MEETING: Committee of the Whole

DATE: Monday, September 10, 2018 *Reference No.* *COW - 42/49*

OPEN SESSION in S.H. Blake Memorial Auditorium at 6:30 p.m.

Committee of the Whole - Operations Session
Chair: Councillor J. Virdiramo

DISCLOSURES OF INTEREST

CONFIRMATION OF AGENDA

Confirmation of Agenda - September 10, 2018 - Committee of the Whole

With respect to the September 10, 2018 Committee of the Whole meeting, we recommend that the agenda as printed, including any additional information and new business, be confirmed.

PRESENTATIONS

Thunder Bay Police Service

At the August 13, 2018 Committee of the Whole meeting, a resolution was passed, amending Article 2 of the Communication Protocol Between the Thunder Bay Police Services Board and the Corporation of the City of Thunder Bay to add: "That the Chief of Police be invited twice each calendar year to attend a meeting of City Council, sitting as Committee of the Whole, to make presentations on Policing in the community."

Acting Chief S. Hauth, Thunder Bay Police Service to provide a presentation relative to the above noted.

Pedestrian and Cyclist Wayfinding Plan

Memorandum from Ms. K. Dixon, Director - Engineering Operations, dated August 30, 2018, requesting the opportunity to provide a presentation relative to the proposed pedestrian and cyclist Wayfinding Plan.

REPORTS OF MUNICIPAL OFFICERS

Crossing Guard Policy Amendments

Report No. R 118/2018 (Infrastructure and Operations - Central Support) recommending that the amended Crossing School Zone Safety (Crossing Guards) Policy as appended to this Report be adopted.

With respect to Report No. R 118/2018 (Infrastructure Operations – Central Support), we recommend that the amended Crossing School Zone Safety (Crossing Guards) Policy as appended to this Report be adopted;

AND THAT any necessary By-laws be presented to City Council for ratification.

Traffic Signal Review

Report No. R 122/2018 (Infrastructure Operations - Engineering Operations) recommending actions to improve traffic signal accessibility.

With respect to Report No. R122/2018 (Infrastructure Operations – Engineering Operations), we recommend that new and reconstructed intersections be constructed to meet *Accessibility for Ontarians with Disabilities Act* (AODA) standards;

AND THAT standardized pedestrian signal timings be implemented as discussed in this report;

AND THAT an education campaign be developed to inform the public about pedestrian traffic signals;

AND THAT any necessary By-laws be presented to City Council for ratification.

Waterfront Phase 2 Master Plan - Lakehead Transportation Museum Society Site

Memorandum from Mr. C. Halvorsen, Manager - Parks and Open Spaces, dated August 30, 2018 relative to Waterfront Phase 2 Master Plan - Lakehead Transportation Museum Society Site, for information.

OPEN SESSION in the S.H. Blake Memorial Auditorium

Committee of the Whole - Community Services Session
Chair: Councillor I. Angus

PETITIONS AND COMMUNICATIONS

ThunderCon Support

At the August 13, 2018 Committee of the Whole meeting, representatives of ThunderCon provided a deputation requesting support from the City of Thunder Bay for ThunderCon 2018.

Memorandum from Councillor S. Ch'ng, dated August 14, 2018 containing a motion relative to the above noted.

With Respect to the deputation from ThunderCon at the August 13, 2018 Committee of the Whole Meeting, we recommend that funds in the amount of $15,000 be provided to the organization in support of their 2018 event;

AND THAT one time funding be provided notwithstanding the request being subject to an existing funding program (Community, Youth and Cultural Funding Program);

AND THAT funds raised through the event be reimbursed to the City of Thunder Bay up to the maximum amount of $15,000 by ThunderCon;

AND THAT the source of funding be the stabilization reserve fund;

AND THAT when available, funding be taken from the Municipal Accommodation Tax reserve fund and reimbursed to the stabilization reserve fund for the purpose of this project:

AND THAT any necessary by-laws be presented to City Council for ratification.

John Jumbo Park

Memorandum from Councillor T. Giertuga, dated August 29, 2018 containing a motion relative to ongoing issues at John Jumbo Park.

With Respect to the ongoing issues at John Jumbo Park, we recommend that Administration report back to City Council and provide for suggestions to address the noise and vehicle disturbances that are occurring in the park;

AND THAT Thunder Bay Police Service be involved in providing for background information to inform this report;

AND THAT any financial implications for proposed solutions be identified in this report;

AND THAT the report be received no later than October 1, 2018;

AND THAT any necessary by-laws be presented to City Council for ratification.

NEW BUSINESS

ADJOURNMENT

CITY OF Thunder Bay
Superior by Nature

MEETING DATE 09/10/2018 (mm/dd/yyyy)

SUBJECT Confirmation of Agenda

SUMMARY

Confirmation of Agenda - September 10, 2018 - Committee of the Whole

RECOMMENDATION

With respect to the September 10, 2018 Committee of the Whole meeting, we recommend that the agenda as printed, including any additional information and new business, be confirmed.

CITY OF Thunder Bay
Superior by Nature

MEETING DATE 09/10/2018 (mm/dd/yyyy)

SUBJECT Thunder Bay Police Service

SUMMARY

At the August 13, 2018 Committee of the Whole meeting, a resolution was passed, amending Article 2 of the Communication Protocol Between the Thunder Bay Police Services Board and the Corporation of the City of Thunder Bay to add: "That the Chief of Police be invited twice each calendar year to attend a meeting of City Council, sitting as Committee of the Whole, to make presentations on Policing in the community."

Acting Chief S. Hauth, Thunder Bay Police Service to provide a presentation relative to the above noted.

CITY OF Thunder Bay
Superior by Nature

MEETING DATE 09/10/2018 (mm/dd/yyyy)

SUBJECT Pedestrian and Cyclist Wayfinding Plan

SUMMARY

Memorandum from Ms. K. Dixon, Director - Engineering Operations, dated August 30, 2018, requesting the opportunity to provide a presentation relative to the proposed pedestrian and cyclist Wayfinding Plan.

ATTACHMENTS

1. K Dixon memo dated Aug 30 2018

CITY OF Thunder Bay
Superior by Nature

INFRASTRUCTURE & OPERATIONS

Memorandum

TO: Members of City Council
FROM: Kayla Dixon, Director – Engineering & Operations
DATE: August 30, 2018

SUBJECT: Wayfinding Plan Presentation

We request the opportunity at the September 10, 2018 Committee of the Whole Meeting to provide a presentation concerning the proposed pedestrian and cyclist Wayfinding Plan. Werner Schwar, Supervisor Parks Planning, and Adam Krupper, Mobility Coordinator, will provide the presentation.

Regards,

Kayla Dixon, P. Eng., MBA
Director – Engineering & Operations

cc EMT
Leanne Levoie, Committee Coordinator

CITY OF Thunder Bay
Superior by Nature

Corporate Report

DEPARTMENT/ DIVISION	Infrastructure Operations - Central Support	***REPORT NO.***	R 118/2018
DATE PREPARED	08/18/2018	***FILE NO.***	
MEETING DATE	09/10/2018		
SUBJECT	Crossing Guard Policy Amendments		

RECOMMENDATION

With respect to Report No. R 118/2018 (Infrastructure Operations – Central Support), we recommend that the amended Crossing School Zone Safety (Crossing Guards) Policy as appended to this Report be adopted;

AND THAT any necessary By-laws be presented to City Council for ratification.

DISCUSSION

The Ontario Highway Traffic Act assigns responsibility for establishing and maintaining School Crossings to municipal government, but does not provide details on how they are to be established or closed. The current School Zone Safety (Crossing Guards) Policy was adopted by City Council in November of 2016. Since that time, the Ontario Traffic Council has amended their School Crossing Guard Guide, which most Ontario cities follow when operating their Crossing Guard Programs. The proposed changes to this Policy provide alignment with other Ontario jurisdictions.

There are two changes to the 2016 Policy:

- The calculation of Safe Gap Times for students has been changed to reduce the walking speed of pedestrians from 1.1 km/hr to 1.0 km/hr.

- An Exposure Index has been added to assess potential additions or removals of Crossing Guards at signalized intersections. The Index uses traffic volumes at existing School Crossings to provide averages that can be used as an objective basis to measure the need for future and existing crossings.

FINANCIAL IMPLICATION

There are no financial implications of this policy change.

CONCLUSION

It is concluded that this policy change should be adopted by City Council, aligning the Thunder Bay School Crossing program with those in other municipalities in Ontario and with the Ontario Traffic Council School Crossing Guard Guide (May, 2017).

BACKGROUND

In Ontario, the Highway Traffic Act sets out the rules that govern School Crossings and School Crossing Guards under Section 176 and assigns the program to municipal jurisdiction. However the legislation does not lay out specific roles or criteria for establishing or removing a crossing. To provide more direction and consistency across the province, the Ontario Traffic Council has a working group made up of municipal representatives. The working group exchanges information on best practices and has developed a School Crossing Guard Guide for member cities (editions in 1998, 2006 and 2017).

The current City of Thunder Bay Policy on School Crossings was last updated in 2016. The 2017 Guide contains an updated walking speed value to use when calculating Safe Gap Times and an Exposure Index which considers traffic volumes when assessing the need for School Crossings.

REFERENCE MATERIAL ATTACHED

Attachment "A" – Policy 11-03-06: School Zone Safety (Crossing Guards)

PREPARED BY: CHARLES CAMPBELL, MANAGER CENTRAL SUPPORT

THIS REPORT SIGNED AND VERIFIED BY:	DATE:
Kayla Dixon, Acting GM Infrastructure Operations	August 26, 2018

Policy No. 11-03-06

SECTION: Roads and Traffic
DEPARTMENT/DIVISION Infrastructure & Operations / Central Support
SUBJECT: **SCHOOL ZONE SAFETY (CROSSING GUARDS)**

POLICY STATEMENT:

It is the policy of the City of Thunder Bay to provide for pedestrian safety in school zones through the use of school signs, regulatory and warning signs, Community Safe Zones, sidewalks, road markings, crossing guards and reduced speed limits (40 km/h) where appropriate.

PURPOSE:

The purpose of this policy is to identify the criteria used in determining appropriate measures for establishing placement of school crossing guards.

CRITERIA FOR ESTABLISHING A SCHOOL CROSSING

Establishment of school crossing guards will be subject to an investigative procedure to determine conditions at each location as identified in the School Crossing Guard Investigation Procedures outlined below.

Crossing guards will be established where the following conditions are met:

A) UNSIGNALIZED INTERSECTIONS

1. When safety concerns cannot be resolved through consideration of all other options to alleviate the problem(s) first, by relocating a crossing, providing school bus service, etc.
2. Where there are less than four safe gap times in traffic in fifty per cent of the five minute timed intervals on a road having posted speed limit of not more than 60 km/h,
3. The number of students crossing meets or exceeds the minimum standard of an average of 5 students,
4. Where there is less than sufficient safe sight/stopping distance for vehicles approaching the crossing,
5. Where there is less than sufficient safe sight distance for the children to make a decision to cross,
6. Where it is not feasible to use alternative methods,
7. Upon approval of the necessary budget by City Council,
8. Two guards, one on each side of the road, will be set at approved crossings on four-lane streets with moderate to high traffic volumes,
9. Guards can only be placed or removed if authorized by a Resolution of City Council.

Note: Safe gap times and safe sight and safe sight stopping distance shall be calculated as outlined below.

B) SIGNALIZED INTERSECTIONS

Where a signalized intersection is used by children, a pedestrian signal indication should be included.

The amount of green time must be the minimum time required for children to safely cross the street plus any allowance for left or right turning vehicles. If high turning volumes conflict with pedestrian movements then separate vehicle turning phases or advanced or delayed green indications should be investigated, or possibly separate pedestrian phases during peak school arrival and dismissal periods.

Conflicts between pedestrians and vehicular movements are a matter for police enforcement, since pedestrians have the right of way under the Highway Traffic Act.

An important part of the safety of children crossing at signalized intersections is the teaching of the proper and safe use of traffic signals. This teaching is primarily the responsibility of their parents or guardians.

If the volumes of turning vehicles are such that vehicles or pedestrians must queue and every other enforcement and engineering solution has been investigated or where the width of the roadway is such that a child could be stranded on the median or in the middle of the road, then consideration should be given to the placement of a School Crossing Guard.

Crossing guards will be established at signalized intersections where the following conditions are met:

1. The study meets the Exposure Index Method of conflicting vehicular volume multiplied by student pedestrians, and is on a roadway of not more than 60km/h,
2. There are students, and particularly young students, crossing on most signal cycles observed and the minimum number of students crossing meets or exceeds the minimum standard of an average of 5 students,
3. Poor driver behaviour, not yielding the right of way to pedestrians, not coming to a complete stop prior to turning on a red signal, drivers inching forward thus intimidating pedestrians in, or about to cross, and/or drivers weaving through pedestrians as they cross the roadway.
4. The students appear timid in crossing the roadway or do not seem to be properly trained on how to cross the road safely, forgetting to push the pedestrian button if one is present or entering the roadway after the red flashing hand is showing.

Note: Exposure Index Method shall be calculated as outlined below.

APPEAL

In cases where the above criteria are not met and the establishment of a crossing guard is not recommended, the matter may be appealed to City Council. City Council may approve or reject such placement of a school crossing guard in its sole discretion.

CRITERIA FOR REMOVING A SCHOOL CROSSING

From time to time it may be necessary to review the need of an existing school crossing. Where a school has closed, boundaries have changed or bussing changes have removed the need for a crossing, the

crossing can be recommended for removal without a site inspection and gap study. If monitoring of a crossing indicates that traffic patterns have changed or it appears that the minimum number of students criterion is no longer met, the crossing should be reassessed. Inspections need to be completed for at least two non-consecutive typical school days. After review, if the crossing no longer meets the warrant criteria, a recommendation for removal should be made.

SCHOOL CROSSING GUARD INVESTIGATIVE PROCEDURES

In order to apply consistent criteria for the placing or removing of school crossing guards, the following procedures will be carried out:

1. Upon receipt of a written request for placing a crossing guard or removal of same, the Field Supervisor–School Crossing Guards, will acknowledge the request and advise the party/parties that an investigation will be carried out at the location in question, provide them with the policy and standards and a date by which to expect an answer.
2. The location investigation will be carried out in accordance with the list of items below which could have a bearing on the safety of children crossing the street.
3. Thunder Bay Police and the affected Schools will be requested for comment.
4. Should the investigation determine that measures other than placing a crossing guard will remedy any problem that children have in crossing then such measures will be given full consideration before any recommendations to place a crossing guard is given.
5. Should the investigation determine that conditions meet the minimum standards for the placement of a School Crossing Guard, a report will be presented to City Council recommending that a School Crossing Guard placement be approved at this location.
6. If investigation leads us to recommend that no action should be taken, the applicant will be so advised.
7. Should the investigation determine that conditions do not meet the minimum standards for the placement of a School Crossing Guard, a report will be presented to City Council recommending that a School Crossing Guard be removed from this location.
8. Party/parties may appeal any decision to City Council.

SAFE GAP TIMES

Gap times are required for students to survey traffic and have appropriate time to safely cross the street.

Safe Gap Times are calculated based on the following formula:

$$G \quad 4.0 \quad + \quad \frac{W}{1.0} \quad + \quad 2.0 * (N-1)$$

Where G Acceptable safe gap time in seconds
4.0 Perception and reaction time of pedestrians measured in seconds (4.0 seconds is the number of seconds required for a child to look both ways, make a decision and commence to walk across the street)
W Critical width of the roadway to be crossed measured in metres

1.0 = Walking speed of a child measured in metres per second (the assumed juvenile pedestrian walking speed of 1.0 metres per second)

2.0 Headway between successive rows of students measure in seconds (2.0 seconds is the assumed amount)

N Pedestrian clearance time (additional time required to clear large groups of children from the roadway). Children are assumed to cross the roadway in rows of 5 with 2-second headway intervals between each row. The clearance time interval is equal to (N-1) where N is the number of row, 1 represents the first row. Five or fewer children results in N of 1.

The minimum safe gap time shall be taken as 20 seconds for a 2 lane road and 30 seconds for a 4 lane road. Consecutive gap times will be considered as separate gap times, example, 20 seconds is 1 gap, 40 seconds is 2 gaps.

Refer to the Report, School Crossing Guard Guide, 2017, Ontario Traffic Conference for detailed instructions on the calculation of safe gap times in situations involving large numbers of children.

EXPOSURE INDEX METHOD

The application of the Exposure Index method is done in two phases. The initial phase is to develop an Exposure Index for controlled traffic intersections, such as signalized and stop sign intersections. The second phase is to use the Exposure Index method to evaluate the controlled traffic intersections as to the need for school crossing guards.

For Signalized Intersections:

1. Review all of the signalized intersections that currently have school crossing guards in place. Obvious outlier locations where school crossing guards may not normally be needed should not be included since they would skew the threshold established to evaluate candidate school crossing guard locations.

2. Review the duration of current school crossing guard supervision at all of the signalized intersections during the morning and afternoon school peak periods. Then determine a common duration that best satisfies all of the signalized intersections. School crossing guards are currently implemented at a minimum of 60 minutes at all of the signalized intersections during various school peak periods, then the common duration would be 60 minutes. The purpose of this is to establish a common observation duration so that all subsequent evaluations can be completed on the same basis.

3. For the leg of the intersection that is being crossed with the assistance of a guard, identify the conflicting vehicular movements. These conflicting vehicular movements have the most direct correlation with the safety of student crossings. A permissive phase is when vehicles can manoeuvre in conjunction with other movements that may conflict. For example, right turns on red allow drivers to turn when there is a sufficient gap in the crossing traffic and the pedestrian flow.

4. Count the conflicting vehicular volume during the school peak periods.

5. Count the student crossing volumes at the leg of the intersection that is being crossed with the assistance of the guard. The count needs to be completed concurrently and for the same duration as the vehicular count.

6. Multiply the student crossing volume by the conflicting vehicular volume for each intersection and for each school period evaluated.

7. Select the school period for each signalized intersection that has the highest product of student crossing volume and conflicting vehicular volume. For example, the morning and afternoon school peak periods were counted at a signalized intersection and the products of student and conflicting vehicular volume were 1,000 and 1,700, respectively. In this case, the conflicting vehicular volume and student crossing volume during the school afternoon peak would be the critical dataset that is used for this intersection.

8. Input the critical dataset of conflicting vehicular volume and the student crossing volume for each signalized intersection into the Exposure Index Graph.

9. Once Step 8 is complete, the Microsoft Excel worksheet will automatically generate the 85th percentile curve of the input data. This curve represents the threshold used to evaluate the need for school crossing guards at signalized intersections.

USING THE EXPOSURE INDEX

Once an Exposure Index has been developed for signalized intersections, the following steps can be taken to evaluate potential school crossing guard locations that are signalized:

1. Establish the leg of the intersection that would be most suitable for a school crossing guard. This is typically based on the observed tendency of how students cross at an intersection, or based on the preference of the school to establish a safer route.

2. Count the conflicting vehicular volumes and student crossing volumes during the school peak periods. The duration of the counts would be based on the uniform duration that is used in the Exposure Index method.

3. Input the conflicting vehicular volume and student crossing volume to the appropriate table of the Exposure Index template. If the resulting point on the graph that corresponds to the location being evaluated is located above the 85th percentile line, then the Exposure Index warrant is met. If the resulting point is plotted below the 85th percentile line, then the signalized intersection being evaluated does not meet the Exposure Index threshold for requiring school crossing guards.

SAFE SIGHT DISTANCE

The following equation is used to determine the child's safe sight distance or visibility distance, measured in metres:

$$Vm = \frac{W}{1.0} \times \text{Speed limit (km/h)} \times 0.278$$

Where W = critical width to be crossed in metres
1.0 = the speed a pedestrian will walk in metres per second
0.278 factor to convert km/h to metres per second.

The minimum safe sight distance for children to see oncoming vehicles, shall be taken as 150 metres.

SAFE STOPPING SIGHT DISTANCE

Stopping sight distance is measured from a "seeing" height of 1.1 m (the height of the drivers eye above the pavement) to an object height of 15 cm.

The safe stopping sight distance (SSD) is determined by multiplying the perception-reaction time in seconds by speed in meters per second and adding a factor to allow for the acceleration of gravity, the grade of the roadway and an allowance for the impact of wet pavement,

It is calculated using the formula:

$$SSD = 0.278 \times V \times P + \frac{V2}{255 (f+g)}$$

Where	V		the speed from which the stop is made
	P		the perception-reaction time in seconds (use 2.5)
	f		the coefficient of friction for wet pavement see Table 1
	g		per cent of grade divided by 100 (add for upgrades and subtract for downgrades)
	0.278		a factor to convert km/h to metres per second
	255	=	a constant that represents acceleration of gravity

Minimum Sight/Stopping distance

50 metres for 40 km/h
60 metres for 50 km/h
76 metres for 60 km/h

TABLE 1: COEFFICIENT OF FRICTION

KM/H	f
30	.40
40	.37
50	.35
60	.32

These standards are based on the criteria set out in the Ontario Traffic Council School Crossing Guard Guide, 2017

CITY OF Thunder Bay
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Corporate Report

DEPARTMENT/ DIVISION	Infrastructure Operations	***REPORT NO.***	R 122/2018
DATE PREPARED	08/13/2018	***FILE NO.***	
MEETING DATE	09/10/2018 (mm/dd/yyyy)		
SUBJECT	Traffic Signal Review		

RECOMMENDATION

With respect to Report No. R122/2018 (Infrastructure Operations – Engineering Operations), we recommend that new and reconstructed intersections be constructed to meet *Accessibility for Ontarians with Disabilities Act* (AODA) standards;

AND THAT standardized pedestrian signal timings be implemented as discussed in this report;

AND THAT an education campaign be developed to inform the public about pedestrian traffic signals;

AND THAT any necessary By-laws be presented to City Council for ratification.

LINK TO STRATEGIC PLAN

This report directly supports Goal 6: Leader in accessible recreation and services for all people, specifically Strategy 6.3 Invest in preventing and removing physical and attitudinal barriers to accessibility. In addition, it supports Strategy 10.3 Expand the quality of the pedestrian environment in order to improve the city's walkability and connectivity, under Goal 10: Better connected by integrated mobility choices.

EXECUTIVE SUMMARY

At the May 2, 2016 Committee of the Whole meeting, Council passed a motion requesting Administration provide a report that addresses intersections and traffic signals in the City in the following areas: timing, consistency with pedestrian control signals, accessibility of traffic signal buttons, and location of poles with pedestrian push buttons. Additionally the report is to contemplate the option for pedestrians to cross first before a left hand turn signal is activated in heavier intersections. This report presents the results of this review and actions recommended to improve traffic signal accessibility.

DISCUSSION

Accessibility Standards

The Accessibility for Ontarians with Disabilities Act (AODA) was established in 2005. The Integrated Accessibility Standards Regulation, which deals with transportation and the design of public spaces, applies to newly constructed and redeveloped sidewalks. Required changes include but are not limited to, tactile sidewalk ramp surfaces, sidewalk ramp dimensions as well as accessible pedestrian signals for the visual and hearing impaired. The regulation identifies an implementation period starting on January 1, 2016.

Prior to the implementation of the new regulations, intersections in Thunder Bay were designed based on the Ontario Provincial Standards and City of Thunder Bay engineering standards. Consultation on City standards took place with the Canadian National Institute for the Blind and the Accessibility Awareness Committee. Signalized intersections are reconstructed on an average of two per year, during these projects sidewalk ramps, signal timings, and pedestrian push buttons are installed based on the current year design.

Intersection Audit

The City has 112 signalized intersections with 816 crossings. In 2016 and 2017, the City of Thunder Bay Engineering Section performed an audit of all of the signalized intersections within the city. During the audit each intersection was inspected for the following:

- Pedestrian signal button distances from the curb (AODA standard is ≤1.5m)
- Signal button heights (AODA standard is ≤1.1m)
- Audible signals associated with button
- Accessibility of push buttons in winter months
- Tactile plates on ramps
- Walking time allowed for pedestrians to cross

Results of Audit

The results of the audit found that 11% of pedestrian signal buttons were compliant with AODA standards in respect to the required distance from a curb and that 90% of the buttons were compliant with AODA standards in terms of recommended height from the ground. Many push buttons are installed on traffic signal poles based on older standards, which contributes to the low compliance in terms of distance from the curb.

Only the City's newest intersections reconstructed since the regulations changed or having been repaired in this period have audible signals, and/or tactile plates. 26% of signalized crossings have locator tones associated with the push buttons and audible walk indicators, and 7% have tactile plates.

Walk times were recorded including the Walk Time and Flashing Don't Walk Time. The Flashing Don't Walk Time is the time that is considered to determine if sufficient time is allowed

for a pedestrian to cross safely. The Ontario Traffic Manual states that an average of 1.2 meters per second (m/s) should be used for an average walking speed. When the audit was taken it was found that 61% of the crossings within the City of Thunder Bay allowed the 1.2 m/s or a slower crossing speed during the Flashing Don't Walk signal. When the Flashing Don't Walk and Walk Time signal times are combined, 98% of the crossings are compliant.

Inspections were performed during the winter months and found that most buttons were accessible. However, there have been concerns expressed from members of the accessible community that there are ongoing issues at some intersections in regards to the ability to access push buttons as well as windrows at crosswalk locations. The Roads Division has been making a conscious effort for many years to keep the buttons as clear as possible given snow storage restraints and to co-ordinate the ploughing of the road and crosswalks. It is important to note that snowfall amounts and frequency are a major contributing factor in determining how successful the city is in keeping the intersections as accessible as possible during the winter months. Periods will be experienced at each intersection when full snow clearing of the roads and sidewalks has not been completed. Roads will continue to respond quickly to accessibility complaints.

Revising Order of Signal Phasing

Engineering reviewed the potential for pedestrians to cross first before a left hand turn signal is activated at heavier intersections. There are two scenarios within the Ontario Traffic Manual that would achieve this; one is an Exclusive Pedestrian Phase and the other is a Leading Pedestrian Interval.

An Exclusive Pedestrian Phase is a phase when pedestrians are allowed to cross in any direction at an intersection. It is recommended only where the volumes of crossing pedestrians are extremely high. Thunder Bay does not have any intersections that have an extremely high pedestrian use warranting an Exclusive Pedestrian Phase.

Leading Pedestrian Intervals generally provide a 4 to 6 second walk indication before the corresponding vehicle green. This is not a protected walk signal that would allow the pedestrian to cross the road entirely before a dedicated left turn vehicle movement. The lead walk time simply allows the pedestrian to enter the crosswalk and can help reduce conflicts with left and/or right turning vehicles. Leading Pedestrian Intervals tend to improve safety at t-intersections and intersections with visibility issues such as building obstructions or skewed intersection geometry and should be considered on a case-by-case basis.

Neither of these options are warranted as a standard across the city or meets the intent of the Accessibility Advisory Committee and are therefore not recommended to be implemented at this time.

Currently intersections with high left turn volumes have dedicated vehicle left turn signals. These allow turning vehicles to clear the intersection, avoiding conflicts with pedestrians and other vehicles. Pedestrians are then allowed to walk with vehicles that are travelling parallel with them avoiding conflicts with vehicles. Implementing a dedicated pedestrian walk phase

prior to a protected left turn vehicle signal is not standard practice and would introduce delays to both vehicles and pedestrians at an intersection, as the signal cycle time would increase. It is also important to consider other factors that influence safety at intersections when implementing traffic control. Important to this is driver and pedestrian expectancy. Injecting a pedestrian walk phase before an expected vehicle left turn signal increases the chance of inappropriate decisions that lead to conflicts.

Improving Traffic Signal Accessibility

Based on the findings from the audit, Engineering feels there are a number of actions that can be taken to improve accessibility at the signalized intersections within the city.

First, it is important that budget be allocated to allow for AODA compliant signalized intersections to be reconstructed annually. Current capital budget allocations allow for the installation of one or two intersections a year. Operating budgets also provide funds for traffic signal upgrades/repairs. Where signal buttons can be lowered on the existing pole at an intersection to meet AODA standards within Operating budget envelopes, this will be identified to Traffic Control and Street Lighting to complete.

Flashing Don't Walk signals should be standardized at 1.0 m/s, which is recommended by the Transportation Association of Canada as a walking speed that will accommodate the general population. In areas where it would be expected that there would be additional elderly or slower pedestrians crossing the intersection Flashing Don't Walk signal times should be increased to allow for a 0.8 to 0.9 m/s walking speed. These areas would include a 200 m radius around, for example, senior centers, nursing homes, hospitals, community centres and elementary schools. Input should be received to help identify these areas from the Accessibility Advisory Committee, Age Friendly Committee, and the Walkability Committee.

In consultation with the Accessibility Advisory Committee on this subject, the Committee asked that all signal walk times be increased in the winter months to account for the more difficult walking conditions. The amount of time that it would take a crew to adjust timings at all the intersections twice a year is approximately one month. There is not capacity within Traffic Control and Street Lighting to complete this without additional resources. This will be reconsidered when the existing Traffic Communication System is upgraded and signal timing can be controlled remotely.

Efforts should be undertaken to help educate the public regarding the operation of signalized pedestrian crossings. Based on complaints received by the Engineering Traffic Technician, there is often confusion around the meaning of the different phases that appear on a pedestrian crossing signal as well as misunderstanding of what pushing a pedestrian signal button will do. Many intersections are timed appropriately within The City of Thunder Bay but education is needed to make the public more aware of the meanings of the signals so they have confidence in using them.

FINANCIAL IMPLICATION

Recommended actions can be completed within existing Capital and Operating budgets.

CONCLUSION

It is concluded that new and reconstructed intersections be constructed to meet AODA standards.

It is also concluded that standardized pedestrian signal timings be implemented as discussed in this report.

It is also concluded that an education campaign be developed to inform the public about pedestrian traffic signals.

BACKGROUND

Memorandum from Ms. T. Soderberg, Chair – Accessibility Advisory Committee, dated March 17, 2016 relative to Traffic Lights – Timing Review.

Memorandum from Councillor R. Johnson dated April 18, 2016 containing a motion recommending that a report be provided to City Council that addresses intersections and traffic signals in our City.

REFERENCE MATERIAL ATTACHED

None

PREPARED BY: ***Jesse Mikulinski - Supervisor, Design Field Engineering***

THIS REPORT SIGNED AND VERIFIED BY:	DATE:
Kayla Dixon, Acting GM Infrastructure Operations	August 26, 2018

MEETING DATE	09/10/2018 (mm/dd/yyyy)
SUBJECT	Waterfront Phase 2 Master Plan - Lakehead Transportation Museum Society Site

SUMMARY

Memorandum from Mr. C. Halvorsen, Manager - Parks and Open Spaces, dated August 30, 2018 relative to Waterfront Phase 2 Master Plan - Lakehead Transportation Museum Society Site, for information.

ATTACHMENTS

1. C Halvorsen memo dated Aug 30 2018

CITY OF Thunder Bay
Superior by Nature

Memorandum

TO: Members of Council

FROM: Cory Halvorsen, C.E.T.
Manager – Parks and Open Spaces

DATE: August 30, 2018

SUBJECT: Waterfront Phase 2 Master Plan – Lakehead Transportation Museum Society Site
September 10, 2018 COW Meeting

The purpose of this memorandum is to provide information related to the integration of a transportation museum as part of the Waterfront Phase 2 Master Plan development on the Pool 6 site.

On February 1, 2018 the Lakehead Transportation Museum Society (LTMS) presented to the Waterfront Development Committee proposed plans to develop a transportation museum adjacent the existing leased land currently being used to display the Alexander Henry (see Attachment A).

Short-term plans for the development include construction of a concrete pad and shelter structure to display the Brill Trolley Buses, as well as installation of a small seasonal structure to support the museum operations. Long-term plans include moving all or part of the VIA train from Kam River Park to this site, moving the James Whalen Tug boat to be displayed alongside the Alexander Henry, as well as additional sheltered static transportation displays. Members of the Waterfront Development Committee are in support of the proposed plans and Administration concurs that the addition of the transportation museum is in accordance with the general development concept presented in the Waterfront Phase 2 Master Plan.

Administration is currently working with the LTMS to finalize the site layout and location so it can be coordinated with the future road alignment into the Pool 6 site, as well as the construction of the Waterfront Trail network expansion. The Trolley Brill buses are tentatively scheduled for relocation to this site fall of 2018. Timelines for additional displays have yet to be determined as they require further planning and fundraising.

Regards,

CH

cc: John S. Hannam – City Clerk
Norm Gale – City Manager
Kerri Marshall – General Manager – Infrastructure and Operations


Attachment 'A'
Pool 6
Transportation Museum
Long Term
Transportation Museum
Short Term
Alexander Henry
Tug Boat
N
W
E
S

CITY OF Thunder Bay
Superior by Nature

MEETING DATE 09/10/2018 (mm/dd/yyyy)

SUBJECT ThunderCon Support

SUMMARY

At the August 13, 2018 Committee of the Whole meeting, representatives of ThunderCon provided a deputation requesting support from the City of Thunder Bay for ThunderCon 2018.

Memorandum from Councillor S. Ch'ng, dated August 14, 2018 containing a motion relative to the above noted.

RECOMMENDATION

With Respect to the deputation from ThunderCon at the August 13, 2018 Committee of the Whole Meeting, we recommend that funds in the amount of $15,000 be provided to the organization in support of their 2018 event;

AND THAT one time funding be provided notwithstanding the request being subject to an existing funding program (Community, Youth and Cultural Funding Program);

AND THAT funds raised through the event be reimbursed to the City of Thunder Bay up to the maximum amount of $15,000 by ThunderCon;

AND THAT the source of funding be the stabilization reserve fund;

AND THAT when available, funding be taken from the Municipal Accommodation Tax reserve fund and reimbursed to the stabilization reserve fund for the purpose of this project:

AND THAT any necessary by-laws be presented to City Council for ratification.

ATTACHMENTS

1. S Ch ng memo dated Aug 14 2018

CITY OF Thunder Bay
Superior by Nature

Memorandum

Office of the City Clerk
Fax: 623-5468
Telephone: 625-2230

TO: Krista Power, Deputy City Clerk

FROM: Councillor S. Ch'ng

DATE: August 14, 2018

SUBJECT: Motion – ThunderCon- City of Thunder Bay
September 10, 2018 – Committee of the Whole Meeting

It is my request that a motion of support be added to the agenda for Committee of the Whole on September 10, 2018 in response to the deputation from ThunderCon at the August 13, 2018 Committee of the Whole Meeting.

ThunderCon is an important event in Thunder Bay and draws over 4500 people annually. The economic impact of this growing event is providing benefit for restaurants, hotels and retail establishments. ThunderCon has been working with the Tourism Department to provide for cross marketing to draw visitors to the region. Regardless of the application to the Community, Youth and Cultural Funding Program that was declined, the city should be funding this event and provide assistance. Going forward, Administration should meet with members of the ThunderCon organization to discuss applications to funding programs offered by the City of Thunder Bay and how the group can request appropriate funds from the corporation.

The following motion is presented for Council's consideration;

> With Respect to the deputation from ThunderCon at the August 13, 2018 Committee of the Whole Meeting, we recommend that funds in the amount of $15,000 be provided to the organization in support of their 2018 event;
>
> AND THAT one time funding be provided notwithstanding the request being subject to an existing funding program (Community, Youth and Cultural Funding Program);
>
> AND THAT funds raised through the event be reimbursed to the City of Thunder Bay up to the maximum amount of $15,000 by ThunderCon;
>
> AND THAT the source of funding be the stabilization reserve fund;
>
> AND THAT when available, funding be taken from the Municipal Accommodation Tax reserve fund and reimbursed to the stabilization reserve fund for the purpose of this project:
>
> AND THAT any necessary by-laws be presented to City Council for ratification.

CITY OF Thunder Bay
Superior by Nature

MEETING DATE 09/10/2018 (mm/dd/yyyy)

SUBJECT John Jumbo Park

SUMMARY

Memorandum from Councillor T. Giertuga, dated August 29, 2018 containing a motion relative to ongoing issues at John Jumbo Park.

RECOMMENDATION

With Respect to the ongoing issues at John Jumbo Park, we recommend that Administration report back to City Council and provide for suggestions to address the noise and vehicle disturbances that are occurring in the park;

AND THAT Thunder Bay Police Service be involved in providing for background information to inform this report;

AND THAT any financial implications for proposed solutions be identified in this report;

AND THAT the report be received no later than October 1, 2018;

AND THAT any necessary by-laws be presented to City Council for ratification.

ATTACHMENTS

1. T Giertuga memo dated Aug 29 2018

CITY OF Thunder Bay
Superior by Nature

Memorandum

Office of the City Clerk
Fax: 623-5468
Telephone: 625-2230

TO: Krista Power, Deputy City Clerk

FROM: Councillor T. Giertuga

DATE: August 29, 2018

SUBJECT: Motion – Report – John Jumbo Park
September 10, 2018 – Committee of the Whole Meeting

It is my request that a motion requesting a report from Administration be included in the agenda for the September 10, 2018 Committee of the Whole Meeting. This would be the first step in addressing ongoing issues at John Jumbo Park. Residents in the area have expressed concern regarding unruly and loud patrons at the park after dark and there have been calls to Thunder Bay Police Service to break up parties which may involve drugs and alcohol. The report should include opportunities to address the situation whether it is by adding lighting, cameras, security, adding gates to the entrance to prevent vehicle access and/or removing the wireless internet that runs after hours at the building.

The following motion is presented for Council's consideration;

> With Respect to the ongoing issues at John Jumbo Park, we recommend that Administration report back to City Council and provide for suggestions to address the noise and vehicle disturbances that are occurring in the park;
>
> AND THAT Thunder Bay Police Service be involved in providing for background information to inform this report;
>
> AND THAT any financial implications for proposed solutions be identified in this report;
>
> AND THAT the report be received no later than October 1, 2018;
>
> AND THAT any necessary by-laws be presented to City Council for ratification.