

That Report S 13/2015 CQ4-2015 – Wyandotte and Chilver Pedestrian Crossing  
**BE RECEIVED** for information, as adopted by Council  
at its meeting held December 21, 2015 [B46-2015]  
/AC

Windsor, Ontario December 21, 2015

**REPORT NO. 321** of the  
**ENVIRONMENT, TRANSPORTATION & PUBLIC SAFETY**  
**STANDING COMMITTEE**  
of its meeting held November 18, 2015

---



**Present:**  
**Councillor Fred Francis**  
**Councillor Chris Holt**  
**Councillor Bill Marra (Chair)**  
**Councillor Hilary Payne**  
**Councillor Paul Borrelli**

That the following recommendations of the Environment, Transportation and Public Safety Standing Committee **BE APPROVED:**

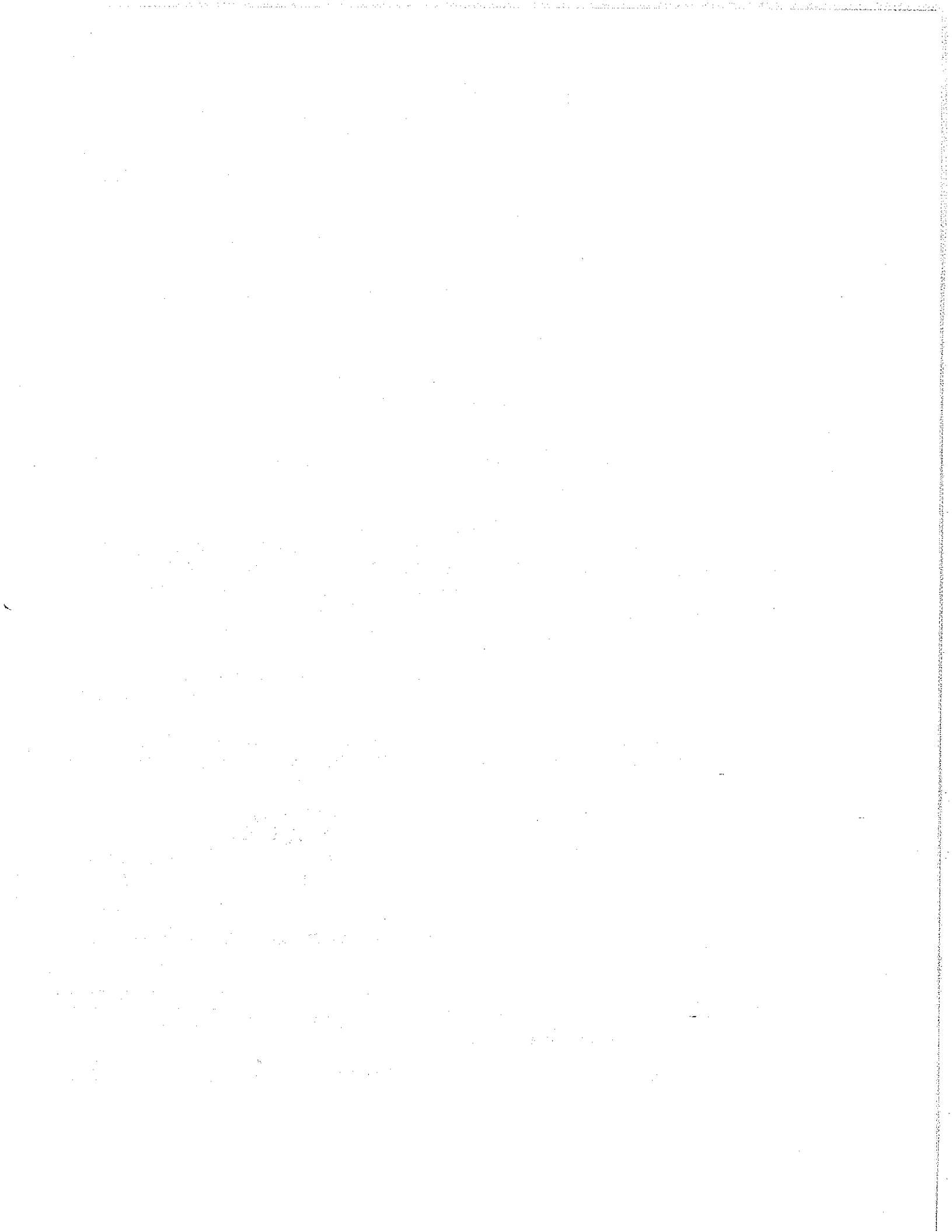
Moved by Councillor Holt, seconded by Councillor Payne,  
That the Report of the City Engineer dated October 20, 2015 entitled “*CQ4-2015 – Wyandotte & Chilver Pedestrian Crossing*” **BE RECEIVED** for information; and  
That Administration **UNDERTAKE** another warrant review for the Intersection of Wyandotte Street East & Chilver Road during an optimum time; and  
That the Wyandotte Street BIA **BE CONSULTED** during the process.  
Carried.  
Councillor Borrelli and Councillor Francis voting nay on this matter.

S 13/2015 SW2015

Clerk’s Note: The report of the Policy Analyst dated October 20, 2015 entitled “*CQ4-2015 – Wyandotte & Chilver Pedestrian Crossing*” is attached as background information.

  
\_\_\_\_\_  
CHAIRPERSON  
  
\_\_\_\_\_  
SUPERVISOR OF COUNCIL SERVICES

| NOTIFICATION:                          |  |
|--|--|
| NAME                                   | CONTACT INFORMATION  |
| Jake Rondot, Chair,<br>Walkerville BIA | <a href="mailto:jaker@hkcanada.com">jaker@hkcanada.com</a> |
| Carla Klingil, Resident                | 450 Moy Avenue, Windsor, ON N9A 2N4                        |





## Public Works - Operations

### MISSION STATEMENT

*"Our City is built on relationships – between citizens and their government, businesses and public institutions, city and region – all interconnected, mutually supportive, and focused on the brightest future we can create together"*

|  |                                    |
|--|------------------------------------|
| <b>REPORT #: S 13/2015</b>   | <b>Report Date: 10/20/2015</b>     |
| <b>Author's Contact:</b><br>Jeff Hagan<br>Policy Analyst<br>519-255-6247 ext 6003<br>jhagan@citywindsor.ca | <b>Date to Council: 11/18/2015</b> |
|  | <b>Clerk's File #: SW2015</b>      |

**To: Mayor and Members of City Council**

**Subject: CQ4-2015 - Wyandotte & Chilver Pedestrian Crossing - Ward 4**

### **RECOMMENDATION:**

That Report S 13/2015 CQ4-2015 – Wyandotte & Chilver Pedestrian Crossing **BE RECEIVED** for information.

### **EXECUTIVE SUMMARY:**

N/A

### **BACKGROUND:**

At the January 19, 2015 meeting of Council, the following Council Question was submitted by Councillor Holt:

#### ***CQ4-2015***

*Asks that Administration conduct a warrant study to determine the suitability of installing a pedestrian activated crosswalk at the intersection of Wyandotte & Chilver, and further to recommend ideas for improving pedestrian safety (painted crosswalks, reflective rumble strips, etc.) along the Walkerville BIA corridor*

This report provides the results of the requested warrant study and corridor review.

## **DISCUSSION:**

### **Walkerville Business Improvement Area (BIA) Streetscape Improvement Project**

In 2014, following public consultation and stakeholder engagement, the Walkerville Business Improvement Area (BIA) Streetscape Improvement Project was constructed on Wyandotte Street East between Gladstone Avenue and Argyle Road. This work included streetscaping improvements, watermain replacement and road reconstruction. As part of this project, vehicle travel lane widths were reduced and curb extensions ("bump-outs") were installed at intersections along Wyandotte Street East to reduce pedestrian crossing distances. Bicycle lanes, landscaping areas, transit stops, decorative bollards, pedestrian lighting, and benching were also incorporated into the overall design.

In addition to the design elements incorporated throughout the project, contrasting concrete crosswalks as well as underground conduit and cabling to accommodate future traffic signals if and when warranted were additionally installed at the Wyandotte Street / Chilver Road intersection.

The streetscaping elements/enhancements of this project were largely responsible for the tender project costs exceeding the value of the original funding request as reported to Council on January 09, 2014.



Photo: Wyandotte Street East/Chilver Road Intersection Oct 23, 2015

## Wyandotte Street East & Chilver Road Pedestrian Crossing Warrant Review

A turning movement count (including volumes of pedestrians crossing each intersection leg) was carried out at the Wyandotte Street East/Chilver Road intersection on Wednesday, September 23, 2015. Using this traffic and pedestrian data, a review was carried out using *Ontario Traffic Manual* methodology to determine whether a controlled pedestrian crossing – i.e. intersection pedestrian signals or a pedestrian crossover – was warranted for Wyandotte Street at Chilver Road.

Traffic Operations currently installs Intersection Pedestrian Signals (IPS) at intersections or Midblock Pedestrian Signals (MPS) at midblock locations in lieu of PXOs, adhering to the Ontario Traffic Manual (OTM) recommended minimum spacing between IPS/MPS and signalized intersections.

The results of the warrant review for an intersection pedestrian signal (IPS) were as follows:

| Criteria<br><i>(Ontario Traffic Manual Book 12 – Traffic Signals)</i>  | Result  |
|--|---|
| <b>Pedestrian &amp; Vehicle Volumes</b>  | 8-hour pedestrian volumes do not meet the warrant threshold for signals             |
| <b>Pedestrian Delay</b>  | 8-hour volumes of delayed pedestrians do not meet the warrant threshold for signals |
| <b>Overall Result</b><br><i>(all criteria above must be satisfied for a pedestrian signal to be justified)</i> | <b>Pedestrian Signals Not Justified at Wyandotte &amp; Chilver</b>                  |

Signal justification based on collisions, vehicle volumes, and delay to minor street traffic were also reviewed. The intersection does not meet the signal justification criteria on the basis of these factors.

Other types of pedestrian crossing treatment were considered. Details are provided below:

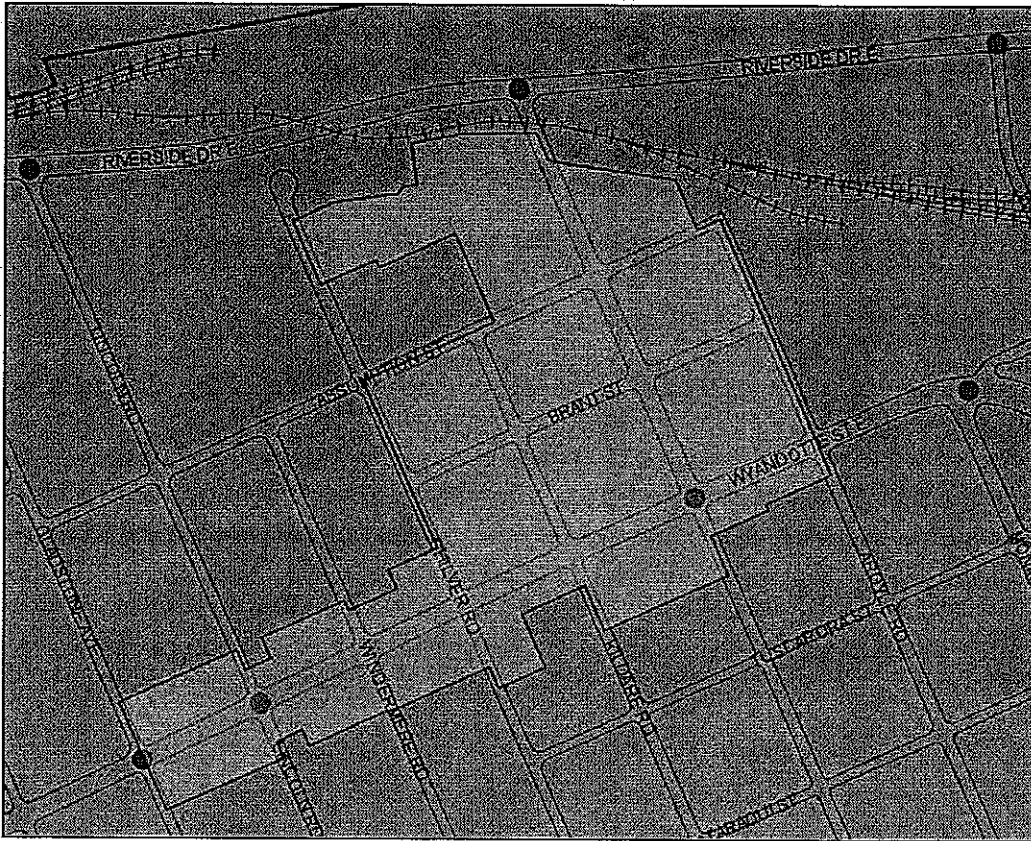
| Treatment            | Review Findings  |
|----------------------|--|
| Pedestrian Crossover | <p>By the year 2006, the City of Windsor had removed all Pedestrian Crossover (PXO) installations and is no longer implementing them due to driver confusion, non-compliance and misunderstandings of the operation by both pedestrians and drivers.</p> <p>The Ontario Traffic Manual recommends that pedestrian crossovers not be placed within 200 m of a signalized intersection.</p> <p>Distance from Wyandotte &amp; Chilver to nearby signalized intersections:</p> |

| Treatment                | Review Findings  |
|--------------------------|--|
|                          | <ul style="list-style-type: none"> <li>• Chilver to Lincoln: 148 m</li> <li>• Chilver to Devonshire: 169 m</li> </ul>  |
| All-way Stop             | The intersection of Wyandotte & Chilver is ineligible for an all-way stop under the All-Way Stop Policy.   |
| Pedestrian Refuge Island | A pedestrian refuge island would not be compatible with the recent streetscape changes in this area, including curb extensions constructed at this intersection. By reducing crossing distance for pedestrians crossing Wyandotte, these streetscape changes have had similar effects to a pedestrian refuge island.   |
| Uncontrolled crosswalk   | <p>Contrasting concrete crosswalks were installed on all four legs of the Wyandotte &amp; Chilver intersection as part of the 2014 Walkerville Business Improvement Area (BIA) Streetscape Improvement Project.</p> <p>Contrasting concrete replaces the annual maintenance of a painted crosswalk. Reflective markers are not recommended in addition to the recent improvements, because this would be a non-standard approach and create maintenance issues.</p> <p>Raised crosswalks are not recommended since this section is an arterial road, truck route, and transit route.</p> |

### Wyandotte Street Corridor

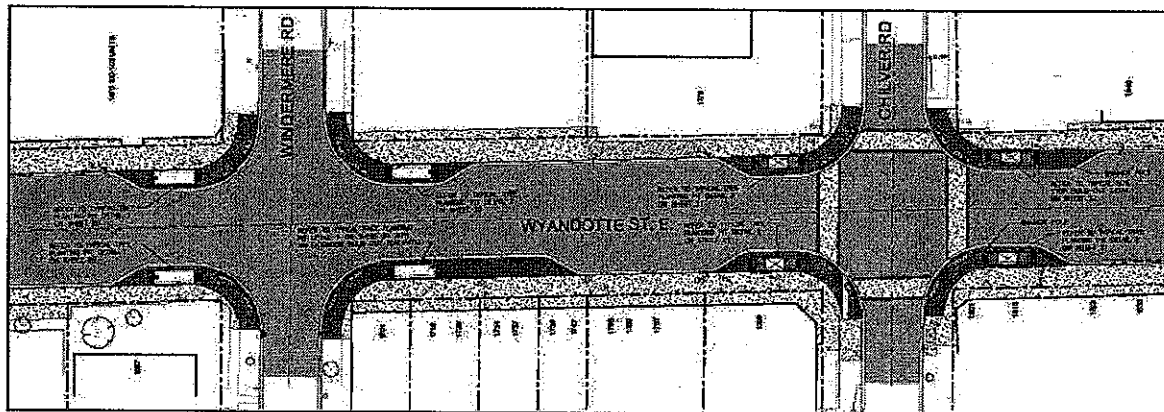
Within the Walkerville BIA, Wyandotte Street East is a Class II Arterial Road serving a high volume of traffic (annual average daily traffic of 15,700 vehicles per day near the west limit of the BIA and 22,000 vehicles per day near the east limit, based on the most recent available counts). This section of Wyandotte Street East is also designated as a truck route in Traffic By-Law 9148 and is served by a Transit Windsor route (Crosstown 2).

As shown in Figure 1, within the area of the Walkerville BIA, controlled pedestrian crossings on Wyandotte Street are provided via signalized intersections at Gladstone Avenue, Lincoln Road, and Devonshire Road. **All points along Wyandotte Street within the Walkerville BIA are within 170 m of one of these controlled crossings and therefore meet the OTM guidelines.**



**Figure 1: Signalized Intersections (circles) in the Walkerville BIA (shaded area)**

In addition, all of the intersections on Wyandotte Street from Gladstone Avenue to Argyle Road were provided with curb extensions ("bump-outs") to reduce crossing distances for pedestrians and provide additional pedestrian space. Examples of these curb extensions are provided in Figure 2. Except for the Wyandotte/Devonshire and Wyandotte/Argyle intersections, curb extensions were constructed in all four quadrants of the intersection.



**Figure 2: 2014 Wyandotte Street Curb Extensions (typical)**

In this corridor, additional pedestrian crossing treatments on Wyandotte are not recommended.

Enhanced uncontrolled crossing treatments as detailed in the table, such as pedestrian refuge islands, are not compatible with the curb extensions that were installed as part of the 2014 Walkerville Business Improvement Area (BIA) Streetscape Improvement Project. As an arterial road, truck route, and transit route, raised crosswalks are not recommended on this section of Wyandotte Street and were not part of the recent reconstruction.

### **RISK ANALYSIS:**

The report authorizing the release of funds for the reconstruction of Wyandotte Street East (*Approval to Proceed with Road Rehab and Streetscaping Improvements on Wyandotte Street East – Gladstone to Devonshire and Devonshire Road – Riverside to Wyandotte* dated December 16, 2013, Live Link report #16908) identified the curb extensions and reduced crossing width as a safety enhancement for pedestrians crossing Wyandotte Street. No further risks have developed. The span of time since the completion of the Wyandotte Street East streetscaping improvements is too short to allow a statistically valid before-after collision review at this time to confirm any changes in road safety.

The risks associated with the installation of an unwarranted pedestrian intersection signal and/or an unwarranted traffic signal include the disruption of traffic flow progression (decline to the level of service) on the arterial road likely resulting in increased congestion and motorists choosing to infiltrate alternate neighbourhood streets (cut-through traffic). Signals that are placed too closely together can also result in driver confusion stemming from difficulty differentiating between which signal head to respond to at their immediate location.

A reduction in the level of traffic flow progression for Wyandotte Street is also in conflict with the recommendations, project goals and objectives in the Riverside Drive Vista Improvement Project Environmental Assessment.

### **FINANCIAL MATTERS:**

Should Council decide to install full traffic signals at this time, the estimated installation cost is approximately \$87,000. Installation of a pedestrian intersection signal (IPS) would be \$65,000. On-going maintenance costs are associated with this decision.

Average annual maintenance costs are approx \$5,100 per intersection. Should Council wish to proceed with an installation, appropriate funds would need to be made available in both the capital and operating budgets.

### **CONSULTATIONS:**

Wes Hicks and Jane He, Engineering  
John Wolf, Traffic Operations  
Kristina Savi-Mascaro, Legal  
Dana Paladino, Risk Management



**CONCLUSION:**

Wyandotte Street and Chilver Road received an upgraded uncontrolled pedestrian crossing as part of the 2014 Walkerville Business Improvement Area (BIA) Streetscape Improvement Project. Uncontrolled crossings along this corridor have been improved with the construction of curb extensions as part of the same project. The corridor as a whole is well-served by controlled crossing opportunities at signals, with all points along Wyandotte Street East in the Walkerville BIA being no more than 170 m from a controlled crossing.

A controlled pedestrian crossing is not currently warranted at the intersection of Wyandotte Street East and Chilver Road.

Underground conduit to facilitate a future traffic signal has been installed at this intersection. Administration will continue to periodically review the intersection to determine whether a signal is warranted in future.

**APPENDICES:**

N/A



# Walkerville Business Improvement Area

December 18, 2015

# DEC 21 2015

Mayor and Members of Council  
City of Windsor

## ADDITIONAL INFORMATION

400 City Hall Square East  
Windsor, ON N9A 7K6

### ITEM NO.

*Environment,  
Transportation &  
Public Safety  
Standing Committee  
Report No. 321*

Dear Mayors and Members of Council,

We are unable to present in person during your Regular Council Meeting on Dec 21, 2015 on the matter of requesting a Pedestrian Crosswalk at the intersection of Chilver and Wyandotte. Please accept this written submission in lieu.

As you are aware, the Walkerville District continues to experience increased pedestrian traffic due to a number of positive impacts on the area, among them being the recent and ongoing commitment of Council and Administration to add significant streetscape amenities in recognition of Walkerville as one of Windsor's many pillars of economic, cultural, and social activity. For that we are incredibly thankful.

However with that success comes the need for measures to protect the safety of pedestrians, and this intersection has become very difficult to cross even with the added pedestrian bump-outs. The next nearest lighted pedestrian crossings are two blocks further in each direction, at or near the borders of the BIA, while this intersection sits geographically at the heart of Walkerville. Students attending King Edward, Walkerville Collegiate, and St. Anne's cross at this intersection. Residents crossing to gain access to our amazing riverfront trail system use this intersection. And of course our many members and their patrons use this intersection in visiting more than one business on the north or south side of the road. We encourage you to visit Walkerville for an after work dinner and cross at this intersection.

While we recognize this is a good problem to have, we ask that you consider any and all measures available to the BIA and the Traffic and Planning Depts, respectively, to aid in making this intersection a positive link in our business district instead of the hindrance it is to pedestrians currently.

With long-term perspective, similar to the 20-year visioning process you are undertaking, we believe our work in building Walkerville is still only in its infancy and that our continued efforts will only increase pedestrian and vehicular traffic in the district. We hope you will help us ensure the proper accommodations for that growth are established in advance.

Very Best Regards,

Jake Rondot  
Chair, Walkerville BIA

### Board of Directors

#### Executive:

**Jake Rondot, Chair**  
(HK Publishers)

**David Fraser, Secretary**  
(Solace Windsor)

**Howard Spinner, Treasurer**  
(Monarch Mattress)

#### .rd:

**Tina Cerasa**  
(Kork)

**Mike Eremic**  
(Cow Sang Row Studio)

**Joe Fratangeli**  
(Envy Boutique)

**Lindsay Gammon**  
(Bump Maternity)

**Shannon Gilbert**  
(Flowers By Design)

**Teanna Lindsay**  
(Teanna Lindsay Events)

**Marco Maggio**  
(Vito's Pizzeria)

#### Council Representative:

**Chris Holt**  
City of Windsor, Ward 4

WalkervilleDistrict.com

#### BIA Coordinator:

**Veronica Samek**  
info@walkervilledistrict.com  
226-346-9242

WALKERVILLE BIA

