

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

REPORTS

**Item No. 15 Traffic Study – Donwood Drive
(North Kildonan Ward)**

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 a pedestrian corridor not be installed along this portion of Donwood Drive.
2. That a roadside signed and marked pedestrian crosswalk be installed at the private approach on the north side of Donwood Drive located approximately 200 metres east of Sutton Avenue.
3. 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 –
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DECISION MAKING HISTORY:

Moved by Councillor Browaty,

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

Carried

STANDING COMMITTEE RECOMMENDATION:

On September 12, 2019, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the East Kildonan-Transcona Community Committee and directed the Winnipeg Public Service to conduct a traffic study on Donwood Drive from the driveway to the River East Plaza/Safeway Parking lot, to determine if a pedestrian corridor is warranted in this location, and report back to the Standing Committee within 150 days.

COMMUNITY COMMITTEE RECOMMENDATION:

On June 18, 2019, the East Kildonan-Transcona Community Committee passed the following motion:

BE IT RESOLVED that the East Kildonan-Transcona Community Committee recommends to the Standing Policy Committee on Infrastructure Renewal and Public Works that the Winnipeg Public Service be requested to conduct a traffic study on Donwood Drive from the driveway to the River East Plaza/Safeway Parking lot, to determine if a pedestrian corridor is warranted in this location.

ADMINISTRATIVE REPORT

Title: Traffic Study – Donwood Drive

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

AUTHORIZATION

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

EXECUTIVE SUMMARY

The Public Service collected pedestrian and vehicular data and conducted an assessment for the need for pedestrian traffic control devices for the approach on Donwood Drive serving River East Plaza/Safeway. The assessment indicated that a traffic control device was needed to facilitate pedestrian crossing on Donwood Drive. The recommended device for installation is a signed and marked crosswalk, not a pedestrian corridor.

RECOMMENDATIONS

1. That a pedestrian corridor not be installed along this portion of Donwood Drive;
2. That a roadside signed and marked pedestrian crosswalk be installed at the private approach on the north side of Donwood Drive located approximately 200 metres east of Sutton Avenue.
3. 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

On September 12, 2019, Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the East Kildonan-Transcona Community Committee and directed the Winnipeg Public Service to conduct a traffic study on Donwood Drive from the driveway to the River East Plaza/Safeway Parking lot, to determine if a pedestrian corridor is warranted in this location, and report back to the Standing Committee within 150 days.

IMPLICATIONS OF THE RECOMMENDATIONS

The installation costs associated with this recommendation are \$1,000.00, and will be charged to the 2020 Public Works Department operating budget.

HISTORY/DISCUSSION

Donwood Drive is a two-lane undivided road that functions as a collector street, is a bus route (routes 11 and 41) and carries approximately 3,300 vehicles per day. The speed limit on Donwood Drive is 50 km/h and there are multi-family and commercial developments adjacent to this portion of the street. As shown in Figure 1, there is an existing roadside marked and signed pedestrian crosswalk approximately 15 metres east of the easternmost approach on River East Plaza/Safeway parking lot.

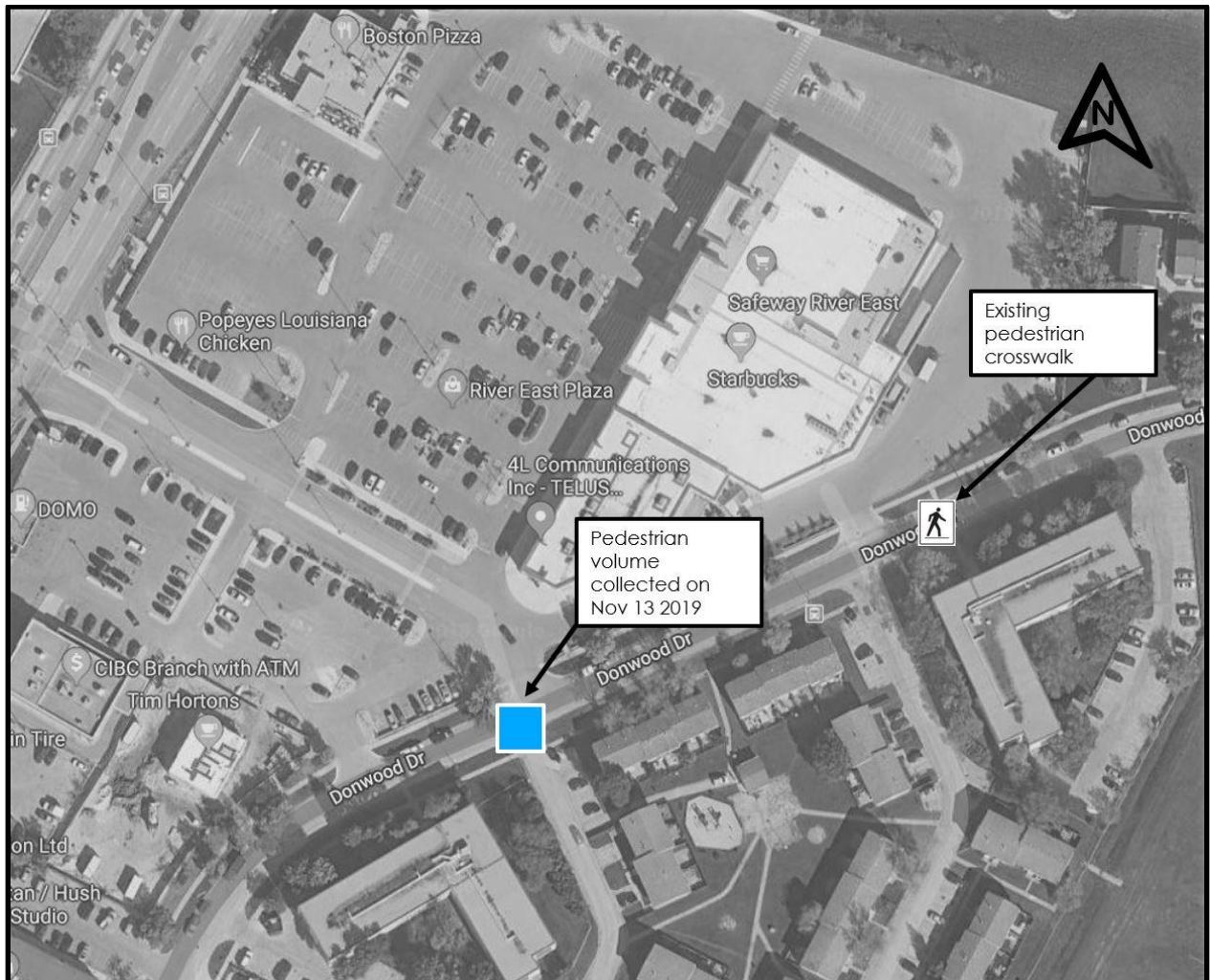


Figure 1 – DONWOOD DRIVE AERIAL VIEW (Image Source: Google Maps)

TRAFFIC CONTROL DEVICE ASSESSMENT

The City of Winnipeg has adopted the Transportation Association of Canada's Pedestrian Crossing Control Guide to assess the need for pedestrian traffic control. The assessment includes an evaluation of pedestrian and vehicular volumes, proximity to other crossing locations, route connectivity and land use, to name a few.

The evaluation process for the installation of a pedestrian traffic control device includes 6 steps:

1. Initial event (request)

2. Preliminary assessment
3. Treatment selection
4. Assessment of potential impacts to guiding principles
5. Treatment installation
6. Monitoring and evaluation

The Public Service carried out an assessment that includes steps 1 through 4 of this process. Subsequent to a request made by the East Kildonan -Transcona Community Committee for this evaluation, pedestrian volumes were collected on Wednesday, November 13, 2019. The pedestrian data collected for the assessment takes into consideration the presence of children and adults of advanced age as well as the physical limitations of people walking at a given crossing location.

The crossing location on Donwood Drive where data was collected is situated approximately 200 metres east from the closest stop-controlled intersection at Sutton Avenue and approximately 125 metres to the west of an existing signed and marked crosswalk (see Figure 1).

The assessment evaluates the need for a traffic control device based on a minimum amount of pedestrians crossing at that location. This being the case, a minimum of 15 “equivalent” adults (EAU) for a period of seven consecutive hours would indicate a need for additional devices for a crossing.

7-hr period	Pedestrians	Pedestrians/Hr	Meets activity requirement?
09:00 - 16:00	100	14	No
09:15 - 16:15	101	14	No
09:30 - 16:30	106	15	Yes
09:45 - 16:45	114	16	Yes
10:00 - 17:00	118	17	Yes
10:15 - 17:15	117	17	Yes
10:30 - 17:30	115	16	Yes
10:45 - 17:45	114	16	Yes
11:00 - 18:00	115	16	Yes
11:15 - 18:15	111	16	Yes
11:30 - 18:30	110	16	Yes
11:45 - 18:45	109	16	Yes
12:00 - 19:00	109	16	Yes
12:15 - 19:15	107	15	Yes
12:30 - 19:30	106	15	Yes
12:45 - 19:45	102	15	Yes
13:00 - 20:00	102	15	Yes
13:15 - 20:15	98	14	No

Table 1 - Pedestrian Activity Across Donwood Drive

As shown in Table 1 above, the pedestrian activity collected at the private approach for River East Plaza at Donwood Drive indicates that there is an average of at least 15 EAU per hour crossing Donwood Drive during a significant portion of the day for more than seven consecutive hours.

In terms of vehicular traffic, Donwood Drive is a two-lane road that carries approximately 3,300 vehicles per day and the speed limit is 50 km/h.

This combination of traffic and pedestrian volumes, together with the design of the road and land use indicates that the most suitable traffic control device that should be considered at this location is a roadside signed and marked crosswalk, similar to the existing crosswalk (see Figure 2).



Figure 2 - Existing Crosswalk near 70 Donwood Drive

In terms of network connectivity and road safety, a device such as a pedestrian corridor would undermine the presence of the existing marked crosswalk on this portion of Donwood Drive. Drivers would generally focus on pedestrians that cross Donwood at the pedestrian corridor and would not be expecting pedestrians at the existing crosswalk. Therefore, to avoid negatively affecting driver expectation, which can lead to an increased risk of collisions, and prevent reducing the level of safety that would otherwise be introduced by a new pedestrian corridor installation, a roadside signed and marked crosswalk would be a more suitable device to be installed.

This recommendation is based on the current pedestrian traffic control guidelines, which indicate that a roadside signed and marked crosswalk is the most suitable device for installation on a two-lane road with no median, when the road carries less than 9,000 vehicles per day and has a speed limit of 50 km/h or less.

FINANCIAL IMPACT

Financial Impact Statement

Date: **December 24, 2019**

Project Name:

First Year of Program

2020

Traffic Study – Donwood Drive

	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
Capital					
Capital Expenditures Required	\$ -	\$ -	\$ -	\$ -	\$ -
Less: Existing Budgeted Costs	-	-	-	-	-
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	\$ 1,000	\$ -	\$ -	\$ -	\$ -
Less: Incremental Revenue/Recovery	-	-	-	-	-
Net Cost/(Benefit)	<u>\$ 1,000</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Less: Existing Budget Amounts	1,000	-	-	-	-
Net Budget Adjustment Required	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Additional Comments: Direct costs represent installation costs associated with a roadside signed and marked pedestrian crosswalk on the north side of Donwood Drive. This expense will be charged to the 2020 Public Works Department operating budget.					

"Original Signed by J. Peters, CPA, CGA"
 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.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

N/A

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: Colleen Flather, P.Eng., Traffic Management Engineer
Date: December 27, 2019