

**Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works –
September 12, 2019**

REPORTS

**Item No. 16 Traffic Study – Cullen Drive
(Charleswood-Tuxedo-Westwood Ward)**

STANDING COMMITTEE DECISION:

The Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service and received the report as information.

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September 12, 2019**

DECISION MAKING HISTORY:

Moved by Councillor Santos,

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

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 on Cullen Drive between Dale Boulevard and Hammond Road, to determine if additional safety measures along Cullen Drive are warranted and report back to the Standing Committee within 180 days.

COMMUNITY COMMITTEE RECOMMENDATION:

On December 4, 2018, the Assiniboia Community Committee passed the following motion:

WHEREAS there have been a number of accidents along Cullen Drive between Dale Boulevard and Hammond Road;

AND WHEREAS there have been concerns from area residents regarding safety along this particular stretch of Cullen Drive;

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 on Cullen Drive between Dale Boulevard and Hammond Road, to determine if additional safety measures along Cullen Drive are warranted.

ADMINISTRATIVE REPORT

Title: Traffic Study – Cullen Drive (Charleswood – Tuxedo Ward)

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

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P.Eng	B. Neirinck, P.Eng on behalf of J. Berezowsky	P. Olafson, Interim CFO	D. Wardrop, acting for M. Ruta

EXECUTIVE SUMMARY

A Traffic Study was conducted on Cullen Drive between Dale Boulevard and Hammond Road to determine if additional safety measures are warranted. Traffic speeds and volumes were collected in the spring of 2019, the three-year collision history was reviewed, a site visit was conducted, and consultation occurred with Winnipeg Transit. Traffic speeds were consistent with the 50 km/h posted speed limit as the 85th percentile speed ranged from 47 km/h to 49 km/h. No collisions were reported on Cullen Drive between Dale Boulevard and Hammond Road during the three-year period between 2015 and 2017. A sightline obstruction associated with parked vehicles on the south side of Cullen Drive, on the inside of the horizontal curve that is north of Hammond Road was identified. The Winnipeg Public Service will install “No Stopping Anytime” signs for 35 metres on the inside of the curve to improve sightlines and safety.

RECOMMENDATIONS

1. That this report be received as information.

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 on Cullen Drive between Dale Boulevard and Hammond Road to determine if additional safety measures are warranted and report back to the Standing Committee within 180 days.

IMPLICATIONS OF THE RECOMMENDATIONS

There are no direct implications to receiving this report as information. The cost to install “No Stopping Anytime” signage on Cullen Drive is \$800 and will be covered by Traffic Services’ existing operating budget.

HISTORY/DISCUSSION

CURRENT TRAFFIC CONDITIONS

Cullen Drive is a two-lane, undivided, residential collector street with a 50 km/h speed limit. The roadway width is approximately 10 metres and parking is permitted on the west side of the street. Sidewalks are provided on either side of the street. The average weekday traffic volume on Cullen Drive between Dale Boulevard and Hammond Boulevard is approximately 2,100 vehicles per day. No collisions were reported on Cullen Drive between Dale Boulevard and Hammond Boulevard during the three-year period between 2015 and 2017.

Transit operates Routes 65, 67, 79, and 98 on Cullen Drive; there is one northbound bus stop located within the study segment, approximately 45 metres north of Hammond Drive. Parking is permitted on the south/west side of Cullen Drive.



Figure 1: Study Area (Image source: iView)

TRAFFIC STUDY

Speeds

Speed data and traffic volumes were collected using pneumatic tubes at two locations on Cullen Drive: (1) east of Dale Boulevard in front of 15 Cullen Drive; and (2) east of Watson Crescent in front of 39 Cullen drive. Data was collected for a one-week period at the end of April, 2019. The results of the speed study are shown in the table below and demonstrate good compliance with the 50 km/h speed limit. The 85th percentile speed is between 47 km/h and 49 km/h, and the average speed is between 40 km/h and 43 km/h. Traffic calming measures are not considered warranted at this time.

Table 1: Speed Study Results by Direction on Cullen Drive (Data from April 25 to May 3, 2019)

Metric	Location	
	<i>East of Dale Boulevard</i>	<i>East of Watson Crescent</i>
Speed Limit	50 km/h	50 km/h
85 th Percentile Speed	47 km/h	49 km/h
Average Speed	40 km/h	43 km/h
Percent of Vehicles traveling above 55 km/h	1.5%	2.5%
Percent of Vehicles traveling above 60 km/h	0.4%	0.4%
Total Vehicles Studied	16,487	16,332

Intersection Traffic Control

The intersection of Cullen Drive and Dale Boulevard is controlled by a four-way stop. There is good visibility of the traffic signs.

The intersection of Cullen Drive and Hammond Boulevard is minor street stop controlled; eastbound and westbound traffic on Hammond Boulevard is required to stop. A 15-hour turning movement count was conducted at this intersection on May 1, 2019 to assess the need for all-way stop control. The City’s Technical Guideline for stop signs specifies that all-way stop control may be installed at the intersection of one or more collector streets provided that:

- In the highest eight-hour average weekday period, 4,000 vehicles approach the intersection with at least 1,600 vehicles and pedestrians approaching on the minor street with an average delay to traffic in excess of 30 seconds; and
- At least 20% of the total intersection vehicle volume approaches on the minor street.

Or,

- More than 15 right angle or left with opposing through collisions have been reported at the intersection in a three-year period.

The intersection of Cullen Drive and Hammond Boulevard does not meet the above criteria and therefore, all-way stop control is not warranted at this time. In the highest eight-hour average weekday period, 1,159 vehicles approach the intersection, 256 of which from the minor street. Just over 16% of total intersection vehicle volume approaches on the minor street. Additionally, there have been no reported collisions at this intersection in the past three years.

Pedestrian Crossing Control

A pedestrian count was also conducted at Cullen Drive and Hammond Boulevard on May 1, 2019 to assess the need for pedestrian crossing control. The City of Winnipeg has adopted the Transportation Association of Canada's (TAC) *Pedestrian Crossing Control Guide* to assess pedestrian crossing control needs. The City considers that a warrant for pedestrian crossing control is met when the following criteria from the TAC *Pedestrian Crossing Control Guide* are satisfied:

1. Average hourly pedestrian volume in terms of Equivalent Adult Units (EAUs) is greater or equal to 15 per hour over a minimum seven hour continuous period and Average Daily Traffic (ADT) is greater or equal to 1,500 vehicles per day. EAUs account for age and differences in physical ability among pedestrians.
2. The proposed crossing location is at a minimum distance, "d", from the nearest form of traffic control. The distance for "d" can be set between 100 metres and 200 metres for a particular location, and depends on factors such as road type and expected queue length. Engineering judgement is used to determine the appropriate distance for "d".

The average hourly EAUs crossing Cullen Drive at Hammond Boulevard was 4, and therefore pedestrian crossing control is not warranted at this time.

Parking and Sightlines

Parking is permitted on the south/west side of Cullen Drive. There is a horizontal curve north of Hammond Road and parked vehicles on the inside of the curve can obstruct sightlines to oncoming traffic. There is a Transit stop on the outside of the curve and stopped buses may compound this risk. Transit was consulted and advised that there have been no near misses reported by their drivers. The sightline obstruction due to parked cars was observed during a site visit. The Winnipeg Public Service will be installing "No Parking Anytime" signs on the west side of Cullen Drive approximately 15 metres north of Hammond Road to 35 metres further north, as shown in Figure 2.



Figure 2: Location of new No Parking Anytime signage (Image source: iView)

FINANCIAL IMPACT**Financial Impact Statement**Date: **July 18, 2019****Project Name:** **First Year of Program** **2019****Traffic Study – Cullen Drive (Charleswood – Tuxedo Ward)**

	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Capital					
Capital Expenditures Required	\$ -	\$ -	\$ -	\$ -	\$ -
Less: Existing Budgeted Costs	-	-	-	-	-
Additional Capital Budget Required	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Funding Sources:					
Debt - Internal	\$ -	\$ -	\$ -	\$ -	\$ -
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Total Additional Capital Budget Required	<u>\$ -</u>				
Total Additional Debt Required	<u>\$ -</u>				
Current Expenditures/Revenues					
Direct Costs	\$ 800	\$ -	\$ -	\$ -	\$ -
Less: Incremental Revenue/Recovery	-	-	-	-	-
Net Cost/(Benefit)	<u>\$ 800</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Less: Existing Budget Amounts	800	-	-	-	-
Net Budget Adjustment Required	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Additional Comments: Direct costs of \$800 reflect the cost to install the No Stopping signage on Cullen Drive. This expense will be charged to the 2019 Public Works Department operating budget.					

"Original Signed by J. Peters, CPA, CGA"

J. Peters CPA, CGA

Acting Manager of Finance and 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