

**Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works –
March 3, 2020**

REPORTS

**Item No. 19 Traffic Study – McGregor Street at Hartland Avenue, Kilbride
Avenue, and Kingsbury Avenue
(Mynarski 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 be installed at the intersection of McGregor Street and Hartford Avenue subject to the adoption of the 2020 Traffic Engineering Improvement Program Capital Budget and City-wide priorities.

2. 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 –
March 3, 2020**

DECISION MAKING HISTORY:

Moved by Councillor Santos,

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 directed the Winnipeg Public Service to report back within 180 days on the feasibility of establishing a pedestrian corridor at one of the following intersections:

1. McGregor Street and Hartford Avenue;
2. McGregor Street and Kilbride Avenue;
3. McGregor Street and Kingsbury Avenue

On November 20, 2018, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Lord Selkirk-West Kildonan Community Committee and directed the Winnipeg Public Service to conduct a twelve hour crossing study at:

- McGregor Street and Hartford Avenue;
- McGregor Street and Kilbride Avenue;
- McGregor Street and Kingsbury Avenue;

in May, 2019, to determine the feasibility of establishing a pedestrian corridor at one of these intersections, and to report back to the Standing Committee within 240 days.

COMMUNITY COMMITTEE RECOMMENDATION:

On September 18, 2018, the Lord Selkirk-West Kildonan Community Committee passed the following motion:

WHEREAS there is no intersection between Jefferson Avenue and Partridge Avenue (9 blocks) that offers a pedestrian method to establish a chance to cross McGregor street from east to west as there is on Salter St.;

**Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works –
March 3, 2020**

DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

AND WHEREAS pedestrians walking to neighbourhood facilities between Jefferson Avenue and Partridge Avenue east and west of McGregor avoid walking the long distances to Jefferson and Partridge when the facility is two or three blocks down, not around;

AND WHEREAS peak traffic hours on McGregor Street continuously flow with very little time for a pedestrian to cross between streams of automobiles;

AND WHEREAS peak traffic hours coincide with kids attending elementary schools on the east and west side of McGregor (Ecole Belmont School, 525 Belmont Avenue and Victory School, 395 Jefferson Avenue);

AND WHEREAS many people living on the west side of McGregor, young and old, utilize the West Kildonan Community Centre at Perth Avenue and Powers Street;

AND WHEREAS Hartford Avenue, Kilbride Avenue and Kingsbury are streets the Mynarski Ward office often hear about as streets neighbourhood residents want to use to get across McGregor in a timely, safe fashion;

THEREFORE BE IT RESOLVED that the Lord Selkirk West Kildonan Community Committee recommend to the Standing Policy Committee on Infrastructure Renewal and Public Works that the Winnipeg Public Service be instructed to conduct a twelve hour crossing study at McGregor Street and Hartford Avenue, McGregor Street and Kilbride Avenue and McGregor Street and Kingsbury Avenue in May, 2019, to determine the feasibility of establishing a pedestrian corridor at one of these intersections, and to report back to the relevant Standing Policy Committee of Council.

ADMINISTRATIVE REPORT

Title: Traffic Study – McGregor Street at Hartford Avenue, Kilbride Avenue, and Kingsbury Avenue

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 warrant for a pedestrian corridor across McGregor Street between Jefferson Avenue and Partridge Avenue was established in a September 12, 2019 report to the Standing Policy Committee. That report reviewed and compared candidate locations for a pedestrian corridor on McGregor Street and determined that the north side of the McGregor Street/Hartford Avenue intersection is the preferred location for installation. The Hartford Avenue intersection was selected by virtue of the existing level of use by pedestrians, its central location relative to schools in the area, its connection across the CPR track and to Main Street, Hartford Avenue's function as an informal cycling route, and the intersection's proximity to a bus stop on McGregor Street.

The cost estimate to install the pedestrian corridor is \$105,000.00 (Class 5 estimate). The installation costs have been identified under the proposed 2020 Traffic Engineering Improvement Program Capital Budget and will be considered alongside other City-wide priorities. It is anticipated that the 2020 Capital Budget will be adopted in March 2020. Upon completion of the installation, the Public Service projects that the annual maintenance and operating costs for the pedestrian corridor will be \$2,500.00, per year, starting in 2021. These costs will be identified in future operating budget processes.

RECOMMENDATIONS

1. That a pedestrian corridor be installed at the intersection of McGregor Street and Hartford Avenue subject to the adoption of the 2020 Traffic Engineering Improvement Program Capital Budget and City-wide priorities.
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

On September 12, 2019, the Standing Policy Committee on Infrastructure Renewal and Public Works directed the Winnipeg Public Service to report back within 180 days on the feasibility of establishing a pedestrian corridor at one of the following intersections:

- McGregor Street and Hartford Avenue;
- McGregor Street and Kilbride Avenue;
- McGregor Street and Kingsbury Avenue.

IMPLICATIONS OF THE RECOMMENDATIONS

The capital cost for the installation will be included in the proposed 2020 Transportation Engineering Improvement Program (TEIP).

The cost for the installation of a pedestrian corridor is estimated to be \$105,000.00 (Class 5 estimate). The estimated annual maintenance and operating cost for the traffic control signals is \$2,500.00 beginning in the 2021 operating budget.

HISTORY/DISCUSSION

BACKGROUND INFORMATION

On November 20, 2018, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Lord Selkirk-West Kildonan Community Committee and directed the Winnipeg Public Service to conduct a twelve-hour crossing study at:

- McGregor Street and Hartford Avenue;
- McGregor Street and Kilbride Avenue;
- McGregor Street and Kingsbury Avenue;

in May 2019, to determine the feasibility of establishing a pedestrian corridor at one of these intersections, and to report back to the Standing Committee within 240 days.

On September 12, 2019, the Standing Policy Committee on Infrastructure Renewal and Public Works considered a Public Service report indicating a pedestrian corridor is warranted on McGregor Street between Hartford Avenue and Kingsbury Avenue when latent crossing demand is considered, and engineering judgment is applied. The September 2019 report indicated that prior to confirming a location for a pedestrian corridor on this section of McGregor Avenue, the Winnipeg Public Service plans to consult with the adjacent schools and the Green Action Centre (Active and Safe Routes to School) to determine the optimal location. The September 2019 report indicated that a subsequent report, this report, will seek Standing Committee approval for the installation of the pedestrian corridor.

TRAFFIC CHARACTERISTICS

McGregor Street between Hartford Avenue and Kingsbury Avenue is a two-lane, undivided roadway with parking permitted on the east side, a regional street, a full-time truck route, and a Transit route, with an Average Weekday Daily Traffic (AWDT) volume of approximately 10,300 vehicles, and a speed limit of 50 km/h.

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 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 section of McGregor Street under consideration, the September 12, 2019 Standing Committee report recommended a pedestrian corridor treatment (see Photo 1, below) across McGregor Street at a location to be determined.



Photo 1: Pedestrian Corridor

CANDIDATE PEDESTRIAN CORRIDOR LOCATION

As the warrant for the installation of a pedestrian corridor was addressed in the September 12, 2019 report, this report focuses on an appropriate location for the pedestrian corridor on McGregor Street. The four candidate locations under consideration are listed below and illustrated in Figure 1, below).

- McGregor Street and Kingsbury Avenue
- McGregor Street and Kilbride Avenue
- McGregor Street and Belmont Avenue
- McGregor Street and Hartford Avenue

To determine a location from the four candidate locations the following criteria were considered:

- Current Crossing Demand – Number of people currently crossing McGregor Street at the intersection expressed in Equivalent Adult Units (EAUs).
- Minor Street Sidewalks – Does the street crossing McGregor Street have sidewalks?
- Proximity to Schools – Is the candidate location within a couple of blocks of Ecole Belmont, Victory School, Forest Park School, and Ecole Seven Oaks?
- CPR Winnipeg Beach – Does the minor street cross the CPR Winnipeg Beach line?
- Cycling Route – Is the minor street identified as a cycling route on the City of Winnipeg Cycling Map?
- Transit Stop – Is there a Transit stop on McGregor Street at the intersection?
- Main Street – Does the minor street cross Main Street at a controlled location?

A summary of the review of the criteria at each location is provided in Table 1 (page 5).

Table 1: Candidate Location Comparison

	Kingsbury Ave	Kilbride Ave	Belmont Ave	Hartford Ave
Current Crossing Demand (EAUs)	2	2	5	10
Minor Street Sidewalks	No	Yes	Yes	Yes
Proximity to Schools	Poor	Good	Good	Good
CPR Winnipeg Beach Xing	Yes	No	No	Yes
Cycling Route	Yes	No	No	Yes
Transit Stop	Yes	No	Yes	Yes
Main Street Xing	Yes*	No	No	Yes

*Main Street crossing is half a block from Kingsbury Avenue

The Table 1 comparison indicates that Hartford Avenue is the preferred location by virtue of existing crossing demand, its central location relative to schools in the area, its connection across the CPR track and Main Street, its function as an informal cycling route, and its proximity to a bus stop on McGregor Street.

The pedestrian corridor would be located on the north side of the McGregor Street and Hartford Avenue intersection (Photo 2, below). The north side is preferred because it offers the best routing to Belmont School. Routes to the four schools in the area with a pedestrian corridor on the north side of the McGregor Street and Hartford Avenue intersection are illustrated in Figure 2, below.

For Ecole Belmont, the route of pedestrian travel would be west across McGregor Street at the new pedestrian corridor, west along the sidewalk on the north side of Hartford Avenue, north along the sidewalk on the east side of McKenzie Street, and then west across McKenzie Street to the school at the signed and marked school pedestrian crosswalk on the north side of the McKenzie/Belmont intersection. For Victory School, the route of pedestrian travel would be east across McGregor Street at the new pedestrian corridor, east along the sidewalk on the north side of Hartford Avenue, and south across Hartford Avenue at the marked school pedestrian crosswalk on the east side of the Hartford/Andrews intersection.



Photo 2: North side of McGregor Street and Hartford Avenue Intersection

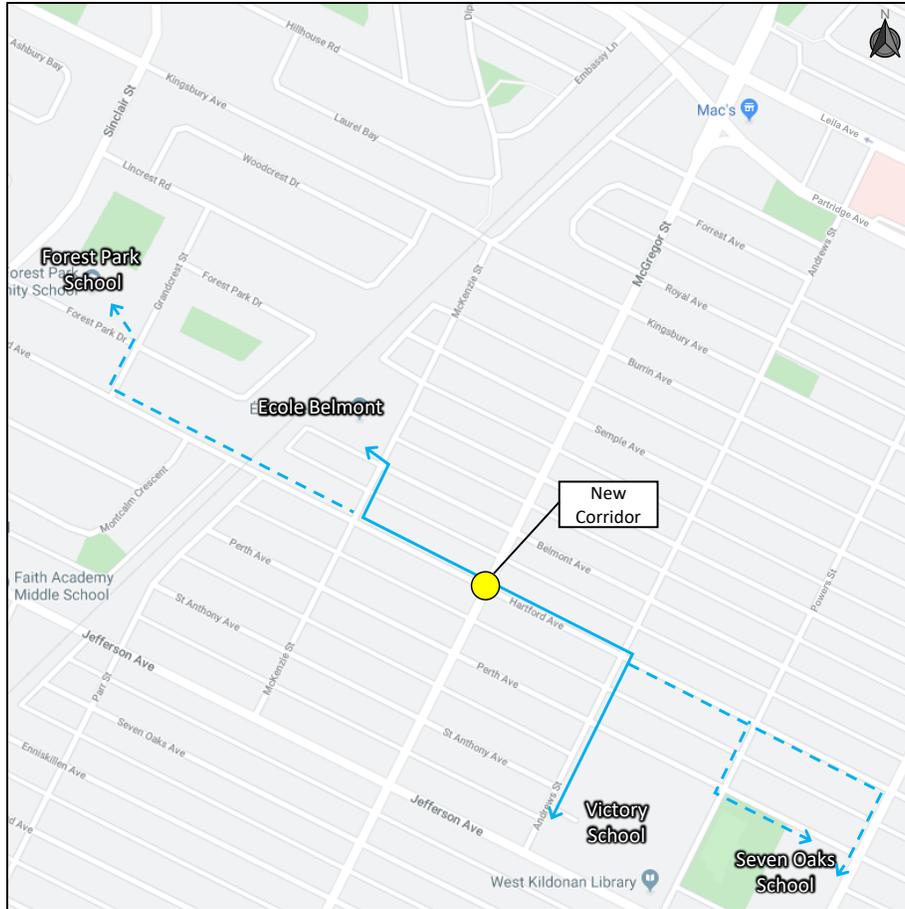


Figure 2: Potential School Walking Routes Using New Pedestrian Corridor at McGregor Street and Hartford Avenue

The recommendation to locate the pedestrian corridor at McGregor Street and Hartford Avenue was reviewed with Green Action Centre and Ecole Belmont and positively received by both groups. The Hartford Avenue location is the closest candidate crossing location to both Victory School and Seven Oaks School.

SUMMARY

The review of candidate locations for a pedestrian corridor on McGregor Street indicates that the north side of the Hartford Avenue intersection is the preferred location.

The cost estimate to install the pedestrian corridor, based on a class 5 estimate, is \$105,000.00. The installation costs have been identified under the proposed 2020 Traffic Engineering Improvement Program Capital Budget and will be considered alongside other City-wide priorities. Upon completion of the install, the Public Service projects that the annual maintenance and operating costs for the pedestrian corridor will be \$2,500.00 per year starting in 2021 and these costs will be identified in future year operating budget processes. Construction of the corridor will not occur until the 2020 Capital Budget is adopted and the City-wide priorities are finalized.

FINANCIAL IMPACT

Financial Impact Statement

Date: February 3, 2020

Project Name: First Year of Program **2020**
 Traffic Study - McGregor Street at Hartford Avenue, Kilbride Avenue, and Kingsbury Avenue

	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
Capital					
Capital Expenditures Required	\$ 111,305	\$ -	\$ -	\$ -	\$ -
Less: Existing Budgeted Costs	-	-	-	-	-
Additional Capital Budget Required	<u>\$ 111,305</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Funding Sources:					
Debt - Internal	\$ -	\$ -	\$ -	\$ -	\$ -
Debt - External	-	-	-	-	-
Grants	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Frontage Levy	111,305	-	-	-	-
Total Funding	<u>\$ 111,305</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Total Additional Capital Budget Required	<u>\$ 111,305</u>				
Total Additional Debt Required	<u>\$ -</u>				
Current Expenditures/Revenues					
Direct Costs	\$ -	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500
Less: Incremental Revenue/Recovery	6,305	-	-	-	-
Net Cost/(Benefit)	<u>\$ (6,305)</u>	<u>\$ 2,500</u>	<u>\$ 2,500</u>	<u>\$ 2,500</u>	<u>\$ 2,500</u>
Less: Existing Budget Amounts	(6,305)	2,500	2,500	2,500	2,500
Net Budget Adjustment Required	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Additional Comments: Total estimated capital expenditures of \$111,305 are to be funded by the proposed 2020 Traffic Engineering Improvement Program. Incremental Revenue/Recovery represents the estimated Departmental Transportation and Corporate Administrative and Interest overheads. Direct costs represent the estimated annual maintenance and operating costs of \$2500 that will be charged to the Public Works Operating Budget. Construction of the corridor will not occur until the 2020 Capital Budget is adopted and City-wide priorities are finalized.					

"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:

Ecole Belmont
Green Action Centre

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: February 4, 2020
File No.: A-08