



The Corporation of the Town of LaSalle

To: Mayor and Members of Council

Prepared by: Peter Marra, P.Eng. – Director of Public Works

Department: Public Works

Date of Report: June 29, 2020

Report Number: PW-13-20

Subject: Crosswalk Update/Review (Malden/Reaume and
Golfview/Matchette)

Recommendation

That the report of the Director of Public Works dated June 29, 2020 (PW-13-20) regarding crosswalk update/review be RECEIVED.

That Council CONCUR that Town administration continue with an education/communication program on crosswalks.

That Council CONCUR that Town administration continue with improvements to pedestrian crossing, Town wide, from both an AODA and an OTM Book 15 standpoint.

That Council APPROVE the upgrading of the Malden/Reaume pedestrian crossover.

That Council APPROVE Town administration to collect traffic volume data on Matchette and Golfview and implement upgrades to the pedestrian crossover if deemed necessary.

Report

This report has been prepared in response to a Council question regarding the Malden/Reaume and the Matchette/Golfview pedestrian crosswalks. This report has been prepared to provide background on pedestrian crossings and to provide discussion on the specifics of the two above mentioned crossings as part of the original question.

Background

The Ontario Traffic Manual Book 15 (OTM Book 15) is the manual used by all Ontario municipalities in determining the specific treatments for pedestrian crossings. The OTM

Book 15 has been coordinated with the Highway Traffic Act (HTA) and the Accessibility for Ontarians Disabilities Act (AODA).

There are 5 major categorized pedestrian crossings and they are as follows;

1. **Signal Controlled** – these are crossings where signals (red, yellow, green signal heads) are installed. These can be a full traffic signal such as Malden/Normandy or just a signal for pedestrian crossing, like the ones on Todd Lane, Sprucewood and Matchette. Within this category there are 3 separate subsets of signal treatments, in where the Town has two types currently installed as noted.
2. **Pedestrian Crossover (PXO)** – these are crossings that rely on signage, and possibly flashing beacons. Within the category there are 4 subsets of crossing types. The type of treatment is based on traffic volumes, speed limits and pedestrian volumes. The Town has about 3 dozen of these crossings within this category. Examples of these crossings, are on Normandy at Civic Park, Reaume/Malden and Matchette/Golfview.
3. **Stop Controlled** – these are crossings occurring at a stop sign at an intersection. The majority of the Town's crossings occur in this manner.
4. **Yield Control** – these are crossings occurring at a yield sign. Most of the crossing at our roundabout occur under this treatment.
5. **Supervised School Crossings** – these are crossings that have a crossing guard stationed at the location to physically stop the traffic to help school children cross the street. These are only available during the school year. It is important to note that a supervised school crossing location can also occur at any of the crossings noted in 1 thru 4 above.

Under all crossing scenarios, there are rules for both the pedestrian and the motorist to follow in order to achieve safety. These rules are laid out in the HTA.

Over the years the LaSalle Police and Town administration has been working on providing education through the Town's Website and social media. Educating the general travelling public of the rules surrounding PXO's has been a challenge for many Ontario municipalities and a lot of municipalities are working on an education strategy.

At PXO's, the most common concern, is that vehicles are not stopping when someone is waiting to cross. The pedestrian must make themselves visible and let their intention of crossing be known to motorist and wait until the vehicles stop. Motorist are to stop for pedestrian to allow them to cross when they are present at the PXO crossings.

It is recommended the Council concur and support Town administration in continuing with an education/communication component for pedestrian crossings.

Council, should also be aware that while the Town has about 3 dozen PXO's as noted above, there are about another 2 dozen informal crossing locations. Through the Town's annual pedestrian safety initiative budget, administration has been working on making these crossing locations more compliant with the AODA standard and when that work is implemented, we are completing a review of signage to ensure the crossings are compliant with OTM Book 15.

It is recommended that Council concur and support administration with the continuous improvements to pedestrian crossings, Town wide, from an AODA and an OTM Book 15 standpoint.

Reaume/Malden

Of primary interest, for this report, is the Malden Road and Reaume Road intersection. There is currently a Level 2 Type D PXO crossing located on the north leg of this intersection.

Malden Road is currently under study through an Environmental Assessment (EA). Through the EA and the Town's Consultant, there are updated traffic volumes on Malden Road along with pedestrian counts. This crossing should be upgraded to a Level 2 Type B PXO. The main difference between what is there today and the new type of crossing, would be a bit more signage and the installation of a flashing beacon. The estimated cost to upgrade this PXO to the new type would be approximately \$20,000.00.

This crossing was intended to remain as is until such time as the intersection would be rebuilt, however, the outcome of the EA is still unknown and timing for reconstruction may be a couple of years away. This tactic was planned, because if the intersection becomes a signalized intersection the pedestrian crossing would be addressed.

Given the current need and the unknown timing of future improvements, it is recommended that Council authorize upgrading the Malden/Reaume PXO at a cost of approx. \$20,000.00.

The intention is that this would be done on an interim basis, until such time at this intersection is rebuilt. At the time of rebuilding, the materials will be salvaged and reused elsewhere or be incorporated into the final EA solution is possible.

Golfview/Matchette

Of secondary interest, for this report, is the Golfview Drive and Matchette Road intersection. There is currently a Level 2 Type D PXO crossing located on the north leg of this intersection.

With the current known traffic volume information, this treatment is appropriate for this intersection. However, administration will be completing updated traffic counts to assist in reconfirming the current treatment.

If the treatment is appropriate for this intersection, we believe the education/communication component on PXO's will assist with concerns expressed for this intersection.

If the new traffic volumes deem the treatment needs to be upgraded, it is proposed that this be carried out.

It is recommended that Council approve administration to continue to collect traffic volume data on Matchette and Golfview and implement changes is deemed necessary.

Consultations

None

Financial Implications

Any funding required to implement upgrades and/or changes to pedestrian crossings as part of this report has already been budgeted for through the pedestrian safety initiative.

Prepared By:

A handwritten signature in black ink, appearing to read 'Peter Marra', with a stylized, flowing script.

Peter Marra, P.Eng. – Director of Public Works

Link to Strategic Goals

	Enhancing organizational excellence
X	Sustain strong public services and infrastructure
X	Strengthen the community's engagement with the Town
	Grow and diversify the local economy
X	Build on our high-quality of life

Communications

X	Not applicable
	Website
	Social Media
	News Release
	Local Newspaper
	Bids & Tenders
	Notification pursuant to the Planning Act

Notifications

Name	Address	Email

Report Approval Details

Document Title:	PW-13-20 Crosswalk Review_Update .docx
Attachments:	
Final Approval Date:	Jul 6, 2020

This report and all of its attachments were approved and signed as outlined below:



Chief Administrative Officer

Joe Milicia