

# Minnetonka Street Traffic Calming Project

## Community Engagement Summary

February 2022

### Background

Minnetonka Street 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 Minnetonka Street between River Road and Riel Avenue in September 2020.

- Within the reduced speed school zone, the 85th percentile speed, which is the speed at which 85 percent of motorists travel at or below, is 39 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 applies, the 85th percentile speed is 45 km/h.
- North of the reduced speed school zone, between Woodlawn Avenue/Riverbend Avenue and Riel Avenue, a 50 km/h speed limit applies and the 85th percentile speed is 47 km/h. Sidewalks are not provided on this section of Minnetonka Street, so pedestrians share the road with cyclists and motorists.

A proposed design was developed for community feedback.

The proposed design between River Road and Woodlawn Avenue/Riverbend Avenue included a speed table and curb extensions to slow speeds within the reduced speed school zone.

The proposed design between Woodlawn Avenue/Riverbend Avenue and Riel Avenue included:

- Removing the westbound right turn channel at the intersection of Minnetonka Street and Riverbend Avenue and converting to a simple right turn
- A new sidewalk on the east side of Minnetonka Street between Riverbend Avenue and Riel Avenue
- Curb extensions on Minnetonka Street between Riel Avenue and Woodlawn Avenue/Riverbend Avenue

### 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; 17 responses
- A pop-up event on Minnetonka Street - October 26, 2021; 35 interactions
- Correspondence through email; 2 emails

### Promotion

Community engagement opportunities were promoted using the following methods:

- Project webpage – [winnipeg.ca/minnetonkacalming](http://winnipeg.ca/minnetonkacalming) launched October 15, 2021
- Hand-delivered postcards with proposed measures – delivered to 32 properties on Minnetonka Street between River Road and Riel Avenue on October 18 and 19, 2021
- On-street signage notifying residents that traffic calming measures are coming – installed October 15, 2021

### Key Findings

- Minnetonka Street residents generally understand 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).
- There is support for the use of speed tables to calm traffic.
- Residents have concerns about the safety and effectiveness of curb extensions.
- There is mixed support for a sidewalk between Riverbend Avenue and Riel Avenue. Residents who are opposed to the sidewalk are concerned with the potential cost and loss of trees/greenspace.

### Online Survey Results

The majority of respondents (16 of 17) understand the need for traffic calming on Minnetonka Street between River Road and Riel Avenue.

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

- The sidewalk will result in the loss of trees/greenspace (3)
- Curb extensions won't work/will be dangerous (3)
- The cost of the sidewalk is high (2)
- Dislike of speed bumps (2)
- A four-way stop is needed at Minnetonka Street and Woodlawn Avenue/Riverbend Avenue (2)
- Speed is not an issue (1)
- Photo enforcement should be used during school zone hours (1)

Respondents expressed mixed feelings about whether the proposed traffic management measures would improve the quality of life in the surrounding community; out of 17 respondents, nine either strongly agreed or agreed, six either disagreed or strongly disagreed, and two were neutral.

### 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 were considered 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 and curb extensions 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 (seven comments); however, many felt the majority of speeding occurs outside of school hours (five comments). Four respondents feel speed is not an issue.

Residents were split on whether pedestrian safety is an issue in the area, with four comments supporting the addition of a sidewalk and four stating it is not needed.

There was support for the use of speed tables (eight comments) to calm traffic, and the removal of the turn channel at Minnetonka Street and Riverbend Avenue (three comments).

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

Many residents expressed concerns with the curb extensions (11 comments), for various reasons, including:

- They will cause confusion/be dangerous (four comments)
- They will narrow the road too much (two comments)
- They will be difficult for children on bikes to navigate (one comment)

There were two comments from residents wanting the curb extensions to be larger, to only allow one vehicle through at a time.

Other concerns with the proposed design included:

- Curb extensions may get damaged during snow clearing operations (three comments)
- Curb extensions will reduce parking on the street (three comments)

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- The sidewalks will result in the loss of trees and greenspace (two comments)

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

We heard:

- A sidewalk would be nice but would not want it if it meant higher taxes (one comment)

- Giving people fewer places to park is a good thing as it will reduce kids cutting between parked cars (one comment)
- If the proposed measures are installed, the resident would take other streets to avoid them (one comment)
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What We Heard	How It Was Considered*
The sidewalk will result in the loss of trees and greenspace, and would be challenging to maintain in the winter.	<p>The proposed design anticipated the removal of at least one tree to build the sidewalk. Snow clearing equipment would push snow from the sidewalk to the boulevard between the sidewalk and private property.</p> <p>However, the final design has been revised based on resident feedback. A sidewalk between Riel Avenue and Woodlawn Avenue/Riverbend Avenue will not be installed as part of this project, but may be explored in the future through other initiatives. Additional speed tables will be installed to help slow speeds.</p>
The sidewalk is not worth the cost; there isn't a lot of traffic on Minnetonka Street and residents know how to stay safe (stepping off the road, wearing high-visibility clothing).	<p>Separating pedestrians from motorists on a sidewalk is a safety improvement. Sidewalks also improve pedestrian accessibility which is important for all pedestrians, but particularly more vulnerable pedestrians like children, and people with vision and/or mobility disabilities.</p> <p>However, the final design has been revised based on resident feedback. A sidewalk between Riel Avenue and Woodlawn Avenue/Riverbend Avenue will not be installed as part of this project, but may be explored in the future through other initiatives. Additional speed tables will be installed to help slow speeds.</p>
Curb extensions will cause confusion or are dangerous and won't work to calm traffic.	<p>Curb extensions are a common traffic calming measure that have been used successfully in Winnipeg and other jurisdictions. Curb extensions slow vehicle speeds by narrowing the roadway. A hazard marker sign will be installed on curb extensions to improve visibility for motorists.</p> <p>However, the final design has been revised based on resident feedback. Curb extensions will not be installed between Riel Avenue and Woodlawn Avenue/Riverbend Avenue. Additional speed tables will be installed to help slow speeds. Curb extensions are still planned between Woodlawn Avenue/Riverbend Avenue and River Road, within the reduced speed school zone.</p>

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More stop signs should be installed, particularly making the intersection of Minnetonka Street and Woodlawn Avenue/Riverbend Avenue a four-way stop.	The final design includes changes to stop signs at some intersections. All-way stop signs will be installed at the intersection of Riel Avenue and Minnetonka Street, and at the intersection of Minnetonka Street and Woodlawn Avenue/Riverbend Avenue. Stop signs will be removed on Minnetonka Street at Greendell Avenue, and on Riel Avenue at Winslow Drive. In a sense, the existing all-way stops are being relocated one intersection over to collector streets, where they will better address traffic needs and sightlines.
A roundabout should be considered at the intersection of Minnetonka Street and Woodlawn Avenue/Riverbend Avenue	Installing a roundabout at this intersection would require property acquisition, may be cost prohibitive, and is not considered an ideal solution because of the intersection's approach alignment. The final design includes installing all-way stop signs at the intersection Minnetonka Street and Woodlawn Avenue/Riverbend Avenue.
The curb extensions will reduce on-street parking.	<p>Curb extensions will result in a loss of approximately three parking spaces between River Road and Woodlawn Avenue/Riverbend Avenue. Based on observation, on-street parking is not highly utilized on Minnetonka Street. Additionally, installing curb extensions at intersections prevent motorists from parking too close to the intersection, which improves sightlines and safety.</p> <p>The final design does not include any curb extensions between Riel Avenue and Woodlawn Avenue/Riverbend Avenue.</p>
People parking on both sides of the street is a problem, narrowing the road and making it dangerous to pass and dangerous for kids during school drop-offs and pick-ups.	Parking is not permitted on both sides of the street. The road is wide enough to permit parking and stopping on one side of the street. A school loading zone is present on the north side of Minnetonka Street and parking is restricted on the south side, opposite the loading zone. Stopping and parking in restricted areas is enforceable and tickets can be issued.
A no parking zone on Woodlawn Avenue near the mailbox by Minnetonka Street would help traffic move at that intersection. It can be dangerous to drive straight through when cars are parked in front of the mailbox (not people collecting mail, just parked there). There isn't a lot of room for two cars to pass and visibility is affected by the road curve, especially in winter.	The final design includes installing all-way stop signs at the intersection of Minnetonka Street and Woodlawn Avenue/Riverbend Avenue. This will improve sightlines for motorists as all traffic must come to a stop before proceeding through the intersection.
Speed is an issue elsewhere in the neighbourhood. There is a desire to address traffic speed and volumes on River Road.	The scope of this project is focused on traffic calming on Minnetonka Street. Requests to study other streets in the neighbourhood can be made to the Residential Area Traffic Calming program by contacting 311. Note that River Road is a Regional street and as such, does not qualify for the Residential Area Traffic Calming Program.

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Photo enforcement should be used to address speeding.

Photo enforcement can be an effective tool to address speeding. However, enforcement units cannot be present at all times and therefore speeding can continue when units are not available. Physical traffic calming measures are on the street at all times and are a more reliable option for mitigate speeding issues.

## Next Steps

Traffic calming measures on Minnetonka Street between Riel Avenue and River Road will be installed in 2022. Modifications to the design resulted in lower overall project costs, and therefore funding is available to proceed with the entire study segment this year. The Class 3 cost estimate for the final design is \$195,000. Drawings of the final traffic calming design are available on the project website. The final design includes the following improvements:

- All-way stop signs will be installed at the intersection of Minnetonka Street and Riel Avenue
- Stop signs will be removed on Riel Avenue at Winslow Drive
- All-way stop signs will be installed at the intersection of Minnetonka Street and Woodlawn Avenue/Riverbend Avenue
- Stop signs will be removed on Minnetonka Street at Greendell Avenue
- The westbound right turn channel at the intersection of Minnetonka Street and Riverbend Avenue will be removed and converted to a simple right turn
- Transit stops will be consolidated along Minnetonka Street. New transit stops will be installed at the intersection of Woodlawn Avenue/Riverbend Avenue. The new transit stops will be accessible and connect to existing sidewalk. Transit stops at Millfield Drive and Greendell Avenue will be removed
- A total of four speed tables will be installed between Riel Avenue and River Avenue. Changing stop signs and consolidating transit stops has allowed us to fit more speed tables into the design
- A sidewalk will not be constructed on Minnetonka Street between Riel Avenue and Woodlawn Avenue/Riverbend Avenue as part of this project, but may be explored in the future through other initiatives
- Curb extensions will not be installed between Riel Avenue and Woodlawn Avenue/Riverbend Avenue
- Curb extensions will be installed on Minnetonka Street between Woodlawn Avenue/Riverbend Avenue and River Road

## Appendices

Appendix A – Online survey results

Appendix B – Pop-up event notes

Appendix C – Email correspondence

Appendix D – Project notification – postcard

Appendix E – Project notification – on-street sign

Appendix F – Map of proposed design