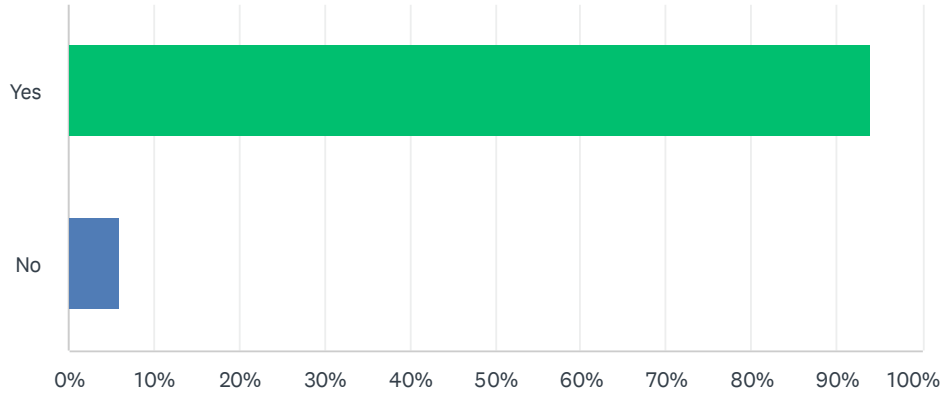


Appendix A – Online survey results

Q1 Do you understand the proposed traffic calming improvements along Minnetonka Street between River Road and Riel Avenue?

Answered: 17 Skipped: 0

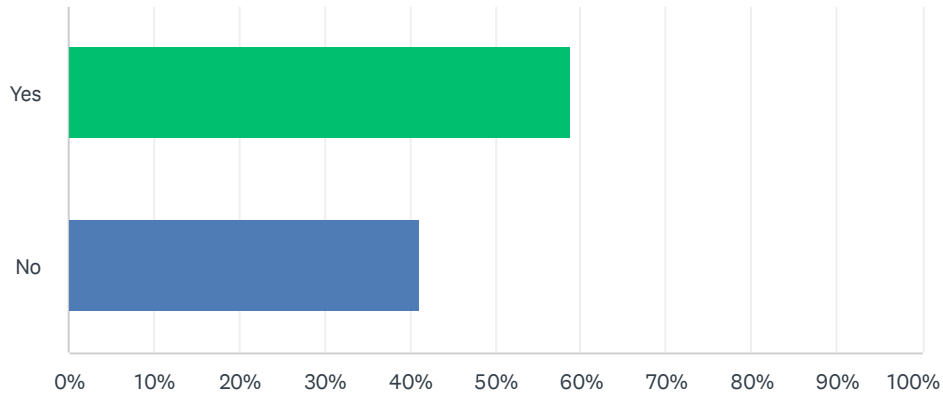


ANSWER CHOICES	RESPONSES	
Yes	94.12%	16
No	5.88%	1
TOTAL		17

#	IF NO, PLEASE EXPAND:	DATE
1	Absolutely pointless. Never have I ever seen a problem with speeding in this area. Instead of wasting money on speed humps, fix the crumbling pavement of river road. Absolutely disgusting and deplorable road pavement condition.	11/1/2021 7:08 PM

Q2 Do you have any concerns about the proposed changes?

Answered: 17 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	58.82% 10
No	41.18% 7
TOTAL	17

#	IF YES, PLEASE EXPAND:	DATE
1	The humps damage vehicles at any speed. I vote against this pointless project.	11/1/2021 7:08 PM
2	There is a major issue with near traffic accidents and actual accidents at the intersection of Riverbend and Minnetonka. It is not a 4 way stop. Riverbend traffic has a stop sign but Minnetonka traffic does not. Many people think it is a 4 way stop and therefore when driving east or west bound on Riverbend will go when they think it is their turn, not realizing the Minnetonka does not have a stop sign. We have witnessed many near accidents and actual accidents. I hope that the measures you are suggesting will slow people down on Minnetonka, but it won't help the confusion of people driving down Riverbend. I am not sure why this intersection is not a 4 way stop. We live 1 house in from this intersection so can attest to the issues. We always hear honking from the near misses. We also have young kids and the lack of sidewalks on Woodlawn, Riverbend and Minnetonka is frustrating.	10/27/2021 8:19 PM
3	If one of my trees is the one identified as needing to be cut down for a sidewalk, I'd like to suggest moving the sidewalk a little closer to the curb. This saves bird habitat, carbon sequestration to mitigate climate change.	10/27/2021 12:42 PM
4	curb extensions or bump outs are not recommended. They were installed on St. Vital Road and DID NOT achieve desired slowing of traffic. Suggest installing 4 way stop signs at Riverbend and Minnetonka. Also, station a photo radar vehicle in school parking lot to deter speeders during 30 mph times.	10/25/2021 10:47 PM
5	It is unnecessary to add sidewalks, this would destroy some older trees and ruin the shade and wind protection they offer over our yards.	10/25/2021 10:07 AM
6	The measures proposed between Riverbend and River are good as there is a school there; the new sidewalk is probably too much money and given the low traffic volumes (less than 1000 cars per day) as described by the City of Winnipeg not worth the trouble.	10/25/2021 9:51 AM
7	The additional sidewalks will affect the green look of the street. I seldom see kids walking on the section of Minnetonka between Greendell and Riel. I feel like this is a lot of money to spend for no real benefit. I like the idea of getting rid of the yield at Riverbend and Minnetonka.	10/21/2021 3:36 PM

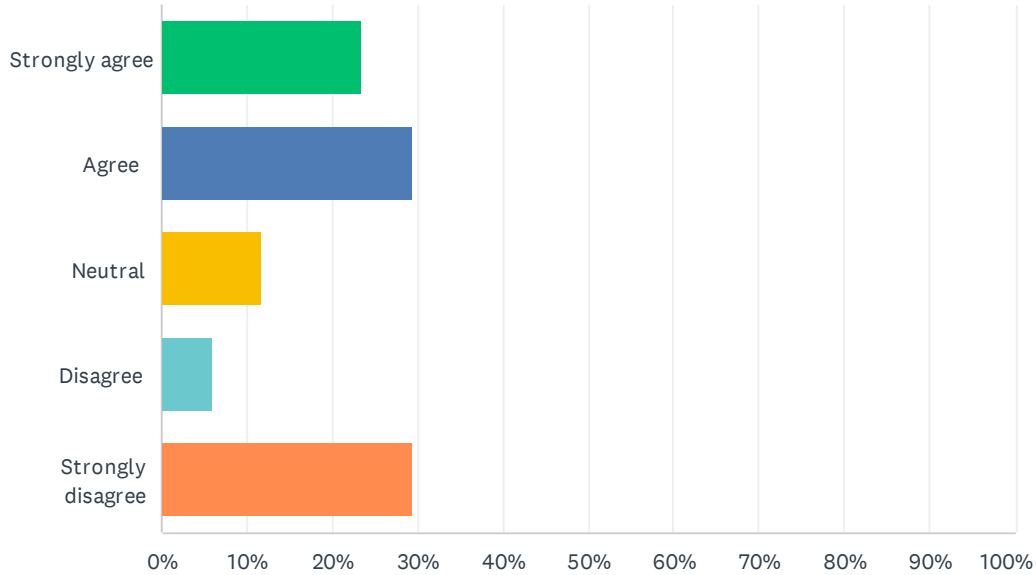
Minnetonka Street Traffic Calming Project

I also think a no parking zone on Woodlawn near the mailbox by Minnetonka would help traffic move at that intersection - it is dangerous to drive straight through sometimes when cars are parked in front of the mailbox (not people collecting mail, just parked there) because there isn't a lot of room for two cars to pass (and visibility is affected by the road curve), especially in winter; then a car is stuck blocking Minnetonka waiting to go through. I am also concerned about what looks like sections narrowing the road. The biggest problem I have with Minnetonka is that people (residents, yard companies, visitors, maintenance people, contractors) park on both sides of the road, often opposite each other already narrowing the road. Slaloming around these vehicles can be dangerous, especially with the excellent bus service in the area.

8	Don't think the curb bulb out will help the situation much and could be a hazard to motorists and cyclists.	10/17/2021 9:09 PM
9	I have lived on Woodlawn since 1973 and i travel Minnetonka every day for work and pleasure. I have never ever in my life seen a need for reduced speeds, and have never encountered high traffic and high speeds on this street. Speed bumps and other proposed measures i feel are totally unnessesary and will cause law abiding residents total grief to have to bump over an obstacle course on a day-to-day basis. i am highly opposed to any of these ideas. Signage is fine with me as signs and other non-invasive systems do not harm the general law abiding residents. I can understand and agree with a sidewall idea, as there are alot of children walking to school as i drive by.	10/17/2021 12:49 PM

Q3 Do you believe the proposed traffic management measures will improve quality of life in the surrounding community?

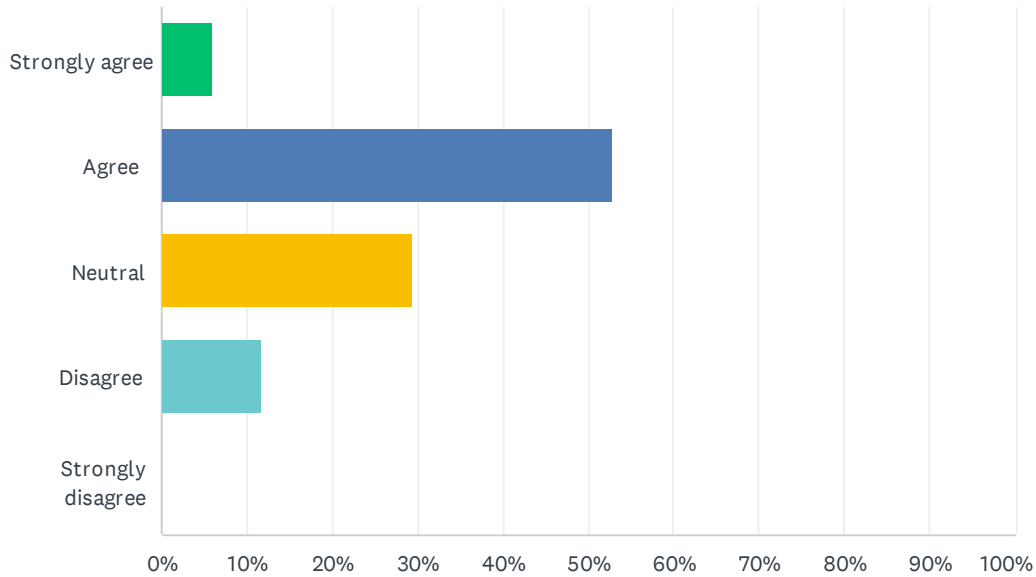
Answered: 17 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	23.53%	4
Agree	29.41%	5
Neutral	11.76%	2
Disagree	5.88%	1
Strongly disagree	29.41%	5
TOTAL		17

Q4 Do you feel you had an opportunity to provide input into decision making?

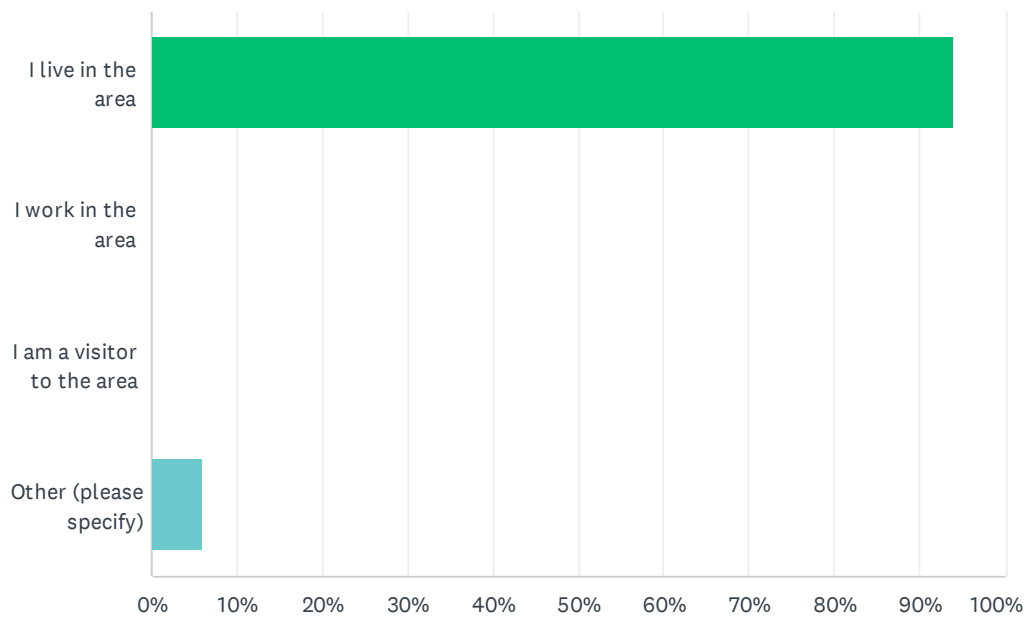
Answered: 17 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	5.88%	1
Agree	52.94%	9
Neutral	29.41%	5
Disagree	11.76%	2
Strongly disagree	0.00%	0
TOTAL		17

Q5 Please describe your link to the project area. Please choose only one.

Answered: 17 Skipped: 0

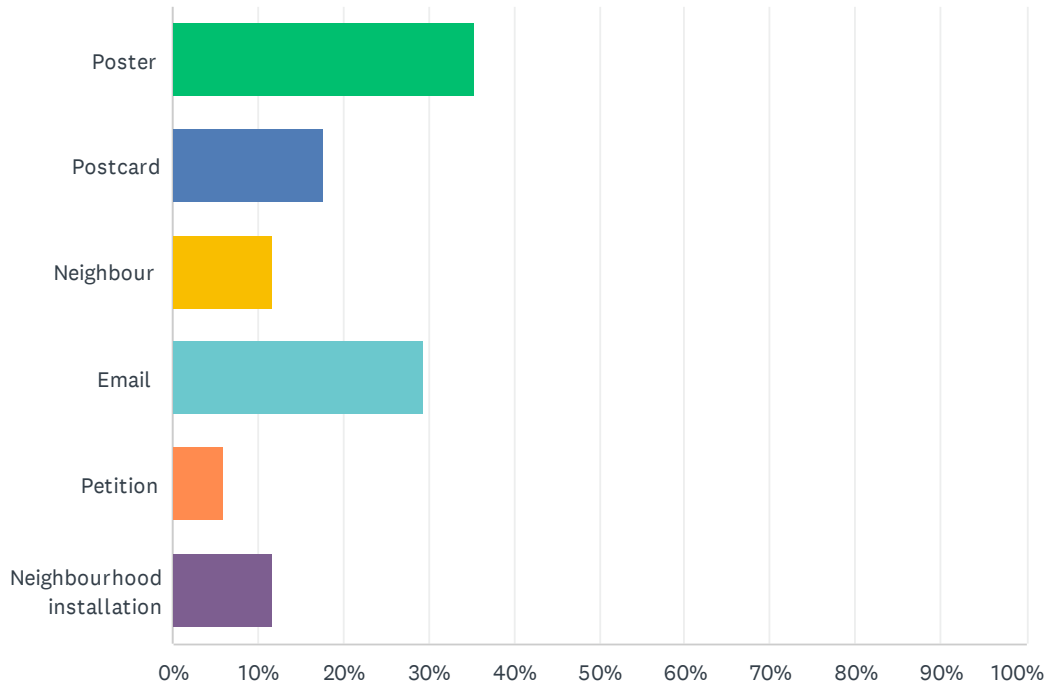


ANSWER CHOICES	RESPONSES
I live in the area	94.12% 16
I work in the area	0.00% 0
I am a visitor to the area	0.00% 0
Other (please specify)	5.88% 1
TOTAL	17

#	OTHER (PLEASE SPECIFY)	DATE
1	I live nearby, in River Pointe. I walk my dog in the area of concern every evening. The lack of a sidewalk on Minnetonka heading Northward from Riverbend is a concern.	10/30/2021 8:13 AM

Q6 How did you hear about this project? Please check all that apply.

Answered: 17 Skipped: 0



ANSWER CHOICES	RESPONSES	
Poster	35.29%	6
Postcard	17.65%	3
Neighbour	11.76%	2
Email	29.41%	5
Petition	5.88%	1
Neighbourhood installation	11.76%	2
Total Respondents: 17		

Q7 Are there any additional comments or questions you would like to share?

Answered: 14 Skipped: 3

#	RESPONSES	DATE
1	These projects are pointless. Fix the pavement on the road that has been in deplorable condition for ages. I have never seen speeding to be a problem in this area. You cannot even get up to speed in sections because the road is in such a bad state of deterioration. The humps that I see in commercial parking lots do nothing but damage our cars.	11/1/2021 7:08 PM
2	Although not related to traffic calming per se, the intersection of Riverbend, Minnetonka, and Woodlawn is somewhat bizarre for anyone driving the length of Woodlawn.	10/30/2021 8:13 AM
3	Please assess the stop sign situation at Riverbend and Minnetonka.	10/27/2021 8:19 PM
4	If a sidewalk is installed, I would like previous notice of work being done in order to move & save the garden plants that would otherwise be destroyed.	10/27/2021 12:42 PM
5	The 3 way stop at River and Minnetonka is often ignored by drivers. I have personally witnessed at least 5 cars blow right through without even breaking. Usually westbound, but occasionally east bound too. There is no stop sign on Riel at Minnetonka, it is a 2 way stop. The intersection of Woodlawn, Riverbend and Minnetonka could definitely use a stop sign, but it is a 5 way intersection, so might actually make things more confusing.	10/27/2021 10:05 AM
6	Has there been any survey or count of Pedestrian traffic on the section of Minnetonka that is proposed for a new sidewalk? Is it really needed?	10/25/2021 10:47 PM
7	The street is very quiet with long stretches of time with no traffic at all even during weekdays. The measures by the school are probably needed as there are children there and the traffic data that was collected indicated that drivers are going above 30 in the school zone; but the proposed new sidewalk is not worth the costs involved given the low traffic volumes on the street overall and the traffic data that was collected that indicated that drivers are abiding by the speed limits. I am in favor of removing the yield turning right from Riverbend onto Minnetonka as well as the speed tables but I think the addition of a sidewalk is not necessary as the data indicates that speed is not an issue on the street north of the school so the costs outweigh the benefits as the data collected confirms that drivers are not speeding so measures to slow the speed aren't needed as well as the low overall traffic volumes. As a resident of the street my anecdotal evidence would back up the data collected by the city of low traffic volume and drivers not speeding and therefore I think the measures already approved are good, the speed tables, but I think that the sidewalk is an unnecessary undertaking.	10/25/2021 9:51 AM
8	I feel like I had an opportunity to voice my concerns, but I find concerns are not often addressed, so I am probably just wasting my time and the plans will go ahead as illustrated.	10/21/2021 3:36 PM
9	Traffic between Riverbend and Minnetonka is very low during the day. The real issues with speed occurs well after 5:30 pm and effects other streets in the area such as Woodlawn, River Road and Riverbend. In particular Woodlawn Avenue with the community centre location should have traffic calming. Very high speeds and dangerous driving after evening community centre events is common. Lots of tires squealing and drifting. Just this year a driver drifted around the corner from Minnetonka onto Woodlawn and damaged two of our vehicles that were parked on the street. Really, how do you get up enough speed to damage two separate vehicles parked 300 to 400 feet from the corner? The primary issue is that Woodlawn is a very long street with no stop signs between St Mary's and Minnetonka. We are always in favour of additional sidewalks in our residential area. Reducing speeds further in the school area is just annoying to those of us who live in the area but doesn't solve the bigger issue.	10/19/2021 12:57 PM
10	Can't wait to have a sidewalk on Minnetonka. WAlking to my mailbox is dangerous. People drive way too fast	10/19/2021 12:00 PM
11	Now may be a great time to look @ traffic speeds and especially volume on River Road from St. Mary's Road to Bishop Grandin Blvd. both north and southbound. The school crosswalk on	10/17/2021 9:09 PM

Minnetonka Street Traffic Calming Project

River and Nicollet has just been studied because of problems there. I would be more than happy to discuss the situation. ***redacted*** @ 204-***redacted***

12	Would be happy to discuss this further with Brian Mayes at any time. Home number is 204-***redacted*** or email ***redacted***	10/17/2021 12:49 PM
13	A sidewalk from river road to riel will increase safety. There are many pedestrians using the road.	10/17/2021 9:34 AM
14	Great Idea...proceed with haste!	10/15/2021 2:47 PM

Appendix B – Pop-up event notes

Minnetonka Avenue Traffic Calming Project Pop-up Event

Location:	200 Minnetonka (on street)	Date:	October 26, 2021
Attendees:	35	Time:	4 p.m. – 6 p.m.
Participant groups:	Participants included Minnetonka principal, on-street residents, area residents		

Event Notes:

Key question: Do you understand this project need?

Speed (15)

- In favour of the proposed design-definitely see people speeding on the street during the school zone hours
- Haven't experienced speeding
- Don't see any speed issues on the street. It's a short street and difficult to get up to speed.
- People drive faster on other streets in the area so don't know why the focus is on Minnetonka
- See lots of speeding at the end of the school day
- Haven't noticed speeding on the street, so not sure if curb extensions are needed
- See most of the speeding in the spring and summer by younger people racing on the street
- People who are already speeding will continue to speed
- We need speed tables in the entire neighbourhood. Just this one will divert traffic to other streets
- The entire stretch of Minnetonka is a racetrack, especially late at night.
- People are speeding at 3 a.m.
- Speed issues are in the evenings, especially in the spring/summer
- If the stop signs aren't working, don't think anything will.
- Not seeing speeding issues, was concerned that more speed humps were proposed
- Spring and early summer is when you see speeding, and limited in the evenings

Pedestrian safety (8)

- Having a side walk would be a good thing
- Would prefer a multi-use path to get cyclists off the road over a pedestrian-only sidewalk
- Having a sidewalk would be nice
- A sidewalk is a reasonable idea
- There are very few kids in the area
- When walking on the street, everyone walks against traffic in high-vis vests and that seems to work for the community

- No need for a sidewalk – pedestrians step onto the boulevard and don't feel like there are close calls with vehicles
- No sidewalk isn't really an issue-the street isn't very busy and cars and pedestrians currently share the road

Speed tables (8)

- Like the speed tables
- Think the speed table would be better than the curb extensions
- Like the idea of the speed table
- Definitely like the speed tables
- I like the speed table
- I like the speed table
- Support the speed hump
- Want more speed tables

Turn channel (3)

- Support removing the turn channel-it's a useless yield
- Riverbend @ Minnetonka is a bad blind corner westbound; see near hits
- Like removing right turn channel

Key question: Do you have concerns about the proposed design?

Curb extensions (13)

- The curb extensions could cause confusion and would be a nightmare to deal with at night
- Don't believe the curb extensions will work
- Concerned the curb extensions could cause accidents
- Curb extensions would be dangerous. I wouldn't be comfortable with meeting oncoming traffic through the narrowed road
- Concerned busses won't be able to get around the curb extensions
- Concerned about whether kids on bikes will be able to navigate the street around the curb extensions
- Don't think the curb extensions will work as they're proposed; would like to see them bigger so they take the road down to 1.5 lanes
- Feeling that the bump out will cause confusion
- Concerned that curb extensions will extend too much and there won't be enough room for 2-way traffic
- On Oakdale, curb bump-outs reduce the street to 1.5 lanes, would like to see that here
- Don't want curb extensions
- Don't like curb extensions
- Don't like the idea of curb extensions

Snow clearing (4)

- Concerned the curb extensions and speed table will get damaged in the winter by snow clearing efforts
- Sidewalk concerns with snow clearing – where would the snow be stored without the boulevard?
- Don't like the curb extensions – concerned about snow clearing equipment hitting them
- Concerned about snowplows hitting curbs

Parking (3)

- Staff from the school usually park on the streets
- Concerned about losing parking due to the curb extensions
- Concerned about losing parking due to curb extensions

Loss of greenspace (2)

- Concerned about tree removal and disturbing bird habitat – would like tree removal to be avoided
- Want consultation with residents prior to sidewalk construction – Would like to reduce the impacts to yards/native prairie yard garden

Key question: How would the proposed changes affect your quality of life/street use?

- Wouldn't want a sidewalk if it meant higher taxes
- School pickup and drop-off of kids is difficult. Giving people fewer places to stop is a positive and will reduce kids cutting between stopped cars.
- I would take another street to avoid it

Other comments:

Intersections (15)

- A 4-way stop at Riel would be nice
- Woodlawn intersection is dangerous; lots of pedestrians, bad angles
- People don't stop at the stop sign at River Ave
- Would like to see a roundabout installed at Woodlawn/Riverbend
- A stop sign on Riel is warranted. Drivers coming off Riel are driving too fast.
- Feel that the increased traffic was a temporary blip. Suggest putting stop signs at Woodlawn
- When turning off River, the signage isn't visible enough
- People blow through the intersection at River Road and use Minnetonka as a cut through
- Would prefer 2-way stops over 4-way stops; there are more accidents at 4-way stops
- Concerned about the crosswalk on Nicollete

- Turn restrictions at River Road/St Mary's Road result in shortcutting on Greendell, which doesn't have a stop sign
- People often blow through the stop signs at Minnetonka/Greendell
- Greendell Ave needs speed humps
- 4-way stop needed at Riel and Minnetonka
- Would like to know the collision history at Riel and Minnetonka

Traffic volume (5)

- People cut through the area in the mornings to avoid traffic
- I like that the speed table might help to reduce the cut through traffic
- School bus stops at Minnetonka/Gertrude intersection creates congestion issues
- Concerned about kids navigating traffic congestion
- River Road traffic volumes are too high

School zones (3)

- Greendell Ave Drivers don't have a school zone
- No school zone on River
- Would like a review done of the boundaries of the school zone

Need for calming on other streets in the area (2)

- Speed is a concern on River Road
- Can River Road be included in the program? It's a very busy street.

Enforcement (3)

- Would like to see more photo enforcement
- Could use bump-outs for speed cameras
- Concerns with speeding are present; need more enforcement

Appendix C – Email correspondence

Email Correspondence received by project team

*personal identifying information has been removed

Date: October 21, 2021

Email states: Dear Councillor Mayes,

I checked out the plans for the traffic calming on Minnetonka Street in my neighbourhood. The maps on the link are currently reversed and caused me some confusion. According to the diagrams, the 2022 proposed construction is focusing on Riverbend to Riel, which I see is the section without funding; however, my comments below concern that section of Minnetonka Street.

While I filled out the survey, I also wanted to contact you since I don't know who reviews the survey comments, and I often feel that they are not really considered by those wanting the project to proceed.

The website lists the rationale for the construction, but it is very weak. I'd hate for tax dollars to be wasted on such a project that seems unnecessary for the section of Minnetonka between Riverbend and Riel.

The existing conditions state that the traffic volume is low for a residential collector street, at 20% of other such streets. It also notes that parking is allowed on the west side of Minnetonka Street except in front of the school where a school-side loading zone is on the east side.

While I acknowledge that the traffic data showed speeding in the school zone, most of the street has 85th percentile speed under 50 km/hr. I don't understand how this leads to a need for traffic calming in the section from Riverbend to Riel. The fact that the speed is under 50 km/hr makes me think that residents are driving responsibly (outside of school zone hours).

Also, while the study notes that sidewalks are not provided on this section of Minnetonka, I don't find that to be an issue. I rarely see school-age children walking on that section of the street, and I've lived in the area for over 30 years. The side of the road for the proposed sidewalk is a lovely green space for the street. There are large trees that provide a beautiful canopy over the road, and I'd hate to see them removed for an unnecessary sidewalk. One house has even used their small front lawn (including the city portion) to create a wonderful butterfly garden that promotes caring for urban ecosystems. The study noted that "Preliminary design indicates that installing the sidewalk will require the removal of at least one tree, however, tree removal requirements would be further evaluated during detailed design." For a city wanting to plant one million trees, I don't understand why they would remove one or more healthy trees for an unnecessary project.

Even worse, the study proposed that, in the Riverbend to Riel area, "Traffic calming measures are also proposed to provide a consistent design along the corridor and help slow speeds". Well, according to the study, speeds don't need to be slowed in this section of the street, and I can't imagine spending tax dollars just to "provide a consistent design along the corridor". The proposed location of the new sidewalk looks like it is touching the street (and I don't think those kind of sidewalks are any safer

than walking on the road), and the existing sidewalk on the rest of Minnetonka has a nice grassy boulevard, so there will not be a consistent look to the street anyway.

I like the proposal to eliminate the yield at Minnetonka and Riverbend.

What I find to be more of a problem on Minnetonka Street is that people (contractors, maintenance, visitors, yard companies, etc) park on both sides of the street, often right opposite each other. No parking signs are clearly visible along the east side of the street, but are often ignored. I find it challenging to move around the vehicles parked on both sides while watching out for the people using the vehicles, and other traffic. Where the parking causes the street to narrow, occasionally there is very close passing by cars going in opposite directions, also around parked cars. I can't even imagine how this might affect the transit bus operators. Parking on both sides of the street also happens at Minnetonka School, which is incredibly dangerous during pick up and drop off times with kids moving everywhere.

I hope the proposed traffic calming on Minnetonka Street between Riel and Riverbend does not proceed.

Regards,

Date: October 26, 2021

Email states: Please convey my appreciation to your colleagues who attended the Minnetonka St Traffic Calming Review today, October 26, to present details and receive local community and affected residents' feed-back and suggestions concerning two possible phases for the project. It was obvious that a lot of hard work, investigation, and preparation had gone into the plan phases' proposals as well as the set-up for their presentation (detailed drawings and on-road pylons set-up to indicate possible curb adjustments and the placement of the Speed Table).

The attending staff were very professional and exemplary in their interactions with us. They sought our opinions and experiences pertinent to the plans and noted suggestions for follow-up investigations and consideration.

Overall, I have been very impressed with the communication process and content of this minor project in relation to Winnipeg's many structural challenges.

So to you and your colleagues, congratulations for a job well done thus far and I look forward to seeing further developments following today's session.

Appendix D – Project notification - postcard

Minnetonka Street Traffic Calming Project

We've heard high speeds are an issue on a residential street near you. We want your help to decide what solutions could work for your neighbourhood.

Minnetonka Street between River Road and Riel Avenue has been identified as a priority for traffic calming measures which could include:

- Speed table
- Curb extensions
- Intersection improvement
- Sidewalk

Join us at a neighbourhood event!

Date: Tuesday, October 26, 2021

Time: 4 p.m. – 6 p.m.

Location: Boulevard outside Minnetonka School, 200 Minnetonka Street

Format: Drop-in (come and go)

Rain date: See website on October 26 or call number below



For inquiries or for those who require alternate formats or interpretation in order to participate, please contact City-Engage@winnipeg.ca or call 204-986-4243 by October 22, 2021.

For more information, or to fill out an online survey by November 5, 2021: visit: winnipeg.ca/minnetonkacalming



Projet de modération de la circulation sur la rue Minnetonka

On nous a dit que les vitesses élevées posent des problèmes dans une rue résidentielle près de chez vous. Nous voulons que vous nous aidiez à décider des solutions qui seraient adaptées à votre quartier.

La **portion de la rue Minnetonka entre le chemin River et l'avenue Riel** a été identifiée comme étant prioritaire pour l'aménagement de mesures de modération de la circulation, qui pourraient comprendre :

- un plateau ralentisseur;
- des avancées de trottoir;
- des intersections améliorées;
- un trottoir.

Joignez-vous à nous lors d'une activité de quartier!

Date : Le mardi 26 octobre 2021

Heure : De 16 h à 18 h

Lieu : Le terre-plein à l'extérieur de l'école Minnetonka School, au 200, rue Minnetonka

Format : Entrée libre

Date en cas de pluie : Consultez le site Web le 26 octobre ou composez le numéro ci-dessous

Si vous avez des questions, ou si vous avez besoin d'un format de présentation différent ou de services d'interprétation afin de rendre votre participation possible, veuillez écrire à City-Engage@winnipeg.ca ou composer le 204-986-4243 d'ici le 22 octobre 2021.

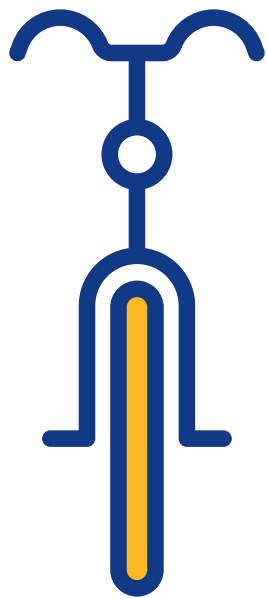
Pour en savoir plus ou répondre au sondage en ligne d'ici le 5 novembre 2021,

visitez : winnipeg.ca/moderationminnetonka



Appendix E – Project notification – on-street sign

TRAFFIC CALMING COMING SOON



We've heard high speeds are an issue on this street. Help us decide what solutions could work for your neighbourhood.

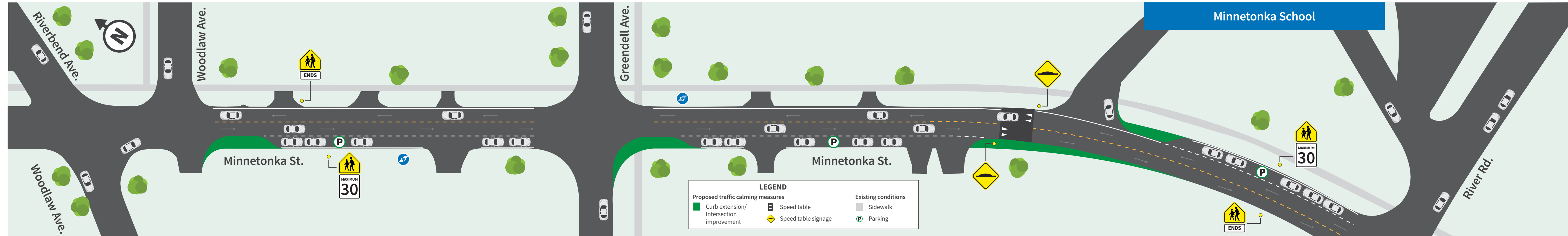
For more information and to provide feedback visit:
winnipeg.ca/trafficalming

For alternate formats contact:
city-engage@winnipeg.ca or 204-986-4243.

Appendix F – Map of proposed design

Minnetonka Street (Riverbend Avenue to River Road) proposed design – construction in 2022

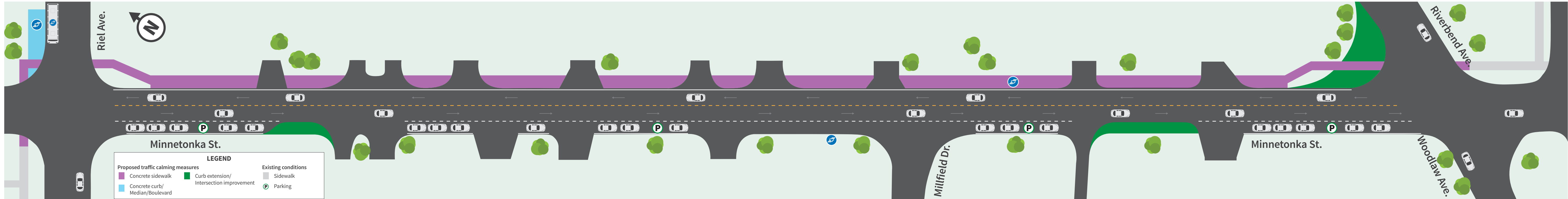
Proposed design continues north to Riel Avenue – funding not yet identified



LEGEND

Proposed traffic calming measures		Existing conditions	
Curb extension/ Intersection improvement	Speed table	Sidewalk	Parking
	Speed table signage		

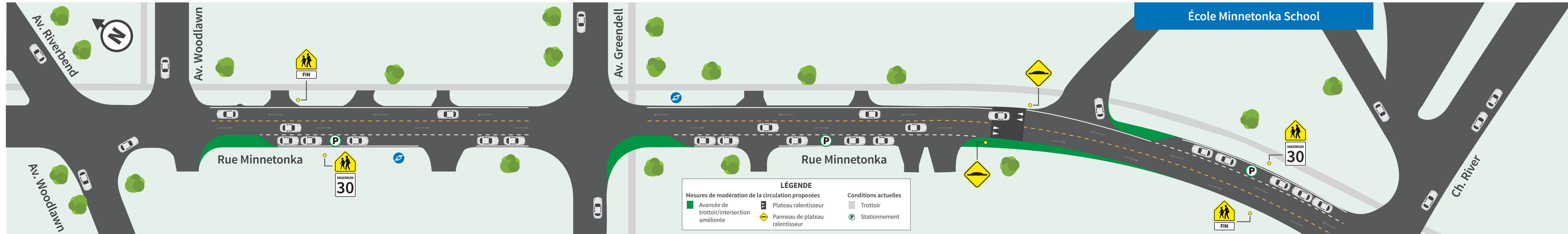
Minnetonka Street (Riel Avenue to Riverbend Avenue) proposed design – funding not yet identified



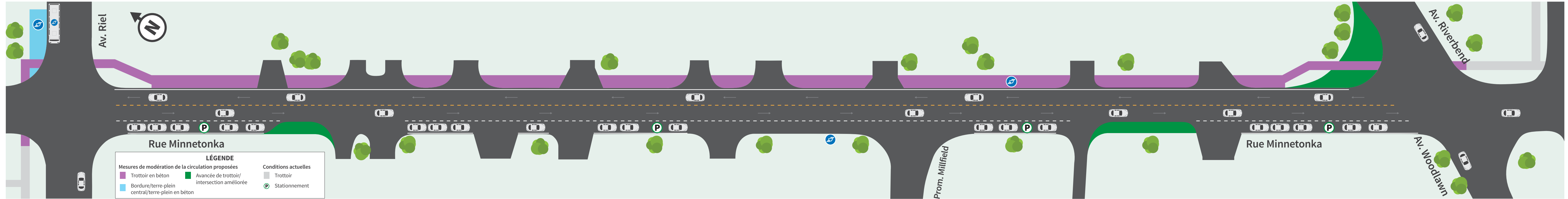
Proposed design continues south to River Road – construction in 2022

Conception proposée pour la rue Minnetonka (de l'avenue Riverbend au chemin River) – Construction en 2022

La conception proposée continue vers le nord jusqu'à l'avenue Riel – Financement pas encore identifié



Conception proposée pour la rue Minnetonka (de l'avenue Riel à l'avenue Riverbend) – Financement pas encore identifié



La conception proposée continue vers le sud jusqu'au chemin River – Construction en 2022