

For Information Only

School Crossing Guard/Traffic Safety Review - Second Avenue at Concession Street, Coniston

Presented To: Community Services
Committee

Presented: Wednesday, Oct 14,
2020

Report Date Friday, Sep 25, 2020

Type: Correspondence for
Information Only

Resolution

For Information Only

Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters.

Report Summary

At the June 15, 2020 Community Services Committee meeting, Councillor McIntosh and Councillor Kirwan presented a motion (Community Services Resolution CS2020-11) directing staff to delay the removal of crossing guards from the crosswalk at Second Avenue and Concession Street in Coniston, until a traffic and speed study had been completed. The report provides information regarding traffic at the intersection.

Financial Implications

This report was completed within existing approved budget and staff complement.

Signed By

Report Prepared By

Ryan Purdy
Traffic and Transportation Engineering
Analyst
Digitally Signed Sep 25, 20

Manager Review

Joe Rocca
Traffic and Asset Management
Supervisor
Digitally Signed Sep 25, 20

Division Review

David Shelsted
Director of Infrastructure Capital
Planning Services
Digitally Signed Sep 25, 20

Financial Implications

Steve Facey
Manager of Financial Planning &
Budgeting
Digitally Signed Sep 30, 20

Recommended by the Department

Tony Cecutti
General Manager of Growth and
Infrastructure
Digitally Signed Sep 28, 20

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Sep 30, 20

School Crossing Guard/Traffic Safety Review – Second Avenue at Concession Street, Coniston

Background

At the June 15, 2020 Community Services Committee meeting Community Services Resolution CS2020-11 was passed. This resolution directed staff to delay the removal of crossing guards from the crosswalk at Second Avenue and Concession Street in Coniston, until a traffic and speed study had been completed. The report provides information regarding traffic studies completed at the intersection.

Second Avenue is a secondary arterial road located in Coniston with an annual average daily traffic volume of 5,500 vehicles. The intersection of Second Avenue and Concession Street currently has a school crossing guard for students attending École Notre Dame de la Merci and St. Paul the Apostle Catholic School as shown in Figure 1 below.

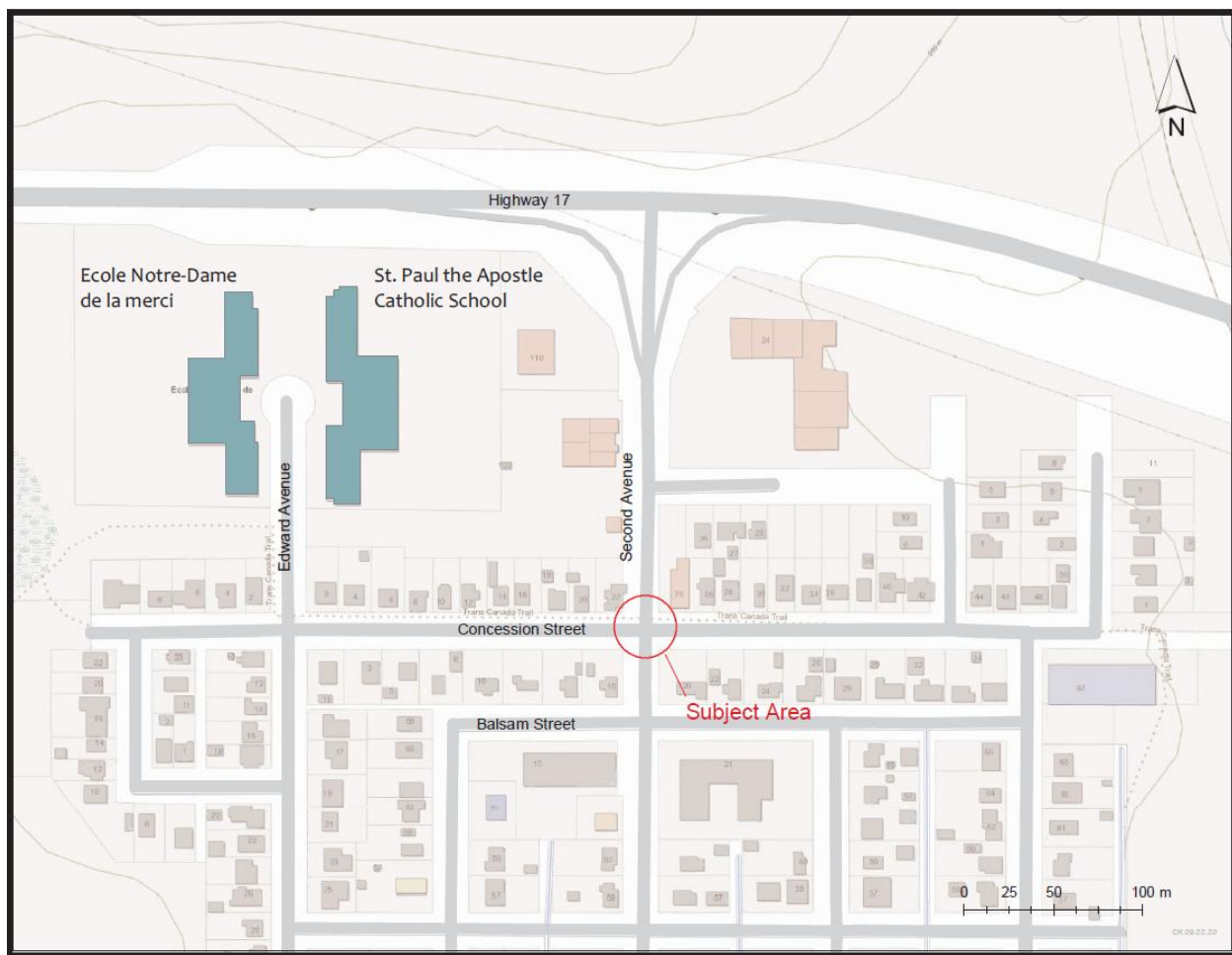


Figure 1: Site Location Map

In 2018, Transportation and Innovation Services conducted traffic studies on Second Avenue between Concession Street and Balsam Street for a 24 hour period as part of the annual traffic study program. These studies included volume, speed and classification studies.

When conducting a speed study, staff looks at the 85th percentile speed. The 85th percentile speed is defined as the speed that 85 percent of drivers will drive at or below. The results of the speed study on Second Avenue shows the 85th percentile speed to be 52 km/h.

A classification study looks at what types of vehicles are driving on a particular roadway. The results of the study for the 24 hour period and school crossing hours are shown below.

Table 1: Classification Study – 24 hours

Vehicle Type	Count	Percentage
Bicycles	5	0.1%
Motorcycles	64	1.0%
Passenger Cars	4,045	66.7%
Buses	53	1.0%
Pickup Trucks	1,368	22.5%
Single Unit Trucks/	261	4.3%
Tractor Trailers	26	0.4%
Other (could not be identified by counting unit)	244	4.0%
Total	6,066	

Table 2: Classification Study – School Crossing Hours (AM and PM)

Vehicle Type	Count	Percentage
Bicycles	3	0.3%
Motorcycles	19	2.0%
Passenger Cars	592	64.5%
Buses	18	2.0%
Pickup Trucks	181	19.6%
Single Unit Trucks	50	5.5%
Tractor Trailers	6	0.6%
Other (could not be identified by counting unit)	50	5.5%
Total	919	

Also in 2018, Transportation and Innovation Services staff responded to a request for a pedestrian crossover (PXO) at the intersection of Second Avenue and Concession Street. As per the provincial guidelines, a pedestrian crossover is warranted at a location where 100 or more equivalent adults are observed crossing over an eight hour period. 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. The results of the PXO study showed that 118 pedestrians (66 children, 44 adults, 8 seniors) crossed in the eight hour period. When a crossing guard was present at the intersection total of 54 equivalent adults (20 children and 14 adults) crossed Second Avenue. Since the intersection is a controlled crossing when a crossing guard is present, the actual number of pedestrians crossing when the intersection is not controlled is reduced to 64. Therefore, a PXO was not warranted at the intersection. If the school crossing guard is removed, the Sudbury Student Services Consortium will be offering bussing options to the impacted students. Since it is unclear how many students would continue to walk to the school without a school crossing guard, staff would conduct another study in the spring of 2021 to determine if a PXO is warranted with the new conditions.