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

REPORTS

Item No. 19 Turning Signal for Westbound Traffic on Ness Avenue at Ferry 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, as amended, and directed the Winnipeg Public Service to perform a traffic study and report back in 180 days on the feasibility of installing a flashing turn signal for westbound traffic on Ness Avenue at Ferry Road.

COMMUNITY COMMITTEE RECOMMENDATION:

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

WHEREAS the residents of St James have observed an increase in traffic on Ness Avenue eastbound at Ferry Road;

AND WHEREAS residents have recorded east bound traffic collisions at the intersection;

AND WHEREAS there is currently a flashing turn signal eastbound on Ness Avenue for traffic turning north onto Ferry Road;

AND WHEREAS there is no flashing turn signal for westbound traffic on Ness Avenue turning south onto Ferry Road;

THEREFORE BE IT RESOLVED that the Standing Policy Committee on Public Works be requested to direct the Winnipeg Public Service to install a flashing turn signal for westbound traffic on Ness Avenue at Ferry Road.

ADMINISTRATIVE REPORT

Title: Turning Signal for Westbound Traffic on Ness Avenue at Ferry Road

Critical Path: Standing Policy Committee on Public Works

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P.Eng.	M. Cantor, acting for J. Berezowsky	N/A	O. Baldwin-Valainis, acting for J. Dunford

EXECUTIVE SUMMARY

The Public Service reviewed whether drivers heading west on Ness Avenue need a protected left-turn signal at Ferry 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, as amended, and directed the Winnipeg Public Service to perform a traffic study and report back in 180 days on the feasibility of installing a flashing turn signal for westbound traffic on Ness Avenue at Ferry Road.

IMPLICATIONS OF THE RECOMMENDATIONS

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

HISTORY/DISCUSSION

TRAFFIC CHARACTERISTICS

Ness Avenue at Ferry Road is a four-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 21,800-28,600 vehicles, to the west and east (respectively) of the intersection (2024 Traffic Flow Map), and a speed limit of 60 km/h.

Ferry Road at Ness Avenue is a three-lane undivided roadway (two lanes southbound, one lane northbound), and a Regional Street, with an AWDT volume of approximately 7,800-12,000

vehicles to the south and north (respectively) of the intersection (2024 Traffic Flow Map), and a speed limit of 50 km/h.

The intersection of Ness Avenue at Ferry Road is shown in Figure 1, below:

Figure 1 - Intersection of Ness Avenue at Ferry Road

The vehicle turning movements from the most recent traffic count are shown below in Figure 2, below. The intersection has a left turn signal phase for eastbound traffic on Ness Avenue, but not for westbound traffic on Ness Avenue.

As shown in Figure 2, eastbound left turning traffic is six times higher than westbound left turning traffic during the AM peak period, and 2.5 times higher during the PM peak period.

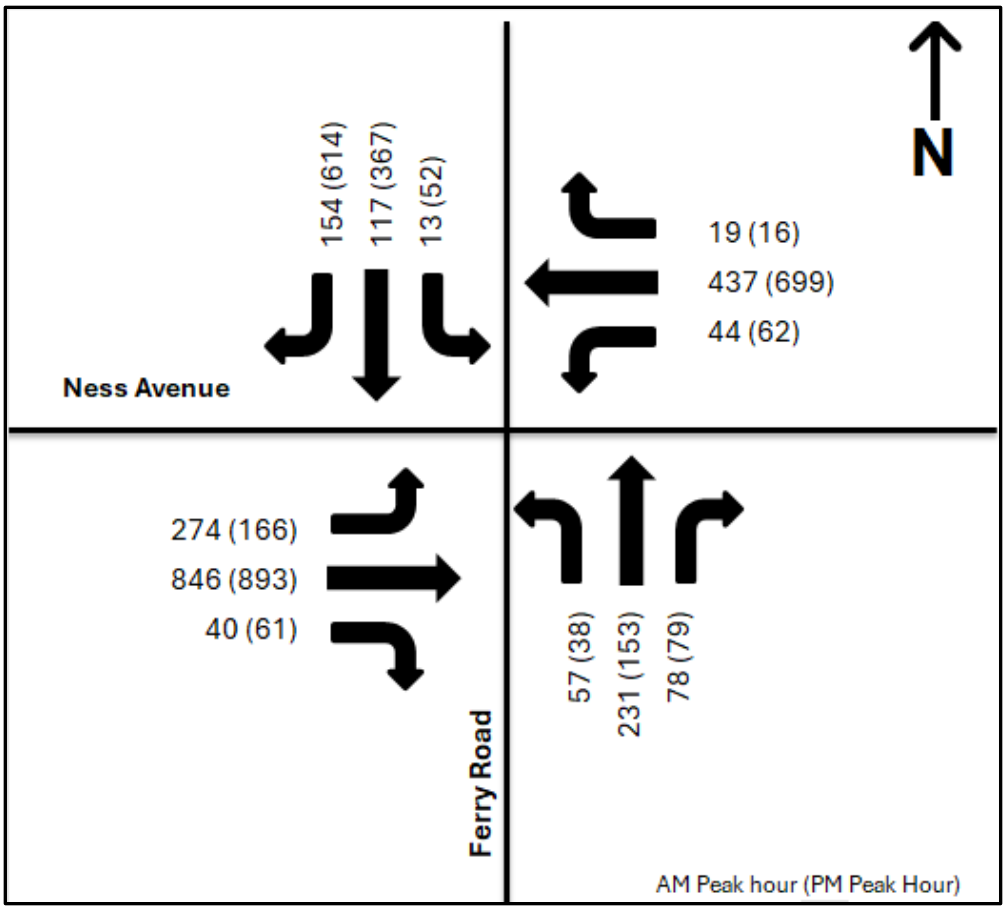

Figure 2 - Traffic Count of Vehicle Turning Movements at Ferry Road and Ness Avenue

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 Winnipeg 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 not met due to relatively low westbound left turning volumes. This was calculated as 1.1 vehicles per cycle, which is approximately 55 percent of the 2.0 minimum. Notwithstanding the Technical Guideline and Practice, a subsequent on-site observation was completed in May 2026.
- The observation indicated the majority of the vehicles from the initial queue were serviced on the permissive green phase of the cycle, and criterion 'b' was not met.
- A review of the reported collisions also indicated that, due to the low number of correctable collisions, left turn signal phases would not be recommended as a collision countermeasure, therefore criterion 'c' is not met. A review of the collision data from the most recent three-year reporting period found that three of 12 collisions involved westbound left turns.
    - It is noted that a series of collisions in late-2025 and early-2026 are not captured in the aggregated most recent three-year reporting period. Collision data from 2025 and 2026 have not been transferred from Manitoba Public Insurance to the City at the time of preparing the report.
- 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 westbound Ness Avenue at Ferry Road is not warranted and not recommended at this time. The intersection has been added to left turn signal phase tracking spreadsheet for review amongst other city-wide intersections, and the Public Service continually reviews intersections for safety risks under its road safety strategic action plan. New collision data will be included in this review, as it is made available (including recent known incidents in December 2025 and January 2026).

As the intersection is being monitored, the Public Service's recommendation may change in the future.

FINANCIAL IMPACT

Financial Impact Statement **Date:** July 24, 2026

Project Name:

Turning Signal for Westbound Traffic on Ness Avenue at Ferry 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