

1. Are the slides available after the presentation?
  - The presentation slides are available here:  
[https://winnipeg.ca/publicworks/transportation/pdf/HawsteadRoad/HawsteadVirtualEvent\\_final.pdf](https://winnipeg.ca/publicworks/transportation/pdf/HawsteadRoad/HawsteadVirtualEvent_final.pdf)
2. Why wasn't the island at Bairdmore Boulevard and Hawstead Road part of the pilot project?
  - First and foremost, constructing the island is not considered feasible at this time due to school bus routing. The pilot project was conducted with signage only as it is low-cost to install and remove. During the pilot, an *Except Buses* tab was added to the sign to allow school buses to make the southbound left turn.
3. What is the root reason for the traffic study?
  - At the request of the area Councillor (through the Assiniboia Community Committee), the Standing Policy Committee on Infrastructure Renewal and Public Works in 2019 directed the City to conduct a study for traffic calming options on Hawstead Road. Residents had expressed concerns with speeds and traffic volumes. The traffic study found speeds to be consistent with the 50 km/h speed limit, and volumes to be double that of what is considered typical for local streets. Hawstead Road is a local street with a 7.5 metre roadway width and no sidewalks. High traffic volumes are a concern for pedestrian safety and pose livability issues for residents on Hawstead Road.
4. Can a 30 km/h speed limit be an option?
  - On July 23, 2020, City of Winnipeg Council directed the public service to study lowering the default speed limit on residential streets. Part of this study will involve trialing lower speed limits on several streets in Winnipeg. The study is in the early stages and trial locations have not been selected; it would be imprudent for us to implement a trial at a single location, outside of the study's scope, at this time.
5. Have traffic volumes in front of the school been measured to evaluate the impacts?
  - A traffic count was conducted adjacent to Bairdmore School in January 2021, under somewhat atypical city-wide conditions due to the ongoing pandemic and related traffic fluctuations. It is therefore difficult to draw concrete conclusions from this count. The turn restriction option presented at the meeting would divert traffic in front of Bairdmore School, which we consider a negative implication. Note that Kirkbridge Drive in front of Bairdmore School has a 30 km/h reduced speed school zone, sidewalks on both sides of the street, and a roadway width that is wide enough for collector street traffic volumes.
6. Has the school been consulted with and are they opposed to the turn restriction?
  - We have consulted with Bairdmore School and made several site visits to help the school improve existing traffic concerns at pick-up and drop-off times. School administration has not reported any new traffic issues associated with the turn restriction; however, we recognize traffic volumes are currently atypically low due to the pandemic. The school has informed us that their parent council has submitted a letter voicing their concerns with the turn restrictions.
7. How do you define local traffic?

- The primary function of a local street is to provide direct access to properties on the street or properties on connecting local streets. Traffic which is not accessing properties on the given street or connecting local street would be considered non-local.
8. Is Hawstead Road wide enough to accommodate a sidewalk?
    - It is feasible to constructing a sidewalk on the north side of Hawstead Road within the existing right of way. The travel surface of the existing roadway would not change with the construction of a sidewalk. Some tree removal and modification or removal of private landscaping that is within City right of way would be required.
  9. Can you just install a sidewalk where there aren't private driveways?
    - Selecting the sidewalk option would result in a sidewalk along the entire north side of Hawstead Road. It is important to connect sidewalks together for pedestrian accessibility and connectivity purposes. Any future sidewalk would need to provide a level and continuous surface to be accessible by pedestrians of all ages and abilities; this would involve removing a portion of private approaches that are within City right of way.
  10. Can Hawstead Road have the same signage that limits motor vehicle traffic as Wolseley does?
    - On Sundays and holidays between Victoria Day and Thanksgiving, motor vehicle traffic is limited to one block of travel on Wolseley Avenue and a few other streets in Winnipeg. This signage is regulated by way of by-law with the purpose of creating temporary bicycle routes. Hawstead Road is not identified as a bicycle route in the Pedestrian and Cycling Strategies, so this type of signage would not be appropriate.
  11. Have you counted to determine the reduction in cars since installing the sign?
    - Please see the presentation slides for details on data collection. A count was conducted at Bairdmore and Hawstead in January 2021 to assess compliance with the turn restriction and use of frontage roads and bypasses. It is not possible to evaluate the effectiveness of the sign as traffic volumes are reduced city-wide due to the pandemic.
  12. How do we stop short cutters while still providing access to residents?
    - We recognize that the turn restrictions impact resident access. Several turn restriction options have been developed which impact resident access to varying degrees. Increased livability for Hawstead residents requires rerouting that impacts all residents on Hawstead, Groveland, Hazel Park and Fairbrook Cove.
  13. Where did the sidewalk idea originate?
    - The City developed the sidewalk option as a way of improving pedestrian safety.
  14. Why is the sidewalk an option if it doesn't reduce traffic volumes?
    - The sidewalk option improves pedestrian safety, which is one of the desired outcomes of traffic calming measures, by separating vulnerable road users from motorists.
  15. Can the sidewalk be built sooner than 10 years?
    - Due to available budget, the sidewalk option is a mid- to long-term option that could take 10 or more years to construct. Any new sidewalk, anywhere in Winnipeg, that is not tied to a new street or new development is placed on a prioritization list that is worked through in order.

16. When will the survey results be released?
- Residents will be informed of the public engagement results and final decision in April 2021.
17. What are the volumes of traffic on Hawstead that are heading to homes on Hawstead, Groveland, Hazel Park or Fairbrook Cove?
- These volumes are not available. This type of study, an origin:destination study, is outside the scope of what was directed; it would require many cameras throughout the neighbourhood, and would need to track license plates on vehicles as they travel.
18. How does the City recommend residents travel within the neighbourhood with the turn restriction in place?
- The City recognizes the current pilot turn restriction impacts resident access. Most traffic is diverted to nearby collector streets, which have existing sidewalks and a wider roadway designed to handle larger traffic volumes. Residents may need to plan new travel routes in advance. When southbound left turns are restricted at Bairdmore and Hawstead, access to Hawstead is provided at Kirkbridge and Meadowridge.
19. Given the cost of constructing a sidewalk to improve safety, why would you not consider speedhumps which would slow traffic and likely reduce volume as a lower cost more immediate option?
- The traffic study found speeds on Hawstead Road to be consistent with the 50 km/h speed limit. Speed humps are unlikely to address shortcutting issues due to the layout of the road network and would just divert shortcutters elsewhere in the community. (For example, Motorists may use Groveland Bay or Hazel Park Drive to avoid speed humps on Hawstead Road). As well, speed humps being traversed by 2,000 vehicles a day may create noise and new livability concerns for residents on Hawstead Road.
20. What are the plans for the continuation of Bison Drive?
- Extending Bison Drive between Kenaston Boulevard and Waverley Street is identified in the secondary plan for Waverley West Neighbourhood "B", available at: <https://www.winnipeg.ca/ppd/CityPlanning/LocalAreaPlan/default.stm>.
21. Can a sign be installed at Bairdmore and Sandusky directing traffic to use Bairdmore to access Pembina Highway?
- To install such a sign without it being a turn regulation would further impact routing for Hawstead, Groveland, Hazel Park and Fairbank Cove residents and would be unenforceable/for information only. Such signs are often ignored by drivers wanting to take the shortest route which in turn increases resident frustration.
22. Why don't any of the options prevent right turns from Bairdmore onto Hawstead?
- Turn restriction options were developed to address movements where shortcutting is occurring; the traffic study did not indicate a significant problem coming from right turns from Bairdmore onto Hawstead. Further turn restrictions would necessitate further re-routing to for residents.
23. Can all-way stop signs be installed?

- Stop signs are not traffic calming measures. For more information please visit: <https://www.winnipeg.ca/publicworks/trafficControl/trafficSigns/stopSigns.stm>
24. Why wasn't Hawstead constructed as a collector street to begin with?
- With the current neighbourhood design, Hawstead should have been constructed as a collector street with frontage roads, sidewalks and a wider roadway. Unfortunately, this did not occur when the development was planned. Hawstead has the geometric design of a local street, with a 7.5-m pavement width, no sidewalks, and no frontage roads. The larger network cannot be retroactively changed now to accommodate Hawstead as a collector; the proposed sidewalk option is a partial remediation to a planning flaw.
25. The turn restriction alternatives shift the problem elsewhere in the neighbourhood.
- We recognize each option would result in several implications. We want to understand the significance of the impacts associated with each from residents' perspectives and are trying to balance trade offs.
26. How many streets are included in this project?
- Throughout this project, letters have been mailed to property owners bounded by the area of Waverley, Sandusky, Pembina and Kirkbridge.
27. What is the difference between a local street cross section and a collector street cross section?
- Hawstead has a local street cross section. The right of way width is approximately 18.5 m and the roadway width is approximately 7.5 m. There are no sidewalks or frontage roads. Private approaches access Hawstead directly. Bairdmore and Kirkbridge have collector street cross sections. The right of way width is approximately 30 m and the roadway is approximately 10 m wide. There are sidewalks on both sides of the street. Frontage roads are provided so that private approaches do not have direct access onto the collector streets.
28. Constructing a sidewalk would impact private approaches and landscaping on the north side of Hawstead Road.
- If the sidewalk option is selected, efforts would be made to minimize impacts and disruptions within the boulevard. However, some removal of trees and some removal of private landscaping that is within the right of way may be required. Private approaches would be modified to accommodate a sidewalk.
  - As per section 91 of the City of Winnipeg Neighbourhood Livability By-Law (1/2008):  
Where a person is authorized by or pursuant to this By-law to apply a non-standard boulevard treatment to a portion of the boulevard or a non-standard treatment to a median or traffic island, the authorization is granted subject to the condition that any
    - (a) vegetation planted on;
    - (b) items placed on and affixed to; and
    - (c) improvements made to; the boulevard, median or traffic island become the property of the City of Winnipeg and are subject to removal or destruction by the City, or with the authorization of the City, without any

obligation on the City to replace or repair them or to compensate the owner or occupant of the property for their loss or destruction.