

**Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works –
November 4, 2019**

REPORTS

**Item No. 22 Traffic Study – Control Measures for the Corner of Warde Avenue
and Boulevard de la Seigneurie
(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 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 April 2, 2019, 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 within 180 days on the implementation of a stop sign or another traffic control measure at the corner of Warde Avenue and Boulevard de la Seigneurie to address serious, ongoing safety concerns dealing with high speed left hand turns onto eastbound Warde Avenue from Island Lakes.

COMMUNITY COMMITTEE RECOMMENDATION:

On March 4, 2019, the Riel Community Committee passed the following motion:

WHEREAS there have been ongoing complaints and concerns raised in the Island Lakes community concerning high speed turning at Warde Avenue and Boulevard de la Seigneurie;

AND WHEREAS residents have suggested the idea of a roundabout being appropriate for the area, particularly in light of planned future development;

THEREFORE BE IT RESOLVED that the Standing Policy Committee on Infrastructure Renewal and Public Works direct the Winnipeg Public Service to report back on the implementation of a stop sign or another traffic control measure at the corner of Warde Avenue and Boulevard de la Seigneurie to address serious, ongoing safety concerns dealing with high speed left hand turns onto eastbound Warde Avenue from Island Lakes.

ADMINISTRATIVE REPORT

Title: Traffic Study – Control Measures for the Corner of Warde Avenue and de la Seigneurie Boulevard (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	P. Olafson, Interim CFO	M. Ruta, Interim CAO

EXECUTIVE SUMMARY

Warde Avenue and de la Seigneurie Boulevard is an intersection of two collector streets; it also has pedestrian sidewalks and a multi-use path. Following a review of traffic information collected at the intersection, the Public Service has determined that an all-way stop control at Warde Avenue and de la Seigneurie Boulevard is warranted and will be installed. The cost of the installation will be covered by Traffic Services' operating budget.

Development in the area is expected to continue for three to 10 years and will include twinning Warde Avenue. As development continues, and if the intersection geometry changes, a further change to the intersection traffic control will be considered, if necessary.

RECOMMENDATIONS

1. That this report be received as information.

REASON FOR THE REPORT

At the meeting on April 2, 2019, the Standing Policy Committee on Infrastructure Renewal and Public Works directed the Winnipeg Public Service to report on the implementation of a stop sign or another traffic control measure at the corner of Warde Avenue and de la Seigneurie Boulevard to address serious, ongoing safety concerns dealing with high-speed left-hand turns onto eastbound Warde Avenue from Island Lakes.

IMPLICATIONS OF THE RECOMMENDATIONS

There are no implications to receiving this report as information.

HISTORY/DISCUSSION

The intersection of Warde Avenue and de la Seigneurie Boulevard is two-way stop-controlled on Warde Avenue. Warde Avenue is a two-lane, collector street constructed in concrete with eight-metre-wide pavement. Along the northwest side of Warde Avenue is a three metre, asphalt,

multi-use path, separated from Warde Avenue by a grassed boulevard. De la Seigneurie Boulevard is also a collector street, constructed in concrete and divided with a grassed median. The roadway has two lanes in each direction, with an eight-metre-wide travel surface in each direction. De la Seigneurie Boulevard has a concrete sidewalk on both sides of the roadway, both separated from the travel surface by a grassed median.



Figure 1: Intersection of Warde Avenue and de la Seigneurie Boulevard (courtesy of iView)

Local residents expressed concern over drivers making high speed left turns from southbound de la Seigneurie Boulevard to proceed eastbound onto Warde Avenue, and have requested a roundabout at this intersection. It is projected that the area surrounding this intersection to the southeast and southwest will continue to develop considerably over the next three to 10 years. As development progresses, there are plans to twin Warde Avenue, making the geometry similar to de la Seigneurie Boulevard, with two lanes in each direction, separated by a grassed median.

To construct a roundabout now at this intersection would lead to significant reconstruction in a relatively short timeframe when Warde Avenue is twinned. In place of a roundabout, the Winnipeg Public Service will install all-way stop control at the intersection of Warde Avenue and de la Seigneurie Boulevard.

The City's Technical Guideline for stop signs was referenced to evaluate the need for all-way stop control at Warde Avenue and de la Seigneurie Boulevard. 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 (representing the Average Weekday Daily Traffic, or AWDT) 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.

A traffic study was conducted in September 2018, which examined approaching vehicle volumes. The results of the traffic study are as follows:

<u>Location</u>	<u>Highest 8Hr Approaching 0700-0900 & 1200-1800</u>	<u>4000 AWDT Warrant Met?</u>	<u>1600 Approaching from the Minor St</u>	<u>20% Approaching from the Minor St</u>	<u>15 RT Angle Collisions in 3 yrs?</u>
Warde Avenue	2614	Yes (4473)	Yes (1859)	Yes (894.6)	No (3)
De la Seigneurie Boulevard	1859				

As warrant is met, all-way stop control will be installed at Warde Avenue and de la Seigneurie Boulevard. The cost of the installation will be approximately \$300 and will be covered by Traffic Services' operating budget.

FINANCIAL IMPACT

Financial Impact Statement

Date: **October 7, 2019**

Project Name: **First Year of Program** **2019**
Traffic Study – Control Measures for the Corner of Warde Avenue and de la Seigneurie Boulevard (St. Boniface 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	\$ -	\$ -	\$ -	\$ -	\$ -
Funding Sources:					
Debt - Internal					
Debt - External					
Grants (Enter Description Here)					
Reserves, Equity, Surplus					
Other - Enter Description Here					
Total Funding	\$ -	\$ -	\$ -	\$ -	\$ -
Total Additional Capital Budget Required	\$ -				
Total Additional Debt Required	\$ -				
Current Expenditures/Revenues					
Direct Costs	\$ 300				
Less: Incremental Revenue/Recovery					
Net Cost/(Benefit)	\$ 300	\$ -	\$ -	\$ -	\$ -
Less: Existing Budget Amounts	300				
Net Budget Adjustment Required	\$ -	\$ -	\$ -	\$ -	\$ -
Additional Comments: Direct costs of \$300 represent the total estimated costs to install 4 way Stop signage at the intersection of Warde Avenue and De La Seigneurie Boulevard. These expenses will be charged to the 2019 Public Works Department Transportation division operating budget.					

"Original Signed by J. Peters, CPA, CGA"
 J. Peters CPA, CGA
 Acting 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: C. Flather, P. Eng., M.Sc., Traffic Management Engineer
Date: October 8, 2019