

**Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works –
September 12, 2019**

REPORTS

**Item No. 24 Traffic Study – Shaughnessy Street between Redwood Avenue and
 Burrows Avenue
 (Point Douglas Ward)**

STANDING COMMITTEE DECISION:

The Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service and received the report as information.

**Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works –
September 12, 2019**

DECISION MAKING HISTORY:

Moved by Councillor Santos,

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

Carried

STANDING COMMITTEE RECOMMENDATION:

On June 25, 2019, the Standing Policy Committee on Infrastructure Renewal and Public Works granted an extension of time to its September 12, 2019 meeting for the Winnipeg Public Service to report back on the matter.

On March 6, 2019, the Standing Policy Committee on Infrastructure Renewal and Public Works directed the Winnipeg Public Service to conduct a traffic study along Shaughnessy Street between Redwood Avenue and Burrows Avenue to explore traffic calming measures or time limited parking on Shaughnessy Street, including observing activity during the school day, and report back to the June 25, 2019 Standing Committee meeting.

ADMINISTRATIVE REPORT

Title: Traffic Study – Shaughnessy Street between Redwood Avenue and Burrows Avenue (Point Douglas Ward)

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

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P. Eng	J. Berezowsky	B. D'Avignon, Acting Interim CFO	D. Wardrop, Acting Interim CAO

EXECUTIVE SUMMARY

A Traffic Study was conducted on Shaughnessy Street between Redwood Avenue and Burrows Avenue to explore traffic calming measures or time limited parking. Traffic speeds and volumes were collected in the spring of 2019, the three-year collision history was reviewed, and a site visit was conducted during the school day.

The 85th percentile speed on Shaughnessy Street was between 35 km/h and 36 km/h, which shows that the majority of motor vehicles travel well-below the 50 km/h speed limit. Traffic calming measures are not considered warranted at this time.

Traffic volumes peak on Shaughnessy Street on weekdays between 8:00 am and 9:00 am, and between 3:00 pm and 4:00 pm, which is during Sisler High School's start and end time. Highly utilized on-street parking during these hours contributes to congestion and safety concerns. The Winnipeg Public Service will be installing No Parking, 8:00 am to 9:00 am, 3:00 pm to 4:00 pm, Monday to Friday, September to June signs on the east side of Shaughnessy Street between Redwood Avenue and Burrows Avenue. The administration at Sisler High School has been consulted and concurs with these changes.

Near-misses were observed at the intersection of Redwood Avenue and Shaughnessy Street. The No Stopping Anytime setback on the north side of Redwood Avenue will be extended to 15 metres east of Shaughnessy Street to improve safety and operations at this intersection. In addition, No Stopping Anytime signage on the east side of Shaughnessy Street from Burrows Avenue to approximately 8 metres north will be installed to help improve safety.

Conditions will be monitored following the implementation of the new regulations to determine if they have adequately addressed the concerns.

RECOMMENDATIONS

1. That this report be received as information.

REASON FOR THE REPORT

On March 6, 2019, the Standing Policy Committee on Infrastructure Renewal and Public Works directed the Winnipeg Public Service to conduct a traffic study on Shaughnessy Street between Redwood Avenue and Burrows Avenue to explore traffic calming measures or time limited parking on Shaughnessy Street, including observing activity during the school day, and report back to the June 25, 2019 Standing Committee meeting. On June 25, 2019, the Committee provided an extension to the September 12, 2019 meeting.

IMPLICATIONS OF THE RECOMMENDATIONS

There are no implications of the recommendation as the report is to be received as information.

HISTORY/DISCUSSION

CURRENT TRAFFIC CONDITIONS

Shaughnessy Street is a two-lane, undivided, local street with a 50 km/h posted speed limit. The roadway width is approximately 7.50 metres. Sidewalks are provided on both sides of Shaughnessy Street between Burrows Avenue and Redwood Avenue. On-street parking is permitted on the east side of Shaughnessy Street.

Sisler High School is one of the largest high schools in Manitoba with over 1,900 students. There are two accesses to the high school's parking lot on the west side of Shaughnessy Street. Through consultation with the school's administration in 2014, No Parking restrictions were installed at strategic locations on the east side of Shaughnessy Street to improve operations. The parking restrictions are across from the parking lot access and adjacent to intersections. The restrictions are in effect between 7:00 am and 4:00 pm, Monday to Friday, September to June. The school's administration has advised that although the 2014 restrictions led to an improvement in operations, concerns regarding congestion and safety remain.

TRAFFIC STUDY

Speed data and traffic volumes were collected using pneumatic tubes at two locations on Shaughnessy Street: (1) 75 metres north of Burrows Avenue; and (2) 40 metres north of Aberdeen Avenue. Data was collected for a one-week period in April 2019.

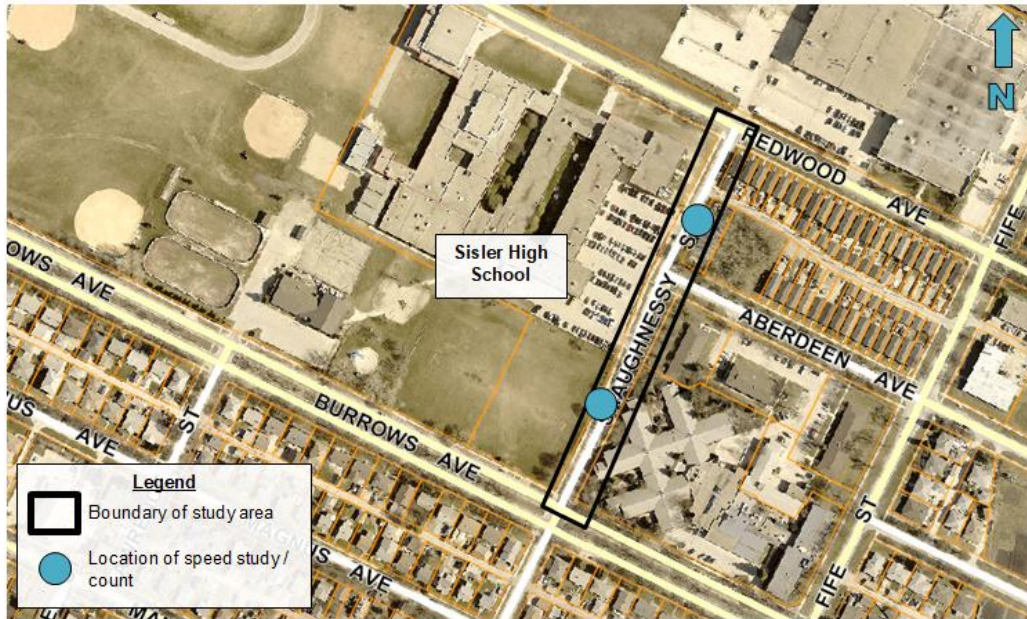


Figure 1: Study Area (Image source: iView)

The results of the speed study are shown in the table below and show that the majority of vehicles travel well-below the 50 km/h speed limit. The 85th percentile speed was 35 to 36 km/h and the average speed was 26 km/h. Traffic calming measures are not considered warranted at this time.

Table 1: Speed Study Results for Combined Northbound and Southbound Traffic on Shaughnessy Street (Data from April 8 – 15, 2019)

Metric	Location	
	75 metres north of Burrows Avenue	40 metres north of Aberdeen Avenue
Speed Limit	50 km/h	50 km/h
85 th Percentile Speed	36 km/h	35 km/h
Average Speed	26 km/h	26 km/h
Percent of Vehicles traveling above 55 km/h	0%	0%
Percent of Vehicles traveling above 60 km/h	0%	0%
Total Vehicles Studied	5,189	5,238

Traffic counts on Shaughnessy Street showed an average weekday traffic volume of around 935 vehicles per day, which is appropriate for a local street. The hourly distributions of traffic volume by travel direction are shown in Figures 2 and 3. Weekday volumes are differentiated

from weekend volumes. These figures demonstrate that traffic volumes peak considerably between 8:00 am and 9:00 am, and between 3:00 pm and 4:00 pm on weekdays. During these hours, traffic is restricted by highly utilized on-street parking. During all other hours, traffic volumes are much lower and traffic should not be significantly impeded by on-street parking.

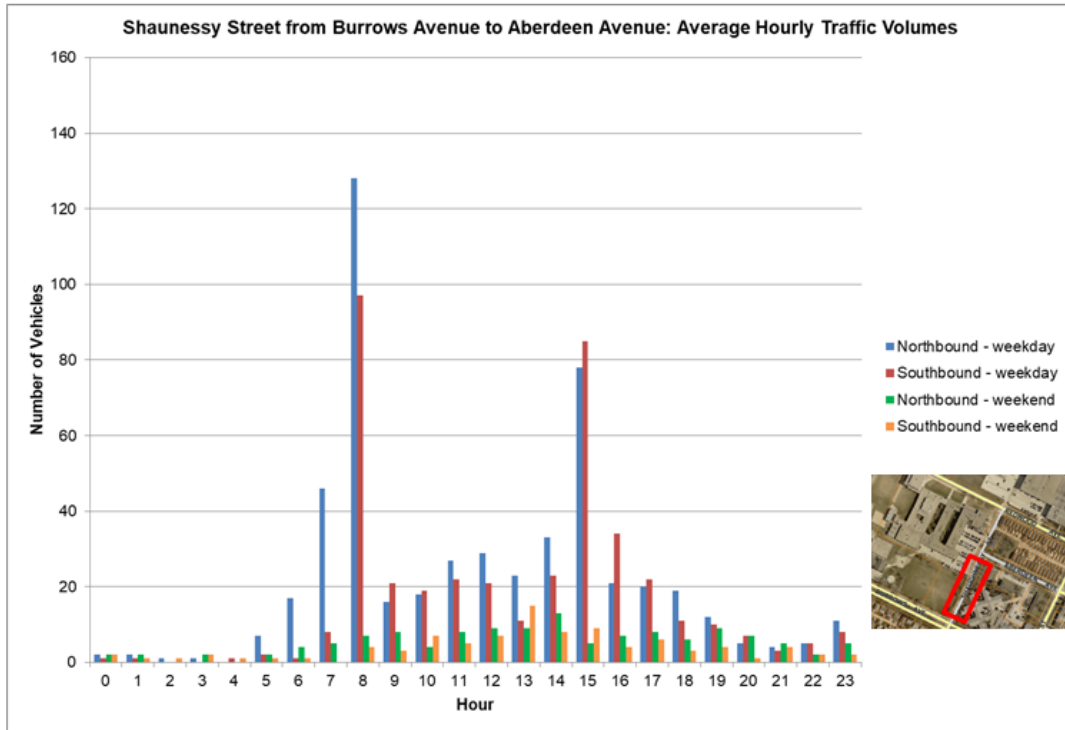


Figure 2: Average Hourly Traffic Volumes on Shaughnessy Street between Burrows Avenue and Aberdeen Avenue (data from April 2019)

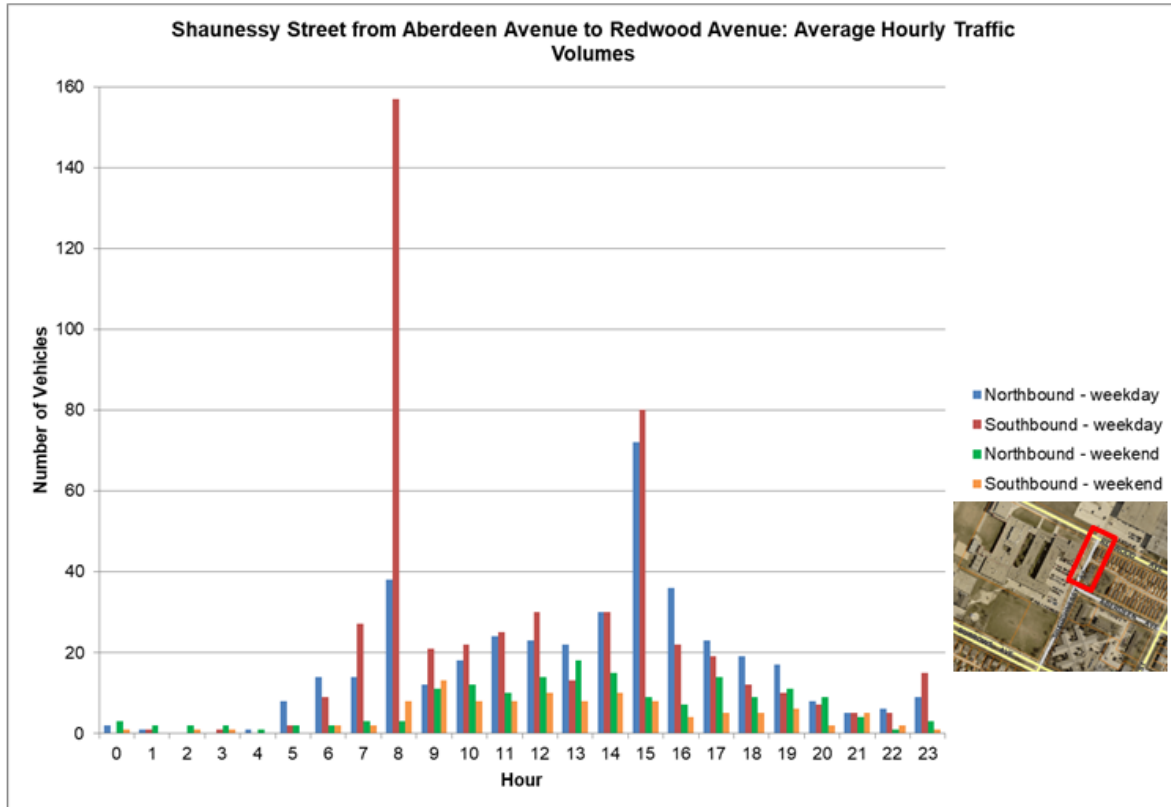


Figure 3: Average Hourly Traffic Volumes on Shaughnessy Street between Aberdeen Avenue and Redwood Avenue (data from April 2019)

To address congestion and safety concerns on Shaughnessy Street, the Winnipeg Public Service will install No Parking, 8:00 am to 9:00 am, 3:00 pm to 4:00 pm, Monday to Friday, September to June signs on the east side of Shaughnessy Street between Burrows Avenue and Redwood Avenue. The parking regulations that were installed in 2014 to restrict parking at select locations on the east side of Shaughnessy Street during the school year will be removed, as they will not be required with the new regulation. An existing loading zone on the east side of Shaughnessy Street, north of Aberdeen Avenue, will remain as-is.

The Public Service will also install No Stopping Anytime signage on the east side of Shaughnessy Street from Burrows Avenue to approximately 8 metres north which will result in the loss of one parking space.

The administration of Sisler High School concurs with these changes. The Transportation Division will monitor the site following the implementation of the new regulations to determine if concerns have subsided.

The Winnipeg Parking Authority has the delegated authority for time limited parking and has advised that a petition representing 70% of fronting properties in support of time limited parking would be required to move forward with this regulation. The Transportation Division believes that the addition of No Parking restrictions as recommended in this report will address the school’s concerns. At this time, time limited parking is not considered warranted from a safety and operations perspective.

A 15-hour turning movement count was conducted using video data at the intersection of Redwood Avenue and Shaughnessy Street. Upon review of this data and during a site visit in June 2019, several near-miss interactions between vehicles were observed at this intersection. To improve safety and operations at this intersection, the Winnipeg Public Service will extend the No Stopping Anytime setback on the north side of Shaughnessy Street to 15 metres east of Redwood Avenue will result in the loss of one parking space.

Installing No Parking, 8:00 a.m. to 9:00 a.m., 3:00 p.m. to 4:00 p.m., Monday to Friday, September to June will result in the loss of approximately 23 parking spaces during these hours. Parking will be permitted between 9:00 a.m. and 3:00 p.m. On-street parking is available on surrounding streets such as Aberdeen Avenue, Fife Street, Redwood Avenue, and Burrows Avenue. Fife Street is 175 metres east of Shaughnessy Street and appears to have lower parking utilization based on site visit observations.

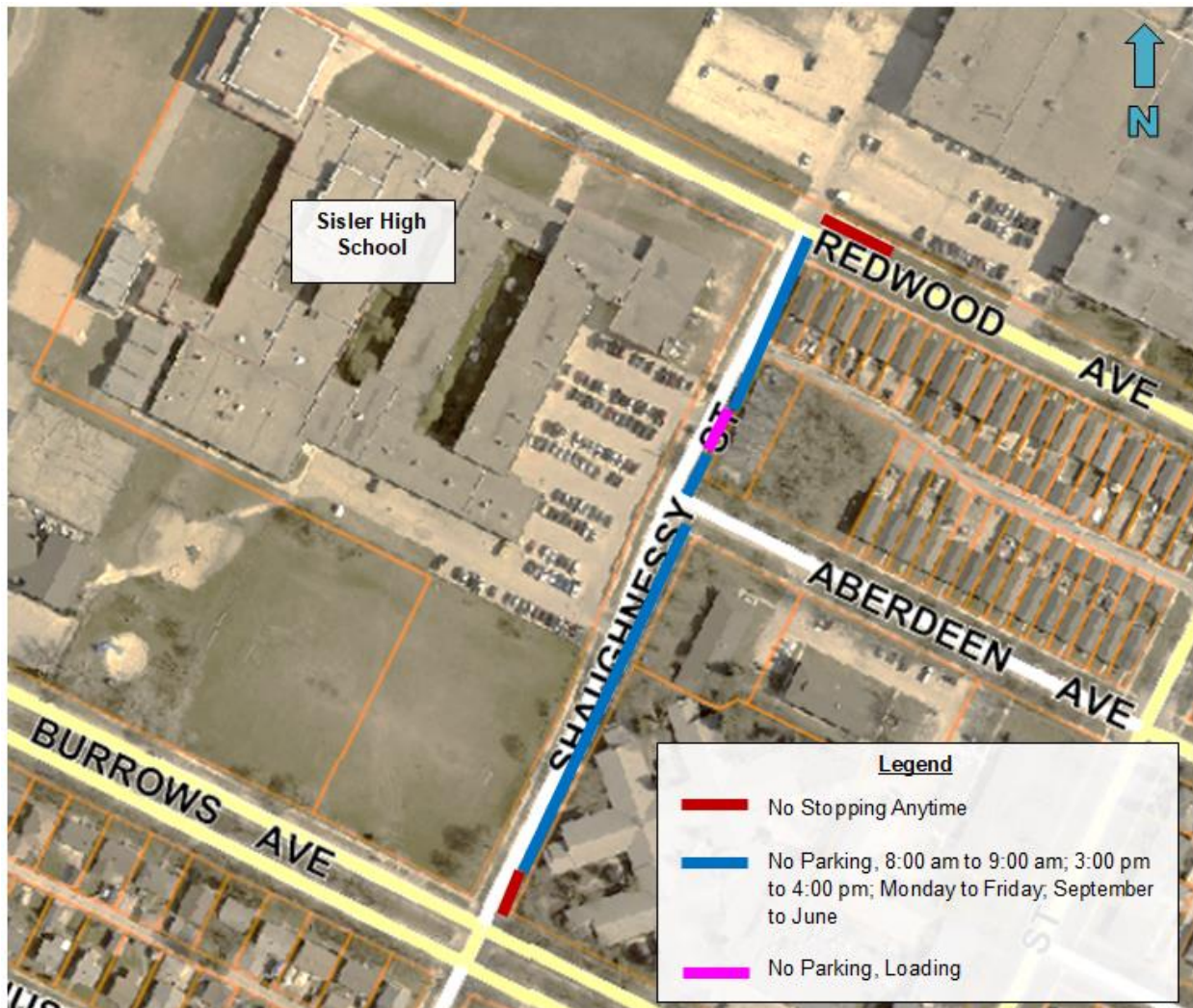


Figure 4: Recommended Parking Regulations for Shaughnessy Street and Redwood Avenue (Image source: iView, 2018)

The cost to install new signage is estimated at \$850 and can be covered by Traffic Services existing operating budget.

FINANCIAL IMPACT**Financial Impact Statement**Date: **August 12, 2019**

Project Name: **First Year of Program** **2019**
Traffic Study – Shaughnessy Street between Redwood Avenue and Burrows Avenue (Point Douglas Ward)

	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Capital					
Capital Expenditures Required	\$ -	\$ -	\$ -	\$ -	\$ -
Less: Existing Budgeted Costs	-	-	-	-	-
Additional Capital Budget Required	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Funding Sources:					
Debt - Internal	\$ -	\$ -	\$ -	\$ -	\$ -
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Total Additional Capital Budget Required	<u>\$ -</u>				
Total Additional Debt Required	<u>\$ -</u>				
Current Expenditures/Revenues					
Direct Costs	\$ 850	\$ -	\$ -	\$ -	\$ -
Less: Incremental Revenue/Recovery	-	-	-	-	-
Net Cost/(Benefit)	<u>\$ 850</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Less: Existing Budget Amounts	850	-	-	-	-
Net Budget Adjustment Required	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Additional Comments: Direct costs of \$850 reflect the cost to install No Parking signage on Shaughnessy St. This expense will be charged to the 2019 Public Works Department operating budget.					

"Original Signed by J. Peters, CPA, CGA"
 J. Peters, CPA, CGA
 Acting Manager of Finance and 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: Transportation
Division: Public Works
Prepared by: Rebecca Peterniak, M.Sc., P.Eng., Community Traffic Engineer
Date: August 12, 2019