

**Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works –
February 4, 2020**

DECISION MAKING HISTORY:

Moved by Councillor Sharma,

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

Carried

STANDING COMMITTEE RECOMMENDATION:

On September 12, 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 review and report back within 150 days on the following:

1. Identify the locations of transitioning speed limit signs along Waverley Street between Sandusky Drive and Lee Boulevard to determine if adjustments to the sign locations are required to ensure motorists have adequate time to accelerate or decelerate;
2. Investigate safety improvements to the median cuts at the following locations:
 - A. On Waverley Street at Medina Road;
 - B. At 2427 Waverley Street

COMMUNITY COMMITTEE RECOMMENDATION:

On July 2, 2019, the Assiniboia Community Committee passed the following motion:

WHEREAS the development of South Pointe and many multifamily homes on Waverley Street at John Angus Drive and at Sandusky Drive is now complete;

AND WHEREAS Waverley Street is a key collector for the neighbourhoods of South Pointe, Prairie Pointe and Richmond West;

AND WHEREAS 2427 Waverley Street is a religious institution and is growing and expanding its facilities;

AND WHEREAS there are safety concerns for motorists exiting vehicles from 2427 Waverley Street onto Waverley Street going both north and south due to speed, traffic volumes and unmarked medians;

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DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

THEREFORE BE IT RESOLVED that the Standing Policy Committee on Infrastructure Renewal and Public Works be requested to direct the Winnipeg Public Service to review and report back to the Standing Committee on the following:

1. Identify the locations of transitioning speed limit signs along Waverley Street between Sandusky Drive and Lee Boulevard to determine if adjustments to the sign locations are required to ensure motorists have adequate time to accelerate or decelerate;
2. Investigate safety improvements to the median cuts at the following locations:
 - A. On Waverley Street at Medina Road;
 - B. At 2427 Waverley Street

ADMINISTRATIVE REPORT

Title: Traffic Study - Waverley Street

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

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P. Eng.	M. Cantor, acting for J. Berezowsky	N/A	M. Ruta, Interim CAO

EXECUTIVE SUMMARY

Subsequent to the direction of the Standing Policy Committee, the Public Service reviewed the current location where speed limits change on Waverley Street between Lee Boulevard and Sandusky Drive. In addition, the Public Service also reviewed the need for safety improvements to the median openings at Madina Road and 2427 Waverley Street.

The review of the speed limit sign locations indicated that they are in suitable locations. The transition from 80 km/h to 70 km/h, however, requires some driver education through enforcement and, for this reason, the Public Service will request that the Winnipeg Police Service consider this location for enforcement support.

A review of the median openings' operation indicated that they are suitably designed and they operate in a reasonable manner for the type of road and land use surrounding this portion of Waverley Street. To better facilitate the operation of the eastbound to northbound movements, the Public Service will consider the construction of a turnaround at a point approximately 250 metres south of 2427 Waverley Street as part of future safety improvements based on city-wide needs.

RECOMMENDATIONS

1. That this report be received as information.

REASON FOR THE REPORT

On September 12, 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 review and report back within 150 days on the following::

1. Identify the locations of transitioning speed limit signs along Waverley Street between Sandusky Drive and Lee Boulevard to determine if adjustments to the sign locations are required to ensure motorists have adequate time to accelerate or decelerate;
2. Investigate safety improvements to the median cuts at the following locations:
 - A. On Waverley Street at Madina Road
(Manitoba Islamic Association Grand Mosque private approach);

B. At 2427 Waverley Street.

IMPLICATIONS OF THE RECOMMENDATIONS

There are no implications to receiving this report as information.

HISTORY/DISCUSSION

Waverley Street between Lee Boulevard and Sandusky Drive is a four-lane divided road with a speed limit transition (70km/h near Lee Boulevard to 60km/h near Sandusky Drive) and with urban (near Sandusky Drive) and rural (near Lee Boulevard) cross-sections. This portion of Waverley Street is a Regional Street and Truck Route and carries approximately 9,700 vehicles per day. The land use adjacent to this portion of Waverley Street consists of a combination of single detached homes and multi-family residential near Sandusky Drive, whereas the land becomes less dense on the west side closer to Lee Boulevard. It should be noted that there are two private approaches, one at 2427 Waverley Street and the other at Madina Avenue (as shown in Figure 1), which may generate acute levels of traffic on a regular basis on certain days/times of the week.

REVIEW OF SPEED LIMIT TRANSITIONS

The City of Winnipeg establishes speed limits based on a number of factors, including existing geometric design features (e.g., lane width, number of lanes, presence of shoulder or curb, clear zone, presence of median and its width, etc.), adjacent land use, risk of collision and outcome, ability of the road to maintain a level of safety based on design features, presence of traffic control, mix of traffic (vehicular, large vehicles, vulnerable users), access points (private approaches, median openings, and public streets) and compatibility of existing speed limits upstream and downstream of the segment of road under consideration.

Speed limit transitions are made under certain circumstances such that they are predictable and expected by motorists. Doing so reduces the chances of motorists disrespecting the posted speed limits and creates a reasonable expectation by everyone. Speed limits are ideally changed in steps of 10km/h, and under exceptional circumstances, in steps no larger than 20km/h. Transition zones, the areas approaching a reduction in speed where a “speed limit reduction ahead” sign is installed, are generally between 100 – 250 metres, depending on the posted speed limits and subject to the requirements of the most recent version of the Manual of Uniform Traffic Control Devices for Canada.

It should be noted that speed limit increases do not have a warning sign associated with them.

Figure 1 shows the approximate location of the speed limit changes along this portion of Waverley Street.

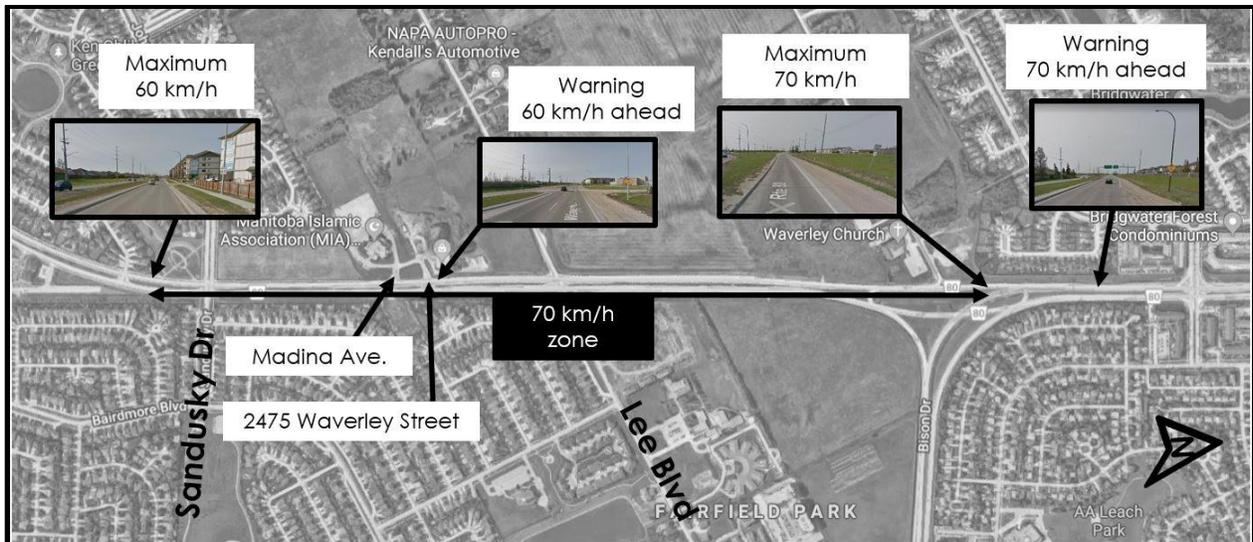


Figure 1 – SB Warning and maximum speed sign location- Aerial View (Image Source: Google Maps)

A review of speed data and transition limits was conducted on this portion of Waverley Street. The speed data indicates that most motorists (85th percentile) travel at or below 74 km/h on this portion of Waverley Street.

This level of speed (85th percentile) suggests that the land use surrounding this portion of Waverley Street, combined with its rural road design, still gives the perception to a small proportion of motorists that they are still in the 80 km/h speed zone. In view of this, the Public Service will contact the Winnipeg Police Service and request speed enforcement along this portion of Waverley Street. Motorists lower their speed as they approach the 60 km/h speed zone. This is a transition zone that includes an urban road design and helps motorists realize that they are to reduce their speeds due to the built-up area, including the potential to encounter pedestrians adjacent to Waverley Street south of Sandusky Drive.

SAFETY IMPROVEMENTS REVIEW

The Public Service also reviewed the operation of the private approaches on this portion of Waverley Street.

A review of sight lines indicated that there is adequate visibility of motorists when trying to enter Waverley Street and the vehicular operation at this private approach is similar to that of other similar approaches on roads with a rural cross section and speeds above 60 km/h. Eastbound motorists heading north on Waverley Street need to find a gap in traffic for both directions of traffic. This situation could be resolved by providing a turnaround. This would be an alternative to creating a two-stage crossing of Waverley Street. An example of this can be found on Bishop Grandin Boulevard east of River Road (Figure 2). This turnaround provides an option to northbound motorists to head west, as well as eastbound motorists to head north.



Figure 2 - Turnaround on Bishop Grandin Blvd. near River Rd. (Image Source: Google Maps)

This alternative would allow eastbound motorists to focus on one stream of traffic at a time instead of trying to find a gap in both directions of traffic. A suitable location for such a turnaround could be investigated at a point approximately 250 metres south of 2427 Waverley Street as shown in Figure 3.



Figure 3 - Proposed turnaround location on Waverley Street

The Public Service will review the turnaround for potential inclusion in future safety improvements based on city-wide needs.

FINANCIAL IMPACT

Financial Impact Statement Date: January 3, 2020

Project Name:
Traffic Study - Waverley Street

COMMENTS:

There are no financial impacts associated with the recommendations of this report.

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 next steps discussed 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: January 3, 2020