Minute No. 631
Report – Standing Policy Committee on Infrastructure Renewal and Public Works – September 10, 2013

Item No. 6 Request for Pedestrian Crosswalks in front of College Pierre-Elliott-Trudeau and Murdoch MacKay Collegiate (Transcona Ward)

COUNCIL DECISION:

Council concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works, as amended by the Executive Policy Committee, and adopted the following:

1. That the City of Winnipeg install a signed and marked pedestrian crossing on Redonda Street in front of Murdoch MacKay Collegiate, subject to the following:
   A. a private walk and curb ramp being constructed by the City of Winnipeg at the pedestrian crossing;
   B. funding of up to a maximum of $12,000.00 being available from the East Kildonan-Transcona Land Dedication Reserve –Transcona Ward allocation;
   C. Approval of final plans and specifications for the project by The City of Winnipeg.

2. That a signed and marked pedestrian crossing not be installed on Redonda Street, in front of College Pierre-Elliott-Trudeau.

3. That should this project not meet the eligibility criteria for the Land Dedication Reserve Fund, said criteria be waived.

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

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DECISION MAKING HISTORY:

Moved by Councillor Vandal,

That the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works, as amended by the Executive Policy Committee, be adopted by consent.

Carried

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On September 18, 2013, the Executive Policy Committee concurred in the recommendations of the Standing Policy Committee on Infrastructure Renewal and Public Works and the East Kildonan-Transcona Community Committee, both as amended and submitted the matter to Council.

- Delete Recommendation 1 and substitute the following new Recommendation:

    "1. That the City of Winnipeg install a signed and marked pedestrian crossing on Redonda Street, in front of Murdoch MacKay Collegiate, subject to a private walk and curb ramp being constructed at the pedestrian crossing and funding up to a maximum of $12,000.00 being available from the East Kildonan-Transcona Land Dedication Reserve -Transcona Ward allocation, subject to the following condition:

        A. Approval of final plans and specifications for the project by The City of Winnipeg."

and forwarded to Council.

STANDING COMMITTEE RECOMMENDATION:

On September 10, 2013, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the East Kildonan-Transcona Community Committee and submitted the matter to the Executive Policy Committee and Council.

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DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION:

On June 18, 2013, the East Kildonan-Transcona Community Committee concurred in the recommendation of the Winnipeg Public Service, as amended, and recommends to the Standing Policy Committee on Infrastructure Renewal and Public Works:

1. That a signed and marked pedestrian crossing be installed on Redonda Street, in front of Murdoch MacKay Collegiate, subject to a private walk and curb ramp being constructed at the pedestrian crossing and funding of approximately $12,000.00 being available from the East Kildonan-Transcona Land Dedication Reserve - Transcona Ward allocation.

2. That a signed and marked pedestrian crossing not be installed on Redonda Street, in front of College Pierre-Elliott-Trudeau.

ADMINISTRATIVE REPORT

Title: **Request for Pedestrian Crosswalks in front of College Pierre-Elliott-Trudeau and Murdoch MacKay Collegiate**

Critical Path: **East Kildonan – Transcona Community Committee**

AUTHORIZATION

Author	Department Head	CFO	CAO
L. Escobar, P. Eng., PTOE	B.W. Sacher, P.Eng.	n/a	n/a

RECOMMENDATIONS

- That a signed and marked pedestrian crossing be installed on Redonda Street, in front of Murdoch MacKay Collegiate, subject to a private walk and curb ramp being constructed at the pedestrian crossing, at the Applicant's expense.
- That a signed and marked pedestrian crossing NOT be installed on Redonda Street, in front of College Pierre-Elliott-Trudeau.

REASON FOR THE REPORT

At their meeting on November 15, 2011, the East Kildonan-Transcona Community Committee recommended to the Standing Policy Committee on Infrastructure Renewal and Public Works that pedestrian crosswalks be installed on Redonda Street in front of both College Pierre-Elliott-Trudeau and Murdoch MacKay Collegiate.

At their meeting on January 16, 2012, the Standing Policy Committee on Infrastructure Renewal and Public Works referred the recommendation of the East Kildonan-Transcona Community Committee to the Winnipeg Public Service that the pedestrian crosswalks be installed on Redonda Street in front of both College Pierre-Elliott-Trudeau and Murdoch MacKay Collegiate, for a report back.

IMPLICATIONS OF THE RECOMMENDATIONS

The cost for supply and installation of a signed and marked crossing in front of Murdoch MacKay Collegiate is approximately $600. The cost of application and construction of the private walk and curb ramps under the Private Access Bylaw 49/2008 and to relocate the existing bus stop is the responsibility of the Applicant. The estimated cost to be paid by the Applicant is $12,000.

HISTORY

The Winnipeg Public Service has reviewed the request for installation of pedestrian crossings in front of both College Pierre-Elliott-Trudeau and Murdoch MacKay Collegiate. The findings of the Winnipeg Public Services' review are attached in Appendix "A".

FINANCIAL IMPACT

Financial Impact Statement **Date:** May 2, 2013

Project Name: **First Year of Program** **2013**

Request for Pedestrian Crosswalks in front of College Pierre-Elliott-Trudeau and Murdoch MacKay Collegiate

	2013	2014	2015	2016	2017
Capital					
Capital Expenditures Required	$ -	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	-	-	-	-	-
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	$ 600	$ -	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	-	-	-	-	-
Net Cost/(Benefit)	$ 600	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	600	-	-	-	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: Direct costs represent the installation of a signed and marked pedestrian crossing. Costs are to be absorbed within the existing budget of the Traffic Services Branch, Streets Maintenance Division. All costs associated with private walk and curb ramp installation are the responsibility of the applicant.

"Original Signed by D. Stewart, CA"
D. Stewart, CA
Manager of Finance & Administration

CONSULTATION

In preparing this report there was consultation with:
City of Winnipeg Transit Department

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: C. Desjardine, P. Eng., M.Sc., Community Traffic Engineer
Date: May 8, 2013
File No. E-08

Attachment: Appendix ‘A’ – Winnipeg Public Service Evaluation

APPENDIX 'A'

Winnipeg Public Service Evaluation

Redonda Street is a two lane undivided roadway with a speed limit of 50km/h with sidewalks on both sides of the street. There are two high schools; Murdoch MacKay Collegiate and College Pierre-Elliott-Trudeau located on Redonda Street between Victoria Avenue East and Kildare Avenue East. There is an existing all-way stop control where Redonda Street intersects Victoria Avenue East and Kildare Avenue East. There is an existing park on the west side of Redonda Street, across from the schools, which contains a soccer field, baseball diamonds, skateboard park, toboggan hills, play structure and an Active Transportation pathway, Windsong Trail.

Pedestrian Crossing Warrant

In 2013, the Transportation Association of Canada (TAC) adopted a new edition of its Pedestrian Crossing Control Guide. In order to reflect the latest industry best practice, enhance pedestrian safety and promote uniformity across Canada, the Winnipeg Public Service prepared a revised pedestrian crossing control guideline to reflect the information in the new edition of the TAC guidelines and provide enhanced guidance with respect to prioritizing pedestrian crossing control installations. On January 11, 2013, the Standing Policy Committee on Infrastructure Renewal and Public Works approved the revised Pedestrian Crossing Control Guidelines for implementation in the City of Winnipeg (Minute No. 41).

The revised pedestrian crossing control guideline first assesses whether a pedestrian crossing treatment is appropriate and if so, the guideline provides a detailed selection criteria for determining the appropriate type of crossing control. The warrant for a treatment system is determined using the preliminary assessment, based on factors that include vehicular volume at the crossing location, pedestrian volume, proximity to other traffic control devices, and route connectivity requirements.

For non-elementary school locations, the City considers that a warrant is met when the following two criteria from the Pedestrian Crossing Control Guide are met:

1. Average hourly pedestrian volume in terms of Equivalent Adult Units (EAUs) is greater or equal to 15 per hour over a minimum seven hour continuous period and Average Daily Traffic (ADT) is greater or equal to 1,500 vehicles per day. EAUs account for age and differences in physical ability.

2. The proposed crossing location is at a minimum distance, "d", from the nearest form of traffic control. "d" can be set at any distance between 100 m and 200 m for a particular location. Selection of a value for "d" depends on factors such as road type and expected queue lengths.

Upon determining the warrant for crossing control, the treatment system shall be determined. In the treatment selection step, the crossing location is further assessed in terms of speed limit, vehicular volume, and such geometric characteristics as number of lanes and raised refuges.

Once a final decision is made as to the need for, and the type of, pedestrian crossing control required at a location the process moves into the implementation phase. For the ground-mounted installations, a work order is approved by the Engineer and the signs and pavement markings are installed by Traffic Services, provided additional infrastructure work is not required. There are limited resources for installing pedestrian corridors and traffic signals. As a result, locations must be prioritized relative to each other City-wide so that limited funds are dedicated to locations with the highest need. A number of measures are considered in prioritizing pedestrian corridors and traffic signals in order to compare the potentially diverse reasons requiring traffic control. The measures are primarily a relative ranking of locations or a threshold that, if exceeded, is an indication of need.

Pedestrian Crossing and Vehicular Traffic Studies

Winnipeg Public Service conducted video observation for 11 hours of pedestrian activity in front of both Murdoch MacKay Collegiate and College Pierre-Elliott-Trudeau in 2012. Winnipeg Public Service also conducted a three day automatic vehicular volume study on Redonda Street between Victoria Avenue East and Kildare Avenue East. The data has been analyzed using the newly approved pedestrian guidelines.

The 2012 pedestrian study found the average hourly pedestrian volume in terms of EAUs to be 72 EAUs/hour crossing Redonda Street in front of Murdoch MacKay Collegiate and 34 EAUs/hour crossing Redonda Street in front of College Pierre-Elliott-Trudeau, which are above the 15 EAUs/hour minimum of the first criterion above. As well, the ADT vehicular traffic volume of 4,580 vehicles per day on Redonda Street is sufficient to satisfy the requirement of the first criterion above.

In accordance with the second criterion above, the distance “d” from the most proximal traffic control device is acceptable for installation of one pedestrian crossing. Winnipeg Public Service supports installation of a pedestrian crossing in front of Murdoch MacKay Collegiate, subject to a private walk and curb ramp being constructed at the pedestrian crossing, and if required, relocation of any existing Transit stops at the Applicant’s expense. A cursory review indicates that one of the Transit stops in front of Murdoch MacKay Collegiate is required to be relocated to accommodate the pedestrian crossing. Final location of the pedestrian crossing and Transit stop is to be determined by Public Works and Winnipeg Transit once an application is received.

It is not recommended to install a second pedestrian crossing in front of College Pierre-Elliott-Trudeau. Installation of a second pedestrian crossing would yield too many traffic control devices (three) within a short distance (approximately 280m). An adequate spacing between traffic control devices (stop signs, pedestrian crossings) is to prevent driver information

overload and ensure that drivers can reasonably see and react to each traffic control device. Too many traffic control devices may become part of the landscape and drivers may not notice/obey the sign which is a safety concern for other vehicles and pedestrians.

As well, a pedestrian crossing in front of College Pierre-Elliott-Trudeau is not necessary as other nearby traffic control devices may be utilized. Pedestrians travelling to College Pierre-Elliott-Trudeau from south of the school and west of Redonda Street, can cross Redonda Street at the all-way stop control located at Victoria Avenue East and travel north along the sidewalk on the east side of Redonda Street. Pedestrians travelling to College Pierre-Elliott-Trudeau from north of the school and west of Redonda Street or from the pathways in the park, can cross Redonda Street at the proposed pedestrian crossing in front of Murdoch MacKay Collegiate and then travel south along the sidewalk on the east side of Redonda Street.

Pedestrian Crossing Treatment

Once the studies determine that treatment is appropriate, the appropriate type of crossing control needs to be determined. To select the appropriate type of crossing control, the location is further assessed in terms of speed limit, vehicular volume, and such geometric characteristics as number of lanes and raised refuges.

As per the Based on characteristics of Redonda Street, the recommended treatment is a signed and marked pedestrian crossing, in front of Murdoch MacKay Collegiate.

Prior to installation of the signed and marked pedestrian crossing, the applicant is required to submit an application for a private walk and curb ramp under the Private Access Bylaw 49/2008 and is responsible for all costs associated with the construction. As well, when a Transit stop is required to be displaced, the applicant is responsible for all costs associated with the relocation of the Transit stop. The estimated cost to be paid by the Applicant is $12,000.