
HALDIMAND COUNTY

Report ENG-04-2021 Pedestrian Crossover Program

For Consideration by Council in Committee on June 22, 2021



OBJECTIVE:

To receive Council approval to implement a Pedestrian Crossover Program with the funding to be identified in the 2022 Tax Supported Capital Budget and Forecast.

RECOMMENDATIONS:

1. THAT Report ENG-04-2021 Pedestrian Crossover Program be received;
2. AND THAT staff be directed to include the Pedestrian Crossover Program in the 2022 Tax Supported Capital Budget and Forecast.

Prepared by: Danielle Fletcher, Municipal Infrastructure Project Manager

Reviewed by: Kristopher R. Franklin, Manager, Engineering Services

Respectfully submitted: Tyson Haedrich, M. Eng., P. Eng., General Manager of Engineering & Capital Works

Approved: Craig Manley, MCIP, RPP, Chief Administrative Officer

EXECUTIVE SUMMARY:

Effective January 1, 2016, The Highway Traffic Act of Ontario (HTA) was revised to include a regulation that requires vehicles to stop and yield the entire roadway at all types of pedestrian crosswalks known as pedestrian crossovers (PXO's). This change enables the County to install legal crosswalks on roads in accordance with the Transportation of Canada (TAC) Guidelines and The Ministry of Transportation Ontario's (MTO) Ontario Traffic Manual (OTM) Book 15 "Pedestrian Crossing Treatments".

It is recommended that a two year implementation program be developed to install pedestrian crossovers in the County's urban centres. Each year of the program is proposed to include one crossing in each ward at a location provided by the ward councillor in consultation with County staff.

BACKGROUND:

Effective January 1, 2016, The Highway Traffic Act of Ontario (HTA) was revised to include a regulation that requires vehicles to stop and yield the entire roadway at all types of pedestrian crosswalks known as pedestrian crossovers (PXO's). This change enables the County to install legal crosswalks on roads within its jurisdiction. In 2020, through Traffic Office Memo #2020-03, the MTO now permits pedestrian crossovers to be installed on connecting link road sections.

At the January 15, 2019 Council in Committee meeting, staff were given direction through the following resolution:

"THAT staff be directed to report back to Council prior to the development of the 2020 Tax Capital Budget on the implementation of a County-wide pedestrian crossover program including location

criteria, recommended system type, costing and proposed installation locations developed in consultation with local Councillors;

AND THAT the installation of a pedestrian crossover on Main Street East at the Dunnville Farmers Market, included in the Draft 2019 Tax Capital Budget, be considered a pilot project to demonstrate the feasibility of the program including confirmation of system type and costing.”

This direction was as a result of Council’s desire to improve the access for pedestrians in the urban areas. As the Dunnville Farmers Market pedestrian crossover was successfully installed and has proven to be beneficial to pedestrians the full program can now be brought forward.

ANALYSIS:

The warrants established within Ontario Traffic Manual (OTM) Book 15 “Pedestrian Crossing Treatments” will be used to assess locations for appropriate pedestrian crossing treatments. OTM Book 15 outlines the number of conditions that must be met for a PXO to be implemented, including:

- Appropriate pedestrian and vehicle volumes or the ability to address a need for pedestrian system connectivity;
- Pedestrian facilities on both sides of the road which are maintained in the winter;
- Appropriate sight lines;
- Located within a roadway segment with a posted speed limit of 60km/h or less;
- Accessibility for Ontarians with Disabilities Act (AODA) compliant curb and sidewalk depressions at the crossing;
- Not within 200 m of another crossing control treatment (unless pedestrian and vehicle volumes are high and there is a requirement for system connectivity or the location is on a pedestrian desire line);
- Illuminated with street lighting meeting provincial standards for such treatments.

The Pedestrian Crossing Program is initially proposed to be a two year program in 2022/2023 with the goal to install twelve new pedestrian crossovers. Each ward councillor has submitted a location request to the Engineering Services Division for consideration in the 2022 Pedestrian Crossover Program as follows:

Ward (Urban Area)	Proposed 2022 Pedestrian Crossover Locations
Ward 1 (Jarvis)	Talbot Street (Hwy 3) near Saunders Drive
Ward 2 (Cayuga)	Talbot Street (Hwy 3) at Thorburn Street
Ward 3 (Caledonia)	Argyle Street North at Sutherland Street
Ward 4 (Hagersville)	Main Street South (Hwy 6) at Church Street
Ward 5 (Dunnville)	Queen Street at Giant Tiger/Food Basics
Ward 6 (Dunnville)	George Street (Hwy 3) at Lock Street West

It should also be noted that additional pedestrian crossovers may be installed as a result of development or other projects such as the Argyle Street Bridge replacement where the MTO is planning to install a pedestrian crossover on Argyle Street South at Renfrew Street.

FINANCIAL/LEGAL IMPLICATIONS:

The estimated cost to implement the Pedestrian Crossover Program is estimated to be \$480,000 (\$240,000 for six pedestrian crossovers per year) over the 2022/23 budget years. This program will be identified in the 2022 Tax Supported Capital Budget and Forecast.

It is anticipated that each pedestrian crossover will require two annual inspections (Spring/Fall). The costs for the maintenance inspections will be included in the annual Tax Supported Operating Budget.

STAKEHOLDER IMPACTS:

In accordance with the Accessibility for Ontarians with Disabilities Act (AODA), AODA requirements will be incorporated into the design and implementation of all new pedestrian crossing treatments.

REPORT IMPACTS:

Agreement: No

By-law: No

Budget Amendment: No

Policy: No

ATTACHMENTS:

1. None