

HALDIMAND COUNTY

Report ENG-12-2022 Pedestrian Crossover By-law

For Consideration by Council in Committee on August 23, 2022



OBJECTIVE:

To receive Council approval for a by-law for the installation of six new pedestrian crossovers and one existing crossover as well as the required amendments to Haldimand County Parking Control By-law 307/02 required for the installations.

RECOMMENDATIONS:

1. THAT Report ENG-12-2022 Pedestrian Crossover By-law be received;
2. AND THAT a by-law be presented to establish Pedestrian Crossovers in Haldimand County as outlined in Report ENG-12-2022;
3. AND THAT Parking Control By-law 307/02 be amended as outlined in Report ENG-12-2022 to reflect the changes required for the implementation of the Pedestrian Crossovers.

Prepared by: Danielle Fletcher, Project Manager – Municipal Infrastructure, Engineering Services

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:

The installation of six Pedestrian Crossovers (PXO's) were identified in the 2022 Tax Capital Budget. Staff have worked with each local Councillor to identify possible locations and are recommending that PXO's be installed at the following locations:

Urban Area	Road	Intersection / Location
Caledonia	Argyle Street North	Sutherland Street (south side)
Byng	Rainham Road	Port Maitland Road (east side)
Dunnville	George Street (Highway 3)	Lock Street (north side)
Hagersville	Main Street North (Highway 6)	30 metres south of Railway Street (mid-block)
Jarvis	Talbot Street East (Highway 3)	Saunders Avenue (west side)
Cayuga	Talbot Street East (Highway 3)	Thorburn Street (west side)

The Ministry of Transportation (MTO) requires a by-law for the four PXO installations on the Connecting Links and staff are also recommending that the two other new installations and the one existing

installation in Dunnville (near the Farmer's Market) be included in the by-law for consistency. The Parking Control By-law also has to be amended to create the required sight lines for the PXO's.

BACKGROUND:

In 2016, the Government of Ontario enacted Regulation 402/15 which established legislation related to Pedestrian Crossover (PXO's). Ontario Traffic Manual Book 15 and the Highway Traffic Act were also amended to reflect the controlled pedestrian crossings. Book 15 introduced various levels of Pedestrian Crossovers including required components such as signage, stopping/parking restrictions and road marking requirements.

In 2020 the first PXO in Haldimand County was installed on Main Street in Dunnville near the Farmers Market and in 2021 Council approved a program to install six PXO's in 2022 (one in each ward) and an additional six in 2023. The locations of the PXO's were to be determined through consultation with the local councillors and reviewed for suitability by staff. The six PXO locations for 2022 installation have been reviewed and an overall map of the locations as well as individual detailed maps are included as Attachments 1 to 7.

Of the six locations scheduled for construction in 2022, four locations are within the Ministry of Transportation (MTO) Connecting Link for Highway 3 or Highway 6 and must also be approved by the MTO. One of the requirements for MTO approval is the passing of a by-law to implement any new PXO.

The two locations in Caledonia and Byng as well as the existing location in Dunnville are within the jurisdiction of the County and while not requiring a by-law for implementation are included for consistency.

Staff have been in regular contact with the MTO with respect to their approval of the four locations on the connecting links however at the time of this report have not received formal approval.

In addition to the implementing by-law, various regulatory signage and parking restrictions are required to facilitate the PXO locations. The Highway Traffic Act (HTA) provides municipalities with the power to create the required by-laws that regulate traffic and parking on municipal roads.

ANALYSIS:

Pedestrian Crossover (PXO) By-law

The Ontario Traffic Manual Book 15 introduced warrants for various levels of Pedestrian Crossovers including required components such as signage, stopping/parking restrictions and road marking requirements.

- A Level 2 Type B PXO is a crosswalk with distinct pavement markings, a side mounted and overhead mounted crossover sign and a rapid rectangular flashing beacon.
- A Level 2 Type C PXO is a crosswalk with distinct pavement markings, a side mounted crossover sign and a rapid rectangular flashing beacon.

The warrants for the proposed locations were reviewed and to establish the PXO's a by-law that specifies the location, type and level of crossing is required for the following locations:

Urban Area	Road	Intersection / Location	Level	Type
Caledonia	Argyle Street North	Sutherland Street (south side)	2	B
Byng	Rainham Road	Port Maitland Road (east side)	2	B
Dunnville	George Street (Highway 3)	Lock Street (north side)	2	B
Hagersville	Main Street North (Highway 6)	30 metres south of Railway Street (mid-block)	2	B
Jarvis	Talbot Street East (Highway 3)	Saunders Avenue (west side)	2	C
Cayuga	Talbot Street East (Highway 3)	Thorburn Street (west side)	2	B

No Stopping Zone By-law Amendments

The Ontario Traffic Manual (OTM) Book 15 provides warrants and requirements for Pedestrian Crossovers to ensure the signage, road markings and parking restrictions are applied consistently across the Province.

OTM Book 15 requires no stopping zones for a minimum of 15 metres approaching a PXO and 10 metres following a PXO to ensure pedestrians are visible to oncoming traffic. It also recommends extending that to 30 metres approaching a PXO and 15 metres following a PXO, whenever possible.

To create the required no stopping zones at each PXO location (see Attachments 2-7) the following amendments to Haldimand County Parking Control By-law 307/02 are required:

Parking Control By-law 307/02 Schedule "C" No Parking – Caledonia to Delete

Street	Side	From	To	Period
Argyle Street North	East	A point 20 metres south of Sutherland Street	Sutherland Street	Anytime
Argyle Street North	East	Sutherland Street	15 metres northerly	Anytime

Parking Control By-law 307/02 Schedule "B" No Stopping – Caledonia to Add

Street	Side	From	To	Period
Argyle Street North	East	A point 20 metres south of Sutherland Street PXO Crossing	Sutherland Street PXO Crossing	Anytime
Argyle Street North	East	Sutherland Street	15 metres northerly	Anytime
Argyle Street North	West	A point 20 metres south of Sutherland Street	Sutherland Street	Anytime

Parking Control By-law 307/02 Schedule "C" No Parking – Cayuga to Delete

Street	Side	From	To	Period
Talbot Street	Both	Ottawa Street	Thorburn Street	Anytime

Parking Control By-law 307/02 Schedule “C” No Parking – Cayuga to Add

Street	Side	From	To	Period
Talbot Street	Both	Ottawa Street	A point 15 metres west of Thorburn Street PXO Crossing	Anytime

Parking Control By-law 307/02 Schedule “B” No Stopping – Cayuga to Add

Street	Side	From	To	Period
Talbot Street	Both	A point 15 metres west of Thorburn Street PXO Crossing	A point 15 metres east of Thorburn Street	Anytime

Parking Control By-law 307/02 Schedule “C” No Parking – Dunnville to Delete

Street	Side	From	To	Period
Rainham Road	Both	Grant Street	North end of Grand River bridge	Anytime
George Street	East	Main Street	Alder Street	Anytime
George Street	West	Main Street	Broad Street	Anytime

Parking Control By-law 307/02 Schedule “C” No Parking – Dunnville to Add

Street	Side	From	To	Period
Rainham Road	Both	Grant Street	20 metres south of Port Maitland Road	Anytime
Rainham Road	Both	20 metres north of Port Maitland Road PXO Crossing	North end of Grand River bridge	Anytime
George Street	East	Main Street	25 metres south of Lock Street	Anytime
George Street	East	25 metres north of Lock Street	Alder Street	Anytime
George Street	West	Main Street	25 metres south of Lock Street	Anytime
George Street	West	25 metres north of Lock Street	Broad Street	Anytime

Parking Control By-law 307/02 Schedule “B” No Stopping – Dunnville to Add

Street	Side	From	To	Period
George Street	Both	25 metres north of Lock Street	25 metres south of Lock Street	Anytime
Rainham Road	Both	20 metres south of Port Maitland Road	20 metres north of Port Maitland Road PXO Crossing	Anytime

Parking Control By-law 307/02 Schedule "B" No Stopping – Jarvis to Add

Street	Side	From	To	Period
Talbot Street	North	A point 15 metres east of Saunders Street	A point 15 metres west of the Saunders Street PXO Crossing	Anytime
Talbot Street	South	A point 15 metres east of Saunders Street PXO Crossing	A point 30 metres west of Saunders Street PXO Crossing	Anytime

The existing stopping restrictions on Main Street North in Hagersville exceed the minimum requirements and therefore no parking or stopping restriction changes are required for the Hagersville PXO installation.

FINANCIAL/LEGAL IMPLICATIONS:

The approved capital budget for the pedestrian crossover installations includes the cost for signage and the signs will be installed as part of the project.

The Roads Operations Department will maintain the signage and equipment including the annual inspections which are required by the minimum maintenance standards for traffic signals. This annual inspection must be completed by a qualified electrical contractor and the 2023 Tax Supported Operating Budget will be reviewed to ensure the additional costs are funded.

STAKEHOLDER IMPACTS:

Not applicable.

REPORT IMPACTS:

Agreement: No

By-law: Yes

Budget Amendment: No

Policy: No

REFERENCES:

None.

ATTACHMENTS:

1. County Map of Pedestrian Crossover Locations
2. Caledonia - Pedestrian Crossover Location
3. Byng - Pedestrian Crossover Location
4. Dunnville - Pedestrian Crossover Location
5. Hagersville - Pedestrian Crossover Location
6. Jarvis - Pedestrian Crossover Location
7. Cayuga - Pedestrian Crossover Location