

Watson Street Traffic Calming Project

Phase 2 Community Engagement Summary

April 2023

Background

Watson Street was identified as a high-priority location for traffic calming measures through the City's Traffic Calming Program.

On November 7, 2016, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred with the recommendation of the Public Service that traffic calming measures should be considered on Watson Street.

Additional data collection was required prior to proceeding, which was collected on Watson Street between Leila Avenue and Jefferson Avenue in March, 2021:

- The 85th percentile speed, which is the speed at which 85 percent of motorists travel at or below, ranges between 52 and 53 km/h.
- The 95th percentile speed, which is the speed at which 95 percent of motorists travel at or below, ranges between 57 and 58 km/h.
- Up to 800 vehicles per day travel 55 km/h or higher on Watson Street, approximately 230 of which travel 60 km/h or higher.

Traffic calming measures will be installed on Watson Street to help slow speeds and create a safer space for all road users.

Engagement

In Spring 2022, Phase 1 engagement surveyed the community to understand how they feel about its current state as well as potential traffic calming measures.

We developed a proposed traffic calming design based on what we heard, which included speed tables, raised crosswalks, curb extensions, and rectangular rapid flashing beacons (RRFB).

In Fall 2022, we presented this proposed design to the community for their feedback in Phase 2 of engagement.

Opportunities to provide feedback included:

- An online survey – open from November 15 – December 8, 2022; 20 responses
- A neighbourhood event at Garden City Community Centre – December 1, 2022; nine interactions
- Stakeholder meeting with housing co-op board members and management company

Promotion

Public engagement opportunities were promoted using:

- Project webpage – winnipeg.ca/watsoncalming updated November 15, 2022
- Direct-mailed postcards to 454 nearby properties with an invitation to take the survey and attend the neighbourhood event – November 15, 2022
- On-street signage notifying residents that traffic calming measures are coming – installed March 28, 2022 and left in place throughout Phase 2

Key findings

- Watson Street residents generally understand the proposed changes however, some have concerns
- The majority of survey respondents (60 percent) feel proposed measures will increase the quality of life of the surrounding community

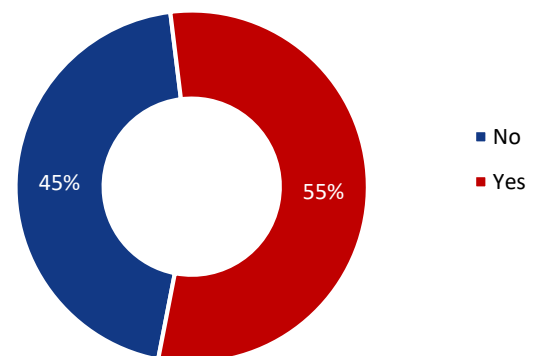
Online survey results

Twenty area residents responded to the online survey.

While the majority of respondents (85 percent or 17 of 20 respondents) understand the proposed changes to Watson Street, 55 percent (11 of 20 respondents) expressed concerns with the proposed changes (see Figure 1).

Figure 1: concerns with the proposed changes

Do you have any concerns about the proposed changes?



Total responses: 20

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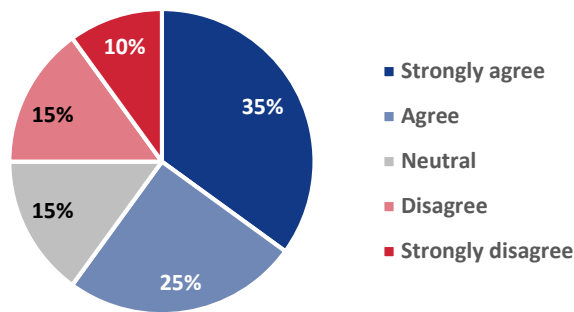
Respondents who answered “yes” had the opportunity to explain why in an open-ended format. These responses were grouped into themes. Write-in concerns included:

- Concerns with the condition of the sidewalks (two comments)
- Concerns the design will slow down traffic and cause traffic congestion (two comments)
- Not enough is being done between Leila Avenue and Kingsbury Avenue (e.g., crosswalk, speed humps) (two comments)
- Traffic calming is not needed on Watson Street/it’s a waste of money (two comments)

When asked whether they believed the proposed traffic calming measures would improve the quality of life in the surrounding community, 60 percent (12 of 20 respondents) either strongly agreed or agreed (see Figure 2).

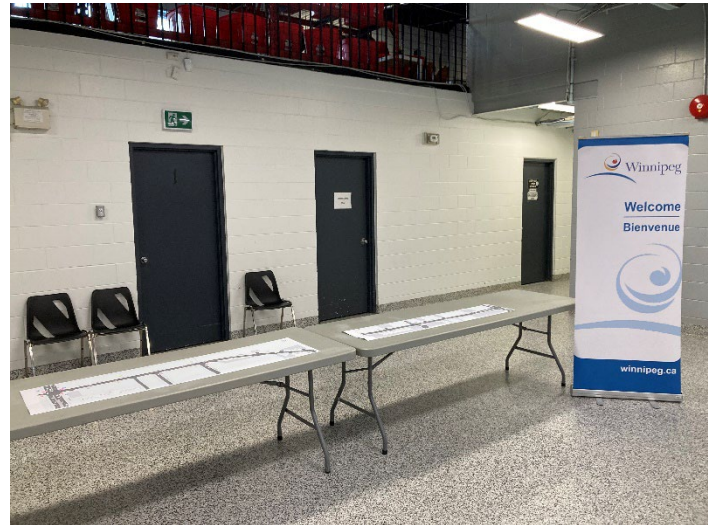
Figure 2: Quality of life

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



Total responses: 20

Neighbourhood event feedback



A neighbourhood event was held to give area residents a chance to review the design in-person and talk directly with the project team.

Feedback heard at the neighbourhood event generally reflected what we heard in the online survey.

Residents who attended shared the sentiment that traffic calming is needed on Watson Street as it is a busy street where speeding is a concern.

Attendees were also concerned about

- The condition of the sidewalks
- Traffic calming measures needed between Leila Avenue and Kingsbury Avenue
- Traffic flow at Kingsbury Avenue

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What We Heard	How It Was Considered
A crosswalk near the transit stop between Leila Avenue and Kingsbury Avenue would increase safety for pedestrians trying to cross the street.	We are installing two curb extensions directly across from each other on Watson Street between Leila Avenue and Kingsbury Avenue. There will be pedestrian ramps at the curb extensions to provide an accessible crossing on Watson Street. Activity at the crossing will be monitored and additional measures, such as pedestrian crossing signs and pavement markings, will be added if needed.
Speed tables between Leila Avenue and Kingsbury Avenue would help to slow down cars along this stretch.	We are installing curb extensions between Leila Avenue and Kingsbury Avenue to narrow the pavement and encourage motorists to slow down. Speed tables are not being considered on this section of Watson Street as the cross-section is four lanes wide.
When the snow isn't cleared from the sidewalks, people who use wheelchairs must use the road. The narrowing of the road with curb extensions could make sharing the road with cars more difficult/dangerous.	In most cases, the curb extensions are no wider than a parked vehicle. Concerns related to snow clearing and sidewalk maintenance have been passed onto the City's Streets Maintenance Division for consideration.
The design may slow down cars and create traffic congestion.	The design is intended to slow down traffic. Data shows around 800 vehicles per day are traveling 55 km/h or higher on Watson Street. The traffic calming measures are designed to bring speeds closer to the speed limit and not slow them to the point that they would cause significant congestion.

Next Steps

What we heard will help up refine the final design, which will be presented for information and implementation in 2023.

Appendices

Appendix A – Postcard notification

Appendix B – On-street signage

Appendix C – Online survey results

Appendix D – Neighbourhood event notes

Appendix E – Stakeholder meeting notes