

HAWSTEAD ROAD TRAFFIC CALMING

Public Engagement Summary

April 2021

Background

In 2020, the City of Winnipeg began a traffic calming pilot project to address neighbourhood safety and livability issues related to shortcutting traffic on Hawstead Road.

Phase 1 of the pilot included prohibiting left turns from southbound Bairdmore Boulevard to eastbound Hawstead Road at all times. Since the restriction was introduced, the City heard concerns from residents about the turn restriction and have subsequently shortened the duration of the pilot project.



Engagement

In February 2021, community feedback was gathered to help decide on a preferred solution for addressing the traffic concerns. A description of issues and nine options with associated implications were mailed directly to residents in the area along with an invitation to participate. A description of the options is available in the project backgrounder in Appendix E.

Opportunities to provide feedback included:

- An online survey – open from February 9 to 28, 2021 and received 154 respondents
- A virtual event – held on February 24, 2021 with 67 attendees
- Correspondence through email and 311 – eight emails and one call

Promotion

Public engagement opportunities were promoted using the following methods:

- Direct mail letter and background – 846 mailings on February 9, 2021
- Email to project subscribers – 11 emails on February 12, 2021
- Phone call to project subscriber – one call on February 12, 2021

Key Findings

- There are differing opinions on whether an issue exists on Hawstead Road and – therefore – different perspectives on how best to move forward.
- A small majority of Hawstead Road residents support the pilot (54 per cent indicated they are supportive versus 45 per cent who indicated they are unsupportive). See Figure 2.
- Option 2 (no changes) and Option 3 (sidewalk installation) were the most supported among those who do not live on Hawstead Road. See Figure 3.
- Left turn restrictions were the least popular of the options presented among those not living on Hawstead Road. See Figure 3.
- Participants who live on Hawstead Road most support solutions involving left turn restrictions. See Figure 3.
- Because each individual is impacted differently by each solution, all solutions carry implications that require consideration.

Online Survey Results

Traffic on Hawstead Road

Participants had differing perspectives on whether there is in fact a problem with traffic on Hawstead Road: 36 percent (55 of 152) of online survey respondents believe Hawstead Road was fine prior to the pilot, 33 percent (50 of 152) believe there is an issue with cut-through traffic that needs to be addressed, and 31 percent (47 of 152) believe Hawstead Road is cut-through traffic exists but is a minor issue. Respondents identifying as residents of Hawstead Road were twice as likely 61 percent (20 of 33) to identify cut-through traffic as an issue that needs to be addressed.

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Respondents who believe Hawstead Road was fine prior to the pilot stated a few reasons for their response:

- The current traffic volume is not a safety concern/fine as it is (22 comments)
- Hawstead Road is functioning as designed (8 comments)
- Frustration over turn restrictions on area residents (4 comments)

Respondents who believe cut-through traffic on Hawstead Road needs to be addressed stated a few reasons:

- There are more vehicles than what the road was built for (28 comments)
- Pedestrians using Hawstead Road are unsafe (17 comments)
- Concern that the traffic volumes will continue to increase (6 comments)

Respondents who believe Hawstead Road has a minor issue with cut-through traffic stated a few reasons:

- A belief that Hawstead Road is functioning as designed (7 comments)
- Belief that current traffic volume is not a safety concern/fine as it is (6 comments)
- That pedestrian safety could be resolved with the addition of a sidewalk (6 comments)

Ranking outcomes

When asked to rank possible outcomes of traffic calming, responses did not show a clear priority. Figure 1 and Table 1 show the rankings of the outcomes, with *Hawstead Road is more pedestrian-friendly* ranked higher slightly more often.

Ranking of potential outcomes of traffic calming on Hawstead Road

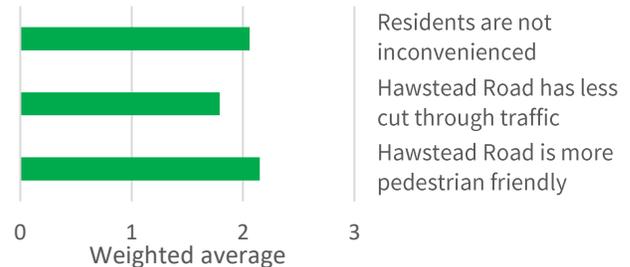


Figure 1 Ranking of potential outcomes of traffic calming from all respondents

Ranking traffic calming outcomes			
Outcome	1 – Most important	2	3 – Least important
Hawstead Road is more pedestrian friendly	37% (51 of 137)	41% (56 of 137)	22% (30 of 137)
Hawstead Road has less cut through traffic	23% (33 of 143)	33% (47 of 143)	44% (63 of 143)
Residents are not inconvenienced	39% (56 of 142)	26% (37 of 142)	35% (49 of 142)

Table 1 Number of respondents to each option ranking potential outcomes of traffic calming from all respondents. Note: Some ranking fields were left incomplete which is why total numbers are not consistent between response options.

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Response to pilot

Respondents were asked about their support of the pilot turn restriction prohibiting left turns from southbound Bairdmore Boulevard to eastbound Hawstead Road at all times. Results are in Figure 2.

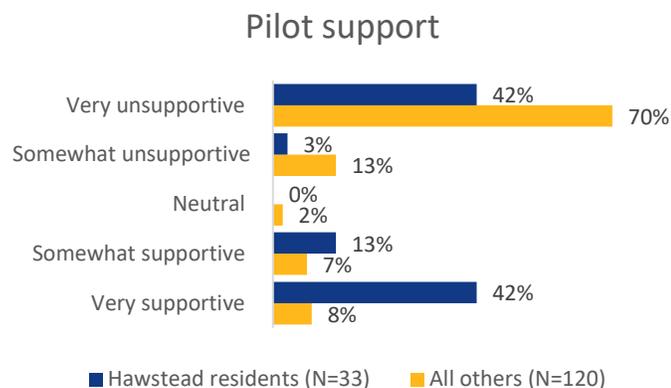


Figure 2 Pilot project support for Hawstead Road residents and all others

Pilot support

Supportive comments	Unsupportive comments
The volume of vehicles on Hawstead Road had been reduced (10 comments)	Restrictions are inconvenient/added travel time for accessing area homes (55 comments),
Desire for decreased traffic volumes on Hawstead Road (3 comments)	Traffic is being rerouted in front of Bairdmore School (19 comments)
Increased livability/ability to safely leave driveways on Hawstead Road (3 comments).	Drivers are using a service road on Bairdmore Boulevard to avoid the turn restriction (15 comments).

Responses to options

Option 1a– No southbound left turn at Bairdmore Boulevard and Hawstead Road; Must turn right at south end of frontage road; installed 24/7. Most similar to pilot.

Option 1b – No southbound right turn at Kirkbridge Drive and Hawstead Road; installed 24/7

Option 1c – No southbound left turn at Bairdmore Boulevard and Hawstead Road; Must turn right at south end of frontage road; No southbound right turn at Kirkbridge Drive and Hawstead Road; installed during AM and PM peak periods.

Option 1d – No southbound left turn at Bairdmore Boulevard and Hawstead Road; Must turn right at south end of frontage road; No southbound right turn at Kirkbridge Drive and Hawstead Road; installed during PM peak period

Option 1e – No southbound left turn at Bairdmore Boulevard and Hawstead Road; Must turn right at south end of frontage road; installed during AM and PM peak period

Option 1f – No southbound right turn at Kirkbridge Drive and Hawstead Road; installed during AM and PM peak periods

Option 2 – No changes. Conditions revert to original status.

Option 3 –In the short term, the turn restriction at Bairdmore Boulevard and Hawstead Road is removed and conditions revert to the original state. In the long term, a sidewalk is constructed on the north side of Hawstead Road.

Option 4 – In the short term, the preferred turn restriction alternative from Option 1 is installed. In the long term, a sidewalk is constructed on the north side of Hawstead Road.

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The online survey measured support for nine options. Respondents were asked to state their level of support (from very supportive to very unsupportive) for each option, as well as to state their reasoning. Support for options is in Figure 3.

Respondents living on Hawstead Road revealed greater support for turn restrictions (specifically Options 1a – similar to pilot (55 percent) and 1b – no southbound right turn at Kirkbridge Drive and Hawstead Road (32 percent)).

Option 2 (no changes) was rated highest overall, as the third-most supported option among Hawstead residents (39 percent are somewhat or very supportive) and the most supported option among those living elsewhere (67 percent are somewhat or very supportive).

Option 2 (no changes)

Supportive comments	Unsupportive comments
Do not see an issue (20 comments)	Something must be done to resolve identified volume issues and risks to pedestrians (27 comments)
Do not want restrictions on vehicle movement through the neighbourhood (18 comments)	Would like to see sidewalks (2 comments)
Concerns for residents on Hawstead do not justify traffic restrictions to the rest of the area (9 comments).	Desire for solutions that do not impact traffic flow (2 comments).

Option 3 (construction of a sidewalk in the mid-to long-term) was also supported by respondents living elsewhere than Hawstead Road (66 percent are somewhat or very supportive), whereas it was the fourth-most supported option amongst Hawstead residents (28 percent are somewhat or very supportive).

Option 3

(construction of a sidewalk in the mid-to long-term)

Supportive comments	Unsupportive comments
A sidewalk would improve pedestrian safety (37 comments)	A sidewalk does not fix traffic volume (13 comments)
Support for no turning restrictions (19 comments)	No short-term improvement (10 comments)
Desire for speed reductions (9 comments)	A sidewalk will impact street trees and resident landscaping (5 comments).

Respondents were also asked if the City should consider any other solutions.

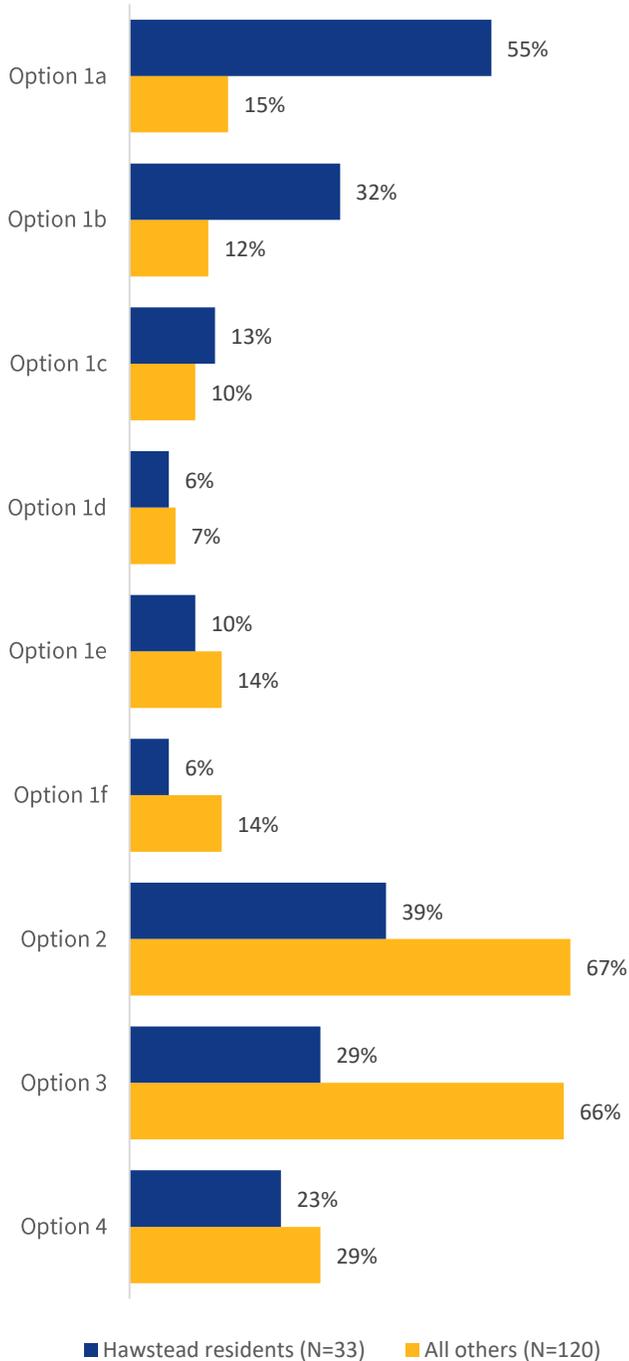
- Ideas submitted by Hawstead Road residents include: lowering the speed limit on Hawstead Road (7 comments); adding a full closure at the mid-point of the road (3 comments); piloting any future changes (2 comments); installing a 3-way stop sign at Meadow Ridge Drive and Hawstead Road (1 comment); adding stop signs to all intersections on Hawstead Road (1 comment); making Hawstead Road a one-way street (1 comment); and extending Bison Drive to Kenaston Boulevard (1 comment).
- Ideas submitted by others include: lowering the speed limit on Hawstead Road (13 comments); adding speed humps or tables (11 comments); signage for local access only/no tickets for locals (11 comments); adding 3-way stops to various locations on Hawstead Road (10 comments); restricting on-street parking on Hawstead Road during peak hours (4 comments); making Hawstead Road a one-way street (2 comments); and extending Bison Drive to Kenaston Boulevard (2 comments).

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Support for options (very supportive and somewhat supportive)



Feedback through virtual event and 311 and project team correspondence

At the virtual event, the City presented background on the project and then hosted a question-and-answer period. The question-and-answer period allowed the project team to gain a better understanding of the varying concerns and perspectives among community members.

The City also received feedback directly from residents contacting 311.

Feedback raised during the event and through 311/email included:

- Questions about the root reasons for the project and the need for the project
- Measurements from the pilot project including traffic volumes outside Bairdmore School
- Impacts to local drivers: how local traffic is defined, opportunities to stop those who are not residents from cutting through the neighbourhood, and expectations of use on local streets vs. collector streets
- Frustration with cutting the pilot short
- Frustration with misinformation, misunderstanding and division between community members
- Influence of constructing a sidewalk: ability to meet project goals, timeline and cost, and impacts to resident property
- How to measure feedback and weighting of comments by those who are most impacted vs. larger group
- Legacy of road layout on Hawstead Road
- Opportunities to reduce the speed limit on Hawstead Road

Figure 3 Support for options according to Hawstead residents and other community members

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What We Heard	How It Was Considered
Hawstead Road was fine prior to the pilot and current traffic volume is not a safety concern/fine as it is.	The traffic study found that, while operating speeds on Hawstead Road are consistent with the 50 km/h speed limit, traffic volumes are double that which is typical for most local residential streets in Winnipeg. Higher than typical traffic volumes create livability concerns for residents and pose safety issues for pedestrians when sidewalks are not present. The decision has been made to proceed with Option 3 – constructing a sidewalk on the north side of Hawstead Road.
Some residents believe Hawstead Road is functioning as designed. Others noted there are more vehicles than what Hawstead Road was built for, residents have difficulty leaving their driveways and pedestrians using the road are unsafe.	Hawstead Road has the geometric design of a local residential street, with a 7.5-m pavement width, no sidewalks, and no frontage roads. Most local residential streets in Winnipeg typically accommodate up to 1,000 vehicles per day, whereas volumes on Hawstead road are double that. Residential collector streets, such as Kirkbridge Drive or Bairdmore Boulevard, are designed to handle larger traffic volumes, often up to 5,000 vehicles per day. Collector streets typically have 10 m pavement width, sidewalks on both sides of the street, and frontage roads.
Traffic volumes will continue to increase if nothing is done.	Development west of Richmond West is ongoing, which may contribute to increased volumes over time. The secondary plan for Waverley West Neighbourhood “B” outlines road network improvements which may alleviate some concerns, including extending Bison Drive between Keaston Boulevard and Waverley West. The Plan is future-oriented, and is written to guide development over a 25-year time horizon so it is difficult to predict when these network improvements may be implemented. https://www.winnipeg.ca/ppd/CityPlanning/LocalAreaPlan/default.stm
Traffic restrictions reroute traffic in front of Bairdmore School putting and put students at risk.	Turn restrictions may reroute traffic in front of Bairdmore School, which is a negative implication of these options. However, as a collector street and school zone, Kirkbridge Drive has several safety measures in place including sidewalks on both sides of the street, a roadway width that is wide enough to accommodate higher traffic volumes, a 30 km/h reduced speed school zone, and a school crosswalk that is patrolled.
Traffic restrictions are inconvenient and add travel time when accessing area homes.	Negative implications of the turn restriction options are increased travel times throughout the neighbourhood, which also create environmental issues.
The addition of a sidewalk on Hawstead Road will improve pedestrian safety without need for vehicle turn restrictions.	Separating pedestrians from motor vehicles is considered a safety improvement.
The addition of a sidewalk on Hawstead Road will not fix traffic volumes.	The sidewalk option seeks to improve safety by separating pedestrians from motor vehicles. The sidewalk option does not reduce traffic volumes.

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What We Heard	How It Was Considered
<p>The addition of a sidewalk on Hawstead Road will impact street trees and resident landscaping.</p>	<p>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 to construct a sidewalk. Private approaches would be modified to accommodate a sidewalk.</p> <p>As per section 91 of the City of Winnipeg Neighbourhood Livability By-Law (1/2008):</p> <ul style="list-style-type: none"> • 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 <ul style="list-style-type: none"> (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.
<p>A desire to lower the speed limit on Hawstead Road.</p>	<p>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; we will not be conducting a lowered speed limit trial at a single location, outside of the study's scope, at this time.</p>
<p>A desire to add speed humps or tables on Hawstead Road.</p>	<p>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.</p>
<p>The City should add local access only signage to show Hawstead Road is only for local drivers.</p>	<p>Local access only signage is not enforceable and is not used in the City of Winnipeg.</p>
<p>Improve pedestrian safety by restricting on-street parking on Hawstead Road.</p>	<p>Restricting on-street parking can lead to increased travel speeds as motorists are less impeded. Providing on-street parking is an important function of residential streets and restricting parking is not being considered.</p>

Next Steps

Using the feedback received through this engagement process, the City worked with the area Councillor to review community input and evaluate the options based on feedback, effectiveness, impacts to residents, area walkability, and constructability.

The decision was made to proceed with Option 3 – constructing a sidewalk on the north side of Hawstead Road. The area Councillor has committed to contributing \$80,000 to accelerate the construction timeline. This location will be placed on the City’s sidewalk prioritization list for construction when the remaining budget becomes available. The timeline for construction is not yet known. Residents on Hawstead Road will be notified in advance of construction.

The No Left Turn restriction at Bairdmore Boulevard and Hawstead Road will be removed by May 2021.

Appendices

Appendix A – Online survey results

Appendix B – Virtual event boards

Appendix C – Q & A’s from virtual event

Appendix D – Project correspondence received through 311 and email

Appendix E – Project notification: background and letter