

Adopted by Council at its meeting held February 1, 2016 [CR70/2016]

/AC

Windsor, Ontario February 1, 2016

REPORT NO. 336 of the
ENVIRONMENT, TRANSPORTATION & PUBLIC SAFETY
STANDING COMMITTEE
of its meeting held January 20, 2016

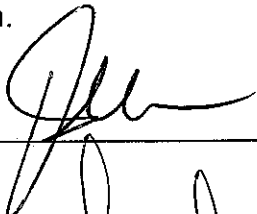
Present: Councillor Fred Francis
Councillor Chris Holt
Councillor Bill Marra (Chair)
Councillor Hilary Payne
Councillor Paul Borrelli

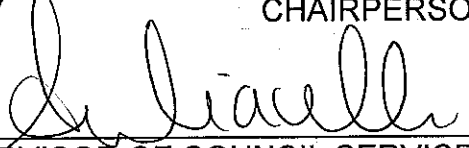
That the following recommendations of the Environment, Transportation and Public Safety Standing Committee **BE APPROVED**:

Moved by Councillor Holt, seconded by Councillor Francis,
That the report CQ50-2015 Wyandotte Street and Church Street
Crosswalk Request **BE RECEIVED** for information.
Carried.

S 45/2015 ST2015

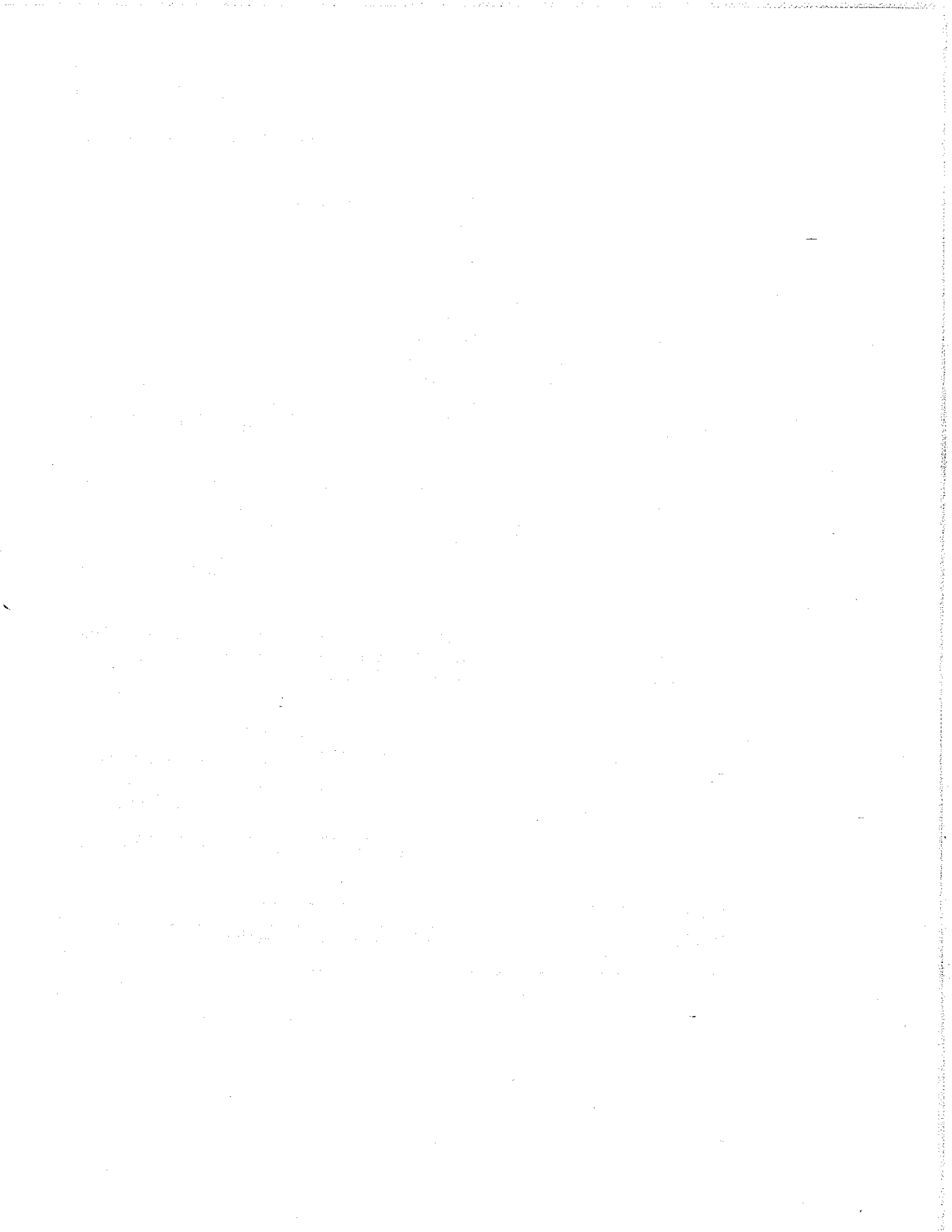
Clerk's Note: The report of the Policy Analyst dated November 6, 2015 entitled "CQ50-2015 Wyandotte Street and Church Street Crosswalk Request " is **attached** as background information.



CHAIRPERSON


SUPERVISOR OF COUNCIL SERVICES

NOTIFICATION:	
NAME	CONTACT INFORMATION





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"

REPORT #: S 45/2015	Report Date: 11/6/2015
Author's Contact: Jeff Hagan Policy Analyst 519-255-6247 ext. 6003 jhagan@citywindsor.ca	Date to Council: 12/23/2015
	Clerk's File #: ST2015

To: Mayor and Members of City Council

Subject: CQ50-2015 Wyandotte Street and Church Street Crosswalk Request - Ward 3

RECOMMENDATION:

That the report *CQ50-2015 Wyandotte Street and Church Street Crosswalk Request* **BE RECEIVED** for information.

EXECUTIVE SUMMARY:

N/A

BACKGROUND:

At the August 4, 2015 meeting of Council, Councillor Bortolin asked the following Council Question:

CQ50-2015

"Asks administration to undertake a warrant study to see if a crosswalk at Wyandotte and Church Street is viable and feasible. (Background Information Attached)"

The background information provided as an attachment to the Council Question is provided as Appendix 1.

This report provides the results of the requested warrant study.

Existing Conditions

The Wyandotte Street/Church Street intersection and surrounding area is shown in Figure 1. The intersection currently operates under two-way stop control with Wyandotte Street as the major (i.e. free-flowing) street.

No crosswalk is currently provided across Wyandotte Street at Church Street, but the intersection is a short distance from protected pedestrian crossings: signalized intersections are provided at Victoria Avenue (158 m east of Church) and Bruce Avenue (137 m west of Church).

A school crossing is provided on Wyandotte Street at Dougall Avenue (77 m east of Church Street). This crossing is staffed on school days by a crossing guard during the morning arrival period, lunchtime, and afternoon dismissal period; further details are provided in the section "School Crossing" under Discussion.

Traffic By-Law 9148 establishes Wyandotte Street as a community safety zone between the hours of 8:30 a.m. and 4:30 p.m., Monday to Friday, from 7 m east of Church Street to 20 m east of Victoria Avenue

The intersection and surrounding area is shown in Figure 1.

Downtown Transportation Strategy

The intersection of Church Street and Wyandotte Street is within the study area for the Downtown Transportation Strategy study (shown in Figure 2). The objective of this study, currently in progress, is to transform Downtown into a place where residents ride transit, walk or cycle more often by optimizing right-of-way space for vehicles, transit, bicycles, and pedestrians as well as for placemaking and streetscaping.

On October 14, 2015 at Public Information Centre #2, the study team presented alternatives for aspects of the strategy to the public. All the alternatives identified three "multi-modal corridors" near the Wyandotte/Church intersection:

- Bruce Avenue
- Janette Avenue
- Victoria Avenue

Along these corridors (as well as other corridors in other parts of the study area), the study team has identified the need to provide improved active transportation (i.e. walking and cycling) as part of an overall active transportation network. The final form of these multi-modal corridors will be the subject of further review before the end of the study. At the end of the study, Administration will identify a preferred strategy and present it to Council for approval.

The Downtown Windsor Transportation Strategy is not, however, prescriptive to specific locations such as this one and would not encompass detail to this level. Further study of specific intersection needs will be needed in any respect.

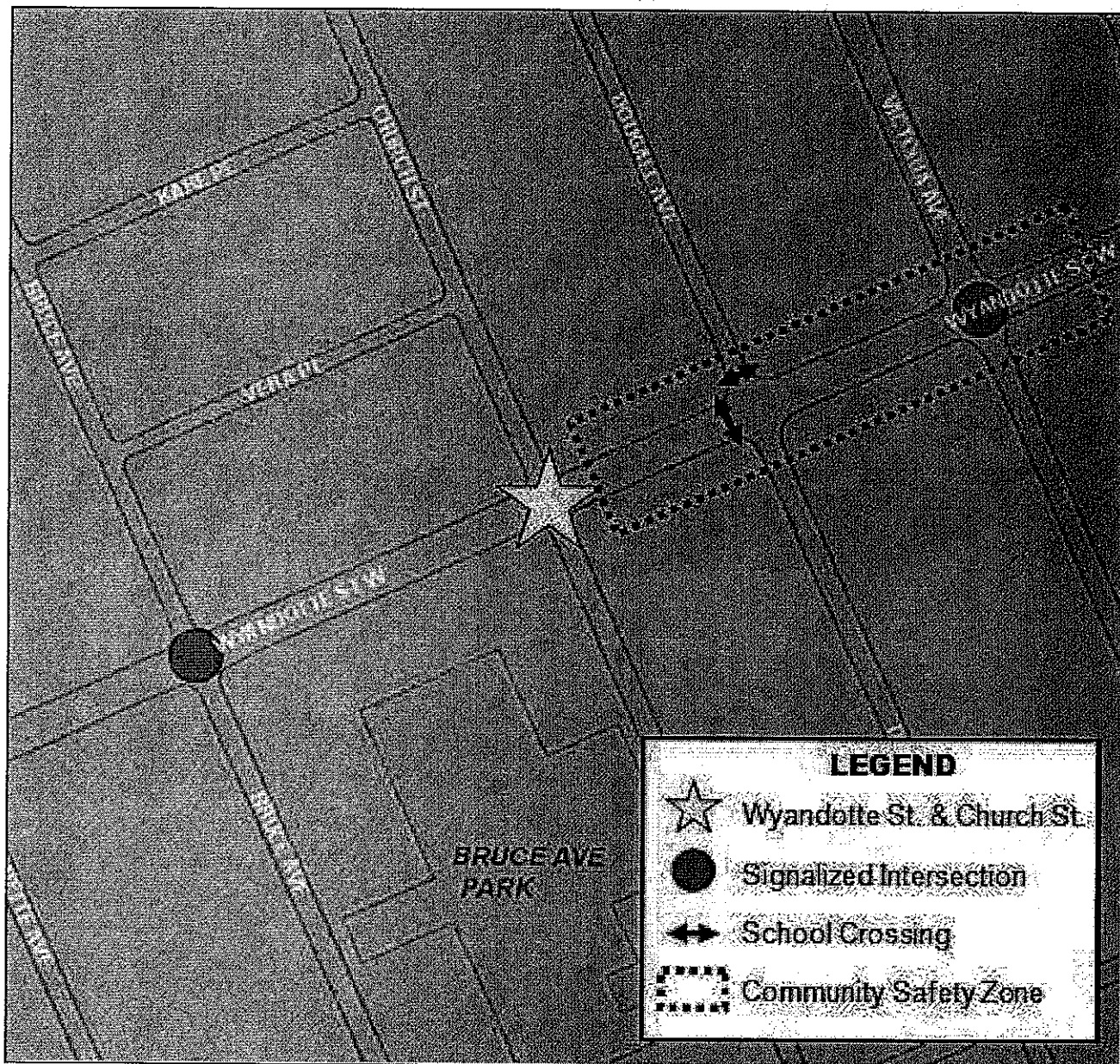


Figure 1: Wyandotte Street/Church Street Intersection and Surrounding Area

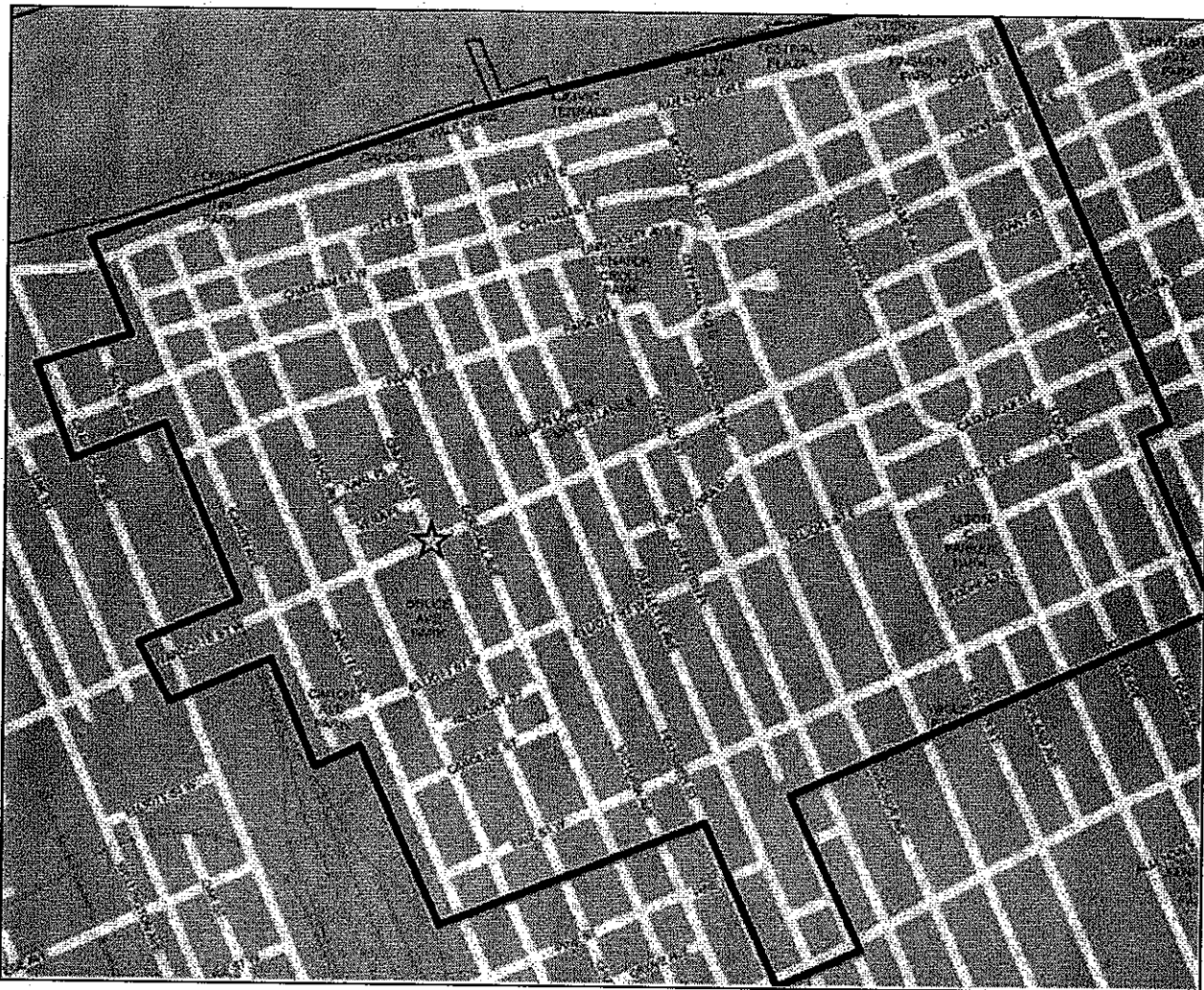


Figure 2: Downtown Transportation Strategy Study Area (star: Wyandotte/Church intersection)

DISCUSSION:

As requested in the Council Question, a warrant study was carried out to determine whether the intersection meets warrant for a pedestrian crossing treatment. The warrant review was based on a count of pedestrian and vehicle volumes carried out on Tuesday, November 17, 2015.

The following types of pedestrian crossing treatment were considered:

- Controlled crossings:
 - Pedestrian signal
 - Pedestrian crossover
 - School crossing
- Uncontrolled crossings:
 - Uncontrolled crosswalk

The results of the warrant review are given below.

Pedestrian Signal

A pedestrian signal warrant review was carried out for the Wyandotte Street / Church Street intersection using the warrant criteria in the *Ontario Traffic Manual*. The review found that a pedestrian signal is not warranted at this location.

Further, the distance from the intersection to upstream and downstream signalized intersections (158 m and 137 m) is less than the recommended minimum spacing between signalized intersections for new installations (215 m) and less than the preferred minimum for signal coordination along the corridor (415 m). For this reason, a pedestrian signal would not be recommended at this location even if signal justification warrants were met.

Administration does not recommend the installation of a pedestrian signal on Wyandotte Street at Church Street.

Pedestrian Crossover

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.

The Ontario Traffic Manual recommends that pedestrian crossovers not be placed within 200 m of a signalized intersection. The Wyandotte Street and Church Street intersection is less than 200 m from the signalized intersections at both Bruce Avenue (137 m) and Victoria Avenue (158 m).

Administration does not recommend the installation of a pedestrian crossover on Wyandotte Street at Church Street.

School Crossing

The background information provided with the Council Question (Appendix 1) identified concerns about school children from Dougall Avenue Public School crossing Wyandotte Street.

Administration reviews requests received from school principals or school boards for new school crossing locations based on the criteria in the City of Windsor Crossing Guard Procedure and warrants established in the Ontario Traffic Council *School Crossing Guard Guide*.

As indicated in Figure 3, a marked and signed school crossing is currently provided on Wyandotte Street at Dougall Avenue. The crossing is staffed by a crossing guard during