

Minutes – Standing Policy Committee on Public Works – April 15, 2026

REPORTS

**Item No. 8 Traffic Study on Evelyne Reese Boulevard
(St. Vital Ward)**

STANDING COMMITTEE DECISION:

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

Minutes – Standing Policy Committee on Public Works – April 15, 2026

DECISION MAKING HISTORY:

Moved by Councillor Chambers,

That the recommendation of the Winnipeg Public Service be concurred in.

Carried

STANDING COMMITTEE RECOMMENDATION:

On July 3, 2025, the Standing Policy Committee on Public Works concurred in the recommendation of the Riel Community Committee, and directed the Winnipeg Public Service to conduct a traffic study along Evelynne Reese Boulevard and include the following:

1. Traffic patterns
2. Speed compliance
3. Safety risks
4. The impact of additional crosswalks in the area

and report back to the Standing Policy Committee on Public Works in 240 days.

ADMINISTRATIVE REPORT

Title: Traffic Study on Evelyne Reese Boulevard

Critical Path: Standing Policy Committee on Public Works

AUTHORIZATION

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

EXECUTIVE SUMMARY

In 2025, the Public Service was directed to lead a traffic study along Evelyne Reese Boulevard that reviews:

- Traffic patterns;
- Speed compliance;
- Safety risks;
- The impact of more crosswalks in the area.

The Public Service led a study and found:

- The number of vehicles and speeds are consistent with the street type and function of Evelyne Reese Boulevard.
- No patterns in collisions to suggest ongoing safety concerns.
- No observed major safety risks.
- Low demand for pedestrians to cross at Bonaventure Drive West/Bonaventure Drive East and Geneva Lane.
 - Pedestrian crossing control is not currently warranted at these locations
- Enough demand for ground-mounted pedestrian crossing control at Jack Reimer Drive.

The northeast corner of Warde Avenue and De La Seigneurie Boulevard is the location of the proposed Bonavista Recreation Centre. If built, the centre would create pedestrian traffic in the area.

The Public Service would review the need for crosswalks if the centre is built.

RECOMMENDATIONS

That this report be received as information.

REASON FOR THE REPORT

On July 3, 2025, the Standing Policy Committee on Public Works concurred in the recommendation of the Riel Community Committee, and directed the Winnipeg Public Service to conduct a traffic study along Evelyne Reese Boulevard and include the following:

1. Traffic patterns
2. Speed compliance
3. Safety risks
4. The impact of additional crosswalks in the area

and report back to the Standing Policy Committee on Public Works in 240 days.

IMPLICATIONS OF THE RECOMMENDATIONS

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

The Public Service will be installing a new ground mounted crosswalk on Evelyne Reese Boulevard on the south side of Jack Reimer Drive. The estimated cost of the crosswalk is \$1,600.00, which will be charged to the 2026 Public Works – Transportation division operating budget. The crosswalk will be painted in spring as weather permits.

HISTORY/DISCUSSION

STUDY AREA

Evelyne Reese Boulevard is a two-lane, 10-metre-wide residential collector in the St. Vital Ward. It connects between Island Shore Boulevard and Warde Avenue and extends farther south to Whitehorn Crescent. The speed limit is 50 km/h and there are sidewalks and/or a multi-use pathway on both sides of the street except at residential frontage roads where pedestrians can share the roadway.

Parking is prohibited on the east side of Evelyne Reese Boulevard and permitted on the west side.

Figure 1, below, illustrates the study area.

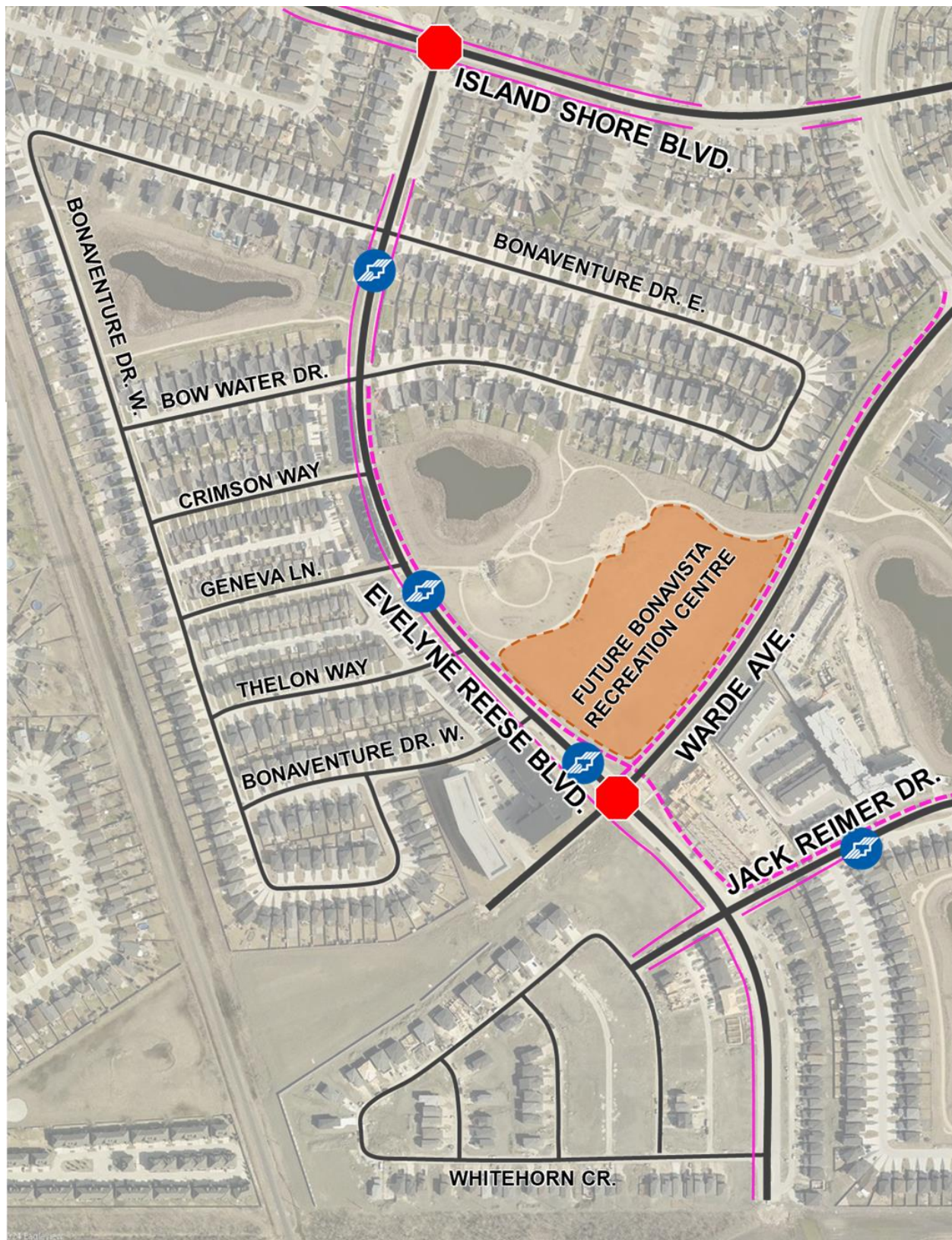


Figure 1: Study Area

Evelyne Reese Boulevard is controlled by stop signs in two locations:

- Island Shore Boulevard – all-way stop control, and
- Warde Avenue – two-way stop control (Warde Avenue is free flowing).

There are three transit stop pairs along Evelyne Reese Boulevard:

- South of Bonaventure Drive West/East
- South of Geneva Lane, and
- North of Warde Avenue.

There is also a stop pair on Jack Reimer Drive east of Evelyne Reese Boulevard. These stop pairs serve community route 557, which has a frequency of approximately two buses per hour, and indicate where residents may be inclined to cross the street to access transit. There are presently no formal crosswalks on Evelyne Reese Boulevard.

The Bonavista Recreation Centre is proposed to be located at Fraipont Park, which is at the northeast corner of Evelyne Reese Boulevard and Warde Avenue. The proposed recreation centre is approximately 20,000 square feet and includes a gymnasium and multi-purpose rooms. Council approval and funding are still required before the next stages of design can occur.

TRAFFIC PATTERNS AND SPEED COMPLIANCE

Vehicle speed and volume data was collected on October 14 and 15, 2025, at the following two locations along Evelyne Reese Boulevard:

- Between Bonaventure Drive West/East and Bow Water Dr, and
- Between Geneva Lane and Thelon Way.

These locations were chosen as they are far enough from traffic control devices (such as stop signs) and along relatively straight portions of roadway to give an accurate representation of the speed at which vehicles are inclined to drive when limited barriers are present. Similarly, they are far enough from each other to see how vehicle volumes and speeds differ at various points along Evelyne Reese Boulevard.

The Average Daily Traffic (ADT) on Evelyne Reese Boulevard, which is the average number of vehicles passing a point over a 24-hour period, and 85th percentile speeds, which is the speed at which 85 percent of vehicles travel at or below, are given in Table 1.

Table 1: Average daily traffic volumes on Evelyne Reese Boulevard

Location	ADT (veh/day)	85th % Speed (km/h)	Avg. Speed (km/h)
Bonaventure Drive West/East to Bow Water Drive	2,910	51.2	44.3
Geneva Lane to Thelon Way	2,670	50.6	43.3

Residential minor collector streets like Evelyne Reese Boulevard typically see up to 5,000 vehicles per day. Based on the data collected, Evelyne Reese Boulevard experiences an acceptable level of traffic for this type of street.

The 85th percentile speed is approximately 51 km/h at both locations on Evelynne Reese Boulevard. Given that these speeds only slightly exceed the 50 km/h posted speed limit, and pedestrians are accommodated on both sides of the street via either sidewalks or a multiuse pathway, the 85th percentile speeds are aligned with the road's design and function.

SAFETY RISKS

Collision Analysis

A collision review was completed to determine any collision patterns observed within the study area, which covers Evelynne Reese Boulevard and any intersecting side streets. Collisions from 2015 – 2023 (most recent years of data) were considered. Table 2 summarizes the study area collisions.

Table 2: Collision Analysis

Location	Configuration	Property Damage Only	Minimal Injury	Total
Bonaventure Dr E (midblock)	Fixed Object	1		1
	Parking	1		1
Evelynne Reese Blvd (midblock)	Fixed Object	1		1
Evelynne Reese & Bonaventure E	Rear End	1		1
Evelynne Reese & Crimson	Fixed Object	1		1
Evelynne Reese & Jack Reimer	Fixed Object	2		2
Evelynne Reese & Island Shore	Rear End	1		1
	Sideswipe		1	1
	Unknown	1		1
Evelynne Reese & Warde	Fixed Object	1		1
	Intersection 90		1	1
Total		10	2	12

Observations of the collision history show the following:

- Overall, few collisions were observed within the study area (12 over a nine-year period).
- Out of the 12 collisions observed, 10 were property damage only (PDO) and two were minimal in severity. None involved fatalities or serious injuries.
- Collisions were scattered throughout the study area with no obvious patterns.
- No collisions involving pedestrians or cyclists were reported.
- The most common collision configuration was single vehicle fixed object; all of these collisions were PDO.

Ultimately, there are limited collisions on Evelynne Reese Boulevard, and no specific pattern that would indicate a recurring issue has been observed.

Other Road Safety Observations

Some additional observations from a site visit to Evelynne Reese Boulevard are as follows:

- Evelynne Reese Boulevard has an open feel to it with good sightlines. This may lead to higher speeds for vehicles, but the recorded speeds were still generally in line with the speed limit. It also means drivers generally have clear sightlines of pedestrians.
- Geometry along Evelynne Reese Boulevard has sufficiently wide lanes and roadside clear zones. There were no fixed objects identified that would present a hazard for vehicles.
- There is an active transportation desire line crossing Evelynne Reese Boulevard at Jack Reimer Drive, which will be discussed further in the next section of this report.
- Sidewalk connectivity is maintained along Evelynne Reese Boulevard.
- All Transit stops along Evelynne Reese Boulevard have an adjacent sidewalk, allowing pedestrians to access their desired stop from the sidewalk network.

CROSSWALKS

Data Collection

We collected pedestrian data at the following three intersections on Evelynne Reese Boulevard:

- Bonaventure Drive West/Bonaventure Drive East,
- Geneva Lane, and
- Jack Reimer Drive.

These locations were chosen as they represent locations where pedestrians have a desire to cross the street, such as to access a transit stop or multiuse pathway.

Table 3 summarizes the data of these three crossing locations. It includes the average hourly equivalent adult units (EAUs) crossing the street as well as the distance to the nearest controlled crossing, both of which are considered in assessing whether a new crossing location is warranted.

Table 3: Volume of pedestrians crossing Evelynne Reese Boulevard

Location	Hourly EAUs	Distance to nearest controlled crossing (m)
Bonaventure Drive West/Bonaventure Drive East	5	280
Geneva Lane	2	265
Jack Reimer Drive	16	125

Preliminary Assessment

In recommending the installation of a new or upgraded pedestrian crossing control, the Public Service follows the guidance provided in the Transportation Association of Canada (2018) Pedestrian Crossing Control Guide (“the Guide”). The Guide presents a set of principles to assist professionals during the decision-making process associated with the provision of pedestrian crossing control. The warrant criteria from the Guide are given in Appendix A.

Based on the Guide, Bonaventure Drive West/Bonaventure Drive East and Geneva Lane both have insufficient pedestrian demand to warrant a formal pedestrian crossing. That said, demand is expected to change if the Bonavista Recreation Centre is built. The Public Service recommends no changes at this time, with the understanding that pedestrian crossings would be considered as part of a future Transportation Impact Study (TIS) for the recreation centre.

Jack Reimer Drive sees significantly more pedestrian traffic at approximately 16 pedestrians per hour. Further, homes are still being built on the streets adjacent to Jack Reimer Drive which would likely increase pedestrian demand at this intersection. In addition, there are multiuse pathways on the east side of Evelyne Reese Boulevard north of Jack Reimer Drive, and on the north side of Jack Reimer Drive east of Evelyne Reese Boulevard, which introduces a desire line to cross the street and access the multiuse path network. Therefore, pedestrian crossing control is considered warranted on Evelyne Reese Boulevard at Jack Reimer Drive.

Pedestrian Crossing Control Treatment Selection

The appropriate pedestrian crossing control treatment is selected using the Guide's "Decision Support Tool – Treatment Selection Matrix", which considers the ADT, speed limit, and roadway cross section.

Evelyne Reese Boulevard sees between 2,500 and 3,000 vehicles per day, the posted speed limit is 50 km/h, and the road has a four-lane divided cross-section. Based on these characteristics, the Guide recommends a signed pedestrian crosswalk. The crosswalk is intended to be installed in the spring of 2026 and is recommended for the south leg of Evelyne Reese Boulevard at Jack Reimer Drive.

This location is chosen because:

- Pedestrians utilize the south crossing more frequently than the north crossing; and
- The south leg of Evelyne Reese Boulevard sees fewer vehicles than the north leg, meaning there will be fewer potential conflicts between pedestrians and vehicles.

The cost for the crossing control treatment, including signs, painted lines and labour, is expected to be \$1,600 and will be funded by existing operating budgets within the Transportation division.

FINANCIAL IMPACT

Financial Impact Statement **Date:** February 17, 2026

Project Name:

Traffic Study on Evelyn Reese Boulevard

COMMENTS:

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

As noted in the report, the Public Service will be installing a ground mounted crosswalk on Evelyn Reese Boulevard in the spring of 2026 with an estimated cost of \$1,600.00. The cost of the installation will be charged to the 2026 Public Works - Transportation division operating budget.

A. Fischer CPA, CA 2-17-2026
for 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 three goals in OurWinnipeg2045, specifically:

Environmental Resilience Goal

- Policy 2.5 Climate Resilient Growth
Actively explore innovative approaches to city building, an integrated and sustainable transportation system and related infrastructure capacity enhancements that mitigate the impact of climate risk on infrastructure; leverage targeted densities as detailed in Complete Communities; and minimize conflict between different street functions and users.
- Policy 2.9 Reduce Road Congestion
Increase the efficiency, convenience and usage of the active and public transportation system, to improve air quality, provide a viable alternative to the automobile, and reduce current and future road congestion.

Economic Prosperity Goal

- 3.17 Sustainable Transportation Connectivity
Prioritize enhancements to the integrated and sustainable transportation system that improve its viability and access to places such as educational institutions, employment opportunities, recreation and library facilities, providers of essential goods and services and health providers, especially for children, and for neighbourhoods most impacted by poverty.

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

Consideration was given as to whether this report connects to the Winnipeg Climate Action Plan (CAP), and it was determined that the CAP is not applicable to this specific report.

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Consideration was given as to whether this report connects to the Winnipeg Poverty Reduction Strategy (PRS) and its Goals and Objectives, and it was determined that the PRS is not applicable to this specific report.

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: Auja Ominski, M.Sc., P.Eng., Community Traffic Engineer
Date: February 18, 2026

Attachment:

Appendix A – Transportation Association of Canada Warrant Criteria

APPENDIX A

In recommending the installation of new or upgraded pedestrian crossing control, the Winnipeg Public Service follows the guidance provided in the Transportation Association of Canada (2018) Pedestrian Crossing Control Guide (“the Guide”). The Guide presents a set of principles to assist professionals during the decision-making process associated with the provision of pedestrian crossing control.

The Public Service considers that pedestrian crossing control is warranted when the following three criteria from the Guide are met:

1. Pedestrian volume is at least 100 EAU's over a 7-hour count period within a single day; this is equivalent to an hourly average of 15 EAU's. Pedestrian volumes are converted to EAU's to account for pedestrian age and physical ability (see the Guide for details).
2. Average Daily Traffic (ADT) is greater or equal to 1,500 vehicles per day.
3. The proposed crossing location is at a minimum distance of “d” from the nearest controlled crossing location. This distance is between 100 to 200 metres. The lower end of this range is typically only used in areas with very high pedestrian volumes or higher volumes of vulnerable pedestrian groups that may have difficulty crossing the road such as children, older pedestrians, and pedestrians with impairments.