REPORTS

Item No. 17 Pedestrian Crossing Upgrades at Hazel Dell Avenue and Watt Street

STANDING COMMITTEE RECOMMENDATION:

The Standing Policy Committee on Public Works laid the matter over for 30 days.

Minutes – Standing Policy Committee on Public Works– June 12, 2025

DECISION MAKING HISTORY:

Moved by Councillor Chambers,
That the matter be laid over for 30 days.

Carried

STANDING COMMITTEE RECOMMENDATION:

On May 6. 2025, the Standing Policy Committee on Public Works laid the matter over for 30 days.

STANDING COMMITTEE DECISION:

On January 9, 2025, the Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and granted an extension of time of 120 days to report back on the following:

1. Upgrades to the pedestrian crossing located at the intersection of Hazel Dell Avenue and Watt Street.

On June 11, 2024, the Standing Policy Committee on Public Works concurred in the recommendation of the East Kildonan-Transcona Community Committee and directed the Winnipeg Public Service to report back in 180 days on upgrades to the pedestrian crossing located at the intersection of Hazel Dell Avenue and Watt Street.

COMMUNITY COMMITTEE RECOMMENDATION:

On May 3, 2024, the East-Kildonan Transcona Community Committee passed the following motion:

BE IT RESOLVED That the Standing Policy Committee on Public Works be requested to direct the Winnipeg Public Service to report back on upgrades to the pedestrian crossing located at the intersection of Hazel Dell Avenue and Watt Street.

DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

The following persons submitted communications in support of the matter:

- Damien Penner
- Tracy Cosser, Executive Director, Care-A-Lot Nursery
- Cheryl Zest, Realtor, Royal LePage Prime Real Estate
- Jordan Zest
- Lindsay Cochrane, Program Supervisor, Care-A-Lot Nursery
- Stacey Conlon

ADMINISTRATIVE REPORT

Title: Pedestrian Crossing Upgrades at Hazel Dell Avenue and Watt Street

Critical Path: Standing Policy Committee on Public Works

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P.Eng.	J. Berezowsky	T. Graham	S. Armbruster, Interim CAO

EXECUTIVE SUMMARY

The Public Service was directed to investigate options to upgrade the existing ground-mounted school crosswalk on Watt Street at Hazel Dell Avenue.

Crosswalk investigations study vehicle and pedestrian volumes. The study at this location showed volumes do not require a crossing control upgrade.

Instead, the Public Service is planning a curb extension at the crosswalk to improve safety. This will reduce the roadway width for vehicles and the crossing distance for pedestrians.

Temporary traffic calming curbs will be installed on the west side of the crosswalk later this year. They will stay in place until a permanent solution can be built.

RECOMMENDATIONS

That this report be received as information.

REASON FOR THE REPORT

On June 11, 2024, the Standing Policy Committee on Public Works concurred in the recommendation of the East Kildonan-Transcona Community Committee and directed the Winnipeg Public Service to report back in 180 days on upgrades to the pedestrian crossing locations at the intersection of Hazell Dell Avenue and Watt Street.

An extension of 120 days was granted on January 9, 2025.

IMPLICATIONS OF THE RECOMMENDATIONS

Upon receiving this report as information, the Public Service will install traffic calming curbs at Watt Street and Hazel Dell Avenue as an interim measure until a permanent curb extension can be built.

HISTORY/DISCUSSION

Watt Street is in the Elmwood – East Kildonan ward, starting at Leighton Avenue near Rossmere Golf & Country Club and extending to where it transitions into Archibald Street south of Nairn Avenue. In the study area near Hazel Dell Avenue, Watt Street is a two-lane, two-way, 10 metre wide collector street with a speed limit of 50 km/h. Watt Street has sidewalks on both sides and is also designated as a Bus Route.

The study intersection of Watt Street and Hazel Dell Avenue is a four-leg, minor-street stop-controlled intersection with stop signs installed for eastbound and westbound Hazel Dell Avenue. There is a ground-mounted school crosswalk on the south leg of Watt Street at Hazel Dell Avenue for Neil Campbell School, which is located one block east of the study intersection on Golspie Street. This type of crosswalk is defined by ground mounted signs on either side of the crosswalk and zebra pavement markings denoting the crosswalk area. A nursery is located at the southeast corner of the intersection. Figure 1 below illustrates the study area.



Figure 1: Study intersection of Watt Street and Hazel Dell Avenue

Parking is permitted on the west side of Watt Street; however, there is an area of prohibited stopping near the crosswalk to enhance visibility of pedestrians. There is a southbound transit stop just north of Hazel Dell Avenue and a northbound transit stop south of Hazel Dell Avenue, which are illustrated in Figure 1 above. Both stops are to remain in the future Primary Transit Network to serve a community route. The expected bus frequency on Watt Street in the future is two to four buses per hour.

Pedestrian Crossing Control Analysis

An inquiry from a concerned citizen initiated an assessment for upgrades to the existing pedestrian crossing control at Watt Street and Hazel Dell Avenue in 2023.

The Public Service follows the guidance provided in the Transportation Association of Canada (TAC) Pedestrian Crossing Control Guide (PCCG) in assessing the need for a pedestrian crossing control upgrade. The key criteria considered when determining what type of crosswalk treatment should be provided are:

- Average Daily Traffic Volume;
- Posted Speed Limit; and
- Total Number of Lanes (i.e. the number of lanes pedestrians must cross).

At this location, the most recent traffic counts are as follows:

- 6-hour turning movement count at Watt Street and Hazel Dell Avenue (May, 2023)
- 24-hour traffic volume count on Watt Street between Oakview Avenue and Dunrobin Avenue (2014)

The average daily traffic volume on Watt Street near Hazel Dell Avenue is approximately 4,070 vehicles per day. According to the PCCG, a ground mounted crossing is the appropriate treatment for Watt Street given its average daily traffic, a posted speed limit of 50 km/h, and two lanes of traffic. Considering the current speed limit and number of lanes on Watt Street, an RRFB would not be warranted until traffic volume reaches around 12,000 vehicles per day, which is nearly three times the amount of traffic that exists today.

In Winnipeg, we also consider additional factors for school crosswalks. The Transportation division technical guideline and practice states that a rectangular rapid flashing beacon (RRFB) crossing is warranted under certain conditions when there is a concentrated period of vehicles conflicting with pedestrians.

Based on the 6-hour turning movement count performed at Watt Street and Hazel Dell Avenue in May of 2023 the threshold for special consideration around schools was not met.

Geometric Options

Despite an upgrade to the pedestrian crossing control at Watt Street and Hazel Dell Avenue not being warranted, other options to improve the site were considered. Ultimately, the Public Service determined the location of the pedestrian crossing control is a good candidate for a curb extension. A curb extension is when the curb on one or both sides of a road are extended into the roadway to reduce the roadway width for vehicles and the crossing distance for pedestrians. The reduced roadway width encourages drivers to travel at slower speeds as they feel more constrained in their environment. The curb extension is planned for the west side of Watt Street at the existing pedestrian crossing and would be constructed when Watt Street is up for renewal. Figure 2 below gives an example of a curb extension on Mountain Avenue that is similar to the one planned on Watt Street at Hazel Dell Avenue.



Figure 2: Single curb extension (left) on Mountain Avenue at Penninghame Street

As part of a city-wide initiative the Public Service is planning to install traffic calming curbs at several locations in spring/summer of 2025. Traffic calming curbs are approximately one-meter by two-meter temporary curbs that can be installed as a trial or interim measure in a variety of applications, including curb extensions, median refuges, and reducing curb radii. Figure 3 below illustrates a traffic calming curb, and Figure 4 below gives an example application of traffic calming curbs used to create a curb extension in Calgary.

Since a specific timeline for the installation of the curb extension at Watt Street and Hazel Dell Avenue is unknown, the Public Service is planning to install traffic calming curbs as a temporary measure until the permanent curb extension can be built.

If the traffic calming curbs are successful, they will likely stay in place until the permanent structures can be installed.

The cost estimate for the supply and installation of the traffic calming curbs is $6,000. Funding is coming from the Road Safety Improvement Program (RSIP) (formerly the Traffic Engineering Improvement Program).



Figure 3: Traffic calming curb



Figure 4: Curb Extension Using Traffic Calming Curbs on Rosehill Drive in Calgary

FINANCIAL IMPACT

Financial Impact Statement **Date:** March 26, 2025

Project Name:

Pedestrian Crossing Upgrades at Hazel Dell Avenue and Watt Street

COMMENTS:

As this report is for information purposes, there are no financial impacts.

The estimated cost of the supply and installation of the temporary traffic calming curbs is $6,000. Funding is coming from the Road Safety Improvement Program (RSIP).

J. Ruby, 2025-03-26
J. Ruby CPA, CA
Manager of Finance & Administration

CONSULTATION

This Report has been prepared in consultation with: N/A

OURWINNIPEG POLICY ALIGNMENT

The recommendations within this report are consistent with policies that fit within three goals in OurWinnipeg2045, specifically:

Environmental Resilience Goal

- Policy 2.5 Climate Resilient Growth

  Actively explore innovative approaches to city building, an integrated and sustainable transportation system and related infrastructure capacity enhancements that mitigate the impact of climate risk on infrastructure; leverage targeted densities as detailed in Complete Communities; and minimize conflict between different street functions and users.
- Policy 2.9 Reduce Road Congestion

  Increase the efficiency, convenience and usage of the active and public transportation system, to improve air quality, provide a viable alternative to the automobile, and reduce current and future road congestion.

Economic Prosperity Goal

- 3.17 Sustainable Transportation Connectivity

  Prioritize enhancements to the integrated and sustainable transportation system that improve its viability and access to places such as educational institutions, employment opportunities, recreation and library facilities, providers of essential goods and services and health providers, especially for children, and for neighbourhoods most impacted by poverty.

Good Health and Well-Being Goal

- Policy 4.10 Transportation Safety

  Design, construct, maintain, and regulate an integrated and sustainable transportation system and related infrastructure that optimize safe, connected and reliable mobility, and minimize severe injuries and fatalities for all road users

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

This report is in accordance with the Winnipeg Climate Action Plan (WCAP) as per Directions 3.4 Increase Active Transportation Rates. Relevant actions include: Prioritize capital investments in active transportation to establish connected and integrated corridors for walking and cycling.

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Consideration was given as to whether this report connects to the Winnipeg Poverty Reduction Strategy (PRS) and its Goals and Objectives, and it was determined that the PRS is not applicable to this specific report.

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: Auja Ominski, M.Sc., P.Eng., Community Traffic Engineer
Date: March 27, 2025