

HALDIMAND COUNTY

Report ENG-07-2023 Pedestrian Crossover By-law and Haldimand County Parking Control By-law Updates



For Consideration by Council in Committee on April 11, 2023

OBJECTIVE:

To approve amendments to Haldimand County Pedestrian Crossover By-law 2374/22 and Haldimand County Parking Control By-law 307/02 required for the installation of six new pedestrian crossovers.

RECOMMENDATIONS:

1. THAT Report ENG-07-2023 Pedestrian Crossover By-law and Haldimand County Parking Control By-law Updates be received;
2. AND THAT By-law 2374/22 be amended as outlined in Report ENG-07-2023 to reflect the additional Pedestrian Crossover locations;
3. AND THAT Parking Control By-law 307/02 be amended as outlined in Report ENG-07-2023 to reflect the changes required for the implementation of the Pedestrian Crossovers.

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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 2023 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	Caithness Street West	Blair Street
Hagersville	Parkview Road	Laidlaw Street
Jarvis	Main Street South (Highway 6)	Karsten Avenue
Cayuga	Thorburn Street South	Joseph Street East
Dunnville	Main Street West	John Street
Dunnville	Broad Street East (Highway 3)	Oak Street

The Ministry of Transportation (MTO) requires a by-law for the PXO installations in Jarvis on the Main Street South/Highway 6 Connecting Link and the Dunnville Broad Street/Highway 3 Connecting Link.

Staff are also recommending that the four other new installations 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 2023 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 2023, two locations are within the Ministry of Transportation (MTO) Connecting Links for Highways 3 and 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. In 2022 the Pedestrian By-law 2374/22 was enacted and now requires amendment to include the new proposed locations.

The four locations in Caledonia, Hagersville, Cayuga and Dunnville (Main Street West) are within the jurisdiction of the County and while not requiring a by-law for implementation are included for consistency.

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 include the new locations the following amendment to By-law 2374/22 is required:

Pedestrian Crossover By-law 2374/22 Schedule "A" to add

Urban Area	Road	Intersection / Location	Level	Type
Caledonia	Caithness Street West	Blair Street	2	B
Hagersville	Parkview Road	Laidlaw Street	2	B
Jarvis	Main Street South (Highway 6)	Karsten Avenue	2	B
Cayuga	Thorburn Street South	Joseph Street East	2	B
Dunnville	Main Street West	John Street	2	B
Dunnville	Broad Street East (Highway 3)	Oak Street	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 to 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
Caithness Street West	North	Shetland Street	Ross Street	Anytime
Caithness Street West	South	A point 103 metres west of Argyle Street North	Ross Street	Anytime

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

Street	Side	From	To	Period
Caithness Street West	North	A point 20 metres east of Blair Street PXO Crossing	Blair Street PXO Crossing	Anytime
Caithness Street West	South	A point 15 metres west of Blair Street	10 metres east of Blair Street PXO Crossing	Anytime

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

Street	Side	From	To	Period
Caithness Street West	North	Shetland Street	Blair Street PXO Crossing	Anytime
Caithness Street West	North	Blair Street PXO Crossing	Ross Street	Anytime

Caithness Street West	South	A point 103 metres west of Argyle Street North	Blair Street PXO Crossing	Anytime
Caithness Street West	South	Blair Street PXO Crossing	Ross Street	Anytime

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

Street	Side	From	To	Period
Parkview Road	North	Laidlaw Street	115 metres east of Laidlaw Street	7 a.m. to 9 a.m. and 3 p.m. to 4:30 p.m. September 1 st to June 30 th

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

Street	Side	From	To	Period
Parkview Road	North	A point 10 metres west of Laidlaw Street PXO Crossing	15 metres east of Laidlaw Street PXO Crossing	Anytime
Parkview Road	North	A point 15 metres east of Laidlaw Street PXO Crossing	115 metres east of Laidlaw Street	7 a.m. to 9 a.m. and 3 p.m. to 4:30 p.m. September 1 st to June 30 th
Parkview Road	South	A point 15 metres west of Laidlaw Street PXO Crossing	10 metres east of Laidlaw Street PXO Crossing	Anytime

Parking Control By-law 307/02 Schedule “F” School Bus Loading Zone – Hagersville to Delete

Street	Side	From	To
Parkview Road	South	22 metres east of the centreline of Laidlaw Street	69 metres east of the centreline of Laidlaw Street

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

Street	Side	From	To	Period
Main Street	West	Karsten Avenue	15 metres north	Anytime
Main Street	West	Karsten Avenue	17 metres south	Anytime

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

Street	Side	From	To	Period
Main Street South	East	A point 15 metres south of Karsten Avenue PXO Crossing	A point 15 metres north of the Karsten Avenue PXO Crossing	Anytime
Main Street South	West	15 metres north of Karsten Avenue PXO Crossing	15 metres south of Karsten Avenue PXO Crossing	Anytime

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

Street	Side	From	To	Period
Thorburn Street	Both	A point 15 metres north of Joseph Street PXO Crossing	A point 15 metres south of Joseph Street	Anytime

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

Street	Side	From	To	Period
Main Street	North	Helena Street	Tamarac Street	Anytime

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

Street	Side	From	To	Period
Main Street	North	Helena Street	15 meters west of John Street PXO Crossing	Anytime
Main Street	North	15 meters east of John Street PXO Crossing	Tamarac Street	Anytime

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

Street	Side	From	To	Period
Main Street	Both	15 meters east of John Street PXO Crossing	15 meters west of John Street PXO Crossing	Anytime
Broad Street	Both	15 meters east of Oak Street PXO Crossing	15 meters west of Oak Street PXO Crossing	Anytime

FINANCIAL/LEGAL IMPLICATIONS:

The 2023 Approved Tax-Supported Capital Budget for the pedestrian crossover installations includes the cost for the PXO units as well as the sidewalk connectivity to Kinsmen Park at the Caledonia location.

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 when preparing the 2024 Tax Supported Operating Budget, staff will need to ensure these 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. Hagersville - Pedestrian Crossover Location
4. Jarvis - Pedestrian Crossover Location
5. Cayuga - Pedestrian Crossover Location
6. Dunnville - Pedestrian Crossover Location
7. Dunnville - Pedestrian Crossover Location