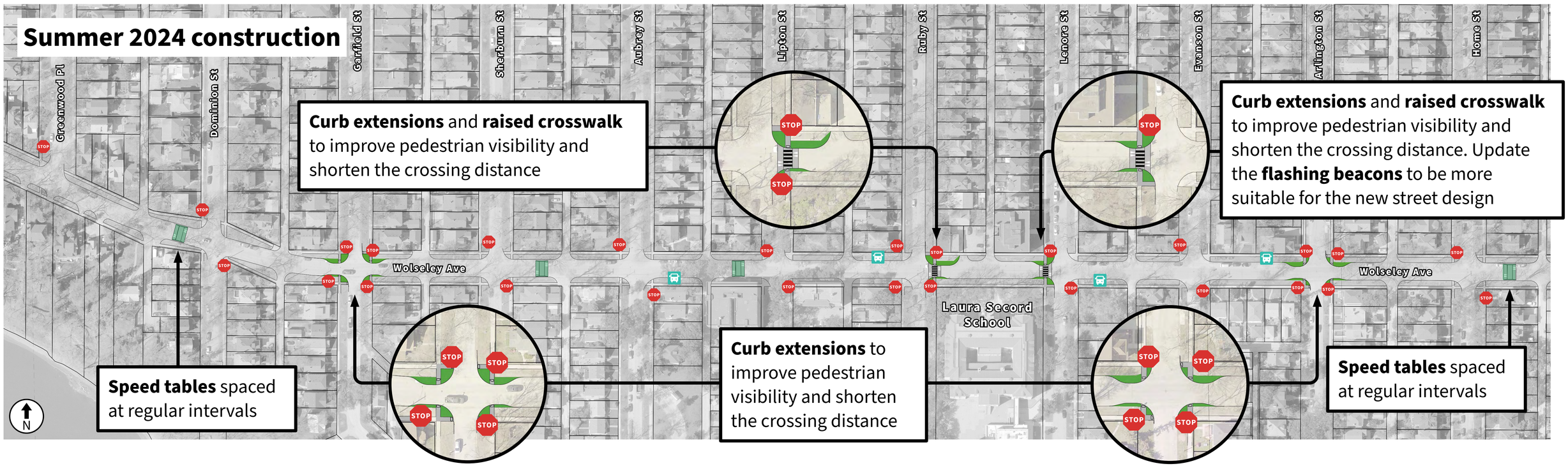
Wolseley Avenue - Segment B



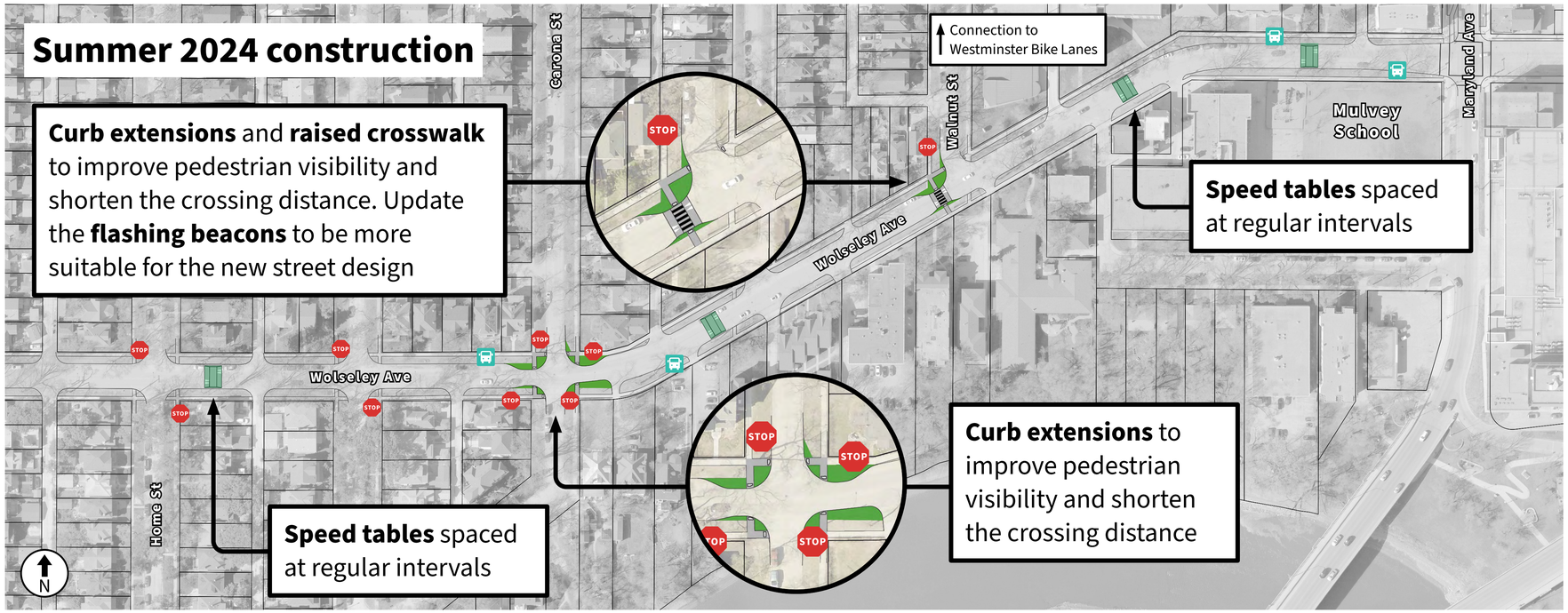
Existing conditions



Summer 2024 construction



Wolseley Avenue - Segment C



Measuring and monitoring all ages and abilities

An all ages and abilities route on a shared roadway like Wolseley Avenue aims for:

- Low motor vehicle speeds (below 30km/hr)
- Low traffic volumes (1,000-1,500 vehicles per day)
- Fewer conflicts at intersections
- Users feeling comfortable and safe

This desired outcome is based on the National Association of City Transportation Officials "Designing for All Ages and Abilities" guidelines and national best practices.

We will monitor traffic volumes and speeds after we install the traffic calming. This will help us see how effective the changes are and how they affect other streets in the area.

It is possible to achieve comfort for all ages and abilities without necessarily meeting these targets. In addition to data collection, user feedback will be key to understanding the achieved comfort after traffic calming features are constructed in summer 2024.

Traffic counts*

	Segment A				Segment B	Segment C	
	Wolseley Ave at Camden St		Wolseley Ave at Lipton St		Wolseley Ave at Home St	Wolseley Ave at Mulvey School	Desired outcome
Number of vehicles	1,600 (2018)	1,060 (2023)	2,700 (2018)	1,768 (2023)	2,631 (2023)	5,400 (2018) 3,240 (2023)	1,000 – 1,500
Number of bikes	625 (2023)		757 (2022)		567 (2023)	Bikes move to protected lanes on Westminster Ave.	-
Average vehicle speed	28.6 km/h		30.1 km/h		32.7 km/h	29.6 km/h	Less than 30 km/h
Percent of vehicles over 30km/h	38.2% (2018)	38.8% (2023)	70.8% (2018)	50.3% (2023)	92.8% (2018) 66.1% (2023)	47.3% (2023)	-
Percent of vehicles over 40km/h	7.3% (2018)	4.6% (2023)	16.1% (2018)	4.6% (2023)	47.2% (2018) 9.8% (2023)	5.3% (2023)	-

*The 2023 counts and speed were conducted in June 2023 - the 30km/h speed limit was in place but one block restriction was not in place at this time. The 2018 counts had neither in place. All the bike counts had the one block restriction.

We want to hear from you!

How will we know if the greenway is a success?
We will collect traffic volumes and speeds. What else should we measure?
What will show you that Wolseley is safe and comfortable for all ages and abilities?

Place a sticky note below. Your input will help shape our community evaluation.

Tell us more!

To provide more detail, please fill out a survey at
www.winnipeg.ca/wolseleytodowntown

Paper copies are available. Survey will be open until May 3, 2024.

How comfortable are you currently on Wolseley Avenue?
Place a dot on the scales below.

Driving

Not comfortable — Neutral — Comfortable

Cycling or e-biking

Not comfortable — Neutral — Comfortable

Walking

Not comfortable — Neutral — Comfortable

Rolling, scooting, or wheeling

Not comfortable — Neutral — Comfortable

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Possible additional traffic calming measures

If goals aren’t achieved

- After construction, we will monitor and measure operation and comfort
- If the goal of safety and comfort for all ages and abilities is not achieved, there are some additional measures we can pilot
- These measures would be temporary so that we can observe their effectiveness and make alterations as needed

Choker / neckdown

A choker is a horizontal extension into the street, resulting in a narrower roadway. Vehicles would be required to travel through the choker one direction at a time, resulting in slower speeds. Cyclists would be able to bypass the choker along the curb line.

Closure

Full-street closures are barriers placed across a street to completely close the street to through traffic, usually leaving open space for pedestrians and bicyclists. Closures reduce traffic volumes on both ends of the closure as traffic has to find other routes.

Directional diverter

Barriers placed at an intersection to restrict traffic from particular movements (commonly through movements) while accommodating cyclists. Directional diverters reduce traffic volumes as traffic has to find other routes.

Westminster traffic calming

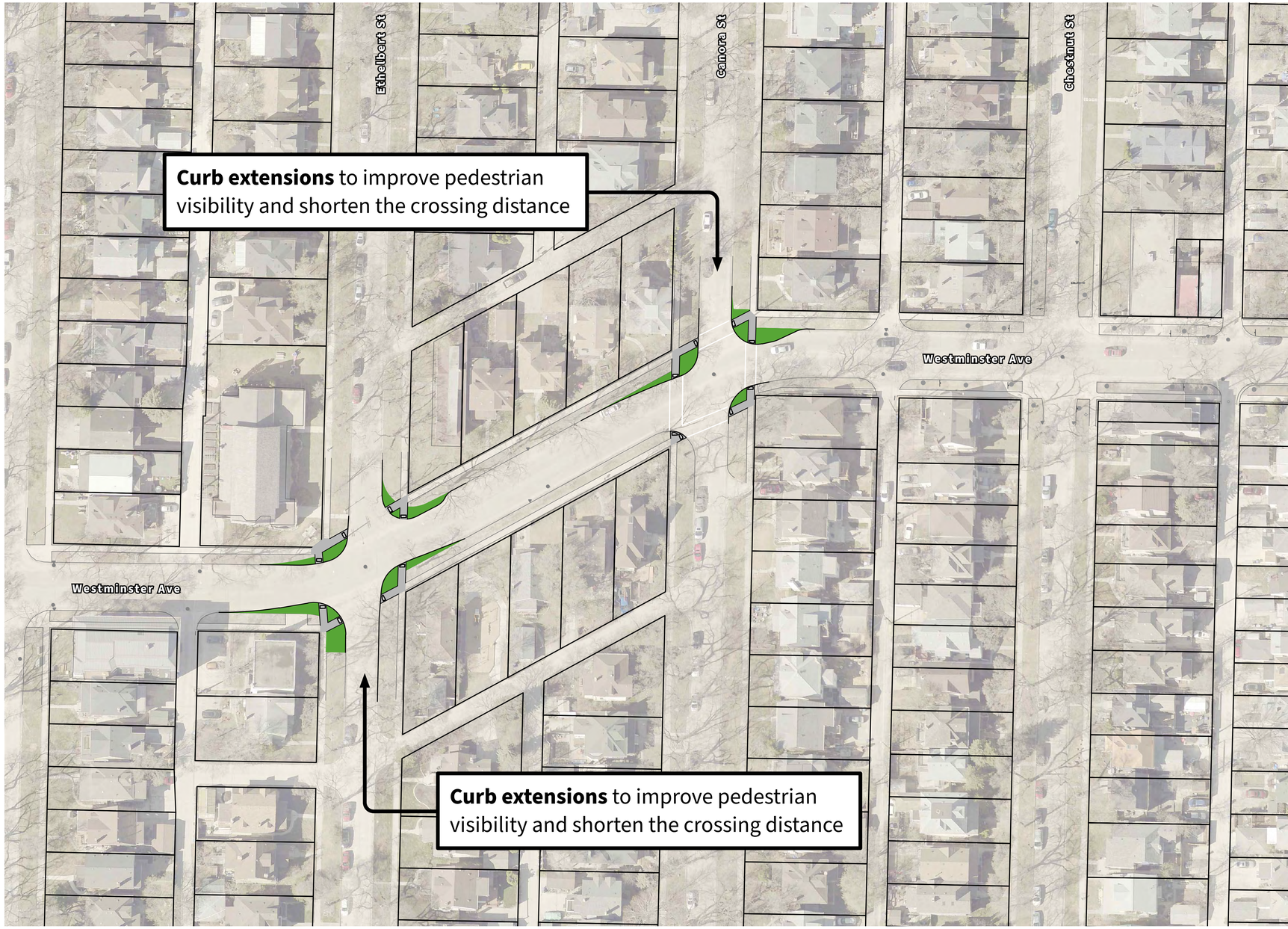
Public feedback identified pedestrian safety concerns along Westminster Avenue at the intersections of Ethelbert Street and Canora Street.

We are looking at adding curb bumpouts here in the future.

Benefits of intersection curb bumpouts include:

- The road is realigned. This segment of road becomes more intuitive for drivers
- Pedestrians become more visible
- Pedestrian crossing distance is shortened
- Vehicular traffic is slowed

We will monitor Westminster Avenue alongside the new Wolseley neighbourhood greenway. This will help us understand changes to traffic volumes on Westminster.



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Process and next steps

We will start installing traffic calming features on Wolseley Avenue in early summer. After collecting data, we will re-engage the community in fall 2024 to confirm if installed measures have supported all ages and abilities status, and if any further traffic calming piloting is required.

March - April 2024
Community & stakeholder engagement

We are here!

June 2024
Engagement summary shared on City website

Summer 2024
Construction of traffic calming measures on Wolseley Avenue

November 2024
Community & stakeholder engagement

December 2024
Engagement summary shared at www.winnipeg.ca/wolseleytodowntown

January 2025
Assessment of success of the Neighbourhood Greenway

If required

February 2025
Community & stakeholder engagement (on further traffic calming measures)

November 2025
Community & stakeholder engagement (confirmation of all ages and abilities status)

Thank you!

Thank you for visiting the Wolseley to Downtown Walk Bike Project Pop Up and participating in today's conversation!

Questions?

Contact the project team

Phone: 204-924-4144
Email: WolseleytoDowntown@winnipeg.ca
Online: winnipeg.ca/wolseleytodowntown

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