

Minutes – Standing Policy Committee on Public Works – June 10, 2026

REPORTS

Item No. 11 Developer Funded Traffic Signals - North Point Boulevard and Waverley Street

STANDING COMMITTEE DECISION:

The Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and approved the following:

1. That the installation of a new traffic signal at the intersection of North Point Boulevard and the first private approach east of McPhillips Street be approved.
2. That the installation of a new traffic signal at the intersection of Waverley Avenue and Country Meadows Boulevard be approved.
3. That the installation of a new traffic signal at the intersection of Waverley Avenue and Pine Hills Road / Tim Sale Drive be approved.
4. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

Minutes – Standing Policy Committee on Public Works – June 10, 2026

DECISION MAKING HISTORY:

Moved by Councillor Sharma,

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

Carried

ADMINISTRATIVE REPORT

Title: Developer Funded Traffic Signals - North Point Boulevard and Waverley Street

Critical Path: Standing Policy Committee on Public Works

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P.Eng.	J. Berezowsky	T. Graham	J. Dunford

EXECUTIVE SUMMARY

The Public Service recommends the installation of traffic signals at the following intersections:

- North Point Boulevard and the first private approach east of McPhillips Street;
- Waverley Street and Country Meadows Boulevard;
- Waverley Street and Pine Hills Road / Tim Sale Drive.

These signals will support expected increases in traffic from development in these areas. New signals help traffic move more safely and efficiently. They also improve access for pedestrians crossing at these intersections.

The cost for the installation of the traffic signals will be paid for by the developer of each area. Annual maintenance and operating costs for each signal will be \$5,000. This will be paid from within the Public Works budget.

RECOMMENDATIONS

1. That the installation of a new traffic signal at the intersection of North Point Boulevard and the first private approach east of McPhillips Street be approved.
2. That the installation of a new traffic signal at the intersection of Waverley Avenue and Country Meadows Boulevard be approved.
3. That the installation of a new traffic signal at the intersection of Waverley Avenue and Pine Hills Road / Tim Sale Drive be approved.
4. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

REASON FOR THE REPORT

As the City's Traffic Authority, the Standing Policy Committee on Public Works must approve installation of traffic control signals and activated pedestrian crossing control treatments.

IMPLICATIONS OF THE RECOMMENDATIONS

The estimated capital cost for the installation of the traffic signal at North Point Boulevard and the private approach east of McPhillips Avenue is \$415,000 (Class 3). This work will be 100 percent developer funded under developer agreement DASZ 31/2023. The combined estimated annual maintenance and operating cost associated with this signal is \$5,000 and will be funded from within the public works budget.

The estimated capital cost for the installation of the traffic signal at Waverley Avenue and Country Meadows Boulevard is \$400,000 (Class 3). This work will be 100 percent developer-funded under developer agreement DASZ 29/2023. The combined estimated annual maintenance and operating cost associated with this signal is \$5,000 and will be funded from within the public works budget.

The estimated capital cost for the installation of the traffic signal at Waverley Avenue and Pine Hills Road / Tim Sale Drive is \$325,000 (Class 5). This work will be 100 percent developer-funded under developer agreement DASZ 22/2007. The combined estimated annual maintenance and operating cost associated with this signal is \$5,000 and will be funded from within the public works budget.

HISTORY/DISCUSSION

NORTH POINT BOULEVARD AND THE FIRST PRIVATE APPROACH EAST OF MCPHILLIPS STREET

Background Information

Figure 1, below, illustrates the location of the intersection and the surrounding roadway network. North Point Boulevard is a major collector with two lanes in each direction separated by a median. Approximately 175 metres east of the intersection with McPhillips Street, there is a private approach to a mixed-use development site which is the location of the proposed traffic signal.

To the north, a private approach provides access to the partially-developed Polaris Place Retail area, where construction is currently underway on several buildings, including multi-family housing. The south leg of the intersection will eventually serve a similar mixed-use development featuring retail, fast food, and multi-family residences.

Although the south leg is not yet under construction, it is anticipated to be completed later this year. This timeline coincides with planned improvements to the north, where the access road will be widened and the eastbound left-turn lane constructed.



Figure 1 - Map showing the location of the proposed traffic signals on North Point Boulevard, east of McPhillips.

On March 21, 2024, Council concurred in the recommendation of the Standing Policy Committee on Property and Development and adopted File DASZ 31/2023. The traffic control signal is 100 percent developer funded through Development Agreement 31/23 which specifies the following clause:

3) Traffic Control Signals

The Developer shall pay to the City, in cash, on demand, full costs associated with the installation of traffic control signals and all related works including, but not limited to, pedestrian and vehicular actuation and interconnection to adjacent traffic-control signals, countdown and audible pedestrian signals where North Point Boulevard intersects with the proposed private access, when and as determined by and to the satisfaction of the Director of Public Works.

The installation of traffic signals is recommended for this location based on the expected demand once the development is completed, to provide a safe pedestrian crossing of North Point Boulevard, and to take advantage of the efficiency by installing the traffic signals at the same time as the private approaches are being constructed.

WAVERLEY STREET AND COUNTRY MEADOW BOULEVARD

Figure 2 illustrates the location of the intersection and the surrounding roadway network. The intersection with Country Meadow Boulevard is approximately 240 metres west of the major intersection with Kenaston Boulevard. Although Waverley Street is generally classified as an arterial street, west of Kenaston Boulevard the classification changes to a collector.

Currently, Waverley Street narrows to a single lane in each direction at Country Meadow Boulevard, but later this year the road will be widened to two lanes in each direction. At the same time the private approach to the north and Country Meadow Boulevard to the south will be widened.

To the north, the private approach will provide access to a mixed-use development that is planned to have general retail, multi-family housing and a large anchor tenant. To the south, Country Meadow Boulevard will provide access to the residential area including a 400 unit multi-family housing complex in the southeast corner of the intersection.

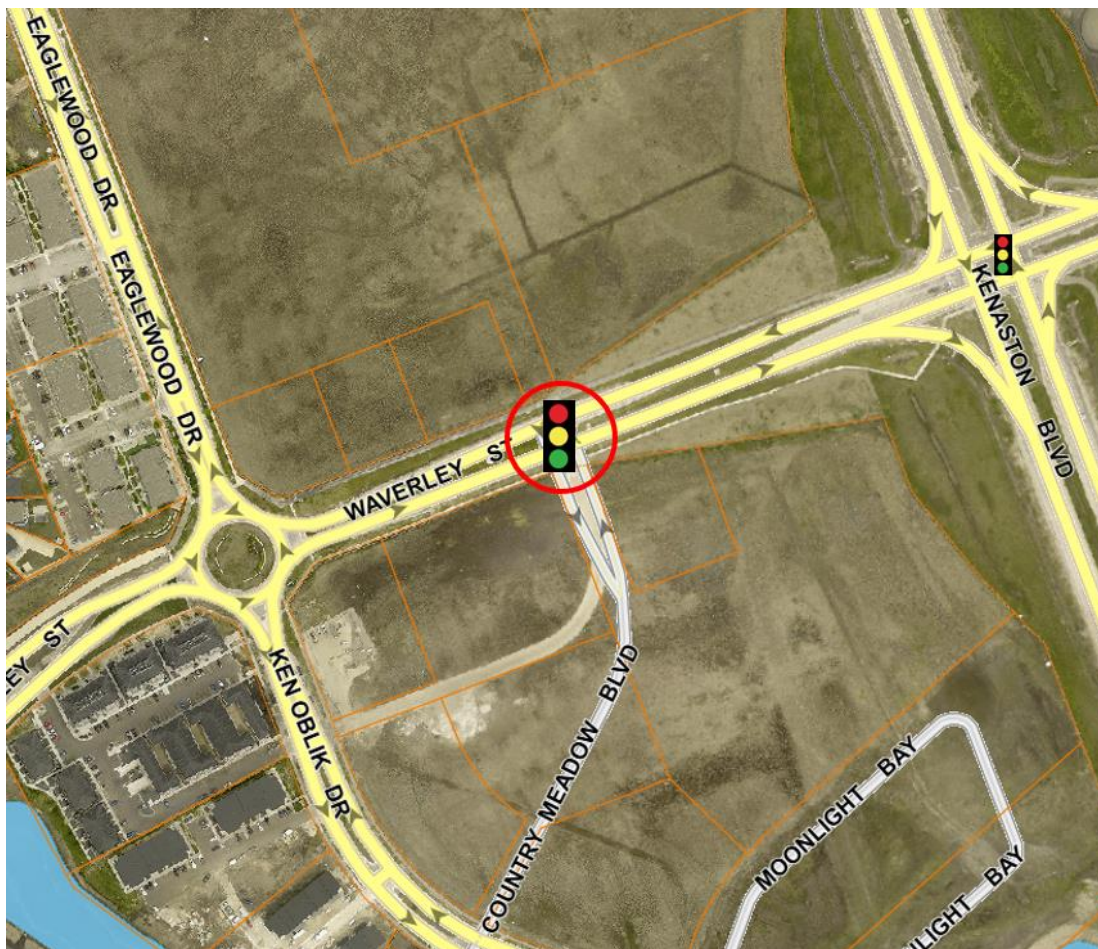


Figure 2 - Map showing the location of the proposed traffic signals on Waverley Street at Country Meadow Boulevard

On February 22, 2024, Council concurred in the recommendation of the Standing Policy Committee on Property and Development and adopted File DASZ 29/2023 which resulted in Developer Agreement AG 29/23. The traffic control signal is 100 percent developer funded through AG 29/23 which specifies the following clause:

9) Traffic Control Signals

a) The Developer shall pay to the City, in cash, on demand, full costs associated with the installation of traffic control signals and all related works including, but not limited to, pedestrian and vehicular actuation and interconnection to adjacent traffic-control signals, countdown and audible pedestrian signals at the proposed intersection of Waverley Street and the proposed Collector, when and as determined by and to the satisfaction of the Director of Public Works.

The installation of traffic signals is recommended for this location based on the expected demand once the development is completed, to provide a safe pedestrian crossing of North Point Boulevard, and to take advantage of the efficiency by installing the traffic signals at the same time as the intersection is being constructed.

WAVERLEY STREET AND PINE HILLS ROAD / TIM SALE DRIVE

Figure 3, below, illustrates the location of the intersection and the surrounding road network. The intersection of Waverley Street with Pine Hills Road /Tim Sale Drive is approximately 600 metres north of and 550 metres south of the nearest signalized intersection. This section of Waverley Street was realigned in 2008 as part of the Waverley West neighbourhood development. Waverley Street and Tim Sale Drive are regional roads, while Pine Hills Drive is classified as a local street.

Waverley Street is four lanes wide with median separation and normally sees about 11,500 vehicles per day. Tim Sale Drive has a similar cross-section but the traffic volumes are much lower at around 3,500 vehicles per day.

On November 21, 2007, Council concurred in the recommendation of the Standing Policy Committee on Property and Development and adopted File DASZ 22/2007 which resulted in Developer Agreement AG 22/07. The traffic control signal is 100 percent developer funded through AG 22/07 which specifies the following clause:

f) The Developer shall pay to the City the cost of the installation of traffic-control signals and all related work including, but not limited to, pedestrian and vehicular actuation, interconnection to adjacent traffic control signals and audible pedestrian signals on Waverley Street at its intersections with John Angus Drive and Tim Sale Drive, as determined by the Director of Public Works.

Under this agreement, the developer is obligated to pay for the installation of traffic signals when warranted at this location and they are willing to undertake geometric improvements to the intersection at the same time as the traffic signals are constructed.

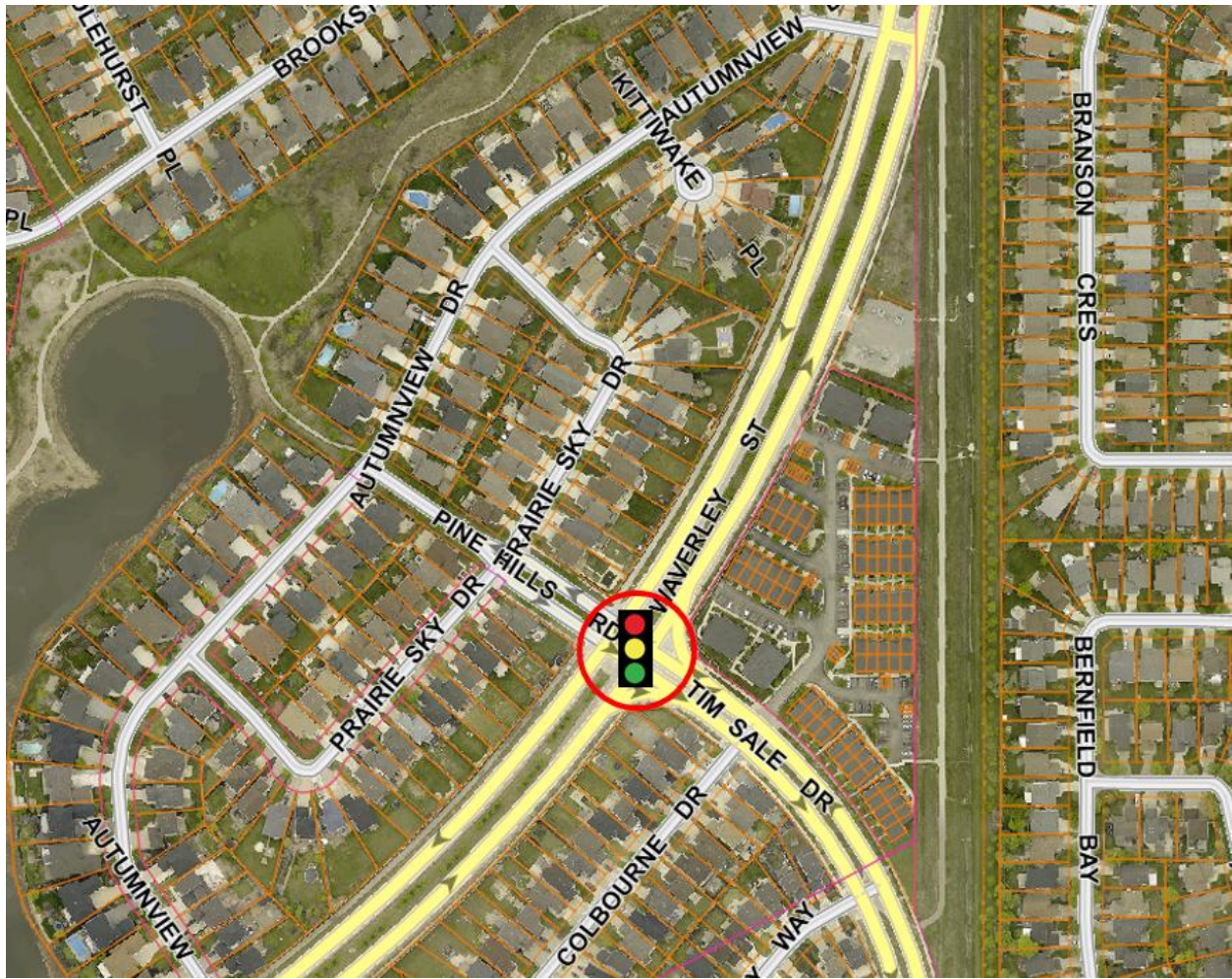


Figure 3 – Map showing the location of the proposed traffic signals on Waverley Street at Pine Hills Road - Tim Sale Drive

On January 9, 2024, Standing Policy Committee on Public Works received as information a report that considered the installation of traffic signals at this location. In the Public Service's analysis, it was found that signals were not yet warranted. The Public Service advised that changes to the design of the intersection would improve the safety for pedestrians crossing the street. However, these changes required a funding source.

The installation of traffic signals is now recommended for this location based on the expected increase in vehicle volumes on Waverley Street and to provide a safe pedestrian crossing across Waverley Street.

RECOMMENDATIONS

As the City's Traffic Authority, the Standing Policy Committee on Public Works must approve installation of traffic control signals. The Public Service recommends that the installation of traffic signals be approved for these locations with funding to be provided by the developers as described in the report.

FINANCIAL IMPACT

Financial Impact Statement

Date: **April 17, 2026**

Project Name: **First Year of Program** **2026**
Developer Funded Traffic Signals - North Point Boulevard and Waverley Street

	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>
Capital					
Capital Expenditures Required	\$ -	\$ -	\$ -	\$ -	\$ -
Less: Existing Budgeted Costs	-	-	-	-	-
Additional Capital Budget Required	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Funding Sources:					
Debt - Internal	\$ -	\$ -	\$ -	\$ -	\$ -
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - (Enter Description Here)	-	-	-	-	-
Total Funding	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Total Additional Capital Budget Required	<u>\$ -</u>				
Total Additional Debt Required	<u>\$ -</u>				
Current Expenditures/Revenues					
Direct Costs	\$ 1,140,000	\$ 15,000	\$ 15,300	\$ 15,606	\$ 15,918
Less: Incremental Revenue/Recovery	<u>1,140,000</u>	-	-	-	-
Net Cost/(Benefit)	\$ -	\$ 15,000	\$ 15,300	\$ 15,606	\$ 15,918
Less: Existing Budget Amounts	✓ -	✓ 15,000	✓ 15,300	✓ 15,606	✓ 15,918
Net Budget Adjustment Required	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Additional Comments: Direct costs 2026 are the estimated costs to install traffic signals at the locations indicated in this report. Incremental recovery is the payments to be received by the developers under the existing agreements. Signal maintenance of \$5,000 per year for the 3 locations is direct costs in 2027-2030 increasing 2% each year for CPI increases.					

J. Ruby, 2026-04-20

J. Ruby CPA, CA
Manager of Finance and Administration

CONSULTATION

This Report has been prepared in consultation with:

- Land Development Branch (as to land development issues)

OURWINNIPEG POLICY ALIGNMENT

OurWinnipeg 2045

This report is in accordance with OurWinnipeg2045 as per:

- **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: Greg Blatz, P.Eng. Traffic Management Engineer
Date: April 21, 2026