

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

**REPORTS**

**Item No. 12            All-way stop control – Redwood Avenue at Sheppard Street  
(Point Douglas 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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**DECISION MAKING HISTORY:**

Moved by Councillor Santos,

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

Carried

**STANDING COMMITTEE RECOMMENDATION:**

On September 7, 2018, the Standing Policy Committee on Infrastructure Renewal and Public Works directed the Winnipeg Public Service to conduct a traffic study to determine if all-way stop control is warranted at the intersection of Redwood Avenue and Sheppard Street, and report back to the Standing Committee within 90 days.

## ADMINISTRATIVE REPORT

**Title:** All-way Stop Control Study for Redwood Avenue at Sheppard Street (Point Douglas 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

The intersection of Redwood Avenue and Sheppard Street is a T-intersection, with Redwood Avenue ending at Sheppard Street. A traffic study was completed in October, 2018. Using the City of Winnipeg Technical Guidelines, evaluating intersection volume and safety, an all-way stop control is not warranted at this intersection.

### RECOMMENDATIONS

1. That this report be received as information.

### REASON FOR THE REPORT

At the September 7, 2018 meeting of the Standing Policy Committee on Infrastructure Renewal and Public Works, the Winnipeg Public Service was directed to conduct a traffic study to determine if all-way stop control is warranted at the intersection of Redwood Avenue and Sheppard Street, and report back to the Standing Policy Committee on Infrastructure Renewal and Public Works.

### IMPLICATIONS OF THE RECOMMENDATIONS

There are no implications as the report is to be received as information.

### HISTORY/DISCUSSION

Redwood Avenue at Sheppard Street is a collector street, constructed in concrete with a 10 metre street width. Redwood Avenue has a concrete sidewalk on the south side of the right of way; it is separated from the roadway by a grassed median. Redwood Avenue ends at Sheppard Street, creating a T-intersection. Sheppard Street at Redwood Avenue is a collector street, constructed in concrete with a 10 metre street width. Redwood Avenue has a concrete sidewalk on the east side of the right of way; it is separated from the roadway by a grassed median.

The intersection is currently stop controlled on Redwood Avenue. The next stop control on Redwood Avenue is at Fife Street. Sheppard Street is free flowing at Redwood Avenue and is signalized at Burrows Avenue to the south and all-way stop controlled to the north at Mountain Avenue/Hutchings Street.

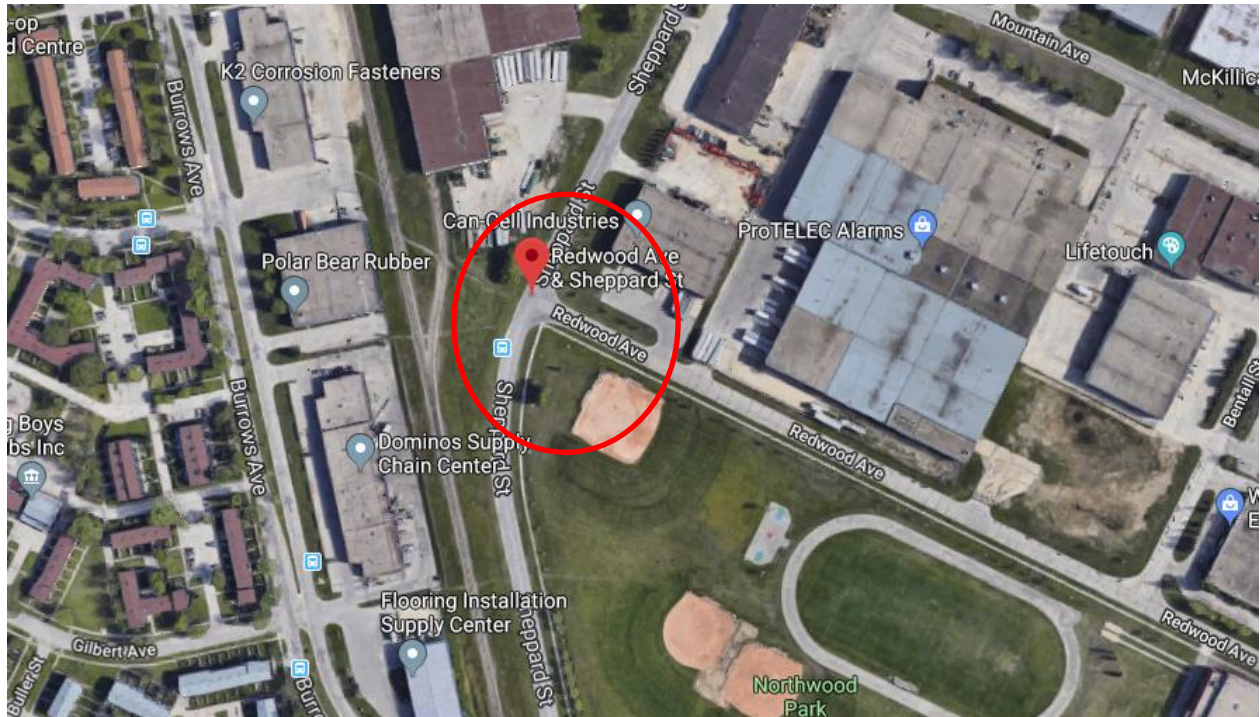


Photo 1: Redwood Avenue and Sheppard Street Intersection

(Photo Courtesy of Google Maps)

Traffic data was collected on October 29 & 30, 2018. The City of Winnipeg Technical Guidelines for all-way stop control are the following:

For Intersections with one or more collector or arterial streets, the warrant for all-way stop control is as follows:

Stop signs may be installed provided that:

- a) In the highest 8-hour average weekday period, 4000\* vehicles approach the intersection with at least 1600\* vehicles and pedestrians approaching on the minor street with, an average delay to traffic in excess of 30 seconds;
- b) At least 20% of the total intersection vehicle volume approaches on the minor street; and
- c) More than 15 right-angle or left with opposing through collisions have been reported at the intersection in a 3-year period.

\*where the 85<sup>th</sup> percentile speed is greater than 60 km/h, this value should be reduced by 30%

Traffic study results were the following:

- a) In the highest 8-hour average weekday period, 4000\* vehicles approach the intersection with at least 1600\* vehicles and pedestrians approaching on the minor street with, an average delay to traffic in excess of 30 seconds; **Highest 8-hour volume on Sheppard Street was 4541 vehicles. Warrant is met.**
- b) At least 20% of the total intersection vehicle volume approaches on the minor street; **Volume approaching on Redwood Avenue is 606: 13.3% of volume from minor street. Warrant NOT met.** and
- c) More than 15 right-angle or left with opposing through collisions have been reported at the intersection in a 3-year period. **There were six reported collisions in the last 3-years of collision data. Warrant NOT met.**

All-way stop control warrant has not been met for the intersection of Redwood Avenue and Sheppard Street. An observation of the intersection confirmed open sightlines, as there are no buildings, fences or vegetation interfering with sightlines.

## FINANCIAL IMPACT

### Financial Impact Statement

Date:

January 14, 2019

### Project Name:

**All-way Stop Control Study for Redwood Avenue at Sheppard Street (Point Douglas Ward)**

### COMMENTS:

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

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

J. 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.

<b>SUBMITTED BY</b>
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Department: Public Works  
Division: Transportation  
Prepared by: C. Flather, M. Sc., P. Eng., Traffic Management Engineer  
Date: January 30, 2019