Report of the Standing Policy Committee on Public Works dated April 30, 2002

Traffic Regulations related to the Moray Street Extension
File ST-5(31) (Vol. 4)

2. The Standing Policy Committee on Public Works has been advised that the Moray Street Extension between Roblin Boulevard and Grant Avenue is expected to be completed and opened to traffic in the fall of 2002. Moray Street between Portage Avenue and Roblin Boulevard, which includes the Charleswood Bridge crossing of the Assiniboine River, was open to traffic on October 24, 1995.

Councillor Clement received a letter from Haney Street residents, who had expressed their concerns at a meeting on February 20, 2002, related to the impact of the proposed extension of Moray Street between Roblin Boulevard and Grant Avenue on traffic on Haney Street. A list of measures to reduce the volume of through traffic on Haney Street, south of Grant Avenue was included in the letter. The suggested measures included expediting traffic flow on the Moray Street Extension Grant Avenue-Shaftesbury Boulevard-Wilkes Avenue routing by increasing the speed limit on Grant Avenue adjacent to the Assiniboine Forest.

A. Street Name and Route Designation

The Moray Street Extension between Roblin Boulevard and Grant Avenue will contain a 4 lane divided highway, as outlined in Attachment "A". It will be a southerly extension of the existing Route 96, which consists of the Moray Street/Charleswood Bridge route. It is appropriate that motorists identify this southerly extension of an arterial connection of two communities across the Assiniboine River as Moray Street and Route 96 for consistency and recognition. It is equally appropriate that it be designated as a Regional Street, a Snow Route, a Full-Time Truck Route, and as a limited access highway. Because this route is projected to carry 15,000 vehicles in a 24 hour period on opening day, with a peak volume of 1,000 hourly southbound vehicles in the P.M. peak hour and 800 hourly northbound vehicles in the A.M. peak hour, and because there will be no private approach access fronting onto this section of Moray Street, parking, loading and stopping should be prohibited at all times on both sides of the street.

B. Traffic Control at Moray Street and Roblin Boulevard

The Moray Street Extension between Roblin Boulevard and Grant Avenue is expected to carry 15,000 vehicles per day. With the extension of Moray Street south of Robin Boulevard in place, the peak hour southbound right turn traffic volume on Moray Street to Robin Boulevard is projected to decrease from the current 1,070 vehicles to 850 vehicles. Because the 850 hourly vehicles can reasonably be accommodated in a single lane under a "Yield" control, the traffic control signals that now regulate this movement, and the dual southbound right turn movement can be rescinded.

At Roblin Boulevard and Haney Street, northbound left turns and eastbound U-turns are currently prohibited at all times. These regulations were implemented as part of the Charleswood Bridge project between Portage Avenue and Roblin Boulevard in order to

discourage traffic from using Haney Street, a residential street, as a short cut to Grant Avenue. Haney Street intersects Roblin Boulevard at a point approximately 40 metres east of the traffic control signals at Moray Street. Westbound queues on Roblin Boulevard at the traffic control signals at Moray Street regularly extend beyond Haney Street, particularly in the P.M. peak period. Generally, all left turn movements are accommodated at the intersection of two Regional Streets/Truck routes unless there would be a traffic safety or congestion problem. Consequently, a left turn storage lane will be provided on Roblin Boulevard for westbound motorists destined to go south on the new Moray Street extension. Since Haney Street is only 40m away from Moray Street, the existing median opening on Roblin Boulevard at Haney Street would be contained within the proposed westbound left turn storage lane. This creates the potential for traffic operational problems. If the westbound left turn on Roblin Boulevard were to be maintained at Haney Street, these motorists could have difficulty reacting to/yielding to vehicular traffic that has suddenly entered the eastbound roadway on Roblin Boulevard from either southbound left off of Moray Street (which will be a two lane left turn movement) or northbound right off of Moray Street (which will be travelling through a right turn cut-off). This potentially hazardous arrangement should be avoided by closing the median opening on Roblin Boulevard at Haney Street.

Right turn cut-offs will be constructed for the eastbound right turn movement and the northbound right turn movement at Roblin Boulevard and Moray Street. It is appropriate that before entering the intersecting street, vehicular traffic using these right turn cut-offs be required to "yield" to pedestrians crossing the cut-off and to vehicular traffic on the intersecting street.

C. Traffic Control at Moray Street and Grant Avenue

Because of the significant volume of traffic projected to approach this intersection (33,000 vehicles in a typical 24 hour weekday), and because the southbound left turn movement at this intersection (475 vehicles in the P.M. peak hour) will require that two traffic lanes be made available for such a movement, this intersection should be traffic signal controlled and southbound traffic should be designated "Left Turn Only" in two lanes.

Since the southbound left turn on Moray Street at Grant Avenue will occur in two traffic lanes, prohibiting pedestrians from crossing Grant Avenue on the east side of Moray Street will ensure safe and efficient traffic control phasing and operation and minimize the potential for vehicle-pedestrian collisions that would otherwise exist if motorists turning left two abreast were required to yield to pedestrians. Instead, pedestrians will be accommodated in the west crosswalk, where there is no conflict with vehicular traffic turning.

Right turn cut-offs will be constructed for the southbound and westbound right turn movements at Moray Street and Grant Avenue. It is appropriate that before entering the intersecting street, vehicular traffic using these right turn cut-offs be required to yield to pedestrians crossing the cut-off and to vehicular traffic on the intersecting street.

There is a mid-block median opening on Grant Avenue approximately 80 m east of Oakdale Drive serving the Charleswood Curling Club and Charleswood Junior High School. Due to the large volume of eastbound traffic on Grant Avenue that will turn left at Moray Street, a long left turn storage lane is required. The existing median opening therefore coincides with the transition for this left turn storage lane. To avoid traffic operational problems, the Charleswood Curling Club and Charleswood Junior High School have agreed to the closure of this median opening in exchange for a vehicular access via Oakdale Drive.

D. Pedestrian Corridor at Grant Avenue and Oakdale Drive

Charleswood Junior High School is located at the southeast corner of Grant Avenue and Oakdale Drive (just west of the Moray Street extension). With the extension in place, there will be a major shift of vehicular traffic from Roblin Boulevard to Grant Avenue. Due to the projected increase of traffic on Grant Avenue, the Moray Street extension project will include the installation of a pedestrian corridor on Grant Avenue on the east side of Oakdale Drive to serve students attending Charleswood Junior High School and crossing Grant Avenue to access transit services.

E. Speed Limits

Speed limits in North America are generally established on the basis of the 85th percentile speed, being the speed at or below which 85% of motorists operate their vehicle, provided that the collision rate is within acceptable limits. Such a criterion recognizes that the majority of motorists operate their vehicle in a reasonable and prudent manner with due consideration for conditions encountered, including activity into and out of intersecting public streets and approaches as well as the presence of pedestrians and bicyclists on or near the roadway.

- Moray Street between Portage Avenue and Roblin Boulevard

  Moray Street between Portage Avenue and Roblin Boulevard is a Regional Street, a Bus Route, and a Snow Route. This section of Moray Street contains a four lane divided highway and is traffic signal controlled at Portage Avenue and at Roblin Boulevard. In a typical 12 hour weekday between 07:00 and 19:00 this section of Moray Street carries approximately 23,400 vehicles. The speed limit is 70 km/h.

  A radar speed study undertaken on Moray Street between Portage Avenue and Roblin Boulevard produced the following 85th percentile speeds:
  - 76.7 km/h on the Charleswood Bridge
  - 78.0 km /h north of Roblin Boulevard

  In 2000, the collision rate on Moray Street between Portage Avenue and Roblin Boulevard was 3.3 collisions per million kilometres of vehicular travel compared with a 1997 rate of 3.3 on four lane divided arterial highways.

Based on this information, it is appropriate that the existing 70 km/h speed limit on Moray Street between Portage Avenue and Roblin Boulevard be increased to 80 km/h.

- Moray Street between Roblin Boulevard and Grant Avenue

  Moray Street between Roblin Boulevard and Grant Avenue, a distance of approximately 1 kilometre, is proposed to be designated a Regional Street, a Full-Time Truck Route, and a Snow Route. It will also be a Bus Route. This section of Moray Street will contain a four lane divided highway and be traffic signal controlled at Roblin Boulevard and at Grant Avenue. A pedestrian overpass will be erected mid-way between Roblin Boulevard and Grant Avenue. There will be no private approaches required or permitted on this portion of Moray Street.

  Based on this information, it is appropriate that the speed limit on Moray Street between Roblin Boulevard and Grant Avenue be set at 80 km/h.

- Grant Avenue between Shaftsbury Boulevard and Chalfont Road

  The Haney Street South Resident's Association has recommended that the speed limit on Grant Avenue be raised in order to encourage commuters to stay on Regional Streets such as Grant Avenue, Shaftesbury Boulevard and Wilkes Avenue.

  Grant Avenue contains a four lane divided highway, is a Regional Street, a Full-Time Truck Route, a Bus Route, and a Snow Route. In a typical 12 hour weekday between 07:00 and 19:00, Grant Avenue carries 12,500 vehicles. The speed limit is 60 km/h from Kenaston Boulevard to PTH 101.

  A radar speed study undertaken on Grant Avenue produced the following 85th percentile speeds:

  - 73.3 km/h west of Shaftesbury Boulevard
  - 75.7 km/h east of Chalfont Road
  - 66.3 km/h east of Laxdal Road

  In 2000, the collision rate on Grant Avenue between Stafford Street and Roblin Boulevard was 4.5 collisions per million kilometres of vehicular travel compared with a 1997 rate of 3.3 on four lane divided arterial highways.

  Based on this information, it is appropriate that the existing 60 km/h speed limit on Grant Avenue between a point 100m east of Chalfont Road and a point 100m west of Shaftesbury Boulevard be increased to 70 km/h.

Report of the Standing Policy Committee on Public Works dated April 30, 2002

It has been the practice of the Public Works Department to secure concurrence from the Standing Policy Committee on Public Works for traffic regulations associated with the opening of any new regional transportation facility. As a matter of policy, the Public Works Department seeks the authority of the Standing Policy Committee on Public Works to apply to the Highway Traffic Board of Manitoba for a speed limit change on any city street or for the establishment of a modified speed limit on any new transportation facility.

The Financial Impact Statement is outlined on Attachment "B".

On April 30, 2002, the Standing Policy Committee on Public Works heard Councillor Clement in delegation and considered a report dated April 10, 2002, from the Director of Public Works and approved the following amendment, which has been incorporated into the recommendations set out below, namely:

- Recommendation V., be amended by adding the words "subject to vehicular access via Oakdale Drive", at the end of the statement.

The Standing Policy Committee on Public Works recommends:

I. That the Moray Street Extension between Roblin Boulevard and Grant Avenue be:

a. legally registered and signed on-site as a public street with the name "Moray Street";

b. designated a Regional Street and added to Schedule "E" of Streets By-law No. 1481/77;

c. designated and signed as "Route 96";

d. added to Schedule "A" of the Snow Route By-law No. 6548/95, being the schedule which specifies those streets being Regional Street Snow Routes;

e. added to Schedule 1 of the Traffic By-law No. 1573/77, being that schedule which specifies those streets which are Full-Time Truck Routes, and be signed as such; and

f. added to Schedule 1 of the Private Approaches By-law No. 329/73, being that schedule which specifies those streets upon which the construction of private approaches is prohibited.

II. That the City Solicitor/Manager of Legal Services be requested to prepare the appropriate amending By-laws to give effect to the above regulations for submission to Council.

III. That the traffic regulations outlined in Attachment "C" be approved.

IV. That the westbound left turn movement on Roblin Boulevard at Haney Street be prohibited at all times to enable the physical closure of the median opening at this intersection.

V. That the westbound left turn and northbound left turn movements on Grant Avenue at the first median opening east of Oakdale Drive be prohibited at all times to enable the physical closure of the median opening, subject to vehicular access via Oakdale Drive.

VI. That a pedestrian corridor be installed on Grant Avenue in the east crosswalk at Oakdale Drive to serve Charleswood Junior High School.

VII. That traffic control signals be installed at the intersection of Moray Street and Grant Avenue.

VIII. That the Public Works Department be authorized to apply to The Highway Traffic Board of Manitoba to:

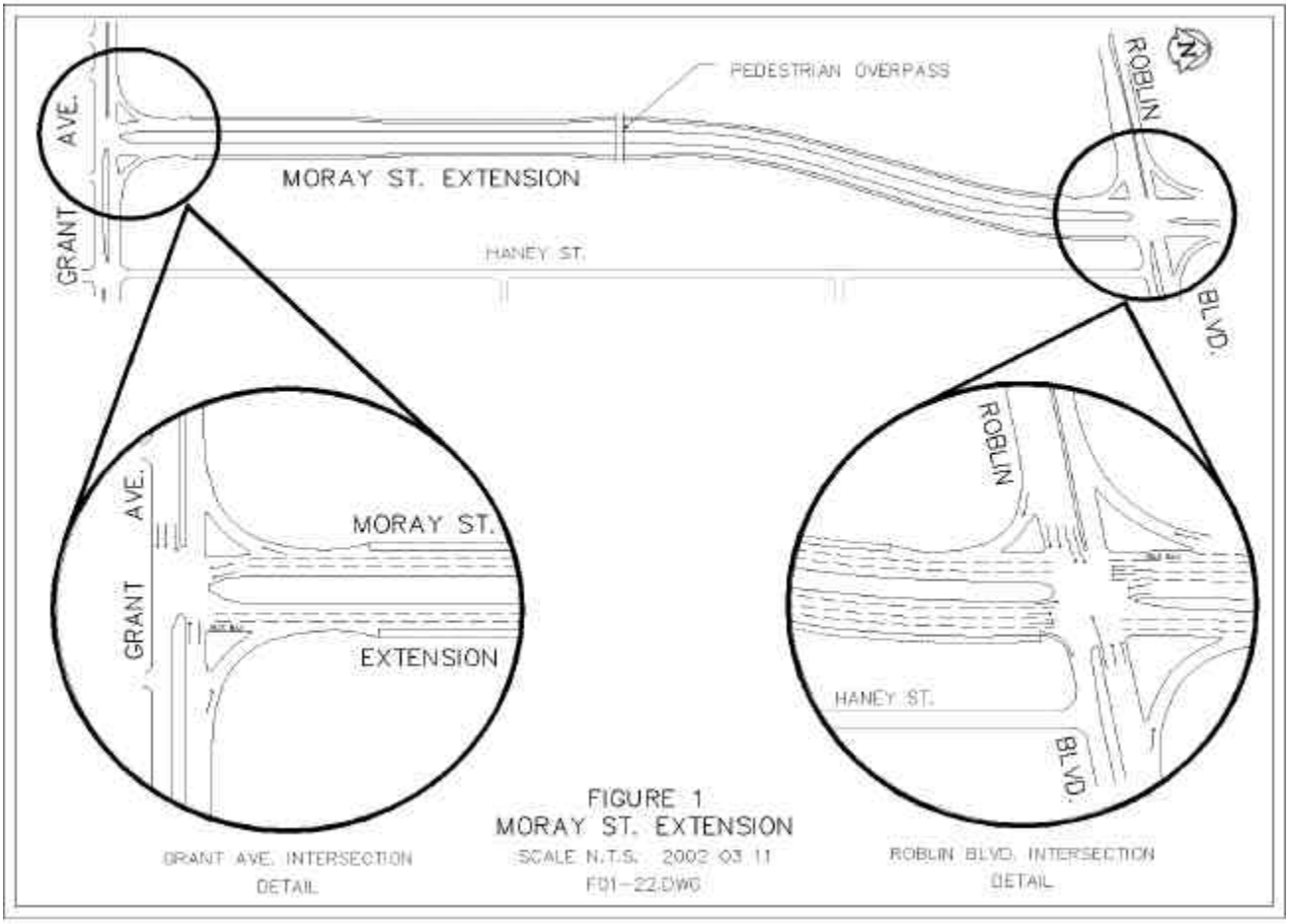
a. increase the speed limit on Moray Street between Portage Avenue and Roblin Boulevard from 70 km/h to 80 km/h;

b. establish an 80 km/h speed limit on the new section of Moray Street between Roblin Boulevard and Grant Avenue; and

c. increase the speed limit on Grant Avenue between a point 100m east of Chalfont Road and a point 100m west of Shaftesbury Boulevard from 60 km/h to 70 km/h.

IX. That the Proper Officers of the City be authorized to do all things necessary to effect the intent of the foregoing, including the execution of any documents related thereto.

Attachment "A" referred to in Clause 2 of the Report of the Standing Policy Committee on Public Works dated April 30, 2002



Attachment "B" referred to in Clause 2 of the Report of the Standing Policy Committee on Public Works dated April 30, 2002

Financial Impact Statement

Date: April 10, 2002

Project Name:

First Year of Program 2002

MORAY STREET EXTENSION

	2002	2003	2004	2005	2006
Capital					
Capital Expenditures Required	$ 184,700	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	184,700	-	-	-	-
Additional Capital Budget Required	$ -	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal	$ -	$ -	$ -	$ -	$ -
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	$ -	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ -				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ 13,115	$ 25,120	$ 25,120	$ 25,120	$ 25,120
Less: Incremental Revenue/Recovery	4,974	-	-	-	-
Net Cost/(Benefit)	$ 8,141	$ 25,120	$ 25,120	$ 25,120	$ 25,120
Less: Existing Budget Amounts	8,141	25,120	25,120	25,120	25,120
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments:

The current expenditures/revenues include costs associated with the ongoing maintenance of the Traffic Control Signals and the Pedestrian corridor. All costs are within budgeted amounts.

Approved by Darcy Stewart, CA
Manager of Finance & Administration

Approved by Divisional Accountant Trainee

Attachment "C" referred to in Clause 2 of the Report of the Standing Policy Committee on Public Works dated April 30, 2002

NEW TRAFFIC REGULATIONS FOR THE MORAY STREET EXTENSION

a) Parking and stopping be prohibited at all times on both sides of Moray Street between Roblin Boulevard and Grant Avenue

b) The regulations requiring southbound vehicular traffic on Moray Street in the two lanes adjacent to the west side curb to turn right at Roblin Boulevard by way of a "Dual Lane, Right Turn lane Designation" and the traffic control signals facing southbound right turning vehicular traffic on Moray Street at Roblin Boulevard be rescinded, and that a "Yield" sign be installed and maintained requiring vehicular traffic in the right turn cut-off at the north-west corner of Moray Street and Roblin Boulevard to yield to traffic before entering Roblin Boulevard.

c) A "Yield" sign be installed and maintained requiring:

i) vehicular traffic in the right turn cut-off located at the south-west corner of Moray Street and Roblin to yield to traffic before entering Moray Street;
ii) vehicular traffic in the right turn cut-off located at the south-east corner of Moray Street and Roblin Boulevard to yield to traffic before entering Roblin Boulevard.
iii) vehicular traffic in the right turn cut-off located at the north-east corner of Moray Street and Grant Avenue to yield to traffic before entering Moray Street; and
iv) vehicular traffic in the right turn cut-off located at the north-west corner of Moray Street and Grant Avenue to yield to traffic before entering Grant Avenue.

d) Southbound vehicular traffic on Moray Street in each of the two traffic lanes adjacent to the median be designated "Left Turn Only" at Grant Avenue.

e) Pedestrians be prohibited from crossing Grant Avenue on the east side of Moray Street.

f) The westbound u-turn on Grant Avenue at Moray Street be prohibited.