Minutes – Executive Policy Committee – March 13, 2023

Report – Standing Policy Committee on Public Works – March 7, 2023

Item No. 7 Stop Sign Removal on Lord Avenue (St. Norbert-Seine River Ward)

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Public Works and submitted the following to Council:

1. That the Winnipeg Public Service be directed to remove the stop sign in front of 46 Lord Avenue.

2. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

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DECISION MAKING HISTORY:

Moved by Councillor Lukes,

That Rule 10(3) of The Procedure By-law No. 50/2007 be suspended in order that the following item, which was received less than four business days preceding the committee meeting, be considered by Committee.

Carried

Moved by Councillor Lukes,

That the recommendation of the Standing Policy Committee on Public Works be concurred in and forwarded to Council.

Yea:	Gillingham, Browaty, Lukes, Mayes, Orlikow, Rollins	6
Nay:		0

Carried

STANDING COMMITTEE RECOMMENDATION:

On March 7, 2023, the Standing Policy Committee on Public Works did not concur in the recommendation of the Winnipeg Public Service and submitted the following to the Executive Policy Committee and Council:

1. That the Winnipeg Public Service be directed to remove the stop sign in front of 46 Lord Avenue.

David Grant submitted a communication with respect to the matter:

On November 29, 2022, the Standing Policy Committee on Public Works passed the following motion:

WHEREAS in addressing traffic safety the ultimate goal is to reduce injuries and fatalities from traffic accidents to zero;

Report – Standing Policy Committee on Public Works – March 7, 2023

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION (continued):

AND WHEREAS traffic safety is about being proactive and safety conscious through the proper planning of road design and as well as education;

AND WHEREAS residents on Lord Avenue recently had a stop sign added to their street which has been absent of such a traffic calming device for over 30 plus years. Within that period of time it is noted there has not been any substantive residential homes added to the area and traffic volumes have not increased;

AND WHEREAS the addition of the stop sign was done without a proper traffic study or analysis completed that speaks to increased traffic pressures, accidents or fatalities in that immediate area;

AND WHEREAS Lord Avenue residents are concerned the area will be adversely impacted as compliance will be low as the stop sign is not warranted;

THEREFORE BE IT RESOLVED that the Winnipeg Public Service be directed to report back to the Standing Policy Committee on Public Works in 90 days on the removal of the stop sign in front of 46 Lord Avenue.

ADMINISTRATIVE REPORT

Title: Stop Sign Removal on Lord Avenue (St. Norbert Ward)

Critical Path: Standing Policy Committee on Public Works

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P. Eng.	B. Neirinck on behalf of J. Berezowsky	N/A	M. Jack

EXECUTIVE SUMMARY

The stop sign at the intersection of Lord Avenue and Lord Avenue was installed in August 2022 following an assessment initiated from a 311 service request submitted by the Ward Councillor on behalf of an area resident. The assessment determined a stop sign would be an appropriate form of traffic control at the previously uncontrolled intersection. As the stop sign was recently installed following an assessment, removal is not recommended.

RECOMMENDATIONS

1. That this report be received as information.

REASON FOR THE REPORT

On November 29, 2022, the Standing Policy Committee on Public Works directed the Winnipeg Public Service to report back in 90 days on the removal of the stop sign in front of 46 Lord Avenue.

IMPLICATIONS OF THE RECOMMENDATIONS

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

HISTORY/DISCUSSION

Lord Avenue is a local residential street in St. Norbert. The speed limit is 50 km/h. No sidewalks are provided on Lord Avenue, so pedestrians share the road with motorists and cyclists. Parking is permitted on the south/east side of Lord Avenue (i.e., the outer side of the road).

The intersection of Lord Avenue and Lord Avenue occurs on a curve in the road. The northbound approach serves as the primary access for two single-family residential properties and then transitions to a back lane serving the rear of other properties on Lord Avenue as well as the rear of the St. Norbert Personal Care Home. Figure 1, below, highlights the intersection of Lord Avenue and Lord Avenue, and shows stop-control at intersections in the general vicinity.



Figure 1: Study intersection and stop-control in general vicinity (Image: iView, 2021)

In June 2021, the Ward Councillor's office submitted a request to 311 on behalf of an area resident, requesting that the uncontrolled intersection of Lord Avenue and Lord Avenue be reviewed to determine if a stop-control was warranted. The request noted observing near-misses at the uncontrolled intersection, busier levels of traffic associated with the care home, and concern for pedestrian safety.

Section 128 of the Manitoba Highway Traffic Act speaks to right-of-way at intersections:

General right-of-way rule

128 Except as provided in section 130, where two vehicles enter an intersection from different highways at approximately the same time and there is at the intersection no traffic control device directing the driver of one of the vehicles to yield the right-of-way, the driver of the vehicle on the left shall yield the right-of-way to the vehicle on the right; but, where there is a traffic control device at the intersection directing the driver of one of the vehicles to yield the right-of-way, he shall yield the right-of-way to all other traffic as provided in section 133.

At an uncontrolled intersection, which does not have any stop or yield signs, the driver of the vehicle on the left should yield right-of-way to the driver of the vehicle on the right when both

vehicles arrive at the same time. At the intersection of Lord Avenue and Lord Avenue, this would mean that a motorist approaching eastbound would have to yield to a motorist approaching northbound. This may not be intuitive to motorists who would tend to view the northbound approach as the minor street since it connects into a back lane to the south, which may create conflicts at the intersection.

The northbound approach connects to the back lane that serves the care home. It is located on the outside of a curve on Lord Avenue, where street parking can limit sightlines. There are similar intersections nearby, which have a short section of street serving a few residential properties, that have stop-control on one approach (e.g., Lemay Avenue and Villa Maria Place, and Lemay Avenue and Lord Avenue). Lord Avenue and Lord Avenue was the only uncontrolled intersection in this area.

As such, the decision was taken to install a stop sign on this approach to clarify right-of-way at the intersection (Figure 2). The stop sign was installed in August 2022. This decision is consistent with how other intersections in the general area are signed, which helps with driver expectancy overall. As the stop sign was recently installed following an assessment, removal is not recommended.



Figure 2: Northbound on Lord Avenue at Lord Avenue (December, 2022)

FINANCIAL IMPACT

Financial Impact Statement Date: January 19, 2023

Project Name:

Stop Sign Removal on Lord Avenue (St. Norbert Ward)

COMMENTS:

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

J. Ruby, 2023-01-19
J. Ruby CPA, CA
Manager of Finance & Administration

CONSULTATION

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

OURWINNIPEG POLICY ALIGNMENT

The recommendations within this report are consistent with policies that fit within five goals in OurWinnipeg2045, specifically:

Leadership and Good Governance Goal

- Policy 1.5 Evidence-Informed Decisions

  Invest in data and technology in order to support objective, evidence-informed decision-making; support open government and open data principles for collection and sharing; help coordinate records and information management; and improve process efficiency, results-based service delivery and accountability.

Good Health and Well-Being Goal

- Policy 4.10 Transportation Safety

  Design, construct, maintain, and regulate an integrated and sustainable transportation system and related infrastructure that optimize safe, connected and reliable mobility, and minimize severe injuries and fatalities for all road users.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

N/A

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

N/A

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: R. Peterniak, M.Sc., P.Eng., RSP1, Community Traffic Engineer
Date: January 20, 2023