

**Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works –
September 12, 2019**

REPORTS

**Item No. 20 Traffic Study – Appleford Gate between Brace Bridge Road and
Bison Drive
(Waverley West Ward)**

STANDING COMMITTEE RECOMMENDATION:

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

1. That the Winnipeg Public Service report back to the Standing Policy Committee on Infrastructure Renewal and Public Works on the types of traffic calming measures recommended for Appleford Gate within 180 days.

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DECISION MAKING HISTORY:

Moved by Councillor Sharma,

That the recommendation of the Winnipeg Public Service be concurred in,
with the following amendment:

- Delete the words “once the speed table evaluation has concluded” and replace with “within 180 days”.

Carried

STANDING COMMITTEE RECOMMENDATION:

On June 25, 2019, the Standing Policy Committee on Infrastructure Renewal and Public Works granted a further extension of time to its September 12, 2019 meeting for the Winnipeg Public Service to report back on the matter.

On April 2, 2019, the Standing Policy Committee on Infrastructure Renewal and Public Works granted an extension of time to its June 25, 2019 meeting for the Winnipeg Public Service to report back on the matter.

On November 20, 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 and speed study on Appleford Gate, to look at the installation of speed tables, and report back to the Standing Committee within 120 days.

COMMUNITY COMMITTEE RECOMMENDATION:

On September 28, 2018, the Riel Community Committee passed the following motion:

WHEREAS there is a large park in the Bridgwater Lakes area;

AND WHEREAS many people tend to speed as they drive by;

AND WHEREAS we would like to ensure there is safe access to the park;

THEREFORE BE IT RESOLVED that the Standing Policy Committee on Infrastructure Renewal and Public Works direct the Winnipeg Public Service to conduct a traffic and speed study on Appleford Gate, to look at the installation of speed tables.

ADMINISTRATIVE REPORT

Title: Traffic Study – Appleford Gate between Brace Bridge Road and Bison Drive
(South Winnipeg – St. Norbert Ward)

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

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P.Eng	B. Neirinck, P.Eng. on behalf of J. Berezvosky	N/A	D. Wardrop, Acting Interim CAO

EXECUTIVE SUMMARY

A Traffic Study was conducted on Appleford Gate between Brace Bridge Road and Bison Drive to evaluate speeds and consider the installation of speed tables. Traffic speeds and volumes were collected in the spring of 2019, the three-year collision history was reviewed, and a site visit was conducted. The speed data show that speeds are elevated on this segment of Appleford Gate: the 85th percentile speed is 55 km/h and approximately 18 percent of vehicles travel more than 5 km/h over the 50 km/h speed limit. The average speed is 47 km/h. Traffic calming measures are considered warranted on Appleford Gate between Brace Bridge Road and Bison Drive.

The Winnipeg Public Service is currently conducting an evaluation of speed tables that have been installed on collector streets as part of a pilot program. The speed table evaluation is expected to conclude in the fall of 2019, at which time, a technical guideline for their use will be finalized. The types of traffic calming measures suitable for Appleford Gate will be determined following the outcomes of the speed table evaluation, and may include speed tables, median islands, curb extensions or other measures that are deemed suitable for a collector street.

RECOMMENDATIONS

1. That the Winnipeg Public Service report back to the Standing Policy Committee on Infrastructure Renewal and Public Works on the types of traffic calming measures recommended for Appleford Gate once the speed table evaluation has concluded.

REASON FOR THE REPORT

On November 20, 2018, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred with the recommendation of the Riel Community Committee and directed the Winnipeg Public Service to conduct a traffic and speed study on Appleford Gate, to look at the installation of speed tables, and report back to the Standing Committee within 120 days. On April 2, 2019, the Committee granted an extension to the June 25, 2019 meeting. On June 25, 2019, the Committee granted a further extension to the September 12, 2019 meeting.

IMPLICATIONS OF THE RECOMMENDATIONS

There are no immediate implications to the recommendations of this report.

HISTORY/DISCUSSION

CURRENT TRAFFIC CONDITIONS

Appleford Gate is a two-lane, undivided, residential collector street with a speed limit of 50 km/h. Parking is permitted on the east side of the street. The roadway width is approximately 10 metres. There is a sidewalk on the east side and a multiuse pathway on the west side. Roundabouts are provided at the intersection of Appleford Gate and Bison Drive, and at the intersection of Appleford Gate and Brace Bridge Road. The east side of Appleford Gate has single family homes which are served by back lane access. The west side has a pathway network, playground, basketball court, and other recreational facilities. Winnipeg Transit does not currently operate on Appleford Gate. The surrounding neighbourhood is still under development and new homes and streets are being constructed. The average weekday traffic volume on Appleford Gate is 1,440 vehicles per day, which is low for a collector street. Volumes are expected to increase as development continues.

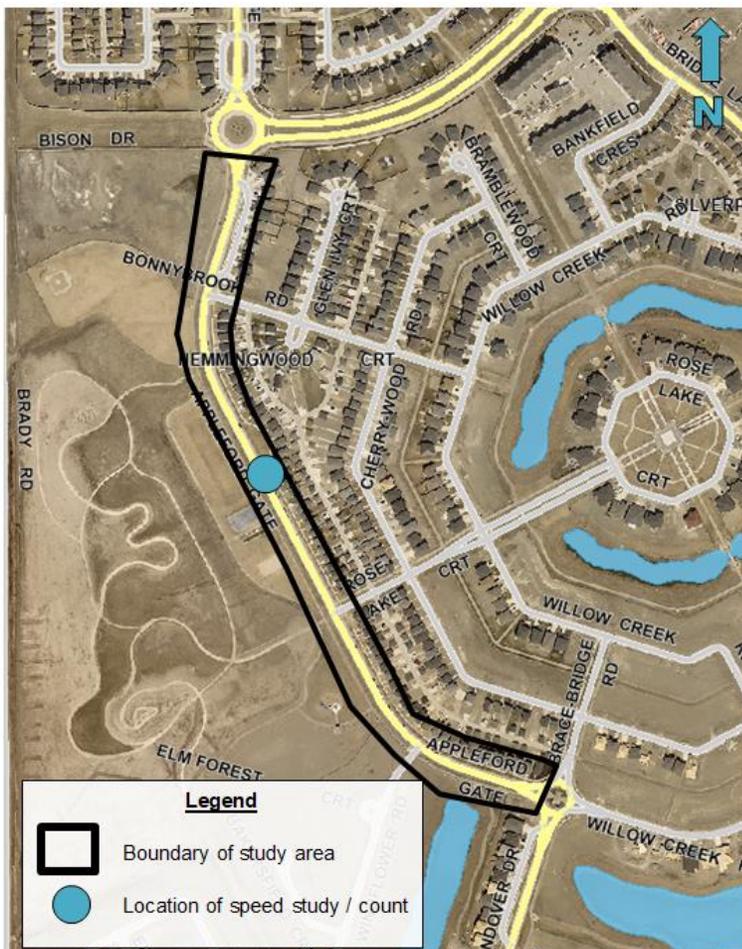


Figure 1: Study Area (Image source: iView)

TRAFFIC STUDY

Speed data and traffic volumes were collected using pneumatic tubes on Appleford Gate north of Rose Lake Crescent. Data was collected for a one-week period at the end of April, 2019. The results of the speed study are shown in the table below and indicate that speeds are elevated on Appleford Gate. The 85th percentile speed was 55 km/h, the average speed was 47 km/h, and 18% of vehicles traveled 55 km/h or higher.

Table 1: Speed Study Results for Combined Northbound and Southbound Traffic on Appleford Gate (Data from April 23 to May 2, 2019)

Metric	Location
	<i>North of Rose Lake Crescent</i>
Speed Limit	50 km/h
85 th Percentile Speed	55 km/h
Average Speed	47 km/h
Percent of Vehicles traveling above 55 km/h	18.0%
Percent of Vehicles traveling above 60 km/h	6.3%
Total Vehicles Studied	12,224

Traffic calming measures are considered warranted on Appleford Gate between Brace Bridge Drive and Bison Drive. The Winnipeg Public Service is currently conducting an evaluation of speed tables that have been installed on collector streets as part of a trial program. The speed table evaluation is expected to conclude in the fall of 2019, at which time, a technical guideline for their use will be finalized. The types of traffic calming measures suitable for Appleford Gate will be determined following the outcomes of the speed table evaluation, and may include speed tables, median islands, curb extensions or other measures that are deemed suitable for a collector street.

FINANCIAL IMPACT

Financial Impact Statement Date: July 22, 2019

Project Name:

Traffic Study – Appleford Gate between Brace Bridge Road and Bison Drive (South Winnipeg – St. Norbert 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.

SUBMITTED BY

Department: Transportation

Division: Public Works

Prepared by: Rebecca Peterniak, M.Sc., P.Eng., Community Traffic Engineer

Date: July 24, 2019