



# OPERATIONS COMMITTEE AGENDA

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Operations Committee Meeting  
**Monday, December 7, 2020**  
Tom Davies Square - Council Chamber / Electronic Participation

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**COUNCILLOR DEB MCINTOSH, CHAIR**

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**Mark Signoretti, Vice-Chair**

2:00 p.m. OPERATIONS COMMITTEE MEETING  
COUNCIL CHAMBER / ELECTRONIC PARTICIPATION

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## **ROLL CALL**

## **DECLARATIONS OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF**

## **REGULAR AGENDA**

### **MANAGERS' REPORTS**

- R-1. Report dated November 23, 2020 from the General Manager of Growth and Infrastructure regarding Downtown Traffic and Parking Changes. **4 - 10**  
**(RESOLUTION PREPARED)**  
(This report provides recommended amendments regarding the Traffic and Parking Bylaw 2010-1 to enable the implementation of a number of changes to parking in the Downtown core.)
- R-2. Report dated November 23, 2020 from the General Manager of Growth and Infrastructure regarding 2020 Active Transportation Annual Report. **11 - 18**  
**(RESOLUTION PREPARED)**  
(This report provides recommended amendments regarding the Traffic and Parking Bylaw 2010-1 to enable the designation of newly implemented active transportation infrastructure.)
- R-3. Report dated November 23, 2020 from the General Manager of Growth and Infrastructure regarding 2021 Pedestrian Crossover Program Update. **19 - 25**  
**(RESOLUTION PREPARED)**  
(This report provides a recommendation regarding the approval of locations proposed for new pedestrian crossovers to be installed in 2021.)

### **MEMBERS' MOTIONS**

### **ADDENDUM**

### **CIVIC PETITIONS**

### **QUESTION PERIOD**

## **ADJOURNMENT**

Presented To:	Operations Committee
Presented:	Monday, Dec 07, 2020
Report Date	Monday, Nov 23, 2020
Type:	Managers' Reports

## Request for Decision

### Downtown Traffic and Parking Changes

#### Resolution

THAT the City of Greater Sudbury directs staff to amend Traffic and Parking By-law 2020-1 to implement the recommended changes, as outlined in the report entitled "Downtown Traffic and Parking Changes", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on December 7, 2020.

#### Relationship to the Strategic Plan / Health Impact Assessment

This report supports the 2019-2027 City of Greater Sudbury Strategic Plan in the goal area of 'Create a Healthier Community', by investing in infrastructure and programs to support community recreation with a focus on quality of life for residents. Increasing the availability of bicycle parking contributes to the goals to "Complete and implement Community Energy and Emissions Plan that will provide guidance to reduce greenhouse gas emissions"; "Deliver City-led goals from Population Health Call to Action 2018-2028" (Healthy Streets); and "...attain 'Silver Bicycle Friend Community' status from Share the Road Cycling Coalition".

#### Report Summary

This report presents recommended amendments to the Traffic and Parking Bylaw 2010-1 to enable the implementation of a number of changes to parking in the Downtown core, including the creation of new vehicle and bicycle parking spaces and a bus loading zone for Place des Arts.

#### Financial Implications

Activities described in this report can be carried out within approved budgets. Completing recommended changes to increase the number of available on-street parking spaces on Elgin Street, Larch Street and Minto Street will carry a one-time capital cost of approximately \$12,000, which will be funded through the Parking Improvement and Parking Maintenance accounts.

#### Signed By

##### **Report Prepared By**

Marisa Talarico  
Active Transportation Coordinator  
*Digitally Signed Nov 23, 20*

##### **Division Review**

David Shelsted  
Director of Infrastructure Capital  
Planning Services  
*Digitally Signed Nov 23, 20*

##### **Financial Implications**

Steve Facey  
Manager of Financial Planning &  
Budgeting  
*Digitally Signed Nov 23, 20*

##### **Recommended by the Department**

Tony Cecutti  
General Manager of Growth and  
Infrastructure  
*Digitally Signed Nov 23, 20*

##### **Recommended by the C.A.O.**

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Nov 24, 20*

A one-time capital expenditure of \$15,000 from the Cycling Infrastructure account will be used to purchase bike racks to provide approximately 42 additional bicycle parking spaces in on-street bicycle corrals. There will be an associated annual operating cost of approximately \$2,000, related to the seasonal installation and storage of the bike corrals.

## **Downtown Traffic and Parking Changes**

### **Background:**

A number of reports on downtown parking have been presented to Council and the Finance and Administration Committee outlining opportunities to address concerns related to projects such as Place des Arts, the Elgin Greenway and Junction East, which will result in the loss of municipal parking spaces in the Downtown core. In May 2019, a report presenting options available to add parking supply was considered by the Finance and Administration Committee.

### **Proposed Changes:**

#### **1. Additional on-street parking spaces**

In 2020, a formal review of on-street parking availability was undertaken by Parking Services with support from Transportation and Innovation Services staff, with the goal of maximizing any opportunity to expand the number of available parking spaces in the downtown core. This included looking for areas where on-street parking has been previously restricted, but may no longer be necessary due to changes in business operations. The opportunities for additional on-street parking spaces are described below and depicted in Figure 1.

##### **East side of Elgin Street (Durham Street to Medina Lane)**

Staff identified an opportunity to provide new on-street parking spaces on the east side of Elgin Street between Durham Street and Medina Lane. Staff completed the assessment and determined that with the removal of the existing left turn lane there is sufficient space to provide 12 new on-street parking spaces in this location.

##### **North side of Larch Street (east of Durham Street)**

Staff recommend that existing parking restrictions be removed on the north side of Larch Street, both immediately east of the intersection and also approximately 55 meters east of Durham Street, to provide two new on-street parking spaces.

##### **East side of Minto Street (south of Larch Street)**

The further removal of parking restrictions on the east side of Minto Street, south of Larch Street, will result in two additional on-street parking spaces directly in front of the Best Western Hotel.

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Figure 1. Recommended locations of new on-street parking spaces

## 2. Bicycle Parking Corrals

To address existing community infrastructure deficiencies and increase the availability of public bike parking in Greater Sudbury, three seasonal bicycle parking corrals will be installed in the Downtown area in 2021. A bicycle corral is an on-street parking area that can typically hold 10-14 bicycles (depending on model) in a convenient and easily-accessible location (Figure 2).

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**Figure 2. Example of an on-street bicycle corral**

(source: <https://www.flickr.com/photos/derobikeracks/46627868724/in/album-72157705908986721/> )

The bicycle corrals will be installed each spring and will be removed and stored over the winter months to allow for efficient winter maintenance and snow removal in the Downtown core. Staff worked with the Parking Services section to identify suitable preliminary locations for the bike corrals (Figure 3) and will continue to work with the Downtown Sudbury Business Improvement Area to refine these locations:

- Durham Street, west side, south of Cedar Street
- Elgin Street, north side, west of Grey Street
- Larch Street, north side, east of Lisgar Street

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Figure 3. Recommended locations for on-street bicycle parking corrals

### 3. Bus Loading Zone – Place des Arts

With plans to offer 850 cultural activities annually, Place des Arts will host tour groups and school classroom visitors to participate in programming throughout the year. The addition of a bus loading zone to the frontage of Place des Arts along Larch Street, will enable improved access to the facility for these visitors.

Through the Site Plan process, staff worked with the developer to explore opportunities to provide on-site bus loading facilities and determined it was not feasible given the site constraints.

To provide a dedicated bus loading zone, parking along approximately 30 meters of frontage on Larch Street will be restricted at all times, with the exception of buses and taxis (Figure 4). This will result in the transition of approximately three existing on-street parking spaces to a bus loading zone, as previously approved through the site planning process.



Figure 4. Location of proposed bus loading zone

## Conclusion:

Changes resulting from the recommendations of this report will increase the overall Downtown parking supply by 10 on-street vehicle parking spaces and approximately 42 secure bicycle parking spaces during the summer and 13 on-street vehicle parking spaces during the winter. To carry out these changes, an amending by-law to the Traffic and Parking By-law 2010-1 must be passed to appropriately remove or add locations to various schedules.

## Resources Cited:

Finance and Administration Committee Meeting, May 14, 2019, Parking Update, Accessed online:

<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&attachment=26334.pdf>

Presented To:	Operations Committee
Presented:	Monday, Dec 07, 2020
Report Date	Monday, Nov 23, 2020
Type:	Managers' Reports

## Request for Decision

### 2020 Active Transportation Annual Report

#### Resolution

THAT the City of Greater Sudbury designate the boulevard on the east and west side of Notre Dame Avenue, from Wilma Street to LaSalle Boulevard, as a cycling facility (Cycle Track);

AND THAT the City of Greater Sudbury directs staff to amend Traffic and Parking By-Law 2010-1 to implement the recommended changes, as outlined in the report entitled "2020 Active Transportation Annual Report", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on December 7, 2020.

#### Relationship to the Strategic Plan / Health Impact Assessment

Implementing recommendations of the Transportation Master Plan (TMP) by building new cycling infrastructure and developing new policies, programs and initiatives, supports the achievement of strategic objectives under both the Climate Change and Create a Healthier Community strategic initiatives. Items outlined within this report contribute to the goals to "Complete and implement Community Energy and Emissions Plan that will provide guidance to reduce greenhouse gas emissions"; "Deliver City-led goals from Population Health Call to Action 2018-2028" (Healthy Streets); and "...attain 'Silver Bicycle Friend Community' status from Share the Road Cycling Coalition".

#### Report Summary

This report highlights 2020 initiatives, events and infrastructure achievements that support walking and cycling in Greater Sudbury and outlines recommended amendments to the Traffic and Parking Bylaw 2010-1 to enable the designation of newly implemented cycling infrastructure.

#### Financial Implications

#### Signed By

##### **Report Prepared By**

Marisa Talarico  
Active Transportation Coordinator  
*Digitally Signed Nov 23, 20*

##### **Manager Review**

Joe Rocca  
Traffic and Asset Management  
Supervisor  
*Digitally Signed Nov 23, 20*

##### **Division Review**

David Shelsted  
Director of Infrastructure Capital  
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##### **Financial Implications**

Steve Facey  
Manager of Financial Planning &  
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##### **Recommended by the Department**

Tony Cecutti  
General Manager of Growth and  
Infrastructure  
*Digitally Signed Nov 23, 20*

##### **Recommended by the C.A.O.**

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Nov 24, 20*

Activities described in this report have been carried out within approved budgets.



## 2020 Active Transportation Annual Report

### Purpose:

This report updates Council on the 2020 policies, initiatives, events and infrastructure achievements that support walking and cycling in Greater Sudbury and outlines recommended amendments to the Traffic and Parking Bylaw 2010-1 to enable the designation of newly implemented cycling infrastructure.

### Background:

In 2016, the Transportation Master Plan (TMP) was updated to take a sustainability-focused approach to optimizing and enhancing the transportation network. The 2016 TMP outlines a cycling facility network, and recommends a suite of policy options to support the delivery of pedestrian and cycling infrastructure in Greater Sudbury.

One of the recommendations of the TMP was the development of a Transportation Demand Management (TDM) Plan to provide education and encouragement initiatives and incentive programs to complement cycling, pedestrian and transit infrastructure investments being delivered in the community. The TDM Plan for Greater Sudbury was approved by Council on June 12, 2018.

The Infrastructure Capital Planning division is responsible for the implementation of the Transportation Master Plan, associated policies and programs to support active transportation. Over the last four years, significant strides have been made to deliver on the recommendations of the Transportation Master Plan and staff are continuing to develop new policies and programs to serve the needs of Greater Sudbury citizens who walk or bike as transportation.

### Policies and Plans:

#### Transportation Demand Management Plan Community Grant Program

In May 2018, the final Transportation Demand Management (TDM) Plan for Greater Sudbury was presented to the Operations Committee and was approved by Council in June 2018.

The success of the TDM Plan relies on actively engaging with community partners to participate in or take the lead on delivering TDM programs, initiatives and events. In 2019, the City launched the [Transportation Demand Management Community Grant Program](#), which supports Council's commitment to deliver programs and initiatives to make the highest and best use of transportation infrastructure investments. The goal of the TDM Community Grant Program is to support a robust, non-profit sector program that is designed to provide eligible organizations with funding assistance for community-based activities that will have a positive city wide impact and support implementation of the TDM Plan for Greater Sudbury.

The City launched the first intake of the TDM Grant program in June 2019, with seven successful applications. In 2020, the City received four applications, all of which were approved. Based on the approved applications, approximately \$4,000 in funding was distributed to community groups to deliver TDM-related programs, initiatives and services. Staff believe that

the ongoing Covid-19 pandemic may have reduced the number of applications received for the 2020 TDM Community Grant program. Intake for 2020 was held during the month of March as the effects of the pandemic were first starting to be felt throughout the country.

The Transportation Demand Management Grant Program Update report, originally presented to the Operations Committee on May 19, 2020 may be read at:  
<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=11&id=1470>

### Complete Streets Design Guidelines

The Complete Streets Design Guidelines will serve as a transformative tool for the community as it will inform the design of multi-modal streets that will encourage more walking, cycling and transit. The guidelines will be used to inform the design of new streets and would be used to retrofit streets that are undergoing a complete reconstruction, in line with the City's Complete Streets Policy. Minor rehabilitation projects, repaving or regular operations and maintenance will not typically be subject to the guidelines, but could inform improvements.

A consultant has been retained to develop the Complete Streets Design Guidelines and work is currently underway. Staff are in the process of reviewing proposals for how best to carry out public consultation in an effective manner which actively engages residents while adhering to public health guidance related to Covid-19. It is anticipated that the guidelines will be completed in 2022.

## **Initiatives and Events:**

### Momentum: Moving Forward Together - Digital Newsletter

More than 600 residents receive this newsletter each quarter. Staff also use this list to share upcoming public consultation opportunities or other related community events. One edition of the newsletter was shared with residents in October 2020, with plans for the next edition to be released in January 2021.

### Bike Month 2020

Due to public health restrictions related to COVID-19, events and activities planned to celebrate Bike Month in June of 2020 were put on hold. Staff are preparing for the potential return of events and programming for Bike Month in 2021.

## **Infrastructure Improvements:**

### New Pedestrian Crossover Locations

In 2020, staff received 12 requests for pedestrian crossovers to be installed throughout the community. As all traffic studies were suspended in 2020, these requests will be reviewed in 2021, as they require the completion of pedestrian crossover warrants.

Based on previously collected data, staff completed the warrant process for two specific crossings to determine whether they met the guidelines outlined in Book 15 of the Ontario Traffic Manual. Analysis concluded that two pedestrian crossovers were warranted; one on Minto Street, just south of Medina Lane and one on Hill Street at Lamothe Street in Wahnapiatae. The pedestrian crossover on Minto Street was installed as part of the 2020 rehabilitation project. The Hill Street pedestrian crossover will be installed in 2021 as part of a planned rehabilitation project.

### Design and Construction of Paris-Notre Dame Bikeway

Engineering design of the Paris-Notre Dame Bikeway was completed in 2020. This 9 km cycling route, is planned to be a physically separated cycling facility on Paris Street and Notre Dame Avenue that will act as a spine to connect the City's cycling network from Regent Street in the south to Turner Avenue in the north end.



The first segment of the Bikeway between York Street to Walford Road was completed in 2017. A second segment of the Bikeway, from LaSalle Boulevard to Wilma Street, was completed in 2020 (Figure 1). In addition, a 500 m segment of northbound bikeway was started on the east side of Notre Dame Avenue, adjacent to the new sidewalk and will be completed in 2021.



**Figure 1. Photos of in-progress and completed work on Notre Dame Avenue in summer 2020**

### Pilot Project – Right-turn Channel Crossing Treatment

As part of the improvements completed for the Paris-Notre Dame Bikeway in 2020, a new pedestrian and cyclist crossing treatment is being piloted in the right-turn channel at the intersection of Notre Dame Avenue with LaSalle Boulevard. This treatment, which includes a raised crossing, green pavement markings and associated signage is proposed in the forthcoming update to Ontario Traffic Manual Book 18 – Cycling Facilities and was recommended by the project design consultants (Figure 2 and 3). Staff will study the effectiveness of the crossing in 2021 and report back to the Operations Committee with findings and recommendations for its use throughout the remainder of the corridor.

Ra-2 (OTM) 75 cm 45 cm	 Yield Sign	<ul style="list-style-type: none"> <li>• Used to indicate that all approaching vehicles must yield to crossing traffic</li> <li>• For in-boulevard cycling facilities a reduced size may be permitted</li> <li>• Sample applications: where a channelized right-turn lane merges into perpendicular lanes of traffic</li> </ul>
Custom Code	 Yield to Pedestrians and Cyclists Tab	<ul style="list-style-type: none"> <li>• Placed at a crossing within a channelized right-turn lane to instruct motorists to yield to crossing pedestrians and cyclists</li> <li>• Accompanies a yield sign (Ra-2)</li> </ul>

**Figure 2. New signage proposed in OTM Book 18 update, used to alert motorists to pedestrian and cyclist crossing in right-turn channel**



**Figure 3. New raised pedestrian and cyclists crossing and pavement markings in the right-turn channel from Notre Dame Avenue to LaSalle Boulevard**



### Bike Racks for Businesses Program

To address existing community infrastructure deficiencies and increase the availability of private secure bike parking in Greater Sudbury, the City developed the Bike Racks for Businesses program. The program is designed to help take the guesswork out of providing high-quality bike parking for employees, customers or clients of businesses operating



within Greater Sudbury. Through this program, businesses are able to purchase bike racks at up to 60% off the retail price.

The first pre-order period took place in October 2020, with more than a dozen local businesses participating in the program. A final pre-order period will take place in spring 2021, after which time, the program will no longer be available and businesses will be required to provide bike parking at their own effort and expense.

### Downtown Bicycle Parking Corrals

Staff worked with the Parking Services section and the Downtown Sudbury Business Improvement Area to identify opportunities for increasing the supply of public bike parking in the Downtown core. Through collaboration, staff have identified three locations where seasonal on-street bicycle parking will be provided beginning in spring 2021, including:

- Durham Street, west side, south of Cedar Street
- Elgin Street, north side, west of Grey Street
- Larch Street, north side, east of Lisgar Street

Staff will continue to work with the Parking Services section to determine if there are locations within other town centres throughout the community that would benefit from seasonal, on-street bike parking.

### Summary of Cycling Facilities Installed in 2020

In 2020, the City of Greater Sudbury installed 3.2 lane kilometers of cycling infrastructure.

Road	From	To	Facility Type	Segment Length
Notre Dame Avenue	Wilma Street	LaSalle Boulevard	Cycle Track	3.2 km
<b>TOTAL:</b>				<b>3.2 km</b>

A description of the different types of cycling facilities that are used in Greater Sudbury can be found at [www.greatersudbury.ca/cycling](http://www.greatersudbury.ca/cycling).

### Summary of New Sidewalk Installed in 2020

In 2020, the City of Greater Sudbury installed approximately 2.6 kilometers of new sidewalk throughout the community.

Road	From	To	Facility Type	Segment Length
Auger Avenue	Hawthorne Drive	Falconbridge Road	Sidewalk	0.7 km
Beatty Street	Granite Street	Poplar Street	Sidewalk	0.4 km
Dean Avenue	Landsend Street	Lorne Street	Sidewalk	0.7 km
Notre Dame Avenue	Leslie Street	Louis Street	Sidewalk	0.5 km
Municipal Road 80	Glenn Street	Notre Dame Avenue	Sidewalk	0.3 km

<b>TOTAL:</b>	<b>2.6 km</b>
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### **Amendments to Traffic and Parking By-law 2010-1:**

When new cycling-only facilities are installed as part of a roads capital projects or as part of operational improvements, an amending by-law to the Traffic and Parking By-law 2010-1 must be passed to appropriately designate facilities and devices for use by only people on bicycles. Staff recommend that cycling facilities be designated on Notre Dame Avenue, from Wilma Street to LaSalle Boulevard and on Dominion Drive from Municipal Road 80 to Elmview Drive.

Presented To:	Operations Committee
Presented:	Monday, Dec 07, 2020
Report Date	Monday, Nov 23, 2020
Type:	Managers' Reports

## Request for Decision

### 2021 Pedestrian Crossover Program Update

#### Resolution

THAT the City of Greater Sudbury prohibits parking and stopping within 30 metres of the pedestrian crossover to be installed on Hill Street at Lamothe Street and prohibits parking and stopping on Minto Street between Larch Street and Brady Street for the pedestrian crossover to be installed on Minto Street 36m south of Medina Lane;

AND THAT, the City of Greater Sudbury directs staff to amend Traffic and Parking By-Law 2010-1 to implement the recommended changes, as outlined in the report entitled "2021 Pedestrian Crossover Program Update", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on December 7, 2020.

#### Relationship to the Strategic Plan / Health Impact Assessment

This report refers to "providing quality multimodal transportation alternatives for roads, transit, trails, paths, sidewalks, and connecting neighbourhoods and communities within Greater Sudbury" which is identified in the Strategic Plan under the strategic objective of Create A Healthier Community.

#### Report Summary

This report presents an update on the City of Greater Sudbury Pedestrian Crossover Program. Due to the Covid-19 pandemic, pedestrian crossover requests and compliance statistics could not be completed this year. All requests scheduled to be completed in 2020 will be done as part of the 2021 traffic study program

This report also refers to one pedestrian crossover location completed as part of 2020 capital work and one pedestrian crossover location to be completed as part of the 2021 capital work.

#### Signed By

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Analyst  
*Digitally Signed Nov 23, 20*

##### **Manager Review**

Joe Rocca  
Traffic and Asset Management  
Supervisor  
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##### **Division Review**

David Shelsted  
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##### **Financial Implications**

Steve Facey  
Manager of Financial Planning &  
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##### **Recommended by the Department**

Tony Cecutti  
General Manager of Growth and  
Infrastructure  
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##### **Recommended by the C.A.O.**

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Nov 23, 20*

Finally the report reviews two previous PXO requests from 2019 at Howey Drive at Somerset Street and Van Horne Street at Shaunessey Street.

### **Financial Implications**

The pedestrian crossover implemented on Minto Street in 2020 and the pedestrian crossover scheduled for 2021 on Hill Street is funded through the 2020 capital budget.

# Annual Pedestrian Crossover Program Update

## Background:

In May 2016, a report entitled "[Pedestrian Crossover Facilities](#)" was presented to Operations Committee. The report provided an overview of this new tool and recommended that an annual report prioritizing the installation of pedestrian crossovers (PXOs) based on existing and anticipated pedestrian volumes be presented to the Committee. This report has been prepared to fulfill that commitment.

Starting in 2017, the annual [Pedestrian Crossover Program Update](#) report was presented to the Operations Committee highlighting new crossovers to be installed, as well as reporting on monitoring and compliance of previously installed PXOs. As part of that report, staff committed to bring forward future reports to highlight results of analysis conducted to determine whether pedestrian crossovers requested by members of the public were warranted.

## **New Pedestrian Crossover Locations**

In 2020, staff received 12 requests for pedestrian crossovers to be installed throughout the community. As all traffic studies were suspended in 2020, these requests will be reviewed in 2021, as they require the completion of pedestrian traffic counts.

Based on previously collected data, staff completed the warrant process for two specific crossings to determine whether they met the guidelines outlined in Book 15 of the Ontario Traffic Manual. Analysis concluded that two pedestrian crossovers were warranted; one on Minto Street, just south of Medina Lane and one on Hill Street at Lamothe Street in Wahnapiatae. The pedestrian crossover on Minto Street was installed as part of the 2020 rehabilitation project. The Hill Street pedestrian crossover will be installed in 2021 as part of a planned rehabilitation project.

## **2019 Pedestrian Crossover Locations:**

### **Howey Drive at Somerset Street**

In 2019 staff reviewed a PXO request on Howey Drive at Somerset Street. The location did not qualify for a PXO due to low pedestrian volumes. There were 30 pedestrian crossing counted in the 8 peak hours. For a location to qualify there must be at least 100 pedestrians in the 8 peak hours.

During the presentation of the PXO 2020 Update, it was brought to staff's attention that crossings near playgrounds that have been identified in the Playground Revitalization Report should be reviewed after the revitalization work has been completed due to the expected increased volume of pedestrians who will be trying to walk to these facilities. Since Lonsdale playground was part of that project, staff committed to conduct another study at Howey Drive at Somerset Street.

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Due to the Covid-19 pandemic, staff was unable to complete the study. To determine the potential impact of the work done at Lonsdale Playground, staff looked at the demographics of the surrounding area to determine potential volumes of pedestrians crossing at Howey Drive and Somerset Street.

To determine the potential number of crossings staff used the following analysis:

- Establish a catchment area that Lonsdale Playground would draw from using walking distances and the proximity of other playgrounds in the area.
- Establish the number of potential users in the catchment area using census demographic data.
- Calculate the number of crossings using the factor definitions identified in the PXO warrant

In establishing boundaries of the catchment area that would draw users to Lonsdale Playground, staff used two criteria. The first was a 10 minute walk time to the intersection of Howey Drive and Somerset Street from the East and West. The second was to identify other parks in the vicinity that residents in the area would be using due to their proximity. Figure 1 below shows the catchment area based on those two criteria

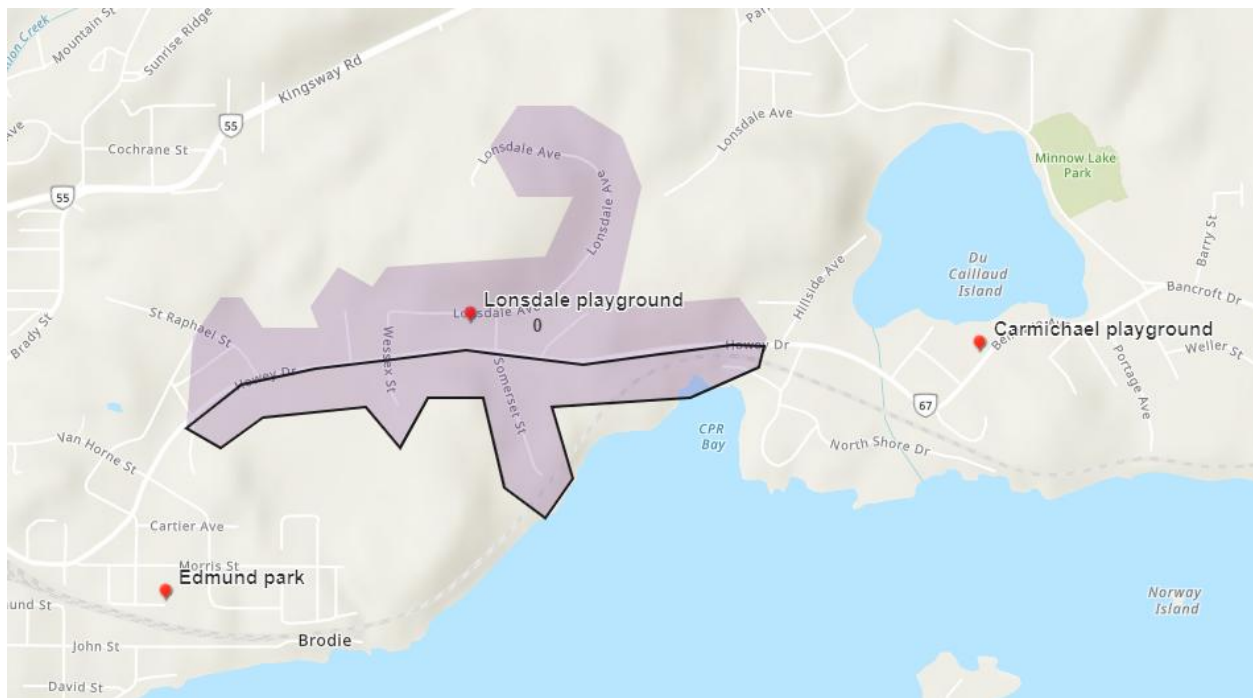


Figure 1: Catchment Area for Lonsdale Playground

The smallest area that contains demographic information within the census data are dissemination areas. Dissemination areas give a breakdown of the population by age range. The catchment area for Lonsdale Playground covers two different dissemination areas as shown in Figure 2 below.

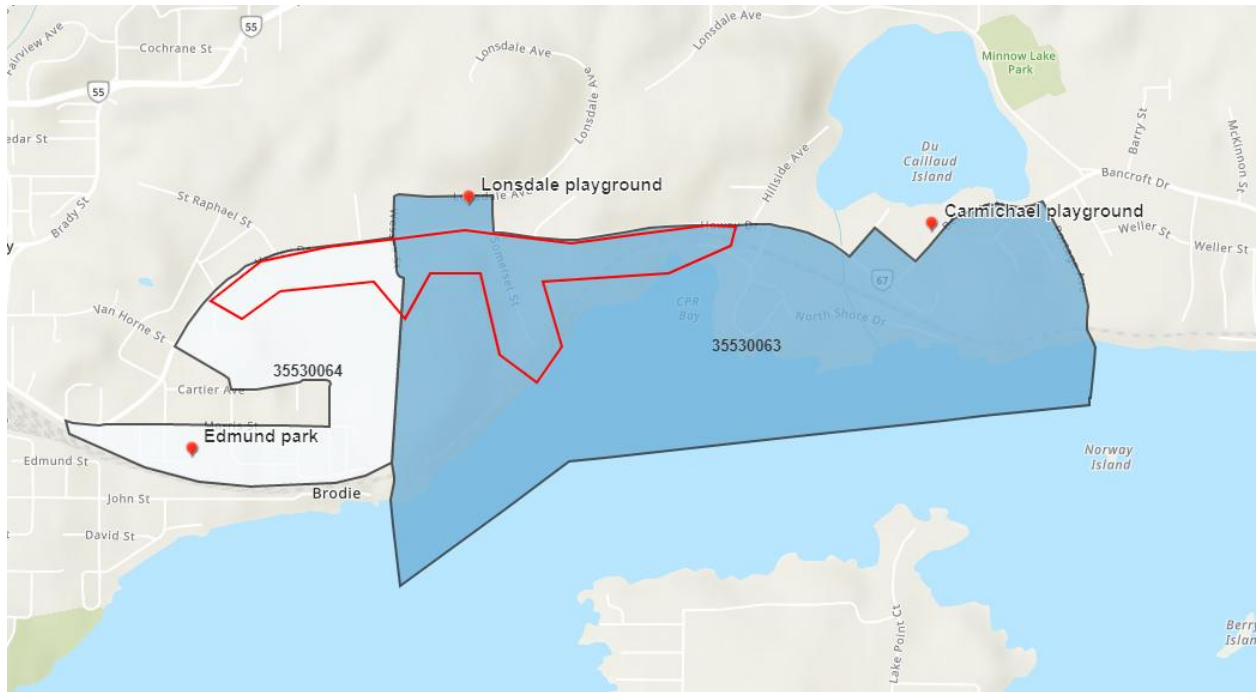


Figure 2: Dissemination Areas Near Lonsdale Playground

For this study staff looked at the number of residents under the age of 14 and made the assumption that each child would have an adult accompanying them to the park.

To determine the number of residents below the age of 14 the ratio of households in each portion of the catchment area to the related dissemination area were calculated. Then the percentage of households in the catchment area were multiplied by the total number of residents under age 14 in the dissemination area.

Dissemination Area	Total Population Under 14 years old	Proportion of households in the Catchment Area	Proportion of Population under 14 years old
35530064	25	20%	5
35530063	110	24%	26
<b>Total</b>			<b>31</b>

The pedestrian crossover warrant requires 100 equivalent adults cross the road during the eight busiest hours of the day. Equivalent adults are calculated by multiplying the total number of children, seniors or persons with a disability by a factor of two and summing that total with the number of adults counted. Therefore, the potential number of crossing for Howey Drive is based on the following calculation:

Number of children x 2	61
Number of adults	31
Total	92
Multiply by 2 for each crossing	184

While there were a number of assumptions that were used to arrive at the 184 crossings, it shows the potential for more activity based on the work done at Lonsdale Playground. It is important to note that for a PXO to be warranted, 100 of these potential crossings must occur during the eight busiest hours of the same day. Potential crossing numbers alone do not justify installing a traffic control device, however they do indicate the need to complete an additional evaluation when facilities that will draw pedestrians are constructed or rehabilitated. To more accurately reflect what is happening at the intersection, staff recommends performing another study in 2021 using the pedestrian crossover warrant.

#### Van Horne Street at Shaughnessy Street

In the 2019 Annual Pedestrian Crossover Program Update a pedestrian crossover was proposed at Van Horne Street and Shaughnessy Street. The decision to approve the location was deferred due to the pending Junction East project. At this time, insufficient progress has been made on the Junction East project to determine what impact the project may have on the intersection of Van Horne Street and Shaughnessy Street. Staff recommends continuing to defer the installation of this pedestrian crossover until more information regarding the Junction East project is available.



**New PXO Requests:**

Requests for pedestrian crossings received since implementation of the initial program launch continue to be reviewed by staff on an ongoing basis. Staff regularly conducts sight line analyses and complete traffic counts to determine if PXOs are warranted at any of the requested locations. Staff will continue to bring forward an annual update report which will outline any additional warranted pedestrian crossovers.