Reports

Item No. 21  Traffic Study – McGregor Street at Hartland Avenue, Kilbride Avenue, and Kingsbury Avenue (Mynarski Ward)

Standing Committee Recommendation:

The Standing Policy Committee on Infrastructure Renewal and Public Works directed the Winnipeg Public Service to report back within 180 days on the feasibility of establishing a pedestrian corridor at one of the following intersections:

- McGregor Street and Hartford Avenue;
- McGregor Street and Kilbride Avenue;
- McGregor Street and Kingsbury Avenue.
Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works – September 12, 2019

DECISION MAKING HISTORY:

Moved by Councillor Santos,
That the Winnipeg Public Service be directed to report back on the matter to the Standing Policy Committee on Infrastructure Renewal and Public Works within 180 days.

Carried

STANDING COMMITTEE RECOMMENDATION:

On November 20, 2018, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Lord Selkirk-West Kildonan Community Committee and directed the Winnipeg Public Service to conduct a twelve hour crossing study at:

- McGregor Street and Hartford Avenue;
- McGregor Street and Kilbride Avenue;
- McGregor Street and Kingsbury Avenue;

in May, 2019, to determine the feasibility of establishing a pedestrian corridor at one of these intersections, and to report back to the Standing Committee within 240 days.

COMMUNITY COMMITTEE RECOMMENDATION:

On September 18, 2018, the Lord Selkirk-West Kildonan Community Committee passed the following motion:

WHEREAS there is no intersection between Jefferson Avenue and Partridge Avenue (9 blocks) that offers a pedestrian method to establish a chance to cross McGregor street from east to west as there is on Salter St.;

AND WHEREAS pedestrians walking to neighbourhood facilities between Jefferson Avenue and Partridge Avenue east and west of McGregor avoid walking the long distances to Jefferson and Partridge when the facility is two or three blocks down, not around;

AND WHEREAS peak traffic hours on McGregor Street continuously flow with very little time for a pedestrian to cross between streams of automobiles;
Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works – September 12, 2019

DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

AND WHEREAS peak traffic hours coincide with kids attending elementary schools on the east and west side of McGregor (Ecole Belmont School, 525 Belmont Avenue and Victory School, 395 Jefferson Avenue);

AND WHEREAS many people living on the west side of McGregor, young and old, utilize the West Kildonan Community Centre at Perth Avenue and Powers Street;

AND WHEREAS Hartford Avenue, Kilbride Avenue and Kingsbury are streets the Mynarski Ward office often hear about as streets neighbourhood residents want to use to get across McGregor in a timely, safe fashion;

THEREFORE BE IT RESOLVED that the Lord Selkirk West Kildonan Community Committee recommend to the Standing Policy Committee on Infrastructure Renewal and Public Works that the Winnipeg Public Service be instructed to conduct a twelve hour crossing study at McGregor Street and Hartford Avenue, McGregor Street and Kilbride Avenue and McGregor Street and Kingsbury Avenue in May, 2019, to determine the feasibility of establishing a pedestrian corridor at one of these intersections, and to report back to the relevant Standing Policy Committee of Council.
**ADMINISTRATIVE REPORT**

**Title:** Traffic Study - McGregor Street at Hartford Avenue, Kilbride Avenue, and Kingsbury Avenue

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

**AUTHORIZATION**

<table>
<thead>
<tr>
<th>Author</th>
<th>Department Head</th>
<th>CFO</th>
<th>CAO</th>
</tr>
</thead>
<tbody>
<tr>
<td>D. Patman, P.Eng.</td>
<td>B. Neirinck, P.Eng. on behalf of J. Berezowsky</td>
<td>N/A</td>
<td>D. Wardrop, Acting Interim CAO</td>
</tr>
</tbody>
</table>

**EXECUTIVE SUMMARY**

Traffic studies were conducted on McGregor Street between Hartford Avenue and Kingsbury Avenue. The data was reviewed in accordance with the City of Winnipeg Pedestrian Crossing Control Guidelines. Although individual intersections did not meet the warrant based on crossing volumes, a pedestrian corridor is warranted when latent crossing demand is considered and engineering judgment is applied. Prior to confirming a location for a pedestrian corridor, the Winnipeg Public Service plans to consult with the adjacent schools and the Green Action Centre (Active and Safe Routes to School) to determine the optimal location. A subsequent report seeking Standing Committee approval for the installation of the pedestrian corridor, as required, will be submitted in due course.

**RECOMMENDATIONS**

1. That this report be received as information.

**REASON FOR THE REPORT**

On November 20, 2018, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Lord Selkirk - West Kildonan Community Committee and directed the Winnipeg Public Service to conduct a twelve hour crossing study at:

- McGregor Street and Hartford Avenue;
- McGregor Street and Kilbride Avenue;
- McGregor Street and Kingsbury Avenue,

in May, 2019, to determine the feasibility of establishing a pedestrian corridor at one of these intersections, and to report back to the Standing Committee within 240 days.

**IMPLICATIONS OF THE RECOMMENDATIONS**

There are no implications to receiving this report as information.
BACKGROUND INFORMATION

On January 16, 2012, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Community Committee, as amended, and requested the Public Works Department to conduct a twelve hour crossing study in mid to late May 2012 to determine the warrant of a pedestrian corridor at one of these intersections (McGregor Street at Hartford Avenue, Belmont Avenue, and Kilbride Avenue), and report back to the Community Committee at its meeting in September 2012.

On September 11, 2012, the Lord Selkirk - West Kildonan Community Committee received as information the recommendation of the Winnipeg Public Service, and requested the Winnipeg Public Service to investigate and report back on the actual signal times as it relates to the most difficult times of crossing, with a view to extending the interval during those times at the intersections at McGregor Street and Jefferson Avenue, and at Partridge Avenue and McGregor Avenue.

On January 15, 2013, the Lord Selkirk - West Kildonan Community Committee concurred in the recommendation of the Winnipeg Public Service and received the report titled “Traffic Analysis – McGregor Street at Intersections of Hartford, Belmont and Kilbride Avenues” as information.

CURRENT PEDESTRIAN CROSSING CONTROL GUIDELINES

Current Pedestrian Crossing Control Guidelines were approved by the Standing Policy Committee on Infrastructure Renewal and Public Works on January 11, 2013. These guidelines are based on the Pedestrian Crossing Control Guide published by the Transportation Association of Canada (TAC). 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 warrant for a treatment system is based on factors that include pedestrian volume at the crossing location, vehicular traffic volume, proximity to other traffic control devices, and route connectivity requirements. The City considers that a warrant is fulfilled 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. For example, an able-bodied adult is considered as 1.0 EAU, an unaccompanied child (estimated age ≤ 12 years) is considered as 2.0 EAUs, a senior citizen (estimated age > 65 years) is considered as 1.5 EAUs, and an individual of any age with a physical impairment crossing is considered as 2.0 EAUs.

2. The proposed crossing location is at a minimum distance, from the nearest form of traffic control, typically between 100m and 200m for a particular location. This may vary based on a location’s individual traffic characteristics and engineering judgment.

If pedestrian crossing control is warranted, the guideline’s “Decision Support Tool – Treatment Selection Matrix” recommends a treatment based on the following factors: Average Daily Traffic (ADT) volumes, speed limit, and roadway cross section.
Based on the guideline’s “Decision Support Tool – Treatment Selection Matrix”, the recommended treatment across McGregor Street would be a pedestrian corridor.

For an elementary school pedestrian corridor to be warranted, all three criteria below must be met:

- The location must be school patrolled.
- The cross-product of the number of children crossing versus the number of vehicles traversing the crosswalk in the highest ½-hour of activity (usually 08:30 - 09:00) must exceed 5,000 or 5 units of benefit (one unit of benefit is defined as the cross-product of 10 children and 100 vehicles).
- A minimum of 200 vehicles must traverse the crosswalk in the highest ½ hour of activity.

There are limited resources for installing pedestrian corridors and traffic control signals. As a result, warranted locations must be prioritized relative to each other City-wide so that limited funds are dedicated to locations with the highest need. Prior to the installation of any pedestrian corridors or traffic signals, approval must be sought and granted by the Standing Policy Committee on Infrastructure Renewal and Public Works.

**Traffic Characteristics**

McGregor Street between Hartford Avenue and Kingsbury Avenue is a two-lane undivided roadway, a regional street, a full-time truck route, and a Transit route, with an Average Weekday Daily Traffic (AWDT) volume of approximately 10,300 vehicles, and a speed limit of 50 km/h.
Figure 1: McGregor Street Study Area. Map courtesy of iView.

Updated traffic studies were completed on McGregor Street between Hartford Avenue and Kingsbury Avenue in May, 2019. The data was reviewed in accordance with the Pedestrian Crossing Control Guidelines and is summarized in the table below:

<table>
<thead>
<tr>
<th>Location (on McGregor Street)</th>
<th>Average Hourly EAUs (15 EAU threshold)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kingsbury Avenue</td>
<td>2</td>
</tr>
<tr>
<td>Kilbride Avenue</td>
<td>2</td>
</tr>
<tr>
<td>Belmont Avenue</td>
<td>5</td>
</tr>
<tr>
<td>Hartford Avenue</td>
<td>10</td>
</tr>
</tbody>
</table>

Although individual intersections did not meet the warrant based on crossing volumes, a pedestrian corridor is warranted when latent crossing demand is considered and engineering judgment is applied. Latent pedestrian crossing demand is a measure of the potential volume of pedestrians that may use a crossing if one were provided.

The Green Action Centre (Active and Safe Routes to School) has advised that Belmont School conducted a parent survey on student travel modes. Many of the students are within the walking distance to their school.
radius of school, however the survey identified crossing McGregor Street as a major barrier to children walking to school.

Belmont Avenue was also studied because there is a signed school crosswalk to the west at McKenzie Street, and a crossing at McGregor Street would provide continuity. A crossing at Hartford Avenue would also be logical because of the proximity to the school, continuity of Hartford Avenue across the railway to the west and the highest crossing volumes in terms of Average Hourly EAUs during the study. Combining the crossing volumes at the roadways meets the crossing volumes in terms of Average Hourly EAUs.

Prior to confirming a location for a pedestrian corridor, the Winnipeg Public Service plans to consult with the adjacent schools and the Green Action Centre (Active and Safe Routes to School) to determine the optimal location. A subsequent report seeking Standing Committee approval for the pedestrian corridor will be submitted in due course.
FINANCIAL IMPACT

Financial Impact Statement  Date:  July 25, 2019

Project Name:
Traffic Study - McGregor Street at Hartford Avenue,
Kilbride Avenue, and Kingsbury Avenue

COMMENTS:
There is no financial impact associated with the recommendation of this report.

"Original Signed by J. Peters, CPA, CGA
J. Peters  CPA, CGA
Acting 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 key strategic goal of a safe, efficient and equitable transportation system for people, goods and services in the Sustainable Transportation Direction Strategy that supports OurWinnipeg.

SUBMITTED BY

Department:  Public Works
Division:  Transportation
             C. Flather, P.Eng., M.Sc., Traffic Management Engineer
Date:  July 26, 2019
File No.:  L-08