

**Agenda – Standing Policy Committee on Infrastructure Renewal and Public Works –
May 12, 2021**

REPORTS

Item No. 8 Pop-Up Street Re-Imagining – Watt Street

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

That this report be received as information.

**Agenda – Standing Policy Committee on Infrastructure Renewal and Public Works –
May 12, 2021**

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On March 11, 2021, the Standing Policy Committee on Infrastructure Renewal and Public Works granted an extension of time to its May 12, 2021 meeting for the Winnipeg Public Service to report back on the matter.

Leilani Esteban Villarba, Executive Director, Chalmers Neighbourhood Renewal Corporation, submitted a communication dated March 19, 2021, in support of the matter.

On May 19, 2020, the Standing Policy Committee on Infrastructure Renewal and Public Works directed the Winnipeg Public Service to report back to the Standing Committee at its March, 2021 meeting on the recommendation of the East Kildonan-Transcona Community Committee.

COMMUNITY COMMITTEE RECOMMENDATION:

On May 12, 2020, the East Kildonan-Transcona Community Committee passed the following motion:

That the Standing Policy Committee on Infrastructure Renewal and Public Works be requested to direct the Winnipeg Public Service to help the Chalmers Neighbourhood Renewal Corporation and its partner community groups facilitate the coordination with Bayview Construction for the use of one block of Watt Street for the purposes of a community-led pop-up street re-imagining on May 30, 2020.

ADMINISTRATIVE REPORT

Title: Pop-Up Street Re-Imagining – Watt Street

Critical Path: Standing Policy Committee on Infrastructure Renewal and Public Works

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P. Eng.	J. Berezowsky	N/A	M. Ruta, Interim CAO

EXECUTIVE SUMMARY

The Public Service was directed to help the Chalmers Neighbourhood Renewal Corporation (CNRC) and its partner community groups implement a community-led pop-up street re-imagining on one block of Watt Street. The resulting conversations revealed CNRC now wishes to implement such an initiative on both Watt Street and Henderson Highway in 2021.

For Watt Street, CNRC is proposing to close the curb lanes of up to a two-block section of the street for one weekend to accommodate place-making, dedicated parking, and cycling facilities. The Public Service does not have immediate road safety or traffic operations-related concerns with the initial plan for this initiative, and will support CNRC as appropriate to facilitate the event. CNRC will be responsible for funding the event including the necessary temporary traffic control costs.

While the Public Service understands CNRC wishes the pop-up to serve as a pilot for future permanent implementation, it should be noted that Watt Street underwent rehabilitation in 2020 and would not be prioritized for further renewal funding at this time.

For Henderson Highway (between Hespeler Avenue and Johnson Avenue), CNRC is proposing a multiblock, multi-week closure of the curb lanes in both directions to accommodate place-making, dedicated parking, and/or cycling facilities. The Public Service does not support such an initiative at this time. Closing the curb lane to vehicle traffic would effectively reduce the through capacity from three lanes to two in each direction throughout the day, including during peak period times. Traffic congestion is already routinely observed under normal conditions on southbound Henderson Highway during the AM peak period and for northbound Henderson Highway during the PM peak period. Trials of this scale, duration, and impact on the regional street network should occur as part of major corridor studies that are planned, budgeted, and implemented by the City of Winnipeg rather than the community.

RECOMMENDATIONS

That this report be received as information.

REASON FOR THE REPORT

On May 19, 2020, the Standing Policy Committee on Infrastructure Renewal and Public Works (SPC IRPW) directed the Winnipeg Public Service to help the Chalmers Neighbourhood Renewal Corporation and its partner community groups facilitate the coordination with Bayview Construction for the use of one block of Watt Street for the purposes of a community-led pop-up street re-imagining for possible implementation in the summer of 2021, and report back at its March 2021 meeting.

At the SPC IRPW was granted an extension of time to its May 12, 2021 meeting to report back.

IMPLICATIONS OF THE RECOMMENDATIONS

As this report is for information purposes only, there are no implications.

HISTORY/DISCUSSION

BACKGROUND INFORMATION

The original disposition from May 19, 2020 requested that the Public Service help CNRC and its partner community groups coordinate during the 2020 Watt Street Renewal Project with Bayview Construction for the use of one block of Watt for the purposes of a community-led pop-up. Due to concerns with coordinating the community-led pop-up during the Watt Street construction, the 2020 pop-up was instead implemented on Henderson Highway. As construction on Watt is now complete, this specific aspect of the direction is no longer applicable.

In the summer of 2020, the Winnipeg Public Service helped the Reimagine Elmwood Group facilitate a community-led pop-up street re-imagining on Henderson Highway. This pop-up was in place for an approximately one-block segment of Henderson Highway on Saturday, June 25, 2020. The pop-up occurred during a weekend in the summer (when vehicular traffic volumes are typically lower); actual vehicular traffic volumes were substantially lower than typical summer volumes due to the ongoing COVID-19 pandemic.

CNRC has indicated an interest to implement new community-led pop-up street re-imaginings for Watt Street and Henderson Highway in 2021.

WATT STREET

CNRC is proposing to close the curb lanes up to a two-block section of the street for one weekend in Summer 2021 to accommodate place-making, dedicated parking, and cycling facilities that would make up a street re-imagining. Specific details and dates of the event are yet to be finalized. CNRC will be responsible for funding the event, including the necessary temporary traffic control costs.

The Public Service does not have immediate road safety or traffic operations-related concerns with the initial plan for this initiative, and will support CNRC as appropriate to facilitate the event. That said, the following concerns should be noted for this event:

- Watt Street is not identified as part of the cycling network in the Council-approved Pedestrian and Cycling Strategies document.
- While the Public Service understands CNRC wishes the pop-up to serve as a pilot for future permanent implementation, Watt Street was rehabilitated in 2020 and would not be prioritized for further renewal funding at this time.

HENDERSON HIGHWAY

Based on initial discussions, the Public Service understands CNRC is proposing a multiblock, multi-week or multi-month closure of the curb lanes in both directions to accommodate place-making, dedicated parking, and/or cycling facilities. A new temporary pedestrian crossing location is also envisioned as part of the trial event. Specific details and dates of the proposed event are yet to be finalized.

Henderson Highway in this area is a six-lane divided regional street, truck route, and Transit route. It has an average daily traffic volume of 38,300 vehicles and posted speed limit of 60 km/h. Currently, parking is restricted during the AM peak period in the southbound direction and parking is restricted during the PM peak period in both the northbound and southbound directions. Closing the curb lane to vehicle traffic would effectively reduce the through vehicle capacity from three lanes to two lanes in each direction throughout the day, including during the peak period times. Traffic congestion is already routinely observed under normal conditions on southbound Henderson Highway during the AM peak period and for northbound Henderson Highway during the PM peak period.

On May 19, 2020 the Public Service submitted the report [Traffic Signals Performance – Henderson Highway](#) to the SPC IRPW assessing the performance of the traffic signals at the intersections of Henderson Highway and Johnson Avenue as well as Henderson Highway and Hespeler Avenue. The report stated that both of these intersections are currently over capacity and, without a physical increase in traffic capacity or a reduction in traffic volumes, the delay experienced by motorists has been reduced to the furthest extent possible with signal timing changes. This report was initiated due to public concerns with congestion. The City continues to receive cases through 311 expressing concerns with congestion on this segment of Henderson Highway.

To initially evaluate this pop-up request, traffic operations at the intersections were modelled using the Synchro (version 10) software package and the analysis results are shown in Table 1, below. Closing the curb lanes during the peak periods would result in substantial increases in vehicular delay. The resulting queues would increase so that they would likely extend through upstream intersections.

Table 1: Traffic Operations Modelling Results

Intersection	Peak Period	Overall Intersection		50 th % Queue Length (m)
		LOS	Delay (sec/veh)	
Existing Conditions (3 thru lanes during peak periods)				
Henderson & Johnson	AM	B	19.5	120 (southbound)
	PM	B	14.3	90 (northbound)
Henderson & Hespeler	AM	F	82.1	360 (southbound)
	PM	C	27.8	180 (northbound)
Proposed curb lane closure (2 thru lanes during peak periods)				
Henderson & Johnson	AM	E	58.3	400 (southbound)
	PM	F	115	560 (northbound)
Henderson & Hespeler	AM	F	84.7	360 (southbound)
	PM	F	83.5	400 (northbound)

The Public Service does not support such an initiative at this time due to both traffic flow and safety concerns. Trials of this scale, duration, and impact on the regional street network should occur as part of major corridor studies that are planned, budgeted, and implemented by the City of Winnipeg rather than the community. At this time, a corridor study on this segment of Henderson Highway has not been planned or budgeted.

FINANCIAL IMPACT

Financial Impact Statement Date: April 1, 2021

Project Name:

Pop-Up Street Re-Imagining – Watt Street

COMMENTS:

There is no financial impact associated with the recommendation of this report.

"signed by J. Ruby, CPA, CA"
 J. Ruby, CPA
 Manager of Finance & Administration

CONSULTATION

This Report has been prepared in consultation with: N/A

OURWINNIPEG POLICY ALIGNMENT

The Sustainable Transportation Direction Strategy developed as part of OurWinnipeg forms the policy framework for the Transportation Master Plan (TMP). Sustainable Transportation identified a vision and five Key Strategic Goals which are critical to achieving a balanced and sustainable transportation system for Winnipeg. These goals form the basis for the TMP and the directions and strategies contained within it:

1. A transportation system that is dynamically integrated with land use;
2. A transportation system that supports active, accessible and healthy lifestyle options;
3. A safe, efficient and equitable transportation system for people, goods and services;
4. Transportation infrastructure that is well maintained
5. A transportation system that is financially sustainable

The recommendations within this report are consistent with the Key Strategic Goals.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

N/A

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: K. Patmore, M.Sc., P.Eng., Regional Traffic Engineer
Date: April 7, 2021