Minutes – Executive Policy Committee – November 8, 2017

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – October 31, 2017

Item No. 2 Innovation On-Street Parking Solutions for the Exchange District

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and submitted the following to Council:

1. That the report be received as information.

Minutes – Executive Policy Committee – November 8, 2017

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – October 31, 2017

DECISION MAKING HISTORY:

Moved by Councillor Morantz,

That the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works be concurred in and forwarded to Council.

Carried

STANDING COMMITTEE RECOMMENDATION:

On October 31, 2017, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the matter to the Executive Policy Committee and Council.

On October 4, 2017 the Standing Policy Committee on Infrastructure Renewal and Public Works granted a further extension of time to its meeting on October 31, 2017 for the Winnipeg Public Service to report back on innovative on-street parking solutions for the Exchange District with the aim of increasing the available number of on street parking spots through an examination of, but not limited to:

1. the development of a loading zone policy;

2. implementing angled parking in strategic locations

On June 27, 2017, the Standing Policy Committee on Infrastructure Renewal and Public Works granted a further extension of time to its meeting on October 3, 2017 for the Winnipeg Public Service to report back on the matter.

On May 2, 2017, the Standing Policy Committee on Infrastructure Renewal and Public Works granted a further extension of time to its meeting on June 27, 2017 for the Winnipeg Public Service to report back on the matter.

On November 7, 2016, the Standing Policy Committee on Infrastructure Renewal and Public Works granted an extension of time of up to 180 days for the Winnipeg Public Service to report back on the matter.

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – October 31, 2017

DECISION MAKING HISTORY (continued):

COUNCIL DECISION:

On September 28, 2016, Council concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and adopted the following:

1. That the Winnipeg Public Service do all that is necessary to allow parking on the lot at the Alexander Docks area.

2. That the Winnipeg Public Service explore innovative on street parking solutions for the Exchange District with the aim of increasing the available number of on street parking spots thru an examination of but not limited to:

   A. the development of a loading zone policy

   B. implementing angled parking in strategic locations

   and report back in 60 days.

3. That the proper officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On September 21, 2016, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and submitted the matter to Council.

STANDING COMMITTEE RECOMMENDATION:

On September 19, 2016, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the Council Motion of July 13, 2016 and recommended to Council:

1. That the Winnipeg Public Service do all that is necessary to allow parking on the lot at the Alexander Docks area.

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – October 31, 2017

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION (continued):

2. That the Winnipeg Public Service explore innovative on street parking solutions for the Exchange District with the aim of increasing the available number of on street parking spots thru an examination of but not limited to:

   A. the development of a loading zone policy

   B. implementing angled parking in strategic locations

   and report back in 60 days.

3. That the proper officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

Liz Wreford submitted a presentation to the Standing Policy Committee on Infrastructure Renewal and Public Works, with respect to the matter.

COUNCIL DECISION:

On July 13, 2016, Council ruled automatic referral of the following motion to the Standing Policy Committee on Infrastructure Renewal and Public Works:

Moved by Councillor Pagtakhan
Seconded by Councillor Lukes

WHEREAS in recent years, there has been an increase of residential, retail and restaurant developments in the Exchange District;

AND WHEREAS there is an increased demand for parking in the Exchange District;

AND WHEREAS there are a large number of loading zones in the Exchange District;

AND WHEREAS there are a number of Canadian municipalities have increased parking opportunities thru the implementation of angled parking in their downtown;

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – October 31, 2017

DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

AND WHEREAS there is an existing City of Winnipeg parking lot at the Alexander Docks area, that could provide temporary parking in the East Exchange;

THEREFORE BE IT RESOLVED that the Winnipeg Public Service do all that is necessary to allow parking on this lot;

AND THEREFORE BE IT FURTHER RESOLVED that the Winnipeg Public Service explore and report back on innovative on street parking solutions for the Exchange District with the aim of increasing the available number of on street parking spots thru an examination of but not limited to:

- the development of a loading zone policy
- implementing angled parking in strategic locations

ADMINISTRATIVE REPORT

Title: Innovation On-Street Parking Solutions for the Exchange District

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

AUTHORIZATION

Author	Department Head	CFO	CAO
L. Escobar, P. Eng., P.T.O.E.	J. Berezowsky Acting Director of Public Works R. Topolinski – Winnipeg Parking Authority	n/a	D. McNeil

EXECUTIVE SUMMARY

This report responds to the Standing Policy Committee on Infrastructure Renewal and Public Works direction to allow parking on the lot that is located at the Alexander Docks area, and explore innovative on-street parking solutions for the Exchange District with the aim of increasing the available number of on street parking spots through an examination of but not limited to: a) the development of a loading zone policy, and b) implementing angled parking in strategic locations.

The Public Service opened the surface lot located at 70 Alexander Avenue on June 7, 2017, providing an additional 31 off-street surface lot parking spaces.

The Public Service completed a review of the Exchange District loading zones and this will increase the number of parking spots by 56 all day and an additional 6 evening parking spaces for a total of 62 evening parking spaces. The Public Service currently has the delegated authority to manage loading zones and will communicate any changes with the affected business owners and/or residents.

The Bannatyne Avenue angled parking trial (chosen to begin summer 2017) will evaluate the design of the diagonal parking use, collect public opinion and will produce a technical guideline associated with diagonal parking. The data and findings of the angled parking trial will be shared with the Standing Policy Committee on Infrastructure Renewal and Public Works following the end of the trial, scheduled for March, 2018.

RECOMMENDATIONS

That this report to be received as information.

REASON FOR THE REPORT

On September 28, 2016, Council concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and adopted the following:

1. That the Winnipeg Public Service do all that is necessary to allow parking on the lot the is located at the Alexander Docks area

2. That the Winnipeg Public Service explore innovative on street parking solutions for the Exchange District with the aim of increasing the available number of on street parking spots through an examination of but not limited to:
   A. the development of a loading zone policy
   B. implementing angled parking in strategic locations and report back in 60 days.

Extensions of time were granted by the Standing Policy Committee on Infrastructure Renewal and Public Works to accommodate the information necessary for the preparation of this report.

IMPLICATIONS OF THE RECOMMENDATIONS

This report is to be received as information.

HISTORY/DISCUSSION

The Exchange District, assumed for the purposes of this disposition, is referring to the commercial and residential area east of Main Street, bordered by Pacific Avenue at the north, Portage Avenue/Pioneer Avenue at the south and the Red River on the east. This part of Winnipeg has a mixture of residential and collector grade streets.

PARKING ON ALEXANDER DOCKS AREA

The surface lot located at 70 Alexander Avenue was opened on June 7, 2017, providing an additional 31 off-street parking spaces. A two-year variance was granted for temporary use as a surface lot.

LOADING ZONES AND ON-STREET PARKING SOLUTIONS

The Winnipeg Parking Authority (WPA) has the delegated authority to establish technical guidelines and procedures to address and manage loading zone matters, which means that there is no requirement for the creation of a separate loading zone policy.

The 2017 review of loading zones conducted by WPA will provide a tentative on-street increase of 56 all day spaces and 6 evening spaces (totally 62 additional evening spaces), thus resulting in an increase of on-street parking in the Exchange since 2012. This would result in a total increase of 124 day time spaces and 164 evening spaces. Applying the loading zone technical guidelines will balance the need for loading zones for area businesses and residents with the needs of patrons looking for on-street parking spaces.

As part of the on-going process to provide an appropriate level of customer service, in July 2017 WPA met with the area Councillor and the Exchange Biz group to advise of the initial findings of the loading zones review and the tentative addition of on-street parking spaces.

The WPA will move forward with applying the findings of the loading zone review with the intent of creating additional parking spaces in the Exchange District and will communicate any changes with the affected business owners and/or residents.

ANGLED PARKING

The following factors were considered as part of the selection of a portion of Bannatyne Avenue to conduct an angled parking trial:

- Current parking, both on street and parking lots/parkades
- Location of loading zones
- Street width
- Bike lane
- Vehicle volume of street
- Location within neighbourhood network, with respect to other one way locations, intersection movements and travel patterns
- Use of right of way for restaurant patios

Figure 1 depicts the redesign/repurpose of Bannatyne Avenue to accommodate angled parking. This redesign reflects current design and operational engineering guidelines related to the implementation of diagonal parking.

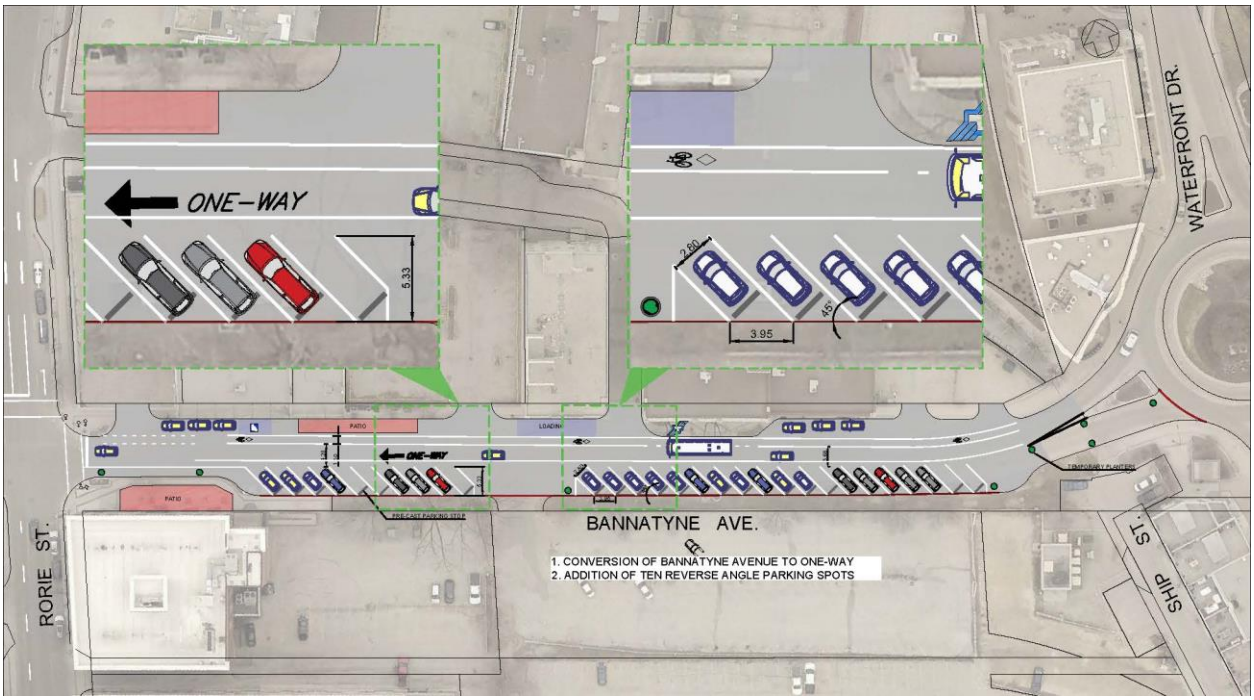


Figure 1: Angled parking design and layout for Bannatyne Avenue Diagonal Parking Trial.

The trial for angled parking was chosen to begin this summer (2017) to initiate data collection as soon as possible regarding operation and maintenance issues. The trial will continue for 8 months to incorporate winter snow removal feedback and a variety of seasonal road conditions for parking.

The trial will be completed at the end of March, 2018. The Public Works Department will then evaluate the success of the program and report on its findings to the Standing Policy Committee on Infrastructure Renewal and Public Works through a subsequent report.

Trial location for angled parking – Bannatyne Avenue

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 angled 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 angled parking and the patio at 137 Bannatyne Avenue did not have to be removed or changed. The angled 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 angled 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 angled parking added 10 additional parking spots on the south side of Bannatyne Avenue.

After the concept and design of the angled parking trial for Bannatyne Avenue was produced, the Public Works Department, 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 angled parking on Bannatyne Avenue is a trial and is new to the Exchange District, an on-line survey was 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 . Initial responses collected at the time of preparing this report indicate that:
(112 responses have been recorded to date)

- 74% of responses indicated that the person knew about the changes to driving direction and parking before 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.

Evaluation will continue with the trial, collecting information from the public about angled parking as well as collecting information from maintenance personnel for snow removal and other street maintenance issues.

FINANCIAL IMPACT

Financial Impact Statement **Date:** August 28, 2017

Project Name:

Street Parking Solutions for the Exchange District

COMMENTS:

There is no financial impact associated with the recommendation of the 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 the Winnipeg Parking Authority

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: Public Works & Winnipeg Parking Authority
Division: Transportation (PWD) / Operations (WPA)
Prepared by: C. Flather, M.Sc., P. Eng. & D. Olson
Date: September 14, 2017