

Town of Whitby

Staff Report

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Report Title: Update Traffic By-law 8059-24, Pedestrian Crossovers

Report to: Committee of the Whole

Date of meeting: September 23, 2024

Report Number: PDE 09-24

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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1. Recommendation:

1. That Council approve the proposed amendment to Traffic By-law 8059-24, to incorporate the changes to Schedule “Q” of the By-law, as identified in Attachment 3;
2. That a By-law to amend By-law 8059-24 be brought forward for the consideration of Council.

2. Highlights:

- New pedestrian crossovers are planned across Whitby annually. Locations are identified based on residents’ requests and prioritizing schools and parks.
- The Traffic By-law requires updating to incorporate the pedestrian crossover locations.
- Capital budget is allocated annually to install pedestrian crossovers.
- There is No Stopping within 30 metres of pedestrian crossovers.
- Through the procurement process Staff will finalize the tender with anticipated installation in late 2024 or early 2025.

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 push a 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 pedestrians are no longer in the crosswalk.

The Level 2 Type B and Type C pedestrian crossovers are shown in **Attachment 1**. Type C crossovers include rectangular rapid flashing beacons and Type B PXO include side mounted flashing lights as well as overhead signage. Overhead flashing lights may be added to Type B PXO to improve visibility, considering factors such as road geometry, tree lines, and other potential obstructions that impact sightlines.

4. Discussion:

Table 1 presents the list of proposed PXO locations (refer to **Attachment 2** for the location map). The proposed PXO types are based on the provincial guideline, Ontario Traffic Manual (OTM) Book 15, which considers several factors including traffic volume, speed limit, location, and road geometry. Locations were identified based on residents' requests and prioritization of schools and parks. Refer to **Attachment 3** for the proposed amendment to Traffic By-law 8059-24, to incorporate the changes to Schedule "Q" of the By-law. It is noted that Staff have been in discussions with our current contractor for the construction of the Watson Street PXO as part of the spring tender.

Table 1: Pedestrian Crossover Locations

No.	Location	Level 2 Crossing Type	Rationale
1	Anderson Street at Promenade Drive	Type C	Supports students crossing Anderson Street (Type B Arterial)
2	Carnwith Drive at Bayern Drive	Type B	Supports elementary students crossing Carnwith Drive (Type C Arterial)
3	Carnwith Drive at Darius Harns Drive	Type B	Supports elementary students crossing Carnwith Drive (Type C Arterial)
4	Temporary Trail at Water Street	Type B	Supports the temporary Waterfront Trail Detour required for area development/construction

No.	Location	Level 2 Crossing Type	Rationale
5	Garrard Road at Rolling Acres Drive	Type C	Supports elementary students crossing Garrard Road (Type C Arterial)
6	Garrard Road at Westwood Road	Type C	Supports elementary students crossing Garrard Road (Type C Arterial)
7	Watson Street at Victoria Fields	Type C	Included with the spring construction but requires inclusion in the By-law

At the time of writing Report PDE 09-24, the tender document for the pedestrian crossovers was being finalized. Pending approval of the updated Traffic By-law, the tender may be awarded through the regular process. Construction may commence late fall 2024 or early spring 2025.

5. Financial Considerations:

There are six (6) 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 are projected to range from \$45,000 to \$60,000. The cost to construct the proposed crossovers are within approved capital projects with available budget (refer to Table 2). The PXO on Watson Street is anticipated to be completed through the spring PXO tender.

Table 2: Budget

Project No.	Project Name	Available Budget	Estimated Costs
35226411	Pedestrian Crossovers	\$694,961	\$315,000
35226001	Pedestrian Crossover – Anderson St. Corridor	\$250,000	\$100,000

6. Communication and Public Engagement:

Staff will continue to work with Communications and Creative Services to provide information to the community regarding the crossings, including driver, cyclist and pedestrian use and expectations. A page has been created on the Town's website, which includes an informational video created by the Region of Durham.

7. Input from Departments/Sources:

Durham Regional Police Services would enforce any non-compliance of 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 – Type B and Type C Pedestrian Crossovers

Attachment 2 – Proposed PXO locations

Attachment 3 – Draft By-law to Update Traffic By-law 8059-24