Minutes – Executive Policy Committee – September 21, 2006

REPORTS

Minute No. 624 Pembina Highway Pedestrian Corridor - Land Dedication Reserve File EP-2

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee referred the matter of installing a pedestrian corridor, in close proximity to 2900 Pembina Highway, to the Standing Policy Committee on Infrastructure Renewal and Public Works for traffic analysis.

Minutes – Executive Policy Committee – September 21, 2006

DECISION MAKING HISTORY:

Moved by Councillor Clement,

That the matter of installing a pedestrian corridor, in close proximity to 2900 Pembina Highway, be referred to the Standing Policy Committee on Infrastructure Renewal and Public Works for traffic analysis.

Carried

STANDING COMMITTEE RECOMMENDATION:

On September 12, 2006, the Standing Policy Committee on Infrastructure Renewal and Public Works referred the recommendation of the Riel Community Committee to the Administration for review and report back.

COMMUNITY COMMITTEE RECOMMENDATION:

On July 18, 2006, the Riel Community Committee recommended:

1. That the cost of the installation of a Pedestrian Corridor, to be constructed in close proximity to 2900 Pembina Highway, in the amount of $25,000.00, be allocated from the Riel Land Dedication Reserve.

2. That should the minimum pedestrian crossing criteria for a pedestrian corridor be met after the installation of the pedestrian corridor, the Public Works Department be requested to return the $25,000.00 to the Riel Land Dedication Reserve.

3. That the criteria of the Council Policy for the Land Dedication Reserve Fund be waived for any expenditures which do not qualify.

4. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing,

and submitted the matter to the Executive Policy Committee.

-----Original Message-----
From: Emerson, Diana
Sent: Tuesday, July 04, 2006 9:35 AM
To: Swandel, Justin; Schellenberg, Ed (PWD)
Subject: RE: Pedestrian Corridor Request - Pembina Highway

Hi Councillor Swandel,

The process would be for us to report our findings to the Riel Community Committee. The community committee could then, if it so chose, pass a motion to the Standing Policy Committee on Infrastructure Renewal and Public Works recommending installation of a pedestrian corridor across Pembina Highway at Newdale Avenue with an identified funding source. Would you like us to prepare a report for the Community Committee?

Diana

Diana Emerson, P. Eng., MCIP
Traffic Management Engineer
Traffic Management Branch
Transportation Division
Public Works Department
City of Winnipeg

-----Original Message-----
From: Swandel, Justin
Sent: July 4, 2006 9:23 AM
To: Schellenberg, Ed (PWD);
Cc: Emerson, Diana
Subject: RE: Pedestrian Corridor Request - Pembina Highway

Hello Ed, Thanks for the report. One of the issues here is the nature of the housing and the provision of services/retail on the other side of Pembina. There are quite a number of elderly folks (including a seniors home) on this stretch of Pembina and the distance between controlled intersections is quite long. While the engineering investigation gives us a numerical analysis it does not give a complete situational picture. In this case a 24 hour picture may not be the best measure. In addition there is a connectivity issue that prevents the flow of pedestrian traffic across Pembina, which will skew the numbers. That is to say that a safe crossing will get the numbers where you need them to meet the warrant criteria.

If I can find the capital funding can we install a cross walk at this location? JS

-----Original Message-----
From: Schellenberg, Ed (PWD)
Sent: Friday, June 30, 2006 4:22 PM
To: Teresa Holloway
Cc: Emerson, Diana; Swandel, Justin
Subject: RE: Pedestrian Corridor Request - Pembina Highway

Dear Teresa:

Thank you for your request for a pedestrian corridor (overhead crosswalk signs) across Pembina Highway in the vicinity of #2900 Pembina Highway north of Newdale Avenue.

Pedestrian corridors are installed to reduce pedestrian delay. Considerations for new installations, other than designated school crossings, are given where the pedestrian activity generally exceeds 300 pedestrian crossings in an 8-hour period during a typical weekday with at least 100 pedestrians delayed in excess of 10 seconds. A minimum of 200 pedestrian crossings must be observed in order to qualify for pedestrian corridor consideration. A single crossing by a senior citizen is considered equivalent to two (2) pedestrian crossings to account for the additional needs for a senior citizen.

Based upon past observations, the pedestrian activity across Pembina Highway at or near Newdale Avenue was 97 pedestrian crossings including 9 by senior citizens in 8 hours. The busiest hour of activity occurred between 15:45 and 16:45, when 20 pedestrians crossed. This level of pedestrian activity (adjusted to 106 crossings) represents approximately 53% of the minimum pedestrian crossing criterion (200) to qualify for consideration of a pedestrian corridor.

Another observation in the vicinity of the first median opening north of Newdale Avenue opposite #2900 Pembina Highway revealed 109 pedestrian crossings including 11 senior citizens in 8 hours. This level of pedestrian activity (adjusted to 120) represents approximately 60% of the minimum pedestrian crossing criterion.

Although these counts are a few years old, there has been no change in development in the area to generate more pedestrian activity. Therefore, it is considered unlikely that the 8 hour level of pedestrian activity has grown significantly in order to qualify for a pedestrian corridor.

A pedestrian corridor with overhead flashing beacons costs approximately $25,000 to install and $1,700 annually to energize & maintain. This year's program which contains funding for one new corridor location citywide has already been committed.

The pedestrian corridor device enhances the visibility of the crosswalk but does not guarantee that all drivers will stop. Under the Manitoba Highway Traffic Act, drivers are required to yield the right-of-way to pedestrians within crosswalks whether they are a pedestrian corridor or a signed crosswalk or an uncontrolled intersection. A driver may fail to see the pedestrian to stop in time or the pedestrian steps in front of a vehicle that cannot stop in time. The safest practice for any pedestrian is to be sure that all vehicles are stopped or will stop before proceeding across the roadway or into next traffic lane from in front of a stopped vehicle. When crossing at a mid-block location, pedestrians are required to yield the right-of-way to motorists. The onus is on the pedestrian to cross only when there is an adequate gap in the vehicular traffic flow.

In the 10 year period ending June 30, 2005, there were no vehicle-pedestrian collisions reported at the intersection of Pembina Highway and Newdale Avenue nor mid-block on Pembina Highway between Killarney Avenue and Newdale Avenue.

Typically, a pedestrian corridor along Pembina Highway experiences an average of 4 vehicle-pedestrian collisions over a 10 year period.

Please contact me, if you have any further questions or comments.

E. Schellenberg, C.E.T.
Traffic Analyst
Transportation Div.
Public Works Dept.
The City of Winnipeg

-----Original Message-----
From: Teresa Holloway
Sent: June 22, 2006 10:25 AM
To: Emerson, Diana
Subject: Re: RE: Request For Information

Thank you for the reply.

The area in question is Pembina Highway, around the 2900 block.
There are several seniors blocks, low income housing that has children getting on and off school buses.

Many of the seniors in the 2900 block want to visit the shops across the street but walking to the nearest intersection is long and stressful so they choose not to.

When talking to the MLA Marilyn Brick's assistant, he recommended also that we approach the city for a cross walk so that office would likely be of benefit to talk to as they are very familiar with the area.

My instructor for this placement has been teaching student nurses about community care for several years and she is also aware of the benefits of a cross walk I look forward to knowing more or helping with more questions regarding this review as safety is a great concern for these 2 generations.

Thanks again
Teresa Holloway
Student nurse, Red River College