

Minutes – Standing Policy Committee on Public Works – May 5, 2026

REPORTS

**Item No. 7 McLeod Avenue Pedestrian Crossing Enhancement
(North Kildonan Ward)**

STANDING COMMITTEE DECISION:

The Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and received the report as information.

Minutes – Standing Policy Committee on Public Works – May 5, 2026

DECISION MAKING HISTORY:

Moved by Councillor Sharma,

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

Carried

STANDING COMMITTEE RECOMMENDATION:

On February 4, 2026, the Standing Policy Committee on Public Works directed the Winnipeg Public Service to report back to the Standing Policy Committee on Public Works in 90 days on the feasibility of upgrading the pedestrian crossing in the vicinity of 834 McLeod Avenue to a rectangular rapid-flashing beacon crosswalk.

ADMINISTRATIVE REPORT

Title: McLeod Avenue Pedestrian Crossing Enhancement

Critical Path: Standing Policy Committee on Public Works

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P.Eng.	J. Berezowsky	T. Graham	J. Dunford

EXECUTIVE SUMMARY

The Standing Policy Committee on Public Works directed City staff to review whether a better pedestrian crossing is needed on McLeod Avenue. The location is about 210 metres east of Gateway Road.

The review has concluded, this location meets the requirements for a rectangular rapid flashing beacon (RRFB) crossing for the following reasons:

- There are approximately 12 pedestrians crossing at this location per hour;
- There are around 14,000 vehicles per day on this section of McLeod Avenue; and
- There is a bus stop pair along with several destinations in the area of this crosswalk.

It is anticipated that:

- the crossing upgrade will cost approximately \$60,000,
- will be constructed in 2027, and
- funded through the 2027 Road Safety Improvement Program.

The annual maintenance of \$2500 will be funded through Public Works operating budget.

RECOMMENDATIONS

That this report be received as information.

REASON FOR THE REPORT

On February 4, 2026, the Standing Policy Committee on Public Works directed the Winnipeg Public Service to report back to the Standing Policy Committee on Public Works in 90 days on the feasibility of upgrading the pedestrian crossing in the vicinity of 834 McLeod Avenue to a rectangular rapid-flashing beacon crosswalk.

As the City's Traffic Authority, the Standing Policy Committee on Public Works must approve installation of traffic control signals and activated pedestrian crossing control treatments.

IMPLICATIONS OF THE RECOMMENDATIONS

The capital cost for the installation of a solar-powered RRFB on McLeod Avenue 210 metres east of Gateway Road is \$60,000 (Class 4 estimate) and is intended to be funded by the Road 2027 Safety Improvement Program budget. Currently, the 2026 Capital Budget is forecasting insufficient funding in the 2027 Road Safety Improvements program to undertake the project. Undertaking this project will be subject to Council approval of funding in the 2027 Capital Budget.

The combined estimated annual maintenance and operating cost associated with this treatment is \$2,500 and will be funded by the Public Works Department Transportation Division Operating Budget.

HISTORY/DISCUSSION

McLeod Avenue is a collector street in the North Kildonan Ward. It connects Henderson Highway and Gateway Road/Raleigh Street, continuing further east where it transitions to Grassie Boulevard near Molson Street. Figure 1 illustrates the study area.

McLeod Avenue has a two-lane (approximately 10-meter) cross-section near the existing signed crosswalk, which is approximately 210 meters east of the signalized intersection at Gateway Road and is illustrated by the white dashed line. Sidewalks, illustrated by the solid pink lines, are located on both sides of McLeod Avenue, which connect to sidewalks on Gateway Road and Raleigh Street as well as the Northeast Pioneers Greenway illustrated by the dashed pink line.

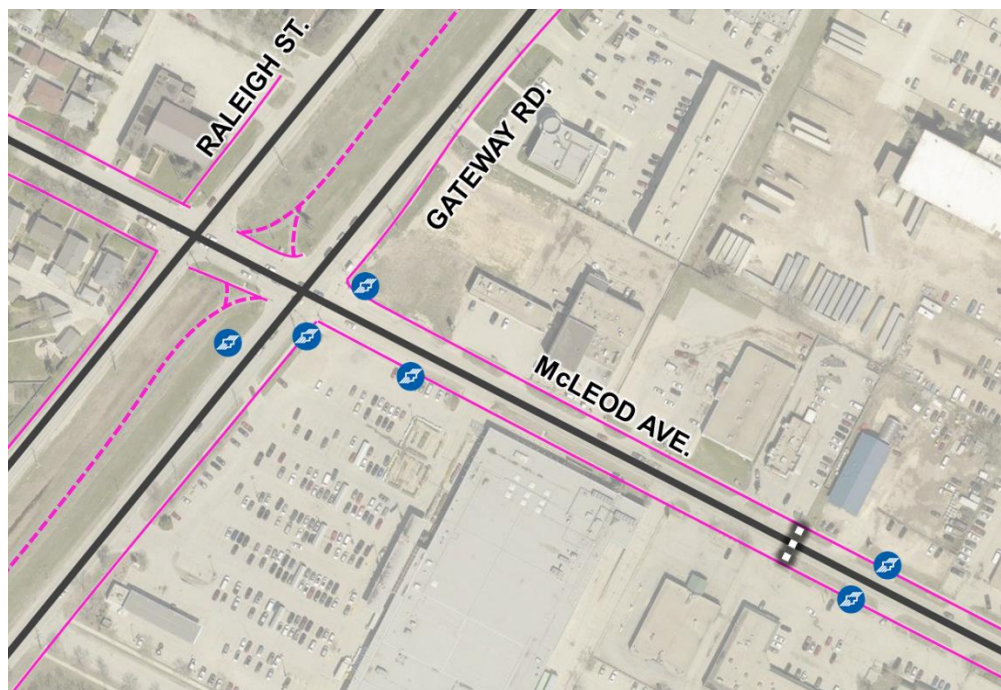


Figure 1: Study Area

There is a transit stop pair adjacent to the existing signed crosswalk; these two stops serve:

- D10 – a direct line with service approximately every 15 minutes during peak hours and every 20-30 minutes during off-peak hours;
- 330 – a community route with service approximately every 25 minutes; and
- 446 – a community route with service approximately every 35 minutes.

Figure 1 also illustrates other transit stops nearby.

There are several destinations in the immediate vicinity of this existing signed crosswalk, including a major grocery store, multiple fast-food restaurants, and a number of strip malls.

This pedestrian crossing on McLeod Avenue was recently flagged internally as the signed crosswalk location with the highest vehicle volume in the city. As such, the Public Service was already assessing the need to upgrade the crossing at this location.

The following section outlines the process of the assessment.

Pedestrian Crossing Control Evaluation

Preliminary Assessment

In recommending the installation of new or upgraded pedestrian crossing control, the Winnipeg Public Service follows the guidance provided in the Transportation Association of Canada (2018) Pedestrian Crossing Control Guide (“the Guide”). The Guide presents a set of principles to assist professionals during the decision-making process associated with the provision of pedestrian crossing control. The warrant criteria from the Guide are given in Appendix A.

While a ground mounted crosswalk presently exists to cross McLeod Avenue approximately 210 metres east of Gateway Avenue, the preliminary assessment was still completed for this location to follow current guidelines and practices and to ensure a crossing is still warranted at this location.

Pedestrian data for the crosswalk on McLeod Avenue was collected in November 2025. On the day of data collection, 87 pedestrians used the crosswalk during a 7-hour period. This equates to approximately 12 pedestrians per hour. The most recent vehicle count on McLeod Avenue is from 2019, at which point the average daily traffic was approximately 14,000 vehicles per day.

Based on the warrant criteria from the Guide, the crossing is below the threshold for pedestrian demand (12 pedestrians per hour, which is less than the recommended 15); however, given the number of destinations in the area and that this crossing serves transit users at the adjacent stop pair, the pedestrian crossing is considered warranted at this location.

Treatment Selection

The appropriate pedestrian crossing control treatment is selected using the Guide’s “Decision Support Tool – Treatment Selection Matrix”, which considers the ADT, speed limit, and roadway cross section.

McLeod Avenue carries approximately 14,000 vehicles per day, the posted speed limit is 50 km/h, and the road has a two-lane cross-section. Based on these characteristics, the Guide suggests a rectangular rapid flashing beacon (RRFB) as a treatment, which is consistent with other locations in the city where RRFB crossing treatments have been installed. Therefore, the

Public Service recommends installing a solar-powered RRFB to replace the existing signed pedestrian crossing of McLeod Avenue approximately 210 meters east of Gateway Road.

The estimated cost for a solar-powered RRFB is \$60,000 (Class 4 estimate) and will be funded by the Road Safety Improvement Program. The combined estimated annual maintenance and operating cost associated with this treatment is \$2,500 and will be funded by the Public Works Department Transportation Division Operating Budget. The pedestrian crossing upgrade is anticipated to be funded in 2027.

FINANCIAL IMPACT

Financial Impact Statement

Date: **March 23, 2026**

Project Name:

First Year of Program

2027

McLeod Avenue Pedestrian Crossing Enhancement

	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>
Capital					
Capital Expenditures Required	\$ 64,200	\$ -	\$ -	\$ -	\$ -
Less: Existing Budgeted Costs	64,200	-	-	-	-
Additional Capital Budget Required	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Funding Sources:					
Debt - Internal	\$ -	\$ -	\$ -	\$ -	\$ -
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Total Additional Capital Budget Required	<u>\$ -</u>				
Total Additional Debt Required	<u>\$ -</u>				
Current Expenditures/Revenues					
Direct Costs	\$ -	\$ 2,500	\$ 2,550	\$ 2,601	\$ 2,653
Less: Incremental Revenue/Recovery	4,200	-	-	-	-
Net Cost/(Benefit)	<u>\$ (4,200)</u>	<u>\$ 2,500</u>	<u>\$ 2,550</u>	<u>\$ 2,601</u>	<u>\$ 2,653</u>
Less: Existing Budget Amounts	(4,200)	2,500	2,550	2,601	2,653
Net Budget Adjustment Required	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Additional Comments: Capital expenditures represent the cost to install the rectangular rapid flashing beacon \$60,000 and capital overheads of \$4,200 to be charged to 2027 Road Safety Improvement Program, subject to Council approving sufficient funding in the 2027 Capital Budget. Incremental revenue is derived from capital overheads of \$4,200 and direct expenses in 2028-2031 are the cost of maintenance each year increased by 2% per year to account for CPI increases.					

J. Ruby, 2026-03-25

J. Ruby CPA, CA

Manager of Finance and 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

Consideration was given as to whether this report connects to the Winnipeg Climate Action Plan (CAP), and it was determined that the CAP is not applicable to this specific report.

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

The recommendations within this report support Goal 5: Transportation System Equity is Enhanced through *Initiative 5.3 Walking and Biking Supports*. This initiative aims to prioritize active transportation and safety of vulnerable road users in areas of higher poverty.

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: Auja Ominski, M.Sc., P.Eng., Community Traffic Engineer
Date: March 26, 2026

Attachment:

Appendix A: Transportation Association of Canada (2018) Pedestrian Crossing Control Guide
Warrant Criteria

APPENDIX A

In recommending the installation of new or upgraded pedestrian crossing control, the Winnipeg Public Service follows the guidance provided in the Transportation Association of Canada (2018) Pedestrian Crossing Control Guide (“the Guide”). The Guide presents a set of principles to assist professionals during the decision-making process associated with the provision of pedestrian crossing control.

The Public Service considers that pedestrian crossing control is warranted when the following three criteria from the Guide are met:

1. Pedestrian volume is at least 100 EAUs over a 7-hour count period within a single day; this is equivalent to an hourly average of 15 EAUs. Pedestrian volumes are converted to EAUs to account for pedestrian age and physical ability (see the Guide for details).
2. Average Daily Traffic (ADT) is greater or equal to 1,500 vehicles per day.
3. The proposed crossing location is at a minimum distance of “d” from the nearest controlled crossing location. This distance is between 100 to 200 metres. The lower end of this range is typically only used in areas with very high pedestrian volumes or higher volumes of vulnerable pedestrian groups that may have difficulty crossing the road such as children, older pedestrians, and pedestrians with impairments.