

**Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works –
November 4, 2019**

REPORTS

**Item No. 19 Traffic Control Signals for McPhillips Street at Murray Avenue
(Old Kildonan Ward)**

STANDING COMMITTEE DECISION:

The Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service, namely:

1. That the installation of new traffic control signals at the intersection of McPhillips Street and Murray Avenue be approved.
2. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

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DECISION MAKING HISTORY:

Moved by Councillor Sharma,

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

Carried

ADMINISTRATIVE REPORT

Title: Traffic Control Signals for McPhillips Street at Murray Avenue

Critical Path: Standing Policy Committee on Infrastructure Renewal and Public Works

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P.Eng.	J. Berezowsky	P. Olafson, Interim CFO	M. Ruta, Interim CAO

EXECUTIVE SUMMARY

A traffic analysis was completed at the intersection of Murray Avenue and McPhillips Street and indicated that traffic control signals are warranted based on Public Works Technical Guidelines and Practices. Traffic signals will improve efficiency and increase the safety of this intersection.

The estimated cost of the signal is \$305,000. The combined estimated annual maintenance and operating cost associated with this signal is \$5,000. The cost of the signal is 100% developer-funded through agreement AG 40/15 with 1910588 Alberta Ltd.

RECOMMENDATIONS

1. That the installation of new traffic control signals at the intersection of McPhillips Street and Murray Avenue be approved.
2. 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 Infrastructure Renewal and Public Works must approve the installation of traffic control signals. The Winnipeg Public Service has determined that signals are required at the intersection of McPhillips Street and Murray Avenue.

IMPLICATIONS OF THE RECOMMENDATIONS

The estimated capital cost for the installation of the signal at McPhillips Street and Murray Avenue is \$305,000. The combined estimated annual maintenance and operating cost associated with this signal is \$5,000.

The aforementioned signal is 100% developer funded under developer agreement AG 40/15 with 1910588 Alberta Ltd.

HISTORY/DISCUSSION

Existing Conditions

McPhillips Street is a regional street and is a four-lane, divided roadway with a speed limit of 80 km/h in this vicinity. McPhillips Street has a rural cross-section with asphalt shoulders. Both northbound and southbound directions have a left turn lane constructed. There are no separated pedestrian facilities on McPhillips Street in this vicinity.

Murray Avenue is a non-regional collector street and is an undivided two-lane roadway with a 50 km/h speed limit. Murray Avenue has a rural cross-section and no pedestrian facilities.

A review of the most recent three-year collision history indicated there were 25 reported collisions, with the following attributes:

- Rear end = 6
- Off-Road = 1
- Unknown/Incomplete Data = 9
- Intersection 90 Degree = 5
- Sideswipe = 2
- Fixed Object = 1
- Left Turn/Opposing Direction = 1



Figure 1: Intersection of McPhillips Street and Murray Avenue (image source: Google Maps)

Traffic Control Signals Warrant

When reviewing the need for traffic control signals, the Public Service follows the installation warrant criteria contained in the *Manual of Uniform Traffic Control Devices for Canada* 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 6 hours of the day. Generally, traffic control signals are considered (recommended) when the conflicting traffic volumes for the busiest six hours of a typical weekday produce a signal warrant of 100.

Analysis of 2017 traffic count data indicates that during the busiest six hours, 6,000 vehicles travel through the intersection of McPhillips Street and Murray Avenue. The intersection achieves a signal warrant of 154, and the minimum cross street volume of 128.

Winnipeg Public Service Recommendations

The installation of traffic control signals are recommended to improve traffic efficiency and increase road safety.

FINANCIAL IMPACT

Financial Impact Statement

Date: September 25, 2019

Project Name:

First Year of Program 2019

Traffic Control Signals for McPhillips Street at Murray Avenue

	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Capital					
Capital Expenditures Required					
Less: Existing Budgeted Costs					
Additional Capital Budget Required	\$ -	\$ -	\$ -	\$ -	\$ -
Funding Sources:					
Debt - Internal					
Debt - External					
Grants (Enter Description Here)					
Reserves, Equity, Surplus					
Other - Enter Description Here					
Total Funding	\$ -	\$ -	\$ -	\$ -	\$ -
Total Additional Capital Budget Required	\$ -				
Total Additional Debt Required	\$ -				
Current Expenditures/Revenues					
Direct Costs	\$ 305,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000
Less: Incremental Revenue/Recovery	305,000				
Net Cost/(Benefit)	\$ -	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000
Less: Existing Budget Amounts		5,000	5,000	5,000	5,000
Net Budget Adjustment Required	\$ -	\$ -	\$ -	\$ -	\$ -

Additional Comments: Direct costs in 2019 represent the total estimated cost of \$305,000 to install the traffic control signals at McPhillips St. and Murray Avenue. Incremental Revenue/Recovery is the estimated amount to be recovered by Developers, which is 100% of total estimated cost. Direct costs in the amount of \$5,000 (2020-2023) includes the annual maintenance and operating costs of the new traffic control signals, and will be charged to the Public Works Department Transportation division operating budget.

"Original Signed by J. Peters, CPA, CGA"
 J. Peters CPA, CGA
 Acting Manager of Finance & Administration

CONSULTATION

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

OURWINNIPEG POLICY ALIGNMENT

The Sustainable Transportation Direction Strategy developed as part of OurWinnipeg forms the policy framework for the Transportation Master Plan (TMP). Sustainable Transportation identified a vision and five Key Strategic Goals which are critical to achieving a balanced and sustainable transportation system for Winnipeg. These goals form the basis for the TMP and the directions and strategies contained within it:

1. A transportation system that is dynamically integrated with land use;
2. A transportation system that supports active, accessible and healthy lifestyle options;
3. A safe, efficient and equitable transportation system for people, goods and services;
4. Transportation infrastructure that is well maintained
5. A transportation system that is financially sustainable

The recommendations within this report are consistent with the Key Strategic Goals.

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: Colleen Flather, M.Sc., P.Eng., Traffic Management Engineer
Date: September 26, 2019