

Minutes – Standing Policy Committee on Public Works – June 10, 2026

REPORTS

Item No. 12 Pedestrian Crossing Control Treatments for 2026 New Construction

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 a pedestrian corridor treatment be installed at the following locations:
 - A. Higgins Avenue and Austin Street
 - B. Gateway Road and Concordia Avenue
2. That the Proper Officers of the City do all things necessary to implement the intent of the foregoing.

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DECISION MAKING HISTORY:

Moved by Councillor Eadie,

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

Carried

David Grant submitted a communication in opposition to the matter.

ADMINISTRATIVE REPORT

Title: Pedestrian Crossing Control Treatments for 2026 New Construction

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 Public Service recommends two locations for new pedestrian crossing controls. These could be part of construction planned for 2026.

Proposed crossing locations:

- Higgins Avenue and Austin Street
- Gateway Road and Concordia Avenue

RECOMMENDATIONS

1. That a pedestrian corridor treatment be installed at the following locations:
 - A. Higgins Avenue and Austin Street
 - B. Gateway Road and Concordia Avenue
2. That the Proper Officers of the City do all things necessary to implement the intent of the foregoing.

REASON FOR THE REPORT

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 Budget authorizes funding for the Primary Transit Network Infrastructure Program and the Road Safety Improvement Program.

The recommended treatment on Higgins Avenue and Austin Street is a pedestrian corridor and the estimated capital cost is \$65,000 (Class 4 cost estimate). A portion of the funding available for the Road Safety Improvement Program will cover the costs associated with the installation.

The recommended treatment on Gateway Road and Concordia Avenue is a pedestrian corridor and the estimated capital cost is \$80,000 (Class 5 cost estimate). A portion of the funding available for the Primary Transit Network Infrastructure will cover the costs associated with the installation.

HISTORY/DISCUSSION

PEDESTRIAN CROSSING CONTROL EVALUATION

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

Higgins Avenue and Austin Street

The 2026 Local Street Renewal Program is reconstructing Austin Street from Logan Avenue to Higgins Avenue. Austin Street and Higgins Avenue form a T intersection with a private approach to the Neeginan Centre on the north side. The Neeginan Centre is large facility that attracts many people each day. A pedestrian corridor crossing Higgins Avenue will be beneficial in helping pedestrians access the Neeginan Centre directly, instead of walking the extra distance to Main Street, or crossing at an uncontrolled location.

Higgins Avenue is a four-lane divided regional roadway, with a speed limit of 50 km/h. The average daily traffic is estimated at 21,400 vehicles. Based on these characteristics the TAC Guide recommends a pedestrian corridor.

The estimated capital cost for installation is \$65,000 (Class 4 cost estimate). The combined estimated annual maintenance and operating cost associated with this treatment is \$5,000. This will be funded by the Road Safety Improvement Program budget.

Gateway Road and Concordia Avenue

In 2026 the City will be constructing a pathway on the south side of Concordia Avenue from Gateway Road to Moncton Avenue. With the expected increase in active transportation users connecting to this new path from the Northeast Pioneers Greenway, an upgraded crossing is recommended.

Gateway Road is a two-lane undivided regional roadway with a speed limit of 60 km/h. The average daily traffic is estimated at 10,600 vehicles. Based on these characteristics the TAC Guide recommends a rectangular rapid flashing beacon, but the Public Service is recommending a pedestrian corridor to enhance the visibility of the crossing. When approaching the crossing from the south, there are several trees overhanging the roadway that would block sightlines and an overhead flasher provides better visibility (because of the additional flashers).

The estimated capital cost for installation is \$80,000 (Class 5 cost estimate). The combined estimated annual maintenance and operating cost associated with this treatment is \$5,000. The installation will be funded by the Primary Transit Network Infrastructure program and the maintenance/operating costs by the Transportation Division's operating budget.

FINANCIAL IMPACT

Financial Impact Statement

Date: April 17, 2026

Project Name: First Year of Program 2026
Pedestrian Crossing Control Treatments for 2026 New Construction

	2026	2027	2028	2029	2030
Capital					
Capital Expenditures Required	\$ 150,080	\$ -	\$ -	\$ -	\$ -
Less: Existing Budgeted Costs	150,080	-	-	-	-
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	\$ -	\$ -	\$ -	\$ -	\$ -
Less: Incremental Revenue/Recovery	5,080	-	-	-	-
Net Cost/(Benefit)	\$ (5,080)	\$ -	\$ -	\$ -	\$ -
Less: Existing Budget Amounts	(5,080)	-	-	-	-
Net Budget Adjustment Required	\$ -	\$ -	\$ -	\$ -	\$ -
Additional Comments: Capital costs represent estimated costs to install pedestrian crossings \$145,000 and capital overheads \$4,850. The Public Works Road Safety Program project 1831000226 will fund the crossing at Higgins Avenue and Austin Street \$65,000 plus \$4,550 capital overheads and the Gateway road and Concordia Ave crossing will be funded by the Primary Transit Network Infrastructure capital project #4230020125 \$80,000 plus \$530 capital overheads. Incremental recovery \$5,080 is the overheads recovered from capital.					

J. Ruby, 2026-04-20

J. Ruby CPA, CA
Manager of Finance and Administration

CONSULTATION

This Report has been prepared in consultation with:

- Winnipeg Transit

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 Transit Master Plan (2021)

Network Goal 1 of the Winnipeg Transit Master Plan (WTMP) is to *Enhance Customer Experience*, which includes ensuring access to transit and connections between routes at transit junctions will be designed to be simple, accessible, and safe.

Transportation Master Plan (2011)

Section 5.2.1 Direction 1 - Ensure that the pedestrian network is planned, designed, implemented, and maintained to increase the competitiveness of walking as a transportation mode choice.

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

The recommendations within this report support *Goal 5: Transportation System Equity is Enhanced through Initiative 5.1 Address gaps in transportation infrastructure and services in areas of higher poverty*. This initiative aims to address gaps in transportation infrastructure and services (i.e., bus stop accessibility, bike routes, sidewalk renewals, snow-clearing) in geographic areas of higher poverty.

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 road safety in areas of higher poverty.

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: Greg Blatz, P.Eng. Traffic Management Engineer
Date: April 22, 2026