

**Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works –  
June 25, 2019**

**REPORTS**

**Item No. 23                      Traffic Study – Tim Sale Drive and Kirkbridge Drive  
(Waverley West 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 Browaty,

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

Carried

**STANDING COMMITTEE RECOMMENDATION:**

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 to determine if a four way stop sign at Tim Sale Drive (formerly Waverley Road) and Kirkbridge Drive is warranted and report back to the Standing Committee within 180 days.

**COMMUNITY COMMITTEE RECOMMENDATION:**

On November 13, 2018, the Assiniboia Community Committee passed the following motion:

WHEREAS school catchments for South Pointe School extend into Richmond West and children must cross Tim Sale Drive (formerly Waverley Road) to reach South Pointe School;

AND WHEREAS there is extensive vehicle traffic on both Tim Sale Drive and Kirkbridge Drive accessing South Pointe School;

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 to determine if a four way stop sign at Tim Sale Drive (formerly Waverley Road) and Kirkbridge Drive is warranted.

## ADMINISTRATIVE REPORT

**Title:** Traffic Study – Tim Sale Drive and Kirkbridge Drive (Waverley West Ward)

**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, Interim CFO	M. Ruta, Interim CAO

### EXECUTIVE SUMMARY

A Traffic Study was conducted at Tim Sale Drive and Kirkbridge Drive to evaluate the need for all-way stop control. Traffic counts were conducted in March 2019 and the three-year collision history was reviewed.

As development in the area increases, the proportional split in approaching traffic volumes is approaching even, and there has been an apparent increase in right angle collisions in recent years.

Winnipeg Public Services has determined all-way stop control is warranted and will install all-way stop control at the intersection of Tim Sale Drive and Kirkbridge Drive in due course.

### 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 to determine if a four way stop sign at Tim Sale Drive (formerly Waverley Road) and Kirkbridge Drive is warranted and report back to the Standing Committee within 180 days.

### IMPLICATIONS OF THE RECOMMENDATIONS

There are no implications as a result of the recommendation that this report be received as information.

The cost to install four way stop signs at Tim Sale Drive and Kirkbridge Drive is estimated as \$2,465.00 and includes required labour, materials and equipment. The cost will be funded by the existing 2019 operating budget of the Traffic Services branch in the Streets Maintenance division.

## HISTORY/DISCUSSION

### CURRENT TRAFFIC CONDITIONS

Tim Sale Drive and Kirkbridge Drive is a minor street stop-controlled intersection in the Waverley West Ward. Kirkbridge Drive is a two-lane, undivided, residential collector street with a speed limit of 50 km/h. It is stop-controlled at the intersection with Tim Sale Drive. The north approach of Tim Sale Drive is classified as an arterial street. It is a four-lane divided facility with a southbound left turn lane and a southbound right-turn only lane.

The south approach of Tim Sale Drive is classified as a residential collector street. It is a two-lane facility that is divided at the intersection and becomes undivided approximately 75 metres south of Kirkbridge Drive. At 75 metres north of Kirkbridge Drive, the speed limit on Tim Sale Drive transitions from 50 km/h to the north, to 60 km/h to the south. Sidewalks and curb ramps are provided for crossing all approaches at the intersection.



Figure 1: Tim Sale Drive and Kirkbridge Drive intersection (Image Source: iView)

### CITY OF WINNIPEG TECHNICAL GUIDELINE FOR STOP SIGNS

The City's Technical Guideline for stop signs was referenced to evaluate the need for all-way stop control at Tim Sale Drive and Kirkbridge Drive. The guideline specifies that stop signs 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 Tim Sale Drive and Kirkbridge Drive does not meet the above criteria. However, engineering judgement has been applied to determine that all-way stop control is considered warranted at this time, based on the following:

A 15-hour turning movement count and pedestrian count was conducted at Tim Sale Drive and Kirkbridge Drive on Thursday, March 21, 2019. In the highest eight-hour period, 2,948 vehicles and 120 pedestrians approached the intersection. The approaching volume was split nearly evenly between Tim Sale Drive and Kirkbridge Drive, with 51% of road users approaching from Tim Sale Drive, and 49% of road users approaching from Kirkbridge Drive. All-way stop control is considered appropriate because of the near-even split in approaching traffic volumes.

In the three-year period between 2017 and 2015, there were six right angle collisions reported at Tim Sale Drive and Kirkbridge Road, all of which occurred in 2017. Three of the six collisions resulted in non-fatal injury and three resulted in property-damage only. The spike in right angle collisions in 2017 could be attributable to increased traffic volumes in the area due to new development.

Development is ongoing and traffic volumes may further increase in the near future. For these reasons, all-way stop control is recommended at this time.

**FINANCIAL IMPACT**

**Financial Impact Statement**

Date: **May 24, 2019**

**Project Name:** **First Year of Program** **2019**  
**Traffic Study – Tim Sale Drive and Kirkbridge Drive (Waverley West Ward)**

	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<b>Capital</b>					
Capital Expenditures Required	\$ -	\$ -	\$ -	\$ -	\$ -
Less: Existing Budgeted Costs	-	-	-	-	-
Additional Capital Budget Required	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
<b>Funding Sources:</b>					
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>				
<b>Current Expenditures/Revenues</b>					
Direct Costs	\$ 2,465	\$ -	\$ -	\$ -	\$ -
Less: Incremental Revenue/Recovery	-	-	-	-	-
Net Cost/(Benefit)	<u>\$ 2,465</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Less: Existing Budget Amounts	2,465	-	-	-	-
Net Budget Adjustment Required	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
<b>Additional Comments:</b> The estimated cost of \$2,465.00 for the installation of the all-way stop control which includes labour, materials and equipment will be funded through the 2019 operating budget of the Traffic Services branch of the Streets Maintenance division.					

*"Original Signed by J. Ruby, CPA, CA"*  
 J. Ruby CPA,CA  
 Manager of Finance and Administration

## CONSULTATION

This Report has been prepared in consultation with:  
Winnipeg Parking Authority (WPA)

## 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:** May 28, 2019