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

REPORTS

Item No. 22 Bannatyne Avenue – Finalization of Back-In Angled Parking (Point Douglas Ward)

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

1. That this report be received as information.

ADMINISTRATIVE REPORT

Title: Bannatyne Avenue – Finalization 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	M. Ruta	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. Traffic on Bannatyne Avenue and the surrounding network has not been adversely affected by the change from two-way to one-way traffic on Bannatyne Avenue. Due to the success of the project, the Public Service will make back-in, angled parking on Bannatyne Avenue permanent.

RECOMMENDATIONS

1. That this report be received as information.

REASON FOR THE REPORT

At the October 31, 2017 meeting of the Standing Policy Committee of Infrastructure Renewal and Public Works, the committee received as information a report outlining the trial of back-in, angled parking on Bannatyne Avenue from Waterfront Drive to Rorie Street. The pilot project was well-received, and this report outlines the design and cost for making back-in, angled parking on Bannatyne Avenue permanent. The project will be tendered for construction in the 2018 construction season.

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

IMPLICATIONS OF THE RECOMMENDATIONS

The estimated capital cost to convert back-in, angled parking on Bannatyne Avenue from a temporary/pilot project to permanent is $108,198.41. Costs include curbs, bump outs, and boulevard treatments, as shown in Diagram 1.

The capital cost will be funded by the Council adopted budget, Protected Bike Lanes: McDermot Avenue/Bannatyne Avenue (Phase 2) Project (Part of the Pedestrian and Cycling Program) (Project ID # 1832000617).

HISTORY/DISCUSSION

The 2017 Capital Budget, amended by Council on September 27, 2017, included funding in the amount of $1,750,000 for Protected Bike Lanes: McDermot Avenue/Bannatyne Avenue (Phase 2). Additional budget of $2,250,000 was forecast for 2018, with a first charge for these funds authorized in the 2017 Capital Budget. In addition, Council approved entering into an agreement with the Province of Manitoba (as program administrator) and the Government of Canada to fund these projects through the Provincial Transit Infrastructure Fund (PTIF).

The City will enter into an agreement with the Province of Manitoba and the Government of Canada for PTIF funding in which 50% of the eligible costs to a maximum of $1,750,000 for the Protected Bike Lanes: McDermot Avenue/Bannatyne Avenue (Phase 2) costs may be recovered.

Bannatyne Avenue from Waterfront Drive to Rorie Street is a collector street, with a 14 metre paved concrete road surface from Waterfront Drive to approximately 30 metres east of Rorie Street. The intersection of Bannatyne Avenue and Waterfront Drive is controlled with a roundabout. The roundabout dimensions cause some narrowing of the roadway width of Bannatyne Avenue at this point. The intersection of Bannatyne Avenue and Rorie Street is controlled with a signal.

At 30 metres east of Rorie Street, the roadway narrows to 10.5 metres to accommodate a curb bump out. The curb bump out was placed as a calming device for the intersection of Bannatyne Avenue and Rorie Street. Bannatyne Avenue, in this block, has a concrete sidewalk along the north side in its entirety. On the south side of Bannatyne Avenue, there is a concrete sidewalk beginning at Rorie Street and continuing east for approximately 45 metres. There is a one-way bike lane, for cyclists travelling westbound located on the north side of Bannatyne Avenue. There is a patio located in front of 137 Bannatyne Avenue and a curb bump out located in front of 115 Bannatyne Avenue.

Other than a loading zone in front of 123 Bannatyne Avenue, there is paid, time limited parking along the north side of Bannatyne Avenue. There is parking along the entire south side of Bannatyne Avenue, other than the bump outs at Rorie Street and intersection narrowing at Waterfront Drive.

Bannatyne Avenue is a one-way, westbound roadway west of Rorie Street. Due to the width of the roadway, Bannatyne Avenue was able to accommodate both diagonal parking and a bike lane. Diagonal parking on the south side of Bannatyne Avenue could proceed if Bannatyne Avenue was changed from a two-way roadway to a one-way roadway, westbound. Parking on the north side of Bannatyne Avenue did not change due to the implementation of the diagonal parking and the patio at 137 Bannatyne Avenue did not have to be removed or changed.

The diagonal parking trial was designed for westbound traffic to pull slightly past the parking spot of choice and back into the spot, thus creating a “pull out” scenario. Having vehicles pull out of a parking spot allows for better sightlines for pulling into traffic and vehicles are never reversing into cyclists in the bike lane. Because there is no sidewalk on the south side of Bannatyne Avenue, where the diagonal parking trial is being implemented, vehicles do not back into a spot that might have a pedestrian present on the adjacent sidewalk. The design used for the diagonal parking added 10 additional parking spots on the south side of Bannatyne Avenue.

After the concept and design of the diagonal parking trial for Bannatyne Avenue was produced, Public Works, together with Corporate Communications, undertook a communication strategy which included media releases, hard copy letters to residents and business owners, social media communications and website information.

As diagonal parking on Bannatyne Avenue is a trial and is new to the Exchange District, two on-line surveys were set up on www.winnipeg.ca . The homepage has a link to the survey, which can also be found at https://www.surveymonkey.com/r/9MXTJVF .

Responses from the summer survey (254 responses from the summer survey):

- 76% of responses were aware of the pilot prior to visiting the area.
- On a scale from 1 to 7, 69% of responses rated their experience as a “7” when asked: “How would you rate your overall experience parking in the back-in, angled stalls? With one meaning you did not like it at all and 7 meaning you like it a great deal.”
- 69% of the respondents that used angled parking rated their experience as “very comfortable”.
- 82% of respondents indicated that back-in angled parking was “easy” or “very easy”.
- 59% of respondents “strongly supported” the change of Bannatyne Avenue from two-way to one-way traffic to accommodate the implementation of diagonal parking.

A follow-up on-line survey was set up on winnipeg.ca from January 2-15, 2018 (68 responses):

- 79% were aware of the pilot prior to visiting the area.
- On a scale from 1 to 7, 46% of responses rated their experience as “7” when asked: “How would you rate your overall experience parking in the back-in, angled stalls? With 1 meaning you did not like it at all and 7 meaning you like it a great deal.”
- 43% of respondents that used angled parking rated their experience as “very comfortable.”
- 55% of respondents indicated that back-in angled parking was “easy” or “very easy”.
- 68% of respondents support (either strongly or somewhat) the adjustment of Bannatyne Avenue from a two-way street to a one-way street in the westbound direction.

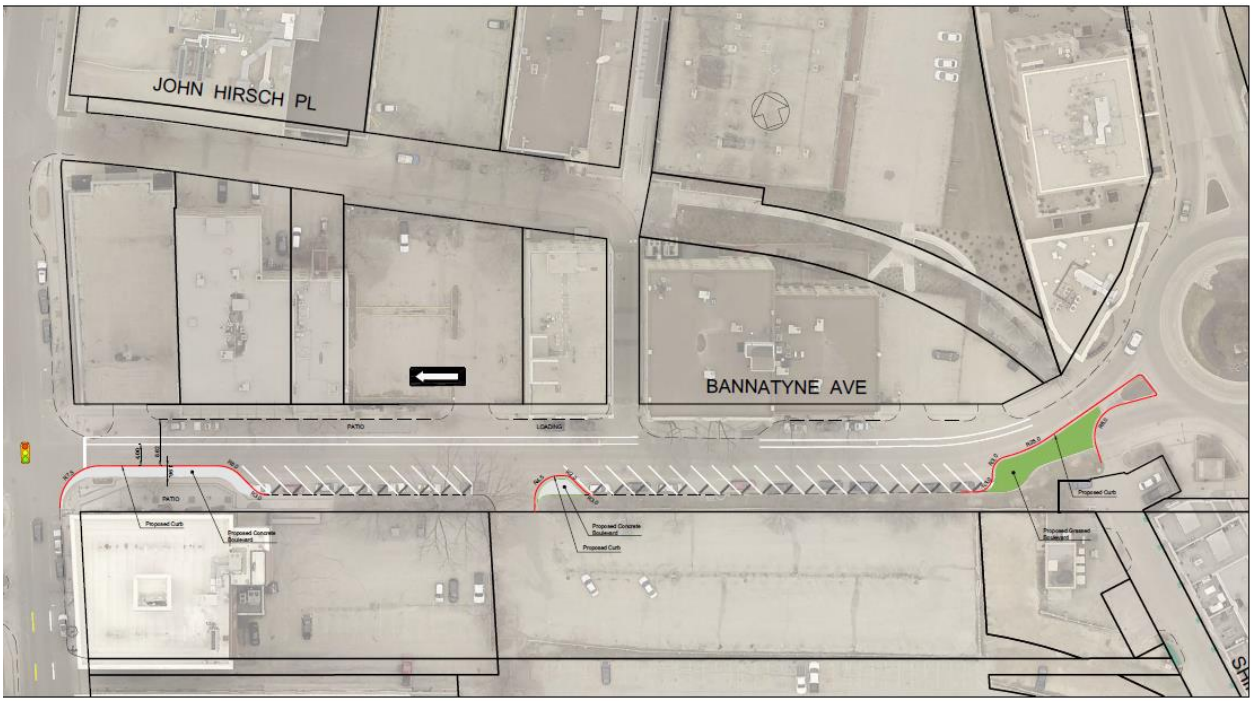

Diagram 1: Finalization of Bannatyne Avenue Back-In, Angled Parking

To finalize back-in, angled parking on Bannatyne Avenue curb areas indicated by red lines in Diagram 1 will need to be constructed. The curbs will delineate the back-in, angled parking areas as well as make the intersection with Bannatyne Avenue and Waterfront Drive accessible only from Waterfront Drive, eliminating the possibility of eastbound traffic on Bannatyne Avenue accessing Waterfront Drive.

FINANCIAL IMPACT

Financial Impact Statement

Date: January 30, 2018

Project Name:

Bannatyne Avenue – Finalization of Back-In Angled Parking (Point Douglas Ward)

First Year of Program **2018**

	2018	2019	2020	2021	2022
Capital					
Capital Expenditures Required	$ 108,198	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	108,198	-	-	-	-
Additional Capital Budget Required	$ -	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal	$ -	$ -	$ -	$ -	$ -
Debt - External	-	-	-	-	-
Grants	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other	-	-	-	-	-
Total Funding	$ -	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ -				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ -	$ 2,659	$ 2,659	$ 2,659	$ 2,659
Less: Incremental Revenue/Recovery	5,195	-	-	-	-
Net Cost/(Benefit)	$ (5,195)	$ 2,659	$ 2,659	$ 2,659	$ 2,659
Less: Existing Budget Amounts	(5,195)	2,659	2,659	2,659	2,659
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: The total estimated cost of $108,198.41 to make the back in angled parking on Bannatyne Avenue permanent will be funded by the Protected Bike Lanes: McDermot Avenue/Bannatyne Avenue (Phase 2) Project (Part of the Pedestrian and Cycling Program) (Public Works Capital Project # 1832000617). Recoveries represent the Department Transportation Administration and Corporate Interest and Administrative Overheads. Direct Costs represent the Debt and Finance charges on the External Debt funding.

Contracts with external vendors to make the back in angled parking on Bannatyne Avenue permanent will be negotiated and award by the appropriate Award authority.

"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 22, 2018