

**Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works –
April 21, 2020**

REPORTS

**Item No. 16 Traffic Study at Peguis Street and Prairie Crocus 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 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 October 1, 2019, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the East Kildonan-Transcona Community Committee and directed the Winnipeg Public Service to conduct a traffic study at the intersection of Peguis Street and Prairie Crocus Drive to determine what, if any, interim traffic enhancement could be implemented until such time as a fully completed roadway is in place, and report back to the Standing Committee within 180 days.

COMMUNITY COMMITTEE RECOMMENDATION:

On September 17, 2019, the East Kildonan-Transcona Community Committee passed the following motion:

WHEREAS the development in West Transcona has seen a significant increase of residents in the last five years which has also increased the area traffic flow;

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 at the intersection of Peguis Street and Prairie Crocus Drive to determine what, if any, interim traffic enhancement could be implemented until such time as a fully completed roadway is in place.

ADMINISTRATIVE REPORT

Title: Traffic Study at Peguis Street and Prairie Crocus Drive

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	M. Ruta, Interim CAO

EXECUTIVE SUMMARY

Subsequent to a request by the Standing Policy Committee on Infrastructure Renewal and Public Works at their October 1, 2019 meeting, the Public Service collected relevant data and conducted an assessment of the need for changes in traffic control devices at the intersection of Peguis Street and Prairie Crocus Drive. While the developer is required to fund the future signal at this intersection, introducing a signal now would result in significant delays to Peguis Street traffic, and would result in the City incurring the cost of maintaining the unwarranted signal. Similarly, introducing an all-way stop control at this intersection would result in significant delay for motorists on Peguis Street. As a result of this assessment, the Public Service recommends that no changes be made at this time.

The Public Service will continue to collect traffic data at this intersection to analyze the need for traffic signals or all-way stop control at least every second year moving forward, or prior to the completion of the residential development on the east side of this intersection.

RECOMMENDATIONS

1. That this report be received as information.

REASON FOR THE REPORT

The Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the East Kildonan – Transcona Community Committee and directed the Winnipeg Public Service to conduct a traffic study at the intersection of Peguis Street and Prairie Crocus Drive to determine what, if any, interim traffic enhancement could be implemented until such time as a fully completed roadway is in place, and report back to the Standing Committee.

IMPLICATIONS OF THE RECOMMENDATIONS

There are no implications as a result of the recommendation in this report.

HISTORY/DISCUSSION

Peguis Street is a two-lane undivided roadway that is also a bus route and operates as a local collector street with a posted speed limit of 50 km/h, and carries approximately 4,200 vehicles between 08:30-16:30. Prairie Crocus Drive is a two-lane undivided local street with a channelized approach, has a 50 km/h speed limit, and carries approximately 640 vehicles between 08:30-16:30 (see Figure 1).

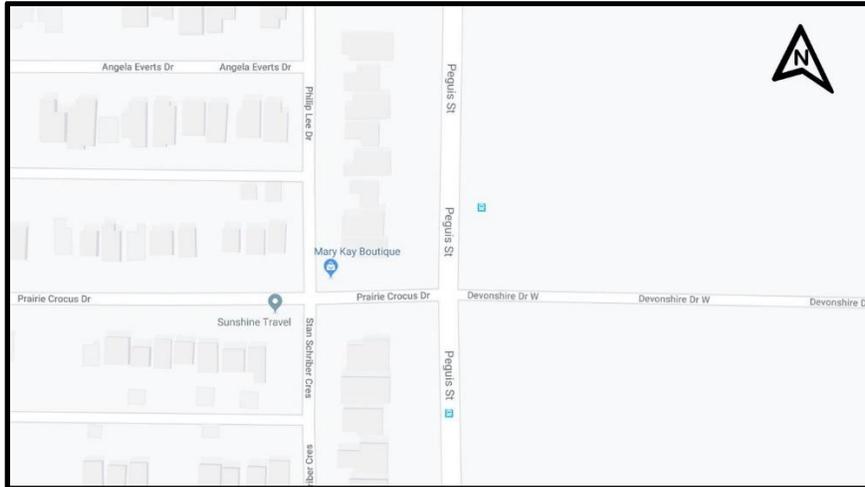


Figure 1 - Intersection of Peguis Street and Prairie Crocus Drive

This intersection currently has two-way stop control for Prairie Crocus Drive and Peguis Street has free flow movement as shown in Figure 2.



Figure 2 - Prairie Crocus Drive - Looking East

A review of traffic control devices was conducted for this intersection to see if changes were required.

TRAFFIC SIGNAL ANALYSIS

A traffic signal warrant analysis was conducted based on data collected on January 7, 2020. The warrant analysis is meant to indicate a need for traffic signals relative to the need at other intersections. This is an indication of where resources are most needed city-wide. Normally, the Public Service recommends installation of traffic signals when there are 100 warrant points or more. In addition to the warrant analysis, other factors are considered, such as third-party development obligations, when making a recommendation for the installation of traffic control signals.

The traffic signal warrant analysis resulted in 29 warrant points. This indicates that the current level of conflict between motorists at this intersection is less than what is experienced at other intersections where traffic signals would likely be warranted.

A review of development agreements indicates that third parties are required to cover the cost of the installation of traffic signals. However, based on the current level of need (warrant level), the Public Service does not recommend the installation because it would be premature. Installing traffic signals at this time would not only result in unnecessary delays at this intersection, but also increase operational costs to the City of Winnipeg.

Based on the above evidence-based analysis, the Public Service does not recommend the installation of traffic signals at this time.

ALL-WAY STOP CONTROL

A review of all-way stop control was also conducted. The analysis indicated that stop signs would create significantly more delay than is currently experienced.

All-way stop control for an intersection of this nature would require a minimum level of vehicular traffic and collision history (for three years) that would be prevented with the installation of all-way stop control.

Warrant Traffic on Main Road	Current Traffic on Main Road	Warrant Traffic on Side Street	Current Traffic on Side Street	Warrant minimum collisions	Current minimum collisions*	Warranted? Y/N
4000	4236	1600	641	15	0	N

Table 1 - Warrant Summary for All-Way Stop Control (*collisions such as right angle or left with through for the most recent three year period)

Based on the above evidence-based analysis, the installation of all-way stop control is not recommended at this time.

The Public Service recommends monitoring the increase in traffic at this intersection at least every second year to re-evaluate the need for traffic signals. There is currently construction on the east leg of this intersection, and as this development continues, the need for traffic signals may increase.

FINANCIAL IMPACT

Financial Impact Statement Date: [March 12, 2020](#)

Project Name:

Traffic Study at Peguis Street and Prairie Crocus Drive

COMMENTS:

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

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

J. Peters CPA,CGA
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; and
5. A transportation system that is financially sustainable.

The recommendations within this report are consistent with the Key Strategic Goals.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

N/A

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: Colleen Flather, P.Eng., Traffic Management Engineer
Date: March 12, 2020