Agenda – Standing Policy Committee on Public Works – September 10, 2026

REPORTS

Item No. 12 Northwest Hydro Corridor Pedestrian Crossings

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

1. That the Public Service be directed to install a Rectangular Rapid Flashing Beacon treatment where the Northwest Hydro Corridor intersects with the following streets:

   A. Templeton Avenue
   B. Mountain Avenue
   C. Burrows Avenue

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

ADMINISTRATIVE REPORT

Title: Northwest Hydro Corridor Pedestrian Crossings

Critical Path: Standing Policy Committee on Public Works

AUTHORIZATION

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

EXECUTIVE SUMMARY

In 2023 the City constructed the first phase of the Northwest Hydro Corridor Multi-Use Path. Phase 1 went from Church Avenue to Leila Avenue.

Phase 2 construction will start in 2026. This work will extend the path north and south.

The Public Service is recommending pedestrian crossings at Templeton Avenue, Burrows Avenue and Selkirk Avenue.

The total estimated cost for the three crossings is $130,000. Funds from the Pedestrian and Cycling Program will cover the cost of installation.

RECOMMENDATIONS

1. That the Public Service be directed to install a Rectangular Rapid Flashing Beacon treatment where the Northwest Hydro Corridor intersects with the following streets:

   A. Templeton Avenue
   B. Mountain Avenue
   C. Burrows 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 Pedestrian and Cycling Program.

The total of the estimated costs for the three crossings is ($130,000). A portion of the funding available for the Pedestrian and Cycling Program will cover the costs associated with the installation. Annual maintenance and operating costs associated with the three crossings will be funded by the Traffic Signals Branch operating budget.

HISTORY/DISCUSSION

INTRODUCTION AND BACKGROUND

In 2023 the City constructed the first phase of the Northwest Hydro Corridor Multi-Use Path from Church Avenue to Leila Avenue and construction of the second phase starts in 2026. The second phase of the project extends the path to the north (from Leila Avenue to Daylan Marshall Gate park north of Templeton Avenue) and to the south (from Church Avenue to Selkirk Avenue).

As part of the path construction, new active pedestrian crossings are recommended at Templeton Avenue, Mountain Avenue and Burrows Avenue, as shown in Figure 1, below.

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.

Templeton Avenue

Where Templeton Avenue intersects the Northwest Hydro Corridor, there is a 10-metre-wide Collector roadway with approximately 6,000 vehicles per day (counted in 2023). There is one travel lane in each direction, plus parking on the north side of the road. The traffic volume on this street is naturally going to increase as the area is quickly developing. To support the construction of the new active transportation corridor and provide a safe crossing at this location a rectangular rapid flashing beacon is recommended.

The estimated capital cost for installation is $35,000 (Class 4 cost estimate) and will be funded by the Pedestrian and Cycling Program. The combined estimated annual maintenance and operating cost associated with this treatment is $5,000 and will be funded by the Traffic Signals Branch operating budget.

Mountain Avenue

Mountain Avenue is generally four lanes wide (two in each direction) with no median but at the location where it will intersect the Northwest Hydro Corridor the width narrows to two lanes (one in each direction). In 2022 a traffic count was completed that showed approximately 4,200 vehicles per day. The expected volume of traffic on this street is believed to be actually higher and the 2022 count was low due to effects of the Covid-19 Pandemic. To support the construction of the new active transportation corridor and provide a safe crossing at this location a rectangular rapid flashing beacon is recommended.

The estimated capital cost for installation is $35,000 (Class 4 cost estimate) and will be funded by the Pedestrian and Cycling Program. The combined estimated annual maintenance and operating cost associated with this treatment is $5,000 and will be funded by the Traffic Signals Branch operating budget.

<u>Burrows Avenue</u>

Burrows Avenue has a four-lane divided cross section with an estimated 10,700 vehicles per day. To support the construction of the new active transportation corridor and provide a safe crossing at this location a rectangular rapid flashing beacon is recommended.

The estimated capital cost for installation is $60,000 (Class 4 cost estimate) and will be funded by the Pedestrian and Cycling Program. The combined estimated annual maintenance and operating cost associated with this treatment is $5,000 and will be funded by the Traffic Signals Branch operating budget.

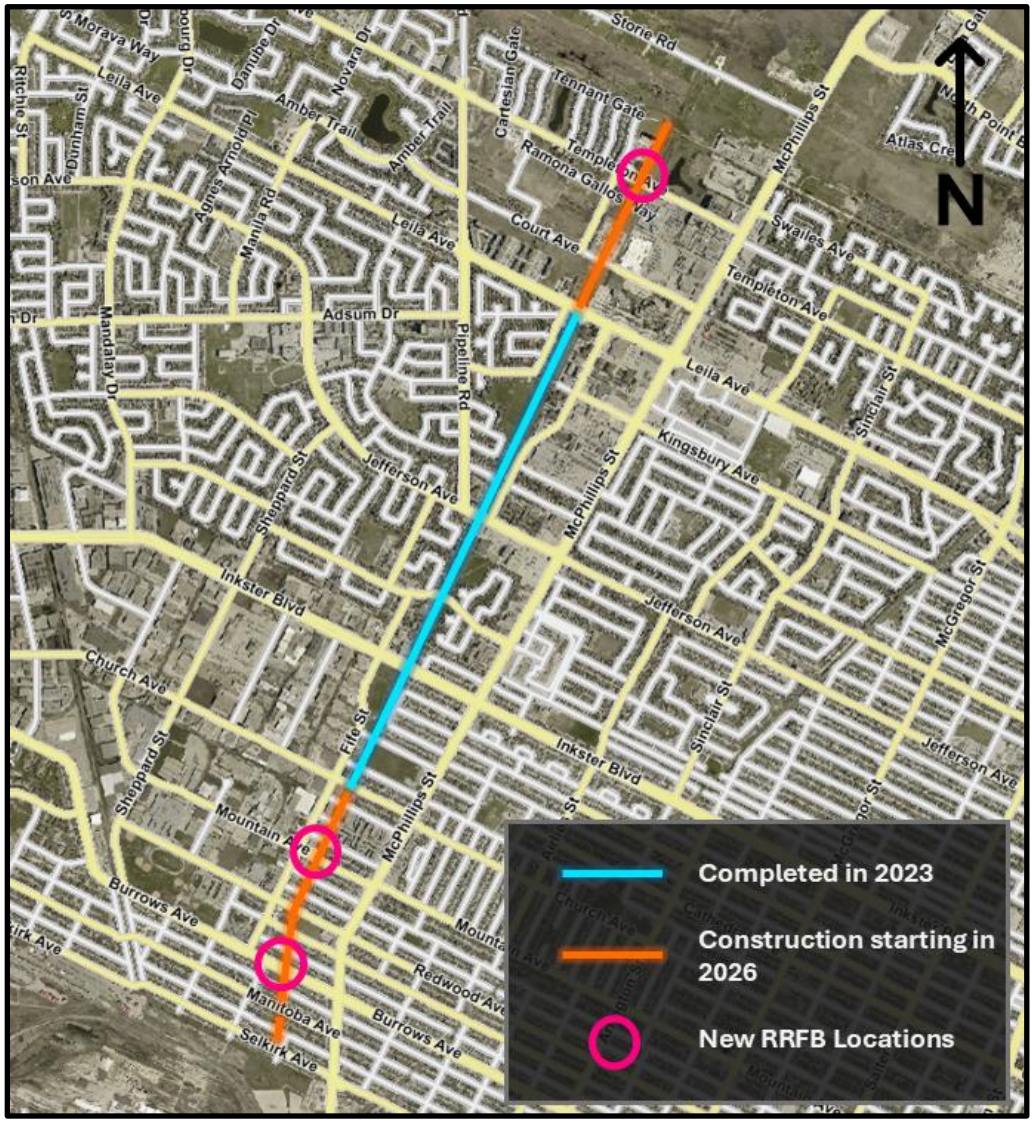

Figure 1: Recommended pedestrian crossings

FINANCIAL IMPACT

Financial Impact Statement **Date:** Jjuly 27, 2026

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

Northwest Hydro Corridor Pedestrian Crossings

	2026	2027	2028	2029	2030
Capital					
Capital Expenditures Required	$ 139,100	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	139,100	-	-	-	-
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	9,100	-	-	-	-
Net Cost/(Benefit)	$ (9,100)	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	(9,100)	-	-	-	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: The total estimated cost of $139,100 will be funded by the Pedestrian and Cycling program - Northwest Hydro Corridor Phase 2 project 1832200326. Incremental Revenue/Recovery represents the estimated Corporate Interest, and Administrative overheads associated with the Public Works capital projects.

J. Ruby, 2026-07-27

J. Ruby CPA, CA
Manager of Finance & Administration

CONSULTATION

This Report has been prepared in consultation with: n/a

OURWINNIPEG POLICY ALIGNMENT

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.

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: Accelerate the implementation of the Pedestrian and Cycling Strategies.

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.

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: G. Blatz, P.Eng., Traffic Management Engineer
Date: July 28, 2026