



## The Corporation of the Town of Tecumseh

Public Works & Engineering Services

**To:** Policies and Priorities Committee

**From:** Phil Bartnik, Director Public Works & Engineering Services

**Date to Council:** March 26, 2024

**Report Number:** PWES-2024-19

**Subject:** Controlled Pedestrian Crossing Policy 124

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### Recommendations

It is recommended:

**That** Report PWES-2024-19 Controlled Pedestrian Crossing Policy 124 **be received**;

**And that** Policy 124 in Attachment 1 to Report PWES-2024-19 Controlled Pedestrian Crossing Policy 124 **be recommended for approval and adoption by Council** at the April 9, 2024 Regular Council Meeting.

### Background

At the December 11, 2018 Regular Council Meeting, Council approved the recommendations within report [PWES-2018-08](#), titled “2019-2023 Public Works & Environmental Services Five Year Capital Works Plan” that authorized Administration to complete a traffic calming study (Motion: RCM-361/18). The intent of the study was to review the general policies on traffic calming, outline the process for determining if a problem exists and the process for addressing inquiries from the public in an efficient and consistent manner.

As the study progressed, and as public inquiries were received on a variety of traffic-related issues, Administration identified several traffic-related policies and programs required to assist in handling those inquiries, which include the following:

- Speed Management and Traffic Calming Policy
- School Safety Zone Policy
- Community Safety Zone Policy
- Controlled Pedestrian Crossing Policy
- School Crossing Guard Program

This Administrative report provides key technical information and regulations relating to installing Controlled Pedestrian Crossings. The attached policy will provide PWES staff a transparent and consistent process to determine the need for a controlled pedestrian crossing treatment system at a given location.

## Comments

### Governing Regulations

The most relevant regulations that govern pedestrian crossing systems include the Ontario Traffic Manual (OTM), the *Highway Traffic Act* (HTA), and the *Accessibility for Ontarians with Disabilities Act* (AODA).

The OTM provides specific information and guidance for engineering transportation practitioners to promote uniformity of treatment in the design, application, and operation of traffic control devices and systems across Ontario. Safe driving behaviour is promoted by implementing a predictable roadway environment through the consistent, appropriate application of traffic control devices.

The OTM consists of a series of 22 separately bound books and provides policy and practical guidance on the full range of traffic control devices. Three books within the OTM series are of particular interest in the policy presented, including 'Book 5: Regulatory Signs', 'Book 12: Traffic Signals' and 'Book 15: Pedestrian Crossing Treatments'. The policy presented herein follows the guidance presented in these three OTM Books.

### Technical Information

The following sections provide the technical information required to understand the reasoning for the procedure outlined in the policy for analyzing if a pedestrian crossing treatment system is warranted, and if so, identifying what type is most appropriate for the specific site conditions.

### Pedestrian Crossing Types

Book 15: Pedestrian Crossing Treatments presents two specific categories of crossings as follows:

- Controlled Crossing – where vehicles are required to stop or yield to traffic in the crossing (including pedestrian traffic).
- Uncontrolled Crossing – where pedestrians must wait for a safe gap in traffic to cross the roadway.

This policy refers to the application of controlled crossings only.

There are several pedestrian crossing treatment systems for controlled pedestrian crossings as follows:

- Stop Controlled or Yield Controlled Intersection
- Traffic Signals - used to alternate the right-of-way between conflicting streams of vehicular traffic, or vehicular traffic and pedestrians crossing a roadway, with maximum safety and efficiency. Types of traffic signals include:
  - Full Traffic Signals
  - Intersection Pedestrian Signal (IPS)
  - Mid-block Pedestrian Signal (MPS)
  - Pedestrian Crossovers (PXO)

Pedestrian Crossovers are further categorized as:

- **Level 1 Type A** – includes the use of regulatory signs, flashing circular amber LED beacons, internally illuminated signs and “X” pavement markings. The circular LEDs and internally illuminated signs are mounted overhead on a span wire. Use in Midblock and at uncontrolled intersections. Shown in Figure 1.

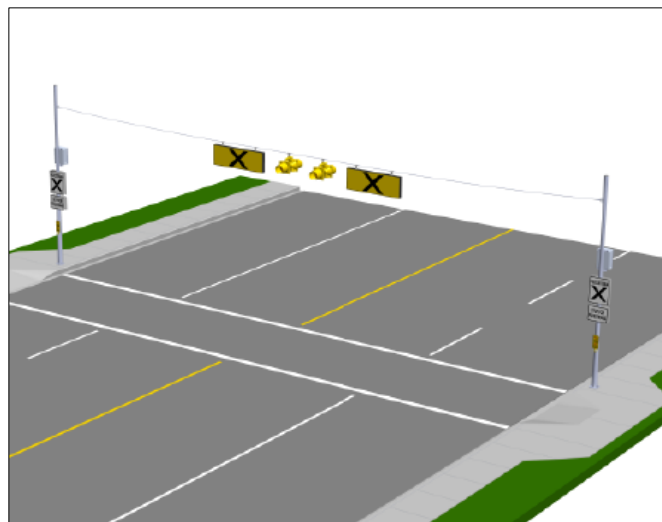


Figure 1 - PXO Level 1 Type A

- **Level 2 Type B** – includes the use of regulatory signs, rectangular rapid flashing beacons (RRFBs), and pavement markings. This configuration uses side-mounted RRFBs, along with side-mounted and overhead-mounted regulatory signs. Used in mid-block crosswalks, uncontrolled intersections, single-lane roundabouts, and double-lane roundabouts. Shown in Figure 2.

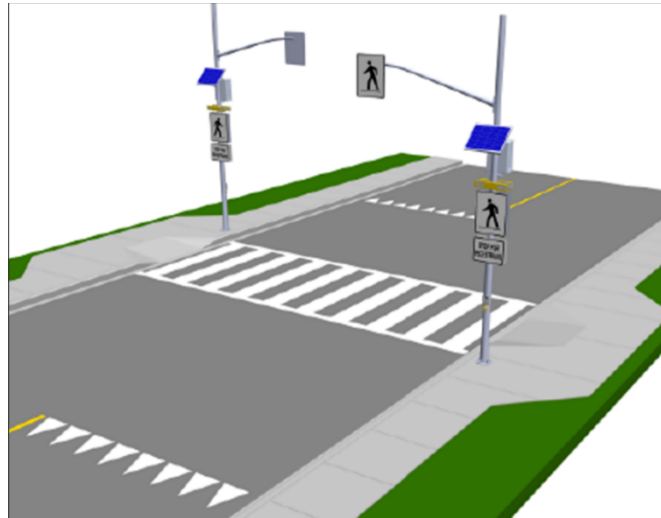


Figure 2 - PXO Level 2 Type B

- **Level 2 Type C** – includes the use of regulatory signs, warning signs, and pavement markings. This type of pedestrian crossover only uses side-mounted regulatory signs and rectangular rapid flashing beacons (RRFBs). Used in mid-block crosswalks (with or without a raised refuge), uncontrolled intersections (with or without a raised refuge), single-lane roundabouts, and double-lane roundabouts. Shown in Figure 3.



Figure 3 – PXO Level 2 Type C

- **Level 2 Type D** – includes the use of regulatory signs, warning signs, and pavement markings. This type of pedestrian crossover uses only side-mounted regulatory signs; flashing beacons are not required for this type of crossover. Used in crosswalks (with or without a raised refuge), uncontrolled intersections (with or without a raised refuge), single-lane roundabouts, double-lane roundabouts, and right-turn channelization. Shown in Figure 4.

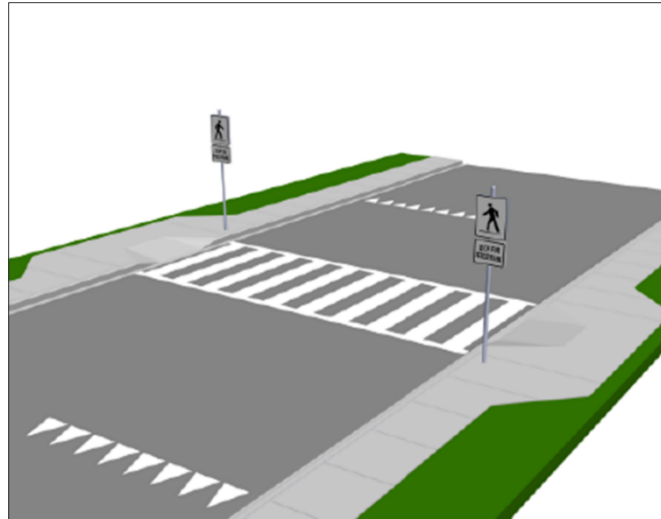


Figure 4 - PXO Level 2 Type D

## Warrants and the Selection Process

The OTM provides guidance on the warrants for, and selection of, pedestrian crossing treatment systems. To identify if a pedestrian crossing treatment of any type is warranted at a specific location, several steps are recommended.

The first step is to determine if traffic signals, stop signs, or yield signs are warranted for pedestrians. This is a calculation of traffic volumes and pedestrian volumes, as presented in OTM Book 5: Regulatory Signs and OTM Book 12: Traffic Signals. If the warrants for signals are met, signals should be pursued. If the warrants for a stop or yield sign are met, Town Policy 32 – Stop Sign Policy should be followed.

If it is determined that a traffic signal, stop sign, or yield sign is not warranted, the next step is to determine if a PXO is warranted, again based upon traffic volumes and pedestrian volumes.

If a PXO is then deemed warranted, the OTM Book 15: Pedestrian Crossing Treatments guides the engineering practitioner on selecting the appropriate crossing based upon the specific site considerations, as described in the previous section.

## Key Components of Policy 124

The key components of this policy:

- Provide concise step-by-step guidance to PWES staff from the time of receiving a request to providing an appropriate response to the inquiry;
- Support consistency in dealing with public requests;
  - The policy also includes a requirement for a community support petition, favourably signed by at least 60% of the residents within a 300-metre radius of the crossing system.
- Support consistency in the design of the solutions, across the municipality, based upon the OTM;
- Provide clear procedure in the funding mechanisms for such requests, and;
- Present clear expectations for the implementation timelines.

## **Consultations**

SSL Project Services

## **Financial Implications**

There are no direct financial implications arising from this report.

If, through following the policy, a controlled pedestrian treatment system is warranted, the site will be added to a report to Council at the end of each calendar year. This report will summarize all traffic-related recommendations, including those governed by this policy. The report will also recommend that the works be included as part of the annual PWES Capital Works Plan, for the following calendar year(s).

## Link to Strategic Priorities

Applicable	<a href="#">2023-2026 Strategic Priorities</a>
<input type="checkbox"/>	Sustainable Growth: Achieve prosperity and a livable community through sustainable growth.
<input type="checkbox"/>	Community Health and Inclusion: Integrate community health and inclusion into our places and spaces and everything we do.
<input checked="" type="checkbox"/>	Service Experience: Enhance the experience of Team Tecumseh and our citizens through responsive and respectful service.

## Communications

Not applicable

Website     Social Media     News Release     Local Newspaper

This report has been reviewed by Senior Administration as indicated below and recommended for submission by the Chief Administrative Officer.

Prepared by:

Phil Bartnik, P.Eng.  
Director Public Works & Engineering Services

Recommended by:

Margaret Misek-Evans, MCIP, RPP  
Chief Administrative Officer

<b>Attachment Number</b>	<b>Attachment Name</b>
1	Policy 124 – Controlled Pedestrian Crossing