**Agenda – Standing Policy Committee on Public Works – September 10, 2026**

## REPORTS

**Item No. 16 Turning Signal for Eastbound Portage Avenue at Mount Royal Road (St. James Ward)**

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

1. That this report be received as information.

**Agenda – Standing Policy Committee on Public Works – September 10, 2026**

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On February 4, 2026, the Standing Policy Committee on Public Works concurred in the recommendation of the Assiniboia Community Committee and directed the Winnipeg Public Service to conduct a traffic study for eastbound Portage Avenue traffic turning north onto Mount Royal Road and report back in 180 days to determine if a flashing turn signal is warranted at the intersection.

COMMUNITY COMMITTEE RECOMMENDATION:

On January 26, 2026, the Assiniboia Community Committee passed the following motion:

WHEREAS residents have complained about difficulties turning north onto Mount Royal Road while travelling eastbound on Portage Avenue;

AND WHEREAS residents have requested a flashing turn signal for eastbound Portage Avenue traffic turning north onto Mount Royal Road;

THEREFORE BE IT RESOLVED that the Standing Policy Committee on Public Works be requested to direct the Winnipeg Public Service to conduct a traffic study for eastbound Portage Avenue traffic turning north onto Mount Royal Road and report back to determine if a flashing turn signal is warranted at the intersection.

# ADMINISTRATIVE REPORT

**Title:** Turning Signal for Eastbound Portage Avenue at Mount Royal Road

**Critical Path:** Standing Policy Committee on Public Works

## AUTHORIZATION

| Author | Department Head | CFO | CAO |
|---|---|---|---|
| D. Patman, P.Eng. | M. Cantor,<br>Acting for J. Berezowsky | T. Graham | M. Dryburgh<br>Acting for J. Dunford |

## EXECUTIVE SUMMARY

The Public Service reviewed whether drivers heading east on Portage Avenue need a protected left-turn signal at Mount Royal Road.

Based on the review, a protected left-turn signal is not warranted.

## RECOMMENDATIONS

That this report be received as information.

## REASON FOR THE REPORT

On February 4, 2026, the Standing Policy Committee on Public Works concurred in the recommendation of the Assiniboia Community Committee and directed the Winnipeg Public Service to conduct a traffic study for eastbound Portage Avenue traffic turning north onto Mount Royal Road and report back in 180 days to determine if a flashing turn signal is warranted at the intersection.

## IMPLICATIONS OF THE RECOMMENDATIONS

There are no direct implications to receiving this report as information.

## HISTORY/DISCUSSION

### TRAFFIC CHARACTERISTICS

Portage Avenue at Mount Royal Road is an eight-lane divided roadway, a Regional Street, a Transit Route, and a Full-Time Truck Route with an Average Weekday Daily Traffic (AWDT) volume of approximately 43,100 vehicles (2024 Traffic Flow Map), and a speed limit of 60 km/h.

Mount Royal Road at Portage Avenue is a two-lane undivided roadway (a collector-residential street), with a speed limit of 60 km/h. AWDT volumes are not available on Mount Royal Road

north of Portage Avenue (or on Mount Royal Crescent south of Portage Avenue), but during the highest four hours of the June 2024 AM Peak and PM Peak intersection count, total volume was approximately 1,040 vehicles on the north leg of Mount Royal Road, and was approximately 210 vehicles on the south leg of Mount Royal Crescent.

The intersection of Portage Avenue at Mount Royal Road is shown in Figure 1, below:

*Figure 1 - Intersection of Portage Avenue at Mount Royal Road*

The vehicle turning movements from the most recent traffic count during the AM and PM Peak Hours are shown below in Figure 2.

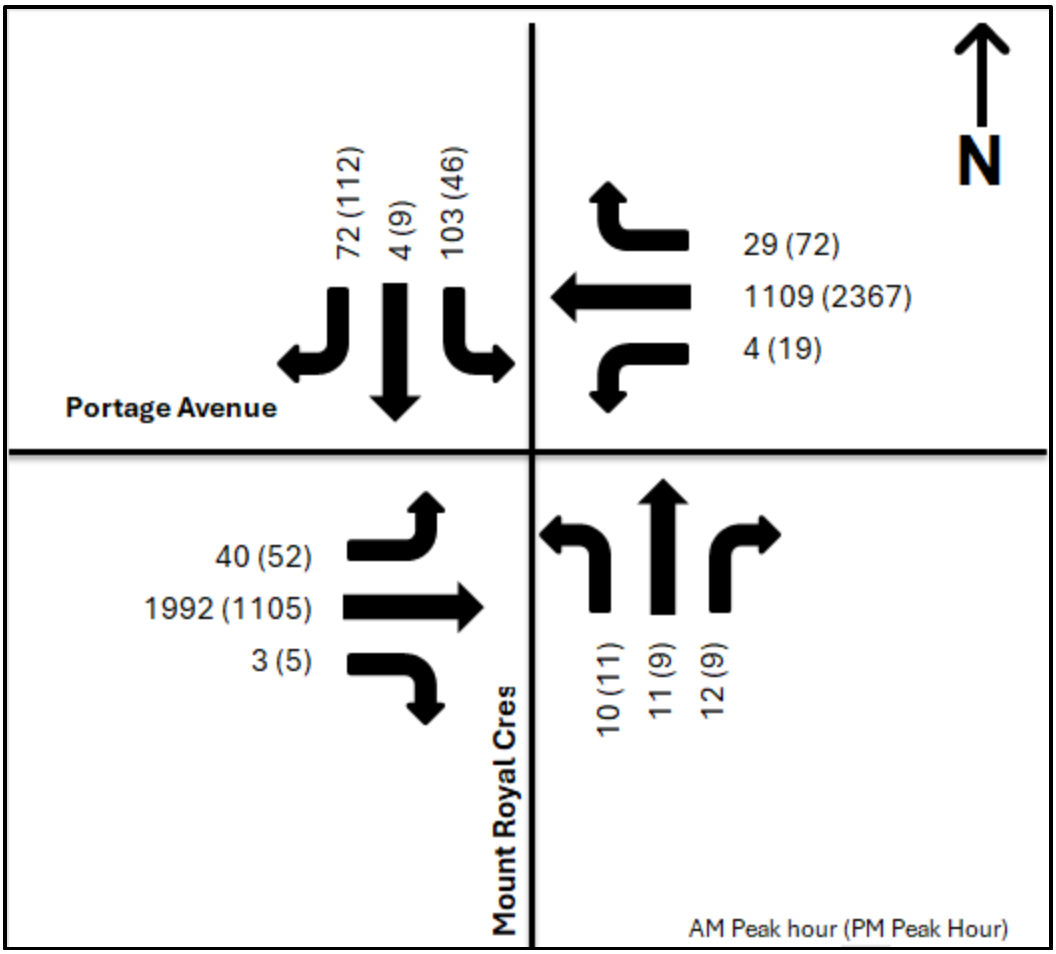


*Figure 2 - Traffic Count of Vehicle Turning Movements at Portage Avenue and Mount Royal Cres*

## LEFT TURN SIGNAL PHASE – WARRANT CRITERIA

Motorists may turn left on a green ball signal indication at signalized intersections after yielding the right-of-way to opposing vehicular and pedestrian traffic. Adding a separate left turn arrow phase generally results in an increase of overall average delay and reduces the total intersection vehicular capacity because the time for the left turn arrow phase must be taken from other movements at the intersection or added to the total cycle length. Therefore, to benefit from a left turn phase, the left turn vehicular volume must represent a significant portion of the total intersection volume, or the intersection must have a significant history of collisions that are attributed to left-turning vehicles.

The Public Service has a Technical Guideline and Practice it uses for warranting implementation of a left turn phase, developed from the Manual of Uniform Traffic Control Devices for Canada (MUTCDC); a national guideline. To warrant installation of a separate left turn phase, criteria ‘a’ and one of the additional secondary criteria ‘b-c’, or two of ‘d-e-f’ must be met:

a) The left turn demand must exceed two vehicles per signal cycle for at least four hours of a typical weekday.
b) More than 25 percent of the left-turning volume must be delayed by more than one signal cycle during the highest hour during the peak traffic period;

c) More than 12 collisions involving left-turning motorists (same approach) for the most recent three-year reporting period;
d) The average number of left turns during the intergreen (the time between the green signal displays, i.e. the amber and red signal displays) exceeds 2.0 PCUs (Passenger Car Units). The intergreen PCU count does not include vehicles established in the intersection during the green phase and clearing on the amber/red phases.
e) On a roadway with a dedicated left turn storage lane, and:
    - Single through lane: the left turn queue spills-back and blocks the adjacent through lane during more than 10 percent of the signal cycles.
    - Two or more through lanes: the left turn queue spills back and blocks the adjacent through lane during more than 25 percent of the signal cycles.
f) The left-turn transit demand exceeds three in-service vehicles per hour.

**LEFT TURN SIGNAL PHASE – EVALUATION**

Recent traffic counts were used to evaluate the warrant at the intersection, which was then followed up with an on-site observation, and subsequent review.

- The initial criterion "a" was met for the eastbound left turn with 2.15 vehicles per cycle, which meets the 2.0 minimum. A subsequent on-site observation was completed in June 2026; observations were also completed in May 2025 and prior years.
- The observation indicated the majority of vehicles from the initial queue were serviced on the permissive green phase of the cycle, and criterion "b" was not met. This was only five percent during the June 2026 observation, and the criterion was also not met during the prior May 2025 observation.
- A review of the reported collisions also indicated that, due to the low number of correctable collisions, a left turn signal phase would not be recommended as a collision countermeasure, therefore criterion "c" is not met.
- None of criteria "d" or "e" were met during the observation and evaluation.
- Criterion "f" is not applicable to this intersection.

Accordingly, a left turn signal phase at eastbound Portage Avenue at Mount Royal Road is not warranted and not recommended at this time. The intersection will continue be considered for an added left turn signal phase in the future and will be reviewed amongst other city-wide intersections.

**FINANCIAL IMPACT**

## Financial Impact Statement

**Date:** July 24, 2026

## Project Name:

### Turning Signal for Eastbound Portage Avenue at Mount Royal Road

**COMMENTS:**

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

*J. Ruby, 2026-07-27*
J. Ruby CPA, CA
Manager of Finance & Administration

## CONSULTATION

This Report has been prepared in consultation with: n/a

## OURWINNIPEG POLICY ALIGNMENT

**OurWinnipeg 2045**
This report is in accordance with OurWinnipeg2045 as per:

- ***Policy 2.6 Integrated Regional Planning:*** Enable a collaborative and integrated solution to sustainable transportation system connectivity and efficiency on a regional scale, in a manner that addresses infrastructure costs, promotes public health benefits, and reduces greenhouse gas emissions.
- ***Policy 3.17 Sustainable Transportation Connectivity:*** Prioritize enhancement 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.
- ***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: T. Jangula, C.E.T., Traffic Analyst
Date: July 28, 2026