



## OPERATIONS DEPARTMENT MEMORANDUM

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**TO:** MAYOR J. LEHMAN, AND MEMBERS OF COUNCIL

**FROM:** D. FRIARY, DIRECTOR OF OPERATIONS

**NOTED:** A. MILLER, RPP  
GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT

M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

**RE:** PEDESTRIAN CROSSINGS - HURST DRIVE AND MANOR GATE, RODNEY STREET AND BLAKE STREET AND ON BLAKE STREET EAST OF JOHNSON STREET

**DATE:** NOVEMBER 30, 2020

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The purpose of the Memorandum is to provide Members of Council a response to motions 19-G-285 and 20-G-068, regarding an investigation of installing a pedestrian crossing at Hurst Drive and Manor Gate, Rodney Street and Blake Street and on Blake Street east of Johnson Street, respectively.

Hurst Drive and Manor Gate (please refer to Appendix "A" for the study area) which stated:

*"That Staff in the Roads, Parks and Fleet Department investigate the feasibility of installing a pedestrian crossing at Hurst Drive and Manor Gate and report back to General Committee."*

Rodney Street and Blake Street and Blake Street east of Johnson Street (please refer to Appendix "B" and Appendix "C" for the study areas) which stated:

*"That Staff in the Operations Department investigate the feasibility of installing pedestrian crosswalks at Rodney Street and Blake Street and on Blake Street east of Johnson Street and report back to General Committee."*

Staff investigated the areas of Hurst Drive and Manor Gate as well as Rodney Street and Blake Street and Blake Street east of Johnson Street to determine if pedestrian signals are warranted based on Ontario Traffic Manual (OTM) Book 12 – Traffic Signals. The Ontario Traffic Manual (OTM) sets criteria for pedestrian signal warrants which are composed of the following two (2) areas of justification that must be satisfied to be warranted:

**Pedestrian Volume Justification** – Addresses the minimum pedestrian volume based on traffic volumes on the crossing roadway and conditions under which pedestrian signalization can be installed. Pedestrian studies are conducted in the highest eight hours of pedestrian traffic. Pedestrian volumes are based on equivalent pedestrian volumes. Equivalent pedestrian volume applies a doubling factor for unassisted children under 12 years old and for seniors (65+ years).

**Pedestrian Delay Justification** – Addresses pedestrian delay prior to crossing the roadway during the highest eight hours of pedestrian traffic.

Pedestrian studies were conducted for the purpose of completing pedestrian signal warrants. The following was the results of each study area:

Hurst Drive and Manor Gate - The study identified a pedestrian volume of 79 equivalent pedestrians and a vehicle volume of 3,000 vehicles in an eight-hour survey.

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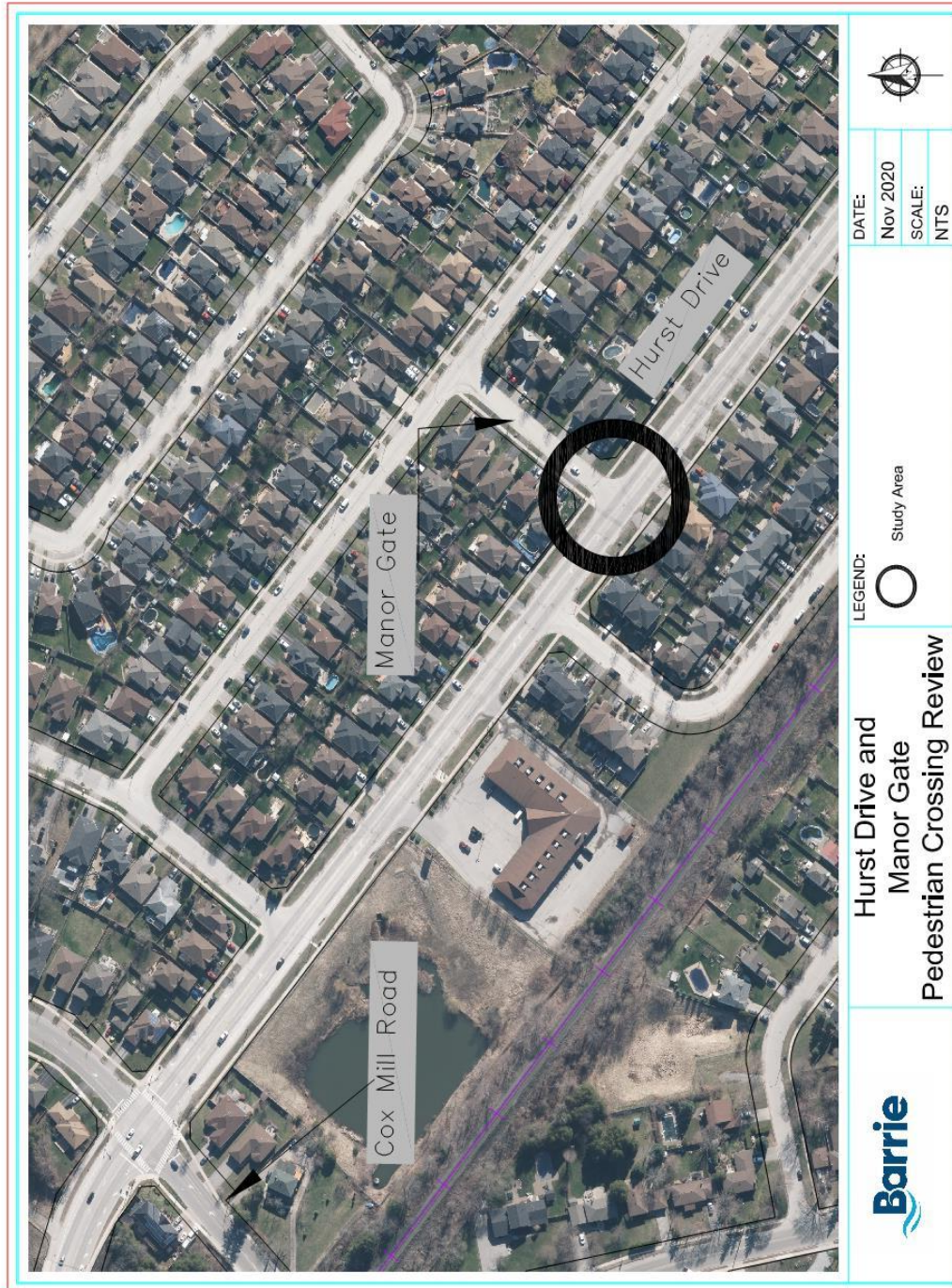
Rodney Street and Blake Street - The study identified a pedestrian volume of 172 equivalent pedestrians and a vehicle volume of 6,000 vehicles in an eight-hour survey.

Blake Street east of Johnson Street - The study identified a pedestrian volume of 183 equivalent pedestrians and a vehicle volume of 6,000 vehicles in an eight-hour survey. There is an existing school crossing located at this intersection with overhead amber flashing beacons.

Based on the results of the investigations, pedestrian signals are not recommended for installation at the intersections of Hurst Drive and Manor Gate, Rodney Street and Blake Street or Blake Street east of Johnson Street as minimum warrants are not satisfied at this time. Using the current Hurst Drive roadway volumes of 3,000 vehicles per day, 452 pedestrians would be required to warrant a pedestrian signal. With respect to Rodney Street and Blake Street and Blake Street east of Johnson Street, using current roadway volumes of 6,000 vehicles per day, 284 pedestrians would be required to warrant pedestrian signals.

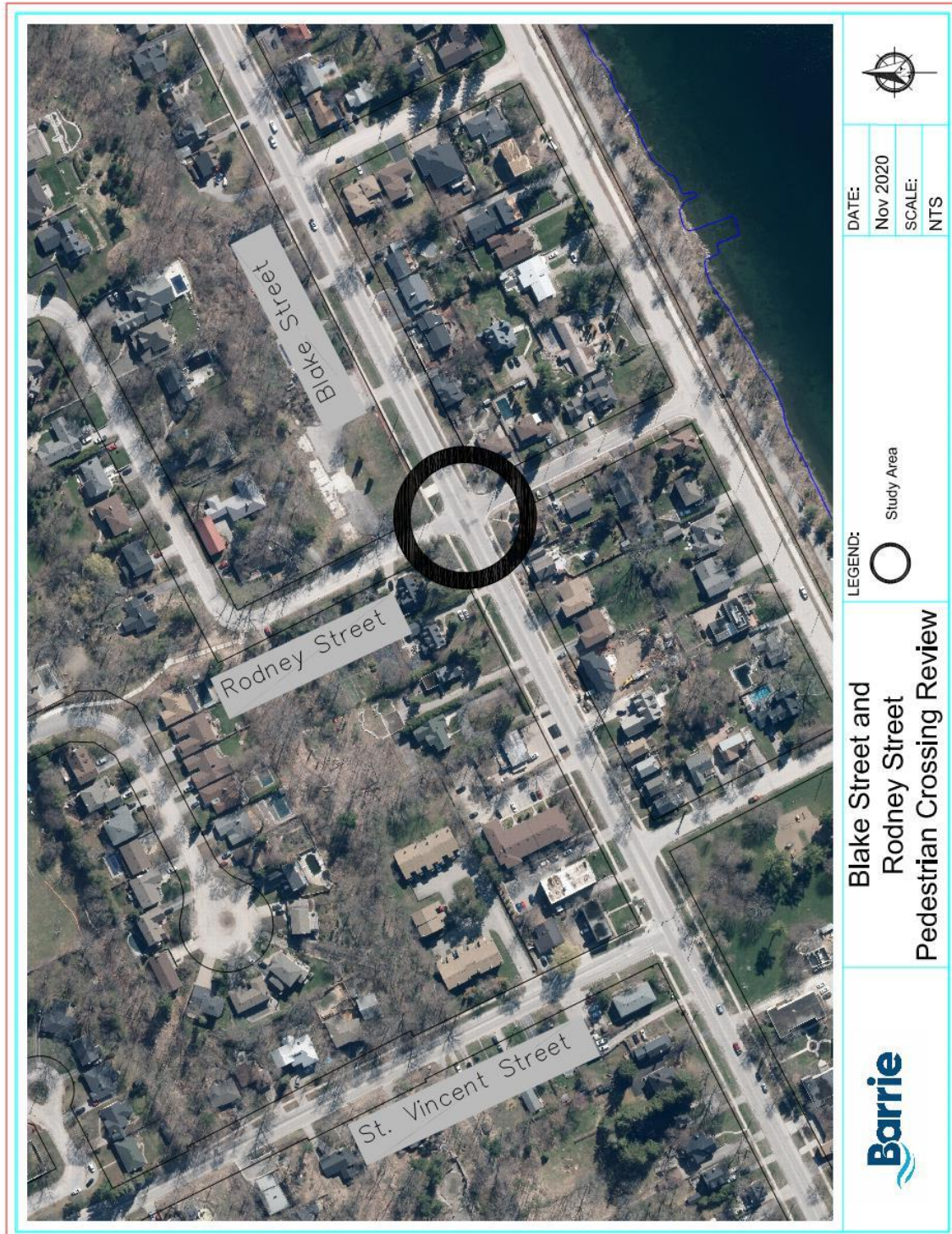
While the study results concluded that pedestrian traffic signals are not warranted at this time, we are mindful of the current COVID pandemic and understand the results may not have adequately reflected the number of pedestrians or vehicles under normal conditions. Currently a large portion of school aged children are at home to receive their curriculum online and vehicular patterns are also impacted as working from home is the current norm. This impacts traffic counts by potentially skewing the number of cars on the road but also the number of school aged children walking to and from the school properties before, during and after school. The changes to the studies have a significant impact on our analysis and potential recommendations. That said, the Traffic Systems group will continue to monitor the areas in question and once we return to normal conditions updated studies will be completed along with a warrant analysis based on normal conditions. Once completed staff will report back to council with our findings.

Appendix "A"





Appendix "B"





Appendix "C"

