

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

REPORTS

**Item No. 20 Traffic Control Signals for Peguis Street at Ravelston Avenue
West/Transcona Boulevard
(Transcona 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 Peguis Street and Ravelston Avenue West/Transcona Boulevard 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 Browaty,

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

Carried

Mark Coho, Executive Director, Bike Winnipeg, submitted a communication dated November 4, 2019, with respect to the matter.

ADMINISTRATIVE REPORT

Title: Traffic Control Signals for Peguis Street at Ravelston Avenue West/Transcona Boulevard

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 Peguis Street at Ravelston Avenue West/Transcona Boulevard 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 installation cost of the signal is \$205,000. The combined estimated annual maintenance and operating cost associated with this signal is \$5,000. The installation cost of the signal is 100% developer-funded through the following agreements: AG 11/11 (North Grassie Properties Incorporated 10%), AG 10/13 (Genstar Development Company 40%), AG 11/13 (Genstar Development Company 40%), AG 15/13 (Waterside Development Corporation 10%).

RECOMMENDATIONS

1. That the installation of new traffic control signals at the intersection of Peguis Street and Ravelston Avenue West/Transcona Boulevard 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 Peguis Street at Ravelston Avenue West/Transcona Boulevard.

IMPLICATIONS OF THE RECOMMENDATIONS

The estimated capital cost for the installation of the signal at the intersection of Peguis Street at Ravelston Avenue West/Transcona Boulevard is \$205,000. The combined estimated annual maintenance and operating cost associated with this signal is \$5,000.

The aforementioned signal is 100% developer funded under the following developer agreements: AG 11/11 (North Grassie Properties Incorporated 10%), AG 10/13 (Genstar Development Company 40%), AG 11/13 (Genstar Development Company 40%), AG 15/13 (Waterside Development Corporation 10%).

HISTORY/DISCUSSION

Existing Conditions

Peguis Street is a collector roadway, constructed in concrete. At the intersection with Ravelston Avenue West/Transcona Boulevard, it is divided with two northbound through lanes and a northbound to westbound left turn lane. Northbound Peguis Street also has a northbound to eastbound right cutoff lane. In the southbound direction, there is one through lane and a southbound to eastbound left-turn lane. Peguis Street south of the intersection with Ravelston Avenue West/Transcona Boulevard has a multi-use path on the west side, which is separated from the roadway by a small grassy area. The multi-use path is constructed in asphalt; it does not extend north of the intersection in question. There is a concrete sidewalk on the west side of Peguis Street south of Transcona Boulevard. The sidewalk is separated from the roadway with a grassed boulevard.

Transcona Boulevard is a collector roadway, constructed in concrete. It is a divided roadway with two lanes in either direction. Transcona Boulevard has a right turn cutoff at Peguis Street for westbound to northbound vehicles. There are no pedestrian facilities along Transcona Boulevard near this intersection.

Ravelston Avenue West is a collector roadway, constructed in concrete. It is an undivided roadway with one travel lane in each direction.

A review of the most recent three-year collision history indicated there were 12 reported collisions, with the following attributes:

- Rear-end = 3
- Off-Road = 1
- Unknown/Incomplete Data = 2
- Intersection 90 Degree = 5
- Fixed Object = 1



Figure 1: Intersection of Peguis Street and Ravelston Avenue West/Transcona Boulevard (map courtesy of Google Maps)

Traffic Control Signals Warrant

When reviewing the need for traffic control signals, the Public Works Department 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 six 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 Peguis Street and Ravelston Avenue West/Transcona Boulevard. The intersection achieves a signal warrant of 99, and the cross street volume is 259. The traffic split between the northbound: southbound roadway and the eastbound: westbound roadways is approximately 60:40.

Winnipeg Public Service Recommendations

The installation of traffic control signals is 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 Peguis Street at Ravelston Avenue West/Transcona Boulevard

	<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	\$ 205,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000
Less: Incremental Revenue/Recovery	205,000				
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 \$205,000 to install the traffic control signal at Peguis St. and Ravelston Ave. 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 to 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; and
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: Colleen Flather, M.Sc., P.Eng., Traffic Management Engineer
Date: September 26, 2019