

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

REPORTS

**Item No. 9 Traffic Study on Des Meurons Street
(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 Eadie,

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 Des Meurons Avenue between Blenheim Avenue and Regal Avenue and include the following:

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

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

ADMINISTRATIVE REPORT

Title: Traffic Study on Des Meurons Street

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

The Public Service was directed to study the addition of stop signs on Des Meurons Street. This is in response to speeding concerns.

Stop signs should not be used to either slow traffic or deter cut-through traffic. Therefore, this study should proceed through the Council-approved traffic calming program. The Public Service has started this process.

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 Des Meurons Avenue between Blenheim Avenue and Regal Avenue and include the following:

1. Traffic patterns
1. Speed compliance
2. Safety risks
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and report back to the Standing Policy Committee on Public Works in 240 days.

IMPLICATIONS OF THE RECOMMENDATIONS

There are no implications to receiving this report for information.

HISTORY/DISCUSSION

STUDY AREA

Des Meurons Street varies in street type and function across its length from Provencher Avenue to Regal Avenue. Within the study area between Blenheim Avenue and Regal Avenue, Des Meurons Street is a two-lane, 9-metre-wide residential collector in the St. Vital Ward, running parallel to St. Anne's Road. Figure 1 illustrates the context of the study area.

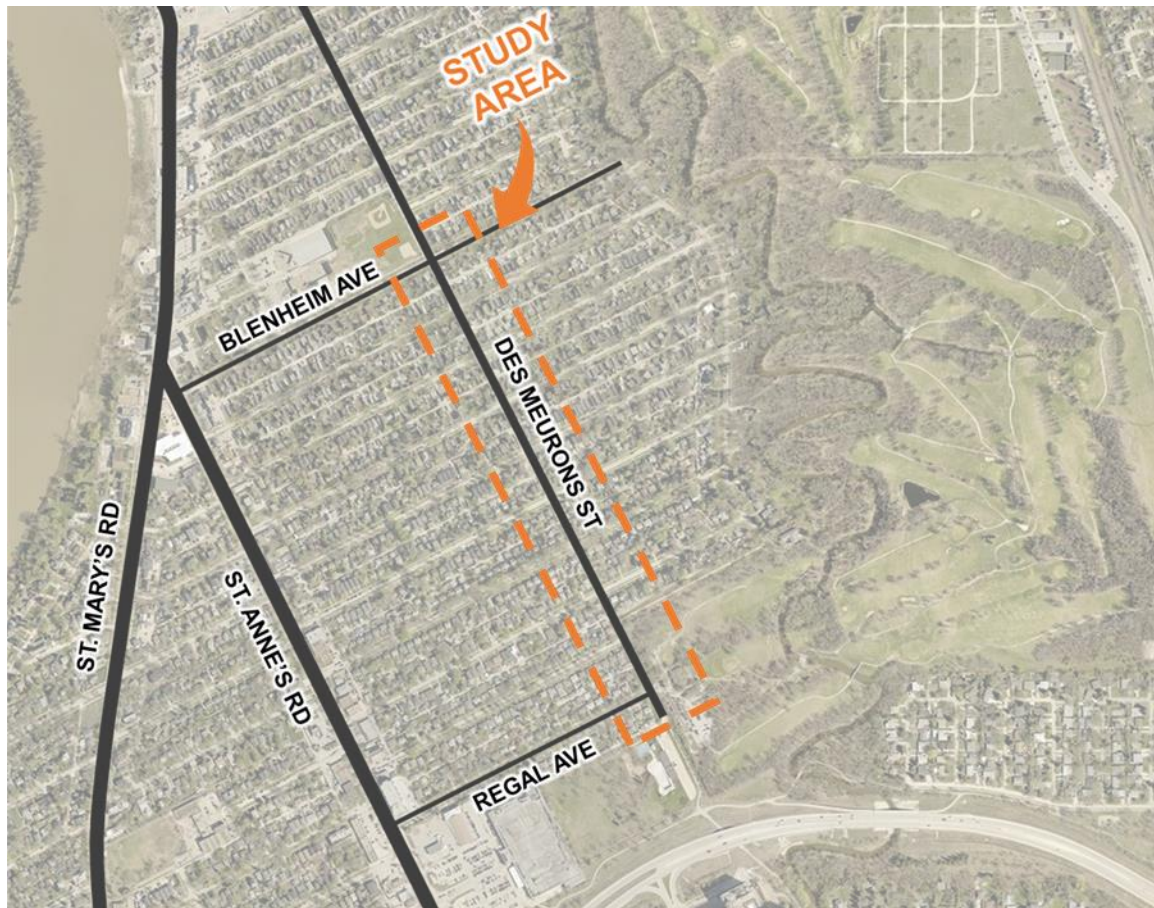


Figure 1: Des Meurons St study area context

Figure 2, below, illustrates the details of the study area. The speed limit is 50 km/h, though a reduced speed school zone is present at the north end of the study area starting just north of Clonard Avenue as illustrated in yellow. There are sidewalks illustrated by the solid pink lines on both sides of Des Meurons Street from Blenheim Avenue to Bank Avenue, which switches to a single sidewalk on the east side of the street farther south to Regal Avenue.

There are also a few cycling facilities in the area illustrated by the dashed pink lines, including Niakwa Trail that connects to Des Meurons Street at the south end, and an unpaved multiuse trail connecting Des Meurons Street to the south end of the Neighbourhood Greenway on Egerton Road. This means that cyclists travelling between the Niakwa Trail and the Neighbourhood Greenway would need to travel along Des Meurons Street.

Des Meurons Street is controlled by stop signs in two locations within the study area:

- Blenheim Avenue – all-way stop control, and
- Regal Avenue – all-way stop control.

All other intersections are two-way stop-controlled with Des Meurons Street being the uncontrolled, or free-flowing, movement.

There are no transit stops on this section of Des Meurons Street and there are also no formal pedestrian crosswalks.

Windsor Park Golf Course and St. Vital Pool are both located at the south end of Des Meurons Street near Regal Avenue. Glenwood School and Community Centre are located just north of the study area between Blenheim Avenue and Harrowby Avenue.

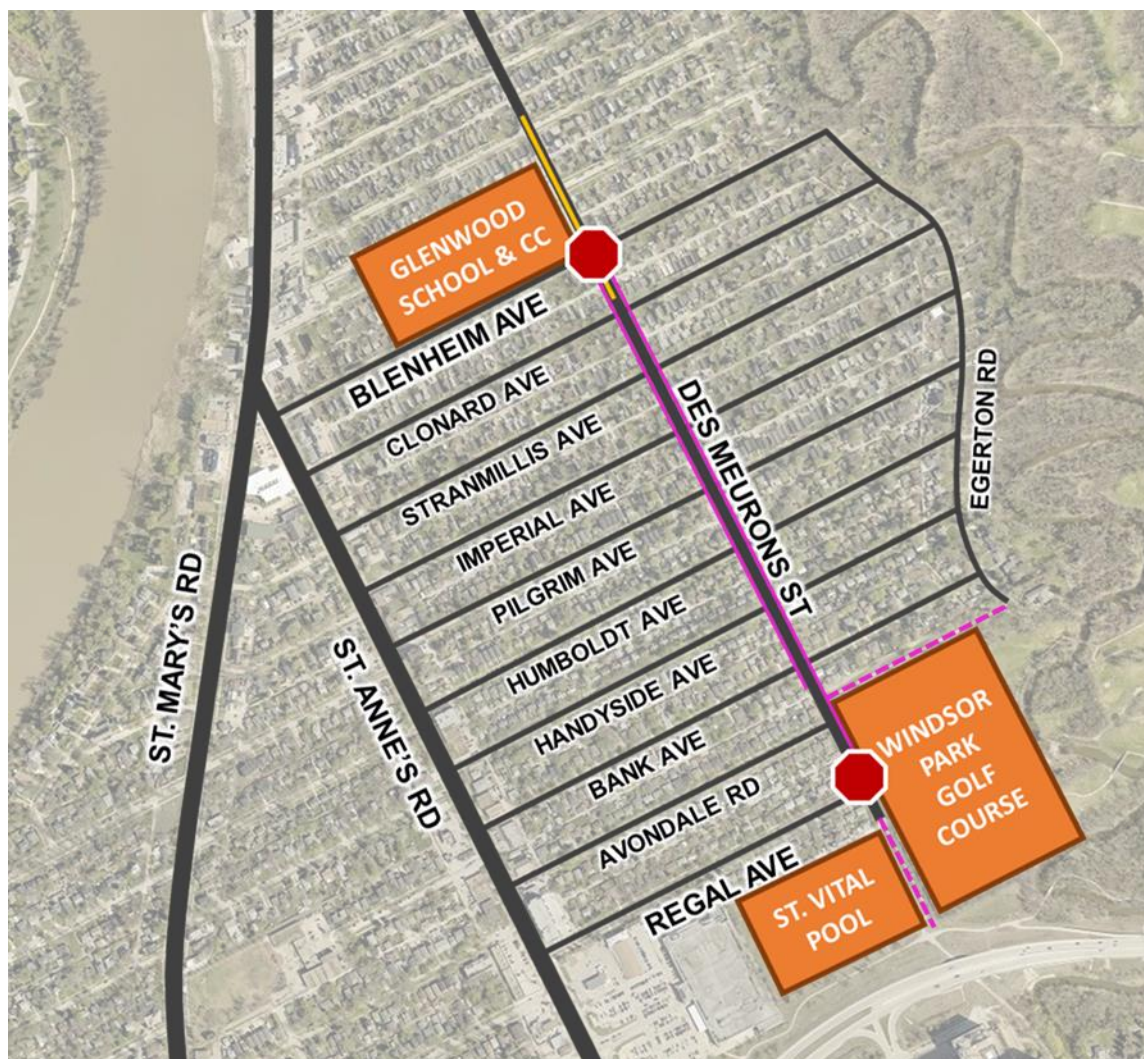


Figure 2: Study area details

CONCERNS

The main concerns outlined in the recommendation from the Riel Community Committee are as follows:

- An increase in speeding vehicles on Des Meurons Street,
- Vehicle speeds ranging from 60 to 70 km/h, and
- Requests for additional stop signs to slow traffic.

Given that Des Meurons Street runs parallel to St. Anne's Road within the study area and parallel to St. Mary's Road north of the study area, some drivers see it as a convenient alternative when congestion occurs on either of the two regional streets. Being a collector, Des Meurons Street is not intended to serve vehicles looking to avoid traffic on the regional road network. Traffic calming is considered in situations where there is speeding and/or shortcutting traffic, which would be the case for Des Meurons Street.

DISCUSSION AND RECOMMENDATIONS

The motion from the Riel Community Committee is requesting stop signs to slow traffic. However, the *Manual of Uniform Traffic Control Devices for Canada (Sixth Edition, 2021)* states that stop controls should **not** be used under several conditions, including "as a speed control device" and "as a means of deterring the movement of through traffic in a residential area". This is also highlighted in the current Technical Guideline and Practices the Public Service uses for stop signs, which was adopted by the Standing Policy Committee on Public Works on February 8, 2022. Ultimately, stop signs are not intended to be used as a method to slow or deter vehicles and installing stop signs where they are not technically warranted can lead to a decrease in compliance and introduce new risks.

Traffic calming measures, which include both physical measures (e.g. speed humps, curb extensions, etc.) and regulatory measures (e.g. turn restrictions) help slow or reduce traffic through residential areas. Therefore, the Public Service has referred Des Meurons Street to the Council-approved Traffic Calming Program.

The Traffic Calming Program is designed to address concerns of speeding and cut-through traffic and is separated into two streams depending on if the concern is for a single street (Stream 1) or a neighbourhood (Stream 2).

For reference, Stream 1 of the Traffic Calming Program consists of six key steps. This information can also be found on the City Traffic Calming webpage:

1. Initiation
2. Petition
3. Engineering Assessment
4. Prioritization
5. Design and Engagement
6. Installation

Initiation: Once a request has been received, the Public Service reviews it to ensure it has not been studied in the past five years and to look at any documented future plans for the area. If a

location makes a good candidate for the program, the Public Service contacts the requester for next steps.

This request from the Standing Policy Committee is considered as the initiation step for Des Meurons Street. Given that it has not been previously studied as part of the Traffic Calming Program, it has moved on to the petition step.

Petition: After identifying a street as a program candidate, the Public Service provides the requester a petition. This helps eliminate requests based on only one person's opinion by showing whether the broader community would support traffic calming.

- The petition lists addresses that may be affected by traffic calming on the street in question.
- The requester is responsible for distributing the petition to eligible addresses.
- Residents of eligible addresses are responsible for submitting their response to the petition to 311.
- At least 25 percent support is required to proceed to next steps.

Once the Public Service reviews the petition for completeness, the Public Service contacts the area Councillor to obtain support.

Since this is the Council-approved process, the Public Service requires a successful Petition (Step 2) for Des Meurons Street before it can move onto the Engineering Assessment (Step 3). This will ensure there is support from the community and allow the Public Service to follow the approved process.

The Public Service has already contacted the Ward Councillor's office to initiate a traffic calming petition with the requesting citizen(s). The remainder of the traffic calming process will be carried out by the Public Service upon completion of the petition.

FINANCIAL IMPACT

Financial Impact Statement Date: February 13, 2026

Project Name:

Traffic Study on Des Meurons Street

COMMENTS:

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

J. Ruby, 2026-02-13

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 two of the six 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

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 17, 2026