

## **Appendix 1 - Proposed Pedestrian Crossovers Policy**

**Under the Transportation Management Policy, section Pedestrians, add:**

### **Pedestrian Crossovers**

- 1 Pedestrian Crossover requests shall come in the form of: a) a written letter/electronic mail from the resident; b) a written/electronic mail request from the Ward Councillor; or c) requests from members of Town Council to the Director of Engineering Services.**
- 2 The appropriate vehicle and pedestrian volume study is undertaken to determine compliance to the Town's requirements. The procedure for reviewing Pedestrian Crossover requests is found In Appendix C.**

**Under the Transportation Management Policy, Appendix A – Definitions, add:**

PXO. A PXO is a type of crossing where drivers and cyclists are required to stop for pedestrians intending to cross the street. Drivers and cyclists must allow pedestrians to cross the full width of the street before proceeding. PXO's are marked by unique PXO signs and pavement markings.

Assisted Pedestrians. Assisted pedestrians are children under the age of 12, senior citizens, disabled pedestrians and other pedestrians requiring special consideration or assistance.

Unassisted Pedestrians. Unassisted pedestrians are adults and adolescents at or above the age of 12.

Type B PXO. Type B PXO is a pedestrian crossover with pedestrian crossover signs (overhead and ground mounted), ladder crosswalk markings, Yield to Pedestrians line markings, and Actuated Double-Sided Rectangle Rapid Flashing Beacon with push buttons. -As described in Ontario Traffic Manual.

Type C PXO. Type C PXO is a Pedestrian crossover with pedestrian crossover signs (ground mounted only), ladder crosswalk markings, Yield to Pedestrians line markings, and Actuated Double-Sided Rectangle Rapid Flashing Beacon with push buttons. -As described in Ontario Traffic Manual.

Type D PXO. Type D PXO is a Pedestrian crossover with pedestrian crossover signs (ground mounted only), ladder crosswalk markings, and Yield to Pedestrians line markings. -As described in Ontario Traffic Manual.

**Under the Transportation Management Policy, Appendix C – Traffic Management, add:**

### **Pedestrian Crossovers**

C.17 Preliminary Assessment

The following conditions must be met before proceeding with the warrant process:

- The proposed site has adequate sight distance for both drivers and pedestrians based on the Geometric Design Guide by the Transportation Association of Canada (TAC).

- The paved road width is less than or equal to 15 metres.
  - The proposed site is at least 100 m away from the railway.
- C. 18 An 8-hour vehicle and pedestrian volume study is undertaken at the proposed site. The time periods are:
- 7:00 am to 9:00 am
  - 11:00 am to 2:00 pm
  - 3:00 pm to 6:00 pm
- C. 19 The vehicle and pedestrian volume study results are applied to the Pedestrian Crossovers Policy as follows:
- Warrant A Total Traffic Volumes - The total vehicular volume crossing the point must be at least 750 vehicles within the 8-hour count.
  - Warrant B Total Pedestrian Volumes – The total pedestrian volume crossing the street must be a minimum of 100 within the 8-hour count. For assisted pedestrians, each one will be counted as two (2) pedestrians.  

$$*Adjusted\ volume = Unassisted\ Pedestrian\ Volume + 2 \times Assisted\ Pedestrian\ Volume$$
  - Warrant C Existing Traffic Control Devices – other traffic device controlling right-of-way should not be permanently in place within 200 m.
  - Warrant D Pedestrian System Connectivity – The proposed site must be located with an emphasis on enhancing pedestrian system connectivity, considering the surrounding environment, such as trail networks and facilities.
  - Warrant E Total Pedestrian Volumes for Existing School Crossing Guard Locations - The total pedestrian volume minus elementary school aged children volume crossing the street must be a minimum of 70 within the 8-hour count. For assisted pedestrians, each one will be counted as two (2) pedestrians.  

$$*Adjusted\ volume = Unassisted\ Pedestrian\ Volume + 2 \times (Assisted\ Pedestrian\ Volume - Elementary\ School\ Aged\ Children)$$
- C. 20 For pedestrian crossovers to be considered, 100% of one of the following warrants must be achieved:
- Warrant A, B, and C
  - Warrant A, B, and D
  - Existing School Crossing Guard Locations: Warrant A, C, and E
  - Existing School Crossing Guard Locations: Warrant A, D, and E
- C. 21 Pedestrian Crossing Type Selection

When the proposed site meets one of the warrants, the selection of an appropriate PXO (Type “B”, “C”, or “D”) is determined by the Pedestrian Crossover Selection Matrix.

*Pedestrian Crossover Selection Matrix*

Two-way Vehicular Volume		Paved Road Width			
Lower Bound	Upper Bound	Less than or Equal to 7.5m	Between 7.6m and 11.3m	More than 11.3m w/ raised refuge	More than 11.3m w/o raised refuge
750	2,250	Type D	Type C	Type D <sup>1</sup>	Type B
2,250	4,500	Type D	Type B	Type D <sup>1</sup>	Type B
4,500	6,000	Type C	Type B	Type C <sup>1</sup>	Type B
6,000	7,500	Type B	Type B	Type C <sup>1</sup>	Type B
7,500	17,500	Type B	Type B		

<sup>1</sup> Use of two sets of side mounted signs for each direction (one on the right side and one on the median)

C. 22 Difficult locations may require a safety audit by the consultant.