

## Report to Council

<b>Report Title:</b>	Crosswalk at Hinks Street and Cemetery Road Update		
<b>Prepared By:</b>	Cally Mann, Municipal Executive Coordinator		
<b>Department:</b>	Operations		
<b>Date:</b>	August 25, 2020		
<b>Report Number:</b>	PW2020-23	<b>File Number:</b>	C11PW
<b>Attachments:</b>	N/A		

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### Recommendation:

That the Council of the Municipality of Brockton hereby approves Report Number PW2020-23 – Crosswalk at Hinks Street and Cemetery Road Update, prepared by Cally Mann, Municipal Executive Coordinator, and in doing so directs staff to conduct pedestrian and traffic counts upon the start of the new school year.

### Report:

#### Background:

As requested by Council on July 14th, 2020, staff investigated the possible opportunities for a potential crosswalk at the corner of Hinks Street and Cemetery Road in Walkerton. On August 11<sup>th</sup>, 2020, Council received Report PW2020-22 Recommendation for Crosswalk at Hinks St and Cemetery Road Corner, which outlined four possible options including:

1. Crosswalk Lights using Push Button
2. Crosswalk Lights using Thermal Detection and Push Button
3. Adding Two Additional Stop Signs
4. Hiring Two Crossing Guards.

Council requested at the August 11<sup>th</sup>, 2020 Council Meeting to have staff consider the option of installing “Pedestrian Crossing” signage in place of additional stop signs. Staff have reviewed and considered multiple signage options, including:

1. Uncontrolled Pedestrian Crossover
  - a. School Crossing Zones
  - b. Stop or Yield to Vehicle or Pedestrian Traffic Signs
2. Controlled Pedestrian Crossovers
  - a. Crosswalk Lights using Push Button
  - b. Crosswalk Lights using Thermal Detection and Push Button

## **Analysis:**

### **Option One: Uncontrolled Pedestrian Crossover**

*Ontario Traffic Manual Book 15: Pedestrian Crossing Treatments* states that as a guideline, uncontrolled crossings must not be considered under the condition that pedestrian and traffic volumes exceed the warranted threshold for controlled crossing treatments. The Pedestrian Crossover Assessment require a review of the minimum adult pedestrian and vehicular volume as the first step. As this is near two (2) schools, it should be noted that every child under the age of 12 is marked as an “assisted pedestrian” and if there is an adult assisting the children, they are also marked as an “assisted pedestrian”. Each “assisted pedestrian” is counted as 2 “assisted pedestrians”, age is based on the judgement of the person completing the pedestrian count. The higher the pedestrian count, the lower the vehicle count needs to be to justify a controlled pedestrian crossing treatment. Taking this into consideration, there is the potential for significant liability that could arise from installing an uncontrolled pedestrian crossover without collecting the appropriate data.

### **Option One A: School Crossing Zone**

Installing “School Crossing Zone” signage would be an alternative; however, it does require the hiring and placement of crossing guards as *Ontario Traffic Manuals Book 6: Warning Signs* and *Book 15: Pedestrian Crossing Treatments*, both state that the zone would have to be supervised by a police officer, school crossing guard, or a school child safety patrol person during established time periods – which would make it a Controlled Pedestrian Crossover. Both MTO books state that pedestrians do not have the right-of-way absent the school crossing guards or their alternative thus resulting in an uncontrolled crossing. Therefore, installing this sign system could lead to pedestrians having a false sense of security while crossing and confusion by drivers.

### **Option One B: Stop or Yield to Vehicle or Pedestrian Traffic Signs**

Yield controlled intersections are to be used when the area in question does not meet the requirements for a controlled pedestrian crossover with regard to traffic signal or stop controls. This is an in between option for making Uncontrolled Pedestrian Crossover’s users perceive that it is safer at an intersection. As it is still an uncontrolled crossing, there is still the potential for significant liability that could arise due to confusion.

### **Option Two: Controlled Pedestrian Crossover**

Controlled Pedestrian Crossovers are the Crosswalks with the lights and push buttons. These would be the ones that staff had previously quoted in Report PW2020-22, between \$15,000 and \$18,000, and have a 90-120 day lead-time.

It is staff’s recommendation to revisit Option Two: Controlled Pedestrian Crossover in the 2021 budget discussions and, in the mean time, staff will conduct pedestrian counts and traffic counts at that location.

Staff’s recommendation was further confirmed by the Municipality’s Insurance Company when their Roads Specialist reviewed the details of the situation and request.

## Sustainability Checklist:

What aspect of the Brockton Sustainable Strategic Plan does the content/recommendations in this report help advance?

- Do the recommendations help move the Municipality closer to its Vision? Yes
- Do the recommendations contribute to achieving Cultural Vibrancy? Yes
- Do the recommendations contribute to achieving Economic Prosperity? Yes
- Do the recommendations contribute to Environmental Integrity? N/A
- Do the recommendations contribute to the Social Equity? Yes

## Financial Impacts/Source of Funding:

- Do the recommendations represent a sound financial investment from a sustainability perspective? Yes

The cost of adding a crosswalk – whether controlled or uncontrolled, was not budgeted for in the 2020 budget. Staff are recommending additional information be gathered regarding pedestrian and traffic counts and for Council to consider the addition of a Controlled Pedestrian Crosswalk in the 2021 budget.

### Reviewed By:



**Trish Serratore, Chief Financial Officer**

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### Respectfully Submitted by:



Cally Mann, Municipal Executive Coordinator

### Reviewed By:



**Sonya Watson, Chief Administrative Officer**