

**Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works –
April 2, 2019**

REPORTS

**Item No. 10 Traffic Island – Eastbound Lane of Reenders Drive at Stapon Drive
(Transcona 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 eastbound right turn cut-off island be modified to facilitate both through and right turning traffic from the curb lane.
2. 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:

Moved by Councillor Browaty,

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

Carried

STANDING COMMITTEE RECOMMENDATION:

On June 26, 2018, the Standing Policy Committee on Infrastructure Renewal and Public Works directed the Winnipeg Public Service to conduct a traffic study at the intersection of Reenders Drive at Stapon Drive and report back to the Standing Committee within 180 days.

COMMUNITY COMMITTEE RECOMMENDATION:

On June 19, 2018, the East Kildonan-Transcona Community Committee recommended to the Standing Policy Committee on Infrastructure Renewal and Public Works that the Winnipeg Public Service be directed to reduce the size of the traffic island located in the eastbound lane of Reenders Drive at Stapon Drive to allow both lanes of traffic to continue travelling eastbound.



ADMINISTRATIVE REPORT

Title: Traffic Study – Traffic Island Eastbound Lane of Reenders Drive at Stapon Road

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

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P.Eng.	J. Berezowsky	P. Olafson, Acting CFO	D. McNeil

EXECUTIVE SUMMARY

The eastbound lane of Reenders Drive through peak hour traffic volumes is near the threshold where a single lane at Stapon Road is insufficient to maintain a satisfactory Level of Service (LOS). The LOS may continue to decline as traffic increases.

It is therefore recommended the eastbound right turn cut-off island be modified to facilitate both through and right turning traffic from the curb lane.

RECOMMENDATIONS

1. That the eastbound right turn cut-off island be modified to facilitate both through and right turning traffic from the curb lane.
2. 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

On June 26, 2018 The Standing Policy Committee on Infrastructure Renewal and Public Works directed the Winnipeg Public Service to conduct a traffic study at the intersection of Reenders Drive at Stapon Drive and report back to the Standing Committee within 180 days.

IMPLICATIONS OF THE RECOMMENDATIONS

The estimated cost (class III estimate) for the intersection improvement modification is \$30,000 and will be funded by the 2020 Traffic Engineering Improvements – Various Locations program, subject to Council approval.

HISTORY/DISCUSSION

The eastbound right turn cut-off island was approved as a part of the Traffic Engineering Improvements Program on April 2, 2002:

Reenders Drive contains a four-lane divided highway west of Stapon Road and transitions to a 2-lane roadway east of Stapon Road. In a 12-hour weekday period, approximately 3,100 of the 6,900 eastbound vehicles turn right at Stapon Road. Temporary barricades were installed to physically enforce the “right lane must turn right” regulation. These barricades will be replaced with a channelized right turn island.

Reenders Drive in the vicinity of Stapon Road is a four-lane divided roadway with a speed limit of 50 km/h. Available 2018 traffic data indicates there are approximately (based on the peak 12 hours 07:00-19:00) 9,100 eastbound and 7,900 westbound vehicles on Reenders Drive west of Stapon Road.

Recently Reenders Drive has been extended to Peguis Street and widened to a four-lane divided roadway east of Stapon Road; the eastbound right turn cut-off island was out of the project area. Additional development in this area in the vicinity of Peguis Street has resulted in additional traffic on Reenders Drive.

The 2018 eastbound through peak hour traffic volumes are near the threshold where a single lane is insufficient to maintain a satisfactory LOS. The LOS may continue to decline as traffic increases.

It is therefore recommended that the eastbound right turn cut-off island be modified to facilitate both through and right turning traffic from the curb lane (as shown in Appendix A).

The 2019 Capital Budget is forecasting a program budget of \$950,000 for the 2020 Traffic Engineering Improvements – Various Locations program, subject to Council approval. The intent is that these modifications will be funded out of the 2020 Traffic Engineering Improvements – Various Locations program.

FINANCIAL IMPACT

Financial Impact Statement

Date: **March 15 2019**

Project Name: **First Year of Program** **2020**
Traffic Study - Traffic Island Eastbound Lane of Reenders Drive at Stapon Road

	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
Capital					
Capital Expenditures Required	\$ 31,500	\$ -	\$ -	\$ -	\$ -
Less: Existing Budgeted Costs	31,500	-	-	-	-
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	\$ -	\$ -	\$ -	\$ -	\$ -
Less: Incremental Revenue/Recovery	1,500	-	-	-	-
Net Cost/(Benefit)	<u>\$ (1,500)</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Less: Existing Budget Amounts	(1,500)	-	-	-	-
Net Budget Adjustment Required	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Additional Comments: The total estimated amount of \$ 31,500 (\$30,000 plus overheads) will be funded by the 2020 Traffic Engineering Improvements - Various Locations program. The 2019 Capital Budget includes a forecasted amount for the 2020 program of \$950,000. This analysis assumes the amount forecasted for the program is approved by Council in 2020. The 2020 Capital Budget is subject to Council approval.					

"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 recommendation of this report is aligned with the key strategic goal of a safe, efficient and equitable transportation system for people, goods and services in the Sustainable Transportation Direction Strategy that supports OurWinnipeg.

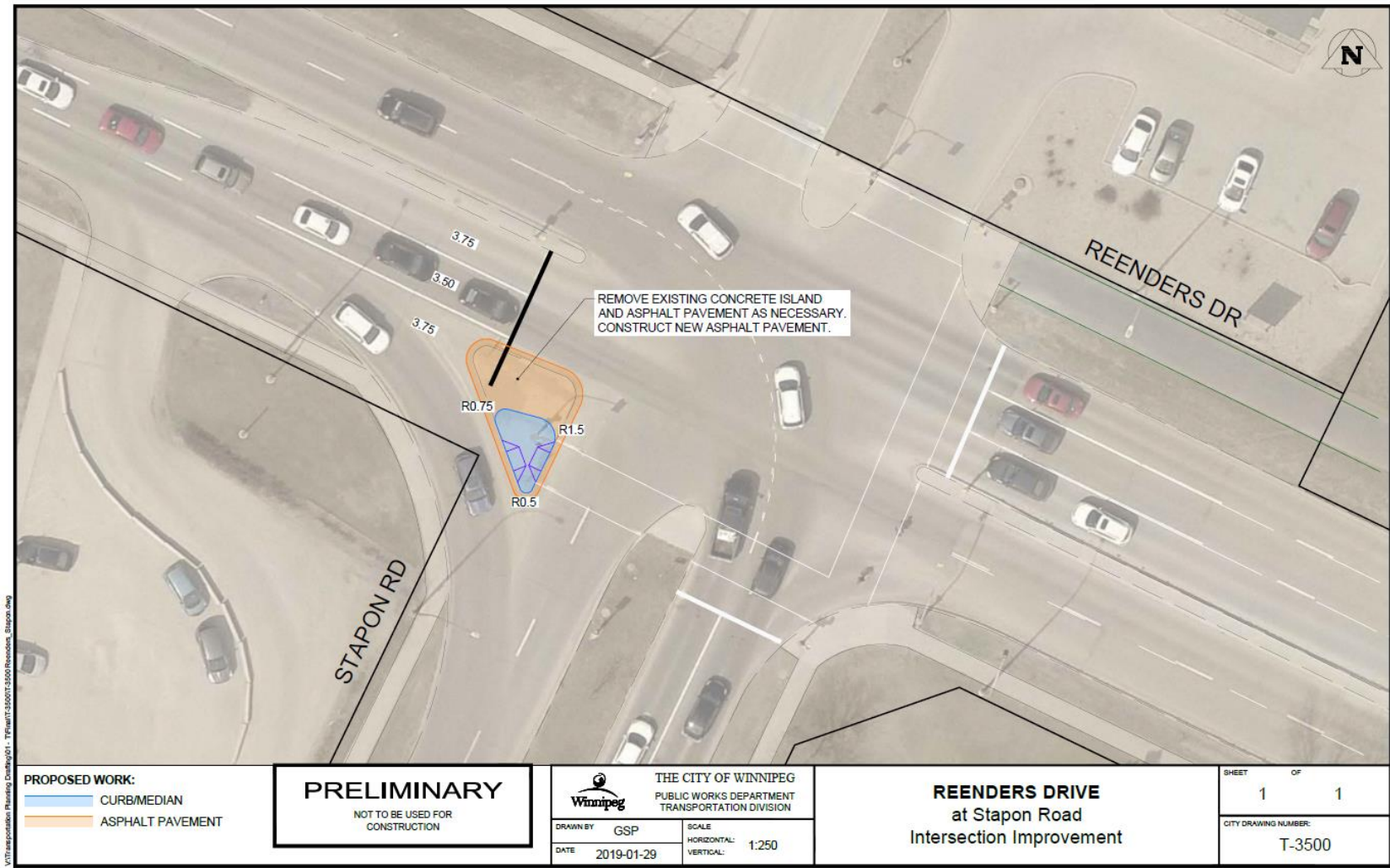
SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: T. Jangula, C.E.T., Traffic Analyst
C. Flather, P.Eng., M.Sc., Traffic Management Engineer
Date: March 18, 2019
File No.: E-06



ATTACHMENTS:

Appendix A: Drawing T-3500 Reenders Drive at Stapon Road Intersection Improvement


APPENDIX A: DRAWING T-3500 REENDERS DRIVE AT STAPON ROAD INTERSECTION IMPROVEMENT



PROPOSED WORK:

	CURB/MEDIAN
	ASPHALT PAVEMENT

PRELIMINARY
 NOT TO BE USED FOR
 CONSTRUCTION

 THE CITY OF WINNIPEG PUBLIC WORKS DEPARTMENT TRANSPORTATION DIVISION	
DRAWN BY: GSP DATE: 2019-01-29	SCALE: HORIZONTAL: 1:250 VERTICAL:

REENDERS DRIVE
 at Stapon Road
 Intersection Improvement

SHEET	OF
1	1
CITY DRAWING NUMBER:	
T-3500	