

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

REPORTS

**Item No. 17 Traffic Signal on Grant Avenue at Oakdale Drive
(Charleswood-Tuxedo-Westwood Ward)**

Due to a tie vote, the Standing Policy Committee on Public Works did not make a decision on the matter.

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DECISION MAKING HISTORY:

Moved by Councillor Eadie,

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

Lost

Councillors Chambers and Lukes asked to be recorded as having voted against the above motion, in accordance with Rule 47(7) of The Procedure By-law No. 50/2007.

STANDING COMMITTEE DECISION:

On May 5, 2026, the Standing Policy Committee on Public Works concurred in the recommendation of the Assiniboia Community Committee and directed the Winnipeg Public Service to:

1. Conduct a traffic study before the conclusion of the school year at the intersection of Grant Avenue and Oakdale Drive to determine if the intersection meets warrant criteria for the installation of traffic signals.
2. If the intersection does not meet warrants for the installation of traffic signalization, that the Winnipeg Public Service provide analysis providing an estimate of when warrants may be met, based on forecasted development and population growth.
3. Report back to the Standing Committee at its September 10, 2026 meeting.

COMMUNITY COMMITTEE RECOMMENDATION:

On April 14, 2026, the Assiniboia Community Committee passed the following motion:

WHEREAS the intersection of Grant Avenue and Oakdale Drive serves a growing residential area in Charleswood, including the Charleswood Active Living Centre and an associated 275 unit seniors-oriented apartment building;

AND WHEREAS there is currently a signalized pedestrian crossing at the intersection;

AND WHEREAS the intersection is located adjacent to Charleswood School, which serves over 600 middle school students, resulting in significant pedestrian and cyclist activity including children and families during peak school hours;

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DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

AND WHEREAS the intersection is in close proximity to the Charleswood Curling Club, Eric Coy Arena, and Charleswood Broncos Field, generating additional vehicular and pedestrian traffic related to recreational programming and community events;

AND WHEREAS the William R. Clement Parkway contributes additional traffic through the intersection, including motorists travelling eastbound on Grant Avenue to access the northbound parkway, as well as motorists travelling southbound on the parkway to access westbound Grant Avenue;

THEREFORE BE IT RESOLVED that the Assiniboia Community Committee recommends to the Standing Policy Committee on Public Works that the Winnipeg Public Service be directed to:

1. Conduct a traffic study before the conclusion of the school year at the intersection of Grant Avenue and Oakdale Drive to determine if the intersection meets warrant criteria for the installation of traffic signals.
2. If the intersection does not meet warrants for the installation of traffic signalization, that the Winnipeg Public Service provide analysis providing an estimate of when warrants may be met, based on forecasted development and population growth.
3. Report back to the Standing Committee at its September 10, 2026 meeting.

ADMINISTRATIVE REPORT

Title: Traffic Signal on Grant Avenue at Oakdale Drive

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	M. Dryburgh Acting for J. Dunford

EXECUTIVE SUMMARY

A traffic study was undertaken to determine if a traffic signal is warranted at the intersection of Grant Avenue and Oakdale Drive.

The Public Service reviewed the location under both:

- The traffic signal warrant criteria; and
- Pedestrian crossing control guidance.

Review confirmed a traffic signal is not warranted at this time.

RECOMMENDATIONS

That this report be received as information.

REASON FOR THE REPORT

On May 5, 2026, the Standing Policy Committee on Public Works concurred in the recommendation of the Assiniboia Community Committee and directed the Winnipeg Public Service to:

1. Conduct a traffic study before the conclusion of the school year at the intersection of Grant Avenue and Oakdale Drive to determine if the intersection meets warrant criteria for the installation of traffic signals.
2. If the intersection does not meet warrants for the installation of traffic signalization, that the Winnipeg Public Service provide analysis providing an estimate of when warrants may be met, based on forecasted development and population growth.
3. Report back to the Standing Committee at its September 10, 2026, meeting.

IMPLICATIONS OF THE RECOMMENDATIONS

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

HISTORY/DISCUSSION

TRAFFIC CHARACTERISTICS AND BACKGROUND INFORMATION

Grant Avenue at Oakdale Drive is a four-lane divided roadway, a Regional Street, and a Full Time Truck Route with an Average Weekday Daily Traffic (AWDT) volume of approximately 16,230 vehicles (2024 Traffic Flow Map), and a speed limit of 60 km/h. Winnipeg Transit operates Route 885 on this segment of Grant Avenue, with bus stops on both eastbound and westbound Grant Avenue, east of Oakdale Drive.

Oakdale Drive is a two-lane undivided roadway (a local residential street), which is two-way stop sign controlled (i.e., northbound and southbound only) at Grant Avenue. There is a pedestrian corridor across Grant Avenue at the east crosswalk of Oakdale Drive, with Crosswalk Ahead and School Area signage on the approaches to the intersection. The westbound U-turn is prohibited during both rush hours during the school year where the pedestrian corridor is frequented by students and patrolled by crossing guards. Figure 1, below, shows the Grant Avenue and Oakdale Drive intersection with some relevant traffic control devices.

The Public Service collected a new traffic count in May 2026 and the peak hour volumes from that count are shown in Figure 2, below.

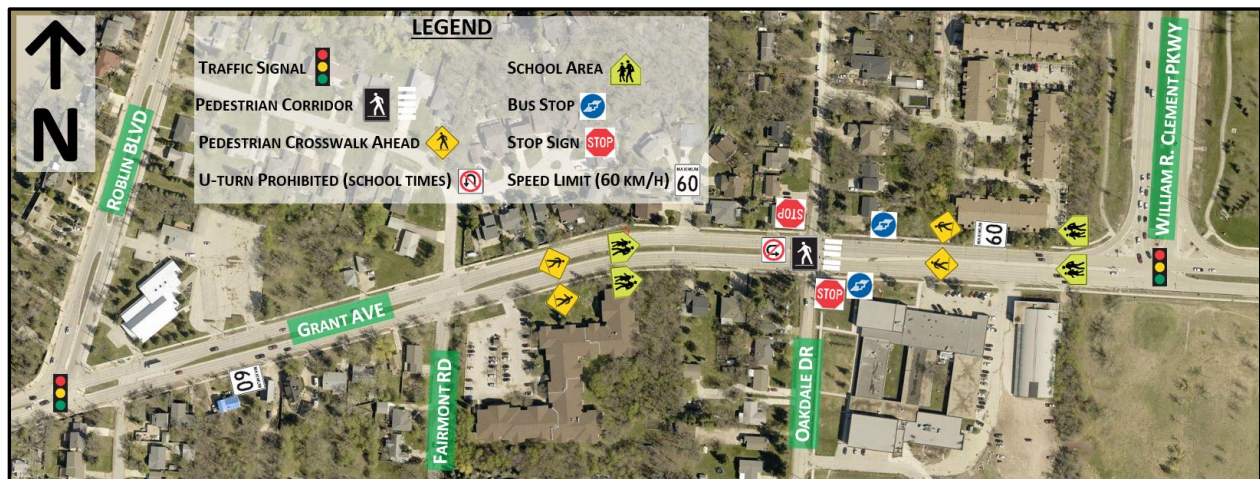


Figure 1: Grant Avenue and Oakdale Drive

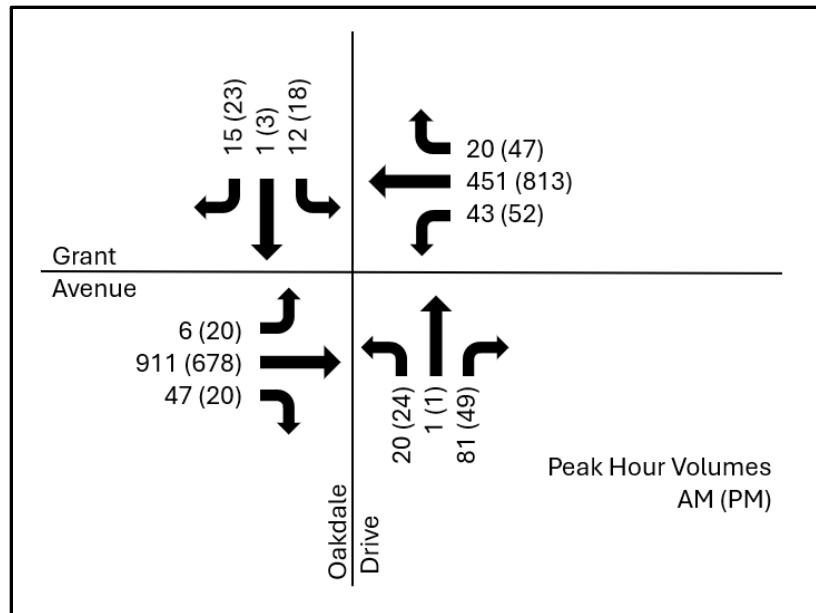


Figure 2: Peak Hour Volumes at Grant Avenue and Oakdale Drive

A review of the collision data from 2014-2023 was completed at Grant Avenue and Oakdale Drive and found 37 collisions happened over that period. The most common type of collision configuration was a rear end collision (16) followed by 90-degree collisions at the intersection (seven). There was one pedestrian collision recorded in 2018 that did not result in any reported injuries.

The Winnipeg Public Service completed a traffic study and review to determine if the intersection meets warrant criteria for the installation of traffic signals. The analysis considers two potential bases for converting the existing pedestrian corridor to a traffic signal treatment: first, whether the intersection meets traffic control signal warrant criteria; and second, whether pedestrian crossing control guidance supports an upgraded treatment based on roadway context, traffic volume, and pedestrian demand.

TRAFFIC CONTROL SIGNALS – WARRANT

In recommending the installation of new traffic control signals, the Winnipeg Public Service follows the installation warrant criteria contained in the *Manual of Uniform Traffic Control Devices for Canada*, a national standard which is based upon the conflicting pedestrian and vehicular volumes for the busiest six hours during a typical weekday. The minimum cross street volume threshold for consideration of traffic control signals is 75 vehicles per hour (excluding right turns) for at least six hours of the day. Generally, traffic control signals are recommended when the conflicting traffic volumes for the busiest six hours of a typical weekday produce a signal warrant of 100 and fulfill the minimum cross street volume criterion to ensure that traffic signal control is an appropriate consideration throughout the day.

Even if the warrant criteria are met, it does not necessarily mean that traffic control signals will be recommended for installation. Engineering judgement is also a consideration and may include factors such as:

- Assessment of physical suitability: the intersection geometry must be evaluated to determine if the traffic signal control can operate safely and efficiently.

- Assessment of relative location: the operation of traffic control signals has impacts beyond the immediate intersection, particularly when near another signalized location or pedestrian corridor.
- Assessment of traffic operations and traffic flow: intersections with a significant left-turn volume from the major roadway to the cross street (but lower cross street traffic to the major roadway) may produce a high warrant score but may derive little benefit from signalization.

TRAFFIC CONTROL SIGNALS – ANALYSIS

A vehicle and pedestrian count was completed in May 2026. Review of the data indicated that the traffic control signal warrant was not met, and the 75 vehicle per hour cross street volume threshold was not fulfilled.

The traffic signal warrant score was a total of 95 points (55 for vehicular traffic, and 40 for pedestrian traffic), which does not meet the minimum 100 threshold. The warrant does not differentiate between pedestrians crossing at a controlled crossing (such as a pedestrian corridor) as compared to an uncontrolled crossing. In the scenario at Grant Avenue and Oakdale Drive, pedestrians are already accommodated by the pedestrian corridor, so including them in the warrant assessment is a very conservative approach.

Development Traffic Considerations

The Standing Policy Committee on Public Works also requested Winnipeg Public Service provide analysis providing an estimate of when warrants may be met, based on forecasted development and population growth.

The limiting factor for this location to meet the minimum traffic control signal warrant score for consideration is the minimum cross street volume threshold (75 vehicles per hour (excluding right turns) for at least six hours of the day). The traffic count from May 2026 recorded an average of 39 vehicles going southbound and 63 vehicles going northbound during the busiest hours. Oakdale Drive has seen recent development between Roblin Boulevard and Grant Avenue, which could increase the southbound volumes over time. A point of comparison is the recently completed development at 347 Oakdale Drive (“The Senior Residences of Oakdale”) which was predicted to increase the traffic for southbound vehicles by 11 vehicles in the AM peak hour and by four vehicles in the PM peak hour.

At the December 18, 2025, meeting of Council, recommendations were adopted to allow for the construction of a 46-unit multi-family building at 375 Oakdale Drive. A transportation consultant working on behalf of the developer submitted traffic projections that estimated an increase of 266 daily trips. This translates to 15 new trips in the AM peak hour and 19 trips in the PM peak hour. Those trips would be split between going in or going out and going northbound or southbound on Oakdale Drive which would translate into roughly 5 additional vehicles per direction in each peak hour. The consultant completed the traffic signal warrant analysis at that time and had the same findings as the Public Service – that the warrant score was not met, and the minimum side street volume was not met.

It is difficult to predict when the traffic volumes on Oakdale Drive would increase to the point where the minimum side street volume is high enough to consider traffic signals, but it would likely take multiple developments the size of 347 Oakdale Drive and 375 Oakdale Drive. Different building types generate different types of traffic (for example traffic at a seniors

residence may be more spread out during the middle of the day instead of the peak hours) so a smaller development with more intense trip generation could also meet the minimum threshold. Given that the warrant was 95 of the minimum 100, the warrant may be met in the future with a modest percentage increase of vehicular and/or pedestrian traffic but given that the immediate area is mostly built out, it is difficult to provide a definitive timeframe.

PEDESTRIAN CROSSING CONTROL EVALUATION

In addition to the traffic signal warrant review, the existing pedestrian corridor was reviewed under pedestrian crossing control guidance to determine whether the current treatment remains appropriate or whether a higher-order treatment should be considered.

When 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 (PCCG). The guide presents principles to support professional decision-making about the provision of pedestrian crossing control. The City's Technical Guideline for pedestrian crossing control was approved by the Standing Policy Committee on Infrastructure Renewal and Public Works on October 15, 2020.

The Public Service is currently calibrating the PCCG for the Winnipeg context. Under current guidelines, a pedestrian corridor is the recommended treatment for a four-lane divided roadway with a median refuge for daily traffic volumes up to 15,000 vehicles and a 60 km/h speed limit. Above 15,000 vehicles per day, a pedestrian half signal or full traffic signal is recommended. The ongoing calibration project is reviewing historic safety and operational performance to evaluate, and potentially raise, the 15,000-vehicle volume threshold.

The most recent traffic count for Grant Avenue shows a daily volume of 16,230 vehicles, which is slightly above the current pedestrian corridor threshold of 15,000. However, in the Winnipeg context, this remains typical of many existing pedestrian corridors. Figure 3 compares daily vehicle volumes at pedestrian corridors on Winnipeg streets with conditions similar to Grant Avenue and Oakdale Drive (i.e., four-lane divided cross-section and a 60 km/h speed limit). Among those comparable locations, the pedestrian corridor at Grant Avenue and Oakdale Drive has the second-lowest traffic volume.

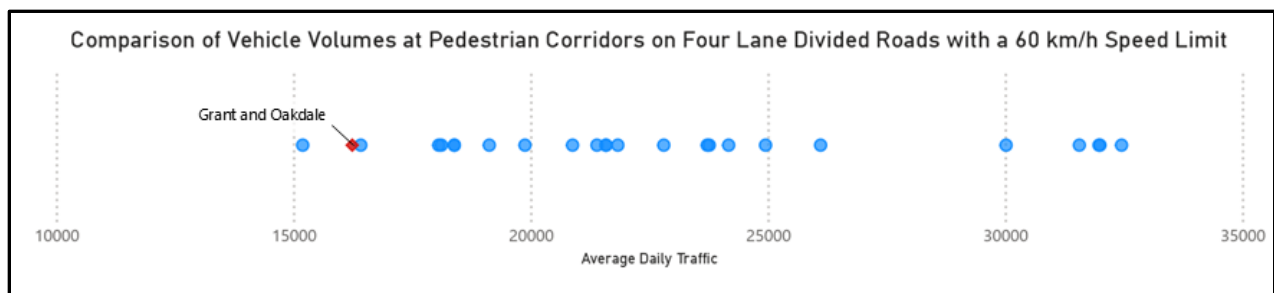


Figure 3: Pedestrian corridors with similar characteristics

Converting the existing pedestrian corridor to a traffic signal treatment (either a pedestrian half signal or a full traffic signal) based on the vehicle volumes and pedestrian demand is not recommended at this time.

Following the calibration of the PCCG, the vehicle volume threshold for converting pedestrian corridors to traffic signals will be finalized and all pedestrian corridors in the city will be reviewed. Any locations that need to be upgraded to a traffic signal would then be prioritized against other locations in the city.

Given that the vehicle volume is low compared to similar corridors, it is unlikely that Grant Avenue and Oakdale Drive would be prioritized first.

CONCLUSION

Pedestrian Corridors can be considered for conversion to traffic signals, either as a function of the traffic control signal warrant (i.e., based on conflicting vehicular and pedestrian volumes, and minimum cross-street vehicular traffic volume), or the pedestrian crossing control guidelines (i.e., based on vehicle volumes, the type of roadway and the speed). The traffic study found that:

- The traffic control signal warrant is not met based on the side street volume (Oakdale Drive) not meeting the minimum threshold for consideration;
- The vehicle volume marginally exceeds the vehicle volumes where an upgraded pedestrian corridor would normally be recommended, but this pedestrian corridor has a low volume compared to other similar locations in Winnipeg; and
- The pedestrian crossing control guidelines are currently being calibrated for Winnipeg conditions. Many existing pedestrian corridors with similar conditions have much higher vehicle volumes than Grant Avenue at Oakdale Drive. Once the calibration project is complete, pedestrian corridor conversions will be assessed and prioritized among other similar intersections.

FINANCIAL IMPACT

Financial Impact Statement**Date:** [July 21, 2026](#)

Project Name:**Traffic Signal on Grant Avenue at Oakdale Drive****COMMENTS:**

There are no financial impact associated with the recommendations of this report.

J. Ruby, 2026-07-23

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
G. Blatz, P.Eng., Traffic Management Engineer
Date: July 23, 2026