Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works – April 2, 2019

REPORTS

Item No. 9 Traffic Study – Ravensden Drive at Roehampton Place (St. Norbert - Seine River Ward)

STANDING COMMITTEE DECISION:

The Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service and approved the following:

1. That the north side of Ravensden Drive from Roehampton Place to eight meters further east be signed as No Stopping Anytime.

2. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works – April 2, 2019

DECISION MAKING HISTORY:

Moved by Councillor Browaty,

That the recommendation of the Winnipeg Pubic Service be concurred in.

Carried

STANDING COMMITTEE RECOMMENDATION:

On June 26, 2018, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Riel Community Committee and directed the Winnipeg Public Service to conduct a traffic study near the intersection of Ravensden Drive and Roehampton Place, to determine the possibility of the addition of a stop sign, speed hump, or parking restrictions, and report back to the Standing Committee within 180 days.

COMMUNITY COMMITTEE RECOMMENDATION:

On June 5, 2018, the Riel Community Committee recommended to the Standing Policy Committee on Infrastructure Renewal and Public Works that the Winnipeg Public Service be directed to conduct a traffic study near the intersection of Ravensden Drive and Roehampton Place, to determine the possibility of the addition of a stop sign, speed hump, or parking restrictions.

ADMINISTRATIVE REPORT

Title: Traffic Study – Ravensden Drive at Roehampton Place (St. Vital Ward)

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	D. McNeil

EXECUTIVE SUMMARY

A traffic study was conducted near the intersection of Ravensden Drive and Roehampton Place to determine the possibility of the addition of a stop sign, speed hump, or parking restrictions. Traffic speeds and volumes were collected at multiple locations on Ravensden Drive and site visits were conducted in the fall of 2018.

The traffic study found the average weekday traffic volume on Ravensden Drive east of Uppingham Place/Harding Crescent to be less than 300 vehicles per day, and the 85th percentile speed on this section to be 37 km/h. The warrants for all-way stop control and speed humps are not met, therefore the installation of these devices is not recommended at this time. The combination of parked vehicles and a slight horizontal curve on Ravensden Drive east of Roehampton Place was found to create a minor sightline obstruction. Restricting on-street parking on the north side of Ravensden Drive, east of Roehampton Place is recommended.

RECOMMENDATIONS

1. That the north side of Ravensden Drive from Roehampton Place to eight meters further east be signed as No Stopping Anytime.

2. That the proper officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

REASON FOR THE REPORT

On June 26, 2018, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Riel Community Committee and directed the Winnipeg Public Service to conduct a traffic study near the intersection of Ravensden Drive and Roehampton Place, to determine the possibility of the addition of a stop sign, speed hump, or parking restrictions, and report back to the Standing Committee at the April 2, 2019 meeting.

IMPLICATIONS OF THE RECOMMENDATIONS

The cost to install the No Stopping Anytime signage is estimated as $150 and can be completed using Traffic Services' available operating budget. The signage will result in the loss of one parking space on Ravensden Drive.

HISTORY/DISCUSSION

STUDY AREA

Ravensden Drive is a two-lane, undivided, local street in the St. Vital ward. Ravensden Drive is within a residential development north of PTH 100 and west of St. Anne's Road. It is a relatively new development, with construction beginning approximately 18 years ago. Homes on Ravensden Drive and other southerly streets in the development were constructed more recently, within the past two to three years.

The traffic study encompasses Ravensden Drive with a focus on the area surrounding the intersection of Roehampton Place and Colshort Place. Roehampton Place and Colshort Place are both local cul-de-sac streets that serve 18 and 12 homes, respectively.

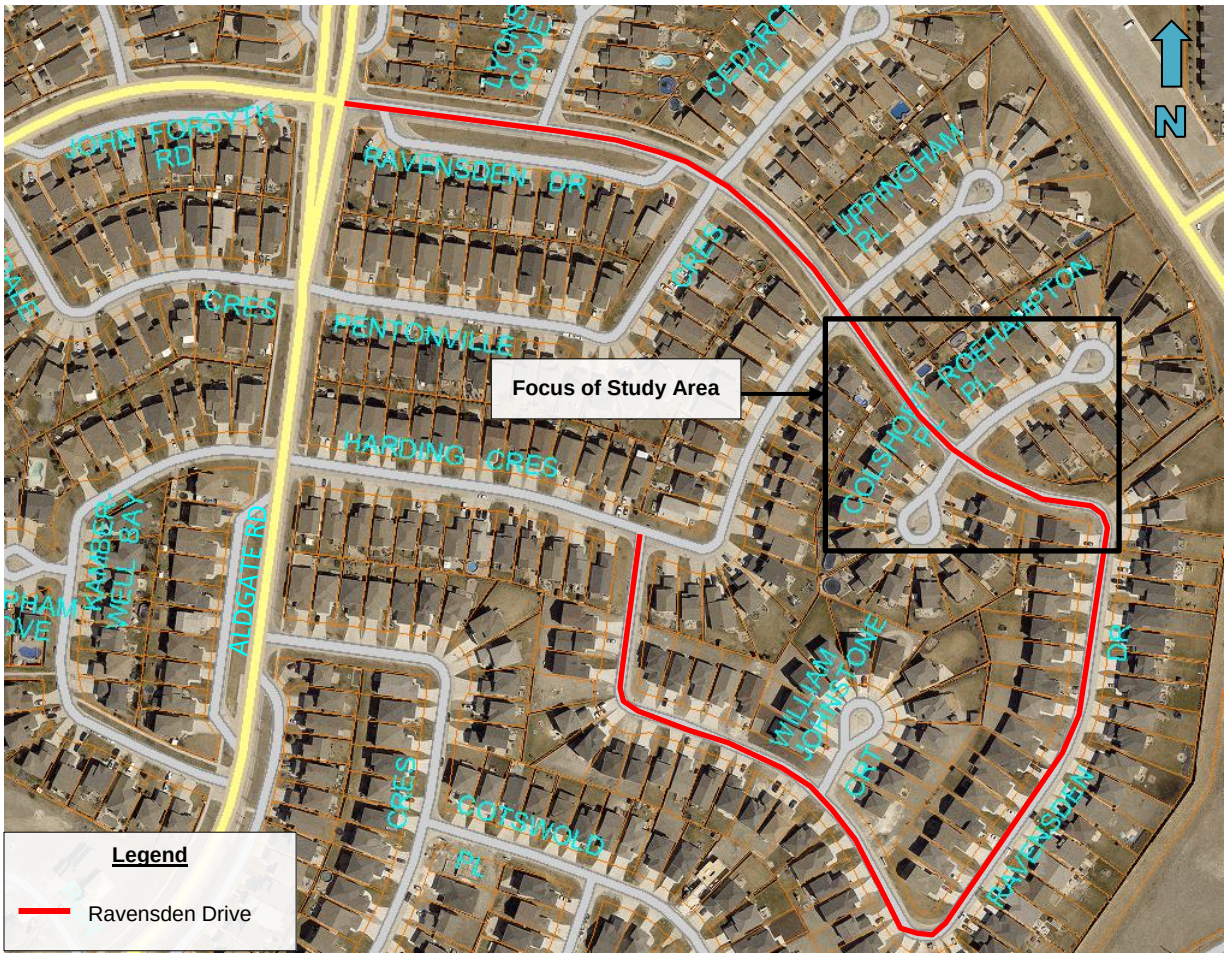

Figure 1: Study Area *(Image source: iView)*

Ravensden Drive connects to Aldgate Road and John Forsyth Road to the northwest, both of which are collector streets. Between Aldgate Road/John Forsyth Road and Uppingham Place/Harding Crescent, the cross section of Ravensden Drive is more typical of a residential collector street: the roadway width is 10 metres and sidewalks are provided on either side of the street. Although classified as a local street, this section of Ravensden Drive is designed to collect traffic from adjacent streets and provide a connection to Aldgate Road and John Forsyth Road. West of Uppingham Place/Harding Crescent, the average weekday traffic volume on Ravensden Drive is 1,100 vehicles per day, which is typical for this type of street.

At Uppingham Place/Harding Crescent, the function and design of Ravensden Drive changes: the cross section is narrowed to a 7.5 metre roadway width and the sidewalks on both sides of the street end. East of Uppingham Place/Harding Crescent, Ravensden Drive has a typical local street cross section and the main function of the street is to provide access to residences. The average weekday traffic volume on this section of Ravensden Drive is less than 300 vehicles per day.

TRAFFIC STUDY

Speed studies and traffic counts were conducted in October 2018 at seven locations along Ravensden Drive between Aldgate Road/John Forsyth Road and the south intersection with Harding Crescent. Site visits were conducted to observe sightlines and parking operations. Collision data was also reviewed.

Stop Signs:

The City's Technical Guideline for stop signs specify that stop signs may be installed at the intersection of two local streets if there is no other form of traffic control (e.g., another stop sign, traffic control signal, or pedestrian crosswalk) within 250 metres of the intersection and the following two conditions are met:

- There are at least 350 vehicles or more approaching the intersection during the highest hour of traffic volume; and
- At least 20% of the total intersection vehicle volume approaches on the minor street

Or,

- More than 15 right angle or left with opposing through collisions have been reported at the intersection in a three-year period.

The intersection of Ravensden Drive and Roehampton Place/Colshort Place does not meet any of the above criteria. All-way stop control is therefore not warranted at this time.

The average daily traffic volume on Ravensden Drive near Roehampton Place/Colshort Place is less than 300 vehicles per day. The traffic volume criteria for stop signs require that at least 350 vehicles approach the intersection during the highest hour of traffic volume. Since less than 300 vehicles travel on Ravensden Drive throughout the day, the criteria for 350 vehicles in a single hour is not met.

No collisions have been reported on Ravensden Drive near Roehampton Place/Colshort Place in the past three years, therefore, the collision criteria for stop sign installation is not met.

Speed Humps:

The City's Technical Guidelines for speed humps on public streets specify that speeds humps may be installed, provided that all of the following conditions are satisfied:

1. The street is a local residential street with an urban cross-section (curb and gutter) and is not a Transit route, Snow Route or a residential collector street; AND

2. Submission of a petition representing a minimum of 70% of the residents in the block on both sides of the street in support of the installation/removal of speed humps; AND

3. At least one of the following speed criteria is met:

   (i) Average Speed exceeds the speed limit (50 km/hour); OR
   (ii) At least 15% of vehicles exceed the speed limit by 5 km/hour or more (55 km/hour); OR
   (iii) At least 10% of vehicles exceed the speed limit by 10 km/hour or more (60 km/hour).

The results of the speed study on Ravensden Drive are shown in Table 1 and indicate that there is good compliance with the 50 km/h speed limit. None of the criteria required for speed hump installation are met, therefore speed humps are not recommended at this time.

Table 1: Speed Study Results for Ravensden Drive
(Data from October 26 – October 31, 2018)

Location	Metric				
	Speed Limit	85th Percentile Speed	Average Speed	% of Vehicles Traveling 55 km/h or more	% of Vehicles Traveling 60 km/h or more
West of Uppingham Road/Harding Crescent	50 km/h	50 km/h	43 km/h	6%	1.3%
East of Uppingham Place/Harding Crescent	50 km/h	37 km/h	28 km/h	0.2%	0.1%

The 85th percentile speed reflects the speed at or below which 85 percent of motorists operate their vehicle. When the speed limit is close to or equal to the 85th percentile speed, the speed limit is considered credible and respected by drivers. West of Uppingham Place/Harding Crescent, the 85th percentile speed on Ravensden Drive is 50 km/h. East of Uppingham Place/Harding Crescent, the 85th percentile speed on Ravensden Drive is 37 km/h. The reduction in speed is likely attributed to the change in cross section at Uppingham Place/Harding Crescent: the narrower roadway width, absence of sidewalks, and presence of on-street parking acts as a traffic calming measure and slows vehicle speeds.

Parking Restrictions:

Parking is permitted on the outer side of Ravensden Drive. On-street parking is not permitted on Colshort Place because of driveway spacing within the cul-de-sac. On-street parking is permitted on the north side of Roehampton Place until reaching the cul-de-sac. All homes have driveways.

Residents have expressed concerns about intersection sightlines and congestion due to parked cars on Ravensden Drive. Since there is limited on-street parking on Roehampton Place and no on-street parking on Colshort Place, it is likely that residents on these streets utilize the on-street parking that is available on Ravensden Drive. A community mailbox located on the south side of Ravensden Drive, east of Colshort Place/Roehampton Place, may contribute to congestion and pedestrian activity on this block.

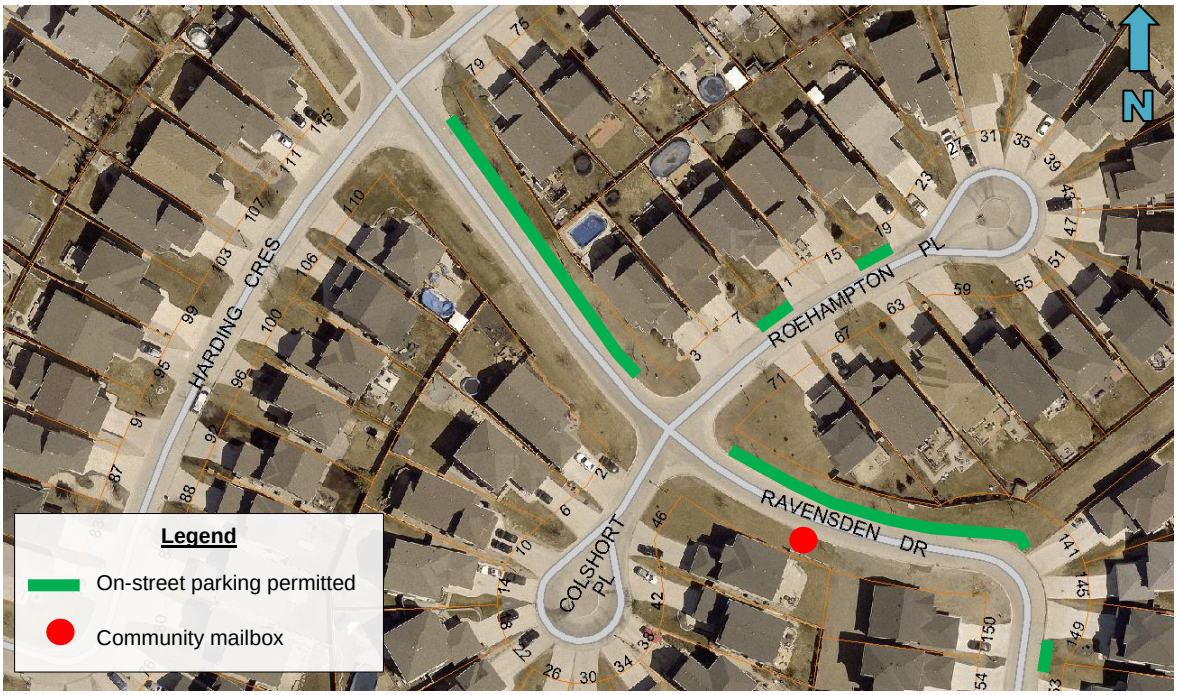

Figure 2: Current parking regulations *(Image source: iView)*

The City's Technical Guidelines for Stopping Prohibitions specify that it is not the practice of the Public Works Department to install No Stopping signs to clear the corners at intersections of two non-regional streets unless:

- There is a demonstrated collision problem.
- It is a school bus route and space is required to allow school buses to maneuver.
- Refuse vehicles have trouble manoeuvering and the corner.
- There is a horizontal or vertical curve in the roadway.
- There is a signed and marked crosswalk at the intersection.

The only condition that applies to Ravensden Drive is a slight horizontal curve east of Roehampton Place/Colshort Place which has a minor impact on intersection sightlines. Installing No Stopping Anytime signs on the north side of Ravensden Drive from Roehampton Place to eight metres east is recommended to improve sightlines. The cost for installing the signage is estimated as $150 which can be covered by Traffic Services' existing operating budget. The signage would result in the loss of one parking space on Ravensden Drive.

If so desired, residents may contact 311 to request a loading zone in front of the community mailbox. The request would be evaluated and a petition would be required from property owners adjacent to the mailbox on both sides of the street to demonstrate support for the loading zone.

FINANCIAL IMPACT

Financial Impact Statement

Date: February 20, 2019

Project Name:

First Year of Program **2019**

Traffic Study – Ravensden Drive at Roehampton Place (St. Vital Ward)

	2019	2020	2021	2022	2023
Capital					
Capital Expenditures Required					
Less: Existing Budgeted Costs					
Additional Capital Budget Required	$ -	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal					
Debt - External					
Grants (Enter Description Here)					
Reserves, Equity, Surplus					
Other - Enter Description Here					
Total Funding	$ -	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ -				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ 150				
Less: Incremental Revenue/Recovery					
Net Cost/(Benefit)	$ 150	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	150				
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: The Direct Costs represent the fabrication and installation of a no parking sign. This expense will be charged to the operating budget.

"Original Signed by J. Ruby, CPA, CA"
J. Ruby CPA, CA
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.

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: R. Peterniak, M.Sc., P. Eng, Community Traffic Engineer
Date: February 21, 2019