

Town of Whitby

Staff Report

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Report Title: Update Traffic By-law 1862-85, Pedestrian Crossovers

Report to: Committee of the Whole

Date of meeting: December 11, 2023

Report Number: PDE 14-23

Department(s) Responsible:

Planning and Development Department
(Engineering Services)

Submitted by:

Roger Saunders, Commissioner,
Planning and Development

Acknowledged by M. Gaskell, Chief Administrative Officer

For additional information, contact:

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Services

Tara Painchaud, Sr. Manager,
Transportation Services

1. Recommendation:

1. That Council approve the proposed amendment to Traffic By-law 1862-85, to incorporate the changes to Schedule “Q” of the By-law, as identified in Attachment No. 1;
2. That a by-law to amend the Traffic By-law 1862-85 be brought forward for the consideration of Council; and
3. That future pedestrian crossovers be Level 2 Type B or Type C crossovers as outlined in Report PDE 14-23.

2. Highlights:

- Due to residents concerns with poor driver compliance, Engineering Services is updating the existing lower level pedestrian crossovers, which have signage and pavement markings only, to include rectangular rapid flashing beacons.
- Moving forward, all pedestrian crossovers will include flashing lights to highlight to motorists that pedestrians want to cross the roadway.
- New pedestrian crossovers are also planned based on previous Council approvals and area development.

- As a housekeeping matter, the Traffic By-law requires updating to incorporate the pedestrian crossover locations.
- Capital budget exists to install pedestrian crossovers annually.
- There is No Stopping within 30 metres of pedestrian crossovers.

3. Background:

Pedestrian crossovers are a relatively new way for pedestrians to cross the road. By law, drivers and cyclists must stop and yield to pedestrians intending to cross the road and remain stopped until the pedestrian has completely reached the other side before driving ahead.

Pedestrian crossovers have ladder-style pavement markings and marked yield bars showing where drivers must stop. Some crossovers have flashing lights that are activated by pedestrian push buttons. Signs are also present instructing drivers to stop for pedestrians.

When there are flashing lights to activate, pedestrians would push the button and cross when all vehicles (including cyclists) have come to a complete stop. Motorists must come to a complete stop when signals are flashing or when pedestrians are within the crossover and drivers must not proceed until the signals have stopped flashing or until pedestrians are no longer in the crossover.

The Level 2 Type B and Type C pedestrian crossovers are shown in Attachment No. 2. Type C crossovers include rectangular rapid flashing beacons and Type B crossovers also include overhead signage. Type D pedestrian crossovers have signage and pavement markings only and do not have flashing beacons.

4. Discussion:

The pedestrian crossover locations being upgraded/installed are identified below in Table 1.

Table 1 Pedestrian Crossover Locations

Location	Comments
Burns Street at St. Lawrence Street	Upgrade existing Type D Pedestrian Crossover to Type C, to include flashing beacons.
Dryden Boulevard at Steele Valley Court	Provide a Type B Pedestrian Crossover at Steele Valley Court to support elementary students crossing Dryden Boulevard. Type B Crossover includes flashing beacons and overhead signage.

Location	Comments
Dryden Boulevard at Hydro Electric Power Corridor (HEPC) Trail	Provide a Type B Pedestrian Crossover at the HEPC Trail crossing. Type B Crossover includes flashing beacons and overhead signage.
Gordon Street at Town of Whitby Parking	Upgrade existing Type D Pedestrian Crossover to Type C to include flashing beacons.
Gordon Street at Whitby Shores Greenway	Upgrade existing Courtesy Crossing to a Type C Pedestrian Crossover to include flashing beacons. Crossing will support seniors and transit. Implementation of a crossing was part of development discussions for the seniors building.
Nichol Avenue at Springwood Street	Upgrade existing Type D Pedestrian Crossover to Type C to include flashing beacons.
Scott Street at Dr. Robert Thornton Public School	Provide a Type C Pedestrian Crossover to support elementary students as a municipal sidewalk is only available on one side of the road. The crossing will include flashing beacons.
Watford Street at Zachary Place	Upgrade existing Type D Pedestrian Crossover to Type C to include flashing beacons. The crossover will support park users and potentially elementary students when the school crossing guard is not on duty.
Whitby Shores Greenway at Plaza (619 Victoria Street)	Provide a Type C Pedestrian Crossover to include flashing beacons. Crossing was part of development discussions related to the seniors building.

5. Financial Considerations:

The Engineering Services division reports that there are currently five (5) existing pedestrian crossovers requiring an upgrade and four (4) new pedestrian crossovers recommended, via this report, to be installed and included in the Traffic By-law. Incremental costs to implement Level 2 Type C and Type B crossovers (i.e., crossovers with flashing beacons and overhead signage, respectively) are projected to range from \$30,000 to \$55,000.

The cost to construct/upgrade all nine (9) pedestrian crossovers is within existing approved capital projects. Future installation and replacement of pedestrian crossovers will be forecasted based on Level 2 Type B or Type C costing and standards.

6. Communication and Public Engagement:

Staff will work with Communications and Creative Services to provide information to the community regarding the crossings, including driver, cyclist and pedestrian use and expectations.

7. Input from Departments/Sources:

Durham Regional Police Services would enforce any non-compliance from drivers not stopping or not remaining fully stopped until pedestrians have fully completed their crossing.

The Town's Parking Services team would enforce the No Stopping restriction adjacent to the crossing.

8. Strategic Priorities:

The recommendations contained in this report align with the Whitby's Neighbourhood and Government Pillars of the Community Strategic Plan. Whitby's Neighbourhood Pillar includes opportunities to improve road safety, while the Government Pillar recognizes responding to community needs. In addition, sustainable transportation such as supporting walkability is a key sustainability principle.

9. Attachments:

Attachment 1: Draft By-law to Update Traffic By-law 1862-85

Attachment 2: Pedestrian Crossover Design(s)

Attachment 3: Locations included in Tender T-49-2023