

**Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works –
February 27, 2018**

REPORTS

**Item No. 13 Proposed Median Opening Serving an Existing Commercial
Development Located at 350 North Town Road
(South Winnipeg - 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:

1. That the Private Access By-law No. 49/2008 not be varied to authorize the construction of a median opening within the median of North Town Road, between Kenaston Boulevard and Centre Street.

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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 September 11, 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 review the intersection of North Town Road and Kenaston Boulevard and report back to its meeting in March 2018 on the following:

1. Possible infrastructure changes that will enable a west bound turn for vehicle traffic exiting the Bridgwater Town Centre shopping quadrant (located east of Centre Street and south of North Town Road), including, but not limited to:
 - A. A median cut in North Town Road, west of Kenaston Boulevard north bound.

COMMUNITY COMMITTEE RECOMMENDATION:

On July 10, 2017, the Riel Community Committee moved the following motion:

WHEREAS traffic exiting the Bridgwater Town Centre shopping quadrant (located east of Centre Street and south of North Town Road) must navigate a U-Turn at the intersection of North Town Road and Kenaston Boulevard to travel west on North Town Road;

AND WHEREAS if vehicular traffic exiting the above noted shopping quadrant does not navigate a U-Turn, the closest access point to turn west and travel west bound on North Town Road is 2 km to the east at Coach Hill Rd and North Town Road roundabout;

AND WHEREAS vehicular speed for traffic travelling on Kenaston Boulevard is 80 km and navigating a U-Turn presents a high risk,

THEREFORE BE IT RESOLVED that the Standing Policy Committee on Infrastructure Renewal and Public Works direct the Winnipeg Public Service to review the intersection of North Town Road and Kenaston Boulevard to:

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DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

1. Identify possible infrastructure changes that will enable a west bound turn for vehicle traffic exiting the Bridgwater Town Centre shopping quadrant (located east of Centre Street and south of North Town Road), including, but not limited to:
 - A. A median cut in North Town Road, west of Kenaston Boulevard north bound.



ADMINISTRATIVE REPORT

Title: Proposed Median Opening Serving an Existing Commercial Development
Located at 350 North Town Road

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

The Standing Policy Committee on Infrastructure Renewal and Public Works directed the Public Service to review the possibility of the construction of a median opening within the median of North Town Road, between Kenaston Boulevard and Centre Street.

The Public Service recommends that the median opening not be approved.

RECOMMENDATIONS

1. That the Standing Policy Committee on Infrastructure Renewal and Public Works order that the Private Access By-law No. 49/2008 not be varied to authorize the construction of a median opening within the median of North Town Road, between Kenaston Boulevard and Centre Street.

REASON FOR THE REPORT

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 review the intersection of North Town Road and Kenaston Boulevard and report back to its meeting in March 2018 on the following:

1. Possible infrastructure changes that will enable a west bound turn for vehicle traffic exiting the Bridgwater Town Centre shopping quadrant (located east of Centre Street and south of North Town Road), including, but not limited to:
 - A. A median cut in North Town Road, west of Kenaston Boulevard north bound.

The proposed median opening within North Town Road is non-conforming under The City of Winnipeg Private Access By-law No. 49/2008, Section 17, Subsection (1) (a) namely:

complete with a drive-through, create a higher than normal volume of traffic along the adjoining roadways.

When commercial development is complete, there will be 215 parking spaces on the site.

Existing access and egress to this site is from a 7.9 metre wide private approach on the south side of North Town Road, approximately 86.7 metres east of Centre Street.

On May 19, 2017, the Public Works Department approved the construction of an angular private approach on the north side of Park East Drive, which is on the south section of this commercial development. This private approach has not been constructed.

The Standing Policy Committee on Infrastructure Renewal and Public Works directed the Winnipeg Public Service to review the possible construction of a median opening within North Town Road, so that motorists from the development can exit the existing private approach on North Town Road and immediately turn left and continue to drive westbound on North Town Road. Construction of this opening is not advisable because:

- The existing median within North Town Road, at the existing private approach, is approximately 4.8 metres wide. A typical vehicle is 6.0 metres long, meaning that the median is not wide enough to safely store a left turning vehicle. While in the median, waiting for a break in traffic, the vehicle will be obstructing eastbound traffic on North Town Road. Trucks who are serving the commercial businesses within this development are much longer than passenger vehicles, meaning that they will possibly obstruct two traffic lanes on North Town Road. The potential for right angle collisions will increase.
- The proposed median opening will be intended for exiting northbound left-turning vehicles to continue to drive westbound on North Town Road, westbound motorists on North Town Road will also use the median opening to gain access to the commercial development. This maneuver will cause significant traffic delays and safety concerns, as the design of the existing median within North Town Road cannot accommodate a westbound left turn storage lane, therefore any westbound left-turning vehicle will obstruct the westbound through movement.
- There is a vacant property on the northeast corner of North Town Road and Centre Street, with the only possible location for a private approach will be on the north side of North Town Road. When this construction is completed, and if the proposed median opening is constructed, vehicles to use the exiting from the north will add to traffic conflicts.
- The proposed median opening on North Town Road would be located within the eastbound left turn storage lane transitions on North Town Road. Eastbound motorists on North Town Road, as they approach the intersection at Kenaston Boulevard, are concentrating on aligning themselves correctly within the traffic lanes to either continue straight on North Town Road, or turn left on Kenaston Boulevard. A vehicle exiting from the private approach would add conflict, potentially causing

either traffic delays for eastbound traffic on North Town Road, or right angle collisions.

- Currently, if a vehicle who is exiting the subject commercial development wants to drive westbound on North Town Road, the right turn on North Town Road from the development, then u-turn at Kenaston Boulevard, is permitted and navigable.
- Once constructed, motorists who wish to drive southbound or northbound on Centre Street or westbound North Town Road, can exit the development via the private approach on the north side of Park East Drive (on the south side of the subject property). Approach approved in 2017.
- The eastbound traffic lanes on North Town Road currently contain two left turning traffic lanes for vehicles to turn northbound on Kenaston Boulevard. Two left turning lanes indicate a large volume of traffic making the left turn onto Kenaston Boulevard, as North Town Road is a major route for local residents to connect to the Bishop Grandin Boulevard/Kenaston Boulevard intersection. A median opening within the left turn lanes on North Town Road will cause significant traffic delays and safety concerns. It is expected that the eastbound left turn queues on North Town Road at Kenaston Boulevard will increase, as the commercial and residential developments in this vicinity have not been completed. It is possible that once complete, the left turn queues on North Town Road at Kenaston Boulevard will extend west of the proposed median opening, causing greater traffic delays and safety concerns if the median opening is constructed.
- Vehicle collisions and capacity of a street are directly related to the number of left turn opportunities to private property from a street; as the number of left turns increase, the number of potential vehicle conflicts also increases, thereby reducing the capacity of the street and increasing the potential for vehicle collisions. Major streets such as North Town Road are intended for the transportation of large volumes of traffic; median openings diminish the capacity of and level of motorist safety on those streets.

As a result of the above, the Public Service recommends that the Standing Policy Committee on Infrastructure Renewal and Public Works not approve the proposed median opening on North Town Road.

There are no financial implications to the City as a result of the recommendations.

FINANCIAL IMPACT

Financial Impact Statement

Date: January 19, 2018

Project Name:

Proposed Median Opening Serving an Existing Commercial Development Located at 350 North Town

COMMENTS:

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

"Original Signed by 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: Douglas Binda, Private Approach Technician
Date: January 17, 2018