

**Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works –
January 7, 2020**

REPORTS

**Item No. 19 Traffic Study – St. Matthews Avenue and Simcoe Street
(Daniel McIntyre Ward)**

STANDING COMMITTEE RECOMMENDATION:

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 in spring 2020, the Public Service completes the analysis at this location to determine if the infrastructure changes are needed, or if the sightlines are acceptable.
2. That the Public Service report back with a verbal update on the matter no later than June 2020.
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 –
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DECISION MAKING HISTORY:

Moved by Councillor Browaty,

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

Carried

STANDING COMMITTEE RECOMMENDATION:

On November 19, 2019, the Standing Policy Committee on Infrastructure Renewal and Public Works granted extension of time to its May 5, 2020 meeting for the Winnipeg Public Service to report back on the matter.

On May 2, 2019, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the City Centre Community Committee and directed the Winnipeg Public Service to conduct a traffic study to determine if a crosswalk or pedestrian corridor is warranted at the intersection of St. Matthews Avenue and Simcoe Street, and report back to the Standing Committee within 180 days.

COMMUNITY COMMITTEE RECOMMENDATION:

On April 9, 2019, the City Centre Community Committee passed the following motion:

WHEREAS traffic has increased along St. Matthews Avenue as a result of the expansion of St. Matthews Avenue connecting to Route 90;

AND WHEREAS children are trying to cross St. Matthews Avenue to access the Simcoe Tot Lot park located at 330 Simcoe Street;

AND WHEREAS there are no crosswalks or pedestrian corridors along St. Matthews Avenue between Maryland Street and Arlington Street;

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 to determine if a crosswalk or pedestrian corridor is warranted at the intersection of St. Matthews Avenue and Simcoe Street.

ADMINISTRATIVE REPORT

Title: Traffic Study – St. Matthews Avenue and Simcoe Street

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

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P.Eng.	J. Berezowsky	N/A	M. Ruta, Interim CAO

EXECUTIVE SUMMARY

Updated traffic studies were completed at St. Matthews Avenue and Simcoe Street in June 2019. The data was reviewed in accordance with the Pedestrian Crossing Control Guidelines. Although the intersection did not meet the warrant based on crossing volumes, a signed and marked pedestrian crosswalk is warranted when latent crossing demand is considered and engineering judgment is applied.

The Public Service's intent is to install a marked pedestrian crosswalk under the existing authority delegated to the Winnipeg Public Service.

However, while the cost of the marked pedestrian crosswalk is nominal, a potential sightline conflict exists with a utility pole. At this time, it is uncertain if this additional work will be required, but the additional work to move equipment and ensure good sightlines would result in additional costs (Depending on the actions required it is estimated that the costs could be as high as \$300,000.00). If this is necessary, this work will have to be prioritized amongst other projects, and at this time there is no approved budget allocated to complete such modifications.

No action will be taken until the analysis of the location sightlines has been completed.

RECOMMENDATIONS

1. That, in Spring 2020, the Public Service complete the analysis at this location to determine if the infrastructure changes are needed, or if the sightlines are acceptable.
2. That the Public Service report back with a verbal update on the matter no later than June 2020.
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

On May 2, 2019, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the City Centre Community Committee and directed the Winnipeg Public Service to conduct a traffic study to determine if a crosswalk or pedestrian

corridor is warranted at the intersection of St. Matthews Avenue and Simcoe Street, and report back to the Standing Committee within 180 days.

IMPLICATIONS OF THE RECOMMENDATIONS

There are no implications as a result of the recommendations of this report.

HISTORY/DISCUSSION

PEDESTRIAN CROSSING CONTROL GUIDELINES

Current Pedestrian Crossing Control Guidelines were approved by the Standing Policy Committee on Infrastructure Renewal and Public Works (SPC IRPW) 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 100 metres and 200 metres 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.

ST. MATTHEWS AVENUE AND SIMCOE STREET

St. Matthews Avenue in the vicinity of Simcoe Street is a two-lane, undivided, residential collector roadway, with an Average Weekday Daily Traffic (AWDT) volume of approximately 5,500 vehicles, and a speed limit of 50 km/h. The nearest controlled crossings of St. Matthews Avenue are approximately 160 metres to the west at Arlington Street, and approximately 450 metres to the east at Maryland Street.

Based on the guideline's "Decision Support Tool – Treatment Selection Matrix", the recommended treatment across St. Matthews Avenue would be a signed and marked pedestrian crosswalk, presuming that the pedestrian crossing control warrant is met.

In June 2019, staff from the Public Service attended Greenway School to meet with students who felt that there was no safe place to cross St. Matthews Avenue between Arlington Street and Maryland Street. Students were concerned about having a safe way to cross St Matthews Avenue to get between their homes to the north and the playground to the south at Simcoe Street (Simcoe Tot Lot). An overview of the traffic study procedures and Standing Committee approval processes was provided for information.

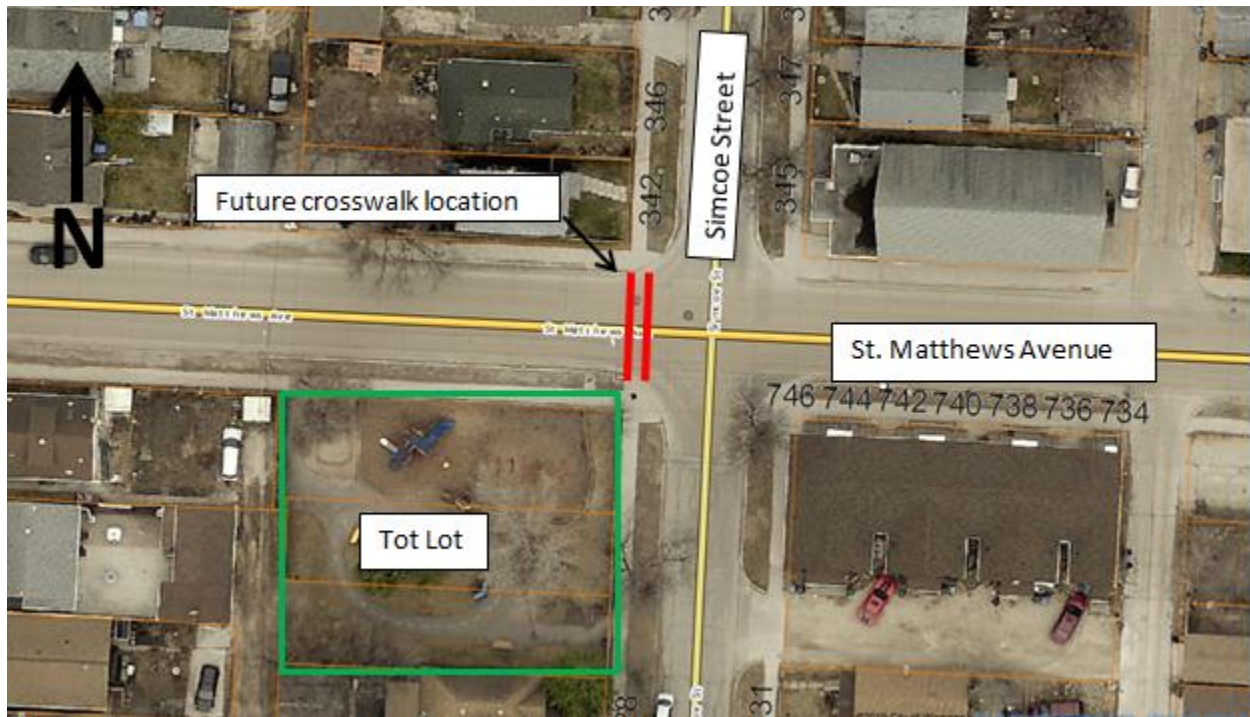


Figure 1: St. Matthews Avenue and Simcoe Street. (Image Courtesy of iView)

Updated traffic studies were completed at St. Matthews Avenue and Simcoe Street in June 2019. The data was reviewed in accordance with the Pedestrian Crossing Control Guidelines (PCCG) described previously.

The pedestrian crossing study indicated that there were 11 Average Hourly EAU crossing during the highest seven-hour continuous period, the majority of which occurred on the west side of the intersection adjacent to the Simcoe Tot Lot. As the 15 EAU minimum was not met, pedestrian crossing control is not warranted at this time.

Although the intersection did not meet the warrant based on crossing volumes, a signed and marked pedestrian crosswalk 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.

A crossing at St. Matthews Avenue would provide connectivity with the Simcoe Tot Lot at the south-west corner of the intersection, and future connectivity along Simcoe Street where there is a pedestrian corridor across Sargent Avenue; there is currently not a controlled crossing at Ellice Avenue.

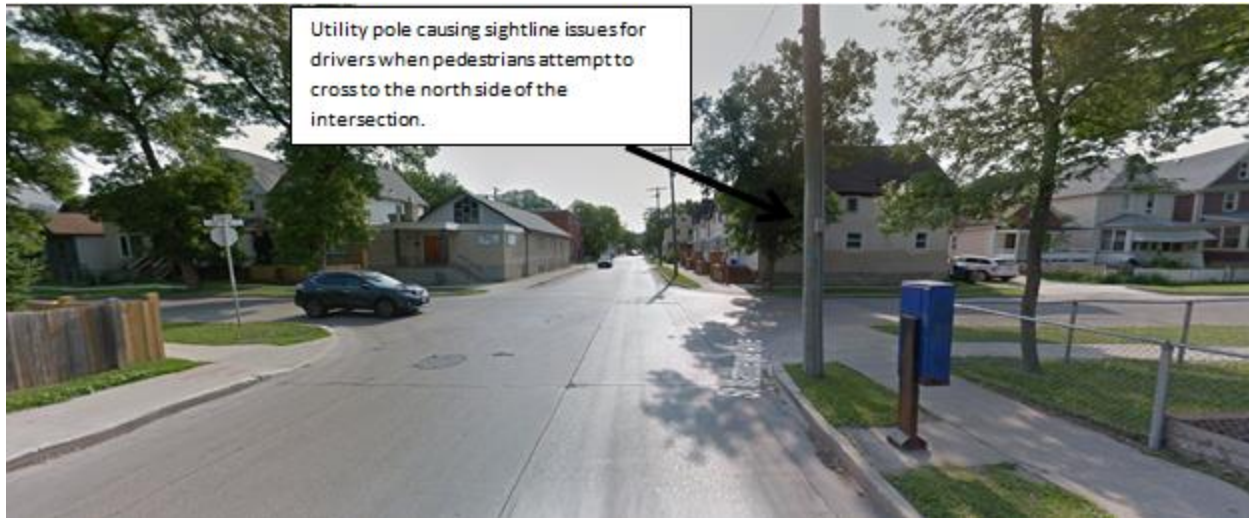


Figure 2: Eastbound St. Matthews Avenue near-side Simcoe Street. Utility pole at south-west corner is a potential sightline obstruction. (image © Google)

The Public Service intends to install a marked pedestrian crosswalk under the authority delegated to the Winnipeg Public Service. The estimated cost of the signed and marked pedestrian crosswalk is \$300.00. The cost would be charged to the Public Works Department Operating Budget.

Prior to installing the crosswalk, the Winnipeg Public Service needs to evaluate, and if required, resolve a potential site conflict with a utility pole and ensure safe sightlines at the west side of the intersection.

These design considerations can be resolved at the administrative level by the Winnipeg Public Service. Options may include relocation of the utility pole or bump outs onto St. Matthews Avenue to make a crossing pedestrian more conspicuous.

At this time, it is uncertain if this additional work will be required. If the additional work to move equipment and ensure good sightlines is required it will result in additional costs. Depending on the actions required it is estimated that the costs could be as high as \$300,000.00. This work will have to be prioritized amongst other projects, at this time there is no approved budget allocated to deliver any additional work that may be required.

The Public Service will complete this investigation in Spring 2020 and provide a verbal report back to SPC IRPW regarding recommended next steps.

FINANCIAL IMPACT

Financial Impact Statement **Date:** [November 13, 2019](#)

Project Name:

Traffic Study – St. Matthews Avenue and Simcoe Street

COMMENTS:

There is no financial impact associated with the recommendations 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.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

n/a

SUBMITTED BY

Department: Public Works

Division: Transportation

Prepared by: T. Jangula, C.E.T., Traffic Analyst
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Date: November 13, 2019