



2021 Division Road North
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Date: September 25, 2018
To: Mayor and Council
Author: G.A. Plancke / Director of Municipal Services
RE: Pedestrian Cross Walk Requests
Report No.: MS 2018 - 41

AIM

To provide Council with appropriate information regarding the request to install pedestrian crosswalks.

BACKGROUND

Resolution 556-2018

That Council refer correspondence of Kingsville BIA dated September 18, 2018 (request for additional crosswalk for pedestrian crossing on Main St. East near the parking lot at the Unico Building) to Administration for a report to be brought back to Council.

Resolution 613-2018

That Administration be directed to prepare a fulsome report to identify potential locations for legal pedestrian crosswalks in the entire municipality, including, but not limited to, the location at Division Street South and Pearl Street and those areas identified in correspondence received from the Kingsville BIA

DISCUSSION

Pedestrian Cross-walks or "Crossovers" – (PXOs) are recognized within the Ontario Traffic Manual (OTM) Book 15- Pedestrian Crossing Treatments, and consistent with the intent of the Highway Traffic Act (HTA) with respect to pedestrian crossing applications.

Before considering the installation of pedestrian crossovers, the municipality must review numerous factors including pedestrian and vehicle volumes, vehicle speeds, crossing distance, road user characteristics and visibility to ensure that the operation of crossovers do not create notable traffic disruptions.

Pedestrian crossovers are only installed on roadways with a maximum-posted speed of 60km/hr.

The two specific requests for PXOs – Division St S. @ Pearl St, and 44 Main St. E. have been identified as areas of concerns for pedestrians and drivers alike.

Division St. S. and Main St E are categorized as Arterial Roads and experience more than 6,000 and 10,000 vehicle trips per day on average respectively.

Approximately 2% (equal to 120 – 200) of these vehicles are classified as D or A class commercial trucks.

The Division St. S. and Main St. E speed limit is established at 50km/hr as posted and assumed as an urban setting speed limit as defined within the HTA.

The request to place centreline bollard style “Yield to Pedestrian” signs similar to those currently in use in the Town of Essex and LaSalle as a suitable or modified version of a PXO is not compliant with OTM Book 15 and should not to be considered as a viable PXO option.

This type of installation is not defensible under the HTA, and could place the Town in greater liability than having nothing in place at all.



In discussions with the Town of Essex, they report their installations are completely compliant to OTM Book 15 with respect to pavement markings and signage (except centreline bollard) however do not have the required flashing LED lights. The cost per installation in Essex was less than \$3000.00 per PXO.

The Municipality of Leamington just completed the installation of fourteen (14) compliant hard wired and illuminated PXOs complete with sidewalk and road improvements at a cost of greater than \$45,000 per installation.

In order to comply with the minimum requirements of OTM Book 15 for a new PXO, the following can be assumed:

The Division St. S. @ Pearl St. is a Level 2 Type B – Intersection (2-way) candidate (Appendix A).

Any OTM compliant design to include a new PXO at this location would require a new painted crosswalk, new painted yield bars, two (2) new bi-directional LED structures, and appropriate signage to meet the specific requirements listed in OTM Book 15.

In addition, requirements to meet accessibility standards as per the Accessibility for Ontarians with Disabilities Act (AODA) would also need to be included.

There are no identified visibility concerns at this location due to on street parking. No parking spaces would be impacted by this installation.
(Aerial rendering / Appendix B)

The preliminary cost estimate for a solar-powered bi-directional LED structure installation, signage, and pavement markings as required at this location is \$6000.00.

A hard-wired solution would add an additional \$2000.00 to this project.

Dedicated PXO illumination would add an additional \$4000.00 to this project.

Total installation cost of **\$12,000.00**

The location identified @ 44 Main St E. is consistent to a Level 2 Type B –Midblock (2-lane, 2 way) type installation. (Appendix C).

This location has historically been used as an “unofficial” midblock PXO for many years.

Any OTM compliant design to include a new PXO at this location would require a new painted crosswalk, new painted yield bars, two (2) new bi-directional LED structures, and appropriate signage to meet the specific requirements listed in OTM Book 15.

In addition, requirements to meet accessibility standards as per the Accessibility for Ontarians with Disabilities Act (AODA) would also need to be included.

It was determined during design review that two (2) existing parking spaces would need to be eliminated on the south side in order to comply with regulatory site distances to the new PXO.

(Aerial rendering / Appendix D)

The preliminary cost estimate for a solar-powered bi-directional LED structure installation, signage, and pavement markings as required at this location is \$6000.00.

A hard-wired solution would add an additional \$2000.00 to this project.

Dedicated PXO illumination would add an additional \$4000.00 to this project.

Total installation cost of **\$12,000.00**

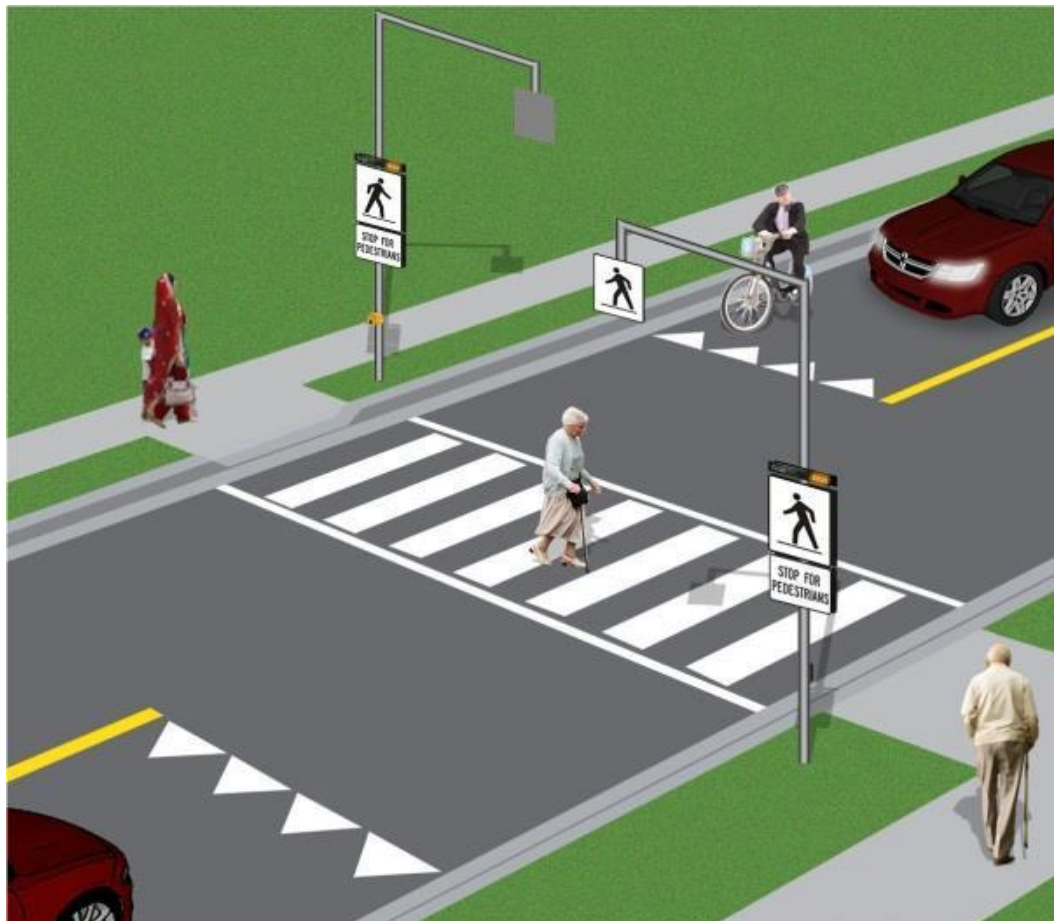


Image courtesy of the Ministry of Transportation (MTO)

LINK TO STRATEGIC PLAN

To promote a safe community.

FINANCIAL CONSIDERATIONS

The preliminary budget estimate for a new Division St. S. @ Pearl St. PXO has been established at an upset limit of \$12,000.00.

The preliminary budget estimate for a new PXO located at 44 Main St. E. has been established at an upset limit of \$12,000.00.

Total PXO project cost **\$24,000.00**

CONSULTATIONS

Ontario Traffic Manual Book 15 – Pedestrian Crossing Treatments
Town of Essex – Chris Nepszy – Director of Infrastructure and Engineering
Municipality of Leamington – Allan Botham – Manager of Engineering

RECOMMENDATION

That Council receive the information provided, and that \$24,000 be included within the 2019 Capital budget deliberations for the installation of two (2) Pedestrian Crossovers to be located at the intersection of Division St. S. and Pearl St. and 44 Main St. E. respectively and that;
Council direct administration to develop a Pedestrian Crossover Policy as a guidance document to govern supplemental requests for Pedestrian Crossovers for discussion a future date Council.

Respectfully Submitted,

G.A. Plancke

G.A. Plancke
Director of Municipal Services

Peggy Van Mierlo-West

Peggy Van Mierlo-West, C.E.T.
Chief Administrative Officer