

**Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works –
February 4, 2020**

REPORTS

**Item No. 13 Pedestrian Crossing on Centre Street between North Town Road and
Park West Drive
(Waverley West Ward)**

STANDING COMMITTEE DECISION:

The Standing Policy Committee on Infrastructure Renewal and 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 Sharma,

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

Carried

STANDING COMMITTEE RECOMMENDATION:

On January 7, 2020, the Standing Policy Committee on Infrastructure Renewal and Public Works granted an extension of time of 30 days for the Winnipeg Public Service to report back on the matter.

On May 28, 2019, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Assiniboia Community Committee and directed the Winnipeg Public Service to report back within 180 days on the possibility of creating a signed pedestrian crossing through the median along Centre Street between North Town Road and Park West Drive at the east and west walkway entrances.

COMMUNITY COMMITTEE RECOMMENDATION:

On May 7, 2019, the Assiniboia Community Committee passed the following motion:

WHEREAS many businesses have now moved into the Bridgwater Town Centre, which features parking lots on either side of Centre Street;

AND WHEREAS there is an open pedestrian plaza and walkway entrance on the east and west sides of Centre Street to allow for pedestrian traffic;

AND WHEREAS the Bridgwater Town Centre is designed to allow pedestrian access to flow between the east and west shopping areas to eliminate the need to move vehicles to the opposite side of Centre Street;

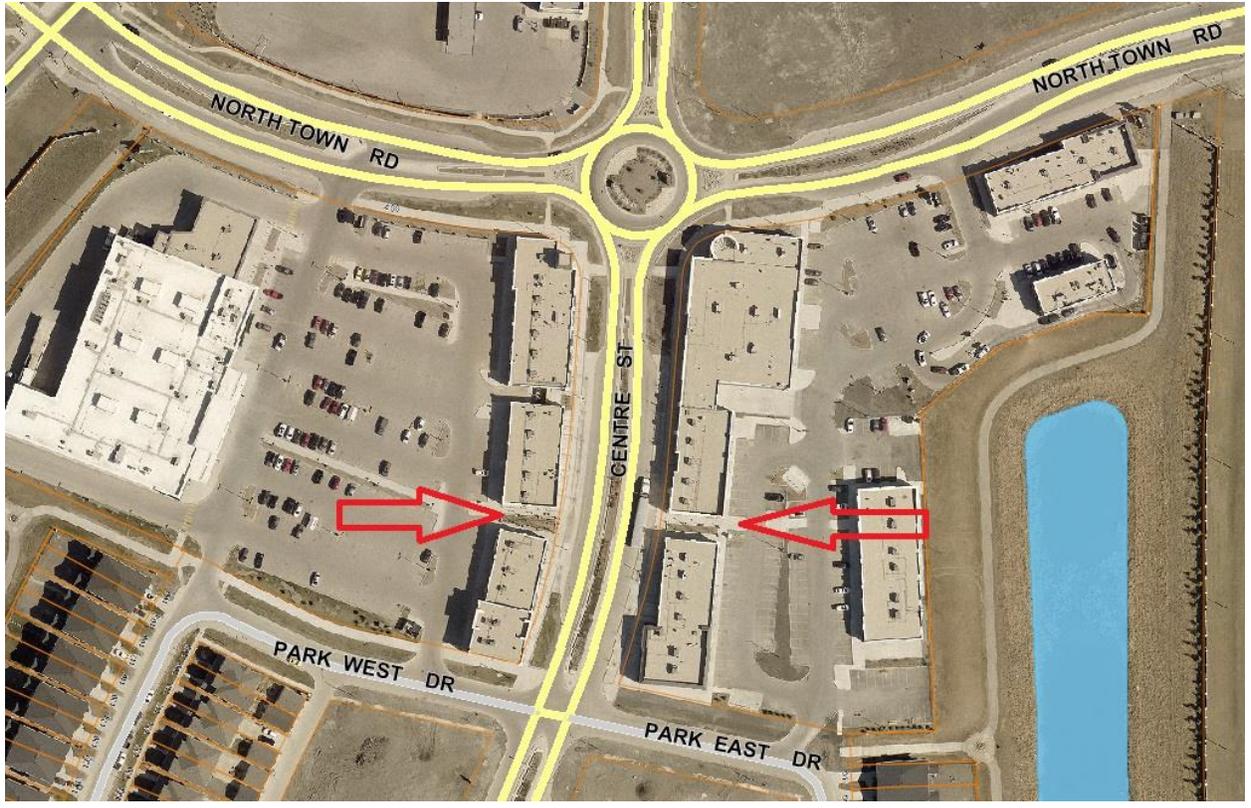
AND WHEREAS there is no pedestrian crossing linking the east and west walkway entrances along Centre Street;

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DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

THEREFORE BE IT RESOLVED that the Assiniboia Community Committee recommend to the Standing Policy Committee on Infrastructure Renewal and Public Works that the Winnipeg Public Service be directed to report back on the possibility of creating a signed pedestrian crossing through the median along Centre Street between North Town Road and Park West Drive at the east and west walkway entrances.



ADMINISTRATIVE REPORT

Title: Pedestrian Crossing on Centre Street between North Town Road and Park West Drive

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

AUTHORIZATION

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

EXECUTIVE SUMMARY

The review of crossing control midblock on Centre Street indicates that the location is not currently warranted for crossing control, based on City guidelines. The location will be added to the Public Works pedestrian crossing control priority list for future consideration based on land use and system connectivity needs after higher priority warranted locations have been addressed. The proposed future crossing control is a signed and marked crosswalk and will require boulevard and median construction to meet accessibility requirements. The crosswalk can be installed under the authority of the Public Works Department through the Traffic Engineering Improvement Program as resources and City-wide priorities allow.

RECOMMENDATIONS

That this report be received as information.

REASON FOR THE REPORT

On May 28, 2019, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Assiniboia Community Committee and directed the Winnipeg Public Service to report back within 180 days on the possibility of creating a signed pedestrian crossing through the median along Centre Street between North Town Road and Park West Drive at the east and west walkway entrances.

IMPLICATIONS OF THE RECOMMENDATIONS

There are no implications as a result of this recommendation.

HISTORY/DISCUSSION

BACKGROUND INFORMATION

On May 7, 2019, the Assiniboia Community Committee recommended to the Standing Policy Committee on Infrastructure Renewal and Public Works that the Winnipeg Public Service be directed to report back on the possibility of creating a signed pedestrian crossing through the

median along Centre Street between North Town Road and Park West Drive at the east and west walkway entrances. Reasons stated for the request included:

- Many businesses have now moved into the Bridgwater Town Centre, which features parking lots on either side of Centre Street;
- There is an open pedestrian plaza and walkway entrance on the east and west sides of Centre Street to allow for pedestrian traffic;
- The Bridgwater Town Centre is designed to allow pedestrian access to flow between the east and west shopping areas to eliminate the need to move vehicles to the opposite side of Centre Street;
- There is no pedestrian crossing linking the east and west walkway entrances along Centre Street.

TRAFFIC CHARACTERISTICS

Centre Street is a north-south collector street that runs through the centre of the Kenaston Boulevard one-way couplet in the Bridgwater Centre area. The study area for this report (Figure 1) is the block of Centre Street between Park West/Park East Drive and North Town Road. In the study area, Centre Street is a four-lane divided road with a single vehicle travel lane and a parking lane in each direction delineated by curb bumpouts at the intersections. The speed limit on Centre Street is 50 km/h and a weekday volume of 2,800 vehicles was recorded during an October 2019 count. It is noted that traffic volumes are anticipated to increase on Centre Street as land continues to be developed in the Bridgwater Centre area.

Land use along the Centre Street block in the study area is single floor commercial and there is a fully paved sidewalk/boulevard from curb to building on both sides of the block. As indicated in Figure 1, the area of interest for a controlled pedestrian crossing is located along a private property pedestrian walkway alignment that passes through a gap between buildings on Centre Street that accesses parking lots and more commercial development to the east and west (Figure 2). This gap is located approximately 55 metres north of Park West/Park East Drive (which is two-way stop-controlled on Park West/Park East and free flow on Centre Street) and 90 metres south of the roundabout at North Town Road.

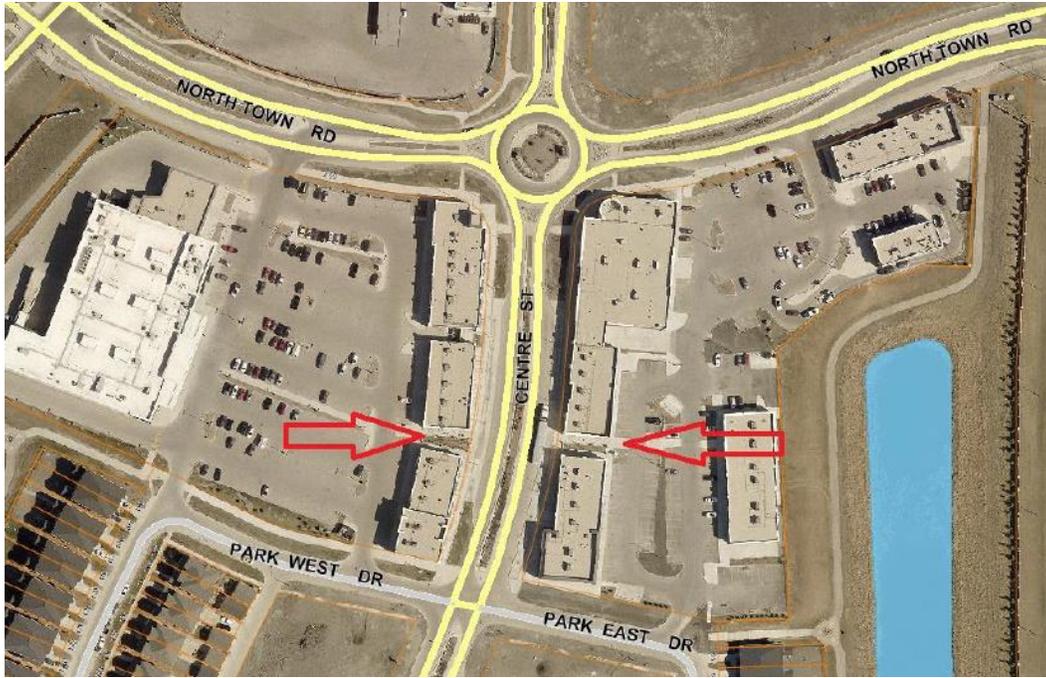
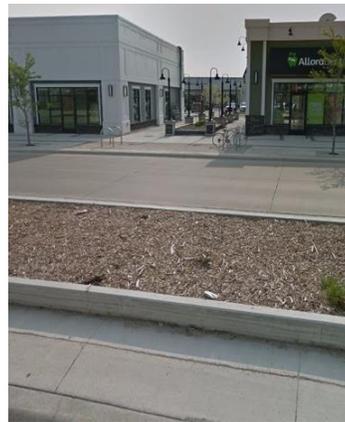


Figure 1: Study Area



Building Gap Looking West from Centre Street



Building Gap Looking East from Centre Street



Figure 2: Images of the Private Walkway (North Alignment)

Current Pedestrian Crossing Control Guidelines

Current Pedestrian Crossing Control Guidelines were approved by the Standing Policy Committee on Infrastructure Renewal and Public Works on January 11, 2013. These guidelines are based on the Pedestrian Crossing Control Guide published by the Transportation Association of Canada (TAC). The Pedestrian Crossing Control Guide presents a set of principles to guide professionals during the decision-making process associated with the provision of pedestrian crossing control. The warrant for a treatment system is based on factors that include pedestrian volume at the crossing location, vehicular traffic volume, proximity to other traffic control devices, and route connectivity requirements. The City considers that a warrant is fulfilled when the following two criteria from the Pedestrian Crossing Control Guide are met:

1. Average hourly pedestrian volume in terms of Equivalent Adult Units (EAUs) is greater or equal to 15 per hour over a minimum seven-hour continuous period and Average Daily Traffic (ADT) is greater or equal to 1,500 vehicles per day. EAUs account for age and differences in physical ability. For example; an able-bodied adult is considered as 1.0 EAU, an unaccompanied child (estimated age ≤ 12 years) is considered as 2.0 EAUs, a senior citizen (estimated age >65 years) is considered as 1.5 EAUs, and an individual of any age with a physical impairment crossing is considered as 2.0 EAUs.
2. The proposed crossing location is at a minimum distance, from the nearest form of traffic control, typically between 100m and 200m for a particular location. This may vary based on a location's individual traffic characteristics and engineering judgment.

Pedestrian crossings of Centre Street at the gap between buildings 55 metres north of Park West/Park East Drive were counted on October 3 and 4, 2019 for a total duration of 15 hours. During the count, 52 pedestrians were recorded (all adults) and during the highest use seven-hour period 39 EAU's were counted which averages 6 EAU's per hour. ***As a result, the basic warrant is not met at this time due to insufficient crossing demand.*** The minimum distance requirement of 100 metres is close to being met as the south end of the roundabout at North Town Road is approximately 90 metres from the proposed crosswalk area. As a newly developed area, there is no collision history available for reference.

In addition to the warrants, the need for crossing control based on latent demand, system connectivity and considerations for linking land uses as outlined in the TAC Pedestrian Crossing Control Guide was reviewed. With respect to latent demand, it is likely that potential users, minus individuals with mobility issues who would be unable to traverse the existing full height curbs or median curbs and landscaping, are able to cross at this location without delay given the current low volume of traffic on Centre Street. As such, based on latent demand it is not anticipated that the EAU criteria would be met at the current level of development if crossing control were added. From a system connectivity standpoint, the commercial land uses, building gaps, and existing private pedestrian walkway suggests an intent to encourage pedestrian crossings; however, the lack of curb ramps and the existing median design present barriers that work against this intent. Therefore, the installation of crossing control could be considered based on system connectivity.

The TAC guideline's "Decision Support Tool – Treatment Selection Matrix" *recommends* a crossing control treatment based on the following factors: Average Daily Traffic (ADT) volumes, speed limit, and roadway cross section. In the case of the Centre Street location, the analysis took into consideration a cross section with two lanes per direction and a raised median refuge,

a speed limit of 50 km/h or less, and an annual traffic volume below 4,500 vehicles. Based on the guideline's "Decision Support Tool – Treatment Selection Matrix", the recommended minimum treatment across Centre Street would be a signed and marked crosswalk.

Implementing a crosswalk at the gap location would require the removal of a portion of the boulevard and median to install curb ramps to create an accessible path to cross Centre Street. In addition, to provide adequate sightlines between drivers and pedestrians, parking would have to be removed from the crosswalk location and a minimum of 15 metres in advance of the crosswalk and a short distance following the crossing in the approaching directions on Centre Street. The crosswalk would be aligned with the north walkway alignment on private property. The estimated cost to undertake this work is \$18,648 at a Class 3 estimate level (note that a class 3 estimate has an expected accuracy of +30% to -20%). Also, as this is a small project, should this project proceed on a standalone basis, the cost would likely be higher than the estimate provided. Installation of signs and paint for the crosswalk is approximately \$300; the funding for this portion would come from Traffic Services operating budget. Alternatively, the boulevard at the crossing location could be bumped out into the parking lane to create visibility and reduce the amount of parking removal required. However, at this time, the level of parking activity on Centre Street does not appear to be high enough to create concern around parking removal and merit bumpout installation.

SUMMARY

The review of crossing control midblock on Centre Street indicates that the location is not currently warranted for crossing control. However, now that it has been studied, the location can be added to the Public Works pedestrian crossing control priority list for future consideration based on land use and system connectivity needs after higher priority warranted locations have been addressed. The proposed crossing control is a signed and marked crosswalk, which can be installed under the authority of the Public Works Department. The cost for installation is anticipated to be \$18,648 at a Class 3 estimate level. The installation of signs and paint for the crosswalk is approximately \$300. This cost is greater than most signed and marked crosswalks due to the construction required in the median and both boulevards to make an accessible crossing point for all users. Installation costs would be funded through the Traffic Engineering Improvements Program subject to the availability of resources and City-wide priorities. This work will have to be prioritized amongst other projects; at this time there is no approved budget allocated to the Traffic Engineering Improvement Program for 2020.

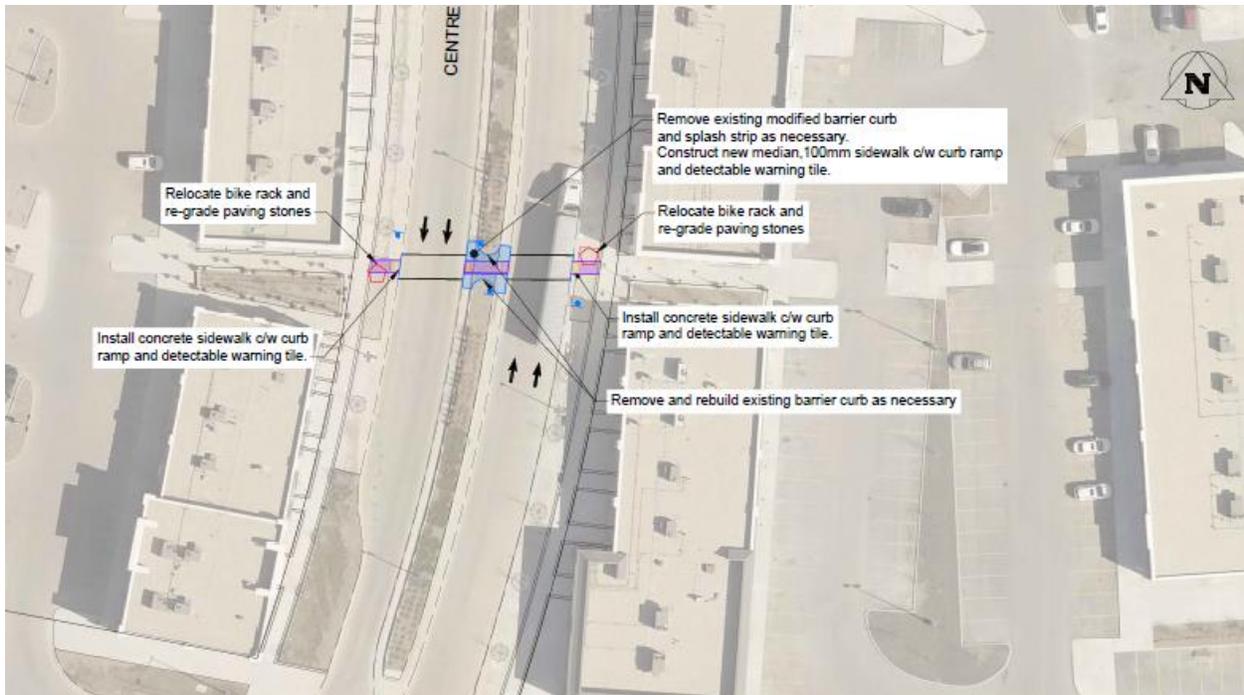


Figure 3: Proposed Crosswalk Work on Centre Street (courtesy of Google Map)

FINANCIAL IMPACT

Financial Impact Statement

Date: January 7, 2020

Project Name:

Pedestrian Crossing on Centre Street between North Town Road and Park West Drive

COMMENTS:

There is no financial impact of the recommendation of this report.

The approximate cost (Class 3 estimate) to install a signed and marked crosswalk is \$18,948 on Centre Street between North Town Road and Park West Drive. This location will be added to the Public Works pedestrian crossing control priority list for future consideration, and is subject to available future budget resources.

"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 recommendation of this report is aligned with the key strategic goal of a safe, efficient and equitable transportation system for people, goods and services in the Sustainable Transportation Direction Strategy that supports OurWinnipeg.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

N/A

SUBMITTED BY

Department: Public Works

Division: Transportation

Prepared by: C. Flather, P.Eng., M.Sc., Traffic Management Engineer

Date: January 8, 2020

File No.: A-08