

Lord Roberts Community Traffic Study Meeting 2 Notes

Location: Fort Rouge Leisure Centre **Date:** October 23, 2019
Attendees: 8 **Time:** 2:30 p.m. – 4:30 p.m.

Meeting Purpose:

- Review progress-to-date and data collected
- Get input from PAC on community priorities and the study's scope moving forward

Meeting Notes

Warm-up – favourite thing about Lord Roberts

- Knowledge the exists here; the atmosphere; diversity; community; gets your attention; connected to Riverview and there is diversity on both sides; commitment to community
- Purpose of warm up was to get everyone focused on the reason we are doing this study and get us to know one another a bit better.

Study purpose, timeline status (on track), public engagement objectives, techniques, and overview of phase 2 feedback

Question: How are we defining cut-through traffic?

- Traffic that is not local

Data review:

- Technical team reviewed feedback from the public
- Collected data to validate the feedback
- Constraints on data collection included: study timeline, school schedule, available resources, previously collected traffic data
- Types of data
 - o Parking counts and locations
 - o Traffic volumes, speeds, collision dates
- Data collection methods
 - o Site visits (walked, biked, drove neighbourhood)
 - o Cameras
 - o Pneumatic tubes
 - o Watch and record speed volumes

Speed data

Question: Does the size of vehicle influence the accuracy of the data collected by tubes?

- This method is used around the world and although there is some inconsistency with regards to vehicle size, we can get an accurate picture of speeds using the tubes.
- The City is looking into using other types of data for this purpose such as cell phone data but we do not have access to that technology at this time.

Speed data uses the 85th percentile rule, meaning the speed at which 85% of vehicles are at or below.

Question: Only a few speeding, out of how many?

Comment: The reason why stop signs were added around the school is because of a collision with a child.

Perception of speed

- 85th percentile was 45km/hour. If the perception is that there is speeding, is 45 km/hour too fast?
- There are different elements that make a driver feel they are going to fast (narrow street, parked vehicles, pedestrians, etc.)
- 50km/hour on a narrow streets feels different than on another type of street

Question: There appears to be a discrepancy between what the public said and what the feedback showed. Does this mean there won't be any changes?

- There are opportunities and those are reflected in the draft priorities for discussion.
- The approach is towards some traffic calming, improved safety, and looking for opportunities to address the issues the public brought up.
- This feedback does not indicate widespread traffic calming is necessary but there are opportunities for trying different measures in different areas

Comments:

- The drivers of vehicles are not breaking the law if they are going 50km/hr but maybe 50 is too fast.
- Have you looked at other schools? Newer schools are not within the neighbourhood like Lord Roberts School and this seems to work better
 - o The location of Lord Roberts School is good for walkability
 - o Difficult to enforce loading/unloading around the school

Volume Data:

Question: When was volume data collected?

- Towards the end of June 2019; an extra week was added because of the construction and closure at Jubilee and Pembina. Any data that was impacted by the closure was not used in analysis.

- Collectors have volumes that would be expected of collector roads, others are classified as 'local' and have lower volumes

Question: Would volumes be higher in winter?

- They could potentially be higher but we do not have a calculation or factor to determine this for Winnipeg.
- Is there a summer/winter ratio in other jurisdictions?
- They may be but this may also be neighbourhood specific.
- There may be an increase or a range
- City to look at other jurisdictions regarding winter volumes

Question: Will proposed solutions address the public not wanting more traffic on streets?

- Current thresholds reflect the acceptable level of traffic for the designated street types
- Will a signal be placed turning onto Lilac from Jubilee?
- A signal will be installed if the volume threshold is reached

Collision data

Question: Why did the team use five years of collision data?

- In 2012 there was a change in reporting, MPI provides this data now

Frequency of collisions of note at Morley and Osborne.

- Is time of day available?
- Details are limited
- Did the City look at vehicle collisions as well?
- Yes, a few notable collisions

Priorities

Question: are priorities in order from most important?

- No, these are not in any particular order

Priority 1: Pedestrian and Cycling Facilities

- Support for improving Active Transportation connection in the back lane

Priority 2: School Area Safety

- Parking around school and congestion is an issue

Priority 3: On-street Parking

- Add parking limits near school?
- Data is from the Winnipeg Parking Authority
- Suggestion to add a sub-committee on parking
- Note that parking does calm the street
 - o Comment: do not want Transit to take credit for calming the street by parking there
- Do not support street parking on Osborne, drivers get anxious and aggressive
- Idea to expand rush hour restrictions on parking
- Protected left arrow to get into Riverview needed

Priority 4: Other Safety Improvements

- Spot safety improvements and additional signage and education
- Paint curb where parking is restricted near intersections
- For trucks, add 'no site access' signage
- School – no parking a loading zone signage