# Minutes – Standing Policy Committee on Public Works – April 14, 2025

#### REPORTS

# Item No. 8Cambridge Street Traffic Management Plans<br/>(River Heights – Fort Garry 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.

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#### DECISION MAKING HISTORY:

Moved by Councillor Eadie,

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

Carried

Richard Eccleston submitted a communication in support of the matter.

# STANDING COMMITTEE RECOMMENDATION:

On November 7, 2024, the Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and granted an extension of time of 150 days for the Winnipeg Public Service to report back on the following:

- 1. An interim short-term traffic management program for Cambridge Street;
- 2. A long-term traffic management plan be proposed for Cambridge Street.

The following persons submitted communications with respect to the matter:

- Caroline Monnin
- Matthew Carvell
- Rachael Alguire
- Richard Eccleston
- Joseph Partyka
- Ian Walker
- Stephen Miville

- Christina Lopez
- Keith Addison
- Paul McNeil
- Jim Shaw
- Tim Fennell
- David Grant

On March 5, 2024, the Standing Policy Committee on Public Works concurred in the recommendation of the City Centre Community Committee and directed the Winnipeg Public Service to report back in 210 days on the following:

- 1. An interim short-term traffic management program for Cambridge Street;
- 2. A long-term traffic management plan be proposed for Cambridge Street.

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# DECISION MAKING HISTORY (continued):

#### STANDING COMMITTEE RECOMMENDATION (continued):

The following persons submitted communications with respect to the matter:

- Richard Eccleston
- Nykola Dubenski
- Oksana Rozumna and Vera Hrycenko
- Gail MacAulay
- Christina Lopez

- Shelley and John Page
- Heidi Schattschneider
- Joseph Partyka
- David Swatek
- Tim Fennel

#### COMMUNITY COMMITTEE RECOMMENDATION:

On February 23, 2024, the City Centre Community Committee passed the following motion:

WHEREAS Cambridge Street is experiencing excessive traffic;

AND WHEREAS Cambridge Street from Corydon Avenue to Academy Road is narrow;

AND WHEREAS there are no sidewalks on Cambridge Avenue from Kingsway Avenue to Academy Road;

AND WHEREAS other streets are experiencing excessive traffic;

AND WHEREAS cut through traffic continues to increase as the south end of the City of Winnipeg densifies and grows;

AND WHEREAS new road works provide a convenient opportunity for motorists to use Corydon Avenue, Grant Avenue and Taylor Avenue, Stafford Street and Pembina Avenue to access downtown, and links the North and South of Winnipeg;

AND WHEREAS residents have provided suggestions on calming traffic on Cambridge Street and other streets in the neighbourhood;

THEREFORE BE IT RESOLVED that the Standing Policy Committee on Public Works be requested to direct the Winnipeg Public Service to report back in 120 days on the following:

- 1. An interim short-term traffic management program for Cambridge Street;
- 2. A long-term traffic management plan be proposed for Cambridge Street.

# ADMINISTRATIVE REPORT

Title: Cambridge Street Traffic Management Plans

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

#### AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P.Eng.	J. Berezowsky	T. Graham	S. Armbruster, Interim CAO

# **EXECUTIVE SUMMARY**

In March 2024, the Public Service was directed to develop two solutions for speeding issues on Cambridge Street:

- 1. A short-term traffic management program; and
- 2. A long-term traffic management plan.

A study found traffic volumes and speeds on Cambridge Street are higher than expected for a local street. This report provides information on the short-term plan.

This plan includes:

- Speed humps;
- Traffic calming curbs; and
- Turn restrictions.

These changes should reduce vehicle speeds and traffic volumes. They should also minimize negative impacts on neighbouring streets.

The community will have an opportunity to provide feedback on the planned changes prior to implementation. This will be done via an online survey. The Public Service will send postcards to area residents with information on how to provide feedback.

The long-term traffic management plan will be developed after the short-term program has been in place for a year.

#### RECOMMENDATIONS

That this report be received as information.

#### **REASON FOR THE REPORT**

On March 5, 2024, the Standing Policy Committee on Public Works concurred in the recommendation of the City Centre Community Committee and directed the Winnipeg Public Service to report back in 210 days on the following:

- 1. An interim short-term traffic management program for Cambridge Street;
- 2. A long-term traffic management plan be proposed for Cambridge Street.

# IMPLICATIONS OF THE RECOMMENDATIONS

There are no direct implications as this report is for information. The conceptual design will be refined through public engagement and, once finalized, the short-term traffic management plan will be implemented by the Public Service using approved 2025 Capital Budget funds in the Road Safety Improvement Program.

# **HISTORY/DISCUSSION**

# **Background and Existing Conditions**

Cambridge Street is a north-south street in the River Heights neighbourhood that extends from Taylor Avenue to the south to Wellington Crescent to the north. The volume and type of traffic on Cambridge Street between Grant Avenue and Academy Road is influenced by the absence of a higher classification north-south street in the wide area between alternative regional north-south streets Stafford Street and Kenaston Boulevard as illustrated in Figure 1 below.



Figure 1: Road Network near Cambridge St

While developing the short-term traffic management plan, the Public Service considered a study area encompassing Cambridge Street from Taylor Avenue to Academy Road along with adjacent segments of Oxford Street and Waverley Street north of Grant Avenue. Figure 2, below, Illustrates existing traffic management elements within and adjacent to the study area.



Figure 2: Existing Traffic Management Elements

There are two distinct segments of Cambridge Street in the study area: a north local street segment and a south collector street segment. The north local street segment is from Academy Road to Corydon Avenue and has a standard local street road width of

7.5 metres. The south collector street segment from Corydon Avenue to Taylor Avenue is a standard 10 metre collector street road width and is a transit route. Use of the south collector street segment by transit is expected to continue beyond the June 2025 transit route changes. From an active transportation perspective, Cambridge Street is a planned future bicycle route and has the following two gaps in its pedestrian sidewalk network:

- 1. Cambridge Street between Grosvenor Avenue and Kingsway does not have a sidewalk on either side of the street.
- 2. Cambridge Street between Taylor Avenue and Poseidon Bay does not have an east sidewalk in what is a high-density residential frontage with transit service.

Traffic volume, speed, and collision data were assembled, collected, and reviewed to identify issues to be addressed by a traffic management plan. Available historical daily traffic volume is illustrated by segment of Cambridge Street in Figure 3, below, with reference to a local street volume of 1,000 vehicles per day and an undivided collector street volume of 5,000 vehicles per day. The 1,000 vehicles per day and 5,000 vehicles per day values represent volumes that, when exceeded, can sometimes prompt resident livability concerns.



Figure 3: Daily Traffic Volumes on Cambridge Street

The volume data in Figure 3 above indicates that recorded volumes on Cambridge Street between Academy Road and Poseidon Bay have exceeded the 1,000 vehicles per day on local streets and 5,000 vehicles per day on collector streets values. Analysis of intersection counts indicates that the most significant contributor to high daily volumes is afternoon peak northbound traffic on Cambridge Street originating from the Waverley Underpass area via eastbound left turns from Taylor Avenue and from Grant Avenue, destined to the Maryland Bridges via a northbound right turn from Cambridge Street onto Academy Road. The next most significant volume contributor is afternoon peak traffic getting on and off southbound Cambridge Street from Grosvenor Avenue and Grant Avenue. These primary volume contributors are illustrated in Figure 4 (below).



Figure 4: Significant Traffic Volume Flows

Figure 5, below, summarizes traffic speed data in the study area indicating the percentage of vehicles travelling more than 50 km/h by block where data was available. The speed data indicates that speeds above the speed limit are most significant on Cambridge Street between Corydon Avenue and Mulvey Avenue.

A review of 10 years of collision data in the study area did not reveal any pronounced collision issues relative to collision experience City-wide; however, the summary

screening illustrated in Figure 6, below, was prepared as input for consideration in the traffic management plans. In Figure 6, the acronym MEV represents Million Entering Vehicles, VRU is Vulnerable Road Users, and NFI is Non-Fatal Injury.



Figure 5: Speed Data

Figure 6: Collision Screening Summary

# Short Term Traffic Management Plan

Development of the short-term 2025 implementation plan balances:

- Volume, speed, and collision issues identified in the data
- The level of inconvenience to residents created by countermeasures
- The effect of traffic displacement on other streets
- The ability to implement measures quickly and at low cost
- The effect on transit and emergency services

The resulting short-term implementation plan comprising speed humps (blue), traffic calming curbs (orange), and signed movement restrictions (green) is illustrated in Figure 7 below.



Figure 7: Short-Term 2025 Implementation Plan

Key features of the short-term 2025 implementation plan are:

- Additional permanent speed humps on Cambridge Street and Oxford Street between Academy Road and Corydon Avenue.
- Temporary speed humps on Wilton Street to discourage its use as an alternate route.
- Road narrowing with traffic calming curbs at multiple locations on Cambridge Street between Corydon Avenue and Grant Avenue to reduce speeds without affecting transit or emergency vehicles.
- A weekday morning peak period northbound right turn restriction at Waverley/Mathers and temporary speed humps in the Ebby Avenue back lane to

supplement existing morning turn restrictions at Taylor/Cambridge and Grant/Cambridge.

The Class 5 estimate for the installation of these features is \$100,000. However, the design will be refined as a result of the public engagement so the costs may change. The project will be funded by the Road Safety Improvement Program traffic calming budget.

The Cambridge Street community has been actively advocating for change on their street and made several specific suggestions for changes that could be implemented to reduce traffic volumes and speeding issues. Those suggestions have been reviewed and integrated into the short-term plan when suitable.

- 1. Review Signal Timing at Cambridge Street and Corydon Avenue Adjustments to traffic signal timings are an ongoing process that consider many different factors. The traffic signal timing is adjusted automatically based on the presence of vehicles and pedestrians. This report does not make a specific recommendation to change the signal timing, but the concerns and suggestion brought forward have been shared with the Traffic Signals Branch.
- 2. Temporary Speed Bumps The short-term plan includes the use of permanent speed humps and temporary speed bumps. Temporary speed bumps that have been used in the past need to be removed in winter and cause damage to the pavement when installed so their wide spread or long-term use is limited. When temporary speed bumps are used, the locations will be monitored, and may either be removed or made permanent depending on how traffic redistributes.
- 3. Reduced Speed The short-term traffic management plan is intended to reduce operating speeds. Changing the posted speed was not contemplated in this report until the conclusion of the *Reduced-Speed Neighbourhood Pilot* which will make a City-wide recommendation going forward for speed limits in residential areas.
- 4. Extended Left Turn Restrictions The short-term plan recommends some specific movement prohibitions based on the largest sources of contributing traffic. Extended eastbound left turn prohibitions onto Cambridge Street in the afternoon were not favoured due to the impact to local access and concerns about traffic diverting to local streets and back lanes (e.g., Mathers Avenue and Ebby Avenue) to avoid the restrictions.
- 5. Block Slip Lanes Long term, the redesign of the intersection to remove the slip lanes are supported; however, closure of the slip lanes is not critical to addressing the specific volume and speed concerns on Cambridge Street and would be more cost efficient to undertake when the specific section of roadway is up for renewal. Simply blocking the lanes with barricades would lead to undesirable issues with snow clearing and street maintenance and therefore this is not recommended at this time.

# Public Engagement and Measuring Success

The short-term implementation plan was developed to address vehicle speed and volume issues on Cambridge Street, with an expanded scope to minimize new issues from diverted traffic. Neighbourhood traffic issues can be very nuanced and the public's input is important. Before implementation:

- The conceptual design will be presented to the community with an electronic survey on the City of Winnipeg traffic calming website.
- Postcard advertisements for the project with information on how to provide feedback will be sent to all addresses within the area highlighted in Figure 4.
- Advertisement posters will be installed on the streets with the area highlighted in Figure 4.

After implementation and residents have experienced the changes:

- Feedback on the design will be solicited from a second electronic survey.
- Postcard notification will be re-issued to affected households.

To gauge the success of the short-term implementation:

- Resident feedback on perceptions of safety within the project area, how the short-term plan has affected quality of life, and the need for further neighbourhood traffic management will be collected through an electronic survey.
- Before and after installation speed and volume data gathering on Montrose Street, Waverley Street, Oxford Street, Cambridge Street, Wilton Street, and Guelph Street.
- The Traffic Calming website will be maintained with project updates and an opportunity for ongoing feedback.

Aside from the permanent speed humps, other measures can be fine-tuned in response to post-installation conditions. A post-installation evaluation period of one year is anticipated to ensure that travel patterns have settled and that performance during all seasons is considered.

# Long-Term Traffic Management Plan

The development of a long-term traffic management plan should be based on the successes and lessons learned from the short-term traffic management plan. The long-term plan should consider the need to make the temporary speed humps and traffic calming curbs into permanent features as streets are renewed through the capital budget. Long-term there is also the potential to undertake a broader community traffic calming project if ongoing monitoring indicates a need in the broader area.

The *Pedestrian and Cycling Strategies* policy identifies Cambridge Street as a planned future bicycle route and the short-term plan does not address that. The current vehicle volumes are too high for a neighbourhood greenway, and a separate or protected bike lane would require a significant investment and change to the road. Lower vehicle

volumes could be achieved by aggressive traffic diversion, but the impact to adjacent streets would be very undesirable.

Similarly, the short-term plan does not address two gaps in the sidewalk network on Cambridge Street. These should be resolved independently through the City's established process for sidewalk additions, using the active transportation budget and considering citywide sidewalk priorities.

#### **FINANCIAL IMPACT**

# Financial Impact Statement Date: February 27, 2025

## **Project Name:**

# **Cambridge Street Traffic Management Plans**

#### COMMENTS:

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

The Public Service will be implementing short-term traffic management on Cambridge Street in 2025 with an estimated class 5 cost of \$100,000 plus \$8,250 for departmental and corporate administration and interest. The project will be funded by the Road Safety Program traffic calming project #1831000124. These measures are expected to remain in place until more permanent changes can be researched and designed.

J. Ruby, 2025-02-28 J. Ruby CPA, CA Manager of Finance & Administration

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# CONSULTATION

This Report has been prepared in consultation with: N/A

# OURWINNIPEG POLICY ALIGNMENT

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

There is a linkage between making Winnipeg's transportation network safer and more efficient with Key Direction 3.5 "Reduce Traffic Congestion".

# 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: G. Blatz, P.Eng., Traffic Management Engineer Date: March 3, 2025