

City of Mississauga Corporate Report



Date: January 10, 2022 To: Chair and Members of General Committee	Originator's files:
From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works	Meeting date: March 9, 2022

Subject

Pedestrian Crossover Locations

Recommendation

1. That the report from the Commissioner of Transportation and Works, dated January 10, 2022 and entitled "Pedestrian Crossover Locations", be approved.
2. That the report from the Commissioner of Transportation and Works, dated January 10, 2022 and entitled "Pedestrian Crossover Locations" be referred to the Mississauga Traffic Safety Council, Cycling Advisory Committee and the Mississauga Road Safety Committee for information.

Executive Summary

- Locations throughout the City have been identified where Pedestrian Crossovers would be beneficial.
- The 2022 Pedestrian Crossover Program capital budget is being utilized for the installation of Pedestrian Crossovers on Ogden Avenue, Truscott Drive, and Mississauga Valley Boulevard.
- Ward 2 Special Project funding is being utilized for the implementation of Pedestrian Crossovers on Clarkson Road North, Lorne Park Road and Bromsgrove Road.
- Ward 9 Special Project funding is being utilized for the implementation of Pedestrian Crossovers on Montevideo Road and Windwood Drive.
- The remaining funds within the Pedestrian Crossover capital budgets (PN#B20187 and PN#21569) will be utilized to enhance existing pedestrian crossovers throughout the City with raised crosswalks, where appropriate.

Background

Following the successful Pedestrian Crossover Pilot Program in 2018, an annual program for the installation of Pedestrian Crossovers was established. The annual capital budget provides

funds for the installation of Pedestrian Crossovers throughout the City. Typically, the installation of a Pedestrian Crossover is recommended upon realization of technical criteria.

The Traffic Services and Road Safety Section regularly conducts technical reviews regarding the need for an additional pedestrian crossing measures, which includes pedestrian volume, vehicular volume, road classification and pedestrian generator proximity (schools, trails, etc.).

In consultation with the local Ward Councillors, and based on technical reviews undertaken by Road Safety staff, locations within Ward 1, 2, 4 & 9 were identified as locations where pedestrian crossovers would be beneficial. Program capital budget and Special Project funding could be utilized.

Comments

In accordance with the Ontario Traffic Manual Book 15, the City of Mississauga utilizes three types of pedestrian crossover on city roads:

- Level 2 Type B - overhead and side mounted regulatory signs, rapid rectangular flashing beacons, street lighting, and pavement markings;
- Level 2 Type C - rapid rectangular flashing beacons, side mounted regulatory signs, street lighting, and pavement markings;
- Level 2 Type D - side mounted regulatory signs, street lighting, and pavement markings;

Once the technical criteria were satisfied and locations for the installation of Pedestrian Crossovers identified, preliminary plans were developed. Based on the prevailing roadway characteristics, the appropriate type of crossing for each individual location was selected.

In consultation with the local Ward Councillors, the decision was made to pursue the installation of Pedestrian Crossovers at the following locations:

- Ogden Avenue in front of Allan A. Martin Public School - Level 2 Type D (Appendix 1)
- Clarkson Road North at Nine Creeks Trail - Level 2 Type D (Appendix 2)
- Truscott Drive west of Robillard Road - Level 2 Type B (Appendix 3)
- Lorne Park Road at Queen Street West - Level 2 Type B (Appendix 4)
- Bromsgrove Road at Nine Creeks Trail - Level 2 Type C (Appendix 5)
- Mississauga Valley Boulevard at Mississauga Valley Park - Level 2 Type B (Appendix 6)
- Montevideo Road at Lake Wabukayne Trail - Level 2 Type B (Appendix 7)
- Windwood Drive at Lake Wabukayne Trail - Level 2 Type B (Appendix 8)

Raised Pedestrian Crossovers

A number of Pedestrian Crossovers have been installed throughout the City over the past few years and some have included traffic calming features in the form of a raised crosswalk.

Observations have shown that a Pedestrian Crossover combined with a raised crosswalk, has provided an increased level of safety for pedestrian crossing the roadway. On roadways with known speeding concerns, Road Safety staff recommend that future Pedestrian Crossovers include a raised crosswalk and that existing Pedestrian Crossovers, be retrofitted with a raised crosswalk.

Consultation with the Local Ward Councillors will occur before any traffic calming features are installed at existing pedestrian crossover locations. In addition, any directly affected residents will be notified in advance of any planned changes.

Financial Impact

On May 22, 2019 a motion was passed by Council to establish capital projects up to a total amount of \$2 million per ward, to be used at the discretion of each local Councillor for infrastructure projects.

Funding for the following Pedestrian Crossover projects will be provided through councillor's special gas tax funding:

Project	Estimate	PN#
Clarkson Road North – Ward 2	\$65,000	B21569
Lorne Park Road – Ward 2	\$75,000	B21569
Bromsgrove Road – Ward 2	\$75,000	B21569
Montevideo Road – Ward 9	\$50,000	C21569
Windwood Drive – Ward 9	\$50,000	C21569

The estimated cost for the installation of Pedestrian Crossover on Ogden Avenue can be accommodated within PN#B20187. The estimated costs for Pedestrian Crossovers on Truscott Drive and Mississauga Valley Boulevard can be accommodated within PN#21569.

The remaining funds within the Pedestrian Crossover capital budgets (PN#B20187 and PN#21569) will be utilized to enhance existing Pedestrian Crossovers throughout the City with raised crosswalks.

Conclusion

As part of the 2022 Pedestrian Crossover Program, staff recommend the installation of pedestrian crossovers on Ogden Avenue, Truscott Drive, and Mississauga Valley Boulevard.

There is sufficient interest from local area residents, as well as support from the Local Ward Councillors, for the installation of Pedestrian Crossovers on Clarkson Road North, Lorne Park Road, Bromsgrove Road, Montevideo Road, and Windwood Drive.

Sufficient Capital Budget and Ward Special Project funding exists for the installation of these Pedestrian Crossovers.

Attachments

- Appendix 1: Location Map – Proposed Pedestrian Crossover Ogden Avenue (Ward 1)
- Appendix 2: Location Map – Proposed Pedestrian Crossover Clarkson Road North (Ward 2)
- Appendix 3: Location Map – Proposed Pedestrian Crossover Truscott Drive (Ward 2)
- Appendix 4: Location Map – Proposed Pedestrian Crossover Lorne Park Drive (Ward 2)
- Appendix 5: Location Map – Proposed Pedestrian Crossover Bromsgrove Road (Ward 2)
- Appendix 6: Location Map – Proposed Pedestrian Crossover Mississauga Valley Drive (Ward 4)
- Appendix 7: Location Map – Proposed Pedestrian Crossover Montevideo Road (Ward 9)
- Appendix 8: Location Map – Proposed Pedestrian Crossover Windwood Drive (Ward 9)



Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works

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