Lord Roberts Community Traffic Study – Parking Trial Follow -up

Pilot Evaluation/Community Engagement Summary

Background

Parking in the northern part of Lord Roberts was identified as a key issue for the area as part of the Lord Roberts Community Traffic Study. In October 2022, we started a parking trial to improve on-street parking availability.

We installed two-hour parking limits on Hethrington Avenue and Arnold Avenue. The parking time limits applied Monday to Friday between the hours of 7:00 a.m. and 5:30 p.m. Brandon Avenue, Carlaw Avenue, and Nassau Street South already had parking limits in place.

This report summarizes the pilot's efficacy based on two sources: parking data and community feedback.

It references and contrasts pre-trial feedback that was gathered in an online survey from April 19 – May 10, 2022. A summary of that feedback is attached as Appendix E.

Parking data collection

Parking data collected before and during the pilot helped determine whether the changes to parking should become permanent or required further adjustments.

Winnipeg Parking Authority collected data using a vehicle equipped with licence plate recognition; data was also validated by the officers operating the equipment. Data was collected on every street in Lord Roberts north of Jubilee Avenue and west of Osborne Street, as well as on Brandon Avenue, Arnold Avenue and Morley Avenue between Osborne Street and Hay Street.

- Hourly parking data was collected on weekdays between 7:00 a.m. and 8:00 p.m.
- Baseline data was collected on September 21, 2022 prior to the new time limits being installed in October 2022.
- Pilot data was collected again on March 14, 2023 to assess the parking situation after the time limits were installed.

We used the data to assess how the time limits impacted parking on the streets where they were installed, as well as whether there was any evidence of spillover to adjacent streets.

Data analysis

The analysis focused on data collected during the hours of 8:00 a.m. and 4:00 p.m. as anything outside of these hours may not be impacted by the time limits. Two indicators were assessed:

- **Average hourly parking volume**, which is the average number of vehicles parked every hour on a given block.
- **Average hourly parking occupancy**, which is the average hourly parking volume divided by the parking capacity, or the total number of parking spaces available, on a given block. Parking capacity is an estimate that assumes one vehicle requires seven metres to park and accounts for spaces where parking is not possible due to fire hydrants, intersections, approaches, bus stops, and signed parking restrictions. When parking occupancy exceeds 80 percent, it means less than 20 percent of the total on-street parking spaces are available.

Community feedback collection

A Spring 2023 survey of area residents helped validate parking data and determine the human impacts of the trial.

The survey measured residents' satisfaction with the pilot and gaged their opinion on whether adjustments were required to: time-limited parking, use of parking

permits, experience with traffic congestion and on-street parking availability. Full results are included as Appendices C and D.

Data verification

To help ensure we only heard from residents within the designated area, respondents were asked to provide their address and only one response per address was collected. When multiple responses were submitted from the same address, the first response was counted and subsequent responses were removed. The survey collected a total of 145 responses; 10 were removed as duplicates.

Response rate

The mailing area consisted of 1,266 addresses; 135 unique addresses responded resulting in an overall response rate of 11 percent of the targeted community. Response rates varied by street, with highest response rates on Arnold Avenue (29 percent of addresses), Brandon Avenue (28 percent of addresses), and Heatherington Avenue (24 percent of addresses).

Table 1: Response rate by street

Street	Response rate
Arnold Avenue*	29% (42 of 143 addresses)
Brandon Avenue	28% (nine of 32 addresses)
Hethrington Avenue*	24% (22 of 92 addresses)
Carlaw Avenue	14% (12 of 86 addresses)
Nassau Street South	13% (13 of 102 addresses)
Fortune Street	13% (two of 15 addresses)
Morley Avenue	12% (16 of 134 addresses)
Daly Street South	8% (one of 12 addresses)
Berwick Place	6% (four of 67 addresses)
Stinson Avenue	4% (one of 25 addresses)
Hugo Street South	4% (eight of 187 addresses)
Taft Crescent	3% (one of 35 addresses)
Woodward Avenue	3% (one of 32 addresses)
Osborne Street	1% (three of 303 addresses)

* Locations of newly installed two-hour parking limits

Survey promotion

All relevant addresses received a letter with information about the proposed trial and an invitation to take the survey online.

The package (attached as Appendix B) included a paper copy of the survey with an invitation to drop it off at the Fort Rouge Leisure Centre. A total of 22 paper surveys were received and analyzed in addition to the 123 surveys completed online. To prevent the survey from being taken by those outside the area, the survey was not promoted beyond the proposed trial area and was not made available to the public online.

Key findings

What the data told us

Generally speaking, the data indicated parking availability improved with implementation of the trial. Maps showing the parking volumes are included as Appendix A – Parking Data Maps.

Parking availability improved on Arnold Street and Hethrington Avenue after time limits were installed.

- Few parking spaces were available on Arnold Avenue and Hethrington Avenue prior to time limits being installed. Parking occupancy exceeded 80 percent on Hethrington Avenue between Nassau Street South and Osborne Street and exceeded 60 percent on Arnold Avenue between Hugo Street South and Osborne Street prior to time limits.
- After time limits were installed, parking occupancy dropped on Hethrington Avenue and Arnold Avenue to between 20 and 40 percent on most of the street. Hethrington Avenue between Nassau Street South and Osborne Street had an

hourly average of 15 to 20 more parking spaces available after time limits were installed.

Parking availability remains limited on a few blocks in the north part of the neighbourhood where time limits were not installed.

- Prior to the pilot, few parking spaces were available on Daly Street South north of Morley Avenue, Nassau Street South between Morley Avenue and Arnold Avenue, and Hugo Street South between Berwick Place and Morley Avenue. This remained the case after time limits were installed on nearby streets.
- These are shorter blocks that can only accommodate a few vehicles, so it is easy for them to fill up. They are also some of the only blocks in the north part of the neighbourhood where parking is unrestricted, so drivers who do not have residential parking permits may be motivated to park on these blocks.
- Parking occupancy on these blocks continues to exceed 60 percent.

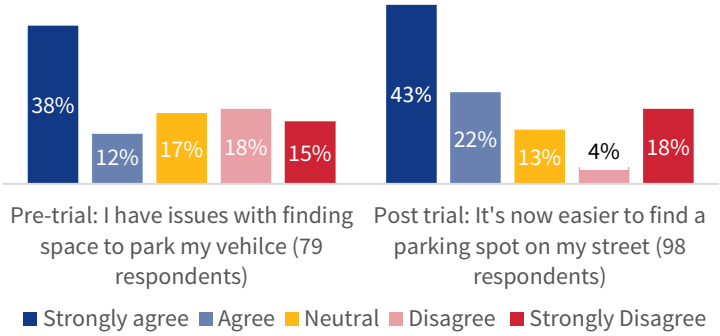
There was no evidence of spillover effects (significantly increased parking activity) elsewhere in the neighbourhood.

- Parking occupancy on streets adjacent to those with time limits remained consistent with 'before' conditions or reduced after time limits were installed. The data did not show any new and significant increases in parking activity on nearby streets that weren't already congested. For example, parking occupancy on Morley Avenue, which is one block south of the time limited parking area, fell between 20 percent and 60 percent after time limits were installed, which means parking availability is relatively good.

What residents told us

Resident feedback reflected in broad terms what the parking data told us: that, generally, parking was difficult to find prior to the pilot and is easier to find with the new conditions in place.

Figure 1: Ease of finding on-street parking*

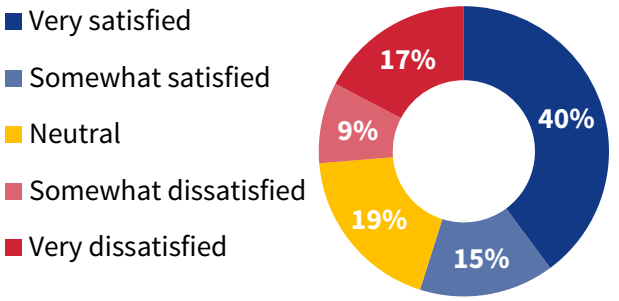


*Responses from: Hetherington Avenue, Arnold Avenue, Brandon Avenue, Carlaw Avenue, and Nassau Street South

- Pre-trial, 40 percent of respondents strongly agreed or agreed that they have issues finding space to park their vehicle on their street. Post-trial, 65% of respondents from streets with time-limits strongly agreed or agreed that it was now easier to find parking on their street (Figure 1).
- Some of the highest response rates (Table 1) and support for the trial (Figure 3) came from Arnold and Heatherington Avenues where there was early support for time limits and where new two-hour parking limits were installed.

Figure 2: Overall satisfaction with parking trial (All respondents: 133 responses)

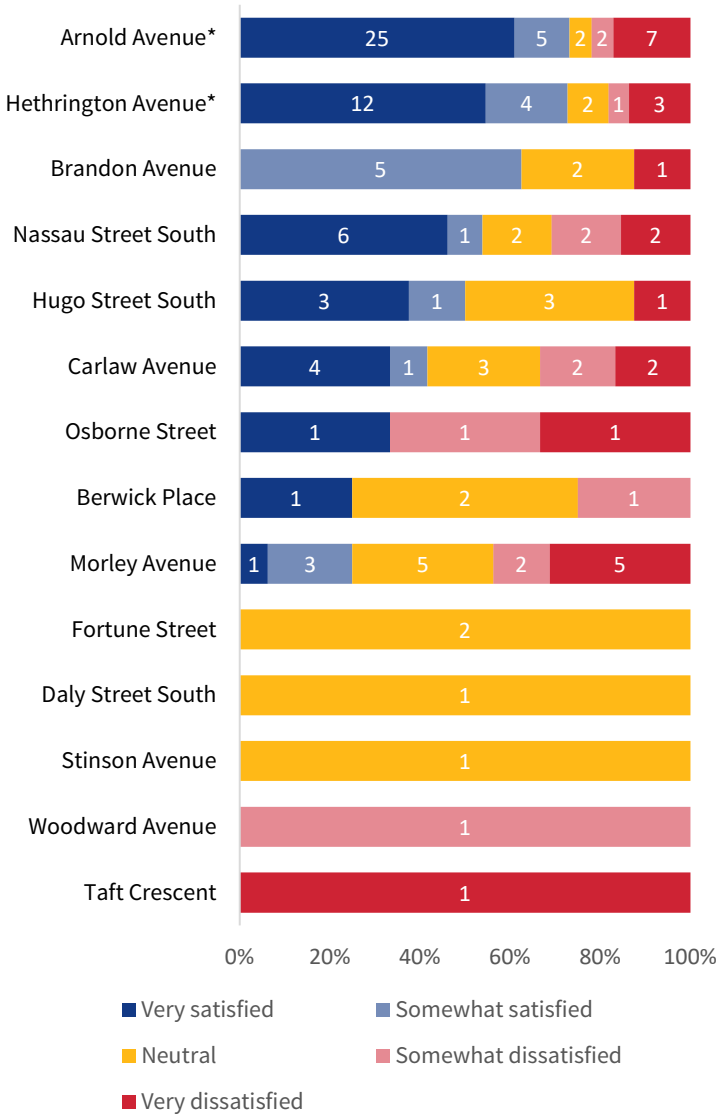
Time-limited parking has been in effect for approximately six months on streets near you. So far, how satisfied are you with the trial?



I miss the free parking space as I live on one of the streets, but there used to be a long queue of cars before that, parking was so far from where I actually stayed. I feel safer knowing I can see my car from my building since the trial began.

-Survey respondent

Figure 3: Support for proposed trial solution by street (All respondents: 133 responses)



* Locations of newly installed two-hour parking limits

  - Those who were satisfied with the trial most frequently noted: the pilot had increased parking availability (25 comments); concern parking congestion had migrated to streets south of the trial (eight comments); and calls to improve sightlines by removing parked vehicles adjacent to intersections and back lanes (five comments).
- The top comment from those who were dissatisfied with the trial described negative impacts to guests and service providers limited to a two-hour parking limit (9 comments). Further themes around parking passes and Winnipeg Transit are reviewed in the following sections.
- Dissatisfied respondents living south of the Arnold Avenue suggested the trial moved parking congestion onto area streets (five comments) and/or noted an inability to find on-street parking (three comments).
- Responses from Morley Avenue contained the greatest split in opinion for a street with more than 10 percent of addresses responding (16 unique households with a response rate of 12 percent). Nine respondents indicated it was now more difficult to find parking on their street. This is the same volume of concern as the pre-trial response where nine of 23 households indicated they had issues finding a space to park their vehicle. Further analysis reveals that these are not the same households reporting concern year over year.

Timing



- Survey participants were asked for feedback on the days and duration of the time-limited parking restrictions. The majority indicated satisfaction with limits Monday to Friday (64 percent satisfied) from 7 a.m. to 5:30 p.m. (67 percent satisfied).

Parking passes



- The requirement to purchase a residential parking permit was the number one reason residents did not support the trial solution. At the end of the trial the majority of respondents (46 percent) indicated they had not purchased a pass and did not plan to. Some comments on this topic continue to describe an aversion to providing payment to park on the street where you reside (15 comments from both those who were satisfied and not satisfied with pilot results).
- Another 27 percent of respondents indicated they had purchased a pass during the trial.
- A further 22 percent indicated they are considering purchasing a residential parking pass.
- The remaining five percent already had a parking pass.

Winnipeg Transit parking



- Comments received in 2023 continue to point to staff from Winnipeg Transit as the root cause of parking congestion (32 comments).

Table 1: What we heard and how it was considered

What we heard	How it was considered
Positive impact on parking availability: Residents found it easier to find parking since the trial began and requested the continuation of time-limited parking.	Parking data collected before and after the trial confirmed that more parking spaces were available on streets with time-limited parking. This aligns with resident feedback about it being easier to find parking on their street.
Increased parking congestion on neighbourhood streets: Respondents either questioned the presence of or observed increased parking congestion on streets south of the pilot area.	In most cases, parking data collected before and after the trial did not show widespread or significant spill-over effects on adjacent streets that do not have parking time-limits. However, there was increased parking activity on Daly St South, north of Morley Avenue, including cases of motorists parked too close to stop signs and intersections, in violation of existing by-laws. No Parking Anytime signage will be installed in advance of stop signs on Daly St South, north of Morley Avenue to reinforce existing parking by-laws which already restrict parking within nine metres of a stop sign. The Winnipeg Parking Authority will also enforce this area as resources allow for motorists parked too close to intersections and in violation of other parking by-laws and restrictions.
Negative impact on visitors and services: Some residents described frustration that guests, car-shares, or services such as home contractors are not able to acquire a parking pass.	Parking time limits create more turn over and increase available on-street parking. Visitors who need to park are required to follow the parking time limits. Over 90 percent of survey respondents in pre-trial engagement indicated they have parking available on private property. Some residents may consider allowing their visitors to park on private property and moving their own vehicle to the street, as they could be exempt from the two-hour time limits as a permit holder. Free Floating carshare vehicles are exempt from the time limit requirements within the Free-Floating carshare zone which encompasses some of the Lord Roberts area. More details are available at Carshare Parking Permit Program - Parking Information - Winnipeg Parking Authority - City of Winnipeg

What we heard	How it was considered
Inadequate enforcement: Respondents noted a lack of enforcement of the time-limited parking restrictions.	Enforcement is done on a scheduled basis as well as on a complaint basis. Citizens may not see when we are enforcing as citation notices are issued by mail for overtime parking. During the one-year trial, the Winnipeg Parking Authority received 33 requests for parking enforcement through 311, and issued 533 tickets for parking violations within the trial area. Violations include parking for longer than the time limits allow, parking too close to intersections, parking on the wrong side of the street, and parking within signed No Parking zones. The most common violation was for parking longer than the time-limits allow.
Concern about parking pass fees: Aversion to purchasing a parking pass continues to be an issue. Some indicated they should not have to pay to park on their own street.	The annual fee per permit reflects the cost of administering the Residential Parking Permit Program. Parking permits will not be provided for free and anyone without a permit should abide by the time-limits. More details are available at theparkingstore.winnipeg.ca.
Transit workers parking on residential streets: Survey respondents expressed frustration with transit workers parking on their streets and suggested making parking in the Transit lot more affordable or free for drivers.	In 2022 the annual average vacancy rate for Transit's employee parking lots in the Lord Roberts neighbourhood was 16% down from the 19% vacancy rate in 2019. This indicates that more Transit employees are parking in the Transit employee parking lots. The lots are not at capacity and some space is still available for additional employee parking. Transit employee parking costs are affordable and charged as per our fees and charges schedule. Like staff in other City departments, Transit employees are expected to pay for parking if they want to have a guaranteed space near or at their workplace. 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.

Next steps

Considering the feedback received as well as the parking data collected pre-and post-trial, parking time limits will remain on Brandon Avenue, Carlaw Avenue, Arnold Avenue, and Hethrington Avenue. The Winnipeg Parking Authority will as resources allow enforce vehicles that are parked longer than the specified limits, as well as for other parking infractions within the neighbourhood.

A final report on the overall Lord Roberts Community Traffic Study will be presented to the Standing Policy Committee on Public Works in November 2023.

Appendices

Appendix A – Parking data maps
Appendix B – Letter to residents
Appendix C – Online survey results
Appendix D – Paper survey results
Appendix E – Pre-pilot survey results