

**Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works –
January 7, 2020**

REPORTS

**Item No. 20 Traffic Study – Camp Manitou Road and Oak Forest Crescent
(Charleswood-Tuxedo-Westwood 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 May 28, 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 at the intersection of Camp Manitou Road and Oak Forest Crescent to determine if a four-way stop is warranted, and report back to the Standing Committee within 180 days.

COMMUNITY COMMITTEE RECOMMENDATION:

On May 7, 2019, the Assiniboia Community Committee passed the following motion:

WHEREAS there have been concerns from area residents regarding safety at the intersection of Camp Manitou Road and Oak Forest Crescent, particularly for children biking along the road toward Camp Manitou;

AND WHEREAS the current speed limit on Camp Manitou Road approaching Oak Forest Crescent is 90 km/hr., making it extremely dangerous for cyclists and children;

AND WHEREAS there have been complaints and safety concerns from area residents regarding drivers speeding along Camp Manitou Road in both directions;

AND WHEREAS there have been several near misses with cyclists and pedestrians at the intersection of Camp Manitou Road and Oak Forest Crescent;

AND WHEREAS residents have advocated for the installation of a four-way stop to replace the current two-way stop at the intersection;

AND WHEREAS a four-way stop would improve safety at the intersection as well as assist in preventing possible accidents;

AND WHEREAS the Director of Camp Manitou fully supports measures to improve neighbourhood safety for residents and campers;

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DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

THEREFORE BE IT RESOLVED that the Assiniboia Community Committee recommend to the Standing Policy Committee on Infrastructure Renewal and Public Works that the Winnipeg Public Service be directed to conduct a traffic study at the intersection of Camp Manitou Road and Oak Forest Crescent to determine if a four-way stop is warranted, and report back to the Standing Committee within 180 days.



ADMINISTRATIVE REPORT

Title: Traffic Study – Camp Manitou Road and Oak Forest Crescent

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

The intersection of Camp Manitou Road and Oak Forest Crescent is in the Rural Municipality (RM) of Headingley and consequently traffic control for the intersection is under the authority of the RM and not the City of Winnipeg. A technical review of four-way stop control and pedestrian crossing control based on a 12-hour November 2019 traffic count and City of Winnipeg guidelines indicates that no change to the current two-way stop control is warranted from a technical perspective at this time.

RECOMMENDATIONS

That this report be received as information.

REASON FOR THE REPORT

On May 28, 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 at the intersection of Camp Manitou Road and Oak Forest Crescent to determine if a four-way stop is warranted, and report back to the Standing Committee within 180 days.

IMPLICATIONS OF THE RECOMMENDATIONS

There are no implications as a result of this recommendation.

HISTORY/DISCUSSION

BACKGROUND INFORMATION

On May 7, 2019 the Assiniboia Community Committee recommended to the Standing Policy Committee on Infrastructure Renewal and Public Works that the Winnipeg Public Service be directed to conduct a traffic study at the intersection of Camp Manitou Road and Oak Forest

Crescent to determine if a four-way stop is warranted, and report back to the Standing Committee within 180 days. Reasons stated for the request included:

- Concerns from area residents regarding safety at the intersection of Camp Manitou Road and Oak Forest Crescent, particularly for children biking along the road toward Camp Manitou;
- The current speed limit on Camp Manitou Road approaching Oak Forest Crescent is 90 km/hr., making it extremely dangerous for cyclists and children;
- There have been complaints and safety concerns from area residents regarding drivers speeding along Camp Manitou Road in both directions;
- There have been several near misses with cyclists and pedestrians at the intersection of Camp Manitou Road and Oak Forest Crescent;
- Residents have advocated for the installation of a four-way stop to replace the current two-way stop at the intersection;
- Residents believe a four-way stop would improve safety at the intersection as well as assist in preventing possible accidents;
- The Director of Camp Manitou fully supports measures to improve neighbourhood safety for residents and campers.

TRAFFIC CHARACTERISTICS

The intersection of Camp Manitou Road and Oak Forest Crescent is a four-legged intersection comprised of a private approach to the south, Green Oaks Lane to the west, Camp Manitou Road to the north and Oak Forest Crescent to the east (see Figure 1). The City of Winnipeg boundary with the Rural Municipality (RM) of Headingley is located along the eastern edge of Camp Manitou Road. As a result, Oak Forest Crescent immediately east of the intersection is in the City of Winnipeg while the other three legs of the intersection and the intersection itself are located in the RM of Headingley. The intersection is currently controlled by stop signs on Green Oaks Lane for eastbound traffic and Oak Forest Crescent for westbound traffic. Generally, traffic entering a street from a private approach is required to stop; however, the configuration of this intersection may suggest to northbound traffic on the private approach that they do not need to stop to enter the intersection. The speed limit on all approaches is 50 km/h (there isn't currently a 90 km/h speed limit on Camp Manitou Road as indicated in the disposition). None of the intersection legs are designated as truck routes and there is no transit service in the area. A search of reported collisions in the latest ten years of available collision history (2009 – 2018) was conducted, with no reported collisions at this intersection.

The Camp Manitou Road/Oak Forest Crescent intersection is located in the southwest corner of The Oaks residential development. Oak Forest Crescent and Camp Manitou Road serve as collector streets for the development connecting residents with PTH 1/Portage Avenue to the north and PTH 100 to the east. The private approach to the south provides property access to 17 units at 390 Oak Forest Crescent at a point south of the Camp Manitou Road/Oak Forest Crescent intersection; however, this connection is closed with posts and a chain. At the intersection, the south leg is signed as 'Private Driveway No Exit' and 'Dead End Road'. The only pedestrian facility at the intersection is a pathway on the north side of Oak Forest Crescent that connects to the northeast corner of the intersection.



Figure 1: Study Intersection

To the west, Green Oaks Lane provides access to rural properties in the RM of Headingley including Camp Manitou and terminates as a dead-end roadway. Camp Manitou is a 28-acre summer camp and year-round outdoor recreation facility along the Assiniboine River. Amenities at the facility include a gym, heated outdoor pool, cabins and a skating rink. A new lodge with dining facility is currently under construction and slated to open in the summer of 2020.

A 12-hour traffic count (7:00 a.m. to 7:00 p.m.) was completed at the intersection on Tuesday, November 5, 2019. This count captured all vehicle, pedestrian, and cyclist movements at the intersection. During the 12-hour count, no cyclists were observed at the intersection; however, it was noted that the lack of cyclists may simply reflect the time of year that the count was undertaken. Thirty-five pedestrians were observed at the intersection during the count with 14 pedestrians crossing Camp Manitou Road, 12 pedestrians crossing Oak Forest Crescent, and nine pedestrians crossing the private approach. Similar to the cycling counts, the time of year likely influenced the level of pedestrian activity, particularly in consideration of the seasonal changes in activity at Camp Manitou.

Vehicle traffic volumes at the Camp Manitou Road/Oak Forest Crescent intersection are summarized in Figure 2. During the 12-hour count, only 1% of vehicles at the intersection made through movements. The highest volume movements by a significant margin were the southbound left turn into The Oaks and the corresponding westbound right turn onto Camp Manitou Road (representing 87% of the total intersection traffic). The next highest volume movements were the southbound right turning movement onto Green Oaks Lane and the corresponding eastbound left turn (representing 12% of the total intersection volume). Estimated daily volumes on all four intersection legs are consistent with local street volume levels.

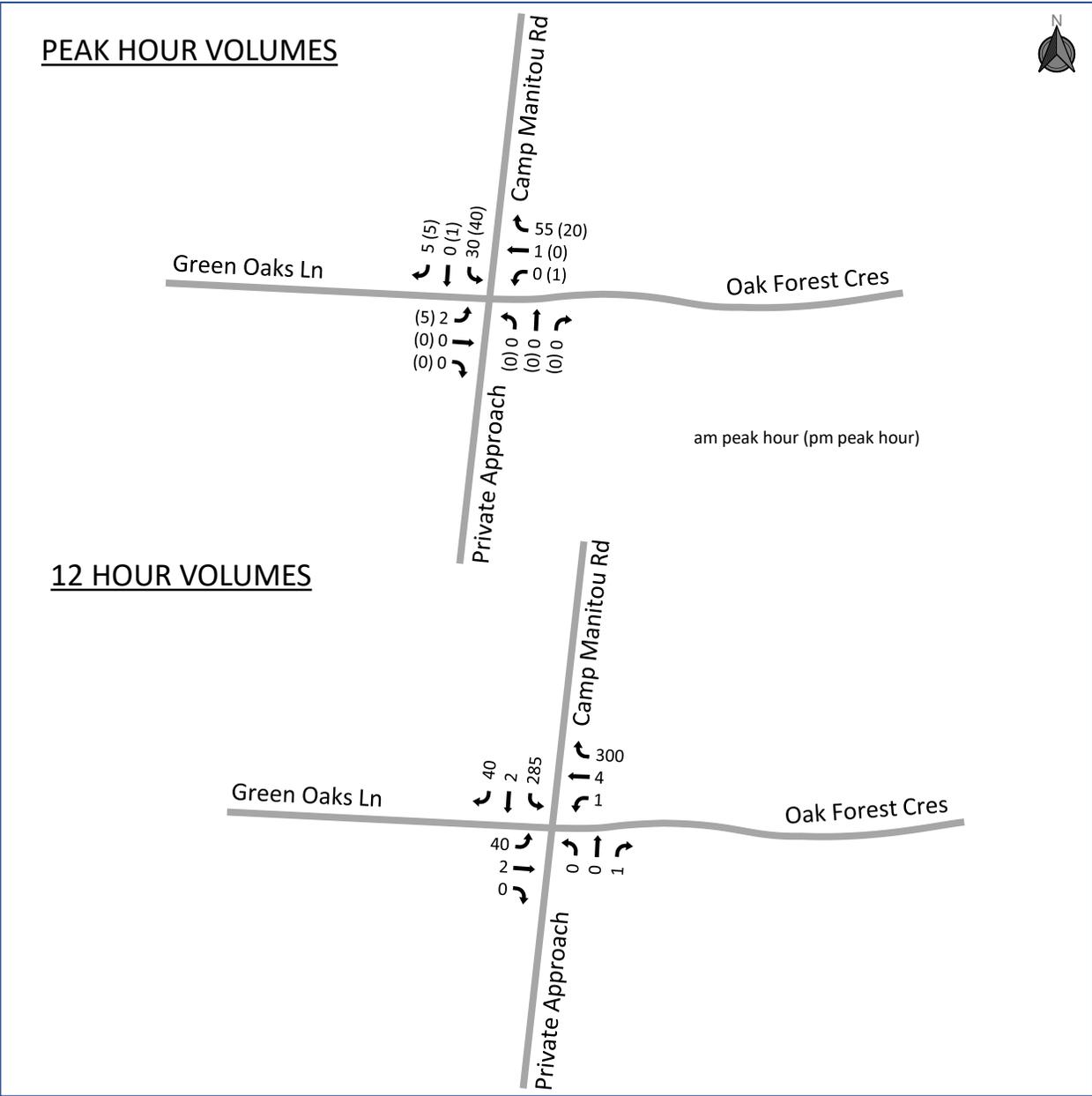


Figure 2: Intersection Traffic Volumes

ALL-WAY STOP CONTROL GUIDELINES AND ASSESSMENT

Stop signs have been found to be effective to achieve the following:

1. For assigning right-of-way at intersections where large traffic volumes (vehicles and/or pedestrians) approaching the intersection from all directions are close to being equal,
2. To reduce conflicts between vehicles entering an intersection from a stop-controlled street and vehicles travelling on the uncontrolled street, and
3. Where the horizontal or vertical curvature of the roadway approaching the intersection results in a deficiency in sight-visibility lines and reduced safe sight-stopping distance.

In the case of Camp Manitou Road and Oak Forest Crescent, the volumes of traffic approaching the intersection are not equal with the southbound left and westbound right turn movements representing 87% of traffic, meaning that warrant #1 is not met. There is no collision history to indicate that warrant #2 is met, though near misses involving pedestrians and cyclists are indicated in the disposition. Lastly, sight lines and visibility are generally good; however, vegetation growth in the southwest corner of the intersection may reduce visibility of eastbound and northbound vehicles at certain times of year (though the northbound volume is very low). It is noted that an RM representative has indicated to the City that they do not support the installation of a four-way stop at the intersection at this time.

In terms of speed concerns, it is noted that stop signs do cause motorists to slow down (only within one or two properties before and after the intersection) but studies have indicated that speeds increase mid-block to the original speeds and often 5-10 km/h higher as drivers attempt to make up the lost time due to the stop. Given that only 1% of traffic proceeds through at this intersection, maximum vehicle speeds in the intersection are limited to the speed at which vehicles make southbound right or left turns from Camp Manitou Road.

Warrants for four-way stop control were evaluated based on both a local designation (due to traffic volumes at the intersection) and a collector designation (due to the function of Camp Manitou Road and Oak Forest Crescent). For local street intersections with 50 km/h speed limits, the City's guidelines indicate that stop signs may be installed provided that there is no other form of traffic control device (e.g. another stop sign, traffic control signal or pedestrian crosswalk or corridor) within 250 metres of the intersection and the following conditions are met:

- There are 350 or more vehicles approaching the intersection during the highest hour of traffic volume; 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 3-year period.

The intersection of Camp Manitou Road and Oak Forest Crescent does not meet these conditions.

For a collector street intersection, a four-way stop may be installed provided that:

- In the highest 8-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 3-year period.

The intersection of Camp Manitou Road and Oak Forest Crescent does not meet these conditions.

Pedestrian crossing control was also considered outside of the four-way stop warrant; however, based on the November count, the level of pedestrian activity is well below the minimum level of

15 equivalent adult units over a seven-hour period recommended by the guidelines. A summer count would be needed to quantify how the level of activity differs in the non-winter months.

SUMMARY

The key consideration in the evaluation of the intersection of Camp Manitou Road and Oak Forest Crescent is that the intersection is located within the RM of Headingley and, therefore, the authority to make changes to the traffic control resides with the RM and not the City of Winnipeg. The RM has implemented a 50 km/h speed limit on Camp Manitou Road and has indicated to City representatives that they do not support a four-way stop at this time. A technical review of four-way stop control and pedestrian crossing control based on a 12-hour November 2019 traffic count indicates that no change to the current two-way stop control is warranted at this time.

FINANCIAL IMPACT

Financial Impact Statement Date: [December 6, 2019](#)

Project Name:
Traffic Study – Camp Manitou Road and Oak Forest Crescent

COMMENTS:

There is no financial impact associated with the recommendation 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:

RM of Headingley

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.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

There is a linkage between making Winnipeg's transportation network safer and Key Directions 3.1 "Increase Use and Efficiency of Public Transit Systems", 3.4 "Increase Active Transportation Rates", and 3.5 "Reduce Traffic Congestion". A safer transportation network for all users will encourage active mode use and transit use, and through reducing unsafe activity and incidents which create delay to users, make the network operate more efficiently.

SUBMITTED BY

Department: Public Works

Division: Transportation

Prepared by: C. Flather, P.Eng., M.Sc., Traffic Management Engineer

Date: December 9, 2019