
From: Switzer, Barbara <Barbara.Switzer@york.ca> **On Behalf Of** Regional Clerk
Sent: April 26, 2021 4:50 PM
Subject: Regional Council Decision - Pedestrian Crossover Policy Regional Roads

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On April 22, 2021 Regional Council made the following decision:

1. Council approve the Pedestrian Crossover Policy (Attachment 1) for use on Regional roads.
2. Council authorize the enactment of a bylaw to apply pedestrian crossovers on Regional roads at those locations listed in Table 1.
3. In response to the Town of East Gwillimbury Council resolution, a pedestrian crossover be installed on Yonge Street at Holland Landing Community Centre as it satisfies the proposed policy.
4. In response to the Town of East Gwillimbury Council resolution, a pedestrian crossover not be installed on Mount Albert Road near Countryman Road as it does not satisfy the proposed policy.
5. Council delegate authority to the Commissioner of Transportation Services to implement pedestrian crossovers under the Region's jurisdiction that satisfy the proposed policy and the Regional Clerk be authorized to amend the pedestrian crossover bylaw schedule accordingly.
6. The Regional Solicitor prepare the necessary bylaws.
7. The Regional Clerk circulate this report to the Clerks of the local municipalities, York Regional Police, York Region Public Health and York Region school boards.

The original staff report is attached for your information.

Please contact Joseph Petrungaro, Director Roads and Traffic Operations, at 1-877-464-9675 ext. 75220 if you have any questions with respect to this matter.

Regards,

Christopher Raynor | Regional Clerk, Regional Clerk's Office, Corporate Services

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1
O: 1-877-464-9675 ext. 71300 | christopher.raynor@york.ca | york.ca

Our Mission: **Working together to serve our thriving communities – today and tomorrow**

The Regional Municipality of York

Committee of the Whole
Transportation Services
April 8, 2021

Report of the Commissioner of Transportation Services

Pedestrian Crossover Policy Regional Roads

1. Recommendations

1. Council approve the Pedestrian Crossover Policy (Attachment 1) for use on Regional roads.
2. Council authorize the enactment of a bylaw to apply pedestrian crossovers on Regional roads at those locations listed in Table 1.
3. In response to the Town of East Gwillimbury Council resolution, a pedestrian crossover be installed on Yonge Street at Holland Landing Community Centre as it satisfies the proposed policy.
4. In response to the Town of East Gwillimbury Council resolution, a pedestrian crossover not be installed on Mount Albert Road near Countryman Road as it does not satisfy the proposed policy.
5. Council delegate authority to the Commissioner of Transportation Services to implement pedestrian crossovers under the Region's jurisdiction that satisfy the proposed policy and the Regional Clerk be authorized to amend the pedestrian crossover bylaw schedule accordingly.
6. The Regional Solicitor prepare the necessary bylaws.
7. The Regional Clerk circulate this report to the Clerks of the local municipalities, York Regional Police, York Region Public Health and York Region school boards.

2. Summary

This report seeks Council approval of a new Pedestrian Crossover Policy (Policy) for use on Regional roads (Attachment 1) and responds to the Town of East Gwillimbury Council resolution to install pedestrian crossovers on Yonge Street at the Holland Landing Community Centre and on Mount Albert Road near Countryman Road.

Key Points:

- The Province defined new Level 2 pedestrian crossovers to enhance pedestrian connectivity (per Ontario Regulation 402/15)
- A pedestrian crossover provides protected crossing opportunities and safety benefits for citizens
- Staff is proposing a new pedestrian crossover policy to provide a consistent method for determining appropriate locations and types of pedestrian crossovers to be used on the Regional road network
- Staff has identified three locations for the installation of pedestrian crossovers that currently satisfy the proposed Policy criteria
- In response to the Town of East Gwillimbury Council resolution, Yonge Street at Holland Landing Community Centre satisfies the proposed Policy and Mount Albert Road near Countryman Road does not satisfy the proposed Policy
- Multiple communications strategies will be used to educate travellers' understanding of pedestrian crossovers

3. Background

Pedestrian signals are currently the only controlled devices used to facilitate protected pedestrian crossing on Regional roads

There are no pedestrian crossovers currently installed on Regional roads. The Region has been exclusively installing pedestrian signals to facilitate protected pedestrian mid-block crossing on Regional roads. In 2015, Council adopted the Region's [Traffic and Pedestrian Signal Policy](#), which directly references the Provincial guideline to evaluate the need for pedestrian signals based on pedestrian volume and crossing delay to satisfy installation of a traffic signal. Figure 1 shows a typical pedestrian signal installed on Regional roads.

Figure 1
Pedestrian Signal



Mulock Drive in front of Newmarket High School, Town of Newmarket

The Province enacted Ontario Regulation 402/15 defining new Level 2 pedestrian crossovers to enhance pedestrian connectivity

On January 1, 2016, Bill 31, *Transportation Statute Law Amendment Act (Making Ontario's Roads Safer)* was proclaimed by the Province and came into effect. [Ontario Regulation 402/15](#) was also enacted under the *Highway Traffic Act*.

The Ministry of Transportation of Ontario provides criteria for implementing pedestrian crossovers

The Ministry of Transportation of Ontario provides criteria for implementing pedestrian crossovers in [Ontario Traffic Manual Book 15 – Pedestrian Crossing Treatments](#). The criteria provide a technically sound and consistent method of determining appropriate locations for the installation of pedestrian crossovers.

The Town of East Gwillimbury is requesting two pedestrian crossovers to facilitate safe pedestrian passage

On November 17, 2020, Council of the Town of East Gwillimbury passed a resolution (Attachment 2) requesting the Region approve installation of two pedestrian crossovers to facilitate safe pedestrian passage at the following locations:

- On Yonge Street in Holland Landing to facilitate pedestrians crossing on Yonge Street to access the Holland Landing Community Centre
- On Mount Albert Road near Countryman Road for trail connectivity and for residents to access the sidewalk and park amenities

Pedestrian crossovers have been identified as a tool to improve pedestrian safety

The [Pedestrian and Cyclist Safety Study](#) completed in 2019 identifies pedestrian crossovers as a tool to improve pedestrian safety at mid-block locations. Pedestrian crossovers clearly assign the right-of-way between pedestrians and motorists at otherwise uncontrolled crossings, providing pedestrians with protected crossing opportunities by requiring motorists to stop when pedestrians are present in the crosswalk. Industry studies show expected safety benefits of approximately 30% reduction in overall collisions and 70% in pedestrian collisions.

The *Municipal Act, 2001* permits delegation of certain powers and duties of Council, subject to conditions

Section 23.1 of the *Municipal Act, 2001* permits municipalities to delegate their powers and duties subject to certain restrictions, depending on the nature and scope of the delegation. A delegation may be made to members of Council, committees, individuals appointed by Council or staff and may be subject to conditions that Council considers appropriate. In 2018, under this provision, Council delegated authority to the Commissioner of Transportation Services to implement All-Way Stop Control at intersections under the Region's jurisdiction

where warranted or where required to improve traffic operations and traveller safety, thereby eliminating the need for Council approval in each case. Council has since delegated authority to the Commissioner to implement and remove right turn on red restrictions and U-turn restrictions, as appropriate. In each case, the Regional Clerk was authorized to amend the schedule to the respective bylaws to maintain an official record of the Commissioner's decisions.

4. Analysis

Level 2 pedestrian crossovers include enhanced features to provide protected crossing opportunities and safety benefits for citizens

Traditional pedestrian signals are the best option on high speed, high traffic volume roads. Pedestrian crossovers are ideal for locations where some pedestrian demand exists but is not high enough to warrant traditional pedestrian signal installations. Pedestrian crossovers provide protected crossing opportunities and safety benefits and cost significantly less to install and maintain. All drivers and cyclists are legally required to stop to allow pedestrians to completely cross at a pedestrian crossover like a pedestrian signal. However, they are intended for use on low traffic volume, low speed, single- or multi-lane roadways (maximum four lanes). Attachment 3 lists the Provincial pedestrian crossover criteria and other considerations. Attachment 4 compares the pedestrian crossover criteria to a pedestrian signal.

The original Level 1 pedestrian crossover introduced by the Province is still applicable and currently in operation in some municipalities. Many municipalities are retrofitting or installing Level 2 pedestrian crossovers because of the new enhanced features that include pedestrian crossover signs, roadway pavement markings and may include rectangular rapid flashing beacons activated by pedestrian push buttons. These features will help increase awareness and compliance.

There are four types of pedestrian crossovers widely used across the province and in local municipalities within the Region

The *Highway Traffic Act* Regulation 402/15 includes four types of pedestrian crossovers with a range of requirements for signs, pavement markings and may include overhead signs and rectangular rapid flashing beacons. All four types of pedestrian crossovers are widely used across the province and in local area municipalities:

- Level 1, Type A (Attachment 5), also known as the first edition pedestrian crossover, consists of an old-style overhead 'X' sign with flashing amber beacons and 'X' pavement markings. Motorists sometimes perceive it to be a warning device.
- Level 2, Type B (Attachment 6), consists of rectangular extremely bright rapid flashing beacons, overhead and side-mounted new regulatory signs depicting a person walking, advance warning signs and enhanced pavement markings. Level 2, Type B pedestrian crossovers provide the highest level of awareness and are typically installed on low volume arterial or high-volume collector roads with speed limits up to 60 km/h and maximum of four lanes.
- Level 2, Type C (Attachment 7), consists of rectangular extremely bright rapid flashing beacons and side-mounted new regulatory signs depicting a person walking, advance warning signs and enhanced pavement markings but no overhead sign. Level 2, Type C pedestrian crossovers provide a medium level of motorist warning and are typically installed on lower volume collector roads or lower volume multi-lane roundabouts.
- Level 2, Type D (Attachment 8), consists of side-mounted new regulatory signs depicting a person walking, enhanced pavement markings and an advance pedestrian crossing warning sign. Level 2, Type D pedestrian crossovers provide a low level of motorist warning and are typically installed on local roads, single lane roundabouts or channelized right turn lanes.

Based on Regional road characteristics and traffic volume levels, Level 2, Type B pedestrian crossovers are the preferred type for most applications on Regional roads. This type of pedestrian crossover consists of overhead signs, enhanced pedestrian pavement markings, regulatory signs, and actuated double-sided rectangular rapid flashing beacons with pedestrian push buttons.

Staff has undertaken a peer review, research and analysis to determine pedestrian crossover applicability on Regional roads

Staff has conducted surveys and research among peer municipalities across the Province and consulted with local municipal partners on their pedestrian crossover use. Many responses indicate pedestrian crossovers are valued in their community as they provide pedestrian safety benefits at otherwise uncontrolled crossing locations. All peer and local municipalities who have installed pedestrian crossovers are using provincial criteria when determining eligible locations.

The proposed Policy mirrors provincial criteria and will provide staff a consistent method of determining appropriate locations and types of pedestrian crossovers for installation within the Regional road network. Staff has undertaken a comprehensive network screening of all Regional roads to determine applicability of pedestrian crossovers using the proposed Policy criteria, which considers pedestrian and traffic volumes, crossing distance (maximum four lanes) and a speed limit of 60 km/hr or less.

Three locations currently satisfy the proposed Policy for installation of a pedestrian crossover

Based on the proposed Policy and the assessment results outlined in Attachment 9, staff has determined three locations (Table 1) that currently satisfy criteria for installation of a pedestrian crossover.

Table 1
Proposed Pedestrian Crossover Locations

Location	Municipality	Installation Year
Yonge Street at Holland Landing Community Centre	Town of East Gwillimbury	2021
Ninth Line at Elm Street	Town of Whitchurch-Stouffville	2022
Baseline Road, approximately 640 metres west of Dalton Road	Town of Georgina	2022

A Town of East Gwillimbury Council resolution requests installation of pedestrian crossovers on Mount Albert Road near Countryman Road and Yonge Street at Holland Landing Community Centre

Based on staff's comprehensive review of all Regional roads, Yonge Street at Holland Landing Community Centre satisfies the proposed Policy. Staff proposes to install the Region's first pedestrian crossover at this location, illustrated in Figure 2.

Figure 2
Yonge Street adjacent to Holland Landing Community Centre
in the Town of East Gwillimbury



Pedestrian volumes on Mount Albert Road near Countryman Road are not sufficient to currently satisfy proposed Policy criteria as the community is still being developed. Should Council decide to advance installation of this unwarranted pedestrian crossover, no significant impact to commuter traffic is expected. Traffic is not required to stop unless a pedestrian is present.

Various communication strategies will be used to educate travellers about pedestrian crossovers

A range of communication tactics will be used to educate and inform travellers about the installation of pedestrian crossovers, including:

- On-street signs
- Newsletter
- Media alerts
- Social media
- Website (york.ca) content

Recognizing travellers may not be familiar with pedestrian crossovers, communication strategies will emphasize increasing public awareness of pedestrian crossovers, providing safety tips for pedestrians on how to navigate through a pedestrian crossover safely and educating drivers on the rules and legislative requirements of pedestrian crossovers and associated penalties for endangering pedestrians.

5. Financial

Pedestrian crossover installation costs are funded through the Transportation Services Capital Budget. A pedestrian crossover costs between \$30,000 to \$65,000 to install.

6. Local Impact

Staff continues to collaborate with municipal partners to determine opportunities for pedestrian crossovers on Regional roads. Municipal partners using pedestrian crossovers report they are well-liked within the community and that education is important to increase pedestrian protection.

Local municipal staff has been consulted on the proposed Policy and have indicated their support. Local municipal staff support the recommended pedestrian crossovers in Table 1.

7. Conclusion

Staff recommends Council approve the proposed Pedestrian Crossover Policy to assist staff in determining appropriate locations to install pedestrian crossovers. Pedestrian crossovers provide protected crossing opportunities and numerous safety benefits. Pedestrian crossovers are intended for locations where some pedestrian demand exists, but the demand does not justify installation of traditional traffic and pedestrian signals.

Town of East Gwillimbury Council has requested the Region approve installation of a pedestrian crossover on Yonge Street at the Holland Landing Community Centre and on Mount Albert Road near Countryman Road to facilitate safe pedestrian passage. In response, staff has applied the proposed Policy to all Regional roads and determined three locations across the Regional road network satisfy the criteria for installation of a pedestrian crossover, including Yonge Street adjacent to Holland Landing Community Centre. Mount Albert Road near Countryman Road does not currently satisfy the criteria for installation of a pedestrian crossover.

For more information on this report, please contact Joseph Petrungaro, Director Roads and Traffic Operations, at 1-877-464-9675 ext. 75220. Accessible formats or communication supports are available upon request.

Recommended by:



Paul Jankowski
Commissioner of Transportation Services

Approved for Submission:



Bruce Macgregor
Chief Administrative Officer

March 19, 2021
Attachments (9)
12147527



Pedestrian Crossover Policy

Approved By: Council or Chief Administrative Officer

Approved On: Date this version of the policy was approved

Policy Statement

A policy for the installation of pedestrian crossovers on the Regional road network.

Application

This policy will be used by staff in determining acceptable locations for the installation of pedestrian crossovers on the Regional road network.

Purpose

The intent of this policy is to provide a consistent method of determining appropriate locations and types of pedestrian crossovers on the Regional road network.

Definitions:

Pedestrian Crossover: Any portion of a roadway distinctly indicated for pedestrian crossing by signs on the highway and lines or other markings on the surface of the roadway, as prescribed and illustrated in Ontario Regulation 402/15.

Pedestrian Crossover Criteria: The set of criteria used under this policy to determine the relative need for and appropriateness of pedestrian crossovers on Regional roads.

Local Municipality: Municipalities located within York Region: Town of Aurora, Town of East Gwillimbury, Town of Georgina, Township of King, City of Markham, Town of Newmarket, City of Richmond Hill, City of Vaughan and Town of Whitchurch-Stouffville.

Description

On January 1, 2016, the Ministry of Transportation Ontario passed the final reading of *Bill 31 – Transportation Statute Law Amendment Act (Making Ontario's Roads Safer)* and issued a new regulation (402/15) under the *Highway Traffic Act*. Under section 140 of the *Highway Traffic Act*, drivers, including cyclists, approaching a pedestrian crossover are required to stop when a pedestrian is crossing the roadway within the crossover.

A pedestrian crossover is an alternative traffic control device to provide protected crossing opportunities and safety benefits. Pedestrian crossovers are ideal for locations where some pedestrian demand exists, but the demand is not high enough to warrant traditional pedestrian signal installations.

Pedestrian crossovers are intended for use on low traffic volume, low speed, single or multi-lane roadways (up to a maximum of four lanes).

Criteria for Installation of Pedestrian Crossovers

Requests to install a pedestrian crossover on Regional Roads will be assessed using the Ministry of Transportation Ontario's pedestrian crossover criteria, including the related considerations in Ontario Traffic Manual Book 15 – Pedestrian Crossing Treatments, as amended from time to time. These criteria provide a consistent method of determining appropriate locations for the installation of pedestrian crossovers.

Where the Region determines the Pedestrian Crossover Criteria are satisfied, the Region will be responsible for the installation, operation and maintenance costs of pedestrian crossovers on Regional roads.

Responsibilities

Commissioner of Transportation Services

- Delegated authority to approve requests to install pedestrian crossovers under the Region's jurisdiction that satisfy the installation criteria as set out in this policy
- Report to Council on requests for pedestrian crossovers from local municipalities that do not meet the installation criteria as set out in this policy

Transportation Services Department

- Assess the need for the installation of pedestrian crossovers on the Regional road network based on the Pedestrian Crossover Criteria, as found in the Ontario Traffic Manual Book 15

- Consult with local municipal staff in the assessment of requests for the installation of pedestrian crossovers

Reference

Legislative and other authorities

- [Ontario Regulation 402/15](#)
- [Ontario Traffic Manual Book 15](#)

Contact

Director, Roads and Traffic Operations, Transportation Services Department, ext. 75220

Approval

Council Date: <input type="text"/>	Committee Date: <input type="text"/>
Council Minute Item: <input type="text"/>	Committee Minute Item: <input type="text"/>

#12397932

Accessible formats or communication supports are available upon request



Town of
East Gwillimbury

Fernando Lamanna, B.A., Dipl. M. M., CMO

Municipal Clerk
Legal & Council Support Services
Tel: 905-478-3821 Fax: 905-478-2808
flamanna@eastgwillimbury.ca

November 20, 2020

Chris Raynor, Regional Clerk
Regional Municipality of York
17250 Yonge Street
Newmarket, ON
L3Y 6Z1

[SENT VIA EMAIL]

Dear C. Raynor:

**RE: Pedestrian Crossover Installations: Yonge Street at Holland Landing
Community Centre and Mount Albert Road at Countryman Road**

For your information and records, at its electronic meeting held on November 17, 2020 the Council of the Town of East Gwillimbury enacted as follows:

BE IT RESOLVED THAT Community Infrastructure & Environmental Services Report CIES2020-21, dated November 17, 2020, regarding the "Pedestrian Crossover Installations: Yonge Street at Holland Landing Community Centre and Mount Albert Road at Countryman Road", be received; and

THAT Council support the design and installation of a warranted pedestrian crossover on Yonge Street at the Holland Landing Community Centre as included in the Region's proposed 2021 draft budget; and

THAT Council request the Region of York to approve and advance the installation of an unwarranted pedestrian crossover on Mount Albert Road at Countryman Road in 2021 based on full funding from the Sharon Village Land Owners Group.

If you have any further questions feel free to contact the undersigned.

Yours truly,

Fernando Lamanna, B.A., Dipl. M. M., CMO
Municipal Clerk

Enclosed: Report CIES2020-21: Pedestrian Crossover Installations: Yonge Street at
Holland Landing Community Centre and Mount Albert Road at Countryman Road

cc: Mike Molinari, General Manager of Community Infrastructure & Environmental Services

"Our town, Our future"

19000 Leslie Street, Sharon, Ontario L0G 1V0 Tel: 905-478-4282 Fax: 905-478-2808
www.eastgwillimbury.ca

12592970



Town of
East Gwillimbury

COMMUNITY INFRASTRUCTURE & ENVIRONMENTAL SERVICES REPORT CIES2020-21

To: Council

Date: November 17, 2020

Subject: Pedestrian Crossover Installations: Yonge Street at Holland Landing
Community Centre and Mount Albert Road at Countryman Road

Origin: Community Infrastructure & Environmental Services
Capital Programs and Traffic Engineering Branch and Development
Engineering Branch

RECOMMENDATIONS

1. **THAT** Community Infrastructure & Environmental Services Report CIES-2020-21, dated November 17, 2020, regarding the “Pedestrian Crossover Installations: Yonge Street at Holland Landing Community Centre and Mount Albert Road at Countryman Road” be received; and
2. **THAT** Council support the design and installation of a warranted pedestrian crossover on Yonge Street at the Holland Landing Community Centre as included in the Region’s proposed 2021 draft budget; and
3. **THAT** Council request the Region of York to approve and advance the installation of an unwarranted pedestrian crossover on Mount Albert Road at Countryman Road in 2021 based on full funding from the Sharon Village Land Owners Group.

PURPOSE

The purpose of this report is to formally request Regional support and approval for the installation of pedestrian crossovers on Regional roads at two locations within the Town. See Appendix 1 attached.

BACKGROUND

Staff are seeking Council support to request Regional approval for the construction of two pedestrian crossovers, one on Yonge Street in Holland Landing to facilitate pedestrians crossing Yonge Street to access the Holland Landing Community Centre and the other on Mount Albert Road in the vicinity of Countryman Road for trail connectivity and for residents living on the north side of Mount Albert road to cross Mount Albert Road to access amenities and the pedestrian network on the south side of Mount Albert Road.

Pedestrians crossing Yonge Street in the vicinity of the Holland Landing Community Centre has been the subject of a number of resident and Councilor inquiries. The area has seen an increase in activity, specifically since the onset of COVID-19, where adults and children alike are crossing Yonge Street to use the outdoor amenities that the area has to offer. The main concerns from the inquiries relate to residents feeling unsafe as they attempt to cross Yonge Street being a regional road and the main thoroughfare through Holland Landing.

In addition to the crossing on Yonge Street, a pedestrian crossover is being sought on Mount Albert Road in the vicinity of Countryman Road. The Sharon Village development is made up of 7 developments, 6 located along Murrell Boulevard from Manor Hampton Street to Mount Albert Road and 1 north of Mount Albert Road accessed via Countryman Road.

Pedestrians travelling from the Wycliffe Thornridge development via Countryman Road are required to cross Mount Albert Road to access the sidewalk, trail network and park amenities south of Mount Albert Road. Providing a pedestrian crossover at this location would facilitate safe crossing of Mount Albert Road for area residents and support the trail.

ANALYSIS

Council and staff have received significant community feedback with respect to pedestrian safety while crossing Yonge Street at the Holland Landing Community Centre as well as Mount Albert Road at Countryman Road in Sharon. In response to these community concerns, staff have met with Regional staff to discuss opportunities for improved pedestrian safety.

Proposed Pedestrian Crossover- Yonge St. at the Holland Landing Community Centre

Discussions with the Region on the Yonge Street location have been positive. Staff have communicated the inquiries the Town has received as they occur and have also highlighted the increase in pedestrian volume using the sidewalks in the area. Further to this, CPRC is designing and building a Pedestrian Bridge system connecting Holland Landing at Doane Road with Oriole Drive, further increasing pedestrian activity as the Holland Landing Community Centre is a major destination for area residents.

The Region has advised that, subject to budget approval, they are planning to fund and install a Level 2 Type B pedestrian crossover (See Appendix 2) at this location as part of their 2021 capital works program. The type of crossover the Region deems to be most appropriate and minor refinements to the location will be completed through the Region's design process. As this crossing is being installed as a warranted pedestrian crossover, the Region would fund the project in its entirety but are looking for support from Town Council to proceed with the work.

Proposed Pedestrian Crossing- Mount Albert Road at Countryman Road

Discussions with the Region regarding installation of a pedestrian crossing on Mount Albert Road in the vicinity of Countryman Road were generally positive however as this area is still subject to significant future development, determining the best crossing solution for the long term is a challenge. The specific type of pedestrian crossover to be installed at this location is yet to be determined and is subject to further evaluation by York Region. Appendix 3 details two potential crossover types with the ultimate solution to be dictated by site conditions as part of the Region's review and approval process.

The Region has advised that the preferred location for the future pedestrian crossing is approximately 50 meters west of the Countryman Road intersection as shown on Appendix 1 attached. Proposed works include the installation of the pedestrian crossover as well as a multi-use path extending 50m west of Countryman Road on the north side of Mount Albert Road connecting to the pedestrian crossover location. In discussion with CPRC, this location aligns well with both the sidewalk and trail connection on the south side of Mount Albert Road and is considered to be the most future-proof location as it facilitates adequate spacing between future traffic signals anticipated on Mount Albert Road at the Revera retirement community entrance and Murrell Boulevard.

Construction of the pedestrian crossover on Mount Albert Road is the responsibility of the Sharon Village Landowners Group (SVLG) in accordance with previous

development agreements and a commitment from the SVLG to provide safe passage for pedestrians across Mount Albert Road.

As the design warrants for the pedestrian crossing have not been met, the Region requires a formal request from the Town to have the crossing installed as well as funding to install the crossing along with a one-time 10 year maintenance fee in accordance with the Region's Traffic and Pedestrian Signal Policy. This maintenance fee is estimated at \$78,000 and is proposed to be included as part of the overall construction costs associated with the project with full funding by the SVLG.

Upon approval from York Region, Town staff will work with the SVLG in conjunction with York Region to finalize the pedestrian crossover design including type and facilitate construction of the pedestrian crossover on Mount Albert Road.

Next Steps

Subject to approval of this report, the final layout and treatment at both crossing locations will be determined by the Region through the design process. Subject to approval by Regional Council, both pedestrian crossings will be constructed and will be owned and operated by York Region.

FINANCIAL IMPLICATIONS

As the construction costs and maintenance fees associated with both crossing locations are proposed to be borne by others there are no financial implications to the Town associated with these projects.

The cost of the warranted Level 2 Type B pedestrian crossover on Yonge Street at the Holland Landing Community Centre is estimated at \$100,000 and funded by the Region.

The cost of the pedestrian crossover on Mount Albert Road at Countryman Road is estimated at \$200,000 to be funded by the SVLG. This estimate includes the additional trail extension and the mandatory 10-year maintenance costs as per the Region's policy as a result of being technically unwarranted.

NEED FOR PUBLIC CONSULTATION

Subject to approval of this report, notice for two pedestrian crossover projects will be provided to residents via an information page on the Town website, Council Highlights, social media, Notice Board on the Town's web page and East Gwillimbury Express Town page.

ALIGNMENT TO STRATEGIC PLAN

The recommendations of this report align with the following Strategic Priorities:



Responsible
Growth &
Environmental
Protection

Ensure that communities are built in a respectful manner, with resident and business quality of life protected



Build
Complete
Communities

Effectively manage new and existing assets to deliver exceptional services to residents while ensuring a sustainable community

CONCLUSION

Construction of the pedestrian crossovers on Yonge Street in Holland Landing and on Mount Albert Road in Sharon would provide enhanced pedestrian safety while crossing busy Regional roads as well as provide improved network connectivity. To facilitate construction of these pedestrian crossovers, specific Regional approval is required.

Staff ask that Council request Regional support to proceed with design and ultimate construction of pedestrian crossovers at the noted locations.

APPENDICES

Appendix 1 - Location Map

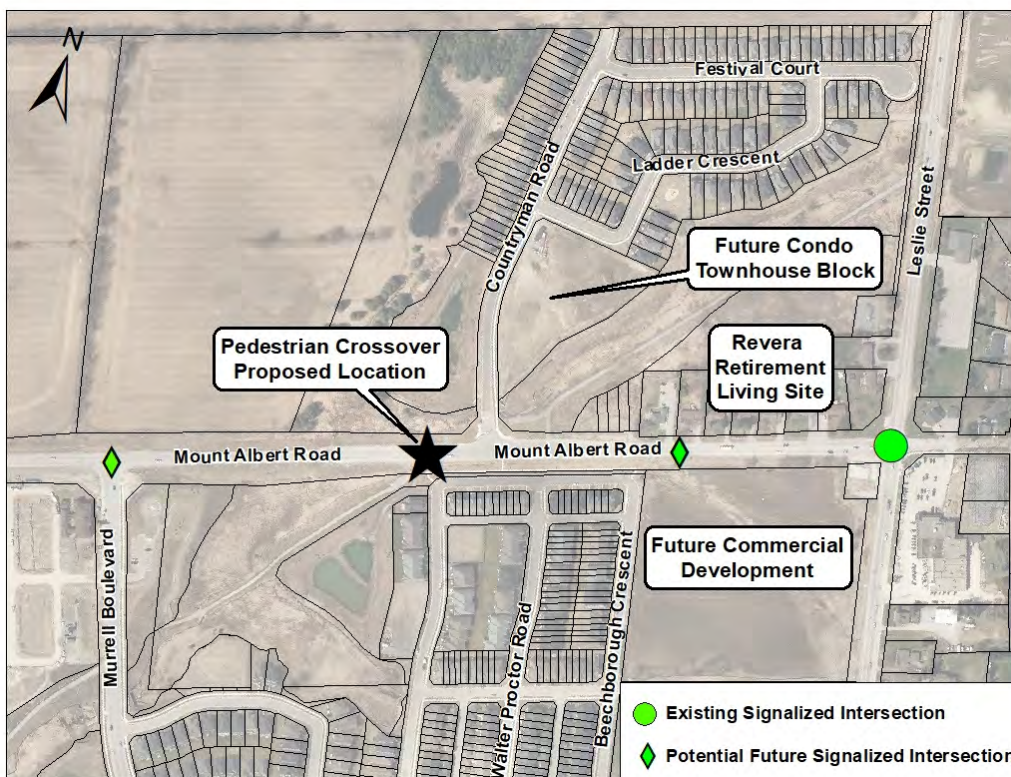
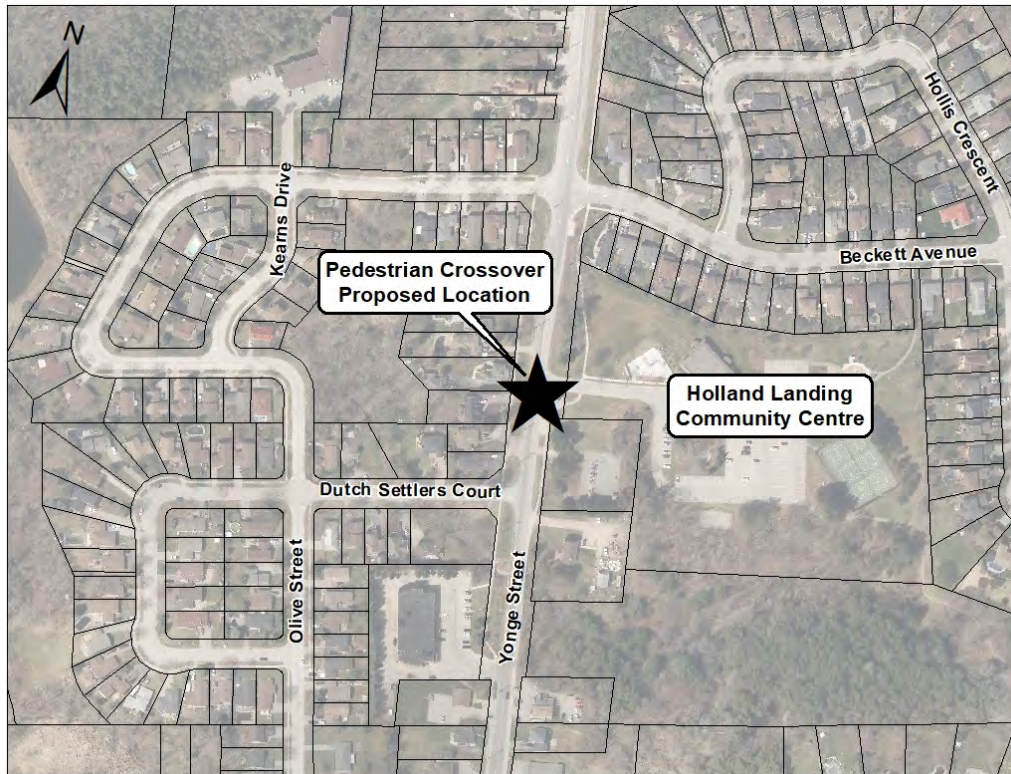
Appendix 2 - Proposed Level 2 Type B Crossover – Yonge Street Location

Appendix 3 - Potential Crossover Types – Mount Albert Road Location

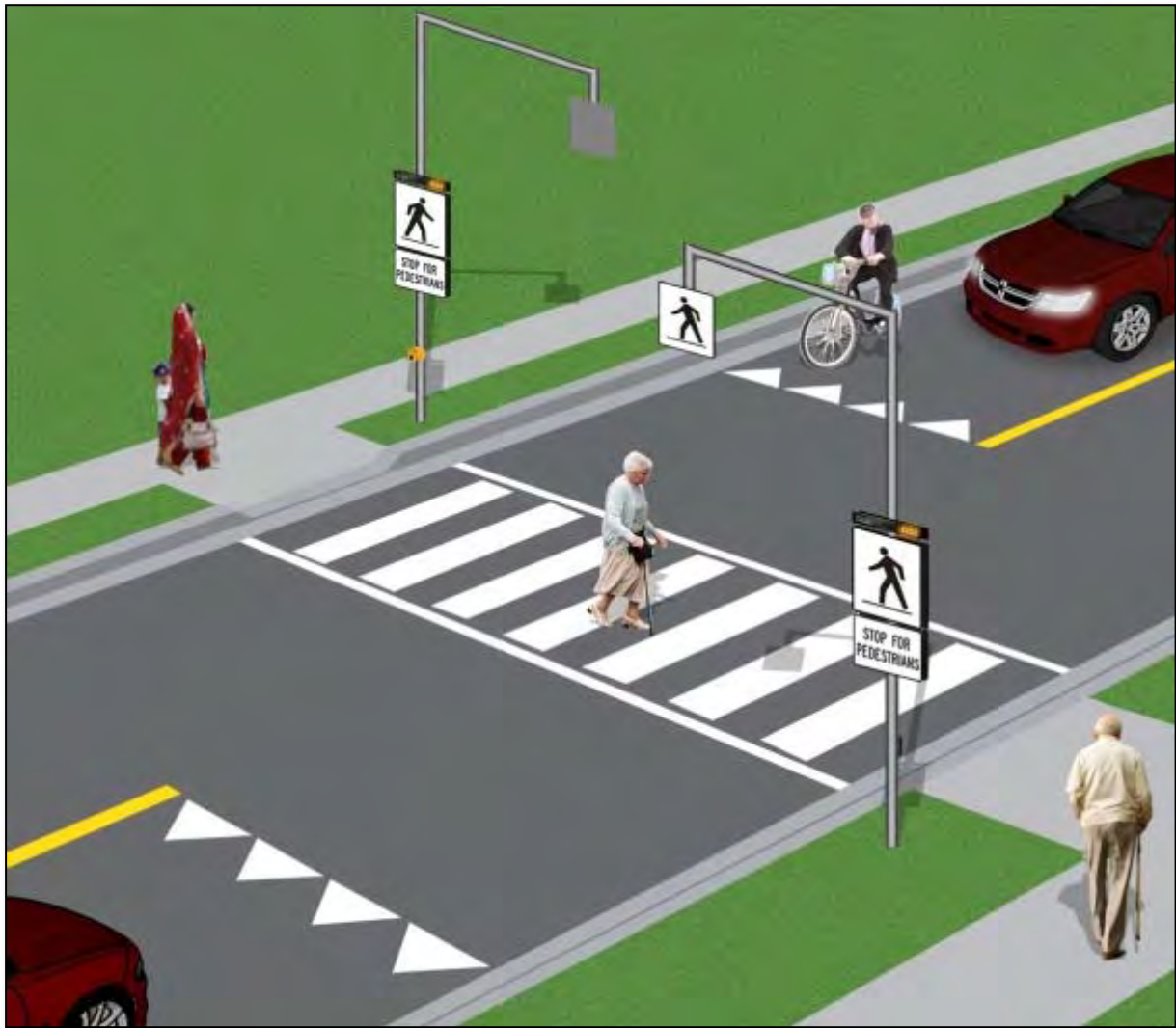
Appendix 4 - Mount Albert Road Layout Options

<div>Prepared by:</div> <div style="text-align: center; padding: 10px;"><i>Original Signed By</i></div> <div>Kevin Brake, C.Tech. Development Manager</div>	<div>Prepared by:</div> <div style="text-align: center; padding: 10px;"><i>Original Signed By</i></div> <div>Denny Boskovski, C.E.T. Asset Management & Capital Projects Manager</div>
<div>Reviewed and Recommended by:</div> <div style="text-align: center; padding: 10px;"><i>Original Signed By</i></div> <div>Paul Neuman, C.E.T. Director of Engineering, CIES</div>	<div>Reviewed and Recommended by:</div> <div style="text-align: center; padding: 10px;"><i>Original Signed By</i></div> <div>Mike Molinari, P. Eng., General Manager, CIES</div>
<div>Approved for Submission by:</div> <div style="text-align: center; padding: 10px;"><i>Original Signed By</i></div> <div>Thomas R. Webster Chief Administrative Officer</div>	<div> </div> <div> </div> <div> </div>

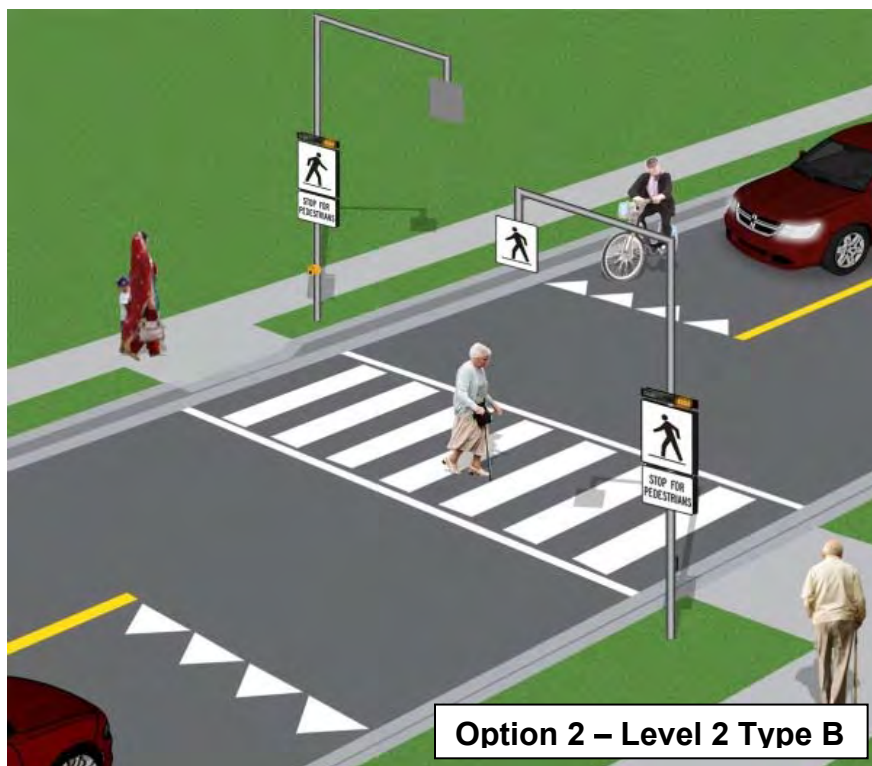
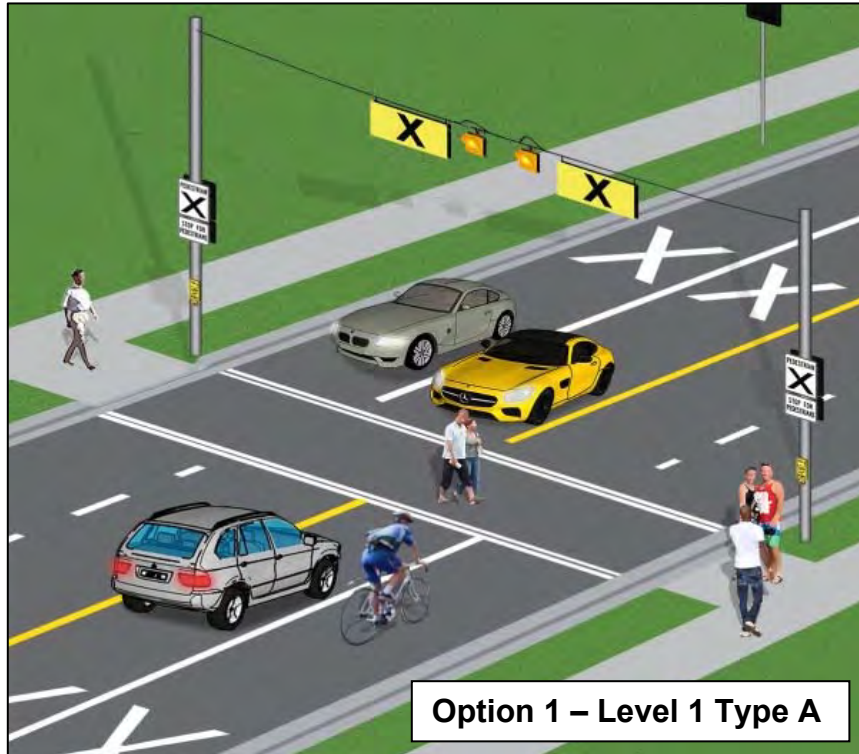
Appendix 1 – Location Map



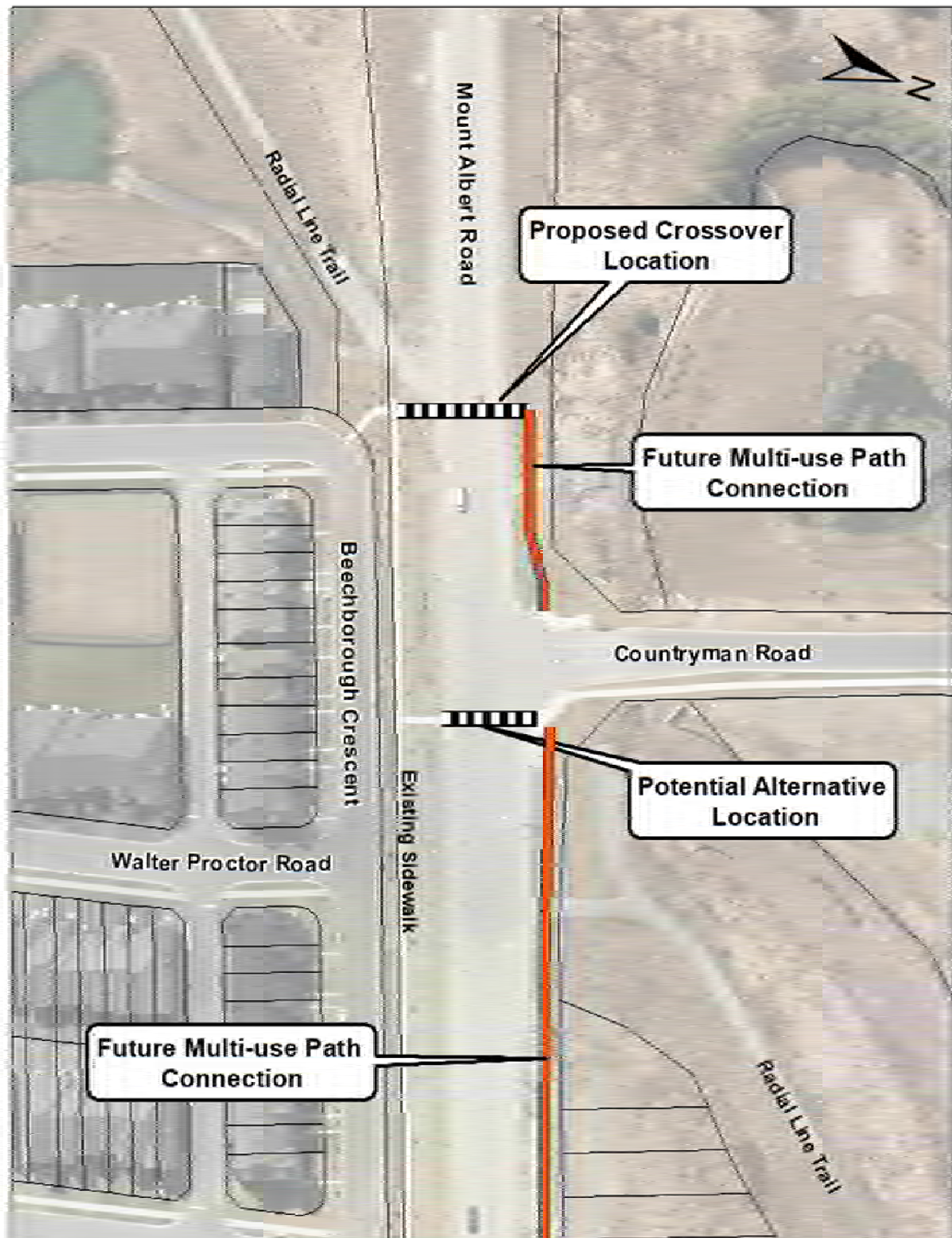
Appendix 2 – Proposed Level 2 Type B Crossover – Yonge Street Location



Appendix 3 - Potential Crossover Types – Mount Albert Road Location



Appendix 4 – Mount Albert Road Layout Options



Provincial Pedestrian Crossover Criteria

The Ministry of Transportation of Ontario's pedestrian crossover criteria (Ontario Traffic Manual Book 15) outlines several conditions that must be fulfilled for a pedestrian crossover to be implemented. The provincial criteria are to be directly referenced to determine when and where it is appropriate to install a pedestrian crossover on Regional roads.

The following conditions must be fulfilled for a pedestrian crossover to be implemented:

- 100 or more pedestrians or equivalent adults and 750 or more vehicular volume observed crossing over an eight-hour period
- 65 or more pedestrians or equivalent adults and 395 or more vehicular volume observed crossing over a four-hour period
- Maximum vehicular volume of 35,000 daily
- Posted speed limit of 60 km/h or less
- Maximum four lanes, two-way traffic or three lanes, one-way traffic

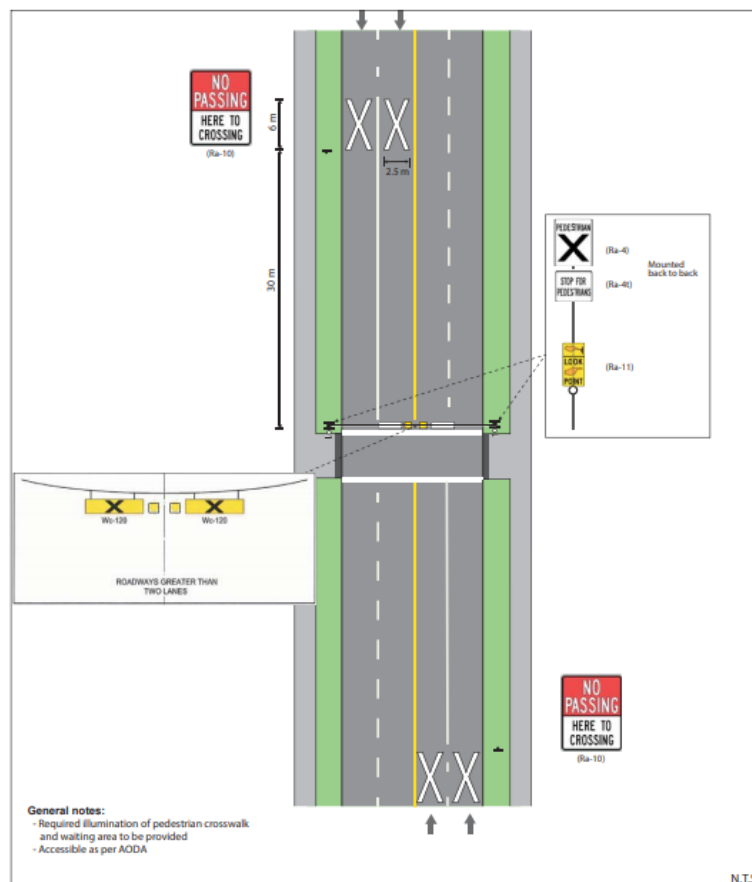
Other Considerations:

- Pedestrian desire lines and pedestrian facilities on both sides of the road that are maintained in the winter
- No other controlled crossing within 200 metres of the subject location or the subject location is a roundabout or has a right turn channel
- Appropriate sight distance for all travellers
- Adequate illumination is provided at the crossing location matching provincial standards for such treatments
- Accessibility for Ontarians with Disabilities Act (AODA) compliant curb cut and sidewalk depressions at the crossing

Table 1
Comparison of Pedestrian Signal and Pedestrian Crossover Criteria

Criteria	Pedestrian Signal	Pedestrian Crossover
Pedestrian volumes	Minimum 200 equivalent pedestrians in eight peak hours	Minimum 100 equivalent pedestrians in eight peak hours or 65 equivalent pedestrians in four peak hours
Traffic volumes	Applicable on all Regional roads	<p>More than 750 vehicles in eight peak hours or 395 vehicles in four peak hours, but</p> <p>Less than 15,000 daily vehicles on any four-lane road with a posted speed of 60 km/h or lower or any three-lane road with a posted speed of 60 km/h or lower</p> <p>Less than 35,000 daily vehicles on any three-lane road with a posted speed of 50 km/h or lower or any two-lane road with posted speed of 60 km/h or lower</p>
Pedestrian crossing delay	10 seconds or more	Not considered
Speed limit	80 km/h or lower	60 km/h or lower
Crossing distance width	Applicable on all Regional roads	Maximum four lanes, two-way traffic or three lanes, one-way traffic
Sight Distance	Appropriate	Appropriate
Illumination	Adequate	Adequate
Accessibility for Ontarians with Disabilities Act (AODA)	In compliance	In compliance
Adjacent Controlled Crossing Spacing	200 metres	200 metres
Cost	\$200,000	\$30,000 to \$65,000

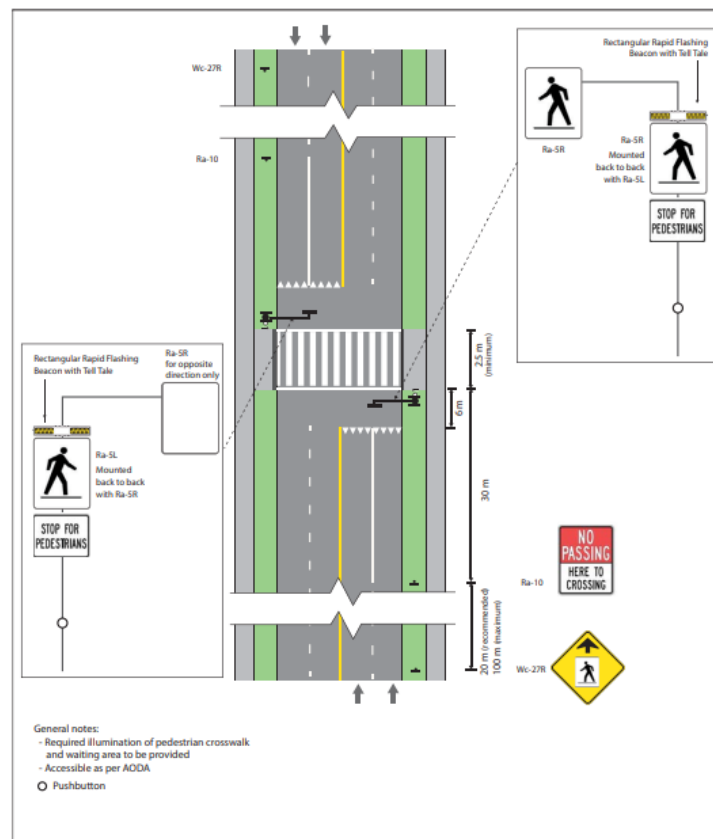
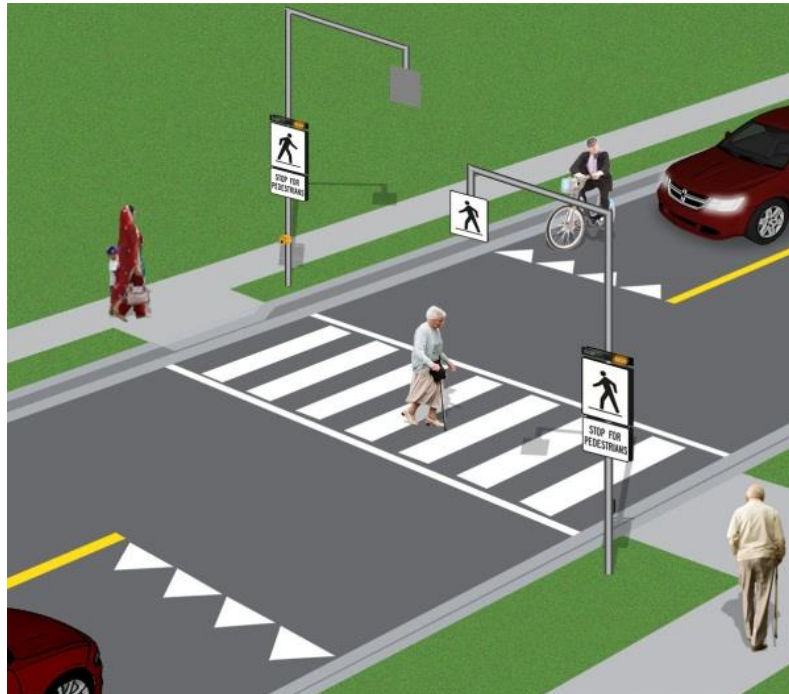
Figure 1
Level 1, Type 1 Pedestrian Crossover





Orchard Heights Boulevard west of Yonge Street, Town of Aurora

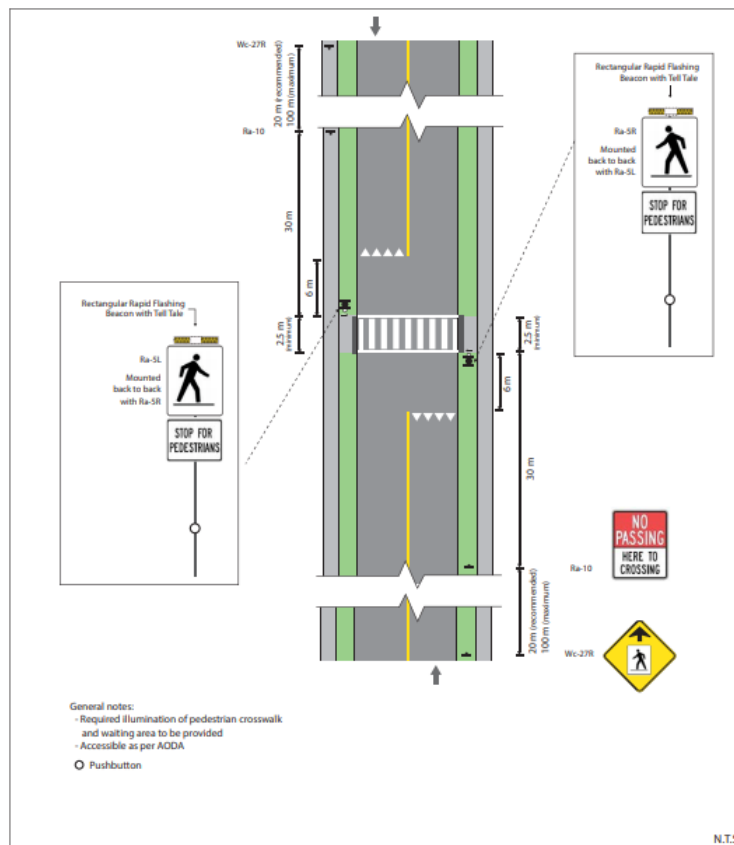
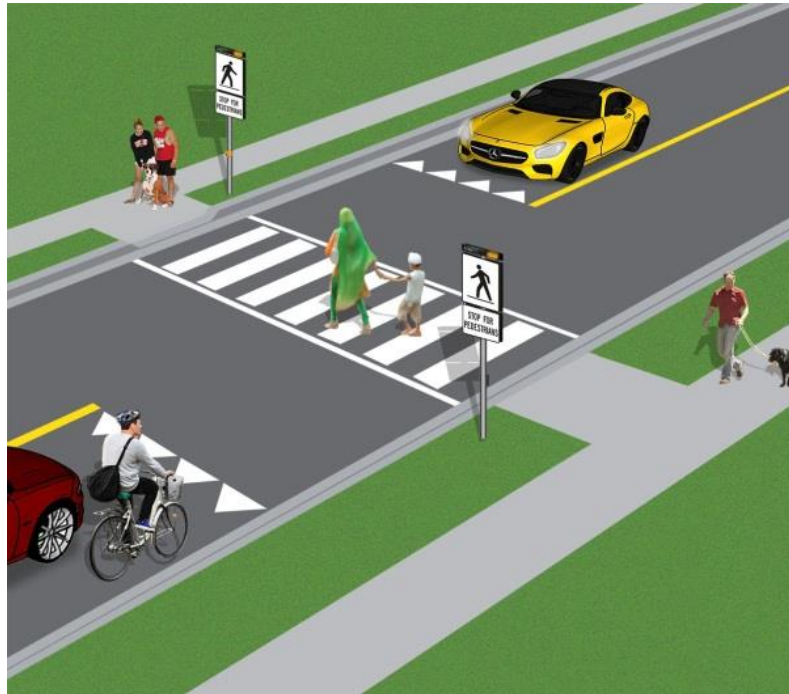
Figure 1
Level 2, Type B Pedestrian Crossover





Bernard Avenue east of Yonge Street, City of Richmond Hill

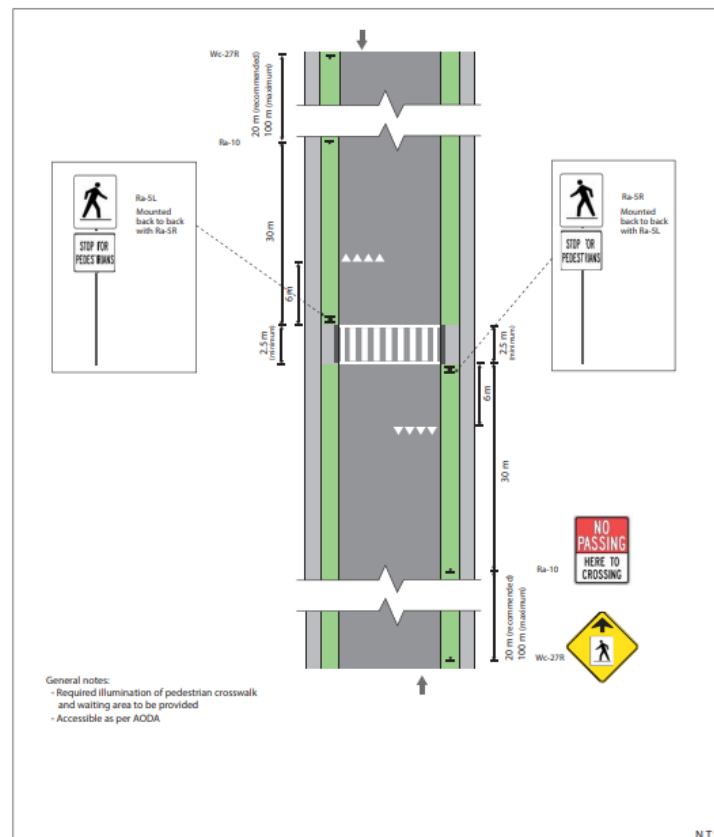
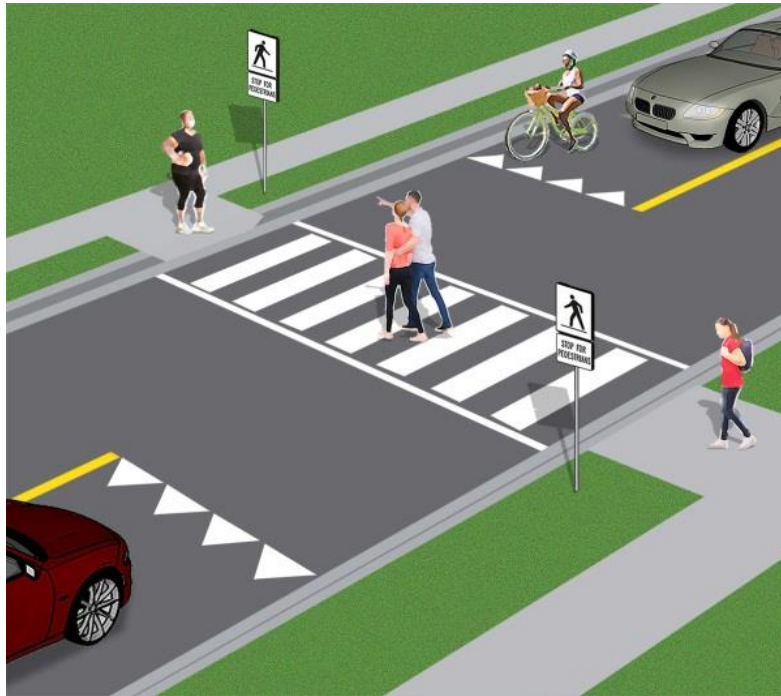
Figure 1
Level 2, Type C Pedestrian Crossover





Shaftsbury Avenue and Casa Grande Street, City of Richmond Hill

Figure 1
Level 2, Type D Pedestrian Crossover





Centre Street at Mill Street, Town of East Gwillimbury

Table 1
Pedestrian Crossover Analyses

Criteria	Threshold Value	Observed Value		
		Yonge Street at Holland Land Community Centre, Town of East Gwillimbury	Ninth Line at Elm Street, Town of Whitchurch-Stouffville	Baseline Road approximately 640 metres west of Dalton Road, Town of Georgina
8-hour equivalent adult pedestrian volumes	100	143	141	103
8-hour traffic volumes	750	3,477	5,725	5,259
4-hour equivalent adult pedestrian volumes	65	106	68	74
4-hour traffic volumes	395	1,833	2,616	2,285
Daily traffic volume	35,000 or less	6,100	12,800	8,100
Speed limit	60 km/h or lower	50 km/h	50 km/h	50 km/h
Crossing distance	4 lanes or less	2 lanes	3 lanes	2 lanes
Distance to nearest traffic control device	200 metres	330 metres	250 metres	640 metres
Existing sidewalks	Required	Yes	Yes	Yes
Appropriate sight distance	Required	Yes	Yes	Yes
Adequate illumination	Required	Yes	Yes	Yes
AODA Compliant	Required	Yes	Yes	Yes