

**Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works –
February 11, 2021**

REPORTS

**Item No. 11 Traffic Calming on Lee Boulevard
(Waverley West Ward)**

STANDING COMMITTEE DECISION:

The Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service and received the report as information.

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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 July 7, 2020, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Assiniboia Community Committee and directed the Winnipeg Public Service to report back to its February, 2021 meeting on conducting a broader analysis of traffic flow and speed on Lee Boulevard between Shore Street and Barnes Avenue to determine if traffic calming infrastructure is warranted.

David Grant submitted a communication dated July 6, 2020, with respect to the matter.

COMMUNITY COMMITTEE RECOMMENDATION:

On June 3, 2020, the Assiniboia Community Committee passed the following motion:

WHEREAS the City of Winnipeg conducted a speed and traffic calming study of Lee Boulevard in 2018;

AND WHEREAS at that time the Public Service did not recommend any traffic calming infrastructure be applied to the residential section of Lee Boulevard;

AND WHEREAS multi-family dwellings on Shore Boulevard have since opened and are resulting in increased traffic flow on the residential section of Lee Boulevard and speeding concerns from residents are still coming forward;

THEREFORE BE IT RESOLVED that the Standing Policy Committee on Infrastructure Renewal and Public Works be requested to direct the Winnipeg Public Service to conduct a broader analysis of traffic flow and speed on Lee Boulevard between Shore Street and Barnes Avenue to determine if traffic calming infrastructure is warranted.

ADMINISTRATIVE REPORT

Title: Traffic Calming on Lee Boulevard (Waverley West Ward)

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

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P.Eng.	J. Berezowsky	N/A	M. Ruta, Interim CAO

EXECUTIVE SUMMARY

A traffic study was conducted on Lee Boulevard between Barnes Street and Shore Street to assess the need for traffic calming measures. Speed data collected in 2017 was used to inform the study; the data is considered reflective of current conditions as there has not been significant development or roadwork on the study segment since that time. The 85th percentile speed on Lee Boulevard between Barnes Street and Shore Street is 46 km/h and the average speed is 37 km/h. The percent of vehicles traveling 55 km/h or higher (i.e., 5 km/h or more above the speed limit), is 4.8%, which amounts to approximately 38 vehicles a day. Based on this data, operating speeds are consistent with the 50 km/h speed limit on Lee Boulevard. As such, Lee Boulevard between Barnes Street and Shore Street is not considered a candidate for traffic calming measures at this time.

RECOMMENDATIONS

1. That this report be received as information.

REASON FOR THE REPORT

On July 7, 2020, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred with the recommendation of the Assiniboia Community Committee and directed the Winnipeg Public Service to report back to its February, 2021 on conducting a broader analysis of traffic flow and speed on Lee Boulevard between Shore Street and Barnes Avenue to determine if traffic calming measures are warranted.

IMPLICATIONS OF THE RECOMMENDATIONS

As this report is for information purposes only, there are no implications.

HISTORY/DISCUSSION

BACKGROUND AND STUDY AREA

Lee Boulevard between Barnes Street and Shore Street is a two-lane, local residential street, with a 7.5 metre roadway width in the Waverley West Ward. The speed limit on Lee Boulevard is 50 km/h. The intersection of Lee Boulevard and Barnes Street is all-way stop controlled and the intersection of Lee Boulevard and Shore Street is minor-street stop controlled with a stop sign provided for eastbound traffic on Lee Boulevard. Sidewalks are not provided on Lee Boulevard.

Land use includes fronting single-family residential properties as well as a multi-family residential development at the east end of Lee Boulevard on Shore Street. North of Lee Boulevard, off of Barnes Street and Bison Drive, are additional multi-family developments and a supermarket. The study area is shown in Figure 1.

West of Barnes Street, the design of Lee Boulevard changes and the street is classified as a residential collector street. It has a 10-metre pavement width and a sidewalk on the south side. A traffic study was conducted on Lee Boulevard west of Barnes Street in 2018 and concluded that traffic calming measures were warranted based on operating speeds. Speed tables were installed on Lee Boulevard in 2018 between Waverley Street and Barnes Street.



**Figure 1: Study Area (Image Source: iView)
Assessment for Traffic Calming Measures**

Traffic calming is a term that describes the process and measures applied to address concerning behaviours of motor vehicle drivers. Typically, the concerns are about speed and/or shortcutting traffic volumes. The intent of traffic calming is to achieve driver behaviours that are appropriate within the context of a road’s intended use.

The City of Winnipeg’s residential traffic calming program was approved by City Council on May 6, 2020 and follows a six-step process:

1. *Initiate Request.* Traffic calming requests are primarily received through 311.
2. *Petition.* Requestors are asked to complete a petition representing 25 percent of affected residents in support of a traffic calming study being conducted.
3. *Engineering Assessment.* A technical study is conducted to determine whether the street is a candidate for traffic calming based on operating speeds, traffic volumes, and other roadway and land use factors.
4. *Prioritization.* Locations that are considered candidates for traffic calming measures based on the engineering assessment are prioritized in a points-based prioritization system. Each year, a few high-priority locations are selected to proceed to design and engagement. The number of locations selected to

proceed is dependent on budget availability in the Traffic Engineering Improvement Program.

5. *Design and Engagement.* Designs are prepared for priority locations and taken to the community for feedback. The design may be refined based on this feedback and technical insight.
6. *Installation.* The preferred traffic calming solution is installed. Monitoring and evaluating may occur post-installation.

The traffic study on Lee Boulevard was disposed by the Standing Policy Committee before the six-step residential traffic calming program was approved. A petition was not conducted. This report presents the results of step 3, the engineering assessment.

Speed and traffic volume data were collected using pneumatic tubes on Lee Boulevard between Barnes Street and Shore Street in the Fall of 2017. As part of the residential traffic calming program, new traffic data is not collected at locations that have been studied within the past five years unless there has been significant development or roadwork on the study segment. Although new multi-family residential development has been constructed north of Lee Boulevard since the 2017 count was conducted, this development does not have motor vehicle access to Lee Boulevard or Shore Street. The development north of Lee Boulevard is not expected to impact travel speeds on Lee Boulevard between Shore Street and Barnes Street. Therefore, the speed data collected in 2017 was used to assess the need for traffic calming measures. Speed data is summarized in Table 1, below.

The 85th percentile speed reflects the speed at or below which 85 percent of motorists operate their vehicle. When the speed limit is close to or equal to the 85th percentile speed, the speed limit is considered credible and respected by drivers. Average speed, 95th percentile speed, and percent of vehicles traveling 5 km/h or more above the speed limit are other metrics used to describe operating speeds and are considered when determining whether traffic calming measures are warranted.

The 85th percentile speed on Lee Boulevard between Barnes Street and Shore Street is 46 km/h and the average speed is 37 km/h. The percent of vehicles traveling 55 km/h or higher (i.e., 5 km/h or more above the speed limit), is 4.8%, which amounts to approximately 38 vehicles a day. Based on this data, operating speeds are consistent with the 50 km/h speed limit on Lee Boulevard. As such, Lee Boulevard between Barnes Street and Shore Street is not considered a candidate for traffic calming measures at this time.

Table 1: Speed and Volume Data on Lee Boulevard

Metric	Data Collection Location
	Between Barnes Street and Shore Street
Speed Limit	50 km/h

95 th Percentile Speed	51 km/h
85 th Percentile Speed	46 km/h
Average Speed	37 km/h
Percent of Vehicles traveling 5 km/h or more above speed limit	4.8%
Percent of Vehicles traveling 10 km/h or more above speed limit	1.1%
Average Weekday Daily Traffic Volume	917

FINANCIAL IMPACT

Financial Impact Statement Date: [January 21, 2021](#)

Project Name:

Traffic Calming on Lee Boulevard (Waverley West Ward)

COMMENTS:

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

"Original signed by J. Peters, CPA, CGA"
 J. Peters CPA, CGA
 Acting Manager of Finance & Administration

CONSULTATION

This Report has been prepared in consultation with: N/A

OURWINNIPEG POLICY ALIGNMENT

The Sustainable Transportation Direction Strategy developed as part of OurWinnipeg forms the policy framework for the Transportation Master Plan (TMP). Sustainable Transportation identified a vision and five Key Strategic Goals which are critical to achieving a balanced and sustainable transportation system for Winnipeg. These goals form the basis for the TMP and the directions and strategies contained within it:

1. A transportation system that is dynamically integrated with land use;
2. A transportation system that supports active, accessible and healthy lifestyle options;
3. A safe, efficient and equitable transportation system for people, goods and services;
4. Transportation infrastructure that is well maintained
5. A transportation system that is financially sustainable

The recommendations within this report are consistent with the Key Strategic Goals.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

N/A

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: R. Peterniak, M.Sc., P.Eng, Community Traffic Engineer
Date: January 21, 2021