

**REPORTS**

**Item No. 18                      Traffic Control Signals for the Northwest Hydro Corridor Pathway  
Crossings at Leila Avenue, Jefferson Avenue, and Inkster Boulevard**

**STANDING COMMITTEE DECISION:**

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

1.        That half signals be installed where the Northwest Hydro Corridor Pathway intersects the following streets:
  - Leila Avenue (60 metres east of Simkin Drive)
  - Jefferson Avenue (65 metres west of Watson Street)
  - Inkster Boulevard (140 metres east of Fife Street)
2.        That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

**Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works –  
June 25, 2019**

DECISION MAKING HISTORY:

Moved by Councillor Browaty,

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

Carried

## ADMINISTRATIVE REPORT

**Title:** Traffic Control Signals for the Northwest Hydro Corridor Pathway Crossings at Leila Avenue, Jefferson Avenue, and Inkster Boulevard (Old Kildonan Ward, Point Douglas Ward, Mynarski Ward)

**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

The Northwest Hydro Corridor Pathway project involves the design and construction of a multi-use pathway between Precinct E and the McPhillips Street Casino. The pathway will be within a Manitoba Hydro corridor on the west side of McPhillips Street. Funding has been approved in multiple capital budgets related to this project. An assessment of pedestrian and cyclist crossing control needs has been completed at intersections along the proposed Northwest Hydro Corridor Pathway.

Based on guidance in the Transportation Association of Canada's (TAC) Pedestrian Crossing Control Guide, the recommended treatment for the intersections of the Northwest Hydro Corridor Pathway at Leila Avenue, Jefferson Avenue, and Inkster Boulevard are half signals. The Winnipeg Public Service is seeking approval to install three half signals at this time.

### RECOMMENDATIONS

1. That half signals be installed where the Northwest Hydro Corridor Pathway intersects the following streets:
  - Leila Avenue (60 metres east of Simkin Drive)
  - Jefferson Avenue (65 metres west of Watson Street)
  - Inkster Boulevard (140 metres east of Fife Street)
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 installation traffic control signals, including half signals. The Winnipeg Public Service has determined that half signals are required where the Northwest Hydro Corridor Pathway crosses Leila Avenue, Jefferson Avenue, and Inkster Boulevard. Approval for the three half signals is required by Standing Policy Committee in order to construct the Northwest Hydro Corridor Pathway.

## IMPLICATIONS OF THE RECOMMENDATIONS

The estimated capital cost for the installation of half signals at the location segments presented along the Northwest Hydro Corridor Pathway is as follows:

Leila Avenue	\$95,000.00
Jefferson Avenue	\$100,000.00
Inkster Boulevard	<u>\$105,000.00</u>
<b>Total estimated cost for installation (before overheads)</b>	<b><u>\$300,000.00</u></b>

The total estimated cost for the installations is to be funded through 2016 Recreational Walkways and Bicycle Paths Project. The Northwest Hydro Corridor was approved as a location in the 2016 Pedestrian and Cycling Action Plan that was approved by Council May 18, 2016.

The combined estimated annual maintenance and operating cost associated with the three half signals is \$15,000.00.

## HISTORY/DISCUSSION

The Northwest Hydro Corridor Pathway project involves the design and construction of a multiuse pathway between Precinct E and the McPhillips Street Casino. The multi-use path will be within a hydro corridor that generally parallels McPhillips Street. Funding has been approved in the 2015, 2016, and 2019 Pedestrian and Cycling Action Plans to design the Northwest Hydro Corridor Pathway between Precinct E and the McPhillips Street Casino and to construct the segment between Leila Avenue and Church Avenue. Future funding will have to be identified to construct the remaining section of the project which would extend the multi-use pathway from Church Avenue to the McPhillips Street Casino. The extension of the pathway north of Leila Avenue into Precinct E will be achieved through working with the development community.

### PEDESTRIAN CROSSING CONTROL

The City of Winnipeg has adopted the Transportation Association of Canada's (TAC) *Pedestrian Crossing Control Guide* (2011) to assess pedestrian crossing control needs. The warrant for pedestrian crossing control is based on an assessment of multiple factors, including vehicular volume at the crossing location, pedestrian volume, proximity to other traffic control devices, and route connectivity requirements. When pedestrian crossing control is considered warranted, the appropriate form of treatment is selected based on an assessment of traffic volumes, the speed limit, and the cross section of the street that pedestrians are required to cross.

The following treatment systems are warranted at the locations listed below:

### Traffic Control Signals (Half Signals)

#### **Leila Avenue at the Northwest Hydro Corridor Pathway**

The Northwest Hydro Corridor Pathway is proposed to cross Leila Avenue approximately 125 metres west of Watson Street, which is a signalized intersection. At this location, Leila Avenue is a Regional Street with a 60 km/h posted speed limit. Leila Avenue has a four-lane divided cross section (two-lanes in each direction). The median is approximately five metres wide,

which would provide sufficient refuge for crossing pedestrians and cyclists. The Average Daily Traffic (ADT) volume on Leila Avenue is approximately 19,700 vehicles per day. The TAC Pedestrian Crossing Control Guide indicates that a half signal is the appropriate treatment for the characteristics of Leila Avenue and the Northwest Hydro Corridor Pathway.

The half signal will appear as a regular signal to motor vehicle traffic approaching on Leila Avenue. Separate pedestrian and cyclists signal heads and push buttons will be provided for users on the Northwest Hydro Corridor Pathway. Pedestrians and cyclists will be separated through the crossing with separate curb ramps, signage, and pavement markings.

#### **Jefferson Avenue at the Northwest Hydro Corridor Pathway**

The Northwest Hydro Corridor Pathway is proposed to cross Jefferson Avenue approximately 65 metres west of Watson Street, which is an all-way stop controlled intersection. Jefferson Avenue is classified as a major residential collector street with a 50 km/h speed limit and four-lane divided cross section (two-lanes in each direction). The Average Daily Traffic (ADT) volume on Jefferson Avenue is approximately 16,000 vehicles per day. The median is approximately three to four metres wide, which would provide sufficient refuge for crossing pedestrians and cyclists. The median width will vary through the crossing since the proposed half signal will be located at the start of the taper for the eastbound left turn lane on Jefferson Avenue at Watson Street.

The TAC Pedestrian Crossing Control Guide indicates that a pedestrian corridor is the appropriate treatment for the characteristics of Jefferson Avenue and the Northwest Hydro Corridor Pathway. However, the Winnipeg Public Service recommends providing a higher order of treatment with a half signal. At the half signal, motorists are directed to stop in advance of the crossing and are given time to perceive and react to the need to stop during the amber interval. A half signal is preferred since the Northwest Hydro Corridor Pathway is a multi-use path that accommodates both cyclists and pedestrians. At the half signal, cyclists will not be required to dismount to cross as a pedestrian, as they would be if a pedestrian corridor were provided. Separate cyclist signal heads will allow cyclists to ride through the intersection on a protected signal phase, which will provide a more consistent and safe experience for users along the entire Pathway.

The Northwest Hydro Corridor Pathway is proposed to cross Jefferson Avenue 65 metres west of an all-way stop controlled intersection with Watson Street, and 60 metres east of an all-way stop controlled intersection with Pipeline Road. The crossing at Jefferson Avenue may experience higher pedestrian and cyclist volumes since there is a mix of commercial and residential development on Jefferson Avenue near the Pathway. A half signal is anticipated to operate more efficiently and safely in this context compared to a pedestrian corridor.

The half signal will appear as a regular signal to motor vehicle traffic approaching on Jefferson Avenue. Separate pedestrian and cyclists signal heads and push buttons will be provided for users on the Northwest Hydro Corridor Pathway. Pedestrians and cyclists will be separated through the crossing with separate curb ramps, signage, and pavement markings.

#### **Inkster Boulevard at the Northwest Hydro Corridor Pathway**

The Northwest Hydro Corridor Pathway is proposed to cross Inkster Boulevard approximately 140 metres east of Fife Street. At this location, Inkster Boulevard is a Regional Street and a Full Time Truck Route with a 60 km/h posted speed limit. Inkster Boulevard has a four-lane divided cross section (two-lanes in each direction). The median is approximately 15 metres wide, which would provide sufficient refuge for crossing pedestrians and cyclists. The Average Daily Traffic

(ADT) volume on Inkster Boulevard is approximately 26,000 vehicles per day. The TAC Pedestrian Crossing Control Guide indicates that a half signal is the appropriate treatment for the characteristics of Inkster Boulevard and the Northwest Hydro Corridor Pathway.

The half signal will appear as a regular signal to motor vehicle traffic approaching on Inkster Boulevard. Separate pedestrian and cyclists signal heads and push buttons will be provided for users on the Northwest Hydro Corridor Pathway. Pedestrians and cyclists will be separated through the crossing with separate curb ramps and signage and pavement markings.

**FINANCIAL IMPACT**

**Financial Impact Statement**

Date: **June 4, 2019**

**Project Name:** **First Year of Program** **2019**

Traffic Control Signals for the Northwest Hydro Corridor Pathway Crossings at Leila Avenue, Jefferson Avenue, and Inkster Boulevard (Old Kildonan Ward, Point Douglas Ward, and Mynarski Ward)

	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<b>Capital</b>					
Capital Expenditures Required	\$ 311,238	\$ -	\$ -	\$ -	\$ -
Less: Existing Budgeted Costs	311,238	-	-	-	-
Additional Capital Budget Required	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
<b>Funding Sources:</b>					
Debt - Internal	\$ -	\$ -	\$ -	\$ -	\$ -
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Total Additional Capital Budget Required	<u>\$ -</u>				
Total Additional Debt Required	<u>\$ -</u>				
<b>Current Expenditures/Revenues</b>					
Direct Costs	\$ -	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000
Less: Incremental Revenue/Recovery	11,238	-	-	-	-
Net Cost/(Benefit)	<u>\$ (11,238)</u>	<u>\$ 15,000</u>	<u>\$ 15,000</u>	<u>\$ 15,000</u>	<u>\$ 15,000</u>
Less: Existing Budget Amounts	(11,238)	15,000	15,000	15,000	15,000
Net Budget Adjustment Required	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
<b>Additional Comments:</b> Total estimated Capital Expenditures of \$311,238.00 will be funded by the 2016 Recreational Walkways and Bicycle Paths (Public Works Capital Project #1832000116). Incremental Revenue/Recovery represents Departmental Engineering and Corporate Interest Overheads. Direct costs represent the estimated annual maintenance and operating costs.					

*"Original Signed by J. Peters. CPA, CA"*

J. Peters CPA, CGA  
Acting Manager of Finance and 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: Transportation  
Division: Public Works  
Prepared by: Rebecca Peterniak, M.Sc., P.Eng., Community Traffic Engineer  
Date: June 4, 2019