

**Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works –
March 3, 2020**

REPORTS

**Item No. 20 Traffic Study – Marrington Road and Kirbridge Park
(Waverley West 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 –
March 3, 2020**

DECISION MAKING HISTORY:

Moved by Councillor Santos,

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

Carried

STANDING COMMITTEE RECOMMENDATION:

On September 12, 2019, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service, as amended, and approved the following:

1. That the Winnipeg Public Service report back to the Standing Policy Committee on the types of traffic calming measures recommended for Marrington Road within 180 days.

ADMINISTRATIVE REPORT

Title: Traffic Study – Marrington Road and Kirkbridge Park

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. Wardrop, Acting Interim CAO

EXECUTIVE SUMMARY

A warrant for traffic calming on Marrington Road between Bairdmore Boulevard and Kirkbridge Drive, for the purpose of mitigating speed, was previously established in a September 12, 2019 report. This current report considered the Transportation Association of Canada (TAC) measures suitable for addressing traffic speed concerns through traffic calming. This resulted in the development of two conceptual traffic calming options. From these two options, a preferred option consisting of three speed tables was selected. This option will be reviewed with the Ward Councillor and Emergency Services, developed into a costed design, and then placed on the priority list for installation through the Traffic Engineering Improvement Program (TEIP). At the time of this report, the Public Service estimates the cost of this project to be \$16,500.00, which includes infrastructure, signs, and paint.

RECOMMENDATIONS

1. That this report be received as information.

REASON FOR THE REPORT

On September 12, 2019, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service, as amended, and approved the following:

1. That the Winnipeg Public Service report back to the Standing Policy Committee on the types of traffic calming measures recommended for Marrington Road within 180 days.

IMPLICATIONS OF THE RECOMMENDATIONS

There are no implications to receiving this report as information.

HISTORY/DISCUSSION

BACKGROUND INFORMATION

On January 8, 2019, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Assiniboia Community Committee and directed the Winnipeg Public Service to conduct a traffic study to determine if speed tables are warranted on Marrington Road to calm traffic at pedestrian access points to Kirkbridge Park and report back to the Standing Committee within 180 days. The reasons stated for the request were:

- Marrington Road is a key connector to Kirkbridge Drive (South) and is experiencing increased traffic volumes from Waverley West.
- A main access to Kirkbridge Park is directly off Marrington Road with two pedestrian access points to the park.

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 September 12, 2019, the Standing Policy Committee on Infrastructure Renewal and Public Works considered a Public Service report indicating that a warrant for traffic calming on Marrington Road between Bairdmore Boulevard and Kirkbridge Drive for the purpose of mitigating speed had been established. The September 2019 report indicated that a subsequent report, this report, will report back to the Standing Policy Committee on the types of traffic calming measures recommended for Marrington Road once the Public Service completes its trial evaluation of speed tables.

CURRENT TRAFFIC CONDITIONS

Marrington Road is a two-lane undivided collector street with a speed limit of 50 km/h. Parking is permitted on the west side of the street. Parking utilization appears to be low. The roadway width is approximately 10 metres and there are sidewalks on both sides of the street. The average weekday traffic volume on Marrington Road is approximately 2,400 vehicles per day. Marrington Road is illustrated in Figure 1, below.

On the east side of Marrington Road, there are single-family residences on bays and cul-de-sacs that connect to Marrington Road, and a church. On the west side of Marrington Road, there is the Southpark Estates retirement home and Kirkbridge Park, which has walking paths, baseball diamonds, soccer fields, and other recreational areas. Marrington Road is identified as an informal medium stress route in the City of Winnipeg Cycling Map and as a future bicycle boulevard in the Pedestrian and Cycling Strategies.

Results of the speed study in the September 2019 report indicate that the 85th percentile speed was 53 km/h and the average speed was 46 km/h. Between 9.5% and 12.2% of vehicles travel 55 km/h or higher, and between 3.0% and 4.3% of vehicles travel 60 km/h or higher. This amounts to approximately 95 vehicles per day traveling 60 km/h or higher on Marrington Road north of Alanmore Crescent. These speed results merited consideration of traffic calming treatments for Marrington Road.



Figure 1: Study Area

TRAFFIC CALMING CONSIDERATIONS

The speed data confirmed that vehicle speeds on Marrington Road are at a level that warrants consideration of traffic calming. The Transportation Association of Canada (TAC) *Canadian Guide to Traffic Calming Second Edition* notes the following with regards to reducing vehicle speeds:

“Traffic calming measures are implemented to increase motorists’ awareness of the street’s function and thereby reduce vehicular speeds. Some features make it physically uncomfortable or difficult to travel along a street without reducing speed. Excessive speeds increase risk and create a safety concern, as motorists are less able to stop safely if confronted with situations, such as a child running into the street, a vehicle backing out of a driveway, or a cyclist swerving around an obstacle. Excessive vehicle speeds also increase the severity of a collision should one occur. Overall, speeding vehicles can detract from the livability of a neighbourhood...”

According to the *Canadian Guide to Traffic Calming Second Edition* there are numerous beneficial measures available for reducing vehicle speeds. The primary categories of available measures are:

- Vertical deflection – This group of measures includes raised crosswalks, raised intersections, and speed tables. All these measures have been applied at other locations in Winnipeg. Speed tables are the preferred vertical deflection method on Marrington Road due to the lack of strong or concentrated pedestrian demand at any point along the street and the relatively higher cost and construction requirements related to raised crosswalks and intersections.
- Horizontal deflection – This group of measures includes chicanes, traffic circles, and mini-roundabouts. Chicanes are not supported on Marrington Road due to the implications of narrowing the road on cyclist movements. Traffic circles and mini-roundabouts are not supported because the volume of through traffic on Marrington Road is significantly higher than any cross-street traffic, which is a situation to avoid with that type of traffic control.
- Roadway narrowing – This includes measures such as curb extensions and raised median islands. Curb extensions are not supported as they are not compatible with bicycle lanes and cyclists can feel squeezed closer to vehicles as motorists attempt to overtake them at the narrowing points.
- Directional closure – This would involve either closing southbound Marrington Road at Bairdmore Boulevard or northbound Marrington Road at Kirkbridge Drive. This would have a significant impact on access to residences, the park, the church, and Southpark Estates, and is not recommended.

Considering available measures to address speed, and an intention to have options that are compatible with future cycling facilities, two potential traffic calming options were explored. The two options are described below.

Option 1: Speed Tables on Marrington Road

Option 1 would see three speed tables introduced on Marrington Road (Figure 2). The tables are spaced at 100-125 metre intervals as per City guidelines. The south speed table is located under a street light between Blackwood Bay (south leg) and the Kirkbridge Park parking lot approach, the middle speed table is located approximately 15 metres north of the end of radius at Alanmore Court, and the north speed table is located under a street light midway between Blackwood Bay and Firbridge Crescent.

Advantages

- Speed tables have proven to be effective measures to reduce speeds in the City of Winnipeg. TAC indicates an 85th percentile speed reduction between 6 and 13 km/h.
- Does not affect roadway drainage.
- No negative effect to cyclists on Marrington Road.

Disadvantages

- May have a negative effect on emergency services. It would be critical to involve emergency services if this measure is given further consideration.
- Removes some parking – though parking demand is generally low.

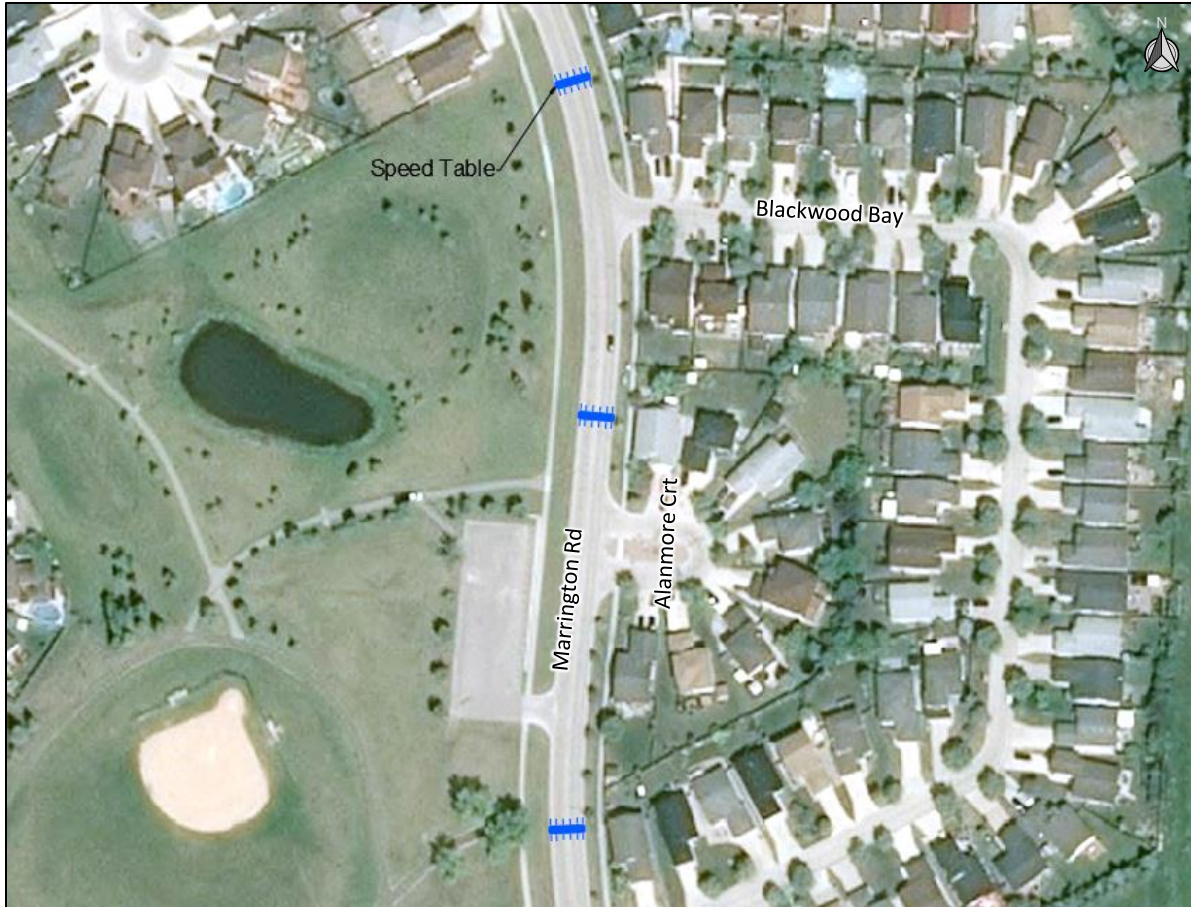


Figure 2: Option 1 Speed Tables

Option 2: Raised Median Islands on Marrington Road

Option 2 would see raised median islands located before and after both the Kirkbridge Park parking lot approach and the north leg of Blackwood Bay intersection to reduce vehicle speed by narrowing the width of the roadway (Figure 3). Islands would be 2.0 metres wide and 12.0 metres long and parking would not be permitted adjacent to the islands.

Advantages

- TAC indicates a reduction in vehicle speed of between 3 and 8 km/h. However, the islands proposed on Marrington Road are on the narrower side to minimize negative effects on cyclists and as a result may have a less significant effect on speed than a wider median island.
- Can function as a pedestrian refuge resulting in reduced pedestrian-vehicle conflicts, though there are no formal pedestrian crossing points at the proposed island locations.
- Does not affect roadway drainage.
- Would not negatively affect Emergency Services.

Disadvantages

- Narrows the roadway for cyclists on Marrington Road.
- Removes some parking – though parking demand is generally low.
- Feature is untested as a traffic calming device in Winnipeg.

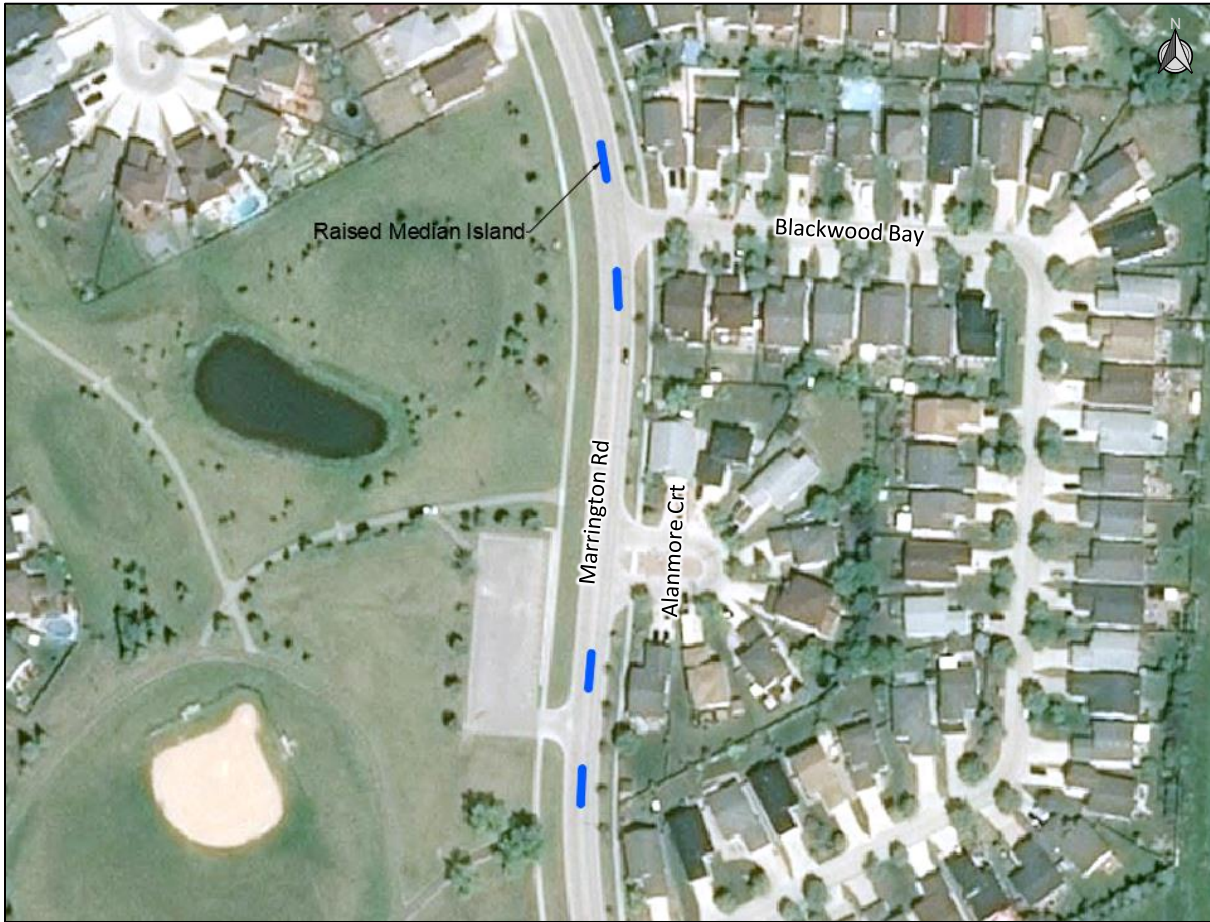


Figure 3: Option 2 Raised Median Islands

Considering the advantages and disadvantages of the two options, Option 1, speed tables, is preferred. Next steps for this option would be to review it as a concept with the Ward Councillor and Emergency Services, prepare a design and cost estimate, and then add it to the priority queue for traffic calming improvements under the Traffic Engineering Improvement Program (TEIP). At the time of this report, the public service estimates the cost of this project to be \$16,500.00, which includes infrastructure, signs, and paint.

FINANCIAL IMPACT

Financial Impact Statement Date: [February 3, 2020](#)

Project Name:

Traffic Study – Marrington Road and Kirkbridge Park

COMMENTS:

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

The preliminary cost estimate for the speed tables on Marrington Road is \$16,500. At this time there is no approved budget allocated to deliver this project. This work will be prioritized amongst other City-wide priorities within the Traffic Engineering Improvements program, and is subject to availability of future budget resources.

"Original signed by J. Peters, CPA, CGA"

J. Peters CPA, CGA

Acting Manager of Finance & Administration

CONSULTATION

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

OURWINNIPEG POLICY ALIGNMENT

The recommendation of this report is aligned with the key strategic goal of a safe, efficient and equitable transportation system for people, goods and services in the Sustainable Transportation Direction Strategy that supports OurWinnipeg.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

N/A

SUBMITTED BY

Department: Public Works

Division: Transportation

Prepared by: C. Flather, P.Eng., M.Sc., Traffic Management Engineer

Date: February 4, 2020

File No.: A-08