Agenda - Executive Policy Committee - July 14, 2010

Moved by Councillor

That Rule 10(3) of The Procedure By-law No. 50/2007 be suspended in order that the following item, which was received less than 96 hours preceding the committee meeting, be considered by Committee.

Report - Standing Policy Committee on Infrastructure Renewal and Public Works - July 13, 2010

Item No. 8 Pedestrian Half Signal - Osborne Street and Wardlaw Avenue (Fort Rouge - East Fort Garry Ward) eFile ST-1.2

STANDING COMMITTEE RECOMMENDATION:

The Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service:

1. That the existing pedestrian corridor at Osborne Street at Wardlaw Avenue be replaced with a pedestrian half signal.

2. That funding for the replacement of the pedestrian corridor at Osborne Street and Wardlaw Avenue with a pedestrian half signal be included as a first charge against the 2011 Traffic Engineering Improvement Program Capital Budget.

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

Report - Standing Policy Committee on Infrastructure Renewal and Public Works - July 13, 2010

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On July 13, 2010, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the matter to the Executive Policy Committee and Council.

ADMINISTRATIVE REPORT

Title:

Issue: **Pedestrian Half Signal – Osborne Street and Wardlaw Avenue**

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

AUTHORIZATION

Author	Department Head	CFO	CAO
R. J. Hartmann, P. Eng. Acting Manager of Transportation	B.W. Sacher, P. Eng. Director of Public Works	n/a	A. Robinson, Deputy CAO

RECOMMENDATIONS

1. That the existing pedestrian corridor at Osborne Street at Wardlaw Avenue be replaced with a pedestrian half signal; and

2. That funding for the replacement of the pedestrian corridor at Osborne Street and Wardlaw Avenue with a pedestrian half signal be included in the 2011 Traffic Engineering Improvement Program Capital budget.

REASON FOR THE REPORT

On April 6, 2010, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the City Centre Community Committee and approved the replacement of the existing pedestrian corridor at Osborne Street and Wardlaw Avenue with a pedestrian half signal.

It is the practice of the Winnipeg Public Service to provide the Standing Policy Committee on Infrastructure Renewal and Public Works with a report and recommendation based on an engineering analysis when new traffic signals, including pedestrian half signals, are considered on streets in Winnipeg.

The 2011 Capital budget must be approved for the costs associated with the replacement of the existing pedestrian corridor at Osborne Street and Wardlaw Avenue with a pedestrian half signal.

IMPLICATIONS OF THE RECOMMENDATIONS

The estimated cost to replace the existing pedestrian corridor at Osborne Street and Wardlaw Avenue with a pedestrian half signal is $105,000. The annual maintenance cost associated with

the new pedestrian half signal is $5,000 per year starting in 2012. Since the annual maintenance cost for a pedestrian corridor is $1,700 per year, a budget adjustment of $3,300 is required for the Public Works Department operating budget beginning in 2012.

HISTORY

Based on an engineering analysis, the Winnipeg Public Service recommends the replacement of the existing pedestrian corridor at Osborne Street and Wardlaw Avenue with a pedestrian half signal and further recommends that funding for these works be included in the 2011 Traffic Engineering Improvements Program Capital budget.

The attached Appendix “A” provides a summary of the Winnipeg Public Service review.

FINANCIAL IMPACT

Financial Impact Statement **Date:** June 11, 2010

Project Name: **First Year of Program** **2011**

Pedestrian Half Signal – Osborne Street and Wardlaw Avenue

	2011	2012	2013	2014	2015
Capital					
Capital Expenditures Required	$ 111,300	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	111,300	-	-	-	-
Additional Capital Budget Required	$ -	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal	$ -	$ -	$ -	$ -	$ -
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	$ -	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ -				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ -	$ 13,896	$ 13,896	$ 13,896	$ 13,896
Less: Incremental Revenue/Recovery	6,300	-	-	-	-
Net Cost/(Benefit)	$ (6,300)	$ 13,896	$ 13,896	$ 13,896	$ 13,896
Less: Existing Budget Amounts	(6,300)	10,596	10,596	10,596	10,596
Net Budget Adjustment Required	$ -	$ 3,300	$ 3,300	$ 3,300	$ 3,300

Additional Comments: Debt and Finance costs are applicable to the City's internal funded portion of this project. The 2011 Cash to Capital requirements for this project are included in the 2011 to 2015 Five Year Forecast of the 2010 Adopted Capital Budget for Traffic Engineering Improvements Program. The additional operating budget will have to be referred to in the 2011 Budget process.

"Original Signed by D. Stewart, CA"

Manager of Finance & Administration

CONSULTATION

In preparing this report there was consultation with: N/A

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: D. Emerson, P. Eng., MCIP, Traffic Management Engineer..... 986-5900
Date: June 18, 2010
File No. C-08

Attachments: Appendix “A” – Winnipeg Public Service Evaluation

Appendix "A"

Winnipeg Public Service Evaluation

Pedestrian Half Signal – Osborne Street and Wardlaw Avenue

Osborne Street is a Regional Street, Full Time Truck Route and Transit Route with a weekday traffic volume of approximately 29,000 vehicles. At Wardlaw Avenue, Osborne Street is a four lane undivided roadway and the speed limit is 50 km/h. A pedestrian corridor was installed in the south crosswalk of Osborne Street and Wardlaw Avenue in 1968. Figure 1 provides an aerial view of the Osborne Street and Wardlaw Avenue intersection.

Figure 1 – Aerial Site Plan of the Osborne Street and Wardlaw Avenue Intersection



The following table summarizes the traffic characteristics at the intersection of Osborne Street and Wardlaw Avenue as observed on March 8 and 10, 2010:

	Number of Pedestrians			
	South Crosswalk	North Crosswalk	West Crosswalk	East Crosswalk
15 hours (07:00-22:00)	516	18	768	809
12 hours (07:00-19:00)	443	9	640	729
Busiest 6 hours (SX)	295	6	423	474
PM peak hour (16:00-17:00)	64	1	113	109
	Number of Vehicles			
	Southbound	Northbound	Westbound	Eastbound
15 hours (07:00-22:00)	11,940	12,367	323	188
12 hours (07:00-19:00)	10,425	10,965	260	155
Busiest 6 hours	5,687	5,094	170 (49)*	95 (33)*
PM peak hour (16:00-17:00)	1,100	883	13	12
*number of vehicles crossing or turning left noted in parenthesis				

As shown in the table, the pedestrian activity at this intersection is relatively high. Vehicular traffic volumes are consistent with a Regional Street and important route leading to a bridge crossing entering/exiting the downtown.

In the three year period ending December 31, 2008, the latest available in our collision database, there were 34 reported collisions at the intersection of Osborne Street and Wardlaw Avenue. Of the 34 collisions, three involved a pedestrian.

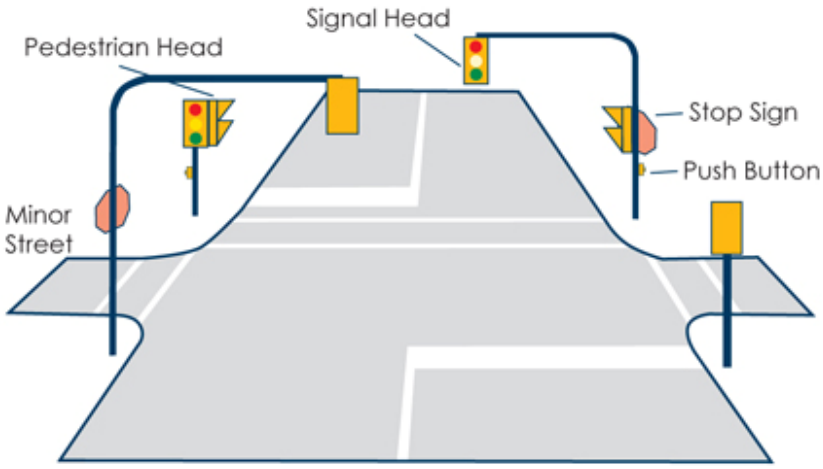
The pedestrian corridor at Osborne Street and Wardlaw Avenue had 11 pedestrian collisions in the most recent 10 year period, 1999 to 2008. Compared to all pedestrian corridors city-wide, the Osborne Street and Wardlaw Avenue pedestrian corridor had the highest number of pedestrian collisions in this 10 year period. Furthermore, the number of pedestrian collisions in the most recent 10 year period at Osborne Street and Wardlaw Avenue has increased from 10 in the 10 year period from 1996 to 2005 to 11 in the 10 year period from 1999 to 2008. As well, in the 10 year period from 1998 to 2007, there were 12 pedestrian collisions at this location.

Sight lines to the pedestrian corridor were satisfactory and the pedestrian corridor was signed appropriately at the time of the department's review. Based on the department's review, there is not any specific roadway related circumstance that the number or increase in pedestrian collisions is attributed to. However, upgrading the pedestrian corridor to a pedestrian half signal is recommended in light of the high pedestrian activity and the number and increase in pedestrian collisions noted above. As well, a pedestrian half signal is expected to reduce vehicular delay associated with frequent pedestrian crossings.

As illustrated in Figure 2, pedestrian half signals feature standard red/yellow/green signal heads facing the major street and standard Walk/Don't Walk pedestrian signals for pedestrians crossing the major street. The minor street is Stop sign controlled. The major street rests on a green signal until interrupted by a pedestrian actuation. Pedestrian actuation is not instantaneous so that pedestrian platooning can occur and delays to the main street traffic are reduced. After pressing the pedestrian crosswalk pushbutton, pedestrians must wait for the traffic signal to turn red for the main street and the pedestrian Walk signal to be activated. This

provides a higher level of control as compared to a pedestrian corridor in that, with a pedestrian corridor, some pedestrians may start their crossing immediately after pressing the pedestrian corridor push button without ensuring that approaching motorists see them and are stopping.

Figure 2 – Pedestrian Half Signal*



* Source: Halifax Regional Municipality