

Lord Roberts Community Traffic Study Meeting 4 Notes

Location: Remote teleconference and Zoom Meeting
Date: Friday, May 29, 2020
Attendees: 10
Time: 12:30 p.m. – 2 p.m.

Meeting Purpose:

- Update on study progress
- Present solutions options for School Area Safety and On-Street Parking
- Collect feedback on options and discuss other potential options
- Discuss next steps

Meeting Notes

Study purpose, timeline status, public engagement objectives, techniques, and overview of phase 2 feedback

Study's timeline has been revised to allow PAC to provide early input on solutions so we can revise them and tweak them before going to the public.

Public feedback to happen in fall of 2020; overall study timeline extended into 2022.

Priority Areas:

School Area Safety

- Four options for traffic improvements during pick-up and drop-off

Discussion

- Option 4 would be difficult for school to facilitate
- Loading and unloading is a slow process and with those with special needs, this would be a challenge
- Have been trying to get program hours changed
- Don't see Option 4 as a feasible option; would have parents, daycare and school all loading at the same time
- Staffing is difficult to police and monitor
- Maybe Option 4 is not an option to present to the public in the fall.

What option does the school prefer?

- School likes building the loading bay as that would be easiest for us at an expense
- Like the one way option with parking on the side closest to the building to reduce bus traffic

- The road is narrow and to get cars going by with Transit buses is as challenge
- From a school perspective, that one would make the most sense but that has a huge impact on the community as well.

How many students have been injured running back and forth?

- Do not have statistics; no data on actual injuries. The school doesn't get that but there have been some close calls, especially in the winter months and kids are still running.

Was it considered to incorporate the back alley behind the school as a safe place for parents to pull in? You could give access on both side to the street. This seems like a low traffic lane that's secure, away from the street and could be safer than some of the other options. You could allow parents to use this as a loading bay. Bus loading zone isn't that wide either.

- Have had staff using back lane as loading zone, regardless.
- You have students running through staff parking lot and it's not a regulated area. Parents come and sit. Needs more supervision and structure.
- Extra traffic in the parking lot.

- South Osborne Residents Group has been advocating for Option 1 for a decade.
- Heavy trucks will use Rathgar if it remains a two-way. If Option 1, they won't use Rathgar. Keep kids safer and parents.

Are there other examples of one-way streets in a residential neighbourhood? Is this mostly around commercial areas? Is it possible to get some feedback from that school?

- (ACTION) There's one school that immediately comes to mind. Will do some digging to see if there other examples.

- Would also favour option 1 and liked the question about other experiences.
- Find that decreasing the congestion would be beneficial for buses as well. This cannot be safe for buses going back and forth.
- The back lane might create an issue with children being exposed to exhaust. Could put signs up for this. Option 1 seems the best but needs a lot of consultation for the people on Beresford and Rathgar.
- Option 1 would affect Rathgar residents as well. Not a fan because not sure if it will reduce the traffic overall. Would prefer Option 3. Question if it is worth the investment for the long term for the school? Sacrifice for local residents to save money? It's a school issue, not a resident issue. Could be overreaching on the City's part. Would have to give the full picture. Could be extra space for kids to play, extra space for storage during the day so it's multi-purpose so it provides additional value.
- Providing more information about costs and to be fair we don't know if there is a resident issue.

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If additional parking is a block away, do the teachers need the parking?

- It could be an interesting proposal; school division would make that decision. There are 16 spots including one accessible space; upwards of 60 staff members. Staff are parking on the street. Limited space for parking.
- none of the options scream safety to me, taking parking off the street seems the safest

Option 3 – Does it matter where it is constructed?

- Cost depends on removing trees; this is where the fewest trees would be impacted

The City is removing trees on a regular basis due to disease – 4 already removed. Message was that they will all be coming down at some point. If they are removing them, who would be deciding when the trees are coming down? Is the price the same regardless?

Maybe not a part of this budget because it's going to happen anyways?

Removing trees on Rathgar and Daly. Want to get children into our zone

Will be talking to forestry more about Option 3 and the health of the trees.

- One way streets set a precedent and that may not be the best way for improving to complete streets
- Also not a fan of one way streets. Difficult and challenging because principal has a stake in this but also the City has to look at this and the cost is a big issue. Option 3 – city did everything to save the trees that they could. Difficult decisions by Forestry.
- Quite like Option 2, avoid the area because don't have kids in the school. Not a huge fan of one ways because it might add confusion. Like Option 2 where there is a long stretch of parking and loading, right along the school property. As a parent, did school drop off for many years. When a loading bay was built, used for a while but then stopped letting parents use it (St. Boniface, Tache). Had some problems. Like the dropping off kids on the same side of the school so kids can hop out and don't have to cross the street to set up on Beresford so there's no crossing the street.
- At Harrow, had a loading bay. Was able to block off for loading times because no transit traffic. Limited to what we can block off because of transit buses. Have some restrictions there. Transit on both Rathgar and Beresford. Would alleviate some issues if Transit routes can be removed from school – travel quickly and when there's congestion, people are impatient, too much going on at these times and buses add to that.

- Difficult to get Transit to budge on anything.
- 95 turns around on Berwick; ruining houses/foundations. Won't change. Favours working with transit to create one ways to keep construction
- Might be another reason why 95 should change their route.
- City is not considering route modifications as part of this study. Asked Transit to consider this feedback in their master plan update. Can ask for them to provide more rationale to change this route.

School Area Safety – new school crosswalks

What kind of crosswalk?

- signage and painted lines

Signage and painted lines will make a difference

School Area Safety – traffic calming options

How does a curb extension calm traffic?

- Horizontal deflection measure – causes traffic to slow down. Reduces distance for pedestrian to cross so there's a shorter distance. Improves visibility of pedestrians for drivers; easier to see. Pedestrians walk out onto grassed area.

Are they on the ends or in the middle? Temporary ones make sense

- Most likely installed where new crosswalks are going. Not taking out a whole lane, just narrowing.

They also increase visibility, like in North End of Lord Roberts they park right to the corner, not always obeying proper parking distances and you can see kids crossing.

Not a fan of curb extensions unless paired with a dedicated bike lane. Do not understand; they shouldn't be following the curb so children are weaving in and out and following the curb. Not supportive of these as a good solution. Trying to deal with high rates of children as the main traffic around the school

Review of Reduced Speed School Zone

On-street Parking Priority

- Three options for on-street parking

Discussion

- A mixture would be best – option 1 doesn't work. Could combine 2 and 3

- Combination of 2 and 3
- Consider resistance and with people getting on board and following rules successfully. If option 1 is more similar, could be easier. Preference is option 2. Option 3 may be good but not for the whole community.
- Utilization of parking lots that transit built? Would be curious is parking authority had this and could repurpose lot and encourage transit employees. Have seen a lot more transit drivers more south. Could it be more public?
- If you turn a few streets into paid parking or time limited, people park further. Have thought they need a park and ride in this neighbourhood. Either close to Jubilee or Lord Roberts. Don't want to discourage people to use transit but there are a lot of people along the transitway. Paid parking closer to Osborne may be challenging as people have a free time period to get the first 30 minutes or hour free and pay after that. Like Option 3.
- There would be objection for people having to purchase residential parking permits. Lots of people who have more restricted income in our neighbourhood. Getting residential parking permits is fine but it would be different between different parts. Sympathetic to commercial patronage of local businesses on Osborne. Some kind of tokens or other possibilities. This is a complex issue. Displacing people.
- Parking restrictions will displace the problem. People park all over Riverview for that reason. Parking on residential to go to a restaurant. Paid could be the best option. Can't see people wanting to purchase permits.
- School staff members are taking up spaces
- If there is a restriction of resident parking, take into account home care providers.

Development Construction Access Update

- It would work if they came through Pembina. Would help the Pembina businesses to have access to more people. Problem is there is no consequence (more than six tires do what they please). Trucking industry is not governed unless there is legal recourse. Has to be a law against these that is enforceable. Streets are better; avenues wreck houses.
- Signage on Osborne to direct to use Jubilee. Residents want this. Would be great if trucks weren't bigger than six tires. Second part is legal precedent for developers who get a use of street permit regardless of the law (Brandon with Transit's first expansion). Want to fix the problem with no truck access and no more than six tires. If they can cut a road
- Have been in discussion with the City about this. Issue is every house on Jubilee is rated as 'medium traffic' road because of six tire maximum. In that case, if they wanted to remove that by-law, they would have to revise everyone's taxes to have 'higher traffic' for their property taxes. Think that's why it is in effect. Would say as a Jubilee resident, it is a high traffic route anyways and have been in discussion with the city regarding taxation. If they were to remove

the 6 tire maximum and think it makes sense to do so, makes more sense to have truck go down Jubilee than Beresford.

- Could be talking about temporary access to Fort Rouge development
- Remember when By-law was implemented. The Concern at that point was through truck traffic (St. Vital to Pembina); not because of development. It makes more sense to have the temporary lift of by-law for access in the neighbourhood.

Next Steps

- Follow-up survey and notes
- June meeting to discuss other priority areas