

Lord Roberts Community Traffic Study

Public Engagement Virtual Meeting
December 1, 2020



Lord Roberts Community Traffic Study

Meeting Agenda

- Study purpose, timeline and progress to date
- Phase 3: Solutions
 - Immediate, to be implemented in 2020 – 2023
 - Proposed, implementation depends on your feedback
 - Long-term, subject to budget availability and city-wide priority
- Public engagement: online survey
- Next steps



Lord Roberts Community Traffic Study

Study Purpose and Timeline

The purpose of the Lord Roberts Community Traffic Study is to identify community traffic concerns, validate those concerns with real data, and develop and implement solutions to improve transportation in Lord Roberts.



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Phase 1: Initiation (Complete)

- Develop study plan
- Inform community members of study (door to door, flyer mail out, website, social media)
- Report to Standing Policy Committee on Infrastructure Renewal and Public Works
- Formation of Public Advisory Committee and Technical Advisory Committee

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Phase 2: Identify Issues (Complete)

- Meetings with Public Advisory Committee and Technical Advisory Committee
- Public engagement survey
- Public engagement workshop
- Traffic data collection and evaluation; site visits
- Identified community priorities to guide the scope of the study

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Phase 2: Identify Issues – Public Engagement Results

Findings from Phase 2 public engagement:

- Safety is an important goal
- Active transportation is a top priority
- Calming local streets is an important goal
- Parking concerns are concentrated in the northeast
- High traffic volumes and cut-through traffic are concerns
- Concentration of concerns on Osborne Street
- Large vehicle traffic is a concern

See Winnipeg.ca/lordrobertstraffic for further details on Phase 2 public engagement results

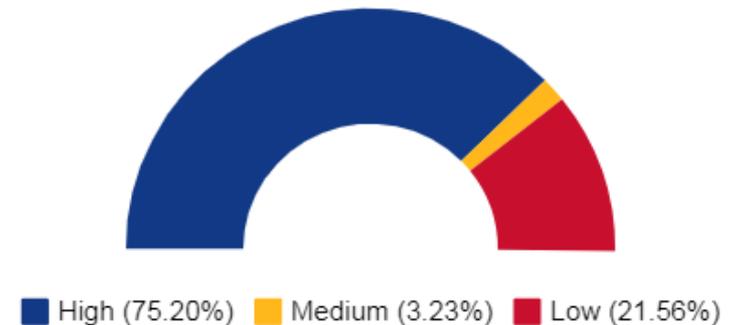


Figure 1 Level of Project Support

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Phase 2: Identify Issues – Technical Evaluation Results

Findings from Phase 2 technical evaluation:

- Although speeding is occurring on some streets, there is overwhelming compliance with the 50 km/h speed limit
- Comparing speeds on streets within the neighbourhood, speeds are somewhat elevated on Cockburn Street South and Morley Avenue
- Traffic volumes are consistent with similar residential streets in Winnipeg
- Parking data shows streets with time limited parking regulations have more space available compared to streets where parking is unrestricted
- Site visits identify congestion and safety concerns at Lord Roberts School
- Site visits identify various opportunities to improve pedestrian and bicycle infrastructure
- Safety data shows potential for improvements at the intersection of Osborne and Morley, and Osborne and Brandon Avenue

See [Winnipeg.ca/lordrobertstraffic](https://winnipeg.ca/lordrobertstraffic) for further details on Phase 2 technical evaluation results

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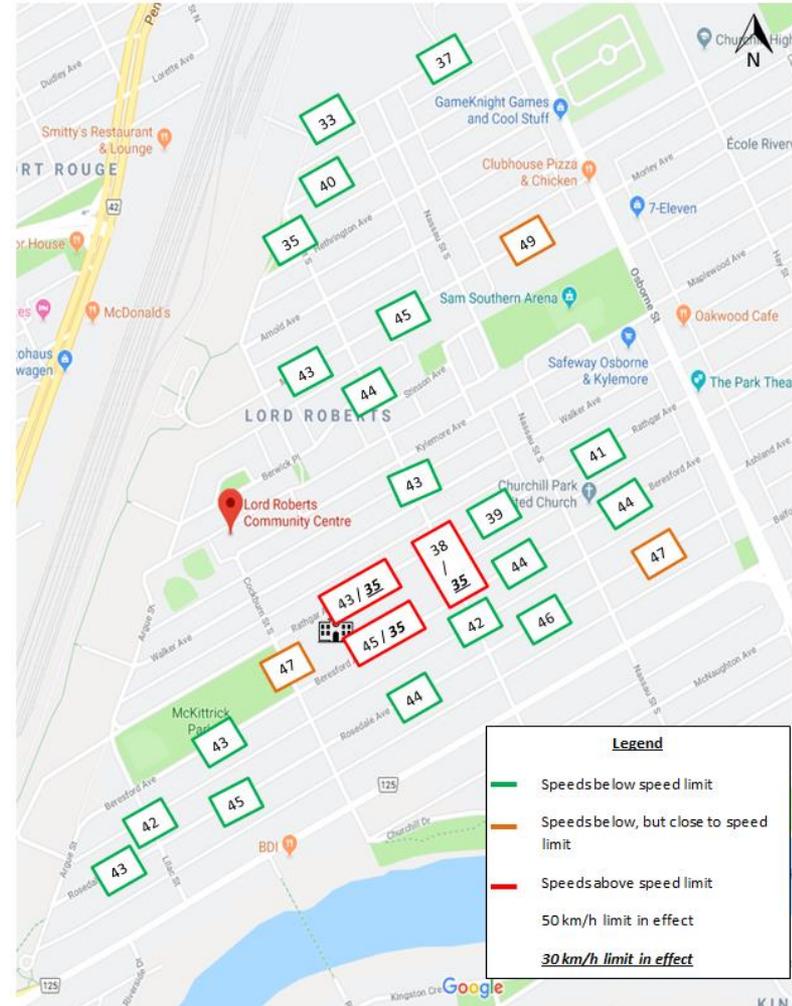
Phase 2: Identify Issues – 85th Percentile Speed

The 85th percentile speed is the speed at which, or below, 85% of traffic travels.

- For example, an 85th percentile speed of 45 km/h means that 85% of vehicles travel at or below 45 km/h

The 85th percentile speed ranged from 33 km/h to 49 km/h on streets where data is available.

Within the 30 km/h Reduced Speed School Zone, the 85th percentile speed was 35 km/h.



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Phase 2: Identify Issues – Priority Areas

Four priority areas were identified in Phase 2 based on public engagement results, technical evaluation results, and consultation with Technical and Public Advisory Committee members. The priority areas guide the scope of solutions. They are:

- Pedestrian and cycling infrastructure
- School area safety
- On-street parking
- Other safety improvements

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Phase 2: Pedestrian and Cycling Infrastructure Priority Area

- Implementing new neighbourhood greenways
- Improving pedestrian and cycling connections across Osborne and Jubilee Avenue
- Improving existing pedestrian infrastructure within the neighbourhood
- Improving existing cycling infrastructure within the neighbourhood

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What are neighbourhood greenways?

Routes designated to facilitate lower vehicle speeds and volumes using a variety of treatments. Treatments range from signage, bike signals and pavement markings to varying degrees of traffic calming (speed humps, traffic diverters, traffic circles, etc.).



Raised intersection



Bike Route Signage; Traffic Calming Circle

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Phase 2: School Area Safety Priority Area

- Traffic improvements during pick-up and drop-off times
- Implementing new school crosswalks where warranted
- Assessing whether traffic calming measures are warranted on Cockburn and within the Reduced Speed School Zone to further reduce vehicle speeds
- Reviewing the boundaries of the existing Reduced Speed School Zones

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Phase 2: On-Street Parking Priority Area

- Expanding time limited parking regulations on some streets
- Piloting different types of residential parking permits
- Additional measures to reinforce appropriate parking setbacks at intersections
- Additional consultation to better understand parking needs

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Phase 2: Other Safety Improvements Priority Area

- Safety reviews at intersections where data indicates there is a potential for improvement
- Improving how heavy vehicle construction traffic is managed on residential streets

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Phase 3: Develop Solutions (In-Progress)

- Draft solutions for priority areas
- Meet and consult with members of the Public Advisory Committee and Technical Advisory Committee to refine solutions
- Inform community of solutions being implemented, and consult on solutions that require additional public input → **WE ARE HERE**
- Refine solutions
- Report to Standing Policy Committee on Infrastructure Renewal and Public Works

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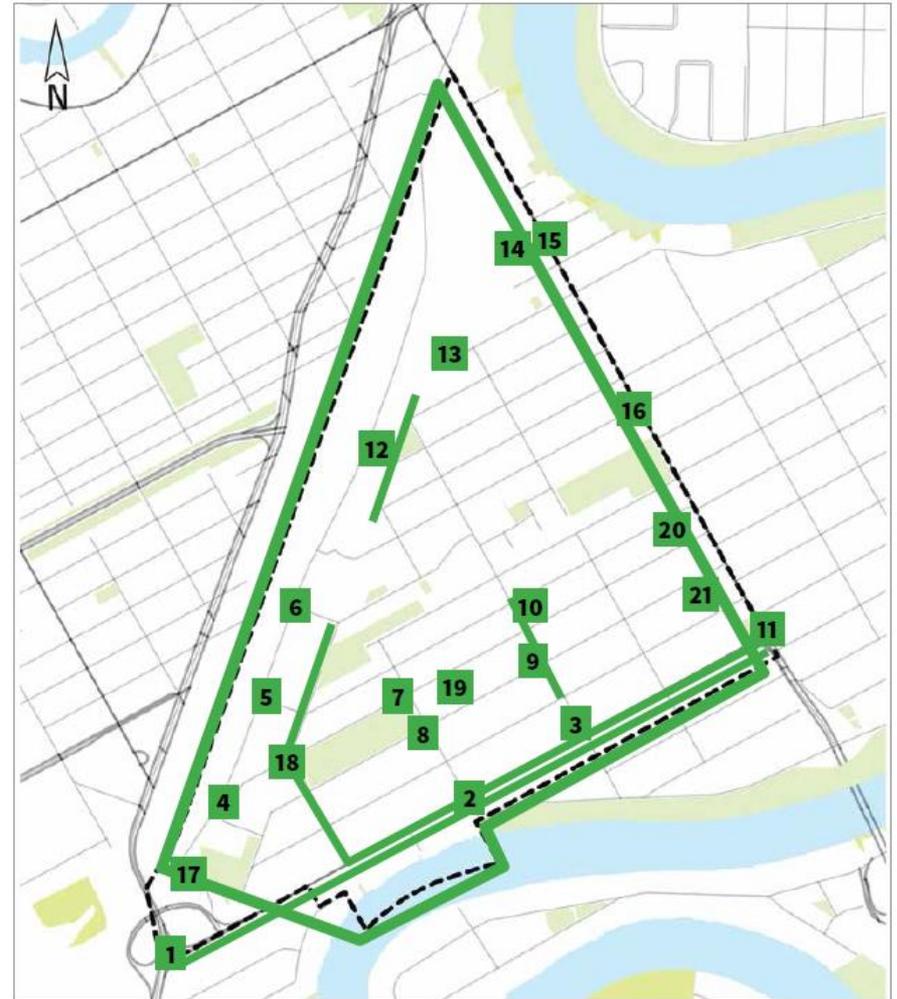
Phase 3: Solution Types

- **Immediate:** 21 solutions that have been or will be implemented in the next phase of the study (between 2020 and 2023)
- **Proposed:** 4 solutions (some with multiple options) that may be implemented depending on public feedback
- **Long-term:** 7 solutions that will be considered in the long-term as part of other projects, subject to budget availability and City-wide prioritization

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Phase 3: Immediate Solutions

1. Jubilee 2022/2023 Road Renewal Project
2. Pedestrian improvement at Jubilee Avenue and Cockburn – more time provided
3. Pedestrian improvement at Jubilee and Daly Street – more time provided; pedestrian countdown signal installed
4. New sidewalk
5. New sidewalk
6. New sidewalk
7. New school crosswalk
8. New school crosswalk
9. New school crosswalk
10. Extend boundaries of Reduced Speed School Zone on Daly, subject to Council approval



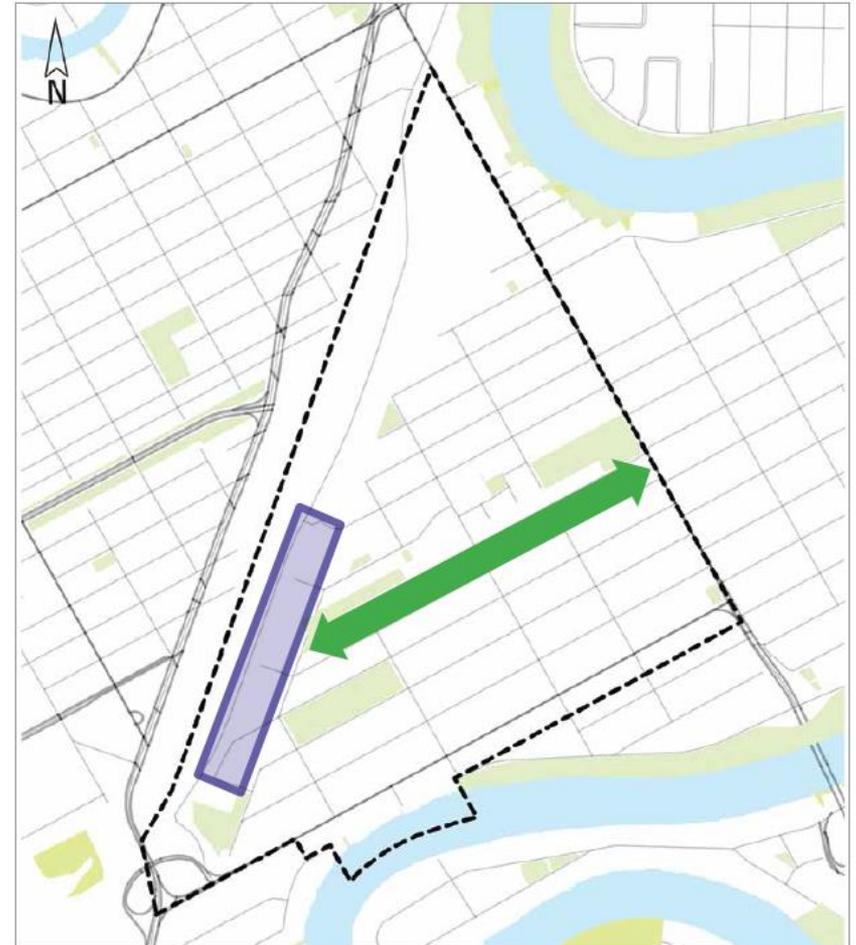
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Phase 3: Immediate Solutions

11. Fort Rouge Yards Construction Access

Background:

- Residents are concerned with truck traffic on local residential streets as a result of ongoing construction at the Fort Rouge Yards development site
- The City of Winnipeg Traffic By-Law regulates where trucks are permitted to travel. Based on this by-law, trucks accessing Fort Rouge Yards from Osborne are legally required to use one of the east-west local residential streets because it is the shortest route

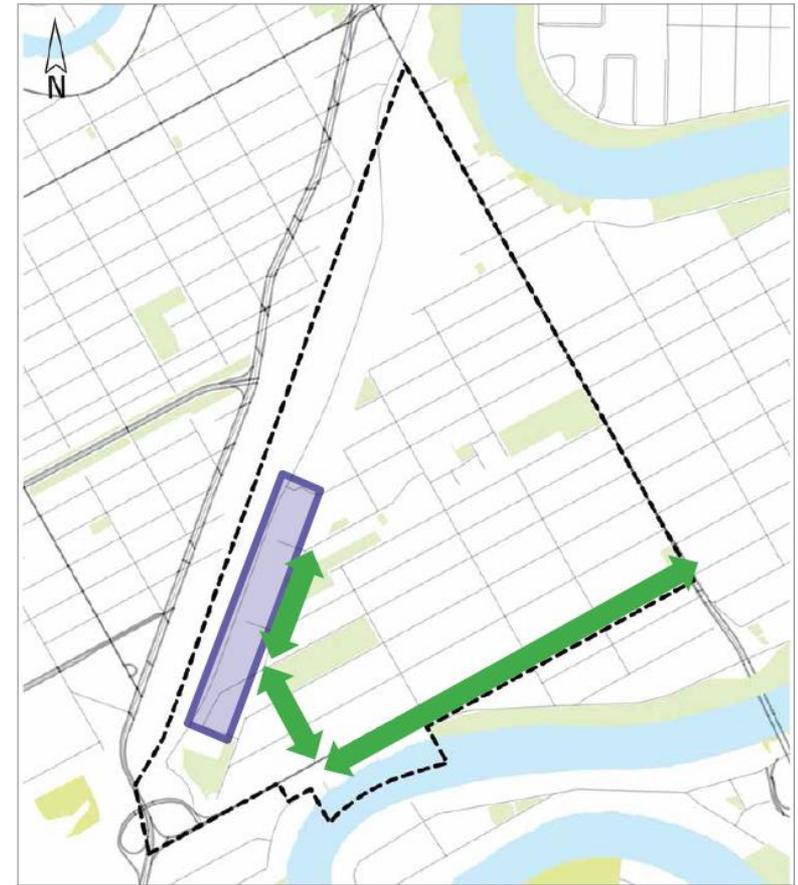


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Phase 3: Immediate Solutions

11. Fort Rouge Yards Construction Access Solution:

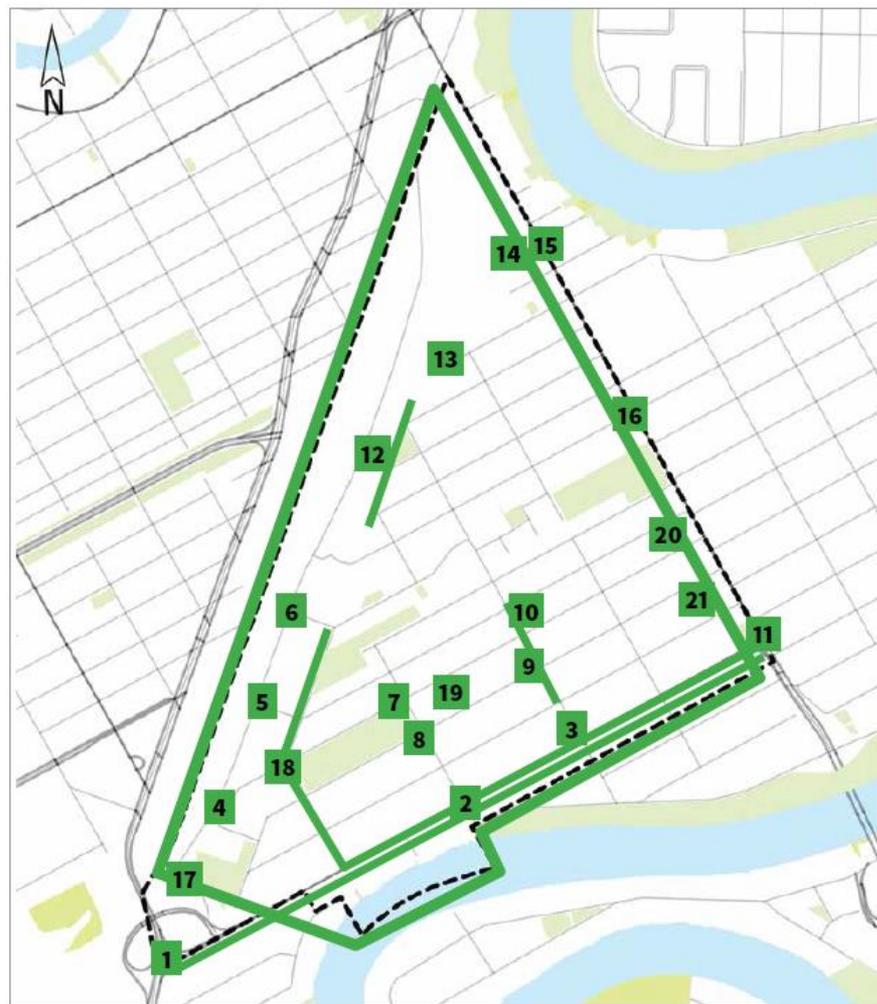
- Temporary exemption to the Traffic By-law to allow trucks accessing Fort Rouge Yards Development to use Jubilee instead of local residential streets
- Subject to Council approval
- If approved, signs will be installed directing trucks accessing the Fort Rouge Yards Development to use Jubilee
- **The exemption would only apply to trucks associated with construction activity at Fort Rouge Yards**



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Phase 3: Immediate Solutions

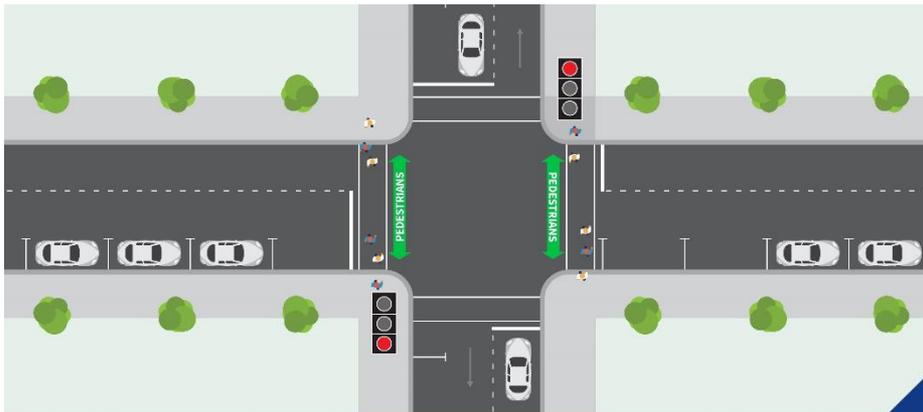
12. Back lane bike route improvements; signage, enhanced lighting
13. Parking restriction to improve sightlines
14. Pedestrian improvement at Osborne and Glasgow Avenue; pedestrian countdown signal
15. Cyclist improvement at Osborne and Glasgow; bicycle pushbutton
16. Pedestrian improvement at Osborne and Morley; Leading Pedestrian Interval pilot project, which gives a head start to pedestrians crossing Osborne before motorists can proceed



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Leading Pedestrian Interval

1

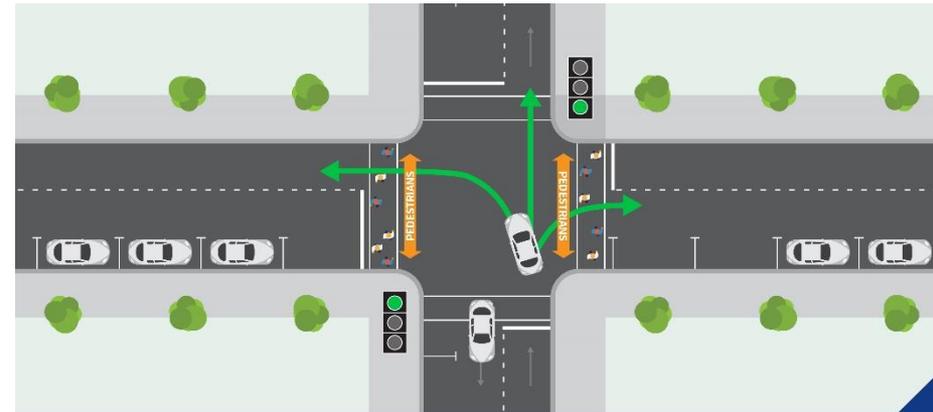


PEDESTRIANS ONLY

Pedestrians are given a few seconds head start to enter the intersection. Motorists are shown a red light during this time.



2



PEDESTRIANS & VEHICLES

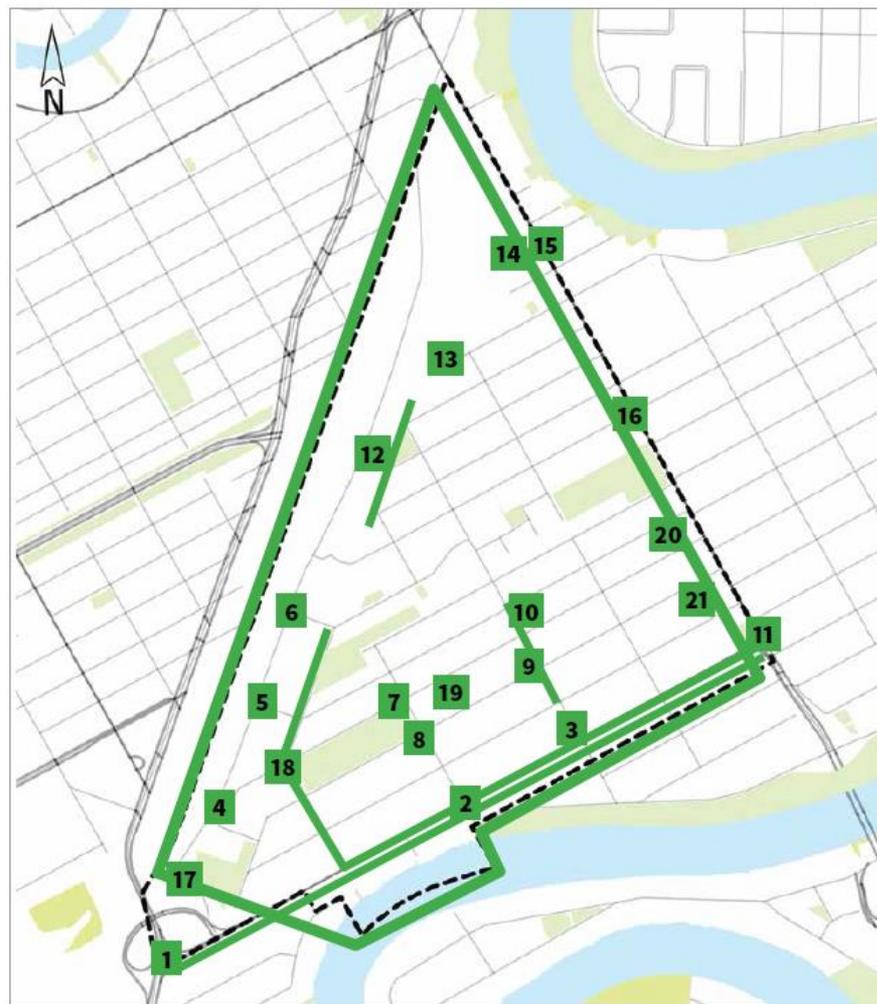
After a few seconds, motorists are given the green light to go. Pedestrians are now more visible to drivers and turning vehicles must yield to those already in the crosswalk.



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Phase 3: Immediate Solutions

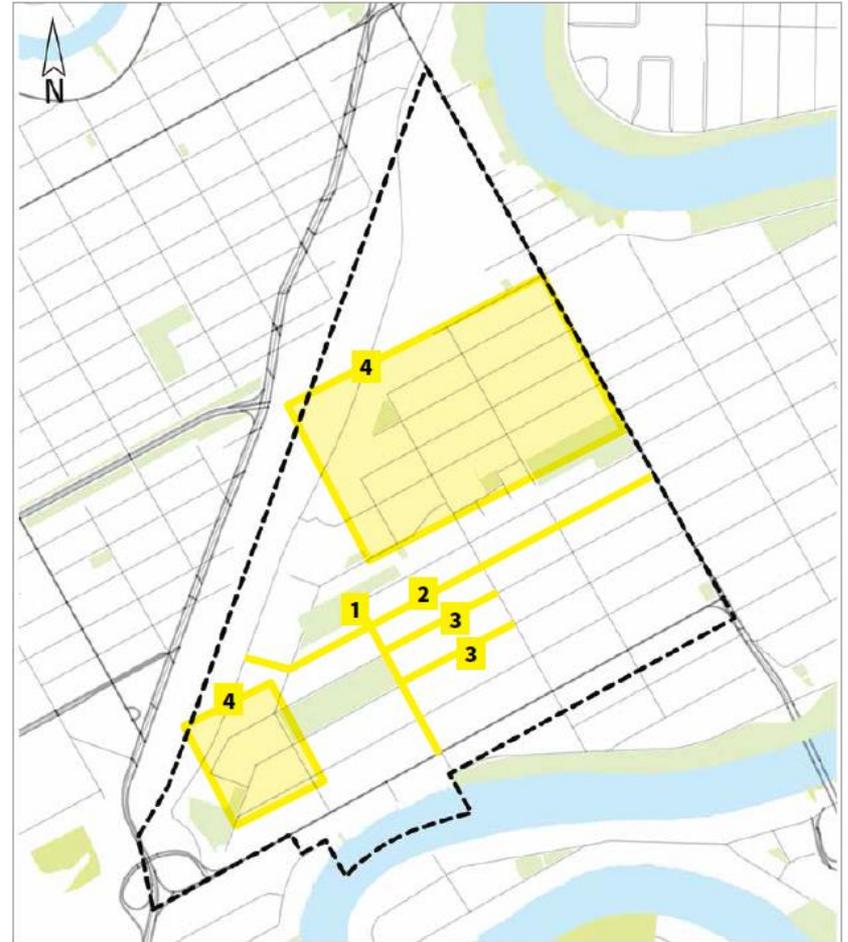
17. Education/promotional campaign about parking setbacks at intersections
18. Curve warning signage at Argue Street, Lilac Avenue, Rathgar Avenue intersection
19. Lord Roberts School to promote a “walk a block” program
20. Parking restrictions at pedestrian corridor on Osborne at Walker Avenue for sightlines
21. Parking restrictions at pedestrian corridor on Osborne at Beresford Avenue for sightlines



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Phase 3: Proposed Solutions

1. Neighbourhood greenway with traffic calming measures on Cockburn between Kylemore Avenue and Jubilee
 - Two options for public feedback
2. Neighbourhood greenway with traffic calming measures on Walker Avenue between Walker Court and Osborne
3. Loading improvements for Lord Roberts School
 - Four options for public feedback
4. On-street parking regulation changes
 - Four options for public feedback



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Phase 3: Proposed Solution – Neighbourhood Greenway on Cockburn St S

A neighbourhood greenway is proposed for Cockburn between Jubilee and Kylemore

- Currently signed as a bike route
- Network connectivity
- Access to local destinations
- Traffic calming measures to lower speeds on street which is patrolled by students, but does not qualify for a Reduced Speed School Zone

Implications:

- Improved cycling facility in Lord Roberts
- Motor vehicle traffic may avoid Cockburn and travel on adjacent routes



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Phase 3: Proposed Solution – Neighbourhood Greenway on Cockburn St S

Because Cockburn is a collector street, two traffic calming options can be considered in addition to signage:

- Curb extensions
- Speed tables



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Phase 3: Proposed Solution – Neighbourhood Greenway on Cockburn St S

Option 1: Curb extensions on Cockburn at Rathgar and Beresford

- Narrow the roadway width a pedestrian crossing locations
- New school crosswalks to be installed
- Narrowing the roadway causes vehicle speeds to slow, improves sightlines for pedestrians, and reduces pedestrian crossing distance

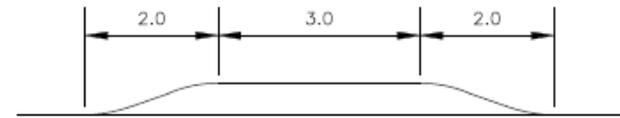


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Phase 3: Proposed Solution – Neighbourhood Greenway on Cockburn St S

Option 1: Speed tables on Cockburn between Jubilee and Kylemore

- Raised area of the roadway
- Elongated versions of speed humps with a flat top
- Accommodates transit and emergency services
- Slows speeds by causing the upward movement of a traversing vehicle and creating discomfort for those traveling at high speeds



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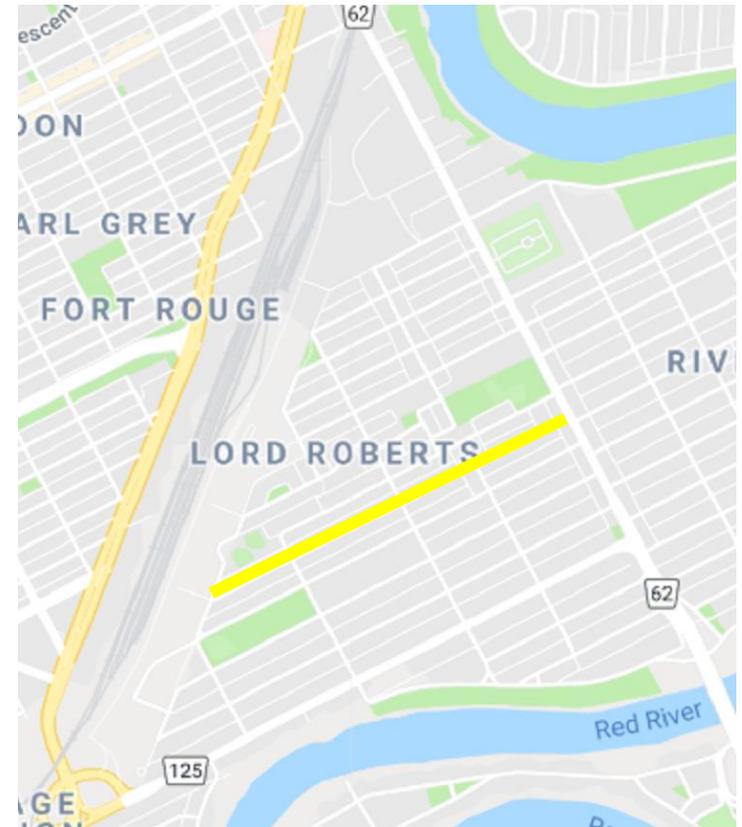
Phase 3: Proposed Solution – Neighbourhood Greenway on Walker Ave

A neighbourhood greenway is proposed for Walker Avenue between Walker Court and Osborne

- Network connectivity
- Identified in the Pedestrian and Cycling Strategies
- Spans across the entire neighbourhood
- Access to local destinations
- Controlled crossing at Osborne

Implications:

- Improved cycling facility in Lord Roberts
- Motor vehicle traffic may avoid Walker and travel on adjacent routes



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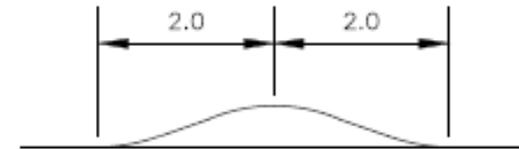
Phase 3: Proposed Solution – Neighbourhood Greenway on Walker Avenue

Walker is a local street and one traffic calming option can be considered, in addition to signage:

- Speed humps

Speed humps are:

- Raised area of the roadway
- Slows speeds by causing the upward movement of a traversing vehicle and creating discomfort for those traveling at high speeds



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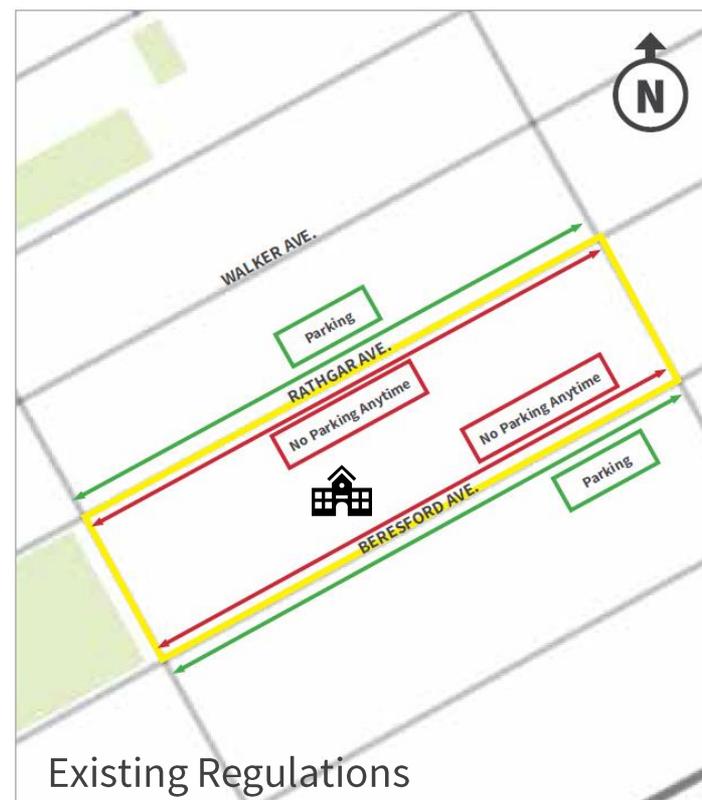
Phase 3: Proposed Solution – Loading Improvements for Lord Roberts School

Background:

- Traffic congestion during pick up and drop off times at Lord Roberts School is a concern for parents and the school’s administration
- The school’s front door is on Beresford and there is no designated loading zone
- Children who are driven to school are often dropped off or picked up at locations where parking and stopping is not permitted, leading to safety concerns and unsafe interactions between motorists and children

Solutions:

- Four options developed for public feedback
- A pilot may be possible prior to permanent installation
- All options involve the school promoting a “walk a block” program

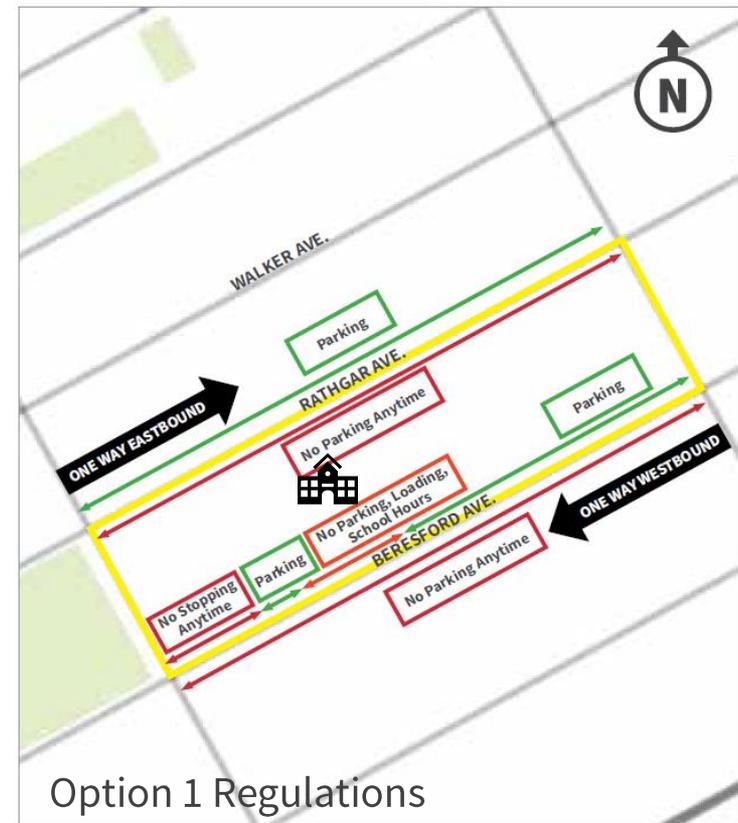


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Phase 3: Proposed Solution – Loading Improvements for Lord Roberts School

Option 1:

- Rathgar and Beresford between Daly and Cockburn operate as one-way couplets
- Rathgar between Daly and Cockburn is one-way eastbound
- Beresford between Daly and Cockburn is one-way westbound
- Street parking on Beresford between Daly and Cockburn is moved from the south side of the street to the north to accommodate a designated loading zone at the school's front door.



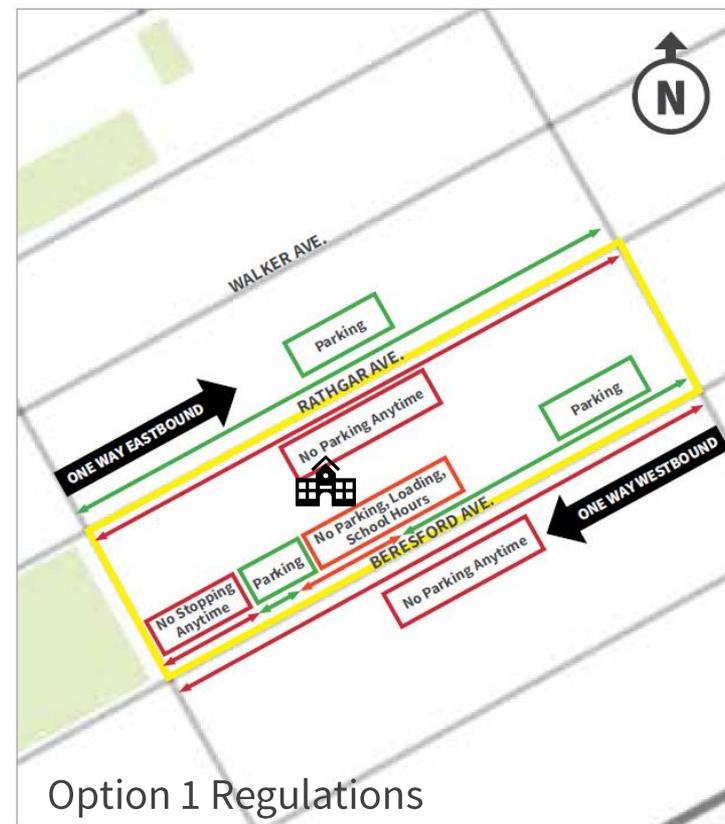
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Phase 3: Proposed Solution – Loading Improvements for Lord Roberts School

Option 1 implications:

- Allows front-door loading curbside of the school on Beresford
- One-way streets will reduce congestion in front of the school
- Buses can travel more easily and safely
- Students crossing Rathgar and Beresford must be mindful of traffic approaching in one direction, rather than two
- Its only requirement is signage, so it is low-cost
- Some parking on Beresford may be lost during school hours to accommodate the loading zone
- Because of the one-way conversions, Rathgar may see higher volumes in the morning and lower volumes in the evening
- Because of the one-way conversion, Beresford may see higher volumes in the evening and lower volumes in the morning
- One-way blocks will change typical travel patterns, which may impact residents
- One-way streets are sometimes associated with increased vehicle speed. However, this is unlikely here as these one-way conversions are only a one-block distance at are amid 30 km/h reduced speed school zones
- Beresford residents must park on the opposite side of the street

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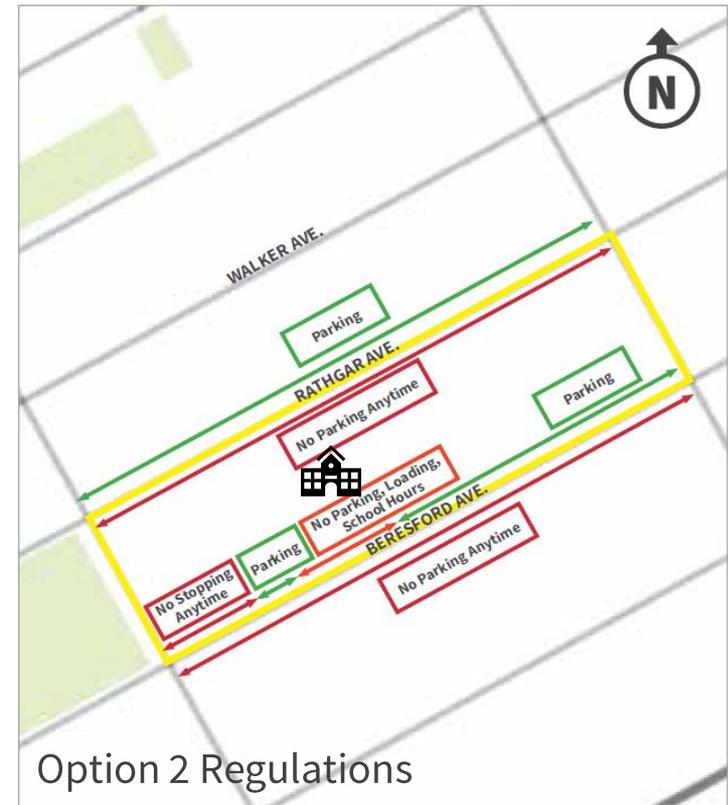


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Phase 3: Proposed Solution – Loading Improvements for Lord Roberts School

Option 2:

- Two-way traffic is maintained on Rathgar and Beresford
- Street parking on Beresford between Daly and Cockburn is switched from the south side of Beresford to the north to accommodate a designated loading zone at the school's front door

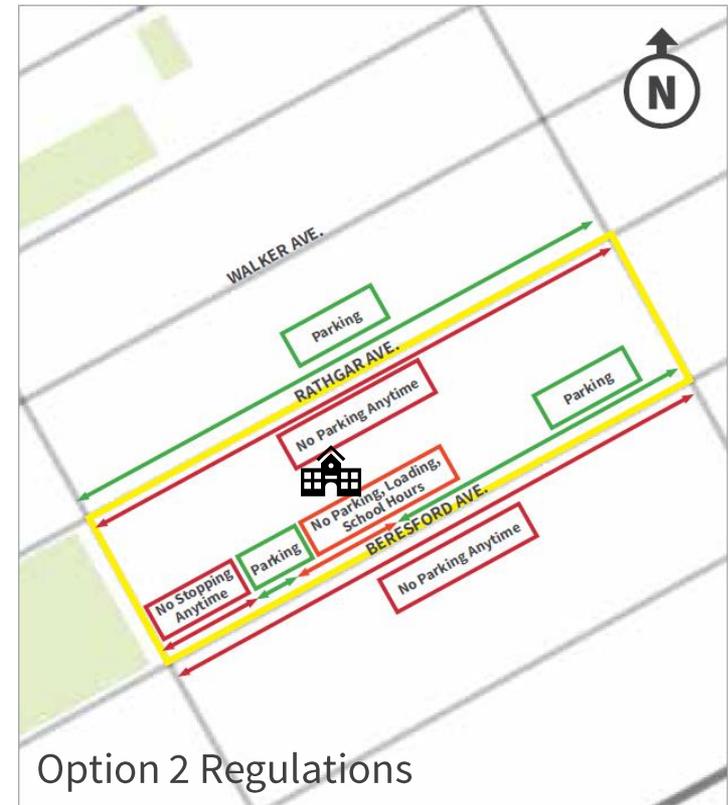


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Phase 3: Proposed Solution – Loading Improvements for Lord Roberts School

Option 2 implications:

- Allows loading to occur curbside of school on Beresford at the front door
- Its only requirement is signage, so it is low-cost
- Some parking on Beresford may be lost during school hours to accommodate the loading zone
- It may not reduce congestion to the same degree as Option 1, as it maintains two-way traffic
- Beresford residents must park on the opposite side of the street

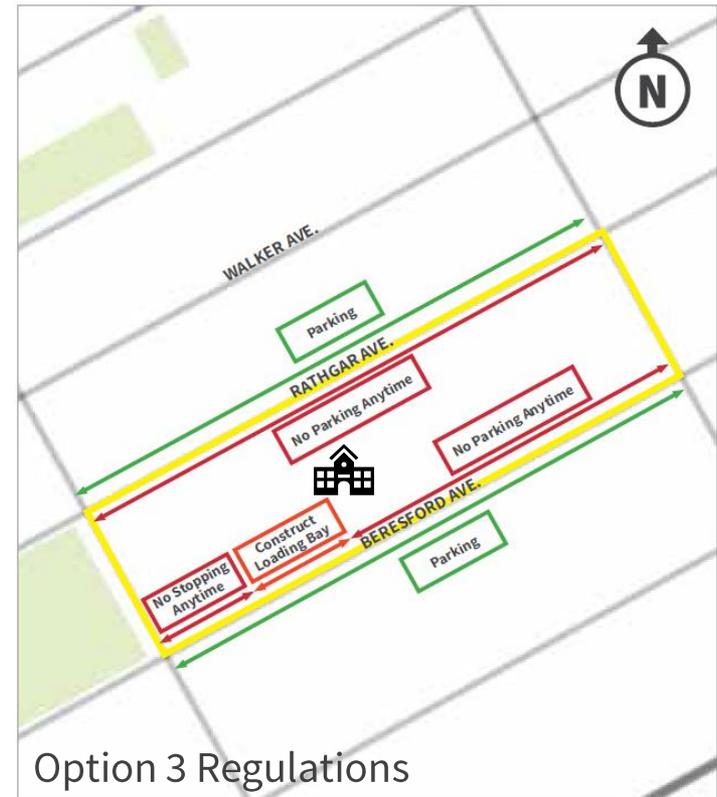


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Phase 3: Proposed Solution – Loading Improvements for Lord Roberts School

Option 3:

- Two-way traffic is maintained on Rathgar and Beresford
- Parking is unchanged
- A loading bay is constructed on Beresford at the school's front door

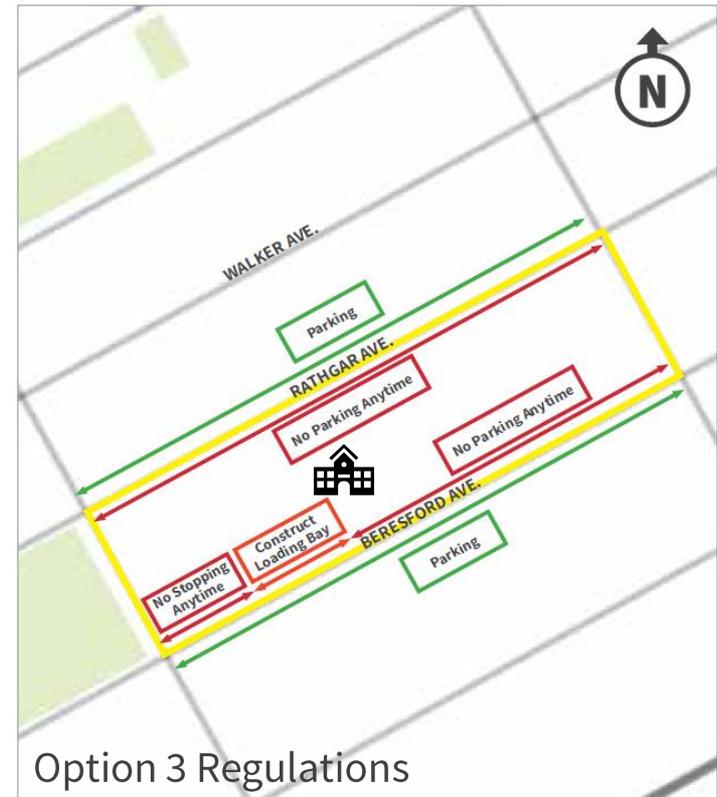


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Phase 3: Proposed Solution – Loading Improvements for Lord Roberts School

Option 3 implications:

- Allows curbside loading on Beresford at the school's front door
- No parking is lost
- Residents are not impacted
- It may improve congestion slightly but not fully as two-way traffic is maintained
- It is a higher-cost solution and may be deferred to future years' budgets
- Tree removal is required to construct a loading bay
- Cannot trial; loading bay construction is a permanent change

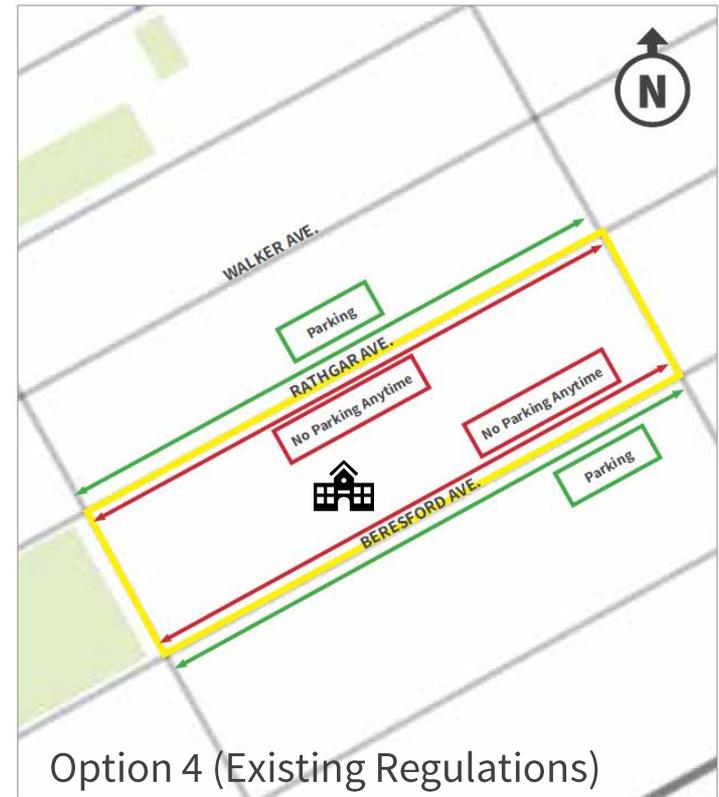


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Phase 3: Proposed Solution – Loading Improvements for Lord Roberts School

Option 4:

- No changes are made to parking or traffic control
- Conditions remain as-is
- The only change is the school's promotion of a 'walk a block' program, where parents are encouraged to park one or more blocks away and walk instead of loading directly at the front door
 - Note that the "walk a block" program applies to all options

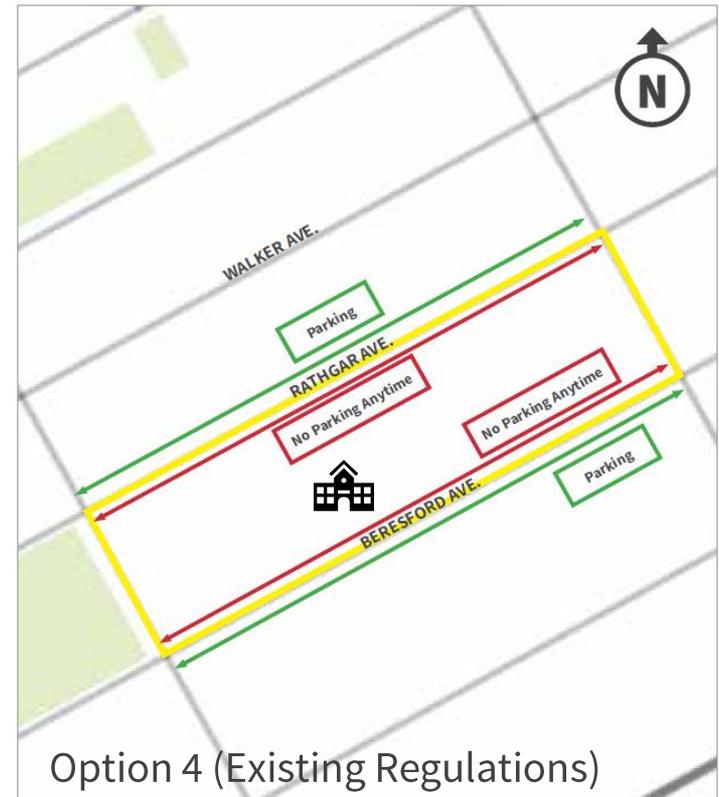


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Phase 3: Proposed Solution – Loading Improvements for Lord Roberts School

Option 4 implications:

- Congestion and safety conditions are less likely to improve
- The effectiveness of this solution relies on the school's ability to effectively promote and educate parents and guardians on the 'walk a block' program, as well as the receptiveness and willingness of parents and guardians to adjust behaviours



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Phase 3: Proposed Solution – On-Street Parking Regulations

Background

- Residents are concerned with the availability of on-street parking in certain areas of Lord Roberts
- Parking concerns are concentrated in the northeast section of the neighbourhood and near the Southwest Transitway's Jubilee Station

Solutions

- Three options for new parking regulations
- A combination of these options is possible
- A pilot may be possible prior to permanent installation
- We need feedback from the public to determine how to proceed



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Phase 3: Proposed Solution – On-Street Parking Regulations

Option 1: Time Limited Parking

- Time-limited parking is already present on a few streets in Lord Roberts, such as Brandon where parking is permitted for two hours between 9:00 am and 5:30 pm, Monday to Friday
- Time-limited parking can help communities manage non-resident vehicles in their neighbourhood by restricting the time non-residents can park
- Eligible residents can purchase residential parking permits which allow them to be exempt from time limited parking regulations
- Approval from Standing Policy Committee on Infrastructure Renewal and Public Works is required to implement time limited parking

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Phase 3: Proposed Solution – On-Street Parking Regulations

Option 1: Time Limited Parking Implications

- Depending on how many streets have time-limited parking installed, parking concerns may simply be shifted to streets without time-limited regulations
- Short-term visitors and those without a residential parking permit must comply with the time-limited regulation when parking
- Residents with out-of-town guests staying at their residence for between three and 30 days may apply for a visitor permit

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Phase 3: Proposed Solution – On-Street Parking Regulations

Option 2: Residential-Only Parking Permit

- Only residents with a valid permit would be allowed to park on a street included in the program
- This type of parking program has not been implemented in the City of Winnipeg before, so it would be structured as a pilot project if selected
- Approval from City Council is required to undertake a residential-only parking pilot project

Implications:

- Depending on how many streets are included in the program, parking concerns may simply be shifted to streets that are not included
- Anyone without a valid residential parking permit would not be permitted to park on a street included in the program

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Phase 3: Proposed Solution – On-Street Parking Regulations

Option 3: Keep Existing Regulations

- No changes are made to on-street parking regulations
- Some residents may be satisfied with the current parking regulations on their street and may not want to see any changes

Implications:

- Existing conditions are maintained

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Phase 3: Long-term Solutions

1. New sidewalk where existing sidewalks end and on streets with sidewalk on one side only
2. New infrastructure to improve bike crossing of Osborne near Brandon, Glasgow, and Togo Avenue
3. Safety improvements at Osborne and Brandon intersection, subject to ongoing review
4. Safety improvements at Osborne and Morley intersection, subject to ongoing review
5. Pedestrian crossing improvement at Osborne and Walker; upgrade existing pedestrian corridor to a half signal
6. Pedestrian crossing improvement at Osborne and Walker; upgrade existing pedestrian corridor to a half signal
7. Geometric improvement to improve sightlines at Argue, Lilac, Rathgar intersection



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Public Engagement Survey

- An online survey can be completed anytime between November 17 and December 13, 2020 to give feedback on solutions
- Visit the project website for more information: winnipeg.ca/lordrobertstraffic

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Next Steps

- After receiving feedback in this round of engagement, the project team will refine solutions
- A report will be submitted to Standing Policy Committee in early 2021 outlining the solutions for Lord Roberts
- Implementation of solutions occurs between 2020 and 2023

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Thank you to the Public Advisory Committee for their time, commitment and input on this study.

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Thank you

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