REPORTS

Minute No. 62 Traffic Engineering Improvements - Intersection of Grassie Boulevard and Molson Street
File ST-5(33), FC-1(2003-2007)

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee received as information the recommendation of the Standing Policy Committee on Public Works and referred the matter for consideration during future capital budget discussions.

(See Minute 58)

Minutes - Executive Policy Committee - December 10, 2003

DECISION MAKING HISTORY:

Moved by Councillor Clement,

That the recommendation of the Standing Policy Committee on Public Works be received as information and be referred for consideration during future capital budget discussions.

Carried

STANDING COMMITTEE RECOMMENDATION:

On November 28, 2003, the Standing Policy Committee on Public Works referred the following recommendation of the East Kildonan-Transcona Community Committee to the capital budget deliberations of the Executive Policy Committee:

1. The inclusion of widening Molson Street north of Kimberly Avenue to Grassie Boulevard in the Five Year Capital Budget as a 2nd phase to the reconstruction and widening of Molson Street between Munroe Avenue and Kimberly Avenue scheduled for 2006 in the Five Year Capital Forecast.

2. Installation of traffic control signals at Grassie Boulevard and Molson Street at the time the roadway is reconstructed.

Further, the Standing Policy Committee on Public Works requested the Director of Public Works to provide a list of the proposed 2004 Traffic Engineering Improvements at various locations to the Executive Policy Committee, for its meeting scheduled for December 10, 2003.

On June 10, 2003, the Standing Policy Committee on Public Works referred the matter to the Five Year Capital Budget deliberations.

COMMUNITY COMMITTEE RECOMMENDATION:

On May 20, 2003, the East Kildonan-Transcona Community Committee recommended to the Standing Policy Committee on Public Works:

1. The inclusion of widening Molson Street north of Kimberly Avenue to Grassie Boulevard in the Five Year Capital Budget as a 2nd phase to the reconstruction and widening of Molson Street between Munroe Avenue and Kimberly Avenue scheduled for 2006 in the Five Year Capital Forecast.

DECISION MAKING HISTORY (continued):

3. Installation of traffic control signals at Grassie Boulevard and Molson Street at the time the roadway is reconstructed.

On April 22, 2003, the East Kildonan-Transcona Community Committee referred a request from Ron Bumbry, Private Citizen, for the installation of traffic signals at the intersection of McLeod Avenue and Molson Street, for report.

TO:	Inga Skundberg, Clerk III East Kildonan-Transcona Community Committee	**FROM:**	Andrew T. Chimko, P. Eng. Traffic Management Engineer
FILE NO.	**E-09**		
REF:	ST-5(33)(vol.5) Item No. 19	**DATE:**	2003 05 05

RE: INTERSECTION OF GRASSIE BOULEVARD AND MOLSON STREET

On April 22, 2003, the East Kildonan-Transcona Community Committee referred the request for the installation of traffic control signals at Grassie Boulevard and Molson Street from Mr. Ron Bumbry, of 207-180 Grassie Boulevard, to this Department for report.

The traffic characteristics at the four-way stop controlled intersection of Grassie Boulevard and Molson Street is as follows:

geometry:

two-lane roadway on Grassie Boulevard, a residential collector with a 50 km/h speed limit

two-lane roadway on Molson Street, a residential collector with a 50 km/h speed limit

typical 8-hour (14:00-18:00 on February 18 & 07:00-11:00 on February 19, 2002) weekday volume:

2,280 eastbound and 2,530 westbound vehicles on Grassie Boulevard

1,670 northbound and 1,170 southbound vehicles on Molson Street

collision history: (three-year period ending December 31, 2002)

4 right angle

4 rear-end

3 others

The traffic characteristics at this intersection represent 78 priority points for signalization. Normally 100 points warrant the installation of traffic control signals. This location ranks 13th on the citywide list of locations where the signal priority points have been assessed.

This intersection generally experiences an acceptable level of service except during the P.M. peak hour when the traffic volume exceeds the capacity of the four-way stop control and results in lengthy vehicle queues and excessive motorists' delay. The installation of traffic control signals without changes to the existing geometry would create inefficient signal operation due to left turning vehicle(s) blocking the single traffic

lane in each direction. Consequently, the delays may be greater under signal control than under existing four-way stop control.
Widening the roadways on Grassie Boulevard and on Molson Street to provide two approach lanes would increase the intersection's capacity, alleviate congestion and make signalization feasible. Signal control would allow motorists to flow freely on a green signal indication, reducing the number of vehicles required to stop, and increasing vehicle speeds through the intersection. Such a widening would be a major undertaking involving the replacement of the existing ditches with land drainage sewer and the reconstruction of the existing roadways.

In view of the above, the installation of traffic control signals at Grassie Boulevard and Molson Street is not recommended at this time. Traffic signal installation will be re-considered at such time when the roadways will be reconstructed.

The reconstruction of Molson Street between Munroe Avenue and Kimberly Avenue from a two-lane roadway to a four-lane divided urban cross-section is scheduled for 2006 in the latest Five Year Capital Forecast. The section of Molson Street north of Kimberly Avenue and the section of Grassie Boulevard between McLeod Avenue and Lagimodiere Boulevard are not scheduled for major reconstruction at this time. The proposed extension of Chief Peguis Trail from Henderson Highway to Lagimodiere Boulevard would provide an alternate east/west route for motorists who now use Grassie Boulevard/McLeod Avenue and may help reduce the traffic volume at this intersection.

Mr. Bumbry's concern regarding late night drag racing on Molson Street has been referred to Inspector Stan Tataryn of the Winnipeg Police Services.

Original signed by Andrew Chimko

/eds
cc. Stan Tataryn, Winnipeg Police Services