**Agenda – Standing Policy Committee on Public Works – June 29, 2026**

## REPORTS

**Item No. 11 Conversion of the Traffic Signals at Elm Street and Grosvenor Avenue to a Pedestrian Crossing (River Heights-Fort Garry Ward)**

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

1. That the traffic signals be removed and replaced by a rectangular rapid flashing beacons (RRFB) pedestrian crossing at the Elm Street and Grosvenor Avenue intersection.

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

# ADMINISTRATIVE REPORT

**Title:** Conversion of the Traffic Signals at Elm Street and Grosvenor Avenue to a Pedestrian Crossing

**Critical Path:** Standing Policy Committee on Public Works

## AUTHORIZATION

| Author | Department Head | CFO | CAO |
|---|---|---|---|
| D. Patman, P.Eng. | J. Berezowsky | T. Graham | M. Pittet<br>Acting |

## EXECUTIVE SUMMARY

The traffic signals at Elm Street and Grosvenor Avenue were put up in the 1950s. Much of this equipment is at the end of its useful life. The intersection was reviewed. Traffic signals are not needed to manage the volume of traffic. A safe pedestrian crossing can be provided in a simpler and more affordable way.

The Public Service recommends the following:

- Remove the existing traffic signals; and
- Install a Rectangular Rapid Flashing Beacon pedestrian crossing.

This option would continue to support pedestrian safety.

## RECOMMENDATIONS

1. That the traffic signals be removed and replaced by a rectangular rapid flashing beacons (RRFB) pedestrian crossing at the Elm Street and Grosvenor Avenue intersection.

2. 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

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 recommended change at Elm Street and Grosvenor Avenue is to remove the traffic signals and install a Rectangular Rapid Flashing Beacon (RRFB). The Class 2 capital cost estimate is $45,000.

## HISTORY/DISCUSSION

Grosvenor Avenue is a collector street, with one lane in each direction, painted bike lanes and an annual average daily traffic (ADT) volume of 3,780. Elm Street is a local street with an average daily traffic volume of less than 500. They intersect in a “T” intersection adjacent to the River Heights School and the Corydon Community Centre.

The traffic signals at the intersection of Elm Street and Grosvenor Avenue were installed in the 1950s and much of the infrastructure is at the end of its lifespan. Several poles and pole bases have deteriorated to a point where they need to be replaced or removed with the next construction season.

*Figure 1 - Elm St and Grosvenor Ave Traffic Signal Aging Infrastructure*

Normally when traffic signals infrastructure deteriorates, it is replaced as a function of the asset management program. Elm Street and Grosvenor Avenue is an outlier because the traffic volumes are very low, and the relative cost of maintaining the traffic signals is quite high, when traffic could be controlled with a much more cost-effective means.

The primary objective of the traffic signals at this location is to provide a safe pedestrian crossing which can be achieved by an active pedestrian crossing.

**Treatment Selection**

In recommending the installation of a 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 Pedestrian Crossing Control Guide presents a set of principles to guide professionals during the decision-making process associated with the provision of pedestrian crossing control. 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.

On this section of Grosvenor Avenue, the ADT is 3,780 vehicles per day, the posted speed limit is 50 km/h, and the road has a two-lane undivided cross-section. Based on these characteristics, the Transportation Association of C Guide recommends a ground mounted crosswalk as a minimum treatment.

However, the Public Service recommends installing a Rectangular Rapid Flashing Beacon (RRFB) pedestrian crossing control on the west leg of Grosvenor Avenue for the following reasons:

- It is a school crossing location and it is beneficial to provide activated lights at the crosswalk.
- The long history of a controlled traffic signal at this location has created an expectation of a higher order crossing.
- RRFB can be installed with no impact on the trees at this location.
- Estimated cost to install an RRFB at this location is $45,000 and would be funded by the Traffic Signals Bases and Bulbs Replacement capital program.

No associated geometric changes are necessary to install an RRFB on the west leg of Grosvenor Avenue as the curb cuts are already present on either side of the intersection.

## FINANCIAL IMPACT

**Financial Impact Statement** **Date:** May 20, 2026

**Project Name:** **First Year of Program** **2026**

Conversion of the Traffic Signals at Elm Street and Grosvenor Avenue to a Pedestrian Crossing

| | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|---|---|---|---|---|
| **Capital** | | | | | |
| Capital Expenditures Required | $ 48,713 | $ - | $ - | $ - | $ - |
| Less: Existing Budgeted Costs | 48,713 | - | - | - | - |
| 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 | $ 5,548 | $ 11,297 | $ 11,297 | $ 11,297 | $ 11,297 |
| Less: Incremental Revenue/Recovery | 3,713 | - | - | - | - |
| Net Cost/(Benefit) | $ 1,836 | $ 11,297 | $ 11,297 | $ 11,297 | $ 11,297 |
| Less: Existing Budget Amounts | 1,836 | 11,297 | 11,297 | 11,297 | 10,597 |
| Net Budget Adjustment Required | $ - | $ - | $ - | $ - | $ 700 |

**Additional Comments:** The total estimated capital costs of $48,713 will be funded by 2026 Traffic Signals Bases and Bulbs Replacement program (Public Works capital project #1831100126). Direct costs represent debt financing charges. Incremental Revenue / Recovery represents the corporate interest and departmental administrative charges.

*J. Ruby, 2026-05-21*

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 several of the goals in OurWinnipeg2045, specifically:

Leadership and Good Governance Goal

- Policy 1.5 Evidence-Informed Decisions

  Invest in data and technology in order to support objective, evidence-informed decision-making; support open government and open data principles for collection and sharing; help coordinate records and information management; and improve process efficiency, results-based service delivery and accountability.

## 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

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

## SUBMITTED BY

Department: Public Works Department
Division: Transportation Division
Prepared by: Greg Blatz, P.Eng. Traffic Management Engineer
Date: May 21, 2026