



**Agenda – Standing Policy Committee on Infrastructure Renewal and Public Works – April 6, 2018**

**DECISION MAKING HISTORY:**

**STANDING COMMITTEE RECOMMENDATION:**

On February 27, 2018, the Standing Policy Committee on Infrastructure Renewal and Public Works granted an extension of time to its April 6, 2018 meeting for the Winnipeg Public Service to report back on the matter.

On November 21, 2017, 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 investigate, and report back within 90 days, on the installation of two 3-way stops to be located at the following intersections:

1. Blue Meadow Road and North Town Road
2. Blue Meadow Road and Wood Glen Road.

**COMMUNITY COMMITTEE RECOMMENDATION:**

On November 6, 2017, the Riel Community Committee passed the following motion:

That the Standing Policy Committee on Infrastructure Renewal and Public Works direct the Winnipeg Public Service to investigate the installation of two 3-way stops: one to be located at Blue Meadow Road and North Town Road, and one to be located at Blue Meadow Road and Wood Glen Road.

# ADMINISTRATIVE REPORT

**Title:** Bluemeadow Road and North Town Road & Bluemeadow Road and Wood Glen Road Traffic Study for All-Way Stop Control

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

## AUTHORIZATION

Author	Department Head	CFO	CAO
B. Neirinck, P.Eng., Acting Manager of Transportation	J. Berezowsky Acting Director of Public Works	N/A	D. McNeil

## EXECUTIVE SUMMARY

At the request of the Standing Policy Committee on Infrastructure Renewal and Public Works, traffic studies were completed at the intersections of Bluemeadow Road and North Town Road and Bluemeadow Road and Wood Glen Road, to determine if the installation of all-way stop controls is warranted. In both cases the volume of traffic through the intersection is not large enough to warrant all-way stop control. Right angle and left opposing collision statistics at these intersections also do not warrant all-way stop control.

## RECOMMENDATIONS

That this report be received as information.

## REASON FOR THE REPORT

At the November 21, 2017 meeting of the Standing Policy Committee on Infrastructure Renewal and Public Works, the committee directed the Public Service to investigate on the installation of two 3-way stops to be located at the following intersections:

1. Bluemeadow Road and North Town Road
2. Bluemeadow Road and Wood Glen Road.

## IMPLICATIONS OF THE RECOMMENDATIONS

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

## HISTORY/DISCUSSION

Bluemeadow Road is a residential street, with a nine metre wide concrete surface. There are no sidewalks on Bluemeadow Road.

North Town Road is a collector street, with a ten metre wide concrete surface. There is a concrete sidewalk along the east side of North Town Road, which is separated from the vehicle travel lanes with a grassed boulevard. Along the west side of North Town Road there is an active transportation path; this is also separated with a grassed boulevard.

Wood Glen Road is a residential street, with a nine metre wide concrete surface. There are no sidewalks on Wood Glen Road.

The intersection of Bluemeadow Road and North Town Road is controlled with stop signs, stopping Bluemeadow Road (and Creekside Road) traffic. The intersection of Bluemeadow Road and Wood Glen Road is also stop controlled, with northbound traffic on Wood Glen Road stopping. Both intersections are t-intersections. See Figure 1 below.



Figure 1: Bluemeadow Road with Intersections of Wood Glen Road and North Town Road. (Figure courtesy of iView)

### BlueMeadow Road at Northtown Road Intersection

The Public Works Technical Guideline for all-way stop control has the following warrant criteria for an intersection with one or more collector streets:

Stop signs 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

\*where the 85 percentile speed is greater than 60 km/h, this value should be reduced by 30%

A traffic study was conducted in December, 2017 at Bluemeadow Road and North Town Road. The study showed the 12-hour volume (06:00 to 21:15) was 1072, this does not meet warrant for volume based on 4000 vehicles in the highest 8 hours. A review of the traffic collisions for this intersection for the most recent three years of available collision data showed no collisions at this intersection that were right-angle or left with opposing through collisions; this does not meet the warrant level of 15 collisions in a 3-year period. All-way stop control is not warranted at this intersection.

#### BlueMeadow Road at Wood Glen Road Intersection

The Public Works Technical Guideline for all-way stop control has the following warrant criteria for an intersection with two local streets:

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 both of 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.

\*where the 85 percentile speed is greater than 60 km/h, this value should be reduced by 30%

A traffic study was conducted in December, 2017 at Bluemeadow Road and Wood Glen Road. The study showed the highest one-hour volume approaching the intersection was from 16:45 – 17:45 with 95 vehicles, this does not meet with warrant of 350 vehicles. A review of the traffic collisions for this intersection for the most recent three years of available collision data showed no collisions at this intersection that were right-angle or left with opposing through collisions; this does not meet the warrant level of 15 collisions in a 3-year period. All-way stop control is not warranted at this intersection.

**FINANCIAL IMPACT**

**Financial Impact Statement**

**Date:** [February 27, 2018](#)

**Project Name:**

**Bluemeadow Road and North Town Road & Bluemeadow Road and Wood  
Glen Road Traffic Study for All-Way Stop Control**

**COMMENTS:**

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

"Original signed by J. Ruby, CPA, CA"

J. Ruby, CPA, CA

Manager of Finance & Administration

**CONSULTATION**

This Report has been prepared in consultation with: n/a

**OURWINNIPEG POLICY ALIGNMENT**

The recommendation of this report is aligned with the Transportation Master Plan key strategic goal Number 3: To provide a safe, efficient and equitable transportation system for people, goods and services.

**SUBMITTED BY**

Department: Public Works  
Division: Transportation  
Prepared by: C. Flather, P. Eng., Community Traffic Engineer  
Date: March 1, 2018