

**Agenda – Standing Policy Committee on Infrastructure Renewal and Public Works –
November 21, 2017**

REPORTS

**Item No. 15 Aldgate Road and Paddington Road Traffic Study to Consider All-
Way Stop or a Pedestrian Crosswalk
(South Winnipeg - St. Norbert Ward)**

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

That the Standing Policy Committee on Infrastructure Renewal and Public Works receive this report as information.

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DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On October 31, 2017, the Standing Policy Committee on Infrastructure Renewal and Public Works laid over the matter to its meeting on November 21, 2017.

On May 30, 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 conduct a traffic study to investigate if a 4-way stop or crosswalk is warranted at the intersection of Aldgate Road and Paddington Road, and report back within 120 days.

COMMUNITY COMMITTEE RECOMMENDATION:

On May 1, 2017, the Riel Community Committee passed the following motion:

WHEREAS River Park South, south of Aldgate Road is in the final stages of development and the volume of traffic has increased;

AND WHEREAS many youth cross Aldgate Road to reach Samuel Burland School and Highgate School;

AND WHEREAS this crossing was identified as a key crossing route in the City of Winnipeg's Safe Routes to School Travel Plans;

THEREFORE BE IT RESOLVED THAT the Standing Policy Committee on Infrastructure Renewal and Public Works direct the Winnipeg Public Service to conduct a traffic study to investigate if a 4-way stop or crosswalk is warranted at the intersection of Aldgate Road and Paddington Road.



ADMINISTRATIVE REPORT

Title: Aldgate Road and Paddington Road Traffic Study to Consider All-Way Stop or a Pedestrian Crosswalk

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

AUTHORIZATION

| Author | Department Head | CFO | CAO |
|---------------------------------|--|-----|-----------|
| L. Escobar, P.Eng., P.T.O.E. | J. Berezowsky Acting Director of Public Works | n/a | D. McNeil |

EXECUTIVE SUMMARY

This report is in response to the Standing Policy Committee on Infrastructure Renewal and Public Works direction to the Winnipeg Public Service to conduct a traffic study at the intersection of Aldgate Road and Paddington Road to see if all-way stop control or a pedestrian crossing is warranted. Traffic studies conducted for this intersection indicate that all-way stop control is not warranted. Traffic studies conducted for pedestrian crossing control indicate that pedestrian crossing control is not warranted for this intersection.

RECOMMENDATIONS

That the Standing Policy Committee on Infrastructure Renewal and Public Works receive this report as information.

REASON FOR THE REPORT

On May 30, 2017, the Standing Policy Committee on Infrastructure Renewal and Public Works directed the Winnipeg Public Service to conduct a traffic study at the intersection of Aldgate Road and Paddington Road to see if all-way stop control or a pedestrian crossing is warranted.

IMPLICATIONS OF THE RECOMMENDATIONS

There are no implications to receiving this report as information.

HISTORY/DISCUSSION

Aldgate Road is a collector street, constructed in concrete, with a 10-metre-wide travel surface. There are concrete sidewalks on both the north and south side of Aldgate Road, separated from the roadway by a grass boulevard. Paddington Road is also a collector street, constructed in concrete, with a 10-metre-wide travel surface. Paddington Road has a concrete sidewalk

constructed on the east side, separated from the roadway by a grass boulevard. On the west side of Paddington Road, there is an asphalt active transportation path, also separated from the roadway by a grass boulevard. The intersection of Aldgate Road and Paddington Road is currently two-way stop controlled, with traffic on Paddington Road stopping.

A traffic study was conducted in June, 2017 to determine if a crosswalk was warranted at the intersection of Aldgate Road and Paddington Road. The warrant for pedestrian crossing control is dependent on the average hourly pedestrian volume, as well as location of the intersection in the transportation network and proximity of the intersection to an elementary school. The intersection of Aldgate Road and Paddington Road is used by some students walking to Samuel Burland School, the intersection is not located close enough to the school to be considered as an elementary school crossing. City of Winnipeg Technical Guidelines, have the following warrant for pedestrian crossing control:

1. Average hourly pedestrian volume in terms of Equivalent Adult Units (EAUs) is greater or equal to 15 per hour over a minimum of seven-hour continuous period and Average Daily Traffic (ADT) is greater or equal to 1,500 vehicles per day. EAUs account for age and differences in physical ability.
2. The proposed crossing control location is at a minimum distance “d”, from the nearest form of traffic control. “d” can be set at any distance between 100 m and 200 m for a particular location. Selection of a value “d” depends on factors such as road type and expected queue lengths.

The traffic study indicated, that the average EAUs over the highest 7 continuous hours was 9 EAUs on both Aldgate Road and Paddington Road. This intersection does not meet warrant for pedestrian crossing control.

The City of Winnipeg Technical Guideline for all-way stop control for the intersection of two collector streets is as follows:

All Other Intersections (intersections of one or more collector or arterial streets):

Stop signs may be installed provided that:

- a) 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
 - b) At least 20% of the total intersection vehicle volume approaches on the minor street.
- Or,
- c) 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 volume study was conducted in September 2015 for the intersection of Aldgate Road and Paddington Road. Traffic volume data is considered relevant for up to five years.

- a) 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 highest 8-hour volume was 3,569 vehicles, 53 pedestrians for a total of 3,622. Warrant is NOT met.

and

- b) At least 20% of the total intersection vehicle volume approaches on the minor street; Volume on Paddington Road for the highest 8-hour volume was 655 vehicles, or 18%. Warrant is NOT met.

Or,

- c) More than 15 right-angle or left with opposing through collisions have be reported at the intersection in a 3-year period. There were 2 reported collisions in the last 3-years of collision data. Warrant is NOT met.

FINANCIAL IMPACT

Financial Impact Statement

Date: [September 19, 2017](#)

Project Name:

Aldgate Road and Paddington Road Traffic Study to Consider All-Way Stop or a Pedestrian Crosswalk

COMMENTS:

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

"Original signed by J. Ruby, CAP, 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: Colleen Flather, M. Sc., P.Eng.
Date: September 19, 2017