Appendix A – Parking data maps

Figure 1 shows the average hourly parking volume on every block before and after parking time limits were installed, and Figure 2 shows the change in average hourly parking volume on each block. Figure 3 shows the average hourly parking occupancy on every block before and after parking time limits were installed, and Figure 4 shows the change in average hourly parking occupancy.

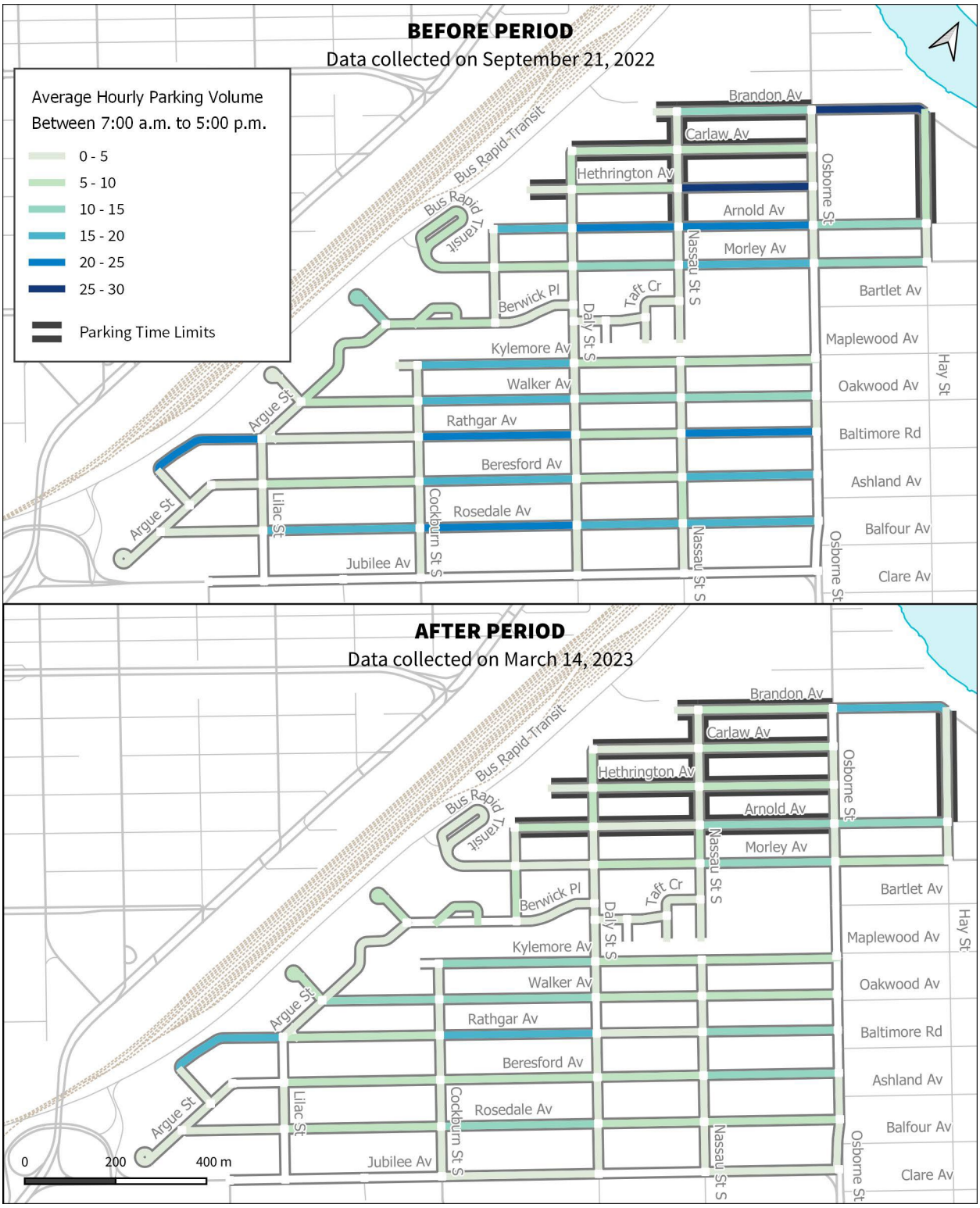


Figure 1: Average Hourly Parking Volume Before and After Time Limits Implemented

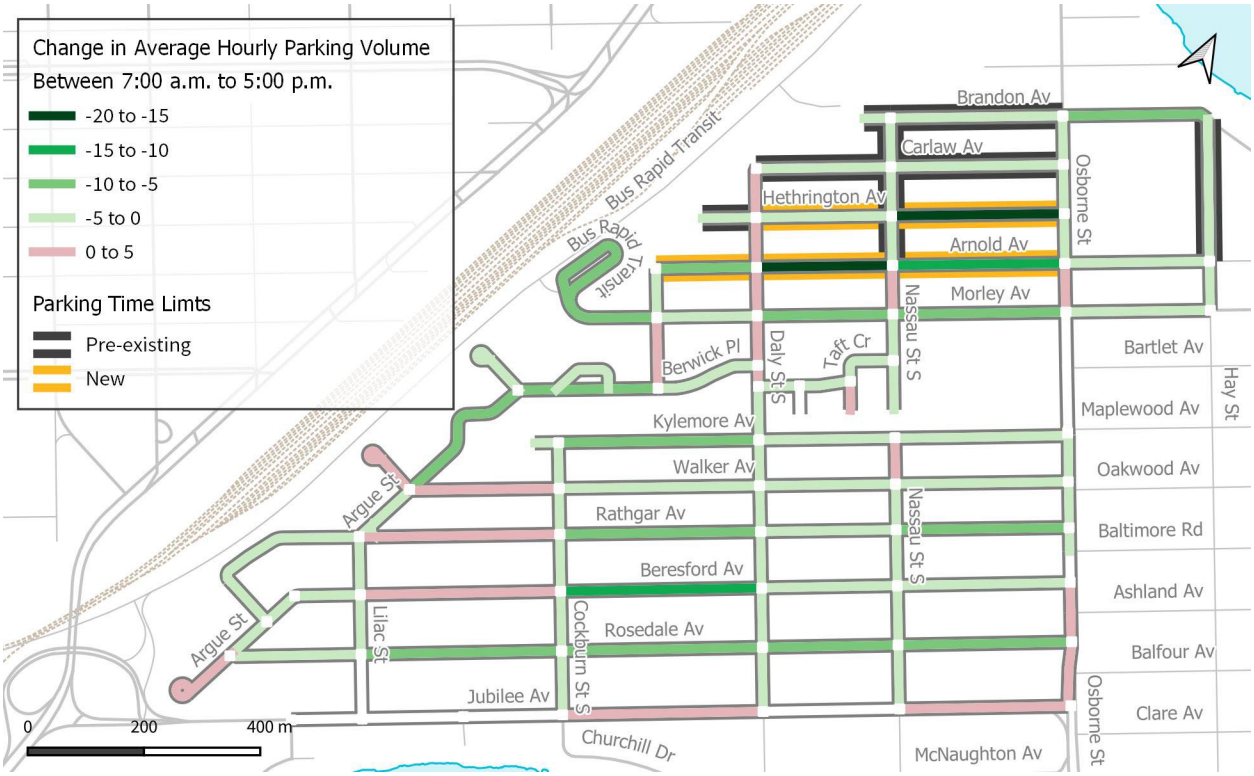


Figure 2: Change in Average Hourly Parking Volume Before and After Time Limits Implemented

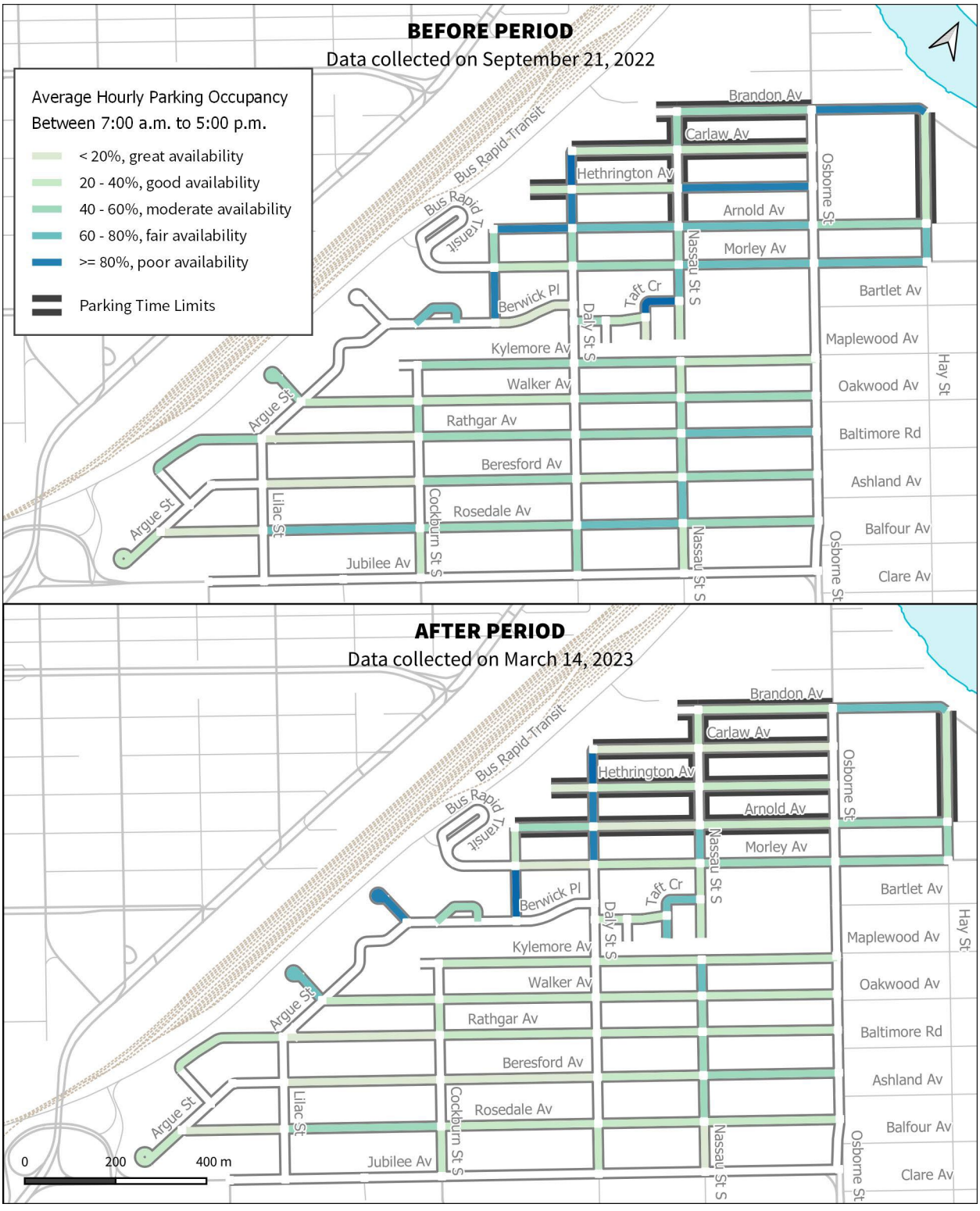


Figure 3: Average Hourly Parking Occupancy Before and After Time Limits Implemented

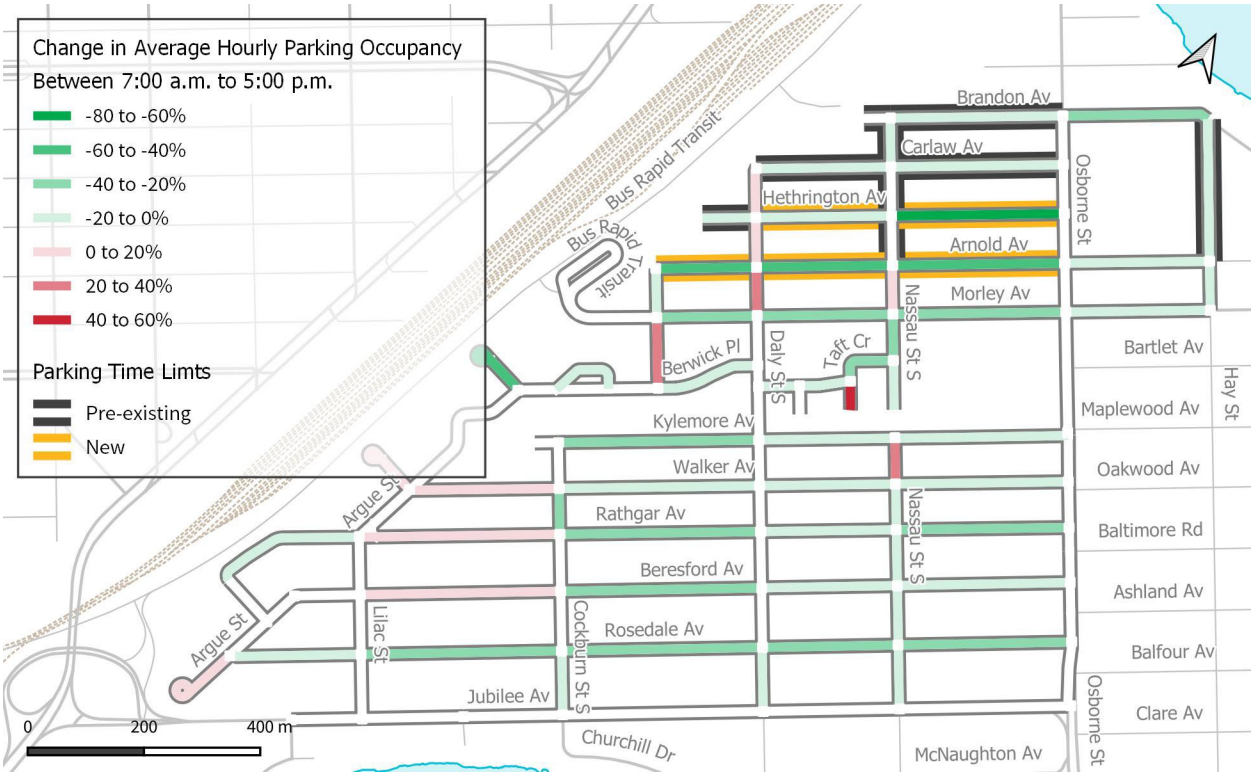


Figure 4: Change in Average Hourly Parking Occupancy Before and After Time Limits Implemented

Appendix B – Letter and survey to residents

May 15, 2023

We want your input on the Lord Roberts Parking Trial

As part of the Lord Roberts Community Traffic Study, residents identified parking in the northern part of Lord Roberts as a key issue.

In September 2022, we started a parking trial to improve on-street parking availability. We installed two-hour parking limits on Hethrington Avenue and Arnold Avenue. Brandon Avenue, Carlaw Avenue and Nassau Street South already had parking limits in place. During the trial, time-limited parking on all five streets is in effect Monday to Friday, 7 a.m. to 5:30 p.m.

We want to hear how you think the trial is going.

To provide your feedback, please fill out the survey by **June 9, 2023**. You have two options:

- **Option 1:** Fill out the survey online by scanning this code or visiting winnipeg.surveymonkey.com/r/lordrobertsparking
- **Option 2:** Fill out the attached paper survey and drop it off at the front desk of the Fort Rouge Leisure Centre, 625 Osborne Street, during operating hours (Monday to Friday, 6:30 a.m. – 9:30 p.m., Saturday and Sunday 9 a.m. – 8:30 p.m.)

Your feedback will help us determine whether the changes to parking should become permanent or if we should make further changes.

If you have inquiries or require alternate formats to participate, please contact 204-986-4243 or lordrobertstraffic@winnipeg.ca.

For more information, visit winnipeg.ca/lordrobertstraffic

Sincerely,

The project team

Lord Roberts Community Traffic Study
Tell us what you think about the time-limited parking trial

Please fill out this survey and drop it off at the front desk of the Fort Rouge Leisure Centre, 625 Osborne Street, during operating hours by **June 9, 2023**. Or if you prefer, you can fill out the survey online at winnipeg.surveymonkey.com/r/lordrobertsparking

What is your address? _____

This question is to confirm we are hearing from those who live in the Lord Roberts neighbourhood, north of Kylemore Avenue. Your personal information will be kept confidential and your responses will remain anonymous.

Time-limited parking has been in effect for approximately six months. So far, how satisfied are you with the trial?

☐ Very satisfied ☐ Somewhat satisfied ☐ Neutral ☐ Somewhat dissatisfied ☐ Very dissatisfied

Part A – Trial area residents

Please fill out this section only if you live in the trial area (west of Osborne Street on Hethrington Avenue, Arnold Avenue, Brandon Avenue, Carlaw Avenue, or Nassau Street South).
All other residents, go to **Part B**.

Have you purchased a residential parking permit since the trial began in October 2022?

☐ No, and I don't plan to
☐ No, but I am considering purchasing one
☐ No, my household already had one or more residential parking permits
☐ Yes (please indicate how many) _____

Please choose the option that best describes how you feel about the following statements. Since the trial began:

- ***It is now easier to find a parking spot on my street***

☐ Strongly disagree ☐ Somewhat disagree ☐ Neutral ☐ Somewhat agree ☐ Strongly agree

- ***Traffic congestion has been reduced on my street***

☐ Strongly disagree ☐ Somewhat disagree ☐ Neutral ☐ Somewhat agree ☐ Strongly agree

- ***The parking issues in my neighbourhood have been addressed***

☐ Strongly disagree ☐ Somewhat disagree ☐ Neutral ☐ Somewhat agree ☐ Strongly agree

The parking limit in the trial area is in effect Monday to Friday, 7 a.m. to 5:30 p.m.

How do you feel about the days the limit is in place (Monday to Friday)? Please choose one.

☐ I am satisfied with the time limit being in effect Monday to Friday
☐ I think the time limit should be in effect Monday to Saturday
☐ I think the time limit should be in effect Monday to Sunday
☐ N/A - I don't think there should be a time limit on parking at all

How do you feel about the times the limit is in place each day (7 a.m. to 5:30 p.m.)? Please choose one.

☐ I am satisfied with the hours the time limit is in effect
☐ I think the time limit should be extended into the evenings
☐ N/A - I don't think there should be a time limit on parking at all
☐ Other: _____

Winnipeg

Lord Roberts Community Traffic Study
Tell us what you think about the time-limited parking trial

How do you feel about the length of the time limit on your street (one or two hours, depending on the street)? Please choose one.

- ☐ I like the current time limit
- ☐ I think the time limit should be decreased
- ☐ I think the time limit should be increased
- ☐ N/A - I don't think there should be a time limit on parking at all
- ☐ Other: _____

Part B – Residents outside the trial area

Please fill out this section only if you do not live in the trial area (i.e., you live anywhere except west of Osborne Street on Hethrington Avenue, Arnold Avenue, Brandon Avenue, Carlaw Avenue, or Nassau Street South).

Since the new parking limits were put into place in October 2022, have you noticed a change to parking on your own street? Please choose one.

- ☐ Yes – it is now more difficult to find parking on my street
- ☐ No – I have not noticed a change
- ☐ Not sure

Part C – Final thoughts (all residents of the northern part of the Lord Roberts neighbourhood)

Do you have any comments about the parking trial?

_____

_____

_____

_____

_____

If you would like to subscribe to receive email updates on the lord Roberts Community Traffic Study, please provide your email address: _____

A summary of the results of this survey will be posted online and considered in decision-making. Your time is appreciated!

For more information, visit: **winnipeg.ca/lordrobertstraffic**

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

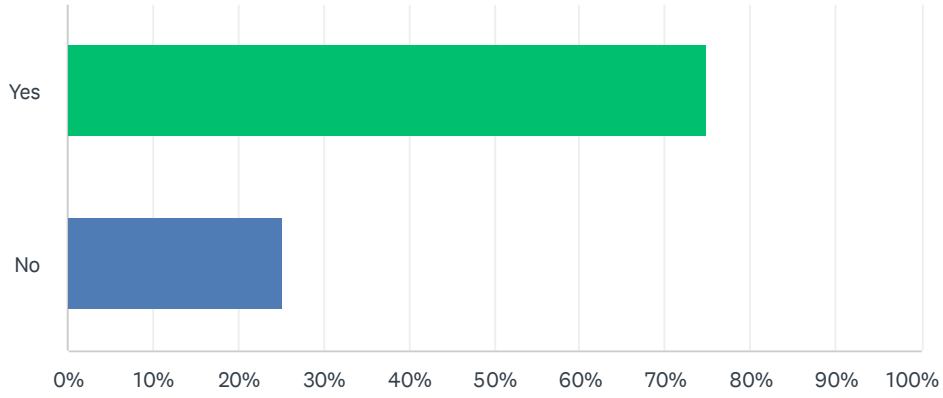
Winnipeg

Appendix C – Online survey results

Please note: the views expressed in the verbatim survey comments are those of residents and are not those of the City of Winnipeg. The City of Winnipeg reviews comments to analyze feedback and remove comments that are inconsistent with our moderation policy.

Q1 Do you live on Hethrington Avenue, Arnold Avenue, Brandon Avenue, Carlaw Avenue, or Nassau Street South?

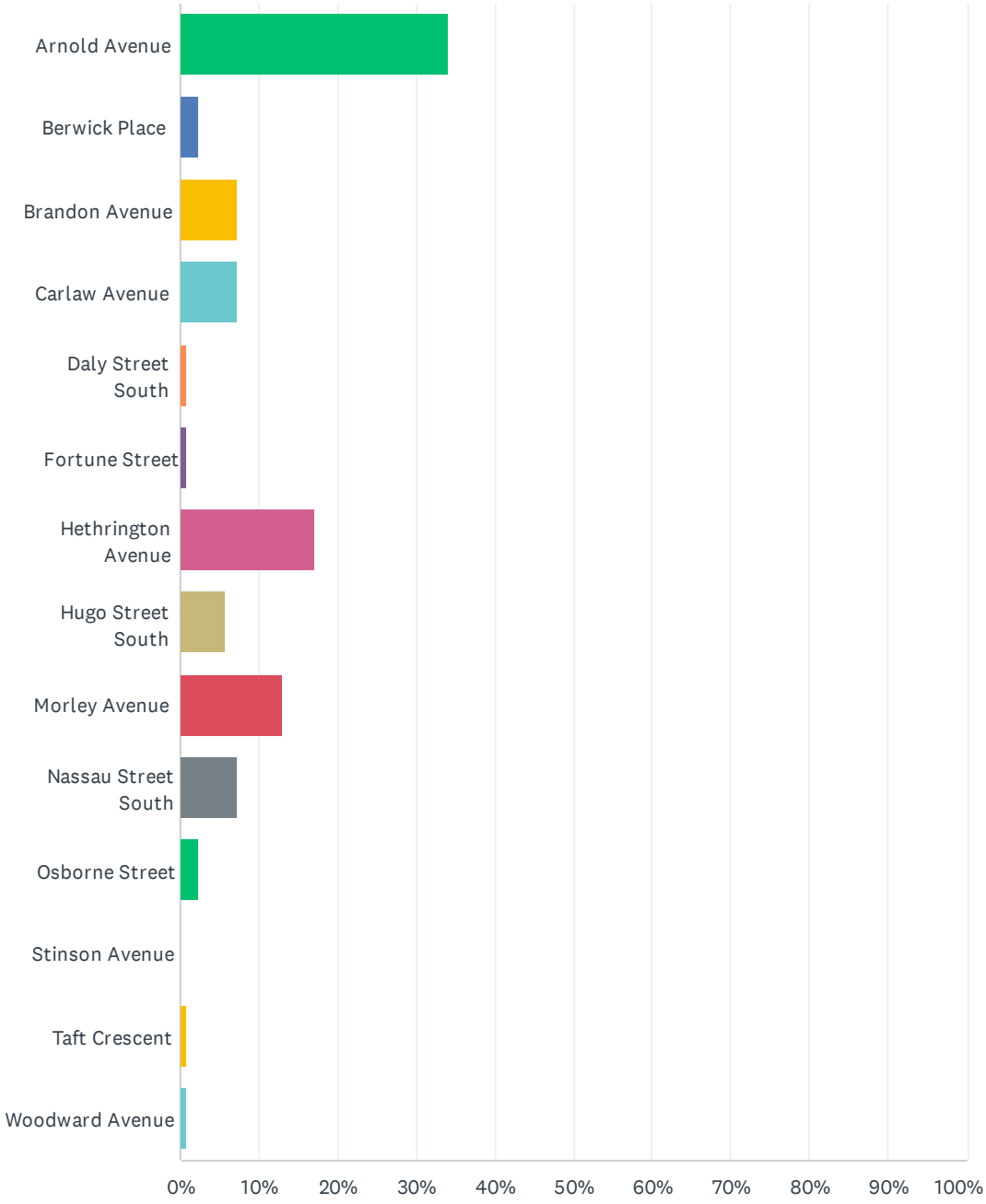
Answered: 123 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	74.80%	92
No	25.20%	31
TOTAL		123

Q3 Street name

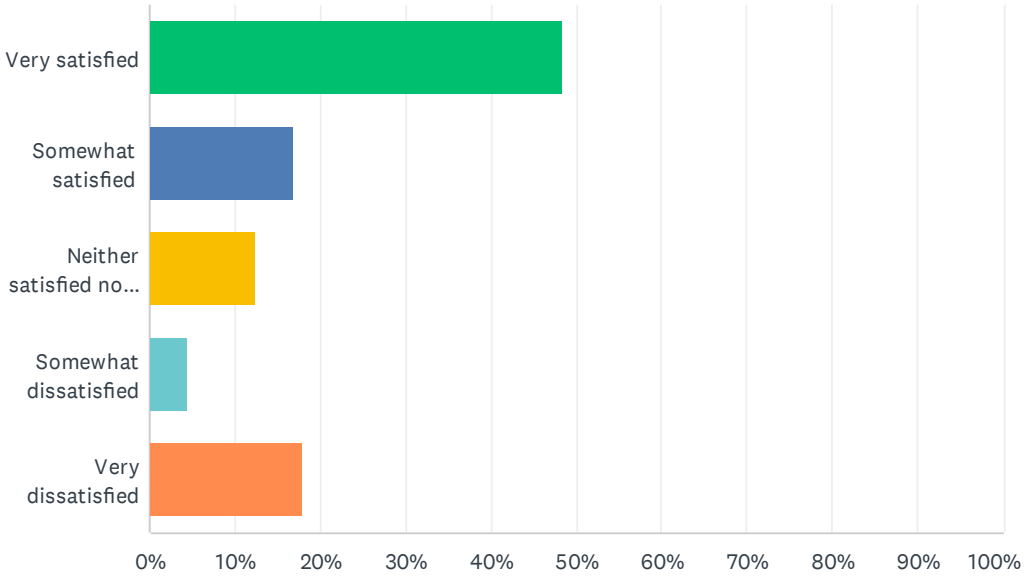
Answered: 123 Skipped: 0



ANSWER CHOICES	RESPONSES	
Arnold Avenue	34.15%	42
Berwick Place	2.44%	3
Brandon Avenue	7.32%	9
Carlaw Avenue	7.32%	9
Daly Street South	0.81%	1
Fortune Street	0.81%	1
Hethrington Avenue	17.07%	21
Hugo Street South	5.69%	7
Morley Avenue	13.01%	16
Nassau Street South	7.32%	9
Osborne Street	2.44%	3
Stinson Avenue	0.00%	0
Taft Crescent	0.81%	1
Woodward Avenue	0.81%	1
TOTAL		123

Q5 Time-limited parking has been in effect for approximately six months. So far, how satisfied are you with the trial?

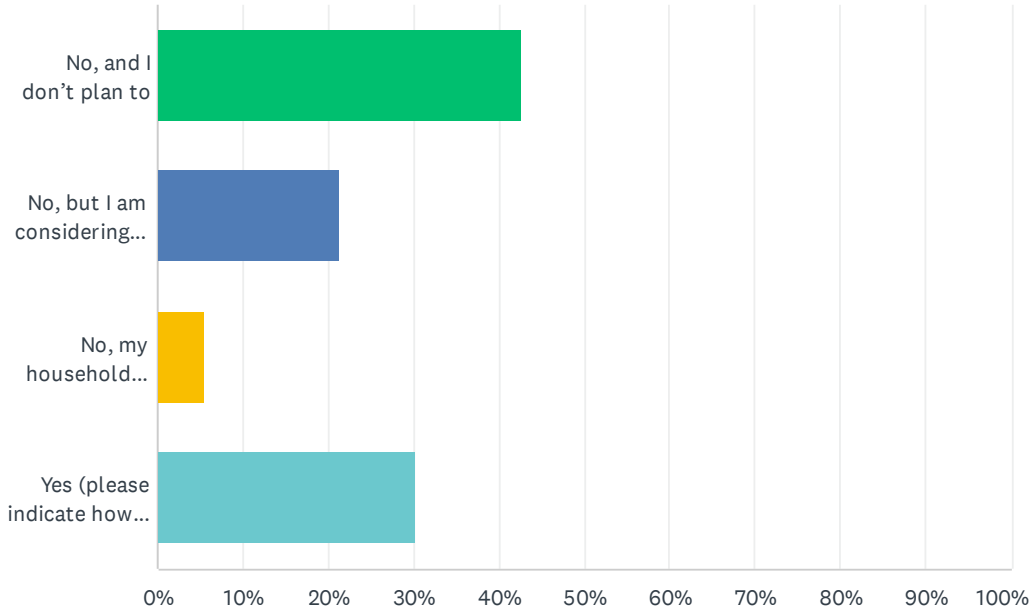
Answered: 89 Skipped: 34



ANSWER CHOICES	RESPONSES	
Very satisfied	48.31%	43
Somewhat satisfied	16.85%	15
Neither satisfied nor dissatisfied	12.36%	11
Somewhat dissatisfied	4.49%	4
Very dissatisfied	17.98%	16
TOTAL		89

Q6 Have you purchased a residential parking permit since the trial began in October 2022?

Answered: 89 Skipped: 34



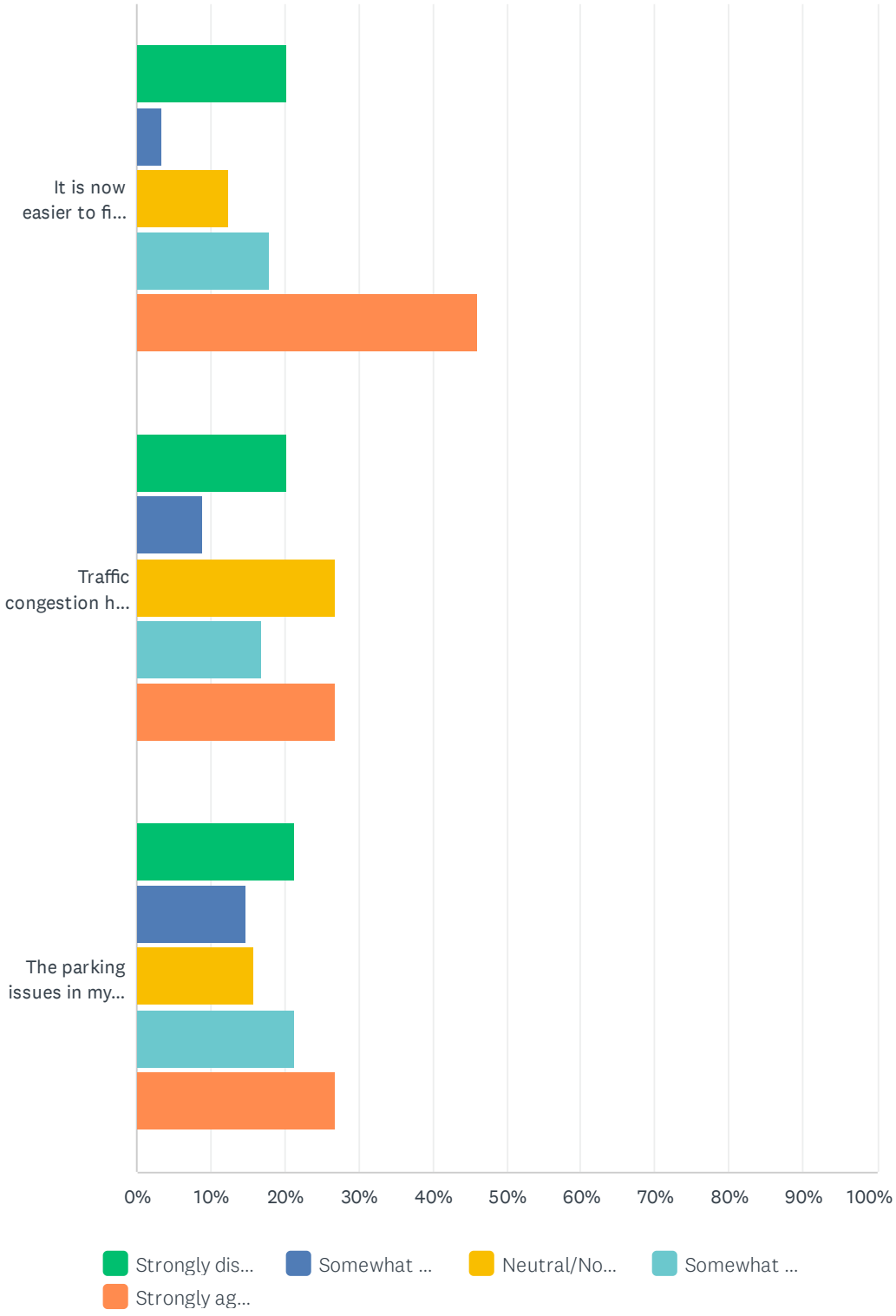
ANSWER CHOICES	RESPONSES	
No, and I don't plan to	42.70%	38
No, but I am considering purchasing one	21.35%	19
No, my household already had one or more residential parking permits	5.62%	5
Yes (please indicate how many)	30.34%	27
TOTAL		89

#	YES (PLEASE INDICATE HOW MANY)	DATE
1	1	6/8/2023 10:21 AM
2	one	6/7/2023 12:30 PM
3	3 vehicle family	6/4/2023 7:51 AM
4	1	6/1/2023 4:54 PM
5	1	5/29/2023 4:32 PM
6	2	5/27/2023 8:38 PM
7	1	5/26/2023 6:28 PM
8	2 passes	5/19/2023 6:07 PM
9	1	5/19/2023 2:30 PM
10	2	5/17/2023 9:47 PM

11	1	5/17/2023 3:46 PM
12	2	5/16/2023 8:04 AM
13	2	5/15/2023 11:44 PM
14	3	5/15/2023 9:51 PM
15	Ban the street parking all together	5/15/2023 9:37 PM
16	1	5/15/2023 9:21 PM
17	1. Would like one for guests but not allowed. No parking behind my house	5/15/2023 9:10 PM
18	1	5/15/2023 8:33 PM
19	1	5/15/2023 8:31 PM
20	2	5/15/2023 8:14 PM
21	2	5/15/2023 7:54 PM
22	2	5/15/2023 7:50 PM
23	1	5/15/2023 6:40 PM
24	1	5/15/2023 6:07 PM
25	No - I use Peg City Car Coop and I can’t apply for a pass. My partner and I work shift work and we need to park the car on the street but are limited.	5/15/2023 6:02 PM
26	1	5/15/2023 3:04 PM
27	1	5/15/2023 12:24 PM

Q7 Please choose the option that best describes how you feel about the following statements.

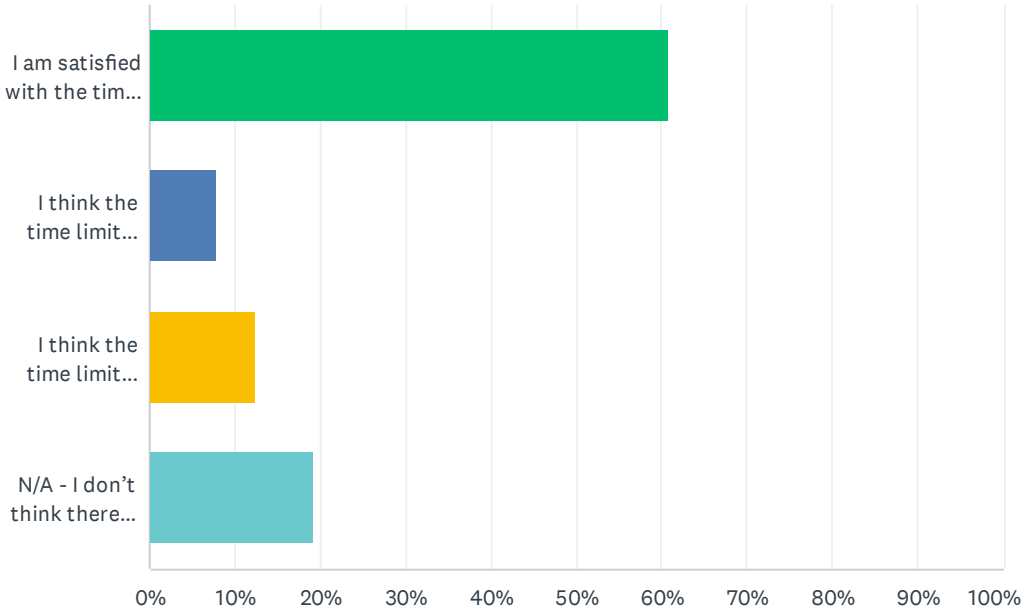
Answered: 89 Skipped: 34



	STRONGLY DISAGREE	SOMEWHAT DISAGREE	NEUTRAL/NO CHANGE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
It is now easier to find a parking spot on my street	20.22% 18	3.37% 3	12.36% 11	17.98% 16	46.07% 41	89	3.66
Traffic congestion has been reduced on my street	20.22% 18	8.99% 8	26.97% 24	16.85% 15	26.97% 24	89	3.21
The parking issues in my neighbourhood have been addressed	21.35% 19	14.61% 13	15.73% 14	21.35% 19	26.97% 24	89	3.18

Q8 How do you feel about the days the limit is in place (Monday to Friday)? Please choose one.

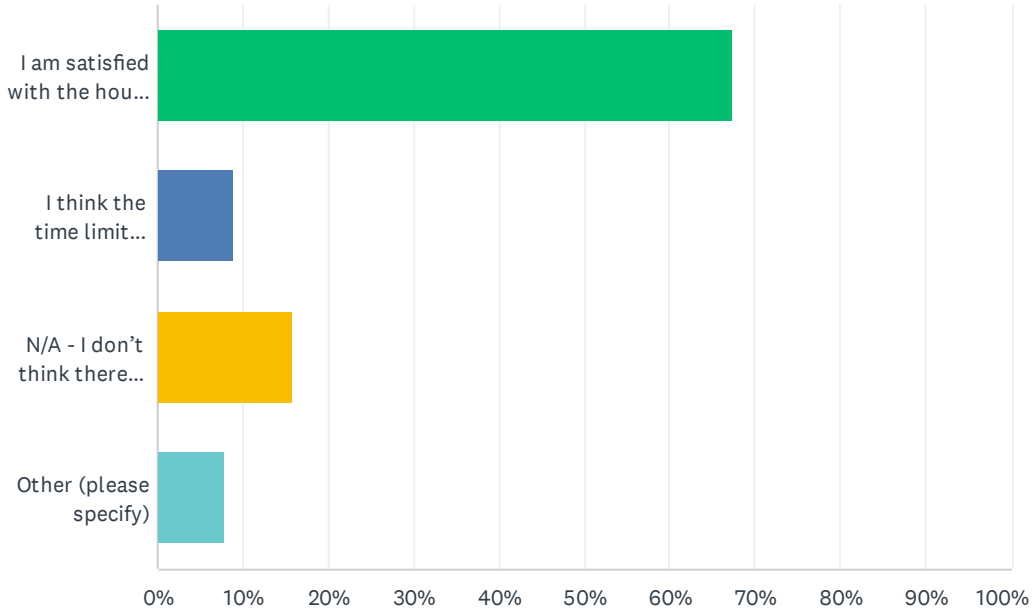
Answered: 89 Skipped: 34



ANSWER CHOICES	RESPONSES	
I am satisfied with the time limit being in effect Monday to Friday	60.67%	54
I think the time limit should be in effect Monday to Saturday	7.87%	7
I think the time limit should be in effect Monday to Sunday	12.36%	11
N/A - I don't think there should be a time limit on parking at all	19.10%	17
TOTAL		89

Q9 How do you feel about the times the limit is in place each day (7 a.m. to 5:30 p.m.)? Please choose one.

Answered: 89 Skipped: 34

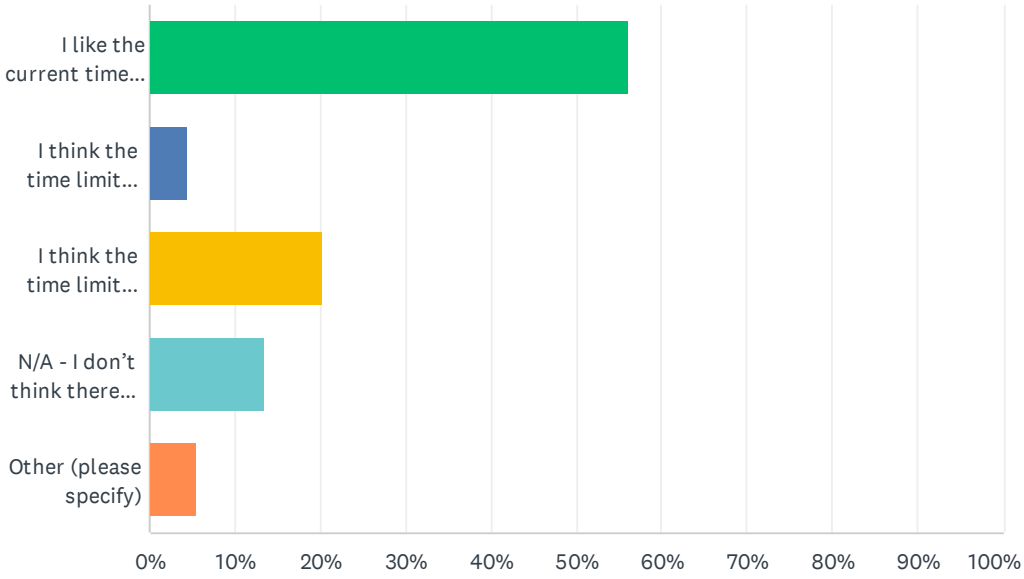


ANSWER CHOICES	RESPONSES	
I am satisfied with the hours the time limit is in effect	67.42%	60
I think the time limit should be extended into the evenings	8.99%	8
N/A - I don't think there should be a time limit on parking at all	15.73%	14
Other (please specify)	7.87%	7
TOTAL		89

#	OTHER (PLEASE SPECIFY)	DATE
1	Im not sure why my street is the only one for blocks that begins with a limit at 7 am	6/1/2023 6:23 PM
2	I think the time limit should be reduced 11 am to 4 pm for example	5/20/2023 5:22 PM
3	The parking restrictions do not acknowledge residents who use car co-op, rental vehicles or borrow vehicles for extended periods of time. It also does not allow for visitors during the day, which is frustrating. A longer time limit would still deter City transit employees from parking for their entire shift but have flexibility for visitors during the day.	5/19/2023 10:15 PM
4	I'm pretty satisfied with the time limit but I think it would be fine being 730-330 too	5/17/2023 12:16 PM
5	Time based 9n driver's/staff shifts at the Transit garage. If they come in for the night shift, they're still taking up all the parking.	5/15/2023 10:03 PM
6	Ban all street parking and make transit driver take transit	5/15/2023 9:38 PM
7	9-5:30 is fine Monday to Friday	5/15/2023 7:45 PM

Q10 How do you feel about the length of the time limit on your street (one or two hours, depending on the street)? Please choose one.

Answered: 89 Skipped: 34

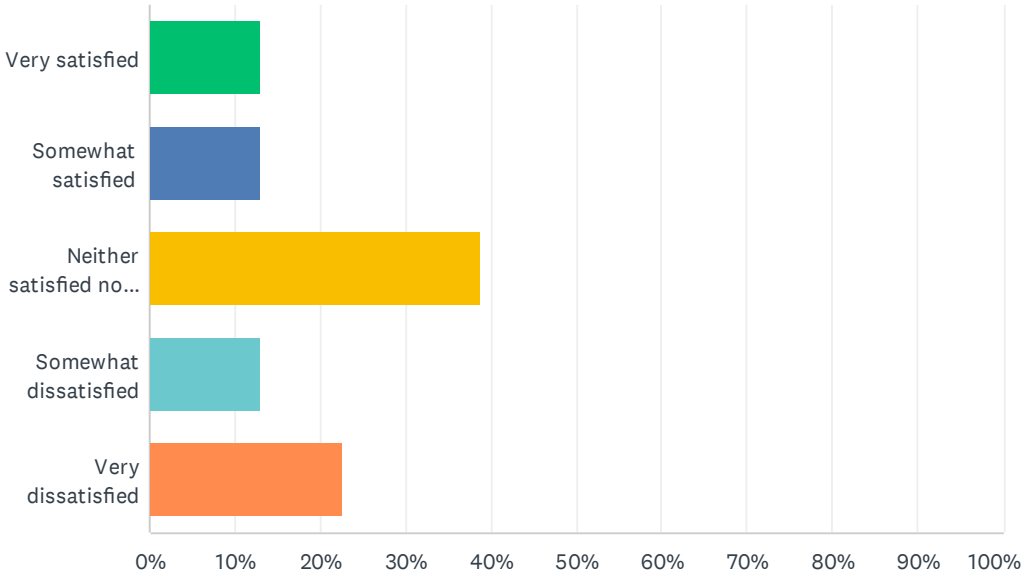


ANSWER CHOICES	RESPONSES	
I like the current time limit	56.18%	50
I think the time limit should be decreased	4.49%	4
I think the time limit should be increased	20.22%	18
N/A - I don't think there should be a time limit on parking at all	13.48%	12
Other (please specify)	5.62%	5
TOTAL		89

#	OTHER (PLEASE SPECIFY)	DATE
1	Also not sure why my street is the only one to have a 1 hour limit and not 2 hours	6/1/2023 6:23 PM
2	I like 2 hours. 1 hours would be far too short	5/28/2023 6:55 PM
3	No opinion	5/23/2023 7:56 PM
4	Slight increase	5/16/2023 8:06 AM
5	Make all transit driver take the bus	5/15/2023 9:38 PM

Q11 Time-limited parking has been in effect for approximately six months on streets near you. So far, how satisfied are you with the trial?

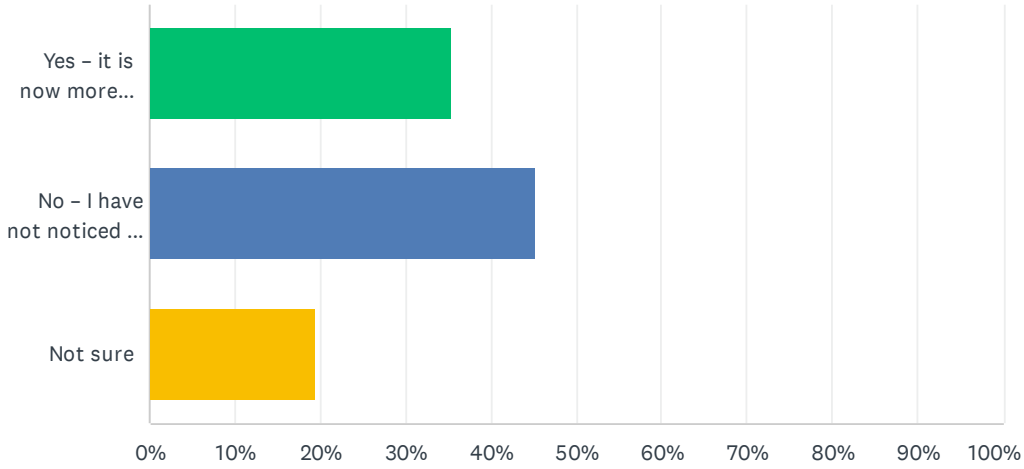
Answered: 31 Skipped: 92



ANSWER CHOICES	RESPONSES	
Very satisfied	12.90%	4
Somewhat satisfied	12.90%	4
Neither satisfied nor dissatisfied	38.71%	12
Somewhat dissatisfied	12.90%	4
Very dissatisfied	22.58%	7
TOTAL		31

Q12 Since the new parking limits were put into place in October 2022, have you noticed a change to parking on your own street? Please choose one.

Answered: 31 Skipped: 92



ANSWER CHOICES	RESPONSES	
Yes – it is now more difficult to find parking on my street	35.48%	11
No – I have not noticed a change	45.16%	14
Not sure	19.35%	6
TOTAL		31

Q13 Do you have any comments about the parking trial?

Answered: 87 Skipped: 36

#	RESPONSES	DATE
1	Please address the root problem. Winnipeg Transit employees working out of the near by depot are parking on surrounding streets instead of the depot's parking lots. These parking restrictions are not targeting the heart of the matter. Thanks!	6/9/2023 5:41 PM
2	I love it! Traffic has been reduced significantly and now feels like we live in a quieter residential area.	6/8/2023 11:51 AM
3	I wish we didnt have to pay for a residential parking pass. Each house should get one free pass	6/8/2023 10:22 AM
4	Thank you so much for doing this. It’s so much easier to find parking on the street, there are no cars that need to be towed on street cleaning days. If my parents come for a visit or to drop something off they don’t have to park two block away. Thank you!!	6/7/2023 6:42 PM
5	It's been awesome! Way less commuters parking on the street. Love that its Monday-Friday, because then if we have guests in the evenings or weekends it's never an issue if they're visiting with us for more than 2 hours.	6/7/2023 12:31 PM
6	The majority of the cars parked on the streets in the study are the transit drivers for the Winnipeg Transit city bus service. The reason they park there is because, although the transit base has ample parking for its drivers, it charges them a fee in order to do so. Therefore, rather than pay for parking in their own lot, they opt to park for free on the residential neighbourhood streets instead. I understand the desire to entice the transit bus drivers to use public transportation in order to reach the transit bus base by instituting a fee for lot parking, thereby discouraging personal vehicle transportation, but for the foreseeable future, Winnipeg is still very much a car-centric city. I believe it would make more sense to allow the city employed transit drivers to park on the otherwise EMPTY parking lots that the transit base has free of charge, rather than make residents of the streets they live on struggle to find parking for their own vehicle near their own house for a respectable length of time, regardless of if they have other parking options (garage, back lot, etc.).	6/5/2023 3:18 PM
7	I am opposed to implementing parking restrictions on Taft crescent and surrounding streets. At a time when residents are being hammered with price increases everywhere from groceries to gas, we should not have to now worry about getting ticketed in and around our residential neighborhoods for parking on our streets. I work from home and I do not see that there is a lack of parking during the daytime nor have I experienced this in the 15 plus years I have been in this neighborhood.	6/5/2023 12:23 PM
8	Other streets are now congested like Daley. It is difficult to turn onto these streets as drivers block the curbs now, as parking is a premium.	6/4/2023 10:37 AM
9	I’m all for parking trial, some action is better than no action. However, I feel there should be one free residential parking permit per household. We also need a parking limit on Daly St, it’s a huge congestion issue.	6/4/2023 7:56 AM
10	I understand why the parking limit is there (so that there is parking for the residents on the streets). But I find it unfair that the residents of the area are the ones to pay for the parking permit on the street, when most of the time the parking during the timed limits were not residents.	6/1/2023 6:49 PM
11	I miss the free parking space as I live on one of the streets but there used to be a long queue of cars before that parking was so far from where I actually stayed. I feel safer knowing I can see my car from my building since the trial began.	6/1/2023 4:58 PM
12	Many people work in this area as well and these time limits really effect lack of parking as businesses are not eligible for parking permits	5/31/2023 5:44 PM
13	I've found that since the parking trial started, it's actually been easier to find parking in front or	5/30/2023 1:22 PM

	near my home.	
14	Now everyone parks on Morley and residents can't find parking	5/30/2023 11:16 AM
15	It is working a lot better with the 1 hour parking	5/29/2023 9:14 PM
16	I have really appreciated the parking trial and hope it continues. It has made the street more enjoyable to live on. I also felt it made the road more accessible and better in the winter. Please keep this system running after the trial. I also hope Arnold could have traffic calming introduced when the repave the road.	5/29/2023 4:34 PM
17	Keep limits to 2 hours as that will deter Winnipeg transit employees from parking in the same spot all day. 1 hours is far too short as it means visitors to my house have to frequently move their car if they visit me during the week day	5/28/2023 6:56 PM
18	Yes- we who actually live on the street shouldn't have to pay for a parking pass. Also, there's no way to verify who actually lives in this area and is filling out the survey, so the surgery is moot.	5/27/2023 8:40 PM
19	I'm very happy with it. It's now possible to park in front of my house and my car isn't being boxed-in. Also less garbage on the boulevard.	5/26/2023 6:30 PM
20	Time limit should increase to 4-5 hours instead of 2 hours	5/25/2023 10:32 PM
21	i encourage anything that gets people using transit or riding bikes.	5/24/2023 11:19 PM
22	Main issue is--and always has been--Transit employees parking on my street because they are cheap and their stupid employer charges them to park at their workplace where they have ample parking that is not being used. But it's us residents/friends/family/visitors who suffer for this dealing with silly rules that other neighborhoods do not have to deal with. All the intersections here are dangerous because illegal parking that is not enforced (9 meters my ass) and I have an MPI claim because of this. The only vehicles parking infront of my house should belong to people I or my immediate neighbors know. That is never the case. I'm glad the City is trying to do something about the problem but this is the wrong way.	5/24/2023 10:22 PM
23	While I do think this trial has eleviated the transit drivers from parking on our street, they are still parking on the next streets further away from the depot. I think the city should provide free parking for these workers at the bus depot which would elevate the need for this time limit trial in the first place. But if it is to stay in effect I think the city should provide each household on these streets with a free parking pass to use for themselves or for guests when they may have them. Punishing us by having to purchase a pass to park on our own street because the city won't provide the bus drivers with their own parking in the lot adjacent to their place of work is insanity!	5/24/2023 5:06 PM
24	There are bus drivers and residents who have figured out that the area is not patrolled regularly by bylaw, so they have developed the habit of parking all day, knowing they will not receive a ticket. You should be patrolling at least once a week. Also, now that the drivers cannot park on the avenues, they have started to block the side streets like Daly, making it very dangerous for us to exit the backlane from Arnold into Daly. You must consider including Daly as well between Morley and Brandon.	5/24/2023 2:13 PM
25	I think it is not necessary to put a Time limited parking in residential areas, there is no heavy traffic If it was in the center of the cities, I could agree to have it, but not in our communities.	5/24/2023 1:11 PM
26	I heard it was implemented because the bus drivers take all the spots on the street. But when residents can't find any parking or have to park extremely far (2 blocks down) it is very inconvenient. To be honest, they need to make the parking lot for the staff at the bus station bigger! Maybe then the bus drivers won't park their oersonal vehicles on resident streets, and the people who actually live on the street can park theirs close to their place of residence. Personally, I spent hundreds upon hundreds of dollars because this timed parking, and I do not like it one bit.	5/23/2023 10:20 PM
27	There are too many bus driver s cars parked on Morley St during day time.	5/23/2023 9:05 AM
28	Still parking too close to intersections	5/22/2023 12:13 PM
29	The parking restrictions have worked to reduce / eliminate the unwarranted transit employee parking during the day.	5/21/2023 12:07 PM
30	There is not enough enforcement of parking restrictions.	5/20/2023 6:42 PM

31	There is a Giant empty parking lot at the end of brandon, it is very frustrating to me that bus drivers do not get access to this parking lot. The parking on Brandon Ave is filled with the bus drivers. Please allow bus drivers to park in the giant parking lot at the end of the street. This should be a free service for city of winnipeg employees or else the parking lot will stay empty. It is a giant waste of space if they don't use it!!	5/20/2023 5:30 PM
32	We were able to park on the street for free before. Now we can't. We also know people who live on the street but even though they drive a car but they do not qualify for the parking pass (some people have a car that they are lent from a family friend or family and they do not qualify and some people have no parking in the back so they no longer can park on the street they live on!)	5/20/2023 2:38 PM
33	The trial was effective in deterring transit workers from parking on my street, but does not seem to allow for me to use multiple vehicle that are not my own. I do not own one vehicle but when I rent one or use car co-op I have to be mindful of where to park. There needs to be a type of pass that is not connected to one license plate.	5/19/2023 10:16 PM
34	It has been great! There's spots on the street available when I come home from work now. My only complaint is the businesses on Osborne make it sometimes difficult to find parking in the evenings and on the weekend.	5/19/2023 6:09 PM
35	Thank you for addressing our concerns	5/19/2023 2:30 PM
36	I don't support the parking limits at all. It's utterly ridiculous that I'd have to pay to park on my own street on top of the ever increasing property taxes I already pay as a homeowner. Now when my family comes in from out of town, which is often, they have no place to park either. The transit workers only park there mostly during the day and most people in the neighborhood are at work then so I don't really understand what the big issue was. If the trial ended I'd be fine with that. If the parking limit hours get decreased to 1 hour and the limit goes into effect over the weekend, I'll be filing official complaints. If the city was able to build a brand new rapid transit station and all the rapid transit lines and not even a parking lot for its employees well that's just sheer stupidity on their part. Poor planning and abuse of tax payers money has led to this. Not the poor transit workers just trying to park somewhere to be able to go to work.	5/18/2023 11:38 AM
37	Works as intended. Still difficult to find parking on weekends with Transit drivers.	5/17/2023 9:48 PM
38	The restrictions affect any guests we have. You are only screwing over transit workers in this area. This is a money grab and a completely transparent one at that. There should be no parking ban here. Residents should have options to add up to 2 plates to our paid annual parking with no additional fee for people who don't reside here or, better yet, remove the stupid parking ban?!	5/17/2023 5:20 PM
39	I think its working well .	5/17/2023 3:47 PM
40	Makes no sense to put a parking ban on neighboring streets in this neighbourhood. People now have to play leap frog with their vehicles and move them from street to street during the day or winter bans at night. It's hard to park on my street as is, with this ban it became impossible. Ridiculous that I have to park blocks away from my own house...	5/17/2023 7:07 AM
41	We have wanted a parking ban for more than a decade. So happy that the City put this trial into place. Areas that do not have the ban are over run with cars, many parked too close to the stop signs. Most of those appear to be related to employees of Winnipeg Transit.	5/16/2023 8:11 PM
42	The time limit restriction is unnecessary and impedes visitation & services: 1. Friends and family are now restricted to the amount of time they can stay over or risk a parking ticket. 2. Service contractors and handymen are now exposed to parking ticketing if their services require a longer stay. This cost is passed on to the client. 3. Homecare services for the elderly are now hindered by this time limit restriction as are babysitting services.	5/16/2023 7:05 PM
43	As a resident, it's still impossible for me to find any street parking due to all of the bus drivers parking	5/16/2023 7:03 PM
44	Just so glad to finally have room to park on the street and I sure hope it becomes permanent.	5/16/2023 6:55 PM
45	Total B.S Morley is a snow route, there is almost nowhere to park my car in the winter because of this.	5/16/2023 4:57 PM
46	With the present system for monitoring who is parking on the streets the system could be	5/16/2023 2:16 PM

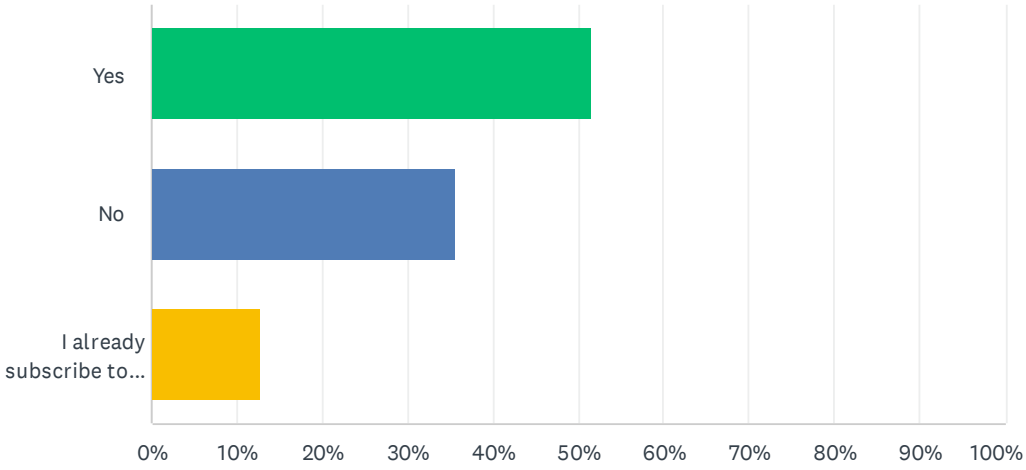
	easily configured to allow people who do live on the street to park without a permit...	
47	The parking congestion on Hethrington due to transit workers has now just shifted further out to create congestion on other residential streets in the area. I think the ban should go into effect for the entire area, if other streets are unhappy about the increased parking in their area (rather than discontinuing the ban in our northern-most quarter)	5/16/2023 1:37 PM
48	Limiting parking to 2 hours near the transit building only moves the issue to other streets, it does not eliminate the issue.	5/16/2023 12:59 PM
49	Only implementing this parking ban on some streets has pushed more bus drivers to park on adjacent streets, including mine. A wider spread area of parking bans should be explored!	5/16/2023 11:58 AM
50	This parking trial has turned the parking situation for my family and my guests upside down. To begin, I have watched and noticed that on my street (Arnold Avenue), during the day, many bus drivers come here and park on the street. They usually park from early in the morning until late afternoon, the time when residents of Arnold Avenue come home from work and they realize that there is little parking area for them. So, during the day, the number of cars parked here on the street is majority belonged to the bus drivers, who don't live here and yet they take up space from the very residents living here. This observation had been true before the parking ban was in effect, and it still has been true since the parking ban was in effect. My family have relatives who usually come over during the day to spend time with us, and ever since the parking ban was in effect, they have had a hard time finding parking, because they stay longer than 2 hours - the allowed parking time on the street. This situation has discouraged my family members and guests to come over my house, when it should not have been like this. Moreover, there are occasions when me and my parents have appointments with our family doctor and she needs to come over our house during the day. She expressed how frustrating it is to not being able to park in front of our house longer than 2 hours, and that finding parking near our house is not a pleasant task because most of the parking area on nearby streets is also under the same ban. Sometimes, I want to move our cars out of the garage and park them on the street for the day because I want to do some work in the garage, but the parking ban really give me a headache. I think it is unfair for us residents of Arnold Avenue to have to pay for parking on our own front street on top of paying thousands of dollars for property tax every year. We should be able to freely park our own cars on the street without having to pay for it, we only park here from late afternoon to overnight so it doesn't create a problem of "taken up parking area" at all. Overall, on behalf of my household, I strongly disagree, oppose, disapprove of the parking ban that has had nothing but negative effect on the parking situation of my household. I believe we are not the only household with this impression, so even though some households may not provide feedback in the given time, my household's opinion speaks for many others here on Arnold Avenue.	5/16/2023 11:47 AM
51	I think it’s great but I think it’s ridiculous of people that live there have to pay to park on their own street. It should be free.	5/16/2023 10:04 AM
52	Due to lack of monitoring, the parking restrictions are not followed. Both neighbours and bus drivers remain unfazed by the signage	5/16/2023 8:42 AM
53	So many of the bus drivers and the residents from the condos and townhouses are parking on Morley. Putting a two hour parking limits is only making the problem. Fix the problem	5/16/2023 7:58 AM
54	I do not think residents should be charged for a parking pass. It’s another money grab.	5/16/2023 7:10 AM
55	At the very least I hope this continues even without the improvements I would like to see. Additionally how do you know I live on Brandon avenue as I have stated earlier? I could be a transit driver who wants this parking ban to go away and fill out this form using every address on our streets. I could change my IP address after each response so they don't all look like they came from the same IP address.	5/15/2023 9:55 PM
56	Please do it on the other side too	5/15/2023 9:48 PM
57	Why do transit drivers not take the bus ? I take the bus and I don't literally work for the bus.	5/15/2023 9:38 PM
58	We have been waiting for this since we moved to the neighbourhood and we are extremely happy about it!	5/15/2023 9:22 PM
59	Disappointing to have friends or family come in from out of town and they can’t park here overnight and I can’t get a pass for them.	5/15/2023 9:11 PM
60	No	5/15/2023 9:08 PM

61	Prevent transit employees from taking up all the parking from folks who pay taxes to park/live in the area.	5/15/2023 8:53 PM
62	My block of Hethrington already had two hour parking but I like the trial starting time of 7 am instead of the 9am it was previously	5/15/2023 8:46 PM
63	I would prefer the time restriction be in place fro. 8am-5pm, and a 2 hour limit. Its very restricting for guests and maintenance work during the week	5/15/2023 8:35 PM
64	It has reduced parking traffic on the street but not the through traffic that goes to the new development. Speeding is a large problem.	5/15/2023 8:33 PM
65	I would strongly recommend including both Hugo St S and Morley east of Hugo St S to the transitway within the 2hr zone. There is huge pressure for street parking from transit drivers and delivery vehicles (Canada Post, UPS, Amazon, etc) park illegally constantly to service our condo building. That causes pedestrian, AT path, and vehicle safety issues with the 2-way stop at Hugo and Morley. The haphazard parking up to the stop signs also makes it super hard for the buses to turn south from Morley.	5/15/2023 8:19 PM
66	I live on Arnold with the new trial 2 hour parking. Yes it has solved the issue for my street, and I don't have issues parking anymore. However, I still feel like it is just pushing the problem further, and causing the transit employees to park further away. It is still not the best solution! The issue is the transit employees not having enough reasonable places to park. I don't blame them for not wanting to pay money to park for work. The city needs to address this issue, and not make the onus on the unhappy residents of the neighborhood!	5/15/2023 8:19 PM
67	Personally I have not had an issue with bus drivers parking on my street.	5/15/2023 7:55 PM
68	It fixes the problem on our street, but it is only pushing the problem to different streets. A more permanent solution would be to increase parking on the transit depot lot. I don't know how much current parking costs for transit drivers, but I'm my opinion, it is probably too much, which might be why they're parking in the street.	5/15/2023 7:54 PM
69	I didn't mind the 9-5. I didn't know this was just a trial. What a waste of tax payers money putting up new signs and taking the "New" down. Carlaw was always 1 hour parking. It didn't need to changed at all.	5/15/2023 7:51 PM
70	Parking has improved in the area in front of my house. The pass through traffic has not improved. With the reduced parked cars , cars are now able to go much faster as they don't need to slow for oncoming traffic. Parking helped to slow traffic. Traffic east/west on Arnold/Hetherington/Carlaw is regularly going too fast as there are no stop signs at Nassau. Please consider stop signs, traffic calming, or 30km limit.	5/15/2023 6:55 PM
71	Greatly reduced parking from bus drivers and enabled us to access parking. Through traffic and related excessive speeds caused by lack of stop signs is dangerous!!	5/15/2023 6:49 PM
72	Entering and exiting intersections between streets and between lanes and streets IS MUCH SAFER	5/15/2023 6:23 PM
73	Honestly it has been life changing! I am a mom with two little kids and our front door is preferred so I am so so so happy with the parking situation now. It is so nice that when my family comes over they have somewhere to park. THANK YOU!	5/15/2023 6:09 PM
74	I think the limit should be increased to two hours. We should also be able to apply for a parking permit if we use Peg City Car Coop. Or be able to register a car that is not attached to our address because we are part of a car share.	5/15/2023 6:04 PM
75	Please for the love of god do not put this on Morley. It's already effecting residents parking here as our street is not two hours.	5/15/2023 5:56 PM
76	Both my partner and I have been using the residential parking permit program for a number of years, since Hethrington Avenue went to a 2-hr parking limit. We are very satisfied with the results thus far. We are also happy that we have the option to complete the renewal process online, so our one comment would be to please keep that option available going forward.	5/15/2023 5:41 PM
77	No	5/15/2023 5:11 PM
78	The people parking on my street in general bus operator s. At 7am most week days. There is no parking on Morley. Which is not fair for someone who requires child care to come to our	5/15/2023 4:40 PM

	house and they aren’t able to find parking	
79	Bus drivers are the non-resident people I observe parking on the street every day. They should be encouraged to use the Transit parking lots.	5/15/2023 4:29 PM
80	It’s nice having open spaces available more often. However my senior aged parents come twice weekly to watch my baby while I am at work, often for 6 hours at a time. My father has to go out to move his vehicle 2-3 times a day if they want to park on Hethrington. This is not good for people with mobility issues. I don’t believe they are eligible for a permit because they don’t live in our area.	5/15/2023 3:42 PM
81	I dont think residents who live on these streets should be forced to pay to park on our own street. Especially when often times in winter the alleys are not plowed and are impassable. The city should be providing a free parking pass to residents if you decide to keep the time limit parking in the area. Furthermore the daytime time limit parking did nothing to help the parking space issue as it was most frequently an issue in the evenings anyways. (And mostly only an issue in winter when the alley is not plowed) All this time limit parking is doing is inconveniencing residents. Don't punish residents of the neighborhood because winnipeg transit has insufficient parking for their employees.	5/15/2023 3:37 PM
82	Daly between Arnold and Carlaw should be included in the restrictions. All of the transit employees park there (and at the park on hetherington) and they encroach on the lanes and streets blocking views. (Daly is packed with parked cars now).	5/15/2023 3:07 PM
83	It is now almost impossible to get a parking spot on Morley. This trial has not solved a problem, it has simply moved the problem farther south.	5/15/2023 2:08 PM
84	The real root of the issue is that bus drivers are not given adequate parking, and forcing them to park farther and farther away and making us have to suffer with timed parking is not actually addressing the root issue and is hurting everyone involved.	5/15/2023 1:49 PM
85	parking trial's success is marginalized by inadequate enforcement. Mornings typically until 10am, afternoons 2:30 pm until 6pm the street continues to be jammed up with parked vehicles, typically used by transit employees (identified by their uniform)	5/15/2023 1:47 PM
86	Parking should be restricted close to stop signs, blind corners, and emergency and bus routes. Also parking on street for curling club should be restricted when there is room for parking in parking lot.	5/15/2023 1:39 PM
87	Although the parking trial has freed up space on the street, the issue will always be the bus drivers who do not want to park on the depot's premise. Having a time limit is actually a negative effect for the people who have visitors in the area, or business along Osborne who are losing customers who can't find a spot to park for long enough to ensure they have time to visit a restaurant or a few stores.	5/15/2023 11:09 AM

Q14 Would you like to subscribe to receive Lord Roberts Community Traffic Study emails?

Answered: 118 Skipped: 5



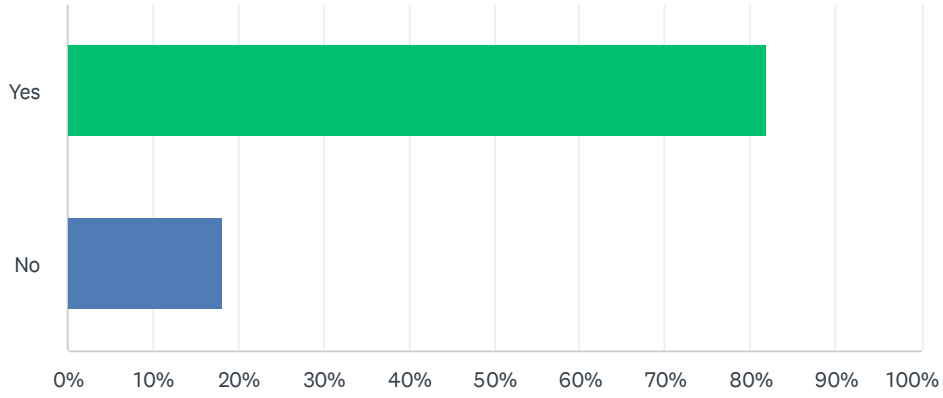
ANSWER CHOICES	RESPONSES	
Yes	51.69%	61
No	35.59%	42
I already subscribe to these emails	12.71%	15
TOTAL		118

Appendix D – Paper survey results

Please note: the views expressed in the verbatim survey comments are those of residents and are not those of the City of Winnipeg. The City of Winnipeg reviews comments to analyze feedback and remove comments that are inconsistent with our moderation policy.

Q1 Do you live on Hethrington Avenue, Arnold Avenue, Brandon Avenue, Carlaw Avenue, or Nassau Street South?

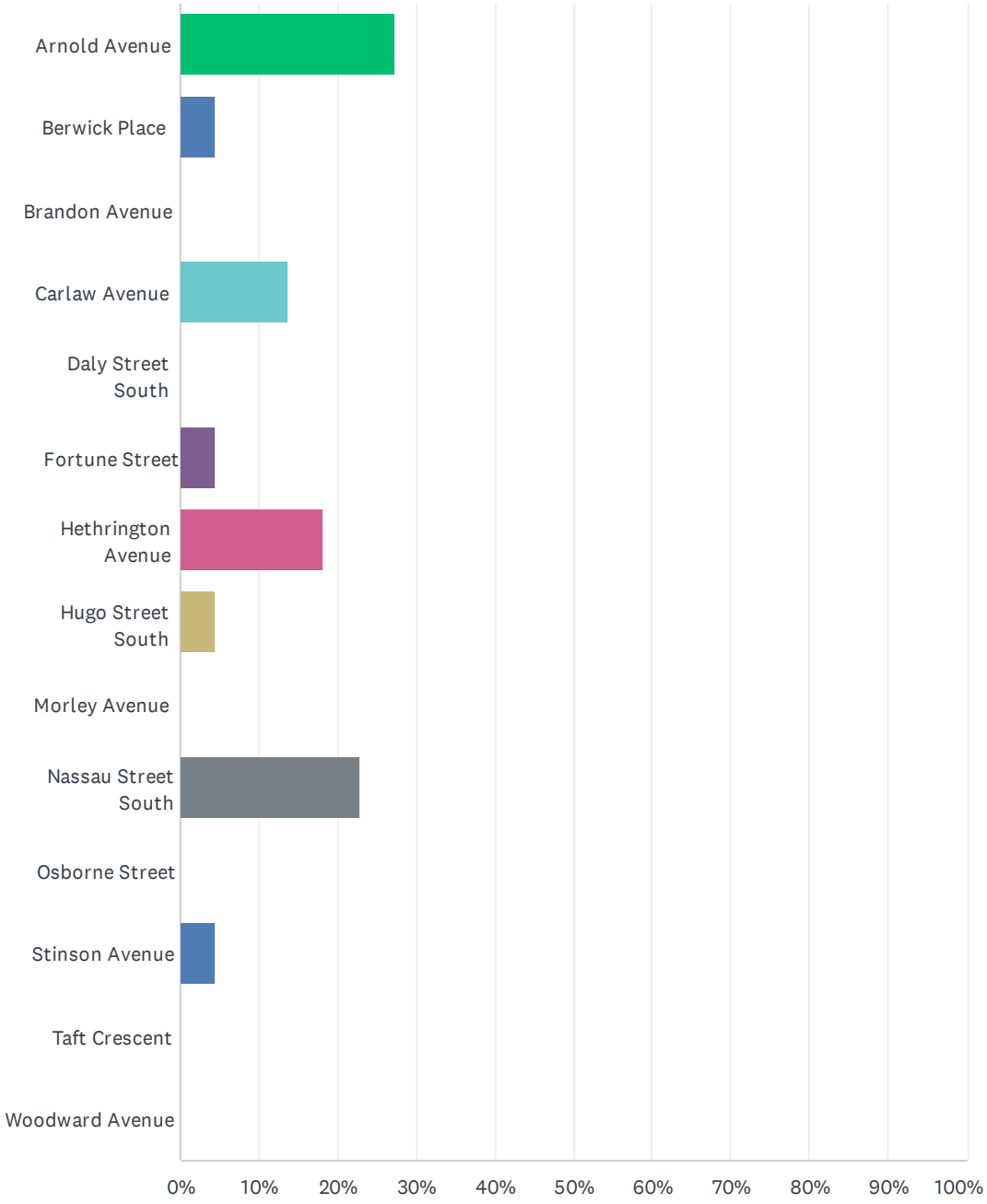
Answered: 22 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	81.82%	18
No	18.18%	4
TOTAL		22

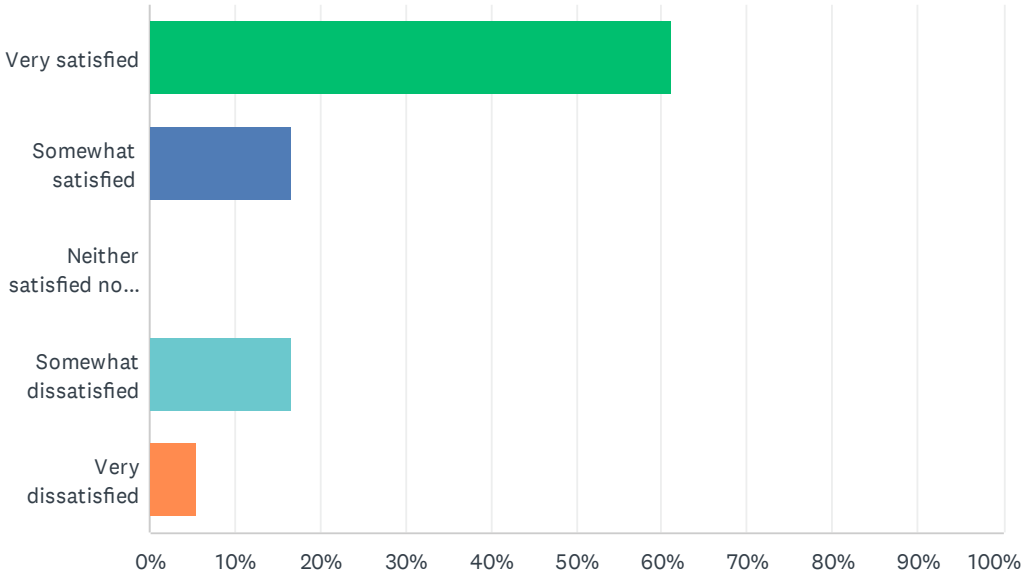
Q3 Street name

Answered: 22 Skipped: 0



Q5 Time-limited parking has been in effect for approximately six months. So far, how satisfied are you with the trial?

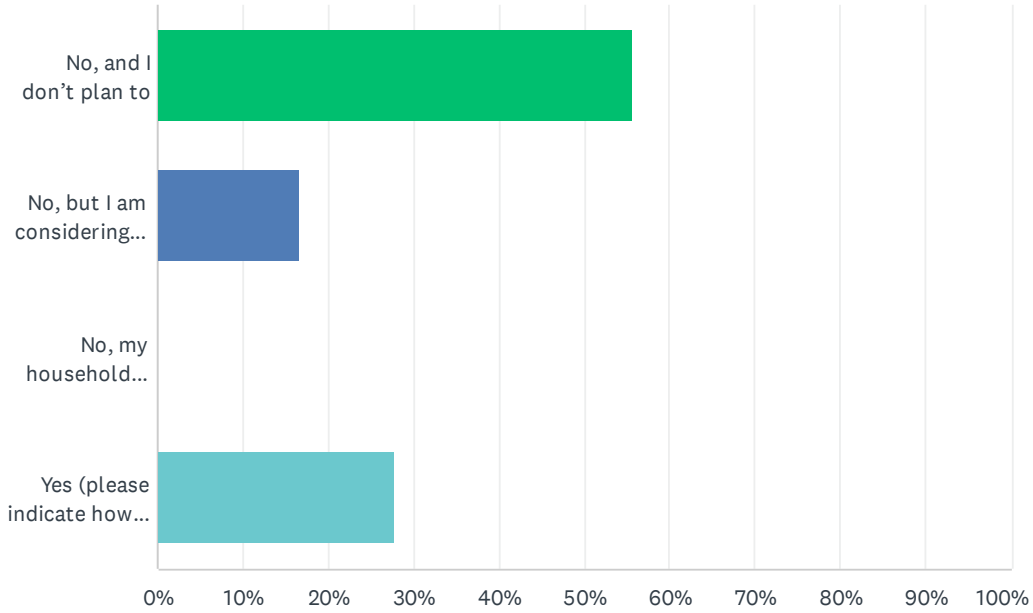
Answered: 18 Skipped: 4



ANSWER CHOICES	RESPONSES	
Very satisfied	61.11%	11
Somewhat satisfied	16.67%	3
Neither satisfied nor dissatisfied	0.00%	0
Somewhat dissatisfied	16.67%	3
Very dissatisfied	5.56%	1
TOTAL		18

Q6 Have you purchased a residential parking permit since the trial began in October 2022?

Answered: 18 Skipped: 4

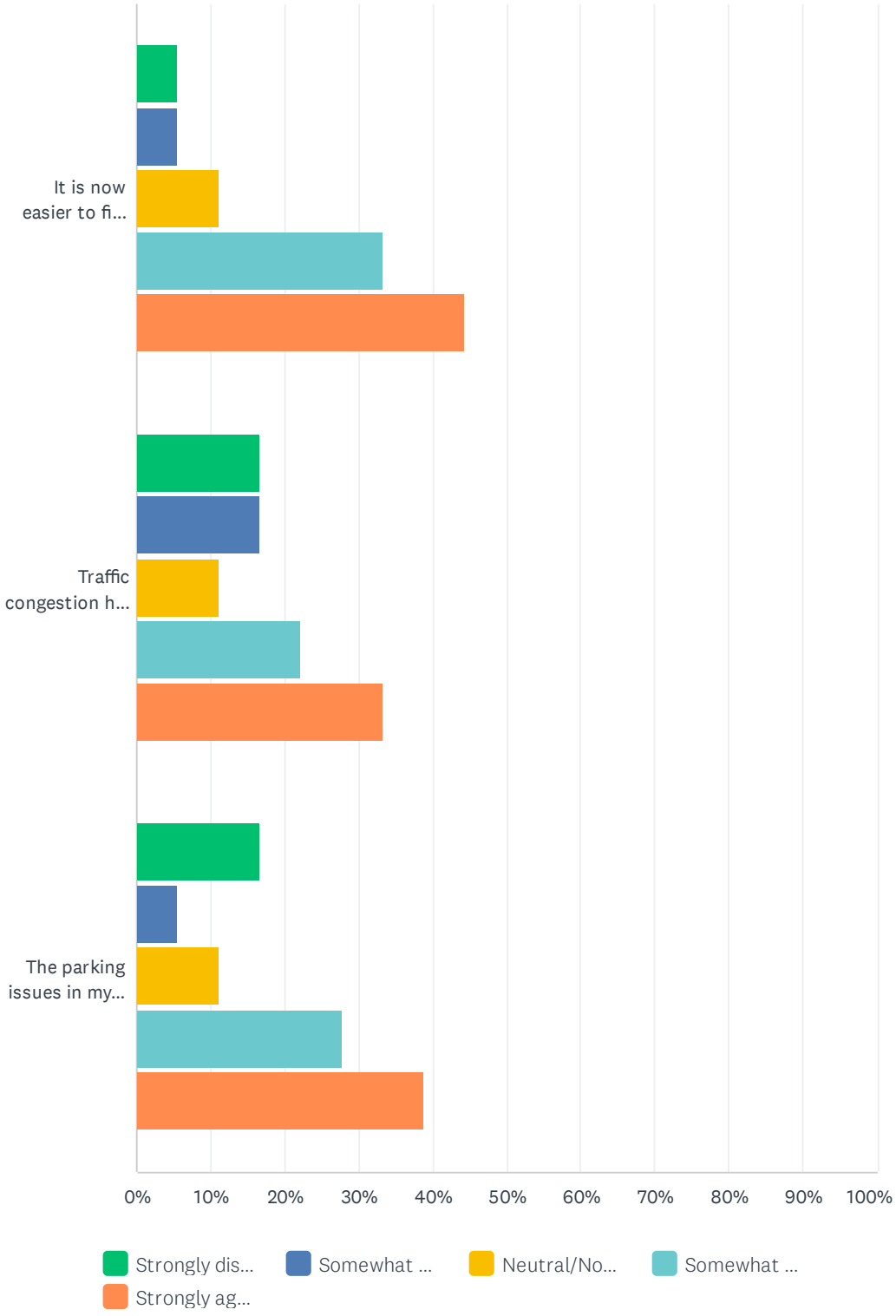


ANSWER CHOICES	RESPONSES	
No, and I don't plan to	55.56%	10
No, but I am considering purchasing one	16.67%	3
No, my household already had one or more residential parking permits	0.00%	0
Yes (please indicate how many)	27.78%	5
TOTAL		18

#	YES (PLEASE INDICATE HOW MANY)	DATE
1	10 - apartment block	6/21/2023 4:00 PM
2	2	6/21/2023 3:56 PM
3	1	6/21/2023 3:52 PM
4	1	6/21/2023 3:46 PM
5	1	6/21/2023 3:41 PM

Q7 Please choose the option that best describes how you feel about the following statements.

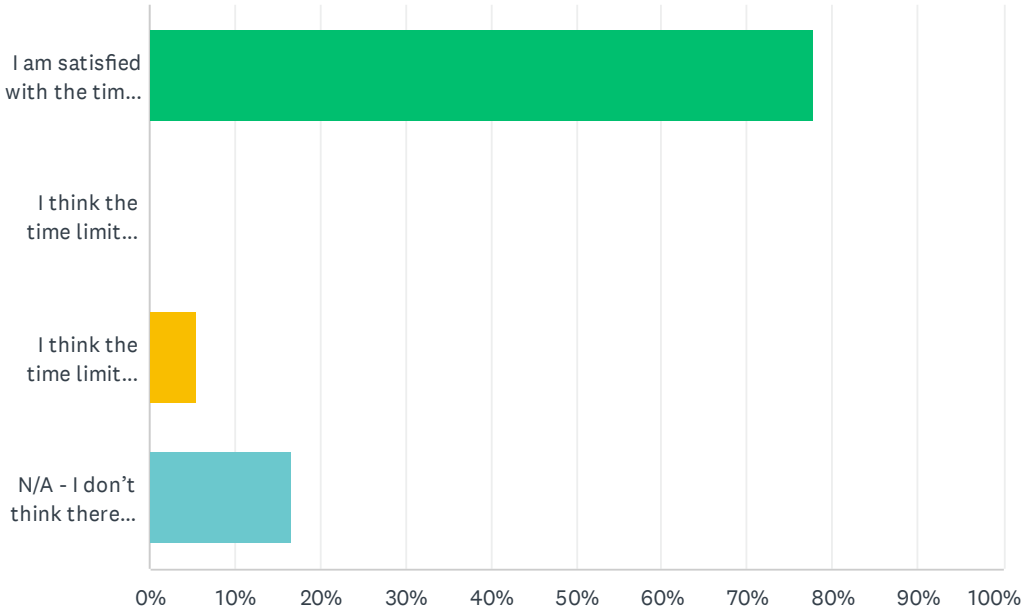
Answered: 18 Skipped: 4



	STRONGLY DISAGREE	SOMEWHAT DISAGREE	NEUTRAL/NO CHANGE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
It is now easier to find a parking spot on my street	5.56% 1	5.56% 1	11.11% 2	33.33% 6	44.44% 8	18	4.06
Traffic congestion has been reduced on my street	16.67% 3	16.67% 3	11.11% 2	22.22% 4	33.33% 6	18	3.39
The parking issues in my neighbourhood have been addressed	16.67% 3	5.56% 1	11.11% 2	27.78% 5	38.89% 7	18	3.67

Q8 How do you feel about the days the limit is in place (Monday to Friday)? Please choose one.

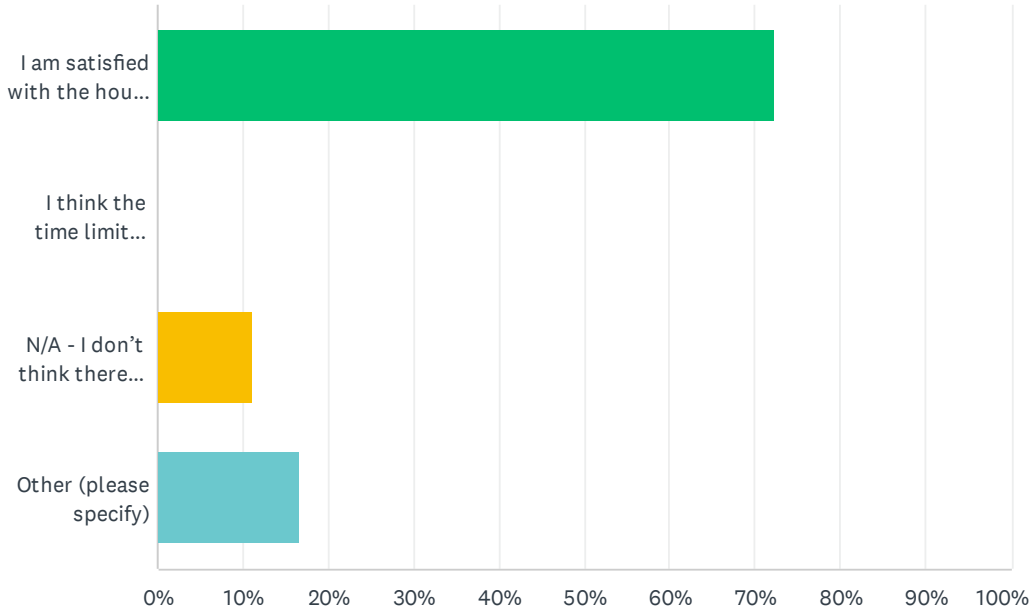
Answered: 18 Skipped: 4



ANSWER CHOICES	RESPONSES	
I am satisfied with the time limit being in effect Monday to Friday	77.78%	14
I think the time limit should be in effect Monday to Saturday	0.00%	0
I think the time limit should be in effect Monday to Sunday	5.56%	1
N/A - I don't think there should be a time limit on parking at all	16.67%	3
TOTAL		18

Q9 How do you feel about the times the limit is in place each day (7 a.m. to 5:30 p.m.)? Please choose one.

Answered: 18 Skipped: 4

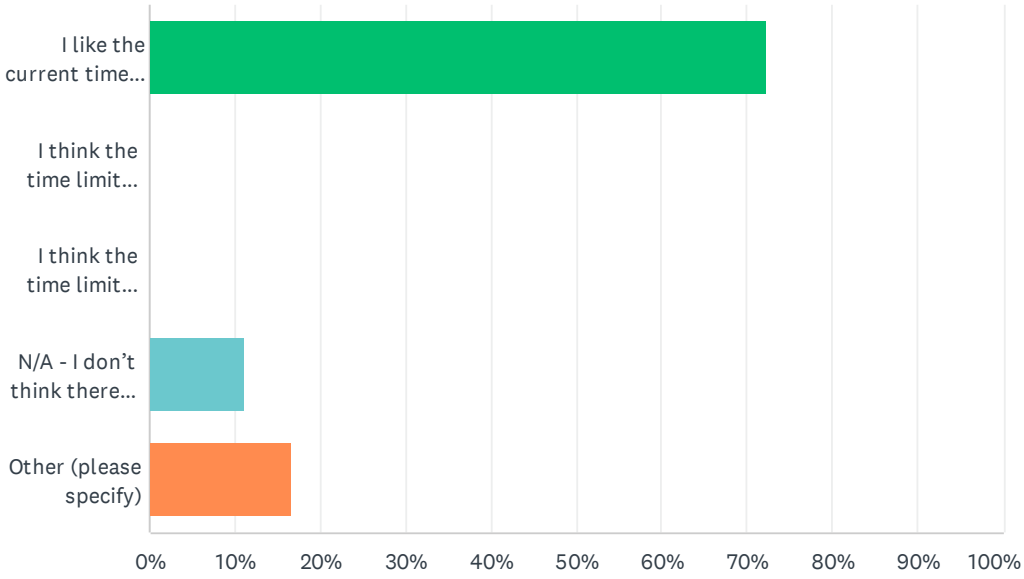


ANSWER CHOICES	RESPONSES	
I am satisfied with the hours the time limit is in effect	72.22%	13
I think the time limit should be extended into the evenings	0.00%	0
N/A - I don't think there should be a time limit on parking at all	11.11%	2
Other (please specify)	16.67%	3
TOTAL		18

#	OTHER (PLEASE SPECIFY)	DATE
1	Find proper parking for transit workers! This solves the root cause of the parking issue.	6/21/2023 4:14 PM
2	bus driver shift workers are able to avoid 2 hr limit	6/21/2023 4:05 PM
3	8:30 to 3:30	6/21/2023 4:01 PM

Q10 How do you feel about the length of the time limit on your street (one or two hours, depending on the street)? Please choose one.

Answered: 18 Skipped: 4

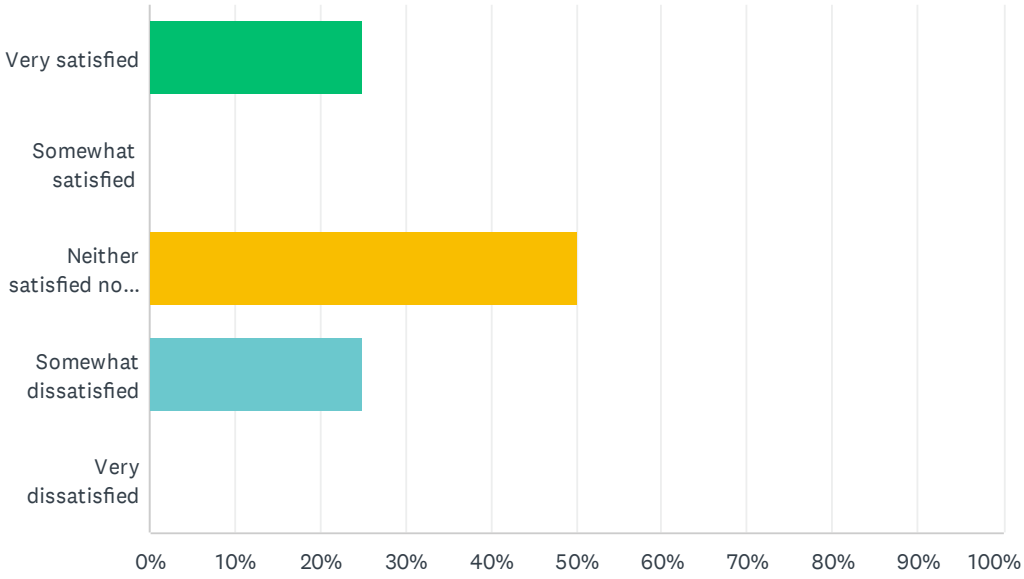


ANSWER CHOICES	RESPONSES	
I like the current time limit	72.22%	13
I think the time limit should be decreased	0.00%	0
I think the time limit should be increased	0.00%	0
N/A - I don't think there should be a time limit on parking at all	11.11%	2
Other (please specify)	16.67%	3
TOTAL		18

#	OTHER (PLEASE SPECIFY)	DATE
1	fix the root of the issue, find parking for transit workers	6/21/2023 4:14 PM
2	two hours	6/21/2023 4:01 PM
3	incomplete	6/21/2023 3:51 PM

Q11 Time-limited parking has been in effect for approximately six months on streets near you. So far, how satisfied are you with the trial?

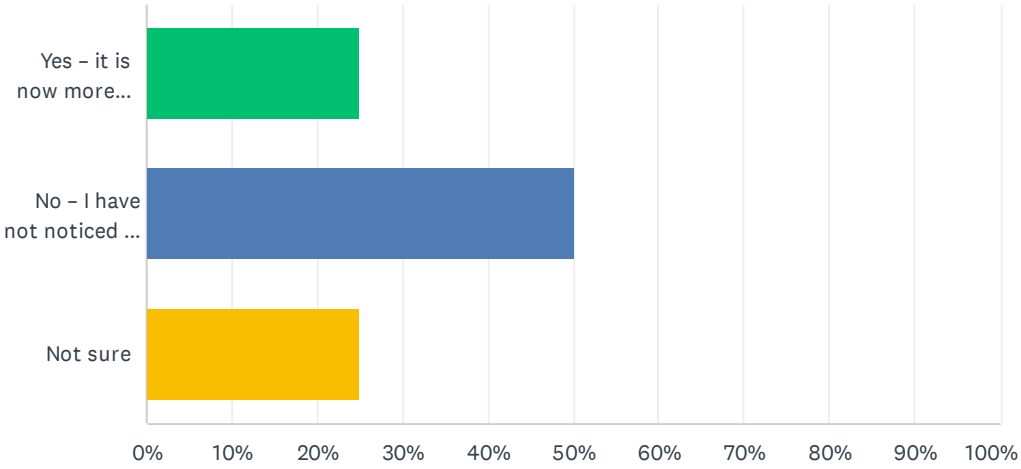
Answered: 4 Skipped: 18



ANSWER CHOICES	RESPONSES	
Very satisfied	25.00%	1
Somewhat satisfied	0.00%	0
Neither satisfied nor dissatisfied	50.00%	2
Somewhat dissatisfied	25.00%	1
Very dissatisfied	0.00%	0
TOTAL		4

Q12 Since the new parking limits were put into place in October 2022, have you noticed a change to parking on your own street? Please choose one.

Answered: 4 Skipped: 18



ANSWER CHOICES	RESPONSES	
Yes – it is now more difficult to find parking on my street	25.00%	1
No – I have not noticed a change	50.00%	2
Not sure	25.00%	1
TOTAL		4

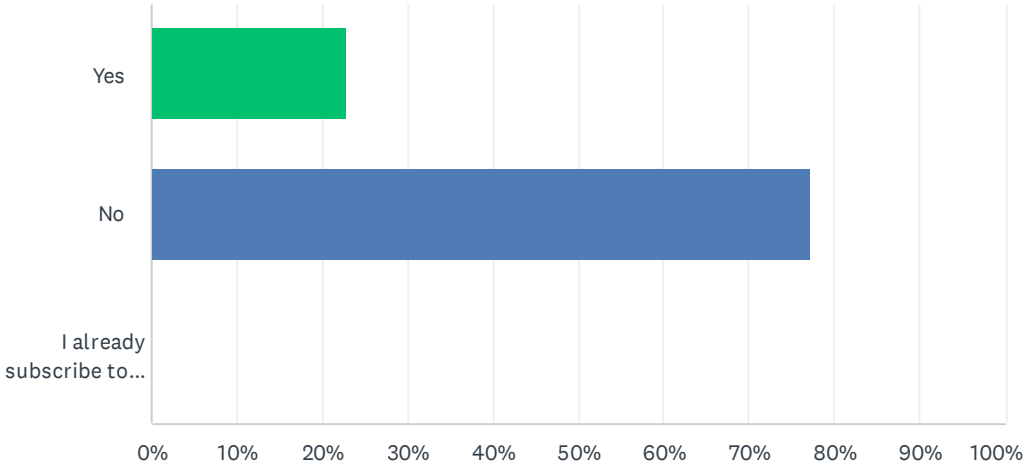
Q13 Do you have any comments about the parking trial?

Answered: 15 Skipped: 7

#	RESPONSES	DATE
1	The problem has always been that the transit workers park on our streets. Instead of putting limits on all the streets in the neighbourhood - solve the problem with transit workers .	6/21/2023 4:20 PM
2	A person whom resides on the affected street should never have to pay for a parking permit! Proof of address should be the only thing they need! As it currently is, the complaint from residents that lead to this parking trial just blame a government cash grab!! Unacceptable. The origin of the problem is the lack of adequate and appropriate parking for transit workers on transit property! This is the reason they would park on these streets while at work. All that aside there's scarcely anyone patrolling to check if anyone is parked too long without a pass. Usually if someone gets into trouble over this, its one on the local residents.	6/21/2023 4:17 PM
3	A new apartment went up at the end of our street. People from the block park on Argue and Berwick. This is a fire route. It is a busy corner. Many accidents have almost happened. My adult children can't find parking most times when they visit. They use the Lord Roberts Community Club parking lot!	6/21/2023 4:10 PM
4	The root cause is non residents bus drivers. We need them off our streets. Shift workers are avoiding time limits. Eg. They park from 6 a.m. to 10 a.m. never enforced. they park from 3 p.m. to 7:30 p.m. never enforced. Daly St. is a mess. No restrictions. No sightlines, congested, weekends staff parking empty all on streets .	6/21/2023 4:07 PM
5	There should be no restrictive parking time limits for tradesman if possible. It can be difficult to judge how long it takes to complete a job. A two hour restriction on parking between 8:30 am to 3:30 pm would work in front of Nassau st. and the neighbour buildings as well though I have not asked them.	6/21/2023 4:03 PM
6	This has made a huge difference - thank you for taking our concerns seriously!	6/21/2023 3:57 PM
7	I no longer have a car. It was towed away last fall and donated. I don't plan to buy another car- too expensive (and my age 87). I do find the parking situation in front of my home to be MUCH CALMER.	6/21/2023 3:56 PM
8	I am very glad and bus drivers, who were 100% of the problem, have been forced to use their own parking lot; much less garbage on the boulevard. Friends can now visit and park for the first time in years.	6/21/2023 3:53 PM
9	Many of the daytime parkers in the area are bus drivers who take up most of the parking allocations on all the streets in the trial area. IN the past, they have parked all day starting at 7 a.m. and there has been no parking for residents of the target area. This action has helped to free up parking for residents.	6/21/2023 3:49 PM
10	Great plan to reduce congestion on my street	6/21/2023 3:45 PM
11	Like it! Just a note: we're having traffic jams on nassau. If the closed bridge traffic wants to shortcut from Brandon to Morley, they come south down Nassau	6/21/2023 3:43 PM
12	Residents of the mentioned street should be provided a parking permit as part of their paid taxes. Streets are not full of transit drivers who were parking on street for many hours and never ticketed	6/21/2023 3:41 PM
13	i am happy with the limited parking times, now we can have visitors, sub-contractors can park in fort of our house and deliveries can be made. the parking before this didn't work at all	6/21/2023 3:38 PM
14	get transit to park in lots or take bus to work	6/21/2023 3:36 PM
15	please keep this restriction on parking	6/21/2023 3:34 PM

Q14 Would you like to subscribe to receive Lord Roberts Community Traffic Study emails?

Answered: 22 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	22.73%	5
No	77.27%	17
I already subscribe to these emails	0.00%	0
TOTAL		22

Appendix E – Pre-pilot survey results

For surveys, add this note:

Please note: the views expressed in the verbatim survey comments are those of residents and are not those of the City of Winnipeg. The City of Winnipeg reviews comments to analyze feedback and remove comments that are inconsistent with our moderation policy.

Lord Roberts Community Traffic Study – Proposed Parking Trial

Public Engagement Summary

September 2022

Background

In Fall 2018, the City of Winnipeg began the Lord Roberts Community Traffic Study to identify community concerns, gather data, and develop and implement solutions to improve transportation in the area. Through the study, we identified improving on-street parking as a community priority.

Engagement

To address parking concerns, a trial solution was developed and proposed to the community that would see two-hour time-limited parking installed on all streets in the north part of Lord Roberts for a one-year period.

Residents of the area north of Kylemore Avenue to Brandon Avenue were invited to provide feedback through an online survey from April 19 – May 10, 2022.

Data analysis

To ensure we only heard from residents within the designated area, respondents were asked to provide their address and only one response per address was collected. When multiple responses were submitted from the same address, the first response was counted and subsequent responses were removed. The survey collected 149 responses; nine were removed as duplicates.

Responses were also checked against the IP address from which they were submitted to ensure residents of a single address were not able to submit multiple responses with different addresses by entering a false second address. No responses were removed based on IP address.

Response rate

The mailing area consisted of 1,266 addresses; 140 unique addresses responded, resulting in an overall response rate of 11 percent of the targeted community.

Response rates varied by street, with highest response rates on Hethrington Avenue (21 percent of addresses) and Arnold Avenue (20 percent of addresses). Some streets had substantially low response rates, making it difficult to determine the level of support among residents (Figure 1).

Figure 1: Response rate by street

Street	Response rate
Arnold Avenue	20% (29 of 143 addresses)
Berwick Place	13% (nine of 67 addresses)
Brandon Avenue	6% (two of 32 addresses)
Carlaw Avenue	8% (seven of 86 addresses)
Daly Street South	17% (two of 12 addresses)
Fortune Street	7% (one of 15 addresses)
Hethrington Avenue	21% (19 of 92 addresses)
Hugo Street South	9% (16 of 187 addresses)
Morley Avenue	16% (22 of 134 addresses)
Nassau Street South	14% (14 of 102 addresses)
Osborne Street	3% (eight of 303 addresses)
Stinson Avenue	16% (four of 25 addresses)
Taft Crescent	14% (five of 35 addresses)
Woodward Avenue	3% (one of 32 addresses)

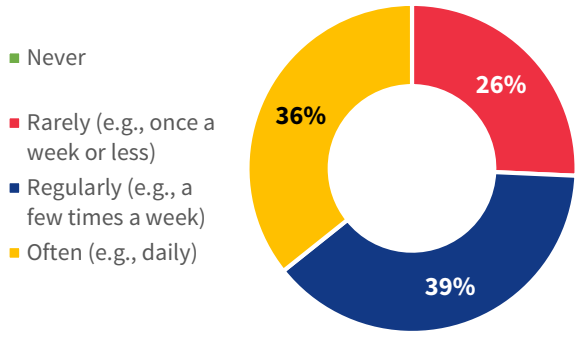
Promotion

A brochure was mailed directly to all relevant addresses with information about the proposed trial and an invitation to take the survey. To prevent the survey from being taken by those outside the area, the survey was not promoted beyond the proposed trial area and was not made available to the public online.

Key Findings

Although 91 percent of survey respondents indicated they have parking space available on their private property, 74 percent of survey respondents said that they or their visitors park on the street regularly (54 of 140 responses) or often (50 of 140 responses) (Figure 2).

Figure 2: How often do you (or your visitors) park a vehicle on the street?
(140 responses)

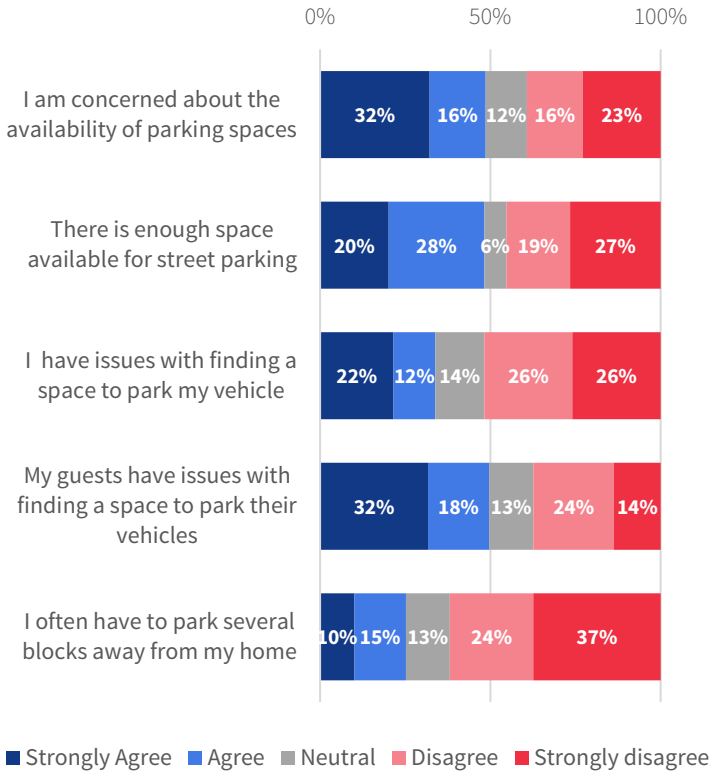


To learn more about the Lord Roberts Community Traffic Study, please visit winnipeg.ca/lordrobertstraffic

Some 48 percent of respondents either strongly agree or agree that the availability of parking is a concern (68 of 140 responses), 39 percent either strongly disagree or disagree, and 12 percent are neutral (Figure 3).

Figure 3: Please indicate whether you agree or disagree with the following statements regarding parking on your street:

(140 responses)

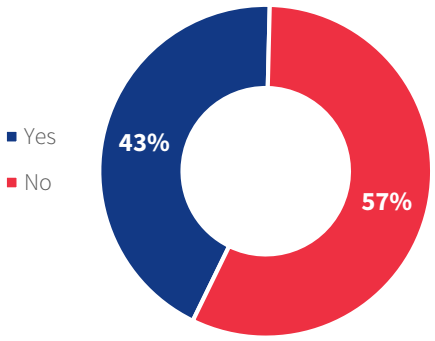


Survey respondents were asked: *Do you support the proposed trial solution of installing two-hour time-limited parking restrictions on all streets in Lord Roberts north of Kylemore Avenue. Time limits would be in effect from 7 a.m. to 5:30 p.m., Monday to Friday* (Figure 4).

- 43 percent responded yes (60 of 139 respondents)
- 57 percent responded no (79 of 139 respondents)

Figure 4: Do you support the proposed trial solution?

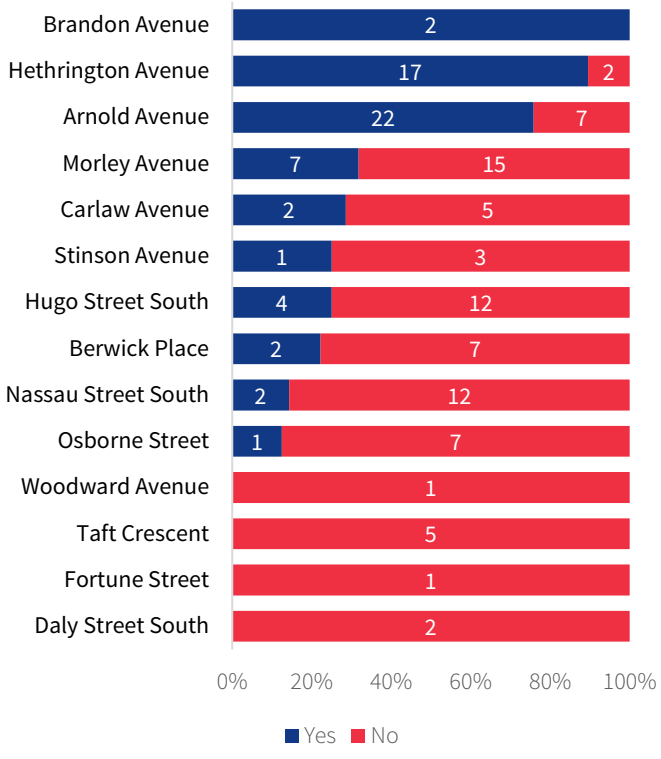
(139 responses)



Residents' support for the proposed trial solution is highest on the northern most streets in the neighbourhood (see Appendix C: Proposed trial map): Brandon Avenue, Hethrington Avenue, and Arnold Avenue (Figure 5). Note: Brandon Avenue has existing two-hour time limited parking regulations.

Figure 5: Support for proposed trial solution by street

(139 responses)



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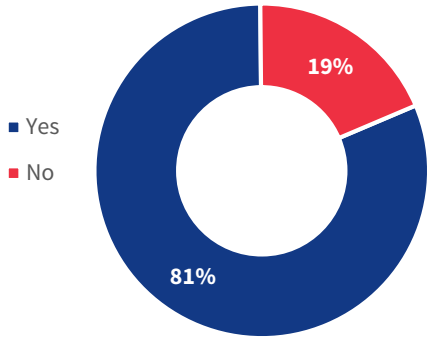
Combined, 81 percent of survey respondents on Hethrington Avenue and Arnold Avenue support the proposed trial (Figure 6).

Figure 6: Do you support the proposed trial solution (responses from Heathrington Avenue and Arnold Avenue only)
(48 responses)



Respondents who support the proposed trial were asked why.

The top reasons are a belief the trial will address parking issues (43 responses), make it easier to find parking (41 responses), and reduce traffic congestion on the respondents' street (40 responses) (Figure 7).

Figure 7: You indicated you support the proposed one-year parking trial. Please tell us why (select all that apply).
(60 responses)



Respondents who do not support the proposed trial were asked *why*.

The top reasons are that respondents do not want to buy a residential parking permit (55 responses), they think parking conditions are fine as-is (50 responses), and concern about the impact on visitor parking (46 responses) (Figure 8).

Figure 8: You indicated that you do not support the proposed one-year trial parking trial. Please tell us why (select all that apply).
(79 responses)



Respondents were asked if they had any other comments they wanted to add and 86 respondents chose to provide further feedback. These comments were grouped and two key themes emerged:

Winnipeg Transit Parking – survey respondents indicate Winnipeg Transit drivers parking on residential streets while at work is the root cause of parking concerns in the area, and that this is the issue that needs to be addressed (32 comments).

Parking permit cost – survey respondents feel it is unfair to charge residents for on-street parking and that the additional cost would be a burden to some (21 comments).

While 48 percent of survey respondents agree that parking is a concern in the area, 57 percent of respondents do not support the proposed trial. However, support for the proposed trial is concentrated in the northern portion of the neighbourhood, specifically on Brandon Avenue (where there is already a 2-hour parking restriction), Hethrington Avenue, and Arnold Avenue. Hethrington Avenue and Arnold Avenue also had the highest survey response rates, at 21 percent and 20 percent, respectively.	The boundaries of the proposed trial area have been reduced to reflect this feedback. Two-hour parking time limits will only be trialed on streets north of Morley Avenue, as this is where we heard a concentration of parking concerns and saw more support for the trial.
Many survey respondents do not have issues finding parking for their own vehicles, but agree that parking is a concern for visitors.	It stands to reason that parking is less of a concern for residents than visitors, as over 90 percent of respondents indicated they have parking available on private property, such as a garage or parking pad. The proposed time limits are intended to generate more turnover, which could make it easier for visitors to find nearby parking.
The main reason survey respondents do not support the trial is because they do not want to pay for a residential parking permit. Respondents do not feel it is fair to pay for parking on their own street.	Streets are public right of way and not reserved solely for resident parking. The Residential Parking Permit Program helps communities manage non-resident vehicles in their neighbourhood by restricting the amount of time non-residents can park. Through the permit system, eligible residents can be exempted from timed restrictions. The annual fee for a residential parking permit is $25, which reflects the cost of administering the program.
Respondents suggested if time limited parking were to come into effect, each household should get a parking pass for free that can be used for residents or visitors.	The annual fee of $25 per permit reflects the cost of administering the Residential Parking Permit Program. Parking permits will not be provided for free and anyone without a permit should abide by the time-limits. Permits for out of town visitors are available from the Winnipeg Parking Authority for a small fee; more details are available at theparkingstore.winnipeg.ca.
There are concerns with Winnipeg Transit drivers parking on the residential streets. Survey respondents had suggestions such as increasing the size of the parking lot at Winnipeg Transit, and making parking in the Transit lot more affordable or free for drivers.	In 2019, the annual average vacancy rate for Transit's employee parking lots in the Lord Roberts neighbourhood was 19%, indicating that the lots are not at capacity and some space is available for additional employee parking. Transit employee parking costs are affordable and charged as per our fees and charges schedule. Like staff in other City departments, Transit employees are expected to pay for parking if they want to have a guaranteed space near or at their workplace. Transit has confirmed that memos are circulated to staff requesting that they avoid parking on the street so as to limit impacts on the neighbourhood.
The proposed trial doesn't take into consideration businesses in the area that have staff and clients who need to park on the street for more than two hours and would not qualify for a residential parking pass.	Anyone without a residential parking permit would be required to abide by the two-hour time limits. Parking is available on the west side of Osborne Street, except for during the afternoon peak period. The proposed time limits end after the peak period, so a permit would not be required to park on these streets in the evening.

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The proposed trial would be difficult and inconvenient for visitors to residential homes.	The proposed time limits are intended to create more turn over and increase available on-street parking. Visitors who need to park would be required to follow the two-hour time limits. Over 90 percent of survey respondents indicated they have parking available on private property. Some residents may consider allowing their visitors to park on private property and moving their own vehicle to the street, as they could be exempt from the two-hour time limits as a permit holder.
In order for the proposed trial to work, enforcement of the time-limited parking would be needed.	Enforcement would be undertaken during the trial to help support implementation and evaluation.
Residents are concerned that implementing time-limited parking in the north part of Lord Roberts will shift the parking problem to other streets.	It is possible that implementing parking time limits on some streets could impact parking on other streets. Implementing these changes on a trial bases will allow us to monitor impacts and respond to concerns that arise.

Next Steps

Based on the feedback received, we will be proceeding with a modified version of the proposed trial in Fall 2022. Two-hour parking limits will be installed on streets north of Morley Avenue, as this area showed higher levels of support (Figure 9). The trial will be in place for up to one-year, with an added round of engagement midway to assess impacts. Data and public feedback will be collected during the trial to determine whether the solution should be implemented in the long-term, or if additional changes are required.

Figure 9: Time limited parking trial area



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Appendices

Appendix A – Promotional brochure

Appendix B – Online survey results

Appendix C – Proposed trial map

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