

**Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works –  
March 14, 2016**

**REPORTS**

**Item No. 6                    All-Way Stop Signs at Aldgate Road & Dakota Street and Aldgate  
Road & Paddington Road  
(St. Norbert Ward)**

**STANDING COMMITTEE DECISION:**

The Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service that all-way stop signs NOT be installed at Aldgate Road & Dakota Street or Aldgate Road & Paddington Road.

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**DECISION MAKING HISTORY:**

Moved by Councillor Sharma,

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

Carried

**STANDING COMMITTEE RECOMMENDATION:**

On January 5, 2016, the Standing Policy Committee on Infrastructure Renewal and Public Works laid over the matter for 60 days.

On November 3, 2015, the Standing Policy Committee on Infrastructure Renewal and Public Works laid the matter over to the January 2016 meeting.

On June 23, 2015, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Riel Community Committee, as amended, and directed the Winnipeg Public Service:

1. To conduct a traffic study on the potential to install a stop sign at the intersections of Aldgate Road and Dakota Street, and/or Aldgate Road and Paddington Road.
2. To report back to the November 3, 2015 meeting if the stop sign is not warranted but if the stop sign is warranted that the stop sign be installed and the ward Councillor be notified.

**COMMUNITY COMMITTEE RECOMMENDATION:**

On June 11, 2015, the Riel Community Committee passed the following motion:

WHEREAS the community of River Park South has experienced significant growth south of Aldgate Road in the last few years, and will be experiencing more in the years to come;

AND WHEREAS Aldgate Road is the major east-west transportation corridor in the newer development area of River Park South and is experiencing increased traffic volumes;

AND WHEREAS Aldgate Road is a major crossing for students attending the surrounding Samuel Burland School, and Highbury Schools;

AND WHEREAS studies from the Public Works Department have been recently done on looking at Active Transportation routes to schools;

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DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

AND WHEREAS a stop sign should be designated at some point on Aldgate Road to enable students within the St. Norbert Community;

THEREFORE BE IT RESOLVED that the Riel Community Committee recommend to the Standing Policy Committee on Infrastructure Renewal and Public Works that the Winnipeg Public Service be requested to conduct a traffic study on the potential to install a stop sign at the intersections of Aldgate Road and Dakota Street, and/or Aldgate Road and Paddington Road.

## ADMINISTRATIVE REPORT

**Title:** All-Way Stop Signs at Aldgate Road & Dakota Street and Aldgate Road & Paddington Road

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

### AUTHORIZATION

Author	A/Department Head	CFO	CAO/COO
Luis Escobar, P.Eng., PTOE	L.P. Deane, P. Eng.	n/a	M. Jack COO

### RECOMMENDATIONS

That all-way stop signs NOT be installed at Aldgate Road & Dakota Street or Aldgate Road & Paddington Road. Traffic will continue to be monitored on a regular basis for increases in volume.

### REASON FOR THE REPORT

The Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Riel Community Committee, as amended, and directed the Winnipeg Public Service:

1. To conduct a traffic study on the potential to install a stop sign at the intersection of Aldgate Road and Dakota Street, and/or Aldgate Road and Paddington Road.
2. To report back to the November 3, 2015 meeting if the stop sign is not warranted but if the stop sign is warranted that the stop sign be installed and the ward Councillor be notified.

### EXECUTIVE SUMMARY

The Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Riel Community Committee, as amended, and directed the Winnipeg Public Service to conduct a traffic study on the potential to install a stop sign at the intersection of Aldgate Road and Dakota Street, and/or Aldgate Road and Paddington Road. Stop sign warrant was NOT met for either intersection.

### IMPLICATIONS OF THE RECOMMENDATIONS

There are no implications to the recommendations of this report.

### HISTORY / DISCUSSION

Aldgate Road is a collector street extending Burland Avenue to St. Anne's Road.

**Aldgate Road & Dakota Street Intersection Description:** Aldgate Road is a collector street extending Burland Avenue to St. Anne's Road. Aldgate Road is classified as a minor collector street, with a 24 metre right of way and 10 metre of paved surface. Paddington Road is classified as a minor collector street, with a 24 metre right of way and 10 metre of paved surface.

The speed limit on Aldgate Road and Paddington Road are 50 km/h. There are sidewalks on the north and south sides of Aldgate Road. Paddington Road has a sidewalk on the east side of the roadway. The intersection is controlled with stop signs on Paddington Road.

**Aldgate Road & Paddington Road Intersection Description:** Aldgate Road is classified as a minor collector street, with a 24 metre right of way and 10 metre of paved surface. The intersection is a t-intersection with Dakota Street ending at the intersection. Dakota Street at Aldgate Road is classified as a minor collector street, with a 24 metre right of way, a 7 metre southbound lane for vehicles turning to travel eastbound and for eastbound vehicles on Aldgate Road turning to travel northbound on Dakota Street. The intersection also includes 2 pedestrian refuse islands and two yield lanes. The yield lanes are for southbound traffic on Dakota Street turning to travel westbound on Aldgate Road and for westbound vehicles turning to travel northbound on Dakota Street. The speed limit on Aldgate Road and Dakota Street are 50 km/h. There are sidewalks on the north and south sides of Aldgate Road. Dakota Street has sidewalks on both the east and west sides of the roadway. The intersection is controlled with a stop sign on Dakota Street and yield signs, as described above.



Photo 1: Intersection of Aldgate Road & Dakota Street (Photo from iView, 2014, pedestrian refuse islands highlighted by the red pin to show location).

### **Results of Traffic Study:**

A traffic study was conducted in October, 2015 to measure volume for all approaches to the intersections of:

1. Aldgate Road & Dakota Street and
2. Aldgate Road & Paddington Road.

The traffic study included volumes of the vehicle traffic as well as the pedestrian traffic for each intersection; these two measures are part of the stop sign warrant criteria in the City of Winnipeg Technical Guidelines. A review of the collisions for each intersection was also conducted as part of the stop sign warrant criteria.

The stop sign warrant criteria for an intersection with at least one collector street as part of the intersection is as follows:

**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; with
- 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%

**Traffic study results at Aldgate Road and Dakota Street were the following:**

- a) In the highest 8-hour average weekday period, 4000 vehicles approach the intersection with at least 1600 vehicles and pedestrians approaching on the minor street with, an average delay to traffic in excess of 30 seconds; with **Highest 8-hour volume was 3561 vehicles, 47 pedestrians for a total for 3608. Warrant NOT met.**
- b) At least 20% of the total intersection vehicle volume approaches on the minor street; **Not considered as the total intersection volume did not meet warrant. Warrant NOT met.** or
- c) More than 15 right-angle or left with opposing through collisions have been reported at the intersection in a 3-year period. **There was no reported collision in the last 3-years of collision data. Warrant NOT met.**

Note for this intersection: Aldgate Road & Dakota Street is a t-intersection (with three legs). For t-intersections there are 25% less conflict points than a 4-legged intersection. This should be kept in mind as a volume of 4000 approaching the intersection would have less delay to drivers and pedestrians than for a standard four-legged intersection. For the intersection in particular, the conflict points are further reduced by the yield lanes (as described above). These factors make the Aldgate Road & Dakota Street a less desirable site for an all-way stop, even if volume is increased.

**Traffic study results for Aldgate Road & Paddington Road were the following:**

- a) In the highest 8-hour average weekday period, 4000 vehicles approach the intersection with at least 1600 vehicles and pedestrians approaching on the minor street with, an average delay to traffic in excess of 30 seconds; with **Highest 8-hour volume was 2490 vehicles, 197 pedestrians for a total for 2687. Warrant NOT met.**
- b) At least 20% of the total intersection vehicle volume approaches on the minor street; **Not considered as the total intersection volume did not meet warrant. Warrant NOT met.** or
- c) More than 15 right-angle or left with opposing through collisions have been reported at the intersection in a 3-year period. **There were 2 reported collisions in the last 3-years of collision data. Warrant NOT met.**

**FINANCIAL IMPACT**

**Financial Impact Statement**      **Date:**    [October 16, 2015](#)

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**Project Name:**

**All-Way Stop Signs at Aldgate Road & Dakota Street and  
Aldgate Road & Paddington Road**

**COMMENTS:**

There is no financial impact as a result of the recommendations in this report.

"Original signed by D. Stewart, CA"  
D. Stewart, CA  
Manager of Finance & Administration

**CONSULTATION**

**In preparing this Report there was consultation with:** n/a

**OURWINNIPEG POLICY ALIGNMENT**

n/a

**SUBMITTED BY**

Department:    Public Works  
Division:        Transportation  
Prepared by:    Community Traffic Engineer, Colleen Flather, P. Eng., M.Sc.  
Date:             October 20, 2015