



Meeting Date: May 22, 2024

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Report No: PWE 22-2024

Subject: Longwoods Road Pedestrian Crossover

Recommendation:

THAT Council receive for information Report PWE 22-2024, re Longwoods Road Pedestrian Crossover;

AND THAT Council amend the 2024 budget to include a pedestrian crossover on Longwoods Road with the funding of \$95,000 to be funded from the Delaware Hydro Reserve Fund.

Purpose:

The purpose of this report is to seek Council approval for the funding to install a pedestrian crossover on Longwoods Road at Springer Road/Victoria Street to be funded from the Delaware Hydro Reserve fund.

Background:

Council recently adopted the Municipality's first standalone [Transportation Master Plan](#), and this plan supports the Official Plan and [Councils Strategic Plan](#) by promoting walkability and creating opportunities to connect neighbourhoods.

Analysis:

The Province of Ontario's Highway Traffic Act (HTA) broadly classifies pedestrian crossings as "uncontrolled" or "controlled" based on the presence or absence of a traffic control device. An uncontrolled crossing is a location where pedestrians must wait for a safe gap in traffic, sufficient for them to cross the roadway, prior to attempting to enter the roadway.

Controlled crossings are those in which drivers are required to yield the right-of-way to pedestrians in specific conditions. Locations that are designated as controlled crossings can involve a combination of signage, pavement markings and in some instances signals or flashing beacons. For pedestrians to have the right-of-way (i.e., for the crossing to be considered a “controlled crossing”), all components of a specified pedestrian crossing implementation are required to be constructed.

Pedestrian Crossovers (PXO's) are a form of a controlled crossing in which vehicles and drivers are required to yield the right of way to pedestrians and are made up of a set of roadside signs and road pavement markings which form a passive treatment. This provides pedestrians the right-of-way when crossing the roadway where the treatment is installed. Warrants for these new treatments have been developed to allow for pedestrian right-of-ways for more road types and traffic conditions, including at roundabouts. At all PXO's, drivers are required to yield the right-of-way when a pedestrian is at such a crossing and has the intent to cross the roadway. The PXO options contained in Ontario Traffic Manual (OTM) Book 15 offer greater service to residents in terms of pedestrian mobility and connectivity. The four types of PXOs for both mid-block and intersections are briefly defined below:

- **Type A:** PXO A is the pre-existing PXO under Book 15 and is currently not used on Middlesex Centre streets and with most other municipalities. The PXO consists of side mounted poles with crossing signs, as well as overhead signs with flashing beacons suspended on wire spanning the two roadside poles. This type of PXO is designed for use on high to medium traffic volume, multi-lane arterials.
- **Type B:** PXO B consists of a roadside mounted sign leading to a crossing in both directions with an overhead sign and a rapid flashing beacon strip on top of the roadside mounted sign. This type of PXO is designed for use on medium traffic volume single or multi-lane roadways, such as primary collectors, arterials and medium volume roundabouts.
- **Type C:** PXO C consists of a roadside mounted sign at a crossing for both directions and a rapid flashing beacon strip on top of the side mounted sign. This type of PXO is designed for use on medium traffic volume single or multi-lane roadways, such as primary collectors and low volume roundabouts.
- **Type D:** PXO D consists of a roadside mounted sign at the crossing for both directions with no rapid flashing beacon. This type of PXO is designed for use on medium to low traffic volume single lane roadways, such as locals, secondary collectors, single lane roundabouts and channelized right-turn lanes.

There are a number of conditions that must be met in order for a PXO to be implemented, including:

- Appropriate pedestrian and vehicle volumes or the ability to address a need for pedestrian system connectivity;
- Pedestrian facilities on both sides of the road which are maintained in the winter;
- Appropriate sight lines;
- Located within a roadway segment with a posted speed limit of 60km/h or less;
- Accessibility for Ontarians with Disabilities Act (AODA) compliant curb and sidewalk depressions at the crossing;
- Not within 200 m of another crossing control treatment (unless pedestrian and vehicle volumes are high and there is a requirement for system connectivity or the location is on a pedestrian desire line); and,
- Illuminated with street lighting.

Through the development of the recently adopted Transportation Master Plan, a number of potential locations for pedestrian crossovers were identified, including the intersection of Longwoods Road and Victoria Street/Springer Road. These locations were identified based on feedback from the community, desire lines to community facilities (parks, libraries, schools, senior living complexes, etc.), strategic links/connections to neighborhoods, and to promote active and healthy lifestyles.

The intersection of Longwoods Road and Victoria Street/Springer Road has long been part of a desire line for pedestrians located in the subdivision south of Longwoods Road to access the amenities and community facilities located in Delaware on the north side of Longwoods Road. The current uncontrolled crossing requires pedestrians to wait for safe gaps in traffic prior to proceeding to cross the road. This can be challenging when traffic volumes are higher in the AM and PM peak periods and imposes a significant barrier on pedestrian movements. While this location does not currently meet the warrant for pedestrian volume, it does meet the criteria for a strategic connection and desire line for the community, especially for the subdivision to the south which is not served by any other alternative for pedestrian or active transportation connections to the north.



The intersection of Longwoods Road and Victoria Street/Springer Road is a part of the Middlesex County roadway system so County approval is required prior to installation of the PXO. In accordance with Middlesex County's [Crosswalk Guidelines](#), any installation would need to be consistent and considered within the County Policy. Should the County approve of the installation, in accordance with the County policy, all costs associated with the installation and maintenance of a PXO would be borne by the Municipality. This report has been shared with the County Engineer and staff have had initial discussions with the County concerning a PXO installation.

Financial Implications:

The capital cost to install a PXO at Longwoods Road and Victoria Street/Springer Road is estimated at \$95,000. Staff are recommending that funds from the Delaware Hydro Reserve Fund be used to cover the capital costs associated with installing a PXO. The use of funds from the Delaware Hydro Reserve Fund is consistent with the reserve fund policy in that the funds are being used for the betterment of the Delaware community.

Yearly operating costs of a PXO are not yet known at this time, however, they are expected to be minimal with only annual line painting required.

Strategic Plan:

This matter aligns with following strategic priorities:

- Responsive Municipal Government

The funding for the installation of a PXO at Longwoods Road and Springer Road/Victoria Street demonstrates responsive municipal government to the needs of Middlesex Centre residents, and commitment to the Transportation Master Plan and Councils Strategic Plan.

Attachments:

N/A