REPORTS

Item No. 19  Traffic Study – Marrington Road and Kirbridge Park (Waverley West Ward)

STANDING COMMITTEE RECOMMENDATION:

The Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service, as amended, and approved the following:

1. That the Winnipeg Public Service report back to the Standing Policy Committee on the types of traffic calming measures recommended for Marrington Road within 180 days.
Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works – September 12, 2019

DECISION MAKING HISTORY:

Moved by Councillor Sharma,

That the recommendation of the Winnipeg Public Service be concurred in, with the following amendment:

- Delete the words “once the speed table evaluation has concluded” and replace with “within 180 days”.

Carried

STANDING COMMITTEE RECOMMENDATION:

On June 25, 2019, the Standing Policy Committee on Infrastructure Renewal and Public Works granted an extension of time to its September 12, 2019 meeting for the Winnipeg Public Service to report back on the matter.

On January 8, 2019, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Assiniboia Community Committee and directed the Winnipeg Public Service to conduct a traffic study to determine if speed tables are warranted on Marrington Road to calm traffic at pedestrian access points to Kirkbridge Park and report back to the Standing Committee within 180 days.

COMMUNITY COMMITTEE RECOMMENDATION:

On November 13, 2018, the Assiniboia Community Committee passed the following motion:

WHEREAS Marrington Road is a key connector to Kirkbridge Drive (South) and is experiencing increased traffic volumes from Waverley West;

AND WHEREAS a main access to Kirkbridge Park is directly off Marrington Road with two pedestrian access points to the park;

THEREFORE BE IT RESOLVED that the Standing Policy Committee on Infrastructure Renewal and Public Works be requested to direct the Winnipeg Public Service to conduct a traffic study to determine if speed tables are warranted on Marrington Road to calm traffic at pedestrian access points to Kirkbridge Park.
Title: Traffic Study – Marrington Road and Kirkbridge Park (South Winnipeg–St. Norbert Ward)

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

AUTHORIZATION

<table>
<thead>
<tr>
<th>Author</th>
<th>Department Head</th>
<th>CFO</th>
<th>CAO</th>
</tr>
</thead>
<tbody>
<tr>
<td>D. Patman, P.Eng</td>
<td>B. Neirinck, P.Eng. on behalf of J. Berezowsky</td>
<td>N/A</td>
<td>D. Wardrop, Acting Interim CAO</td>
</tr>
</tbody>
</table>

EXECUTIVE SUMMARY

A Traffic Study was conducted on Marrington Road between Bairdmore Boulevard and Kirkbridge Drive to determine if speed tables are warranted. Traffic speeds and volumes were collected in the spring of 2019, the three-year collision history was reviewed, and a site visit was conducted. The speed data show that speeds are elevated on Marrington Road: the 85th percentile speed reached 53 km/h and the average speed reached 46 km/h. Traffic calming measures are considered warranted on Marrington Road between Bairdmore Boulevard and Kirkbridge Drive.

The Winnipeg Public Service is currently conducting an evaluation of speed tables that have been installed on collector streets as part of a trial program. The speed table evaluation is expected to conclude in the fall of 2019, at which time, a technical guideline for their use will be finalized. The types of traffic calming measures suitable for Marrington Road will be determined following the outcomes of the speed table evaluation, and may include speed tables, median islands, curb extensions or other measures that are deemed suitable for a collector street.

RECOMMENDATIONS

1. That the Winnipeg Public Service report back to the Standing Policy Committee on the types of traffic calming measures recommended for Marrington Road once the speed table evaluation has concluded.

REASON FOR THE REPORT

On January 8, 2019, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred with the recommendation of the Assiniboia Community Committee and directed the Winnipeg Public Service to conduct a traffic study to determine if speed tables are warranted on Marrington Road to calm traffic at pedestrian access points to Kirkbridge Park and report back to the Standing Committee within 180 days. On June 25, 2019, the Committee granted an extension to the September 12, 2019 meeting.
IMPLICATIONS OF THE RECOMMENDATIONS

There are no immediate implications to the recommendations of this report.

HISTORY/DISCUSSION

CURRENT TRAFFIC CONDITIONS
Marrington Road is a two-lane, undivided, collector street with a speed limit of 50 km/h. Parking is permitted on the west side of the street. The roadway width is approximately 10 metres and there are sidewalks on both sides of the street. The average weekday traffic volume on Marrington Road is approximately 2,400 vehicles per day.

On the east side of Marrington Road are single-family residences on bays and cul-de-sacs that connect to Marrington Road, and a church. On the west side of Marrington Road are the Southpark Estates retirement home and Kirkbridge Park, which has walking paths, baseball diamonds, soccer fields, and other recreational areas.

Figure 1: Study Area (Image source: iView)
Traffic Study
Speed data and traffic volumes were collected using pneumatic tubes on Marrington Road at three locations for just over a one-week period at the end of April, 2019: (1) north of the south leg of Blackwood Bay; (2) north of Alanmore Crescent; and (3) north of the north leg of Blackwood Bay. The results of the speed study are shown in the table below and indicate that speeds are elevated on Marrington Road. The 85th percentile speed reached 53 km/h and the average speed reached 46 km/h. Between 9.5% and 12.2% of vehicles travel 55 km/h or higher, and between 3.0% and 4.3% of vehicles travel 60 km/h or higher. This amounts to approximately 95 vehicles per day traveling 60 km/h or higher on Marrington Road north of Alanmore Crescent.

Table 1: Speed Study Results for Combined Northbound and Southbound Traffic on Marrington Road (Data from April 23 to May 2, 2019)

<table>
<thead>
<tr>
<th>Metric</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>North of Blackwood Bay South Leg</td>
</tr>
<tr>
<td>Speed Limit</td>
<td>50 km/h</td>
</tr>
<tr>
<td>85th Percentile Speed</td>
<td>52 km/h</td>
</tr>
<tr>
<td>Average Speed</td>
<td>45 km/h</td>
</tr>
<tr>
<td>Percent of Vehicles traveling 55 km/h or higher</td>
<td>9.5%</td>
</tr>
<tr>
<td>Percent of Vehicles traveling 60 km/h or higher</td>
<td>3.0%</td>
</tr>
<tr>
<td>Total Vehicles Studied</td>
<td>19,936</td>
</tr>
</tbody>
</table>

Three single-vehicle collisions were reported on Marrington Road between Bairdmore Boulevard and Kirkbridge Drive in the three year period from 2015 to 2017. All collisions resulted in property damage only; no injuries were reported. Although speeding was not cited as a contributing factor in the police reports, the reports did state that careless driving played a role, which may have included speeding. Marrington Road has some horizontal curvature and careless driving may contribute to single vehicle collisions. Traffic calming measures may address this concern.

Traffic calming measures are considered warranted on Marrington Road between Bairdmore Boulevard and Kirkbridge Drive. The Winnipeg Public Service is currently conducting an evaluation of speed tables that have been installed on collector streets as part of a trial program. The speed table evaluation is expected to conclude in the fall of 2019, at which time, a technical guideline for their use will be finalized. The types of traffic calming measures suitable for Marrington Road will be determined following the outcomes of the speed table evaluation, and may include speed tables, median islands, curb extensions or other measures that are deemed suitable for a collector street.
Financial Impact Statement  Date:  July 18, 2019

Project Name:
Traffic Study – Marrington Road and Kirkbridge Park
(South Winnipeg – St. Norbert Ward)

COMMENTS:
There is no financial impact associated with the recommendation of this report

"Original Signed by J. Peters, CPA, CGA"
J. Peters  CPA, CGA
Acting Manager of Finance & Administration

CONSULTATION

This Report has been prepared in consultation with:  n/a

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:  Transportation
Division:  Public Works
Prepared by:  Rebecca Peterniak, M.Sc., P.Eng., Community Traffic Engineer
Date:  July 22, 2019