Agenda – Standing Policy Committee on Infrastructure Renewal and Public Works – February 27, 2018

REPORTS

Item No. 21 McDermot Avenue – Consideration of Back-In Angled Parking (Point Douglas Ward)

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

1. That this report be received as information.

Agenda – Standing Policy Committee on Infrastructure Renewal and Public Works – February 27, 2018

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On January 9, 2018, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Lord Selkirk-West Kildonan Community Committee, as amended, and directed the Winnipeg Public Service to study the feasibility and implications of a back-in angled parking project on McDermot Avenue, from Waterfront Drive to Rorie Street, which would include the results from West Alexander to East Exchange Corridor Study and align with ongoing data collection and analysis being conducted for the Bannatyne Avenue back-in angled parking pilot project, and report back to its meeting on February 27, 2018.

COMMUNITY COMMITTEE RECOMMENDATION:

On December 11, 2017, the Lord Selkirk-West Kildonan Community Committee passed the following motion:

WHEREAS smart city project development, planning and implementation includes alignment of related projects to avoid delays, cost overruns, and resident and business impacts, and to ensure complexities of projects are considered department and community-wide;

AND WHEREAS numerous projects to improve connectivity, sustainability and flow within the Exchange District, including innovative parking solutions and protected bike lanes are being studied at the same time while being considered independent of one another;

AND WHEREAS the Public Engagement Report for the West Alexander to East Exchange Corridor includes findings from the comprehensive public engagement conducted, which includes concerns for parking while bike lanes are being considered and planned;

AND WHEREAS on November 15, 2017 Council received as information that the Bannatyne Avenue angled parking pilot project, will evaluate the design of the diagonal parking use, collect public opinion and will share findings and data of the pilot project, along with a technical guideline associated with diagonal parking to the Standing Policy Committee on Infrastructure Renewal and Public Works in March 2018;

AND WHEREAS on November 15, 2017 the report to Council on the Bannatyne Avenue angled parking pilot reported that the findings to date have shown a positive response;

DECISION MAKING HISTORY:

COMMUNITY COMMITTEE RECOMMENDATION (continued):

THEREFORE BE IT RESOLVED THAT that the Lord Selkirk – West Kildonan Community Committee recommends to the Standing Policy Committee on Infrastructure Renewal and Public Works that the Winnipeg Public Service be directed to study the feasibility and implications of a back-in angled parking project on McDermot Avenue, from Waterfront Drive to Rorie Street, which would include the results from West Alexander to East Exchange Corridor Study and align with ongoing data collection and analysis being conducted for the Bannatyne Avenue back-in angled parking pilot project, and report back in March 2018.

ADMINISTRATIVE REPORT

Title: McDermot Avenue – Consideration of Back-In Angled Parking (Point Douglas Ward)

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

AUTHORIZATION

Author	Department Head	CFO	CAO
B. Neirinck, P. Eng. Acting Manager of Transportation	J. Berezowsky Acting Director of Public Works	n/a	D. McNeil

EXECUTIVE SUMMARY

A back-in, angled parking pilot was conducted on Bannatyne Avenue from Waterfront Drive to Rorie Street. The back-in, angled parking pilot project has received positive reviews based on anecdotal evidence collected on-line and verbally. McDermot Avenue from Waterfront Drive to Rorie Street is a suitable roadway to accommodate back-in, angled parking along the north side of the roadway, if McDermot Avenue is converted to a one-way roadway to accommodate eastbound traffic. As traffic on McDermot Avenue is more than 80% eastbound currently, converting McDermot Avenue to one-way, eastbound is not anticipated to present a traffic flow problem. Converting McDermot Avenue to a one-way and having back-in, angled parking on the north side adds 9 parking spaces.

RECOMMENDATIONS

1. That this report be received as information.

REASON FOR THE REPORT

At the meeting for the Standing Policy Committee on Infrastructure Renewal and Public Works held on January 9, 2018, the committee directed the Winnipeg Public Service to study the feasibility and implications of a back-in angled parking project on McDermot Avenue, from Waterfront Drive to Rorie Street, which would include the results from West Alexander to East Exchange Corridor Study and align with ongoing data collection and analysis being conducted for Bannatyne Avenue back-in angled parking pilot project.

The Director has the authority to create one-way streets under the authority delegated on December 14, 1994.

IMPLICATIONS OF THE RECOMMENDATIONS

There are no financial implications as the results of this report.

HISTORY/DISCUSSION

McDermot Avenue is a classified as a local/residential street, with a 9.0 metre wide concrete construction overlaid in asphalt. McDermot Avenue between Waterfront Drive and Rorie Street is currently operating as a two-way roadway. The intersection of Waterfront Drive and McDermot Avenue is a t-intersection with stop control for eastbound vehicles on McDermot Avenue. The intersection of Rorie Street and McDermot Avenue is stop controlled with stop signs for McDermot Avenue traffic. McDermot Avenue is a one-way, eastbound from Arlington Street to Rorie Street.

One method to increase the number of available on street parking is to introduce back-in, angled parking.

Benefits of Angled verses Parallel Parking:

- Increases number of stalls available.
- Safer for drivers and passengers when getting into and out of a vehicle.
- Improved sight lines when departing a stall to find safe gaps.
- Potential improved safety for cyclists as ‘dooring’ hazard can be eliminated.
- Fills up the available space, adds density and comfort to the area.

Benefits of Back-in verses Drive-in:

- It is safer to drive forward out of the stall into traffic rather than backing into traffic.
- Back-in maneuver is very similar if not easier than parallel parking.
- The site is more inviting.

Factors considered for back-in, angle parking roadway candidates included: streets with low volumes (a March, 2017 traffic study showed Bannatyne Avenue operating under capacity, with traffic flow approximately 80% westbound), wide pavement area, > 9.0m (Bannatyne Avenue has 14.0 m overall, with 9.1 metres from the outside of the bike lane to the south curb), minimal utility impacts (hydrants, etc).

A pilot project was done on Bannatyne Avenue from Waterfront Drive to Rorie Street. The Bannatyne Avenue project introduced back-in, angled parking on the south side of the roadway. The project resulted in an increase of 10 parking spaces on the south side of the street for this block of roadway. To successfully implement back-in, angled parking on Bannatyne Avenue,

the roadway was converted to a one-way street for westbound traffic. Bannatyne Avenue was a one-way, westbound from Rorie Street to Sherbrook Street.

The metrics being used to evaluate the Bannatyne Avenue back-in, angled parking pilot are: if Winnipeg Parking Authority sees the extra parking spaces as a success (i.e. are they being used and do the additional spaces provided more revenue), are business owners and residents receptive to the pilot, are drivers comfortable using back-in, angled parking and can the City of Winnipeg maintain the street, specifically with regards to snow clearing, in a cost effective way.

Feedback provided by an on-line survey was the following:

- Two surveys were conducted, one taking place in the summer months from the beginning of the installation, and continuing for several months. The second survey took place in the winter months.
- Overall, survey respondents had a positive experience with the back-in, angled parking pilot in both the summer and winter.
- Those who did not support the pilot cited concerns regarding safety, interactions with cyclists, and the use of 'back-in', rather than 'front-in'.
- Some of the positive responses cited that the one-way and back-in, angled parking seemed to calm traffic, creating a welcoming atmosphere on the block.

There have been limited numbers of snow clearing events so far during the 2017-2018 winter. To date there has not been a problem clearing snow in the Bannatyne Avenue back-in, angled parking project.

The Public Service continues to explore options for additional on-street parking in the Exchange District. McDermot Avenue from Waterfront Drive to Rorie Street has been identified as a candidate for back-in angled parking, with conversion to one-way for eastbound traffic. McDermot Avenue satisfies the criteria for back-in, angled parking: it has relatively low volume, it has a pavement area of 9.0 metres, and the fire hydrants (utility limiting parking) are located on the south side. A traffic study conducted in November, 2017 show that 80% or more of traffic is travelling eastbound.

The following Public Engagement took place to consider available parking options for McDermot Avenue:

Interaction	**Date**
Email to entire stakeholder list – McDermot/Bannatyne Study & Design (Phase 1) showing recommended design	September 14, 2017
Exchange District BIZ delivered invites – in-person and email	November 2-5, 2017
Pamphlets dropped off to Waterfront Drive condos	November 8, 2017
Email to Waterfront Drive condo owners	November 8, 2017
Exchange District BIZ confirmed meetings with businesses	November 10, 2017
Exchange District BIZ stakeholder meetings	November 20-22, 2017
Email to condo owners/property managers along McDermot and Bannatyne	November 21, 2017

Table 1: Public Engagement Regarding Parking Alternatives on McDermot Avenue

Feedback was provided to Public Works in the form of verbal and written comments, and have been transcribed directly; comments appear in Appendix A.

McDermot Avenue back-in, angled parking would allow for 9 additional parking spaces between Waterfront Drive and Rorie Street. The diagram below shows a potential design for back-in angled parking on McDermot Avenue between Waterfront Drive and Rorie Street.

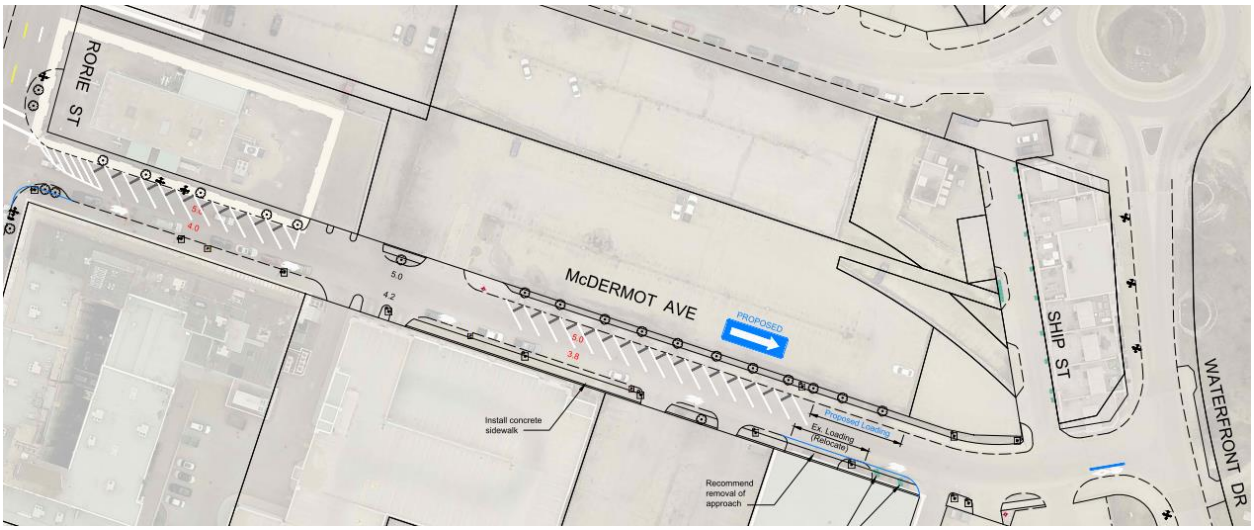

Diagram 1: Potential Design for Back-in Angled Parking on McDermot Avenue

FINANCIAL IMPACT

Financial Impact Statement **Date:** January 19, 2018

Project Name:
McDermot Avenue – Consideration of Back-In Angled Parking (Point Douglas Ward)

COMMENTS:

There are no financial implications as the results of this report.

"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 recommendation of this report is aligned with the Transportation Master Plan key strategic goal Number 3: To provide a safe, efficient and equitable transportation system for people, goods and services.

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: C. Flather, P. Eng., M. Sc., Community Traffic Engineer
Date: January 17, 2018

Attachments: Appendix A – Feedback Regarding Parking Alternatives on McDermot Avenue

Appendix A - Feedback Regarding Parking Alternatives on McDermot Avenue

The majority of the feedback received supports converting McDermot Avenue to a one-way street, maintaining or expanding parking on the block:

- Property manager on McDermot Avenue on the block between Rorie Street and Waterfront Drive supports the one-way option as short-term on-street parking is important to retain for staff and visitors.
- Resident on Waterfront Drive (between McDermot Avenue and Bannatyne Avenue) is okay with converting McDermot Avenue to one-way, as it makes sense. Hardly goes westbound on McDermot Avenue.
- Business on Waterfront Drive (between McDermot Avenue and Bannatyne Avenue) did not see the need for continued two-way along McDermot Avenue for the entire street. Saw little to no adverse impact from moving Bannatyne Avenue to one-way, supportive of angled parking concept on Bannatyne Avenue and supports expansion of this throughout Exchange (slows traffic, increases parking density).

From businesses on McDermot Avenue between Main Street and Rorie Street:

- McDermot Avenue should be a one-way between Rorie Street and Waterfront Drive as it makes it safer. Has seen visitors continue along McDermot Avenue from Rorie Street towards Main Street going the wrong way. Has been asking to change this to a one-way segment for years.
- Also an area resident supported the idea of turning McDermot Avenue into a one way from Rorie Street to Waterfront Drive; felt traffic would flow better, intersection at Rorie Street would be less confusing, and natural as Bannatyne Avenue is a one-way the other direction as well.
- Thinks the idea of making McDermot Avenue between Rorie Street and Waterfront Drive is great. Wanted to share that they really like the back-in angled parking on Bannatyne Avenue.
- Supportive of one-way past Rorie Street as it makes sense.

From businesses on Bannatyne Avenue between Main Street and Waterfront Drive:

- Supports two-way on McDermot Avenue between Rorie Street and Waterfront to facilitate better traffic flow and feels there is adequate parking in the immediate area for clients. Likes Bannatyne reverse angle parking as it slows traffic down and is being used well.
- Sees one way option on McDermot Avenue as necessary.
- Cheap parking is important, as off-street parking is so expensive, so is supportive of converting McDermot Avenue to one-way because of parking. Concert customers need parking.
- Is pleased with the way the Bannatyne Avenue reverse angle parking has been accepted. Would like to see McDermot Avenue (Rorie to Waterfront) one-way with the same parking.
- Supports the Bannatyne Avenue angled parking pilot. Was initially worried about safety (increase in accidents) but angled parking is working well. Even noticed extra open

parking spots in summer morning. Angled parking along McDermot Avenue would be good.

From other area businesses:

- Keeping McDermot Avenue two-way is just stupid.
- Supports McDermot Avenue one-way between Rorie Street and Waterfront Drive.
- Strong preference for one-way option on McDermot Avenue between Rorie Street and Waterfront Drive.
- Supportive of keeping as much on street parking as possible, likes the idea of implementing the back-in angled parking.
- Support voiced for the one-way along McDermot Avenue (Waterfront Drive to Rorie Street), as never understood why that block is still a two-way. This change would not negatively impact businesses as that block is primarily a parkade.
- Support for angled parking pilot – really like it! Should not have gotten rid of angled parking back in the 70's. McDermot Avenue one-way makes sense. More parking spots available if angled parking is implemented. Would also decrease damage to vehicles from crappy parking.
- Is also a resident in the area and does not want to lose parking with two-way option for McDermot between Rorie Street and Waterfront Drive.

Some feedback was neutral:

- Resident on Waterfront Drive (between McDermot Avenue and Bannatyne Avenue) said if McDermot is going to become a one-way heading east they would strongly recommend a traffic signal at Rorie Street and McDermot Avenue – during rush hour this intersection is quite difficult to get across when coming down McDermot Avenue from Main Street to Waterfront Drive.
- Resident on Waterfront Drive (between McDermot Avenue and Bannatyne Avenue) is okay with converting McDermot Avenue to a one-way if they can keep access to Ship Street from the roundabout.
- Business on Waterfront Drive (between McDermot Avenue and Bannatyne Avenue) didn't think either option would adversely impact traffic access to or from the business any more than it does already.
- Business on Bannatyne Avenue did not have a strong preference for McDermot Avenue, but there is a need to keep as much on street parking in the area as possible.
- Businesses on McDermot Avenue said McDermot Avenue one-way seems to make sense, but no real opinion.

Some feedback opposes converting McDermot Avenue to a one-way street or back-in angled parking:

- Property manager and parking manager of several properties on McDermot Avenue on the block between Rorie Avenue and Waterfront Drive has expressed several times that they are strongly opposed to the conversion of McDermot Avenue between Waterfront Drive and Rorie Street from two way traffic to one way traffic. Their buildings and parking lots will be negatively impacted by this change as access to their properties would become significantly more difficult. The change would be felt by the hundreds of people that come to work and park in their properties on a daily basis.

- Resident on Waterfront Drive (between McDermot Avenue and Bannatyne Avenue) would be unfavourably affected by the change to McDermot Avenue becoming one-way from Rorie Street to Waterfront Drive. Along with the past summers change to Bannatyne Avenue, this would leave them only one exit route, to Waterfront Drive. Waterfront Drive is heavily congested at times (backed up from the Provencher bridge for most of the length of Waterfront Drive at rush hour). Forcing them (as well as the clients of the parking lots behind them) to use Waterfront Drive would have a negative impact.
- Another area business does not like angled parking as it isn't safe.