

**Agenda – Standing Policy Committee on Infrastructure Renewal and Public Works –
September 19, 2016**

REPORTS

Item No. 2 Recommendations of North Main Street Diamond Lane Review

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

1. That the start of the PM Peak North Main Diamond Lane be shifted northward from Sutherland to Selkirk Avenue (a distance of approximately 550 m), thereby permitting all-day on-street parking in the northbound curb lane on the affected blocks;
2. That stop no. 30095 (NB Main, F/S Euclid) remain where it is in order to enable transit signal priority for northbound buses;
3. That the proper officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

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DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On May 3, 2016, the Standing Policy Committee on Infrastructure Renewal and Public Works granted an extension of time of 90 days for the Winnipeg Public Service to report back on the matter.

On November 3, 2015, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Lord Selkirk-West Kildonan Community Committee and requested a report back to the Standing Policy Committee in 180 days on the following:

1. That the Winnipeg Transit and Public Works Departments provide an evaluation of moving the Euclid Avenue and Main Street north bound bus stop to where it existed in 2012 and utilize a transit priority traffic signal at Euclid Avenue to allow buses to get out in front of north bound traffic with a view to removing the diamond lane from Sutherland Avenue to Selkirk Avenue East.
2. That the Winnipeg Public Service undertake the required activities to try and mitigate the peak hours “no parking” on the diamond lane and lack of parking availability along Main Street from Euclid Avenue to Selkirk Avenue East.

COMMUNITY COMMITTEE RECOMMENDATION:

On October 13, 2015, the Lord Selkirk-West Kildonan Community Committee passed the following motion:

WHEREAS the North End Business Improvement Zone (BIZ) and its members along Main Street from Sutherland Avenue to Selkirk Avenue East are unsatisfied with the Winnipeg Transit and Public Works Department response to mitigating parking problems as a result of the Transit Diamond Lane on Northbound Main Street;

AND WHEREAS northbound Main Street from Sutherland Avenue to Selkirk Avenue East is unique amongst all the diamond lanes in Winnipeg, as shown on the attached list, due to perceived safety issues on the side streets, a long block from Euclid Avenue to Selkirk Avenue East without a side street between, and small businesses without parking lots;

AND WHEREAS Winnipeg Transit moved the north bound bus stop from the south side of the Euclid Avenue and Main Street intersection to the north side removing four parking spaces between Euclid Avenue and Selkirk Avenue East;

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DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

AND WHEREAS the only option examined for possibilities was bump in parking when it was the only potential option not listed in the “moving forward” section of the attached North End BIZ minutes of a March 25, 2015 meeting between BIZ members, Winnipeg Transit, Public Works Department and the Winnipeg Parking Authority;

AND WHEREAS the unattached amended March 25, 2015 minutes listed examining the use of a transit priority light at Euclid Avenue and moving the bus stop back to the south side of the Euclid Avenue and Main Street intersection;

AND WHEREAS other possibilities of mitigating the loss of parking were not investigated for the peak hours of home bound traffic (3:30 pm to 5:30 pm), such as having the city negotiate parking in various lots along the diamond lane from Sutherland Avenue to Selkirk Avenue East;

THEREFORE BE IT RESOLVED that the Winnipeg Transit and Public Works Departments provide an evaluation of moving the Euclid Avenue and Main Street north bound bus stop to where it existed in 2012 and utilize a transit priority traffic signal at Euclid Avenue to allow buses to get out in front of north bound traffic with a view to removing the diamond lane from Sutherland Avenue to Selkirk Avenue East;

THEREFORE BE IT FURTHER RESOLVED that the City of Winnipeg undertake the required activities to try and mitigate the peak hours “no parking” on the diamond lane and lack of parking availability along Main Street from Euclid Avenue to Selkirk Avenue East;

and forwarded to the Standing Policy Committee on Infrastructure Renewal and Public Works.

Direction	Street	From	To	Hours in Effect
Northbound	Main	Sutherland	Inkster	Weekday PM Peak
Southbound	Main	Smithfield	Sutherland	Weekday AM Peak
Northbound	Main	Graham	James	Weekday AM/PM Peak
Southbound	Main	Alexander	McDermot	Weekday AM/PM Peak
Southbound	Main	Portage	Assiniboine	Weekday AM/PM Peak
Southbound	Queen Elizabeth Way	Mayfair	Stradbrook	24 hours
Eastbound	Portage	Raglan	Young	Weekday AM/PM Peak
Westbound	Portage	Colony	Strathcona	Weekday AM/PM Peak
Westbound	Goulet	Youville	Tache	Weekday AM Peak
Westbound	Goulet	Tache	St. Mary's	24 hours
Northbound	St. Mary's	Tache	Ft Gibraltar Trail	24 hours
Southbound	Henderson	Hespeler	Riverton	24 hours
Northbound	Disraeli	Main	Disraeli Bridge	24 hours
Southbound	Osborne	St. Mary	Granite	Weekday PM Peak
Westbound	Graham	Main	Carlton	24 hours
Eastbound	Graham	Carlton	Fort	24 hours
Southbound	Vaughan	The Promenade	St. Mary	24 hours
Northbound	McPhillips	Jarvis	Inkster	Weekday AM/PM Peak
Southbound	McPhillips	Inkster	Jarvis	Weekday AM/PM Peak
Eastbound	Regent	Rougeau	Plessis	Weekday AM/PM Peak
Westbound	Regent	Plessis	Rougeau	Weekday AM/PM Peak
Eastbound	Jubilee	Pembina	Jubilee Overpass	24 hours
Eastbound	Bishop Grandin – Pembina Bypass	Bishop Grandin Exit Ramp	Pembina	24 hours
Northbound	University Crescent	Wedgewood	Pembina	24 hours

Meeting of North End BIZ and City of Winnipeg Departments

Regarding: Diamond Lane between Sutherland and Selkirk Avenue

*March 25th, 2015, Korban Funeral Chapel, 911 Main
Meeting commenced at 11:10 a.m.*

Present (North End BIZ): Donna Korban (Korban Funeral Chapel), Matt De La Lande (MC Delandes), Astrid Lichti (Administrator, North End BIZ)

Present (City of Winnipeg): Stephen Chapman (Public Works), David Patman (Transit Department), Ryan Arabsky (Winnipeg Parking Authority), Martin Pasieczka (Property, Planning and Development)

Regrets: Rob McDonald (President, North End BIZ)

1. Introductions and background.
2. Donna Korban spoke in detail of challenges experienced by Korban Funeral Chapel and observations about parking, excessive litter, pedestrian traffic, vehicular traffic and the bus stop (including passengers; lack of traffic management with aforementioned items; lack of crosswalk to assist transit riders to cross street to catch bus (generally jaywalking and posing safety issues to themselves and others). Korban Funeral Chapel is also experiencing illegal parking in their lot contributing to quick degradation of their lot and conflicts with their and their customers vehicles (Korban Funeral Chapel has also had to hire a parking assistant staff for larger services).
3. Matt De La Lande spoke in detail of challenges experienced by MC Delandes and other area businesses, specifically the East side of Main between Sutherland and Selkirk. These challenges were outlined in detail in the original letter to Transit. In addition complaint of complete lack of consultation with business community.
4. City of Winnipeg Representatives discussed the steps of the consultation process that were followed in the implementation of the diamond lane, and that ultimately the recommendation came to the Standing Committee for Infrastructure (comprised of 4 city councillors) where it was ratified.

Current councillors on committee: Councillors Lukes (Chair), Sharma, Gilroy, Dobson. Information on line at City of Winnipeg website.

5. Several considerations were factored in when making the decision to implement the Diamond Lane:
 - Cost of infrastructure expansion vs. increased transit use due to reliable, affordable, quick transit, within the understanding that traffic North and South on Main Street will only increase over time.
 - Consideration of urban sprawl, pending rapid transit and having in place some infrastructure that could support and grow in the future with increased traffic.

- Assisting bus drivers to navigate quickly, consistently and safely especially during peak traffic times, working within the existing traffic flow and attempting to improve it.
- Assisting bus drivers in changing lanes economically (merging with traffic and accessing the bus stops).
- Utilization of a consultation firm (Dillon) and their recommendations.
- Utilization of computer programs to assist with diagnostics.
- The result that the study indicated that parking within the span of Sutherland and Selkirk, which was already stressed, would be further negatively impacted.

Further Points brought up by North End BIZ

- Concession(s) made to Neechi Commons development for surface area parking; double access at Main curb side, relocation of transit stop from Euclid and Main so as not to encourage loitering at their door (though secondary door at front is set further South by 40 feet and main double door is actually at the South side of the building).
- Neechi Commons did receive tax payer funding. Considering the Commons parking lot further bottle necked area parking, a stipulation could have been made that a percentage of the Commons parking lot be designated for short term community parking (i.e., assist area business customers, 2 hour cap etc...). This would not have solved the area parking issue, but may have eased it somewhat.

Moving Forward, Steps by Transit, Parking and Public Works

- Transit needs to revisit decision made to move the bus stop in the first place.
- Study by Dillon needs to be accessed and re analyzed.
- Collection of new information to update the current study.
 - Transit will compile a questionnaire for the BIZ to take to it's members in a format that ultimately allows Transit to update the current study.
 - Data collection of current parking.
 - Public consultations.
 - Utilization of a Mio Vision camera (fish eye lens, bird's eye view) to get a better understanding of the area involved and flush out further details.
 - Transit inspector(s) monitoring the bus stop(s) and writing a report on their findings (with an understanding of the information parameters sought after).
- Conservative estimate for updated study is 3-6 months, with best seasons for study being Spring/Summer/early Fall.
- Possibility of a challenge for budget allocation(s) for this review (responsibility, what department(s)).
- Ultimately goes back to Standing Committee for their decision.
- Concern that if reversed could set a precedent for reversals.

ADMINISTRATIVE REPORT

Title: Recommendations of North Main Street Diamond Lane Review

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

AUTHORIZATION

Author	Department Head	CFO	CAO
B. Radstrom	D. Wardrop	n/a	D. McNeil

EXECUTIVE SUMMARY

As a result of concerns brought to the City's attention by stakeholders on Main Street south of Selkirk Avenue, the Transit and Public Works Departments engaged a consultant to consult with the public and business owners to learn more about their concerns, and to analyze various traffic-related issues on Main Street during the PM peak period.

After consulting with the public and reviewing the transportation analysis, the City is recommending shifting the start of the diamond lane on NB Main Street northward from Sutherland to Selkirk (a distance of approximately 550 m) in order to reinstate parking for area businesses. Winnipeg Transit and Public Works acknowledge this will negatively impact traffic in a minor way. This does not preclude future changes to transportation infrastructure on Main Street in the future.

Transit will consult further with Public Works and the Winnipeg Parking Authority in order to determine an allowed parking duration that encourages turnover and use by customers, rather than by employees and residents.

RECOMMENDATIONS

1. That the start of the PM Peak North Main Diamond Lane be shifted northward from Sutherland to Selkirk Avenue (a distance of approximately 550 m), thereby permitting all-day on-street parking in the northbound curb lane on the affected blocks;
2. That stop no. 30095 (NB Main, F/S Euclid) remain where it is in order to enable transit signal priority for northbound buses;
3. That the proper officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

REASON FOR THE REPORT

At the November 3, 2015 Standing Policy Committee on Infrastructure Renewal and Public Works Regular Meeting, Item #1 was the following:

STANDING COMMITTEE RECOMMENDATION:

The Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Lord Selkirk-West Kildonan Community Committee and requested a report back to the Standing Policy Committee in 180 days on the following:

1. That the Winnipeg Transit and Public Works Departments provide an evaluation of moving the Euclid Avenue and Main Street north bound bus stop to where it existed in 2012 and utilize a transit priority traffic signal at Euclid Avenue to allow buses to get out in front of north bound traffic with a view to removing the diamond lane from Sutherland Avenue to Selkirk Avenue East.
2. That the Winnipeg Public Service undertake the required activities to try and mitigate the peak hours “no parking” on the diamond lane and lack of parking availability along Main Street from Euclid Avenue to Selkirk Avenue East.

IMPLICATIONS OF THE RECOMMENDATIONS

This work will be funded from the 2016 Innovative Transit Program capital project, adopted by Council on March 23, 2016. No new funds are required to complete the recommendations of this report.

HISTORY

At the November 3, 2015 Standing Policy Committee on Infrastructure Renewal and Public Works Regular Meeting, Item #1 was the following:

Item No. 1

Northbound Diamond Lane – Main Street from Sutherland to Selkirk Avenues

STANDING COMMITTEE RECOMMENDATION:

The Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Lord Selkirk-West Kildonan Community Committee and requested a report back to the Standing Policy Committee in 180 days on the following:

1. That the Winnipeg Transit and Public Works Departments provide an evaluation of moving the Euclid Avenue and Main Street north bound bus stop to where it existed in 2012 and utilize a transit priority traffic signal at Euclid Avenue to allow buses to get out in front of north bound traffic with a view to removing the diamond lane from Sutherland Avenue to Selkirk Avenue East.

2. That the Winnipeg Public Service undertake the required activities to try and mitigate the peak hours “no parking” on the diamond lane and lack of parking availability along Main Street from Euclid Avenue to Selkirk Avenue East.

This directive came about as a result of concerns raised by local businesses on Main Street south of Selkirk Avenue, and brought to the attention of the North End BIZ and the area Councillor, indicating that the existing bus-only diamond lanes are negatively impacting their viability, due to a perceived lack of on-street parking in the area during the PM peak period, when the diamond lanes are in effect.

Transit contracted with an engineering consultant to conduct public engagement and complete transportation modelling to investigate these issues.

Findings from Analysis

The concept of moving the bus stop at northbound Main & Euclid to where it was formerly located, and utilize a transit priority signal to provide transit priority would be problematic, and not suitable for implementation in mixed traffic. Furthermore, the business adjacent to where the stop would be relocated is not in favour of the relocation.

Through public consultation and computer modelling, Transit reviewed scenarios to mitigate the impact on parking of the existing northbound diamond lane on Main between Sutherland and Selkirk Avenue. The existing roadway and parking configuration was modelled as Scenario #1. Transit and its consultant then reviewed two potential mitigation scenarios: removing the diamond lane, reintroducing curbside parking, and operating transit in mixed traffic (Scenario #2), and an option where a regular vehicle lane was converted into a diamond lane, and curbside parking was reintroduced (Scenario #3).

Scenario #3 created major congestion for regular traffic and so is therefore not recommended at this time. Scenario #2 does have merit, as the expected impact on Transit was shown to be relatively minor.

Removing the diamond lane increases travel time for transit vehicles on this segment of Main Street by approximately 17 to 26 seconds per bus, depending on the route. Regular traffic also sees increased delay, since buses now share the road with other vehicles. Travel time is projected to increase on the segment by approximately 7 seconds per vehicle.

In the modelling, it was assumed that bulb-outs (curb extensions) could potentially be provided at the stops in conjunction with either scenario #2 or #3. Upon further discussion with Public Works, this will not be implemented at this time. Not including bump-outs will mean slightly higher delay for Transit vehicles due to the need to pull into the curb-lane at bus stops, and then pull back into traffic to proceed on northbound Main Street.

Few opportunities exist for alternate parking locations in the immediate area, an issue noted both in the 2009 study and through the 2016 public engagement. In part this is due to the unique conditions - long blocks on the east side of Main Street from Sutherland to Selkirk, with limited adjacent on-street and off-street parking opportunities in the area.

Each area of Winnipeg is unique; this is a specific solution specific to this area; it should not be considered a precedent for wide-spread diamond-lane deletion/removal.

Complete streets and small-scale neighbourhood retail make use of multiple travel modes, and on-street parking is generally considered a positive element to include in this environment. Should the businesses in the area fail en masse, this would be worse than making a minor adjustment to the existing northbound Main Street corridor, the majority of which will remain in place - from Selkirk to Inkster.

A long-term solution for the area may involve a rapid transit corridor to serve northern Winnipeg that may make use of Main Street. A design modifies the lanes on Main Street, potentially reconfiguring the lanes and reintroducing diamond lane or other lane types, is one alternative for future consideration.

FINANCIAL IMPACT

Financial Impact Statement **Date:** 29-Aug-16

Project Name: Recommendations of North Main Street Diamond Lane Review

COMMENTS:

The reintroduction of parking on northbound Main and the removal of the diamond lanes is anticipated as being low-to-no cost in terms of implementation. Any costs incurred would be related to signage removal and would be funded from the 2016 Innovative Transit Program.

Original Signed By: _____
Tanis Yanchishyn, CPA, CA
Manager of Finance & Administration

CONSULTATION

In preparing this report there was consultation with:

Stephen Chapman - Public Works Department

OURWINNIPEG POLICY ALIGNMENT

Balancing the needs of transit users against those of private vehicles, and thus ensuring a transportation that is equitable is a strategic goal of the *Sustainable Transportation* document, one of the suite of documents supporting *OurWinnipeg*.

Ideas discussed would enable Main Street to move towards the vision of being a complete street as set out in *OurWinnipeg* and *Complete Communities*.

SUBMITTED BY

Department	Transit
Division	Service Development
Prepared by:	David Patman, P.Eng. Transit Planner
Date:	August 29, 2016