



Request for Decision

Pedestrian Crossing Policy and Recommendations

Presented To: Operations Committee

Presented: Monday, Mar 05, 2012

Report Date Wednesday, Feb 22, 2012

Type: Presentations

Recommendation

That the Operations Committee adopt the Pedestrian Crossing Policy prepared by HDR Corporation dated February 2012, and;

That the recommendations contained in the Pedestrian Traffic Study – Crossing Review prepared by HDR Corporation dated February 2012 with respect to the pedestrian crossing on Elm Street between the Transit Depot and the Rainbow Value Centre be approved, and;

That the recommendations contained in the Pedestrian Traffic Study – Crossing Review prepared by HDR Corporation dated February 2012 with respect to the pedestrian crossing on Brady Street at Shaughnessy Street be approved, and;

That HDR Corporation complete the development of an educational brochure and that Staff undertake an educational campaign regarding pedestrian crossings all in accordance with the report from the General Manager of Infrastructure Services dated February 22, 2012.

Signed By

Report Prepared By

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Division Review

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Recommended by the Department

Greg Clausen, P.Eng.
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Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
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Background

The City's Roads and Transportation Services Division retained HDR Corporation to develop a Pedestrian Crossing Policy to assist the City in determining how and when to implement pedestrian crossings (see **Exhibit A**).

HDR Corporation was also asked to undertake an assessment of three (3) specific pedestrian crossings in downtown Sudbury. The pedestrian crossing locations included as part of the assessment are:

1. Ste. Anne Road crossing at the Radisson Inn
2. Elm Street crossing at the Rainbow Value Centre
3. Brady Street crossing at Shaughnessy Street

The results of the assessments are contained in **Exhibit B, Pedestrian Traffic Study – Crossing Review**.

Pedestrian Crossing Policy

The Pedestrian Crossing Policy has been developed in light of the benefits of improving both driver and pedestrian awareness and understanding of rules of right of way. Research into the development of the policy has included a review of the practices of other jurisdictions, generally accepted and published best practices in Ontario, original research into traffic safety, and legislative references such as the Ontario Highway Traffic Act. However, as this is a City of Greater Sudbury Policy, it has been developed in recognition of the specific roadway environment in the City of Greater Sudbury, existing pedestrian crossing features, and existing driver expectancy with the City.

Some of the key recommendations contained in the policy include the following:

1. Continue to follow the Ontario Traffic Manual Warrants and Methodologies for implementing protected pedestrian crossings using traffic control signals, mid-block pedestrian signals and intersection pedestrian signals.
2. Consider pedestrian grade separation within the context of potential benefits and costs at locations where other forms of protected crossings are warranted, but cannot be reasonably, economically and practically implemented.
3. With the exception of supervised school crosswalks, marked crosswalks will be discouraged.
4. Utilize warning signs, pedestrian refuge islands and other measures such as reflective delineator posts at unprotected crossings to draw driver's attention to the possible presence of pedestrians.
5. Consider removing crosswalk markings at unprotected crossings on high speed or high volume multi-lane roads.
6. Proactively address pedestrian safety needs and establish a program for reviewing pedestrian crossings.

Pedestrian Traffic Study – Crossing Review

The City of Greater Sudbury has been responsive to the need to better accommodate the safety and security of pedestrians in the roadway environment. To this end, the City initiated a pedestrian crossing policy study and reviews of pedestrian safety and accommodation of "in-service roads". This study is an assessment of these specific pedestrian crossings in downtown Sudbury.

It was the objective of the study to assess the appropriateness of the existing forms of pedestrian crossings. The study provides an inventory of existing conditions and identifies opportunities to improve pedestrian crossing safety. For the recommended measures, an implementation strategy is also identified.

It should be noted that this study commenced in 2006. Since then, some of the recommendations identified in the draft report have been implemented. Other changes that have occurred at the study sites since 2006 have also been noted in report.

The following is a summary of the major findings and recommendations for the three (3) existing pedestrian crossing locations:

1. Ste. Anne Road Crossing at the Radisson Inn

It was concluded that the presence of senior and student crossings at this unprotected marked crossing adjacent to a horizontal curve is not desirable. It was also noted that based on current counts that pedestrian and vehicle volumes approach Ontario Traffic Manual warrants for signals at the crossing and that warrants would likely be met during high volume (spring time) conditions. On this basis, it was recommended that traffic control signals be implemented in the vicinity of the existing crosswalk, coordinated with the adjacent driveways.

The pedestrian signals were installed in 2010.

2. Elm Street Crossing at the Rainbow Value Centre

It is concluded that the pedestrian demand of the current crossing is a function of existing land use (Rainbow Value Centre and the Transit terminal) and that there is no simple solution to change pedestrian desire lines. The location of existing signals does not permit a protected (signalized) crossing with adequate sight distance.

It is recommended that the existing unprotected pedestrian crossing point be retained. The zebra markings offer greater benefit in terms of driver awareness of crossing pedestrians than any existing confusion it may represent in terms of pedestrian and driver right of way. Existing pedestrian signage, which addresses the need to alert pedestrians of the fact that they do not have the right of way and encourages caution, should also remain.

It is also recommended that an educational campaign be implemented to remind drivers and pedestrians of the rules of right of way.

3. Brady Street Crossing at Shaughnessy Street

Considering the high pedestrian volumes that cross Brady Street throughout the day, and the strong pedestrian desire line between the numerous pedestrian generators along Shaughnessy Street and City Hall and the Police station, it is recommended that the existing unprotected mid-block crossing be maintained and enhanced to accommodate this desire line. Recommended crossing enhancements to the mid-block crossing include the application of Zebra style pavement markings similar to those used along Elm Street, as well as the addition of "Yield to Traffic" signs at both ends of the crossing.

In order to eliminate jay-walking at random locations across Brady Street, it is recommended that median enhancements be installed along Brady Street to discourage jay-walking and funnel pedestrians to the enhanced pedestrian crossing. Median enhancements can include the installation of a fence and / or planters similar to the median enhancements applied along Elm Street at the Elm Street crossing.

Educational Campaign

As part of the HDR Corporation's assignment, they will develop an educational brochure regarding pedestrian crossings. In addition to the publication and distribution of the educational brochure it is recommended that Staff, with the support of the Corporate Communications Section, undertake an educational campaign on the rules of right of way. Staff will work with groups such as the Sustainability Mobility Advisory Panel in the promotion of pedestrian safety.