



City of
Peterborough

To: Members of the General Committee

From: Blair Nelson, Commissioner, Infrastructure, Planning and Growth Management

Meeting Date: August 5, 2025

Report: Pedestrian Crossing Program on Collector Roads, Report IPGENG25-019

Subject

A report to present the site selection and implementation list for the Pedestrian Crossing Program on Collector Roads

Recommendations

That Council approve the recommendations outlined in Report IPGENG25-019, dated August 5, 2025, of the Commissioner of Infrastructure, Planning and Growth Management as follows:

- a) That Council direct staff to proceed with the implementation of the Pedestrian Crossing Program on Collector Roads as outlined in Report IPGENG25-019.
- b) That the Commissioner of Infrastructure, Planning, and Growth Management be delegated the authority to enact and/or amend By-law 09-136 being a By-law for the Regulation of Parking in the City of Peterborough from time to time to give effect to the implementation of pedestrian crossings under the Pedestrian Crossing Program on Collector Roads.

Executive Summary

- In March 2022, Council approved Report IPSTR22-003 – Transportation Master Plan Phase 4 – Approval of Infrastructure and Policy Recommendations. The Road Safety Strategy included in this report outlines five key areas of emphasis

for road safety: Safe School Zones, Safety for Vulnerable Users, Safe Neighbourhoods, Safe Corridors, and Safe Intersections.

- In February 2025, in concert with the Safety for Vulnerable Users initiative outlined in the Road Safety Strategy, Council approved a capital budget (Project # 25-050) to initiate a Pedestrian Crossing Program on Collector Roads.
- A review of the collector road network was conducted to identify locations where there is a need for pedestrian crossing infrastructure.
- Potential pedestrian crossing locations were identified and rated based on multiple criteria: distance to the nearest controlled crossing, collision history, proximity to key pedestrian generators, previous crossing requests, crossing distance, and proximity to a transit stop.
- Five (5) pedestrian crossing locations have been evaluated and are being recommended for implementation in 2025. These locations include McKeller Street at the Crawford Rail Trail, Erskine Avenue at the Crawford Rail Trail, Glenforest Boulevard at Ravenwood Drive, Park Street North at Hunter Street West, and Walker Avenue at Walker Park.
- The intersection at Wolsely Street and Donegal Street was identified and evaluated for an Intersection Pedestrian Signal with implementation in 2026, subject to the availability of approved Capital funding in 2026.

Background

Council, at its meeting of March 28, 2022, approved Report IPSTR22-003, Approval of a Transportation Master Plan (TMP) Phase 4, which included road safety as an important pillar on which future transportation works are built. In February 2025, building on the Road Safety Strategy initiative, Safety for Vulnerable Users, Council approved a Capital Budget for a Pedestrian Crossing Program on Collector Roads (Project # 25-050). This program promotes and funds a multi-year road safety initiative targeting safety for vulnerable road users through the implementation of pedestrian crossings on collector-designated roadways. The objective of this program is to identify potential pedestrian crossing locations on collector roads, with the intent to implement one pedestrian crossing per ward, per year, as funding and resources permit.

Collector roads are defined in the Official Plan as serving intra-municipal and intra-neighbourhood traffic between arterial and local streets and can be expected to accommodate up to 500 vehicles per lane per hour. Collector roads serve as important links between residential neighbourhoods and recreational and commercial destinations around the city. A map of the collector road network is shown in Figure 1.

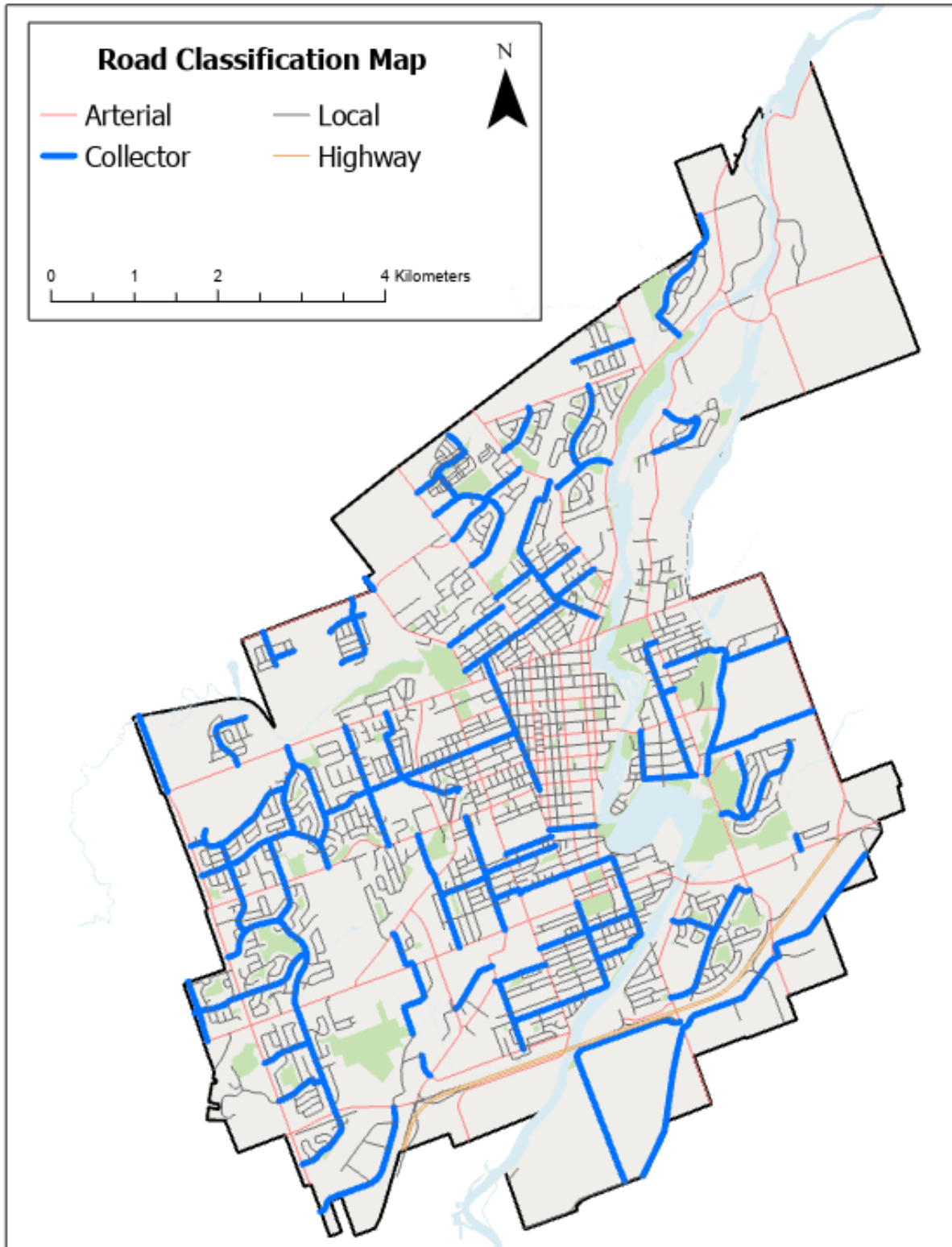


Figure 1: Collector Road Map

Pedestrian Crossing Site Selection

Potential collector road pedestrian crossing locations were identified based on the following two site selection criteria:

- a) Location is more than 200 metres from an existing controlled crossing, OR is on well-defined pedestrian desire lines; and
- b) There are sidewalks, pathways, or trails on either side of the potential pedestrian crossing location.

The 200-metre criterion is established in Ontario Traffic Manual Book 15 – Pedestrian Crossing Treatments as the minimum recommended distance to an existing controlled crossing location like an all-way stop or a signalized intersection. The separation helps reduce potential operational concerns that may arise from having separate traffic controls operating within a short distance of each other. The exception to this minimum separation distance is locations on well-defined pedestrian desire lines, which acknowledges that pedestrians and cyclists are likely to follow a well-defined pathway across a road, regardless of a controlled crossing opportunity a short distance away.

The selection criterion for potential crossing locations to connect to trails, sidewalks, or pathways ensures continuity within the established pedestrian network and in conformance with the Accessibility for Ontarians with Disabilities Act. This program seeks to enhance access to the current pedestrian network while ensuring vulnerable road users can cross to and from accessible locations.

Using this criterion, potential crossing locations were identified and ranked according to the metrics in Table 1.

Table 1: Pedestrian Crossing Site Selection

Metric	Description	Weight
Previous Request	No previous request for a pedestrian crossing at this location	0
	Previous request for a pedestrian crossing at this location	5
Collision History	0 pedestrian collisions at this location over the last 5 years	0
	1 pedestrian collision at this location over the last 5 years	10
	2+ pedestrian collisions at this location over the last 5 years	20
Road Width	Road width (curb to curb) is 8-10 m	0
	Road width (curb to curb) is 10+ m	10

Transit Stop	No transit stops within 50 meters of the proposed location	0
	A Transit stop within 50 meters of the proposed location	5
Distance to Nearest Controlled Crossing	The nearest controlled crossing is 0-200 m away	0
	The nearest controlled crossing is 200-400 m away	10
	The nearest controlled crossing is 400+ m away	20
Pedestrian Generators	Location is on a path to a school	10
	Location is on a path to a hospital or health centre	5
	Location is a continuation of a trail or existing pathway	10
	Location serves a retirement home	5
	Location is next to a park, playground, or sports facility	10
Maximum Number of Points		100

Based on these defined metrics, the following locations shown in Table 2 were identified for priority implementation. A complete list of all locations meeting the site selection criteria a) and b) is included in **Appendix A**.

Table 2: 2025 Collector Road Pedestrian Crossing Locations

Ward	Location
Otonabee Ward 1	Erskine Avenue at the Crawford Rail Trail Crossing
	McKeller Street at the Crawford Rail Trail Crossing
Monaghan Ward 2	Glenforest Boulevard at Ravenwood Drive
Town Ward 3	Park Street North at Hunter Street West
Ashburnham Ward 4	Walker Avenue at Walker Park
Northcrest Ward 5	Wolsely Street at Donegal Street

Two locations in Otonabee Ward 1 were identified for pedestrian crossings. The existing Crawford Rail Trail Crossings at McKeller Street and Erskine Avenue have curb ramps, tactile indicators, and overhead lighting. The estimated cost for implementing Level 2 Type C pedestrian crossovers (**Appendix C**) at these locations is significantly reduced, allowing staff to upgrade both locations in 2025.

Glenforest Boulevard at Ravenwood Drive (Monaghan Ward 2) has an existing school crossing with a crossing guard during school admission and dismissal times. A Level 2 Type C pedestrian crossover (**Appendix C**) at this location will enhance the visibility of the school crossing, as well as provide a controlled crossing opportunity for the neighbourhood outside school hours.

Staff previously received a request for a pedestrian crossing on Park Street North at Hunter Street West (Town Ward 3). This location is frequently used by pedestrians travelling east/west to and from the downtown. Higher traffic volumes and a wide crossing width of 15 metres warrant a Level 2 Type B pedestrian crossover (**Appendix B**) at this location.

A pedestrian crossover on Walker Avenue at Walker Park (Ashburnham Ward 4) will provide pedestrian connectivity between the Marsdale neighbourhood and Walker Park, which contains soccer fields, a playground, and walking trails. Lower traffic volumes and clear sightlines warrant a Level 2 Type D (**Appendix D**) pedestrian crossover at this location.

The intersection of Wolsely Street and Donegal Street (Northcrest Ward 5) has an existing school crossing with a crossing guard during admission and dismissal times. Traffic volumes recorded at this location are high for a collector road, resulting in a reduced number of gaps in traffic and leading to long delays for pedestrians on Wolsely Street outside of school crossing times. Results of a traffic study revealed that an Intersection Pedestrian Signal is warranted at this location. Intersection Pedestrian Signals (IPS) are pedestrian-activated traffic signals that stop traffic on the main road and provide a protected crossing opportunity for pedestrians. Implementing a simple IPS has an estimated cost of \$130,000 due to the additional costs associated with the required traffic signal infrastructure. An example of a simple IPS installation which does not require major infrastructure reconfigurations can be found on Ashburnham Drive fronting the Canoe Museum. Approved funding for the 2025 Pedestrian Crossing Program on Collector Roads is \$300,000, of which \$230,000 is required to implement the Pedestrian Crossovers (PXOs) identified for 2025. Remaining funds are insufficient to cover the estimated cost of the IPS in 2025, therefore, the implementation of an IPS at the intersection of Wolsely Street and Donegal Street will be deferred until 2026, subject to the availability of approved Capital funding in 2026.

A map showing the recommended locations is included in **Appendix E**. In future years, proposed crossing locations will be identified as part of the annual Capital budget request for the Pedestrian Crossing Program on Collector Roads.

Strategic Plan

Strategic Pillar: Infrastructure

Strategic Priority: Invest in infrastructure to ensure that it meets the future needs of our growing City.

Strategic Pillar: Community & Well-being

Strategic Priority: Promote and enforce traffic safety on city roads

The addition of pedestrian crossings at key locations on the collector road network will provide important system connectivity within our city and promote road safety for vulnerable road users.

Engagement and Consultation

Traffic and Parking Services staff consulted with Public Works and Transportation Planning as part of the preparation of this report. City staff have also received previous requests from the public related to crossing enhancements as indicated within this report.

Budget and Financial Implications

The implementation of the proposed pedestrian crossings is estimated to cost \$230,000, funds for which are available in the 2025 Capital Budget for the Pedestrian Crossing Program on Collector Roads (Project # 25-050).

Table 3: Pedestrian Crossing Cost Estimates 2025

Location	Pedestrian Crossing Type	Estimated Cost
Erskine Avenue at the Crawford Rail Trail Crossing	Level 2 Type C Pedestrian Crossover at Erskine Avenue	\$40,000
McKeller Street at the Crawford Rail Trail Crossing	Level 2 Type C Pedestrian Crossover at McKeller Street	\$40,000
Glenforest Boulevard at Ravenwood Drive	Level 2 Type C Pedestrian Crossover	\$60,000

Park Street North at Hunter Street West	Level 2 Type B Pedestrian Crossover	\$65,000
Walker Avenue at Walker Park	Level 2 Type D Pedestrian Crossover	\$25,000
Estimated Total Cost		\$230,000

The average estimated cost for a crossing can vary depending on the recommended crossing type and if there are any civil works (curbs, sidewalk, tactile indicators, etc.) needed to support the installation.

The City's existing contract for traffic signal and streetlight maintenance, currently with Guild Electric, has unit prices for materials, equipment and labour rates that would be utilized to install the proposed crossing treatments.

Conclusion

Collector roads serve a key function within the road network, connecting residential neighbourhoods to recreational and commercial destinations around the city. The Collector Road Pedestrian Crossing Program enhances pedestrian crossing infrastructure and serves vulnerable road users in line with the TMP Road Safety Strategy for Vulnerable Users.

Attachments

- Appendix A: Collector Road Pedestrian Crossing Location Rankings
- Appendix B: Level 2 Type B Pedestrian Crossover
- Appendix C: Level 2 Type C Pedestrian Crossover
- Appendix D: Level 2 Type D Pedestrian Crossover
- Appendix E: 2025 Collector Road Pedestrian Crossing Map

Submitted by,

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Appendix A – Collector Road Pedestrian Crossing Location Rankings

Table A1: Otonabee ward Pedestrian Crossing Location Rankings

Ward	Location	Score
Otonabee	Erskine Avenue at the Crawford Rail Trail Crossing	40
Otonabee	Spillsbury Drive at Fortye Gate	35
Otonabee	McKeller Street at Crawford Rail Trail Crossing	35
Otonabee	Lock Street at Braidwood Avenue	35
Otonabee	Park Street between Cameron Street and Braidwood Avenue	35
Otonabee	Goodfellow Road between Sherbrooke Street and Clonsilla Avenue	35
Otonabee	Goodfellow Road between Clonsilla Avenue and St Mary's Street	25
Otonabee	Cameron Street between Erskine Avenue and Monaghan Road	20
Otonabee	Cameron Street between Monaghan Road and Park Street	20
Otonabee	Braidwood Avenue between Monaghan Road and Park Street	20
Otonabee	Braidwood Avenue between Park Street and Lock Street	20

Table A2: Monaghan ward Pedestrian Crossing Location Rankings

Ward	Location	Score
Monaghan	Glenforest Boulevard at Ravenwood Drive	50
Monaghan	Cherryhill Road at Bankside Drive	50
Monaghan	Kawartha Heights Boulevard between Denure Drive and Woodglade Boulevard	35
Monaghan	Kawartha Heights Boulevard at Crestwood Avenue	35
Monaghan	Ravenwood Drive at Ireland Drive	35
Monaghan	Ireland Drive between Brealey Drive and Ravenwood Drive	30
Monaghan	Weller Street at Fairmount Boulevard	25

Table A3: Town Ward Pedestrian Crossing Location Rankings

Ward	Location	Score
Town	Park Street at Hunter Street	35
Town	Chamberlain Street between Monaghan Road and Park Street	25

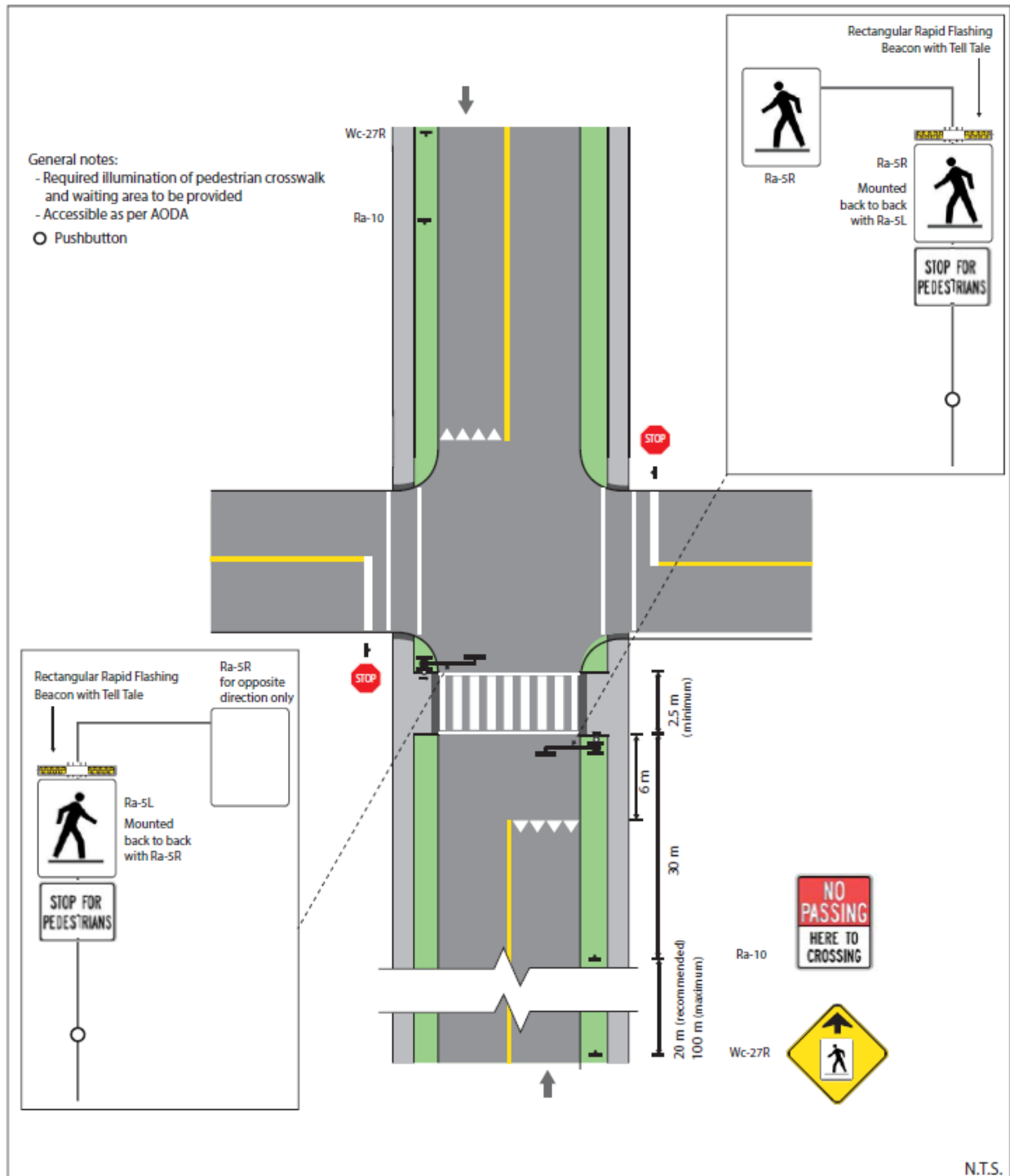
Table A4: Ashburnham ward Pedestrian Crossing Location Rankings

Ward	Location	Score
Ashburnham	Walker Avenue at Walker Park	45
Ashburnham	Marsdale Drive between Idyllwood Crescent and Idyllwood Crescent	40
Ashburnham	Burnham Street at Sophia Street	35
Ashburnham	McFarlane Street between Beverly Street and Simons Avenue	30
Ashburnham	Rogers Street at Sophia Street	25
Ashburnham	Rogers Street at Robinson Street	25

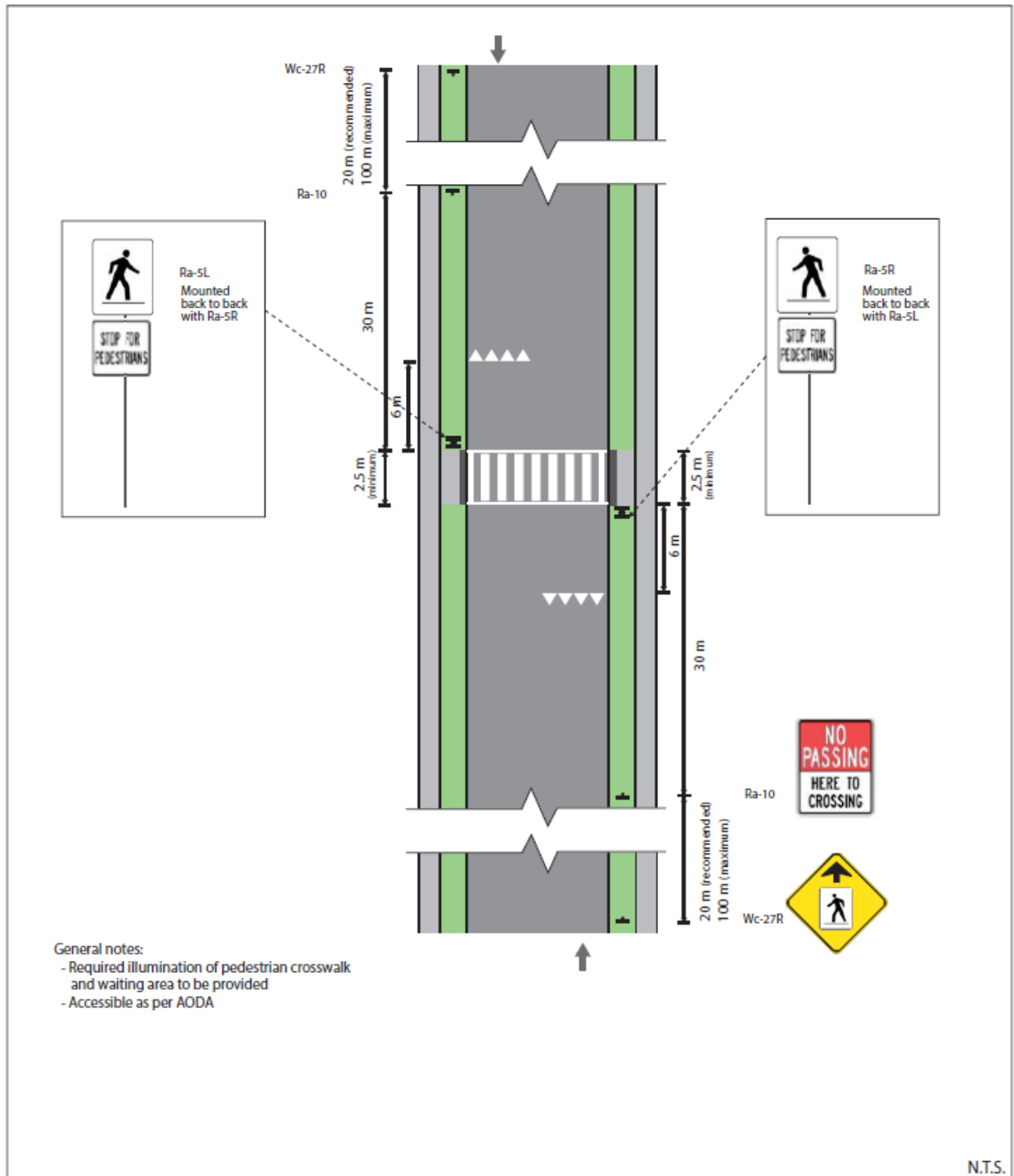
Table A5: Northcrest Ward Pedestrian Crossing Location Rankings

Ward	Location	Score
Northcrest	Wolsely Street at Donegal Street	45
Northcrest	Marina Boulevard at Royal Drive	45
Northcrest	Milroy Drive at Rowberry Boulevard	40
Northcrest	Hetherington Drive at Jennifer Drive	40
Northcrest	Royal Drive at Olympus Avenue (North Leg)	40
Northcrest	Towerhill Road between Chemong Road and Milroy Drive	35
Northcrest	Barnardo Avenue at McClennan Street	30
Northcrest	Milroy Drive (South Leg) between Chemong Road and Towerhill Road	30
Northcrest	Wolsely Street at Aylmer Street	25
Northcrest	Barnardo Avenue at Rotary Trail Crossing	25
Northcrest	Dumble Avenue between Barnardo Avenue and Hilliard Street	25
Northcrest	McLennan Street between Barnardo Avenue and Hilliard Street	20

Appendix B: Level 2 Type B Pedestrian Crossover



Appendix D: Level 2 Type D Pedestrian Crossover



Appendix E: 2025 Collector Road Pedestrian Crossing Map

