

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

REPORTS

**Item No. 16 Traffic Study – Sansome Avenue
(Charleswood-Tuxedo-Westwood 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 Sansome Avenue.

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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 November 4, 2019, the Standing Policy Committee on Infrastructure Renewal and Public Works granted an extension of time to its February 4, 2020 meeting for the Winnipeg Public Service to report back on the matter.

On April 2, 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 conduct a traffic study at the signed pedestrian crossing on Sansome Avenue between Jolliett Crescent and Rouge Road to determine if a signalized pedestrian crossing is warranted, and report back to the Standing Committee within 180 days.

COMMUNITY COMMITTEE RECOMMENDATION:

On March 5, 2019, the Assiniboia Community Committee passed the following motion:

WHEREAS there have been discussions with area residents who have been advocating for a signalized pedestrian crossing on Sansome Avenue to replace the current signed crossing in order to enhance the safety for children crossing the road to attend Robert Browning School;

THEREFORE BE IT RESOLVED that the Standing Policy Committee on Infrastructure Renewal and Public Works be requested to direct the Winnipeg Public Service to conduct a traffic study at the signed pedestrian crossing on Sansome Avenue between Jolliett Crescent and Rouge Road to determine if a signalized pedestrian crossing is warranted, and report back to the Standing Committee.

ADMINISTRATIVE REPORT

Title: Traffic Study – Sansome Avenue

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	N/A	M. Ruta, Interim CAO

EXECUTIVE SUMMARY

Subsequent to a request by the Assiniboia Community Committee, the Public Service collected pedestrian and vehicular data and conducted an assessment of the need for pedestrian traffic control devices for an existing signed and marked crosswalk located on Sansome Avenue between Jolliett Crescent and Rouge Road. The assessment indicated that upgrading the existing device to a pedestrian corridor is not warranted. Furthermore, the same analysis indicated that a pedestrian traffic control device is not warranted at this location. However, the Public Service does not recommend the removal of the existing signed and marked crosswalk to avoid changing the pedestrian and driver expectations at this location.

RECOMMENDATIONS

1. That a pedestrian corridor not be installed along this portion of Sansome Avenue.

REASON FOR THE REPORT

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 conduct a traffic study at the signed pedestrian crossing on Sansome Avenue between Jolliett Crescent and Rouge Road to determine if a signalized pedestrian crossing is warranted, and report back to the Standing Committee.

IMPLICATIONS OF THE RECOMMENDATIONS

There are no implications resulting from the recommendation of this report.

HISTORY/DISCUSSION

Sansome Avenue is a two-lane undivided road and carries approximately 1,500 vehicles per day. The speed limit on this portion of Sansome Avenue is 50 km/h and the majority of the land next to this portion of Sansome Avenue is residential in nature. The existing signed pedestrian crosswalk is connected to a “cut through” as shown in Figure 1.



Figure 1 – Sansome Avenue between Jolliett Crescent and Rouge Road 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 Assiniboia Community Committee for this evaluation, pedestrian volumes were collected on or around May 8, 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 signed crosswalk on Sansome Avenue where data was collected is situated approximately 180 metres west from the closest stop-controlled intersection at Westwood Drive (see Figure 2).



Figure 2 - Sansome Ave. Looking West - Existing Marked & Signed Crosswalk and Pedestrian Cut-Through

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

As shown in Table 1, the pedestrian activity collected at the existing roadside marked and signed crosswalk on Sansome Avenue indicates that on average there is less than the minimum requirement of at least 15 EAU per hour crossing Sansome Avenue for more than seven consecutive hours.

In terms of vehicular traffic, Sansome Avenue is a two-lane residential road that carries approximately 1,500 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 along this portion of Sansome Avenue, would suggest that there is less than expected pedestrian activity for a marked and signed crosswalk.

7-hr period	Pedestrians	Pedestrians/Hr	Meets activity requirement?
07:15 - 14:15	21	3	No
07:30 - 14:30	19	3	No
07:45 - 14:45	19	3	No
08:00 - 15:00	18	3	No
08:15 - 15:15	16	2	No
08:30 - 15:30	14	2	No
08:45 - 15:45	21	3	No
09:00 - 16:00	21	3	No
09:15 - 16:15	23	3	No
09:30 - 16:30	23	3	No
09:45 - 16:45	22	3	No
10:00 - 17:00	23	3	No
10:15 - 17:15	24	3	No
10:30 - 17:30	24	3	No
10:45 - 17:45	23	3	No
11:00 - 18:00	25	4	No
11:15 - 18:15	25	4	No
11:30 - 18:30	26	4	No
11:45 - 18:45	27	4	No
12:00 - 19:00	26	4	No
12:15 - 19:15	25	4	No
12:30 - 19:30	25	4	No
12:45 - 19:45	27	4	No
13:00 - 20:00	21	3	No

Table 1 - Pedestrian Activity Across Sansome Avenue

In terms of network connectivity and road safety, a pedestrian traffic control device has been in place for some time and removing it may affect pedestrian and driver expectations. It is for these human factor reasons that maintaining the current crosswalk would be desirable unless there are other land-use changes or changes in traffic patterns that may suggest removal or upgrades to a different traffic control device.

FINANCIAL IMPACT

Financial Impact Statement Date: December 27, 2019

Project Name:

Traffic Study – Sansome Drive

COMMENTS:

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

"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:

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