Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works – February 5, 2019

REPORTS

Item No. 15  Traffic Study – Booth Drive
(St. James Ward)

STANDING COMMITTEE DECISION:

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

1. That a pedestrian crosswalk (signs and painted lines) be installed at the intersection of the Grace Hospital approach (referred to as Pearl McGonigal Way) and Booth Drive.

2. That a sidewalk on the east side of Booth Drive from Portage Avenue to Sturgeon Road be added to the list of possible in-fill sidewalks on non-regional streets as a result of the need being demonstrated.

3. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.
Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works – February 5, 2019

DECISION MAKING HISTORY:

Moved by Councillor Browaty,
That the recommendation of the Winnipeg Public Service be concurred in.

Carried

STANDING COMMITTEE RECOMMENDATION:

On January 8, 2019, the Standing Policy Committee on Infrastructure Renewal and Public Works granted an extension of time to its February 5, 2019 meeting for the Winnipeg Public Service to report back on a traffic study along Booth Drive between Sturgeon Road and Lodge Avenue to determine whether or not a crosswalk is warranted.

On May 29, 2018, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Assiniboia Community Committee and directed the Winnipeg Public Service to conduct a traffic study along Booth Drive between Sturgeon Road and Lodge Avenue to determine whether or not a crosswalk is warranted, and report back to the Standing Committee within 120 days.

COMMUNITY COMMITTEE RECOMMENDATION:

On May 8, 2018, the Assiniboia Community Committee passed the following motion:

WHEREAS Grace Hospital will be moving the emergency room intake from Sturgeon Road to Booth Drive;

AND WHEREAS the hospital services many visitors and patients with limited mobility;

AND WHEREAS Bruce Middle School and Horizons Children’s Centre are located on Booth Drive;

AND WHEREAS there is no sidewalk on the west side of Booth Drive;

THEREFORE BE IT RESOLVED that the Standing Policy Committee on Infrastructure Renewal and Public Works be requested to direct the Winnipeg Public Service to conduct a traffic study along Booth Drive between Sturgeon Road and Lodge Avenue to determine whether or not a crosswalk is warranted.
ADMINISTRATIVE REPORT

Title: Traffic Study for Booth Drive between Sturgeon Road and Lodge Avenue

Critical Path: Standing Policy Committee on Infrastructure Renewal and Public Works

AUTHORIZED

<table>
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<tr>
<th>Author</th>
<th>Department Head</th>
<th>CFO</th>
<th>CAO</th>
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EXECUTIVE SUMMARY

A traffic study was conducted in September, 2018. Due to pedestrian demand, and the large trip generators in the area (Grace Hospital and Bruce Middle School), PW-Transportation is recommending the installation of a pedestrian crosswalk on Booth Drive at the approach to Grace Hospital (known as Pearl McGonigal Way).

In addition, the need for a sidewalk on the east side of Booth Drive from Portage Avenue to Sturgeon Road has been demonstrated, and will be added to the list of possible in-fill sidewalks on non-regional streets.

RECOMMENDATIONS

1. That a pedestrian crosswalk (signs and painted lines) be installed at the intersection of the Grace Hospital approach (referred to as Pearl McGonigal Way) and Booth Drive.

2. That a sidewalk on the east side of Booth Drive from Portage Avenue to Sturgeon Road be added to the list of possible in-fill sidewalks on non-regional streets as a result of the need being demonstrated.

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

At its meeting on May 29, 2018, the Standing Policy Committee on Infrastructure Renewal and Public Works directed the Winnipeg Public Service to conduct a traffic study along Booth Drive between Sturgeon Road and Lodge Avenue to determine whether a crosswalk is warranted.
IMPLICATIONS OF THE RECOMMENDATIONS

The cost of installing a crosswalk (signs and painted lines) is approximately $300 and will be taken from the Traffic Calming line of the Transportation Engineering Improvement Project (TEIP).

HISTORY/DISCUSSION

Figure 1: Booth Drive between Lodge Avenue and Sturgeon Road (Figure courtesy of iView).

Booth Drive is a collector street and Transit route, running approximately north-south north of Portage Avenue, which then turns towards the west just north of Bruce Avenue. (See Figure 1.) Booth Drive has a 25 metre right-of-way, with an 11 metre wide concrete road surface. Booth Drive has a concrete sidewalk only on the east / north side. The sidewalk is separated from the road by a grassed boulevard.

Booth Drive traffic is controlled by signals at the south end at Portage Avenue, and stop sign control at Sturgeon Road. The Lodge Avenue and Bruce Avenue intersections on Booth Drive are controlled by stopping the minor streets; Booth Drive is free-flowing.

Parking on Booth Drive is on the west/south side of the roadway.
There is a reduced speed school zone (RSSZ) on Booth Drive from 33m west of the east property line of Meadowlark Place to 33 metres south of the south property line of Bruce Avenue, to accommodate the school’s grade 6-8 students.

Trip generators in the area are the Grace Hospital on the west side, and Bruce Middle School on the north side.

A traffic study was conducted in September 2018, to measure the number of pedestrians crossing Booth Drive near the Grace Hospital approach (referred to as Pearl McGonigal Way) and near the new emergency hospital entrance just north of this approach. City of Winnipeg Technical Guidelines have the following warrant criteria for pedestrian crossings:

For non-elementary school locations, the City considers that a warrant is met when the following two criteria from the Pedestrian Crossing Control Guide are met:

1. Average hourly pedestrian volume in terms of Equivalent Adult Units (EAUs) is greater or equal to 15 per hour over a minimum seven hour continuous period and Average Daily Traffic (ADT) is greater or equal to 1,500 vehicles per day. EAUs account for age and differences in physical ability.
2. The proposed crossing location is at a minimum distance, “d”, from the nearest form of traffic control. ‘d” can be set at any distance between 100 m and 200 m for a particular location. Selection of a value for “d” depends on factors such as road type and expected queue lengths (see guide for details).

The traffic study measure the EAUs for this intersection as an average of 13 per hour, thus the warrant is not met.

However, a site visit of the area showed desire lines for pedestrians crossing at this location on Booth Drive. (See Figure 2) To accommodate these pedestrians, a pedestrian corridor is recommended from the Grace Hospital approach across Booth Drive to the existing sidewalk.

In addition, a strong desire line is shown along the east side of Booth Drive from the Grace Hospital approach north, towards the emergency entrance. (See Figure 3.) A recommendation to install a sidewalk along Booth Drive in its entirety will be added to the non-regional sidewalk list for future installation as resources allow.
Figure 2: North side of Pearl McGonigal Way facing east, showing desire line of pedestrians crossing Booth Drive.

Figure 3: East side of Booth Drive facing southeast, demonstrating desire line for pedestrians along east side of Booth Drive.
Financial Impact Statement

**Project Name:** Traffic Study for Booth Drive between Sturgeon Road and Lodge Avenue

**Date:** December 5, 2018

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### Additional Comments:
The cost of $310 for the pedestrian crosswalk will be charged to the 2018 Traffic Engineering Improvement Program (Public Works Capital Project # 1831000118). Recoveries represent the Departmental and Corporate Interest Overheads. Direct costs represent Debt and Finance charged on internal debt funding.

The financial impact of recommendation #2 cannot be determined at this time as it is unclear when this work will be performed. This location will be added to a list of possible locations and will be considered in future capital budget processes on a priority basis within the Pedestrian Cycling Program.

"Original signed by J. Ruby, CPA, CA"

J. Ruby CPA, CA
Manager of Finance & Administration
CONSULTATION

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

OURWINNIPEG POLICY ALIGNMENT

The recommendation of this report is aligned with the Transportation Master Plan key strategic goal Number 3: To provide a safe, efficient and equitable transportation system for people, goods and services.

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: C. Flather, M. Sc., P. Eng., Traffic Management Engineer
Date: December 20, 2018