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

REPORTS

Item No. 18 Traffic Control Signal for University Crescent at Markham Road

STANDING COMMITTEE DECISION:

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

1. That the installation of a new traffic control signal at the intersection of University Crescent and Markham Road be approved.

2. That removal of the existing pedestrian corridor installed on University Crescent at 70 metres south of Markham Road be approved.

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

DECISION MAKING HISTORY:

Moved by Councillor Chambers,

That the recommendation of the Winnipeg Public Service be concurred in.

Carried

Councillor Sharma was absent from the vote on the above motion.

ADMINISTRATIVE REPORT

Title: Traffic Control Signal for University Crescent at Markham Road

Critical Path: Standing Policy Committee on Public Works

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P.Eng.	J. Berezowsky	T. Graham	M. Dryburgh, Acting Interim CAO

EXECUTIVE SUMMARY

The Public Service is recommending a new traffic control signal be installed at the intersection of University Crescent and Markham Road. The signal would serve the Southwood Circle Phase 1 development.

There is a pedestrian corridor on University Crescent 70 metres south of Markham Road. This pedestrian corridor previously connected sections of the former Southwoods Golf Course.

The new traffic signal would provide a better crossing point for pedestrians and cyclists based on new development in the area. The pedestrian corridor will be removed if the new signal is approved.

RECOMMENDATIONS

1. That the installation of a new traffic control signal at the intersection of University Crescent and Markham Road be approved.

2. That removal of the existing pedestrian corridor installed on University Crescent at 70 metres south of Markham Road be approved.

3. 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

Installation of new traffic control signals must be approved by the Standing Policy Committee on Public Works as the City's Traffic Authority.

IMPLICATIONS OF THE RECOMMENDATIONS

The estimated capital cost for the installation of the traffic signal at University Crescent and Markham Road is $310,000. The capital cost of the signal is 100 percent developer-funded under developer agreement AG 15/22. The combined estimated annual maintenance and

operating cost associated with this signal is $5,000 and will be funded by the Public Works Department, Transportation Division Operating Budget.

The estimated cost to remove the pedestrian corridor installed on University Crescent at 70 metres south of Markham Road is $5,000. A portion of the funding available for the *Regional Street Renewal University Crescent – Pembina to Chancellor Matheson* project will cover the costs associated with the removal.

HISTORY/DISCUSSION

The intersection of University Crescent and Markham Road is currently a stop-controlled T -intersection (Markham Road is stop controlled). Figure 1 below illustrates the location of the intersection on the surrounding roadway network and the proximity to Southwood Circle Phase 1 development. The Southwood Circle development is an approximately 112 acre property, located near the University of Manitoba. Phase 1 of the development is now beginning servicing and construction. As part of the development, Markham Road will be extended easterly and the intersection of University Crescent and Markham Road will be a standard four-leg intersection.

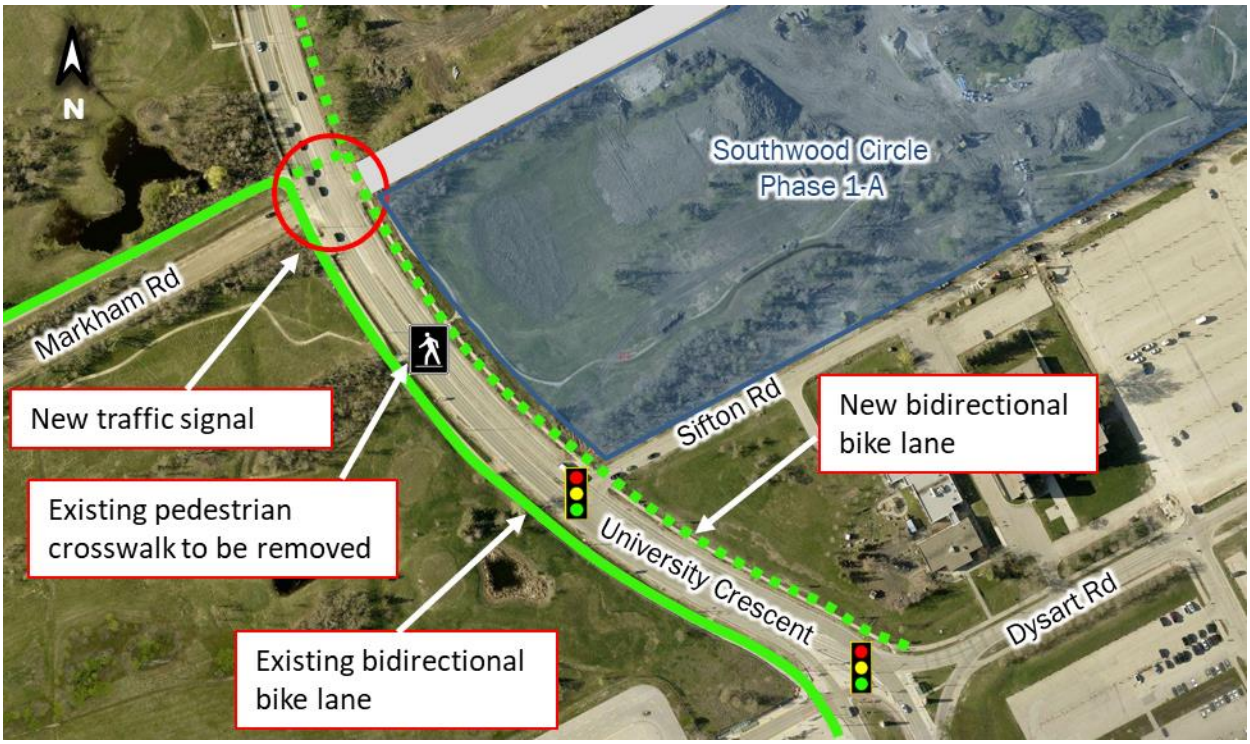


Figure 1: Study Area

The University Crescent Pavement Renewals Project is continuing work in 2025 and involves the pavement reconstruction and resurfacing on University Crescent from Chancellor Matheson Road to Pembina Highway. The project also includes the construction of an active transportation facility on the east side of University Crescent from Dysart Road to Pembina Highway.

TRAFFIC CONTROL SIGNALS WARRANT

In recommending the installation of new traffic control signals, the Winnipeg Public Service typically follows the installation warrant criteria provided in the Transportation Association of Canada (TAC) *Manual of Uniform Traffic Control Devices for Canada*, a national standard which is based upon the conflicting pedestrian and vehicular volumes for the busiest six hours during a typical weekday. Warrant calculations are typically completed using traffic volumes from a recent intersection turning movement count reflective of current conditions.

However, this signal is recommended to be installed with the University Crescent Pavement Renewals Project to serve the Southwood Circle Phase 1 development. The Southwood Lands Transportation Impact Study (completed by MORR Transportation Consulting Ltd., 2020) identified that traffic signals should be installed at the University Crescent and Markham Road intersection as part of the Phase 1 development. Phase 1 of the development is now beginning servicing and construction.

The estimated capital cost of all related works for the traffic control signal is $310,000. The traffic control signal is 100 percent developer-funded through DASZ 15/2022 which resulted in the creation of Developer Agreement AG 15/22 and specifies the following clause:

> 7) Traffic/Pedestrian Control Devices
>
> The Developer shall pay to the City, in cash, on demand, the costs of any traffic control device/pedestrian crossing control to serve the proposed development, and all related works, as determined by and to the satisfaction of the Director of Public Works.

PEDESTRIAN CORRIDOR REMOVAL

There is an existing pedestrian corridor crosswalk on University Crescent at 70 metres south of Markham Road. This pedestrian corridor was located at this specific location to provide a connection between the lands of the former Southwoods Golf Course. The new traffic signal at University Crescent and Markham Road will provide a better crossing point for pedestrians and cyclists. This pedestrian corridor is no longer needed from a pedestrian network perspective and should be removed since it is so close to the new traffic signal.

FINANCIAL IMPACT

Financial Impact Statement

Date: April 17, 2025

Project Name:

Traffic Control Signal for University Crescent at Markham Road

First Year of Program **2025**

	2025	2026	2027	2028	2029
Capital					
Capital Expenditures Required	$ 5,350	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	5,350	-	-	-	-
Additional Capital Budget Required	$ -	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal		$ -	$ -	$ -	$ -
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other -	-	-	-	-	-
Total Funding	$ -	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ -				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ 310,000	$ 5,000	$ 5,100	$ 5,202	$ 5,306
Less: Incremental Revenue/Recovery	310,350	-	-	-	-
Net Cost/(Benefit)	$ (350)	$ 5,000	$ 5,100	$ 5,202	$ 5,306
Less: Existing Budget Amounts	(350)	5,000	5,100	5,202	5,306
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: Capital costs represent the estimated costs to install a traffic signal at University Crescent at Markham Road $310,000, remove the existing pedestrian corridor $5,000. In accordance with Development Agreement AG 15/22 the Developer will reimburse the city for the actual cost to install traffic Signals and overheads estimated as $310,000. Removal of the Pedestrian corridor including overheads $5,350 will be charged to the existing Public Works 2021 Non-Accelerated Regional Street Renewal Program project 1804000221 budget. Incremental Recoveries are developer recoveries of $310,000 plus $350 of Corporate / Department overheads. Direct costs 2026 onward, are the estimated costs for maintenance of the new Traffic Signal increased by 2% per year CPI and will be charged to the future approved Public Works operating budget for the Transportation Division.

J. Ruby, 2025-04-22

J. Ruby CPA, CA
Manager of Finance and Administration

CONSULTATION

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

OURWINNIPEG POLICY ALIGNMENT

OurWinnipeg 2045

This report is in accordance with OurWinnipeg2045 as per:

- ***Policy 3.17 Sustainable Transportation Connectivity:*** Prioritize enhancement 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.

- ***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

There is a linkage between making Winnipeg's transportation network safer and more efficient with Key Directions 3.1 "Increase Use and Efficiency of Public Transit Systems", and 3.4 "Increase Active Transportation Rates".

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: K. Patmore, M.Sc., P.Eng., Regional Traffic Engineer
Date: April 23, 2025