

# Gertrude Avenue Traffic Calming Project

## Community Engagement Summary

January 2022

### Background

Gertrude Avenue has been identified through the City's Residential Area Traffic Calming Program as a high-priority location for traffic calming measures.

Traffic data was collected on Gertrude Avenue between Nassau Street North and Osborne Street in September 2020.

- The 85th percentile speed, which is the speed at which 85 percent of motorists travel at or below, is 38 km/h during the times of day that the 30 km/h speed limit applies.
- During the times that a 50 km/h speed limit applied, the 85th percentile speed is 51 km/h.

Traffic calming measures are being installed on Gertrude Avenue between Nassau Street North and Osborne Street to help slow speeds within the 30 km/h reduced speed school zone, and to improve pedestrian access to the school.

Proposed traffic calming measures were presented to area residents; these included a speed table and a midblock raised crosswalk with a curb extension.

### Engagement

In Fall 2021, the project team presented the proposed traffic calming design to the community. Feedback was gathered to help the project team understand what is important to area road users and to help mitigate any concerns with the proposed design.

Opportunities to provide feedback included:

- An online survey – open from October 15 through November 5, 2021; 10 responses
- A pop-up event on Gertrude Avenue - October 23, 2021; 18 interactions

### Promotion

Community engagement opportunities were promoted using the following methods:

- Project webpage – [winnipeg.ca/gertrudecalming](http://winnipeg.ca/gertrudecalming) launched October 15, 2021
- Hand-delivered postcards with proposed measures – delivered to 25 properties on Gertrude Avenue between Nassau Street North and Osborne Street on October 18 and 19, 2021
- On-street signage notifying residents that traffic calming measures are coming – installed October 15, 2021

### Key Findings

- Gertrude Avenue residents generally understand and support the need for traffic calming measures; however, there are differing opinions on when speeding is a problem (e.g., during the school day vs. evenings and weekends).
- Residents feel traffic volumes and cut-through traffic aren't addressed by the proposed measures.
- Many residents would like to see traffic calming measures installed from Wellington Crescent to Osborne Street.

### Online Survey Results

The majority of respondents (9 of 10) understand the need for traffic calming on Gertrude Avenue between Nassau Street North and Osborne Street.

Respondents noted the following concerns with the proposed traffic calming measures:

- Does not address cut-through traffic (2 comments)
- Does not extend far enough to Wellington Crescent (1 comment)
- Reduces on-street parking (1 comment)
- Changes access for emergency vehicles (1 comment)
- Speed is only an issue during school zone hours (1 comment)

When asked whether they believed the proposed traffic calming measures would improve the quality of life in the surrounding community, 7 of 10 respondents either strongly agreed or agreed.

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### Pop-up event feedback

A pop-up event was held to target street users and residents. The goal was to ensure neighbourhood concerns, needs, and opinions prior to any physical road changes. The event included:

- A speed radar unit to collect and display the speeds of passing vehicles in real time
- Temporary pylons to illustrate where the speed table, cross walk and curb extension would be located
- A map of the proposed design



Residents who attended the event were asked three key questions:

#### 1. Do you understand the need for the project?

The majority of residents agreed that speed is an issue (10 comments); however, some disagreed that the issue is during the school day and feel speeding is a bigger issue in the evening (three comments).

Residents also indicated support for improved pedestrian crossing (five comments).

#### 2. Do you have concerns about the proposed traffic calming measures?

Many residents indicated that traffic volume is the main issue on Gertrude Avenue (eight comments), which is not addressed by the proposed design.

There were also concerns about:

- Access for emergency vehicles (two comments)
- The raised crosswalk not working in the winter when there are snowbanks (one comment)
- The need to address the speed along the entire corridor (one comment)

#### 3. How would the proposed changes affect your quality of life/street use?

Two attendees expressed concerns about whether there would be a loss of parking on the street.

What We Heard	How It Was Considered
Speeding is an issue on the street, not just during school hours but also in the evenings and on weekends.	Speed data shows high speeds during the times that a 30 km/h speed limit applies. As the proposed traffic calming measures are a physical design change to the road, they would help reduce speeds at all times.
A lot of drivers coming off Wellington Crescent are speeding. Traffic volumes on Gertrude Avenue are high and drivers using Gertrude Avenue to cut-through the neighbourhood.	The scope of this project is the reduced speed school zone on Gertrude Avenue, where operating speeds were shown to exceed the 30 km/h speed limit.

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Residents would like to see a larger plan for the area to reduce traffic volumes on Gertrude Avenue.	The daily traffic volume on Gertrude Avenue is approximately 2,300 vehicles, which is high for a local street. Gertrude Avenue is able to accommodate higher traffic volumes as it is built with a wider, collector-street cross section. However, the City recognizes that shortcutting is occurring on Gertrude Avenue and that this traffic is undesirable in a neighbourhood context. Although the focus of this study is reducing speeds in the school zone, the proposed traffic calming measures may also deter some non-local traffic. A larger study that included more traffic analysis and engagement would be required to evaluate shortcutting concerns, which was outside of the scope of this current initiative.
Emergency vehicles could have difficulties with the traffic calming measures.	The traffic calming design has been shared with emergency services and they expressed no concerns. Speed tables are designed to accommodate emergency services vehicles, and they have been tested and deemed acceptable for use in Winnipeg.
Traffic calming measures could reduce the already limited on-street parking in the area.	<p>The proposed curb extension at the raised crosswalk will result in the loss of approximately two on-street parking spaces.</p> <p>As parking must be immediately restricted before and after a crosswalk, not installing the curb extension would result in a loss of four on-street parking spaces. The curb extension reduces the impact to on-street parking while providing additional safety benefits for pedestrians crossing at this location, many of which will be children. There is no appropriate alternative to a crosswalk that would provide the same amount of pedestrian protection.</p>
The City should explore digital solutions to address shortcutting. E.g., have apps like Waze not direct traffic down Gertrude Avenue.	The routing proposed by navigational applications is not something that falls within the City's authority. However, the City will explore whether this is possible.
Stop signs should be installed at the traffic calming circle at Gertrude Avenue and Nassau Street North. The traffic calming circle does not slow down traffic and the intersection is dangerous.	The traffic calming circle was installed to create an improved cycling environment on Nassau Street North, which is classified as a neighbourhood greenway. The City is currently reviewing design standards for neighbourhood greenways; this review includes an ongoing trial of 30 km/h speed limits and traffic calming measures on four existing neighbourhood greenways. The outcomes of the trial will inform how neighbourhood greenways are designed, and all routes will be upgraded over time to the new specification. A review of Nassau Street North will be planned for the future and will include an assessment of traffic calming circles along the route.

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### Next Steps

There will be no changes to the proposed design prior to implementation. The design presented during community engagement (which is currently on the project website) is moving forward and funding is available to install traffic calming measures in 2022. Future efforts to address shortcutting concerns may be explored in a larger neighbourhood study, pending budget and city-wide priority.

### Appendices

Appendix A – Online survey results

Appendix B – Pop-up event notes

Appendix C – Project notification – postcard

Appendix D – Project notification – on-street sign

Appendix E – Map of proposed design