

**Agenda – Standing Policy Committee on Infrastructure Renewal and Public Works –
September 15, 2021**

REPORTS

**Item No. 8 Lord Roberts Community Traffic Study Solutions
(Fort Rouge-East Fort Garry Ward)**

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

1. That the Public Service report back to the Standing Policy Committee on Infrastructure Renewal and Public Works in 2023 with the results of Phase 4 of the study, which will be the long-term traffic plan for Lord Roberts.
2. That the Public Service report back to the Standing Policy Committee on Infrastructure Renewal and Public Works in June of 2022 with an update to the residential traffic calming program that includes the development of Phase 2: Neighbourhood Traffic Studies.
3. That community traffic studies in other neighbourhoods not be initiated until phase two of the residential traffic calming program has been approved by Council.
4. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

ADMINISTRATIVE REPORT

Title: Lord Roberts Community Traffic Study Solutions (Fort Rouge – East Fort Garry)

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

AUTHORIZATION

Author	Department Head	CFO	CAO
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EXECUTIVE SUMMARY

This report provides a progress update on the Lord Roberts Community Traffic Study and outlines solutions being implemented in the next phase of the study.

The Lord Roberts Community Traffic Study was initiated in the Fall of 2018 to identify community traffic concerns, validate and qualify those concerns with real data, and develop and implement solutions to improve transportation in Lord Roberts.

Through public input and technical analysis, the project team identified traffic issues in the neighbourhood and developed community priority areas to guide the future scope of work. The priority areas for the study are:

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

Solutions developed to address the priority areas were grouped into three categories:

- Trial: three solutions will be implemented on a trial basis and monitored in the next phase. One additional solution is intended to be trialed but needs additional work before this can proceed:
 - Neighbourhood greenway on Cockburn Street South between Jubilee Avenue and Kylemore Avenue.
 - Neighbourhood greenway on Walker Street between Argue Street and Osborne Street.
 - School loading zone improvements on Beresford Avenue between Daly Street and Cockburn Street South.
 - Changes to parking regulations to better manage demand on certain streets in the neighbourhood.
 - Additional engagement is required to determine the preferred on-street parking solution. The intention is to implement the preferred solution on a trial basis, pending budget availability.
- Immediate: 20 solutions have already been implemented or will be implemented by 2023.

- Long-term: eight solutions were developed that will be considered in the long-term as part of other projects, subject to budget availability and City-wide priority.

In addition to improving transportation in Lord Roberts, this study will also inform development of the City’s residential traffic calming program and act as a trial of the program’s second phase. On May 6, 2020, Council approved the first phase of the residential traffic calming program which focuses on localized requests; the second phase will cover neighbourhood-wide studies, where broad and complex transportation issues exist across a residential neighbourhood. The second phase of the residential traffic calming program will identify how neighbourhoods will be selected and prioritized, outline the methodology for conducting a study, as well as the required resources. This will be outlined in a subsequent report to the Standing Policy Committee on Infrastructure Renewal and Public Works.

RECOMMENDATIONS

1. That the Public Service report back to the Standing Policy Committee on Infrastructure Renewal and Public Works in 2023 with the results of Phase 4 of the study, which will be the long-term traffic plan for Lord Roberts.
2. That the Public Service report back to the Standing Policy Committee on Infrastructure Renewal and Public Works in June of 2022 with an update to the residential traffic calming program that includes the development of Phase 2: Neighbourhood Traffic Studies.
3. That community traffic studies in other neighbourhoods not be initiated until phase two of the residential traffic calming program has been approved by Council.
4. 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 March 6, 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 Public Service report back to the Standing Policy Committee on Infrastructure Renewal and Public Works on the trial traffic plan for Lord Roberts before it is implemented.
2. That the Public Service report back to the Standing Policy Committee on Infrastructure Renewal and Public Works on the long-term traffic plan for Lord Roberts before it is implemented.
3. That community traffic studies in other neighbourhoods not be initiated until lessons learned from the Lord Roberts community traffic study are documented in an update to the City’s community traffic management guidelines and practices.
4. That the Public Service provide a verbal report to the Standing Policy Committee on Infrastructure Renewal and Public Works at the conclusion of each phase of the Lord Roberts Community Traffic Study.

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

IMPLICATIONS OF THE RECOMMENDATIONS

The Trial and Immediate solutions have an approximate cost of \$139,900 (Class 4 estimate) for both the solutions implemented to date and remaining work to be completed. These solutions can be implemented within existing budgets authorized by Council.

Solutions implemented in 2020 are:

- \$24,000 for pedestrian countdown signals at two intersections in the Lord Roberts study area funded by The 2019 Incremental Road Safety program, which is included in the Traffic Engineering Improvements program (capital project # 1831001019).
- \$16,000 for sidewalk connections to the Southwest Transitway funded by Transit's Accessibility Program (transit project # 4230030219- Accessibility Program).

Solutions to be implemented in the next phase of the study are:

- \$30,900 for traffic calming on neighbourhood greenways, signage, communications, and engagement funded by the 2021 Traffic Engineering Improvement Program (capital).
- \$9,600 for new signage and pavement markings funded by Traffic Services 2021 operating budget.
- \$35,500 for traffic calming on neighbourhood greenways and cyclist detection funded by the 2021 Pedestrian and Cycling Program Budget (capital).
- \$23,900 for lighting enhancements funded by the 2021 Street Lighting operating budget.

For clarity, work completed to date has not been included in the Financial Impact Statement as these costs have already been incurred. The costs included in the Financial Impact Statement represent the estimated costs of finishing the remainder of work for the Trial and Immediate solutions. As budgets and costs estimates are not currently in place for the Long Term solutions, these future costs have not been included in the Financial Impact Statement section of this report.

The above cost estimate does not include funding required for the following solutions:

- Solutions identified for implementation in the long term.
- Improvements made as part of the 2022/2023 Jubilee Avenue Road Renewal Project.
 - Findings from the Lord Roberts Community Traffic Study related to Jubilee Avenue have been passed onto the road renewal team for consideration.
- Fort Rouge Yards Construction Access. A report will be submitted to Council requesting an amendment to the Traffic By-law 1573/77 to allow trucks accessing Fort Rouge Yards development to use Jubilee Avenue to Osborne Street. No costs for this item are anticipated at this time.
- Changes to parking regulations to address on-street parking concerns in areas of Lord Roberts that have high parking utilization.
 - Additional engagement is required to determine how to proceed. Costs will be determined for the preferred solution following additional engagement. While the intention is to trial, whatever is determined to be the preferred solution in the short term, this solution would be considered in the long-term if costs exceed available funding. Funding sources may include the Traffic Engineering

Improvement Program, Traffic Services' existing operating budget, and existing budgets available through the Winnipeg Parking Authority.

HISTORY/DISCUSSION

STUDY PURPOSE

The purpose of the Lord Roberts Community Traffic Study is to identify community traffic concerns, validate and qualify those concerns with real data, and develop and implement solutions to improve transportation in Lord Roberts. The study considers all modes of transportation, and is focused on non-regional streets within the neighbourhood boundary. It is a collaborative effort between community members and the City of Winnipeg, with several rounds of public engagement and a Public Advisory Committee comprised of community representatives with a diversity of views, which has been consulted throughout the study.

In addition to improving transportation in Lord Roberts, this study will also inform the development of the second stream of the City's residential traffic calming program, which will focus on conducting broad neighbourhood traffic reviews. Lessons learned from the methodology used in the Lord Roberts study will shape a revision to the City's residential traffic calming program so that similar studies can be conducted in other neighbourhoods.

PHASE 1 – INITIATION

- The study was initiated in the Fall of 2018.
- Public outreach occurred to inform the neighbourhood of the study and to assemble the Public Advisory Committee.
- A Technical Advisory Committee was formed, comprising a variety of City departments with a stake in community traffic management, and held an initial meeting.
- An administrative report which introduced the study was received as information at the March 6, 2019 meeting of the Standing Policy Committee on Infrastructure Renewal and Public Works.

PHASE 2 – IDENTIFY ISSUES AND COMMUNITY PRIORITIES

The purpose of Phase 2 was to identify traffic issues in the neighbourhood and develop priority areas that would guide the scope of work in subsequent phases. Public input and technical analysis informed this phase of the study. The Phase 2 public engagement summary and technical analysis report are appended.

Phase 2 public engagement was conducted in Spring 2019 and included:

- Promotion through email subscription update, website update, news release, social media, publication in community e-newsletter, and postcards mailed to properties within the study area
- An online survey, with 471 responses
- An in-person workshop, with 32 participants and 22 exit surveys completed

A summary of Phase 2 engagement is in Appendix A. Some key findings of Phase 2 public engagement are listed below.

- Participants care about improving traffic issues in Lord Roberts and most survey participants rated their support for the project as 'high'.

- The top vision was to increase safety for all road users.
- The top priority was pedestrian and cyclist safety.
- Traffic calming on local streets is considered an important goal.
- Parking concerns are concentrated in the northeast corner of the neighbourhood.
- Traffic volumes and cut through traffic are a concern for residents.
- Large vehicle traffic (e.g., trucks) on local streets are a concern.

The results of Phase 2 engagement were used to determine the best way to approach technical analysis. Ultimately, in Spring 2019, traffic volume and speed data was collected throughout the neighbourhood. Site visits occurred throughout the neighbourhood on foot, by bike, and by car to assess existing conditions. Meetings were held with the Lord Roberts School administration to observe traffic concerns during pick up and drop off. Parking data, which had been collected in the Fall of 2018, were also analyzed to understand parking utilization and turn over. Collision data from recent years was also reviewed.

A summary of the technical analysis is in Appendix B. Some key findings of the technical analysis are listed below.

- Although speeding is occurring on some streets, there is reasonable compliance with the 50 km/h speed limit throughout the neighbourhood.
- Relative to other streets in the neighborhood, speeds are somewhat higher on Cockburn Street South, where the 85th percentile speed is 47 km/h, and Morley Avenue, where the 85th percentile speed is 49 km/h. Collector classification and wider pavement width on these streets may contribute to higher speeds, relative to the narrower, local streets in the neighbourhood.
- 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 identified congestion and safety concerns during pick up and drop off at Lord Roberts School.
- Site visits identified various opportunities to improve pedestrian and bicycle infrastructure.
- Safety data shows there is a potential for improvement at the intersections of Osborne Street and Morley Avenue, and Osborne Street and Brandon Avenue.

The results of both Phase 2 public engagement and technical analyses were reviewed with the Public Advisory Committee. Considering all input and results, four priority areas were selected for this study:

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

Pedestrian and Cycling Infrastructure

Improving pedestrian and cycling infrastructure within Lord Roberts and at key connections into and out of the neighbourhood is a community priority. During public engagement we heard that pedestrian and cyclist safety should be the top priority of the study. Ideas explored during the next phase of the study to improve pedestrian and cyclist accommodation included:

- Implementing new neighbourhood greenways, where cyclists and motorists share the road on a traffic-calmed street

- Improving pedestrian and cycling connections across Osborne Street and Jubilee Avenue to identify required upgrades at existing traffic signals and pedestrian corridors, as well as any new crossings warranted to provide improved access to adjacent neighbourhoods and bicycle routes
- Improving existing pedestrian infrastructure within the neighbourhood by completing gaps in the sidewalk network
- Improving existing cycling infrastructure within the neighbourhood, by focusing on the multiuse path that parallels the Southwest Transitway and how it connects to the neighbourhood

School Area Safety

Improving safety around the Lord Roberts School is a community priority. During public engagement we heard from residents, parents, staff at the Lord Roberts Community Centre, and administration of Lord Roberts School about traffic congestion during pick-up and drop-off times, and safety concerns for children who walk and bike to school.

Ideas explored during the next phase of the study to improve school area safety included:

- Traffic improvements during pick-up and drop-off times to help ease congestion and ensure students can load and unload safely
- Implementing new school crosswalks where warranted, to help raise the visibility of students and patrols
- Assessing whether traffic calming measures are warranted on Cockburn Street South and within the Reduced Speed School Zone to further reduce vehicle speeds
- Reviewing the boundaries of the existing Reduced Speed School Zones to determine if the current limits are appropriate for the school's operations

On-Street Parking

Improving on-street parking is a community priority. During public engagement we heard that the availability of on-street parking is a concern in the community. Parking concerns were concentrated in the northeast section of the neighbourhood, on local streets adjacent to Osborne Street, and near the Southwest Transit Way Jubilee Station.

Ideas explored during the next phase of the study to improve on street parking included:

- Expanding time limited parking regulations on some streets
- Piloting different types of residential parking permits through collaboration with the Winnipeg Parking Authority
- Additional measures to reinforce appropriate parking setbacks at intersections, as vehicles parked too close to intersections can create sightline and safety concerns
- Additional consultation to better understand parking needs, including the needs of residents, businesses, and Winnipeg Transit

Other Safety Improvements

Improving safety for all road users is a community priority. Safety is a theme in all of the priority areas. This additional area captures some safety topics that didn't quite fit within the other priorities. During public engagement we heard that improving safety is the most important goal of the study. Safety concerns were concentrated along Osborne Street, particularly at the intersection with Morley Avenue.

Ideas explored during the next phase of the study included:

- Safety reviews at intersections where data indicates there is a potential for improvement. Solutions to improve safety may include changing geometry, signal timing, or signage
- Improving how heavy vehicle construction traffic is managed on residential streets

PHASE 3 – DEVELOP SOLUTIONS

Solutions were developed to address the four community priority areas. The Public Advisory Committee was consulted as solutions were being developed, to provide early input so that solutions could be refined prior to broader public engagement. Phase 3 public engagement was conducted in Fall 2020 and included:

- Promotion through website update, postcards mailed to properties within the neighbourhood (6,094 total), a news release, social media, and public engagement newsletter
- Online survey with 325 responses
- A virtual event with 16 participants

Solutions were grouped into three categories for public engagement.

1. Proposed: four solutions (some with multiple options) were developed that needed public feedback to determine how to proceed. Feedback on these solutions was used to determine which to proceed with on a trial basis.
2. Immediate: 21 solutions were developed for immediate implementation. Some of these have already been implemented, while others will be implemented in the next phase of the study.
3. Long-term: seven solutions were developed that will be considered in the long-term as part of other projects, subject to budget availability and City-wide priority.

Trial Solutions

Public feedback helped us select the following solutions to implement on a trial basis. A brief overview of feedback on solutions that will be implemented on a trial basis is outlined below.

Two of the trial solutions are neighbourhood greenways. Neighbourhood greenways are on-street routes designed to comfortably and safely move cyclists, pedestrians and motor vehicles. Neighbourhood greenways typically include a range of treatments from low-impact things like signage, bike signals, and pavement markings to varying degrees of traffic calming including a best-practice speed limit of 30 km/h.

The City recently launched a neighbourhood greenway reduced speed pilot project, where 30 km/h speed limits and traffic calming measures have been installed on four existing greenways to evaluate the impact on conditions for cyclists. The results of the neighbourhood greenway reduced speed pilot project will inform how current and future greenways are designed and operated. Phase 3 engagement in Lord Roberts occurred prior to the launch of the neighbourhood greenway reduced speed pilot project, and as such, reducing speed limits on the proposed greenways was not presented to the public for feedback. The proposed neighbourhood greenways in Lord Roberts will be implemented on a trial basis with traffic calming measures only and no change to the speed limit, as this was the option presented to the public during Phase 3 engagement. The addition of a 30 km/h speed limit will be evaluated during the trial period, with additional public communication and engagement occurring in Phase 4.

1. Neighbourhood greenway on Cockburn Street South between Kylemore Avenue and Jubilee Avenue to create a cyclist facility and reduce speeds near the school. A neighbourhood greenway is a traffic calmed street where cyclists and motorists share the road. Two traffic calming options were presented to the public for feedback:
 - Option 1: Curb extensions
 - Option 2: Speed tables

A neighbourhood greenway on Cockburn Street South is supported by survey respondents (70% of respondents were supportive; 13% were unsupportive). Curb extensions are slightly preferred by survey respondents, receiving a 3.73 out of 5 weighted average score compared to 3.38 for speed tables. Members of the Public Advisory Committee and some residents who attended the virtual event expressed some concerns and opposition to curb extensions.

Speed tables will be installed on Cockburn Street South to slow speeds. Two school crosswalks are planned for Cockburn Street South which will improve pedestrian visibility and connectivity in the area.

2. Neighbourhood greenway on Walker Avenue to create east-west bicycle route in Lord Roberts between Walker Court and Osborne Street. Speed humps will be installed to slow speeds and improve cyclist safety.

A neighbourhood greenway on Walker Avenue is supported by survey respondents (69% of respondents were supportive; 16% were unsupportive).

3. Changes to improve safety during school pick up/drop-off. Four options were developed for public feedback.
 - Option 1: One-way Rathgar Avenue (eastbound) and Beresford Avenue (westbound) between Daly Street and Cockburn Street South. Switch parking from the south side of Beresford Avenue to the north side between Daly Street and Cockburn Street South so that a loading zone can be installed in front of the school.
 - Option 2: Maintain two-way traffic on Beresford Avenue and Rathgar Avenue; switch parking from the south side of Beresford Avenue to the north side between Daly Street and Cockburn Street South.
 - Option 3: Construct a loading bay on Beresford Avenue. Maintain two-way traffic on Beresford Avenue and Rathgar Avenue; maintain parking restrictions as-is; construct a loading bay in front of the school on Beresford Avenue. Tree removal is required to construct a loading bay.
 - Option 4: No changes. Maintain existing conditions.

Option 2 is preferred by survey respondents, receiving a 3.25 out of 5 weighted average score. Several respondents felt the City should try lower-cost options first and monitor their effectiveness before moving to high-cost options like the loading bay. Additionally, some respondents feel the City should try to mitigate impacts to residents on Beresford Avenue who would be directly impacted by this change.

Considering the concerns from Beresford Avenue residents, a variation to Option 2 has been developed. To minimize impacts to residents while still providing a school-side loading zone, No Stopping signage will be installed on the south side of Beresford Avenue directly across from a new school loading zone which will be installed on the

north side of the street. Parking regulations on the rest of Beresford Avenue will not be changed. The No Stopping signage on the south side across from the new loading zone will only apply during school peak hours. Outside of school peak hours, parking will remain on the south side of the street. Lord Roberts School administration is supportive of this approach.

4. Changes to parking regulations to address on-street parking concerns in areas with high parking utilization. Three options were presented for community feedback:
 - Option 1: Time limited parking regulations
 - Option 2: Residential-only parking pilot project
 - Option 3: No changes. Maintain existing conditions.

Of respondents who feel they do not have enough parking on their street, a residential-only parking pilot was the most popular option, receiving a 3.74 weighted average score out of 5, followed by time-limited parking at 3.42.

Survey responses were assessed on a block-by-block basis; however, response rates were too low to determine a preferred solution for each block. While this issue was identified as being addressed with an immediate term solution, additional stakeholder and public consultation is required to inform any changes to parking regulations. The study team intends to do a round of targeted engagement with residents on streets with significant parking concerns in conjunction with WPA. Though additional engagement is required to determine how to proceed; costs of and a funding source for the eventual solution have not yet been identified. While the intention was to trial whatever is determined to be the preferred solution in the short term, this solution would be considered in the long-term if a funding source is not immediately identified.

It is important to note that consideration was at one point being given to allowing a resident-only parking permit; however, this is no longer an option the WPA recommends pursuing. Though the new Winnipeg Parking Strategy identifies required amendments to the residential parking program, it is clear that, as many types of users rely on curbside space, restricting the use of on-street parking in what are often mixed-use residential and commercial areas would unfairly impact those parkers who are not area residents. The strategy instead proposes the use of time-limited parking to manage areas with high parking demand, and other options such as carsharing to encourage mode shift and reduce the number of vehicles operating in a given area.

It is also important to note that, as some residents expressed concerns with Transit employees using on-street parking as opposed to parking in the Transit campus lot, additional consultation occurred with both WPA and Winnipeg Transit. In 2019, the annual average vacancy rate for Transit's employee parking lots in the Lord Roberts neighbourhood was 19%, indicating that the lots are not at capacity and some space is available for additional employee parking. Transit has confirmed that memos are circulated to staff requesting that they avoid parking on the street so as to limit impacts on the neighbourhood.

Immediate Solutions

Information on immediate solutions was provided to the public as part of Phase 3 engagement but feedback was not requested as such solutions either have been recently implemented or will be implemented in the next phase of this project. These solutions are mapped in Figure 1 and described below.

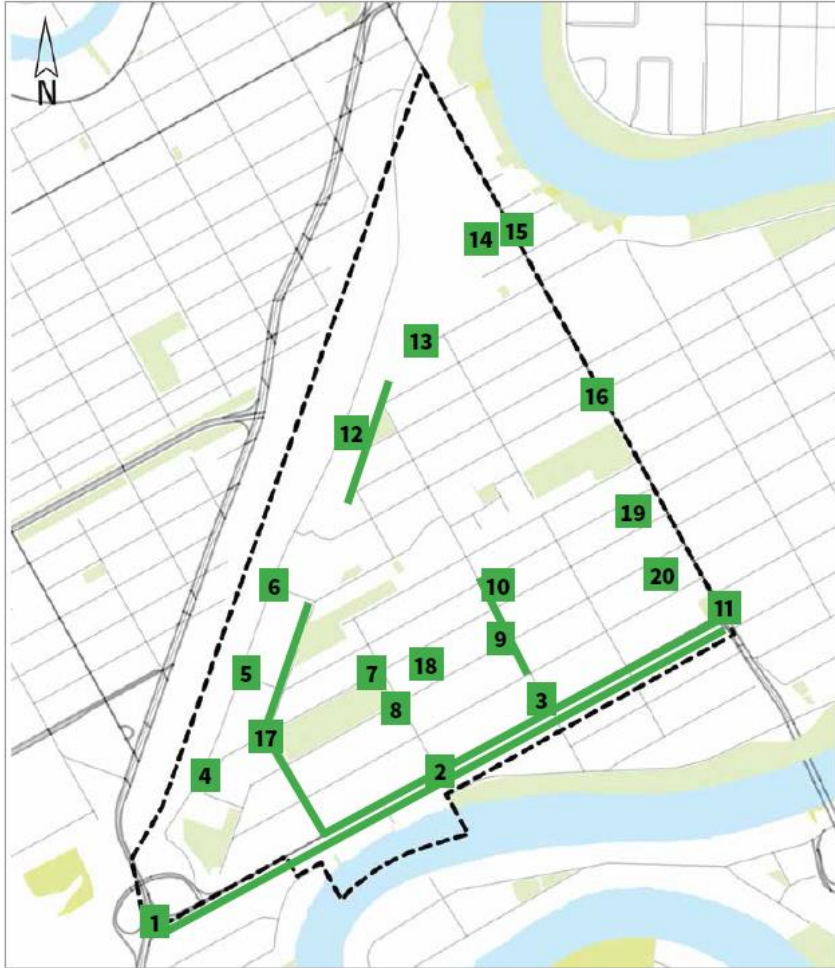


Figure 1: Immediate Solutions

1. Several improvements will be made as part of the 2022/2023 Jubilee Avenue Road Renewal Project. Findings from the Lord Roberts Community Traffic Study related to Jubilee Avenue have been passed onto the road renewal team. Design details for Jubilee Avenue will be shared on the road renewal website prior to construction.
2. Pedestrian crossing improvement on Jubilee Avenue at Cockburn Street South. The signal timing plan was adjusted to provide more time to pedestrians crossing Jubilee Avenue during school-hours.
3. Pedestrian crossing improvements on Jubilee Avenue at Daly Street. The signal timing plan was adjusted to provide more time to pedestrians crossing Jubilee Avenue during school hours. New pedestrian countdown signals have also been installed.
4. New sidewalk on Rathgar Avenue to connect to multi-use path. The sidewalk previously ended before connecting to the multi-use path. New sidewalk has been added to improve connectivity.
5. New sidewalk on Walker Court to connect to multi-use path. The sidewalk previously ended before connecting to the multi-use path. New sidewalk has been added to improve connectivity.
6. New sidewalk on Berwick Court to connect to multi-use path. The sidewalk previously ended before connecting to the multi-use path. New sidewalk has been added to improve connectivity.

7. New school crosswalk on Cockburn Street South at Rathgar Avenue. This intersection is patrolled and a new crosswalk will enhance visibility.
8. New school crosswalk on Cockburn Street South at Beresford Avenue. This intersection is patrolled and a new crosswalk will enhance visibility.
9. New school crosswalk on Daly at Beresford. This intersection is patrolled and a new crosswalk will enhance visibility.
10. Extend boundaries of 30 km/h Reduced Speed School Zone on Daly Street South to better accommodate school's operations and student travel. On July 22, 2021, Council approved an amendment to By-Law 76/2014 which adjusts the boundaries of this school zone.
11. Fort Rouge Yards Construction Access. A report will be submitted requesting Council amend the Traffic By-law 1573/77 to allow trucks accessing Fort Rouge Yards Area to use Jubilee Avenue to Osborne Street.
12. Improvements to back lane bicycle route between Arnold Avenue and Brandon Avenue. The multi-use path that extends along the Southwest Transitway passes through two back lanes in Lord Roberts. Enhanced lighting and additional signage will be provided in the lanes to improve safety for pedestrians and cyclists. Efforts will be made to position the lighting so that the impact to residents is limited.
13. New parking restriction to improve sightlines at pedestrian and bicycle crossing on Brandon Avenue. This change has been implemented.
14. Pedestrian crossing improvement at Osborne Street and Glasgow Avenue. New pedestrian countdown signals have been installed.
15. Cyclist crossing improvement at Osborne Street and Glasgow Avenue. Cyclist detection will be added to this intersection so that cyclists can actuate a change to the signal in order to cross Osborne Street.
16. Pedestrian crossing improvement at Osborne Street and Morley Avenue. There has been a history of pedestrian collisions at this intersection. A Leading Pedestrian Interval was installed at this intersection. A Leading Pedestrian Interval provides a head start to pedestrians crossing Osborne Street, allowing them to begin crossing before any motor vehicle traffic can proceed.
17. New warning signage at Argue Street – Lilac Avenue and Rathgar Avenue intersection to advise of horizontal curve.
18. Lord Roberts School will promote a "walk a block" program where children who are driven are dropped off or picked up a block or more away from the school instead of at front door in order to reduce congestion.
19. New parking restrictions at the pedestrian corridor on Osborne Street and Walker Avenue to provide adequate sightlines and comply with current best practice design guidance. This change has been implemented.
20. New parking restrictions at pedestrian corridor on Osborne Street and Beresford Avenue to provide adequate sightlines and comply with current best practice design guidance. This change has been implemented.

Long-term Solutions:

Long-term solutions will be considered as part of future planning efforts and infrastructure projects, subject to city-wide priority and budget availability. Long-term solutions are mapped in Figure 2 and described below.



Figure 2: Long-term Solutions

1. New sidewalk within the neighbourhood on streets where the sidewalk ends or is only present on one side of the street.
2. New infrastructure to improve bike crossing of Osborne Street near Brandon Avenue, Glasgow Avenue and Togo Avenue.
3. Safety improvements at Osborne Street and Brandon Avenue, subject to findings from ongoing safety review.
4. Additional safety improvements at Osborne Street and Morley Avenue, subject to findings of ongoing safety review.
5. Pedestrian crossing improvements at Osborne Street and Walker Avenue. The existing pedestrian corridor meets warrant to upgrade to a half signal.
6. Pedestrian crossing improvements at Osborne Street and Beresford Avenue. The existing pedestrian corridor meets warrant to upgrade to a half signal.
7. Geometric improvements to improve sightlines at the Argue Street – Lilac Street and Rathgar Avenue intersection.
8. Neighbourhood educational/promotional campaign regarding parking setbacks at intersections. Some residents voiced concerns about motorists parking too close to intersections. An educational/promotional campaign could involve social media or neighbourhood flyers, explaining required parking setbacks at intersections. This solution was listed as an immediate solution during Phase 3 engagement, however, the

cost of the program and available budget is unknown at this time. For this reason, the solution will be considered for long-term implementation.

PHASE 4 – IMPLEMENT AND MONITOR

Trial and immediate solutions are being implemented between 2020 and 2023. The trial solutions will be monitored following implementation. This will involve:

- Collecting speed and volume data on Walker Avenue and Cockburn Street South once traffic calming measures have been implemented for the new neighbourhood greenways
 - Speed and volume data on parallel adjacent streets may also be collected
- Conducting site visits to assess traffic operations related to parking regulation changes on Beresford Avenue for school pick-up and drop-off
- Depending on the parking solutions selected following additional engagement, parking data may be collected to assess changes to parking activity in the neighbourhood

A final round of public engagement will occur during Phase 4 to obtain community feedback on the trial solutions. Modifications to the neighbourhood greenways, school loading operations, and parking regulations may be made as a result of Phase 4 findings. The Public Service intends to report back to the Standing Policy Committee on Infrastructure Renewal and Public Works in 2023 with the results of Phase 4.

PHASE 5 – PROJECT CLOSE AND ONGOING MONITORING

The project is anticipated to close by 2023 once all solutions have been implemented and some monitoring has occurred. Pending resources, ongoing monitoring may occur once the study has concluded.

UPDATE TO THE RESIDENTIAL TRAFFIC CALMING PROGRAM

On May 6, 2020, Council approved Phase 1 of the residential traffic calming program which focuses on localized requests. The second phase of the residential traffic calming program is intended to cover neighbourhood-wide studies, where there are broad and complex transportation issues across a residential neighbourhood. The Lord Roberts Community Traffic Study is considered a trial of the phase two approach. Lessons learned from the Lord Roberts study will inform the development of phase two and update to the City's residential traffic calming program which will go to Council for consideration.

As significant progress has been made on the Lord Roberts study, the Public Service intends to begin developing phase two of the residential traffic calming program. The process to identify and prioritize neighbourhoods, as well as the methodology to undertake a community traffic study, and the required resources, will be identified. The Public Service will submit a report to Standing Policy Committee on Infrastructure Renewal and Public Works at the June 2022 meeting outlining the recommended process for phase two of the residential traffic calming program.

FINANCIAL IMPACT

Financial Impact Statement

Date: July 23, 2021

Project Name: Lord Roberts Community Traffic Study Solutions (Fort Rouge – East Fort Garry) **First Year of Program** **2021**

	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>
Capital					
Capital Expenditures Required	\$ 69,720	\$ -	\$ -	\$ -	\$ -
Less: Existing Budgeted Costs	69,720	-	-	-	-
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	\$ 33,913	\$ 825	\$ 825	\$ 825	\$ 825
Less: Incremental Revenue/Recovery	3,320	-	-	-	-
Net Cost/(Benefit)	\$ 30,593	\$ 825	\$ 825	\$ 825	\$ 825
Less: Existing Budget Amounts	30,593	825	825	825	825
Net Budget Adjustment Required	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

Additional Comments: The costs in this statement represent the estimated remaining costs to complete the Trial and Immediate solutions. Total capital expenditures \$69,720 in 2021 represent the cost for traffic calming measures and public engagement to be charged to the 2021 Traffic Engineering Improvements capital budget \$30,900 (project #1831000421) and \$35,500 to the 2021 Pedestrian Cycling Program (project #1832000121) plus capital overheads of \$3,320. Direct costs of \$33,913 represent \$9,600 for new signage and pavement markings to be charged to the Public Works Transportation operating budget, and \$23,900 for lighting enhancements to be charged to the 2021 Street Lighting maintenance operating budget, plus \$413 debt financing. Direct costs in 2022-2025 are capital debt financing charges.

"signed by J. Ruby, CPA, CA"

J. Ruby CPA, CA
 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.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

A safer pedestrian network encourages pedestrian movement as a mode choice. This is aligned with 3.4 Increase Active Transportation Rates.

SUBMITTED BY

Department: Transportation

Division: Public Works

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Appendix A – Phase 2 Public Engagement Summary

Appendix B – Phase 2 Technical Summary Report

Appendix C – Phase 3 Public Engagement Summary