

**Agenda – Standing Policy Committee on Infrastructure Renewal and Public Works –
September 7, 2018**

REPORTS

**Item No. 24 Kirkbridge Drive/Stan Bailie Drive and Tim Sale Drive All-Way Stop
Control
(South Winnipeg - St. Norbert Ward)**

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

1. That a signed and painted crosswalk be installed at the north leg of the intersection of Kirkbridge Drive/Stan Bailie Drive and Tim Sale Drive.
2. That the proper officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

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DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On April 6, 2018, 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 determine if an all-way stop sign is warranted at the intersection of Tim Sale Drive and Kirkbridge Drive, and report back to the Standing Committee within 120 days.

COMMUNITY COMMITTEE RECOMMENDATION:

On March 5, 2018, the Riel Community Committee passed the following motion:

WHEREAS Tim Sale Drive opened in 2017, along with the opening of the new Ecole South Pointe School;

AND WHEREAS the Pembina Trails School Division catchment for Ecole South Pointe School encompasses Richmond West;

AND WHEREAS the school is now at capacity with 800 students with many attending from Richmond West, and as a result, traffic patterns are changing in South Pointe;

AND WHEREAS there is much traffic flowing both North and South on Tim Sale Drive, as well as East and West on Kirkbridge Drive;

THEREFORE BE IT RESOLVED that the Standing Policy Committee on Infrastructure Renewal and Public Works request the Winnipeg Public Service to conduct a traffic study to determine if an all-way stop sign is warranted at the intersection of Tim Sale Drive and Kirkbridge Drive.

ADMINISTRATIVE REPORT

Title: Kirkbridge Drive/Stan Bailie Drive and Tim Sale Drive All-Way Stop Control

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

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P. Eng.	R. Hamilton, Acting for J. Berezowsky	M. Ruta	D. Wardrop, Acting CAO

EXECUTIVE SUMMARY

A traffic study at Kirkbridge Drive/Stan Bailie Drive and Tim Sale Drive was conducted based on the direction of the Standing Policy Committee of Infrastructure Renewal and Public Works. All-way stop control is not warranted at the intersection of Kirkbridge Drive/Stan Bailie Drive and Tim Sale Drive, based on Public Works Technical Guidelines for all-way stop control at the intersection of one or more collector streets. To help mitigate traffic concerns (while the neighbourhood develops) until all-way stop control is warranted, an elementary school pedestrian crosswalk on the north leg of the intersection is recommended.

Direct cost for the installation of a pedestrian crosswalk is approximately \$600 for signage and paint. Annual maintenance costs are estimated at \$150 per year on a go-forward basis for line painting. These costs will be charged to existing operating budgets and no net budget adjustment is required.

RECOMMENDATIONS

1. That a signed and painted crosswalk be installed at the north leg of the intersection of Kirkbridge Drive/Stan Bailie Drive and Tim Sale Drive.
2. That the proper officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

REASON FOR THE REPORT

At the April 6, 2018 meeting of the Standing Policy Committee on Infrastructure Renewal and Public Works, the committee directed the Public Service to conduct a traffic study of Kirkbridge Drive/Stan Bailie Drive and Tim Sale Drive to determine if all-way stop control is warranted at this intersection and report back within 120 days.

IMPLICATIONS OF THE RECOMMENDATIONS

Direct cost for the installation of a pedestrian crosswalk is approximately \$600 for signage and paint. Annual maintenance costs are estimated at \$150 per year on a go forward basis for line painting. These costs will be charged to existing operating budgets and no net budget adjustment is required.

HISTORY/DISCUSSION

Kirkbridge Drive (on the east side of this intersection) is a collector street, with a 10 metre wide concrete surface. Kirkbridge Drive has concrete sidewalks on both the north and south sides; the sidewalks are separated from the roadway by a grassed boulevard. Stan Bailie Drive (on the west side of the intersection) is a residential street with a 10 metre concrete surface. Stan Bailie Drive has concrete sidewalks on both the north and south sides; the sidewalks are separated from the roadway by a grassed boulevard. Tim Sale Drive (located on the north and south sides of the intersection) is a collector street, with a 14 metre concrete surface, including medians on both the north and south side of the intersection. Tim Sale Drive has concrete sidewalks on both the east and west sides which are separated from the travel surface by a grassed boulevard. The intersection is currently controlled with stop signs on Kirkbridge Drive and Stan Bailie Drive.

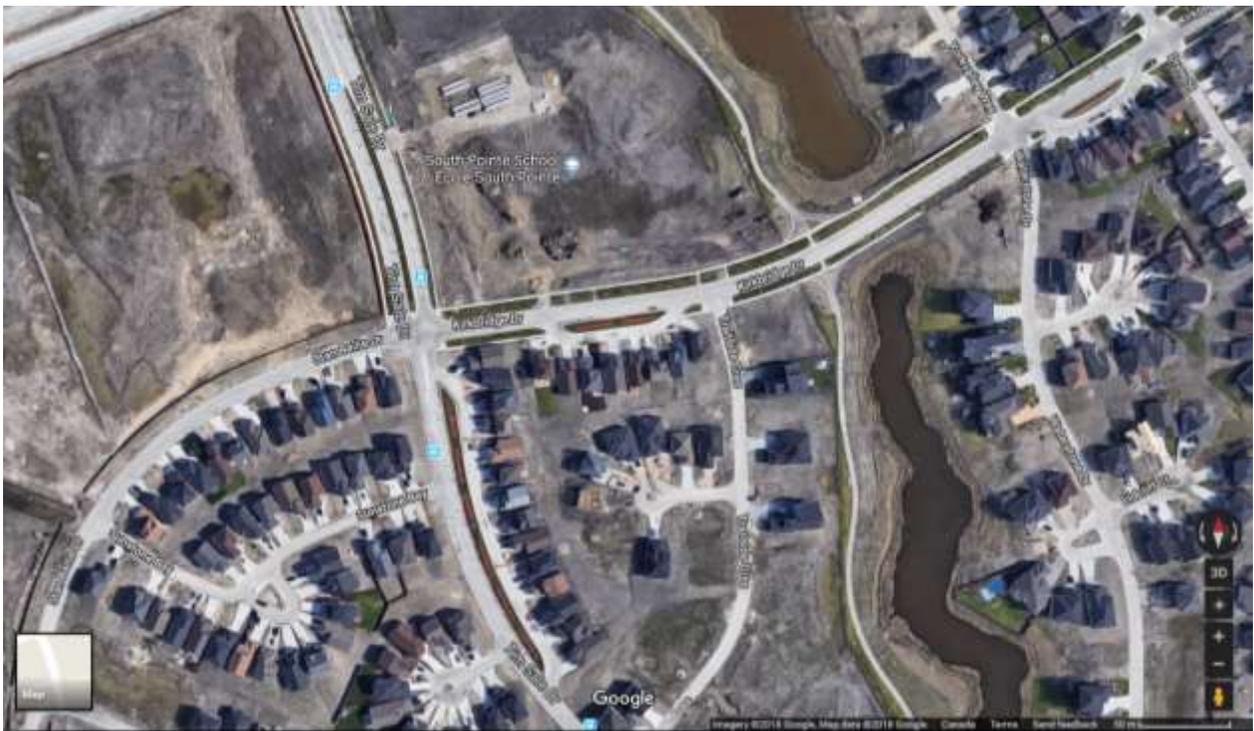


Figure 1: Intersection of Kirkbridge Drive/Stan Bailie Drive and Tim Sale Drive (photo courtesy of Google Maps).

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, due to a request from the administrators of Ecole South Pointe. The study showed the 11 hour volume (07:00 to 18:15) was 2,965, this does not meet the warrant for volume based on 4,000 vehicles in the highest 8-hours. This intersection is too new for a collision analysis. (The City of Winnipeg collision data base is current to 2016). Based on the conditions, all-way stop control is not warranted.

To address the traffic concerns of Ecole South Pointe a pedestrian count was also conducted for this intersection.

The Public Works Technical Guideline for pedestrian crossing control at an elementary school location states:

In Winnipeg, the warrant for elementary school (school that contain a K-6 grade) ground mounted crosswalks and pedestrian corridors are assessed differently than the Pedestrian Crossing Control Guide. In general, school children near a crosswalk are more visible than any signs that may be installed. However, as a means of informing motorists at all times of the day that children may frequent the crossing and as a means of supporting the school patrol/crossing guard program, school crosswalk signs and markings may be installed on streets where the posted speed limit is 60 km/h and the proposed crossing location is at a distance, “d”, from the nearest form of traffic control where:

- The crossing is adjacent to or near elementary schools where school patrols/crossing guards are present during school arrival and dismissal times;
- The crossing is at a public pathway frequented by elementary school children on their way to/from school, which are supported by the school patrol/crossing guard program.

For elementary school pedestrian corridors, the crossing must meet the above requirements for a patrolled crosswalk and have a minimum of 200 vehicles traversing the crosswalk in the highest 1/2 hour of activity. The cross-product of the number of children crossing versus the number of vehicles traversing the crosswalk in the highest 1/2-hour of activity (usually 08:30 - 09:00) must exceed 5,000 or 5 units of benefit (one unit of benefit is defined as the cross-product of 10 children and 100 vehicles) for the elementary school corridor warrant to be met.

Using any of the above warrants should not substitute engineering judgment. For this reason, engineering judgment is an input into the warrant process.

The traffic study conducted on December 12, 2017 indicated that there are 206 vehicles traversing the crosswalk in the highest 1/2 hour of activity and the cross-product of children crossing versus the number of vehicles traversing the crosswalk was 19,158. Providing that Ecole South Pointe can continue with their crossing guard program, with the addition of an adult

crossing guard (if one is not currently patrolling this leg of the intersection) a crosswalk will be installed on the north side of this intersection.

FINANCIAL IMPACT**Financial Impact Statement**Date: **August 2, 2018**

Project Name: **First Year of Program** **2018**
Kirkbridge Drive/Stan Bailie Drive and Tim Sale Drive All-Way Stop Control

	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Capital					
Capital Expenditures Required	\$ -	\$ -	\$ -	\$ -	\$ -
Less: Existing Budgeted Costs	-	-	-	-	-
Additional Capital Budget Required	<u>\$ -</u>				
Funding Sources:					
Debt - Internal	\$ -	\$ -	\$ -	\$ -	\$ -
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	<u>\$ -</u>				
Total Additional Capital Budget Required	<u>\$ -</u>				
Total Additional Debt Required	<u>\$ -</u>				
Current Expenditures/Revenues					
Direct Costs	\$ 600	\$ 150	\$ 150	\$ 150	\$ 150
Less: Incremental Revenue/Recovery	-	-	-	-	-
Net Cost/(Benefit)	<u>\$ 600</u>	<u>\$ 150</u>	<u>\$ 150</u>	<u>\$ 150</u>	<u>\$ 150</u>
Less: Existing Budget Amounts	600	150	150	150	150
Net Budget Adjustment Required	<u>\$ -</u>				
Additional Comments: Direct costs are related to signage and paint for the crosswalk, with a \$150 per year on going maintenance cost. There is sufficient operating budget in 2018 and subsequent years for these expenditures.					

"Original signed by J. Peters, CPA, CA"
for / J. Ruby CPA, CA
Manager of Finance and Administration

CONSULTATION

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

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.

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: C. Flather, P. Eng., Traffic Management Engineer
Date: July 26, 2018