

**Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works –  
February 5, 2019**

**REPORTS**

**Item No. 17                    Traffic Study – Rue Aulneau at Avenue de la Cathédrale  
(St. Boniface Ward)**

**STANDING COMMITTEE DECISION:**

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

1.        That the traffic calming measures identified at Rue Aulneau and Avenue de la Cathédrale be considered as part of the St. Boniface East-West Active Transportation Corridor Study in 2019, subject to Council approving sufficient funds in the 2019 and 2020 Capital Budgets (Pedestrian and Cycling Program).
2.        That should the traffic calming measures identified at Rue Aulneau and Avenue de la Cathédrale not be included as part of the Pedestrian and Cycling Program, that they be considered for implementation at a future date, subject to prioritization against other projects, should budget be identified within the Department.
3.        That the Proper Officers of the City of Winnipeg do all things necessary to implement the foregoing.

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**DECISION MAKING HISTORY:**

The Chairperson called Councillor Sharma to the Chair in order to move the following motion:

Moved by Councillor Allard,

That the recommendation of the Winnipeg Public Service be concurred in.

Carried

Councillor Allard resumed the Chair.

**STANDING COMMITTEE RECOMMENDATION:**

On May 29, 2018, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Riel Community Committee and directed the Winnipeg Public Service to report back to the Standing Committee within 150 days on the following:

1. A report on installing traffic calming at the intersection of Rue Aulneau and Avenue de la Cathédrale, as piloted by the CoolStreets2017 project, in collaboration with the City of Winnipeg & Winnipeg Regional Health Authority.
2. Incorporate the traffic calming measures as required into the St. Boniface East-West Active Transportation Corridor Study.

**COMMUNITY COMMITTEE RECOMMENDATION:**

On May 7, 2018, the Riel Community Committee passed the following motion:

WHEREAS “CoolStreets2017” conducted a pilot project for traffic calming and neighbourhood beautification in the summer of 2017;

AND WHEREAS the reimagined Aulneau & Cathedral intersection functioned well for vehicle and active transportation traffic alike;

AND WHEREAS the Winnipeg public service will soon be proceeding with an active transportation corridor study in this area;

AND WHEREAS a detailed report was produced out of this project which illustrates its implementation and functionality;

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DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

AND WHEREAS the St Boniface area Councillor can secure funds for its implementation out of the ward allowances;

AND WHEREAS many residents of the St Boniface community support traffic calming within their residential communities;

THEREFORE BE IT RESOLVED that the Standing Policy Committee on Infrastructure Renewal and Public Works direct the Winnipeg Public Service to provide a report on installing traffic calming at the intersection of Rue Aulneau & Avenue de la Cathedrale, as piloted by the CoolStreets2017 project in collaboration with the City of Winnipeg & Winnipeg Regional Health Authority.

BE IT FURTHER RESOLVED that these traffic calming measures be incorporated as required into the St Boniface East West Active Transportation Corridor Study.

# ADMINISTRATIVE REPORT

**Title:** Traffic Study – Rue Aulneau at Avenue de la Cathédrale (St. Boniface Ward)

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

## AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P.Eng.	J. Berezowsky	N/A	D. McNeil

## EXECUTIVE SUMMARY

A design was prepared for traffic calming measures at the intersection of Rue Aulneau and Avenue de la Cathédrale, as piloted by CoolStreets2017. The design includes curb extensions in the northwest and southwest quadrants of the intersection, improvements to transit stops, and improvements to curb ramps to meet current accessibility standards. The cost estimate for design and construction is approximately \$120,000.00. This report recommends that the improvements be considered as part of the forthcoming St. Boniface East-West Active Transportation Corridor Study in 2019.

## RECOMMENDATIONS

1. That the traffic calming measures identified at Rue Aulneau and Avenue de la Cathédrale be considered as part of the St. Boniface East-West Active Transportation Corridor Study in 2019, subject to Council approving sufficient funds in the 2019 and 2020 Capital Budgets (Pedestrian and Cycling Program).
2. That should the traffic calming measures identified at Rue Aulneau and Avenue de la Cathédrale not be included as part of the Pedestrian and Cycling Program, that they be considered for implementation at a future date, subject to prioritization against other projects, should budget be identified within the Department.
3. That the Proper Officers of the City of Winnipeg do all things necessary to implement the foregoing.

## REASON FOR THE REPORT

On May 29, 2018, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Riel Community Committee and directed the Winnipeg Public Service to report back to the Standing Committee at the November 29, 2018 meeting on:

1. A report on installing traffic calming at the intersection of Rue Aulneau and Avenue de la Cathédrale, as piloted by the CoolStreets2017 project in collaboration with the City of Winnipeg and Winnipeg Regional Health Authority.
2. Incorporate the traffic calming measures as required into the St. Boniface East-West Active Transportation Corridor Study.

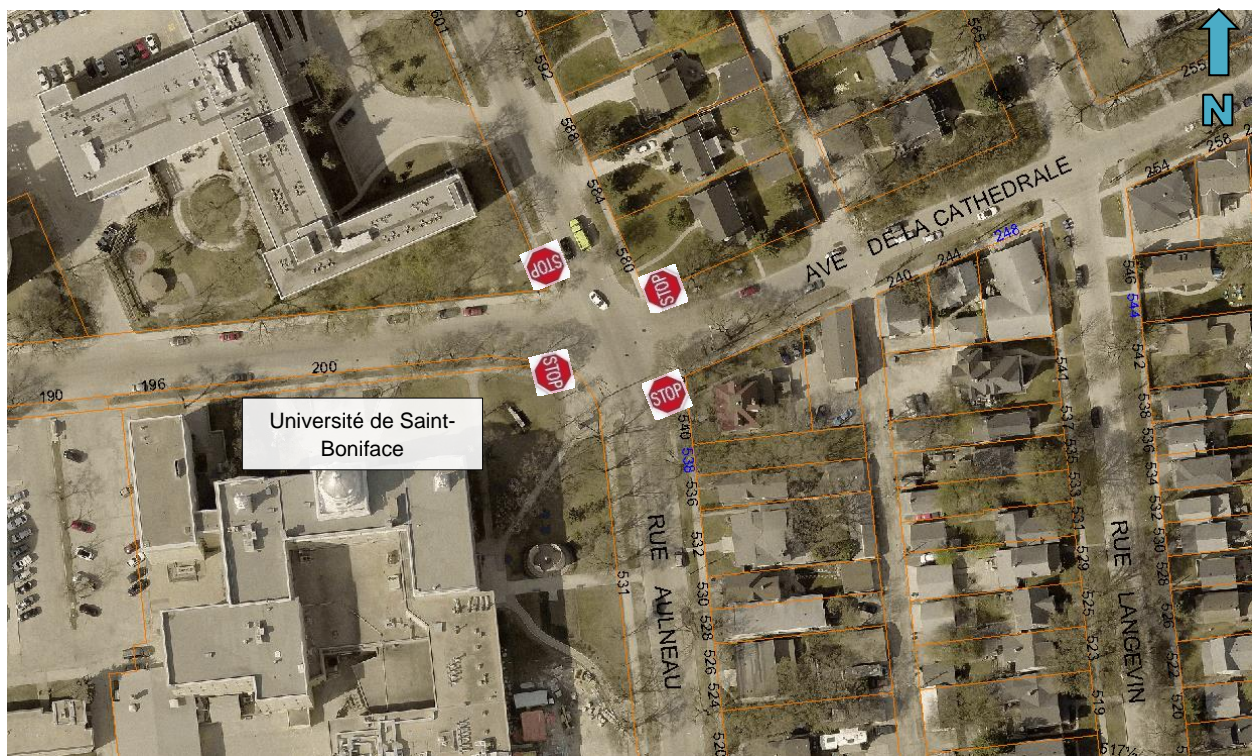
On November 29, 2018, Public Works Department provided a verbal update and the Standing Policy Committee granted an extension on the report to the February 5, 2019 meeting.

## IMPLICATIONS OF THE RECOMMENDATIONS

There are no implications as a result of this report.

## HISTORY/DISCUSSION

Rue Aulneau and Avenue de la Cathédrale are residential collector streets that intersect at an all-way stop controlled intersection in St. Boniface. Both streets have two-lane undivided cross-sections. The west leg of Avenue de la Cathédrale is approximately 12 metres wide and accommodates parking on both sides of the street. The east leg of Avenue de la Cathédrale is approximately 7.5 metres wide and accommodates parking in the eastbound lane. Rue Aulneau is approximately 10 metres wide and accommodates parking in the northbound lane.



**Figure 1: Study Site** (Map source: iView)

The streets intersect at a skewed angle which increases the crossing distances through the intersection and also results in slightly larger turning radii. Transit operates on Rue Aulneau and



on the west leg of Avenue de la Cathédrale. Average Weekday Traffic Volumes on Rue Aulneau are around 7,000 vehicles per day, which is slightly higher than volumes experienced on other residential collector streets in Winnipeg. Higher traffic volumes can be expected on Rue Aulneau since the street connects directly to Provencher Boulevard and is adjacent to Université de Saint-Boniface. Avenue de la Cathédrale experiences lower Average Weekday Traffic Volumes of around 1,000 vehicles per day. Pedestrian activity is moderate to high given the adjacent residential neighbourhood, commercial area on Provencher Boulevard, and the university.

### **COOLSTREETS2017 PILOT PROJECT**

CoolStreets2017 conducted a pilot project at Rue Aulneau and Avenue de la Cathédrale for traffic calming and neighbourhood beautification in the summer of 2017. Temporary curb extensions were installed using paint and cones in the northwest and southwest quadrants of the intersection. Curb extensions are a traffic calming measure that reduce pedestrian crossing distance and exposure, and also reduce intersection turning radii which may lead to reduced speeds of turning vehicles.



**Figure 2: CoolStreets2017 Pilot Project at Rue Aulneau and Avenue de la Cathédrale**  
(Image taken from northwest quadrant, looking east) (Image source: CoolStreets2017)

A report prepared by CoolStreets2017 is attached as Appendix A, and indicated that the curb extensions:

- Improved stop sign compliance;
- Reduced crossing distance;
- Improved sight lines;
- Had no negative impact to traffic;
- Reduced vehicle turning speeds; and

- Removed dangerous driving behaviours, such as two eastbound vehicles arriving side-by-side at the stop sign.

Although the above conclusions drawn by CoolStreets2017 are positive, they cannot be substantiated as data on stop sign compliance, traffic speeds, and other road safety parameters was not collected or provided to the City for review during the pilot project.

On May 7, 2018, the Riel Community Committee indicated that:

- The reimagined Aulneau and Cathédrale intersection functioned well for vehicle and active transportation traffic alike;
- The Winnipeg public service will soon be proceeding with an active transportation corridor study in the area;
- The St. Boniface area Councillor can secure funds for its implementation out of the ward allowances; and
- Many residents of the St. Boniface community support traffic calming within their residential communities.

### **INTERSECTION REDESIGN**

A design was prepared for Rue Aulneau and Avenue de la Cathédrale which includes curb extensions in the northwest and southwest quadrants, as piloted by CoolStreets2017. A T-drawing of the design is attached as Appendix B. The design includes upgrades to existing transit stops and improvements to curb ramps to meet current accessibility standards. Winnipeg Transit was consulted on the new design, which accommodates turning movements of busses that operate at this intersection. The design assumes that intersection drainage can be maintained using existing infrastructure. Drainage should be further investigated during detailed design.

The cost estimate for detailed design and construction is \$110,122.26. This estimate includes a 15% contingency and is inflated to 2019 using a rate of 5%. The cost to relocate an unused hydro pole at the intersection is not included in the estimate and would be determined during detailed design.

In 2019, the City will initiate the St. Boniface East West Active Transportation Corridor Study. The goal of this study is to develop a detailed design and construction of an east-west active transportation route(s) in the area of Provencher Boulevard. The study will balance the needs of stakeholders and transportation system users to improve travel choices, accessibility, and connectivity throughout the area. The study will include:

- assessment of existing traffic performance throughout the area;
- assessment of the existing pedestrian and cycling facilities;
- identification of important cycling network connections;
- development of options for the active transportation facility type and an evaluation of the options to determine the preferred option;
- engagement of the stakeholders throughout the region as well as the public at large.

The St. Boniface East-West Active Transportation Corridor Study will evaluate several route options including protected bicycle lanes on Provencher Boulevard and bicycle boulevards on Notre dame Avenue and Avenue de la Cathédrale. If an active transportation facility is selected for Avenue de la Cathédrale, the traffic calming improvements identified at Rue Aulneau will be considered by the consultant as part of the design. The traffic calming measures would be implemented using the budget that has already been allocated to the St. Boniface East-West Active Transportation Corridor Study. If the traffic calming measures are implemented before the study occurs, there is the chance that they may need to be removed or modified, depending on the conclusions of the study and resulting design.

If the St. Boniface East-West Active Transportation Corridor Study does not select Avenue de la Cathédrale as the preferred route, the traffic calming measures identified for Rue Aulneau would not be completed using the Study's budget. The traffic calming improvements would be considered for implementation using funds available from the Traffic Engineering Improvement Program and/or from the St. Boniface Councillor's ward allowances. The design and construction estimate for traffic calming measures at Rue Aulneau and Avenue de la Cathédrale has an estimated cost of \$110,122.26. This estimate does not include the cost of relocating an unused hydro pole at the intersection, which would be evaluated during detailed design.



<b>FINANCIAL IMPACT</b>
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**Financial Impact Statement**Date: [January 11, 2019](#)

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**Project Name:****Traffic Study - Rue Aulneau at de la Cathedrale (St Boniface Ward)****COMMENTS:**

There is no financial impact to these recommendations at this time as there is no approved budget to pursue these items.

Concerning Recommendation 1 - the St Boniface East West Transportation Corridor Study in 2019, this project is not yet approved by Council. The 2018 Adopted Capital Budget is forecasting \$900,000 for this project within the 2019 and 2020 Pedestrian and Cycling Programs. Therefore, pursuit of this project is subject to Council approving sufficient funds in the 2019 and 2020 Capital Budgets for the Pedestrian and Cycling program.

Concerning Recommendation 2, the approximate cost (Class 5 estimate) to implement the traffic calming measures at the intersection is \$120,000 (including overheads). This will be considered for implementation at a future date when budget is identified.

**"Original signed by J. Ruby, CPA, CA"**

Jason Ruby, CPA CA

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:** Public Works  
**Division:** Transportation  
**Prepared by:** R. Peterniak, M.Sc., P.Eng, Community Traffic Engineer  
**Date:** January 14, 2019  
**Attachments:**

Appendix A: Report Prepared by CoolStreets2017 on Rue Aulneau and Avenue de la Cathédrale pilot project

Appendix B: T-Drawing illustrating curb extensions at Rue Aulneau and Avenue de la Cathédrale