

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

REPORTS

**Item No. 18 Pedestrian Control Signal at Polson School on Munroe Avenue
(Elmwood-East 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 a pedestrian corridor at Polson School (491 Munroe Avenue), approximately 110 metres west of Watt Street, 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

ADMINISTRATIVE REPORT

Title: Pedestrian Control Signal at Polson School on Munroe Avenue (Elmwood East Kildonan 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 Principal of Polson School (Kindergarten to Grade 5) contacted the Transportation Division to assess the safety of the crossing many students use to access the front doors of Polson School, which crosses Munroe Avenue midblock. The Public service conducted a traffic study, including vehicle volume, pedestrian volume, and speed. A pedestrian corridor across Munroe Avenue approximately 110 metres west of Watt Street is warranted to provide a safe crossing for the Kindergarten to Grade 5 students.

RECOMMENDATIONS

1. That the installation of a pedestrian corridor at Polson School (491 Munroe Avenue), approximately 110 metres west of Watt Street, 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

The Winnipeg Public Service has determined that a pedestrian corridor is warranted at Polson School (491 Munroe Avenue). As the City's Traffic Authority, the Standing Policy Committee on Infrastructure Renewal and Public Works must approve the installation of traffic control signals, including pedestrian corridors.

IMPLICATIONS OF THE RECOMMENDATIONS

The estimated capital cost for the installation of the pedestrian corridor across Munroe Avenue at approximately 110 metres west of Watt Street is \$65,000 plus applicable taxes and overheads; this includes the signal infrastructure, the sidewalks and ramps connecting the existing sidewalks, and tree trimming for corridor conspicuity.

The total estimated capital cost of this corridor is to be funded by the 2019 Traffic Engineering Improvements – Various Locations (TEIP) capital project.

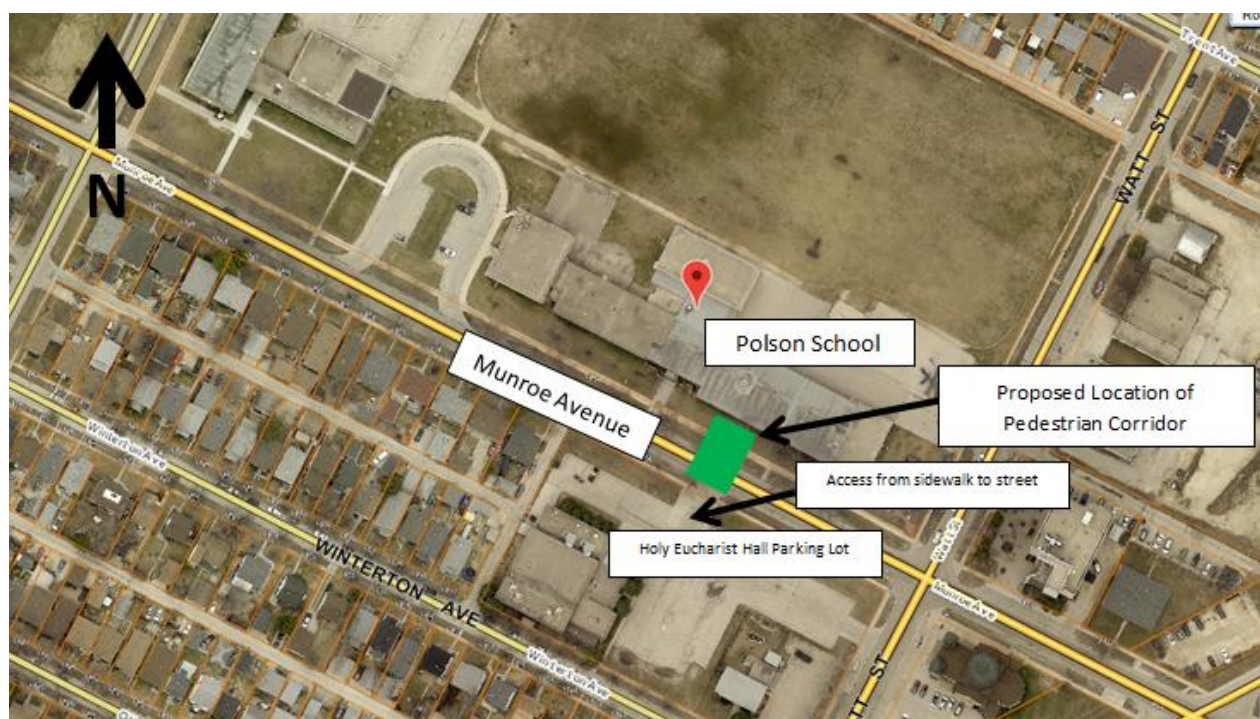
The 2019 Capital Budget adopted by Council on March 20, 2019 includes \$1,575,000 for the Traffic Engineering Improvements – Various Locations capital project.

The estimated annual maintenance and operating cost for the pedestrian corridor is \$2,500.

HISTORY/DISCUSSION

Munroe Avenue is a regional street, snow route, part-time truck route and Transit route. Munroe Avenue is constructed in concrete with a 10-metre travel surface. There are concrete sidewalks on both sides of Munroe Avenue, both separated from the roadway with grassed boulevards.

Polson School is a Kindergarten to Grade 5 school with approximately 100 students. Many students use the south sidewalk for walking to school and as an access from the Holy Eucharist Hall (489 Winterton Avenue) parking lot. The parking lot provides convenient and off-street drop off and pick up for many students. There is a wide connecting sidewalk from the parking lot to Munroe Avenue.



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.

In Winnipeg, the warrant for elementary school (schools that contain Kindergarten to Grade 6) ground-mounted crosswalks and pedestrian corridors are assessed differently than the

Pedestrian Crossing Control Guide. In general, school children near a crosswalk are more visible than any signs that may be installed. However, as a means of informing motorists at all times of the day that children may frequent the crossing and as a means of supporting the school patrol/crossing guard program, school crosswalk signs and markings may be installed on streets where the posted speed limit is less than 60 km/h and the proposed crossing location is at a distance, “d”, from the nearest form of traffic control where:

- The crossing is adjacent to or near elementary schools where school patrols/crossing guards are present during school arrival and dismissal times;
- The crossing is at a public pathway frequented by elementary school children on their way to/from school, which is supported by the school patrol/crossing guard program.

For elementary school pedestrian corridors, the crossing must meet the above requirements for a patrolled crosswalk and have a minimum of 200 vehicles traversing the crosswalk in the highest ½ hour of activity. The cross-product of the number of children crossing versus the number of vehicles traversing the crosswalk in the highest ½ hour of activity (usually 08:30 - 09:00) must exceed 5,000 or 5 units of benefit (one unit of benefit is defined as the cross-product of 10 children and 100 vehicles) for the elementary school corridor warrant to be met.

A traffic study was conducted in November 2018, with the following results:

- Munroe Avenue has an average daily traffic of 10,015 vehicles
- The highest ½ hour of vehicle activity was 499 vehicles
- The cross product of 27 children and 499 vehicles is 13,473

The latest TAC Pedestrian Crossing Control Guide recommends a pedestrian corridor (push button activated flashing overhead lights, signage and paint). To make the corridor accessible, a curb ramp and connecting sidewalk will also be constructed on the north side of the location to the sidewalk. Tree trimming will also occur to make the lighted corridor visible to drivers. The Traffic Engineering Improvement Project will fund the needed improvements to the crossing at 491 Munroe Avenue.

FINANCIAL IMPACT

Financial Impact Statement

Date: September 26, 2019

Project Name: First Year of Program **2019**
Pedestrian Control Signal at Polson School on Munroe Avenue (Elmwood East Kildonan Ward)

	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Capital					
Capital Expenditures Required	\$ 68,088	\$ -	\$ -	\$ -	\$ -
Less: Existing Budgeted Costs	68,088	-	-	-	-
Additional Capital Budget Required	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Funding Sources:					
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>				
Current Expenditures/Revenues					
Direct Costs	\$ -	\$ 4,543	\$ 4,543	\$ 4,543	\$ 4,543
Less: Incremental Revenue/Recovery	3,088	-	-	-	-
Net Cost/(Benefit)	<u>\$ (3,088)</u>	<u>\$ 4,543</u>	<u>\$ 4,543</u>	<u>\$ 4,543</u>	<u>\$ 4,543</u>
Less: Existing Budget Amounts	(3,088)	4,543	4,543	4,543	4,543
Net Budget Adjustment Required	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Additional Comments: Total estimated capital expenditures of \$68,088 will be funded by the 2019 Traffic Engineering Improvements Program (Public Works Capital Project #1831000219). Incremental Revenue/Recovery represents the Departmental Engineering and Corporate Interest overheads. Direct costs represent the estimated annual maintenance and operating costs of \$2,500 and Debt and Finance charges on Internal Financing of \$2,043.					

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