



Alternative formats and communication supports available upon request. Please contact accessibility@brantford.ca or 519-759-4150 for assistance.

Date **March 2, 2021** **Report No. 2021-150**

To Chair and Members
Committee of the Whole – Operations and Administration

From Inderjit Hans, P. Eng., PMP
General Manager, Public Works Commission

1.0 Type of Report

Consent Item	<input type="checkbox"/>
Item for Consideration	<input checked="" type="checkbox"/>

2.0 Topic Spalding Drive – Pedestrian Crossover [Financial Impact - \$5,000.00]

3.0 Recommendation

- A. THAT report no. 2021-150 regarding “Spalding Drive – Pedestrian Crossover” BE RECEIVED; and
- B. THAT a Pedestrian Crossover BE APPROVED on Spalding Drive near the entrance to 34 Spalding Drive, and
- C. THAT Traffic by-law 37-83 BE AMENDED; and
- D. THAT “No Stopping” be BE APPROVED on or within fifteen (15) metres of a pedestrian crossover, and
- E. THAT Parking by-law 144-88 BE AMENDED; and
- F. THAT the General Manager of Public Works BE AUTHORIZED to sign an agreement with Apotex Pharmachem Inc. for the purpose of cost-sharing of the installation of the Type “C” Pedestrian Crossover, and

G. THAT all necessary by-laws BE PRESENTED to City Council for adoption.

4.0 Executive Summary

This report provides City Council with a recommendation to install a Type “C” Pedestrian Crossing (“PXO”) at 34 Spalding Drive.

The costs associated with the implementation of the PXO will be shared between the City and Apotex Pharmachem Inc. (“Apotex”).

5.0 Purpose and Overview

To provide City Council a recommendation to install a PXO at 34 Spalding Drive.

6.0 Background

The Committee of the Whole passed the following resolution at its meeting held November 24, 2020:

Pedestrian and Apotex Pharmachem Inc. Staff Crossing at 34 Spalding Drive

WHEREAS Apotex Pharmachem Inc. has been in business in Brantford since 1996 when the business and facility were purchased at 34 Spalding Drive and provided parking for employees on lands across the street from the main building; and

WHEREAS Apotex Pharmachem Inc. has upwards of 330 employees that cross Spalding Drive to access staff parking at any given time during the various shifts (morning, afternoon and night); and

WHEREAS there have been several documented near misses of staff by vehicles not properly stopping to allow pedestrians to cross at this location due to the incorrect signage currently in place; and

WHEREAS a work order to install “Pedestrian Ahead” warning signs has been issued and will be installed at the correct distance from the pedestrian crossing as an interim solution; and

WHEREAS Apotex Pharmachem Inc. reached out to the City to share the concerns of their staff and the opportunity to partner to find a solution to improve health and safety of pedestrians and enhance the safety of the crossing;

NOW THEREFORE BE IT RESOLVED:

- A. THAT staff BE DIRECTED to consult with Apotex Pharmachem Inc. in order to explore a partnership opportunity to enhance pedestrian crossing movement at this location including an option to install a Pedestrian Crossover (PXO); and
- B. THAT staff BE DIRECTED to report back in Q4 2020 with the preferred option for safe pedestrian crossing at this location, associated costs, and information on a potential partnership with Apotex Pharmachem Inc.

7.0 Corporate Policy Context

City of Brantford Council Priorities, 2020-2021, #3:

- A safe, efficient transportation system connects the community across neighbourhoods, with neighbouring communities and provincial transportation network.

8.0 Input from Other Sources

Staff met with representatives of Apotex on two (2) separate occasions to discuss crossing types, costs, and cost-sharing opportunities.

Communications and Community Engagement will be assisting with an educational campaign prior to the installation of the city's first PXO to educate the public about the new type of traffic control.

9.0 Analysis

9.1 PXO Assessment

An eight (8) hour count was conducted at 34 Spalding Avenue to determine the two-way vehicular traffic volumes and observe pedestrian activity between the Apotex facility and the parking lot. The Pedestrian Crossover Guidelines, from the Ontario Traffic Manual Book 15 – Pedestrian Crossing Facilities is provided in Table 1 below:

Table 1 - Spalding Drive PXO Guideline

Criteria	Value	Criteria Met
>750 two-way vehicular volume in peak eight (8) hours	537	No
>100 equivalent adult pedestrians in 8-hour study	348	Yes

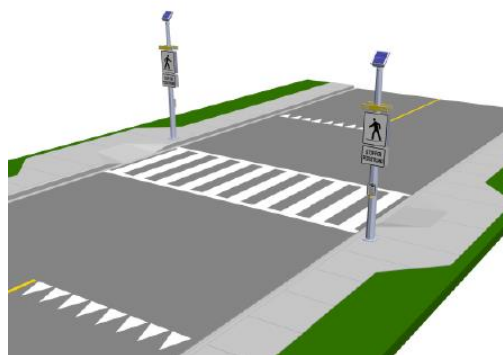
> 200 m from closest traffic control device	None	Yes
Connectivity requirement or pedestrian desired line	Yes	Yes
Location a candidate for a PXO		Yes

Based on the pedestrian crossover guideline above, a PXO is justified at 34 Spalding Drive.

9.2 Pedestrian Crossover (PXO) – Explanation

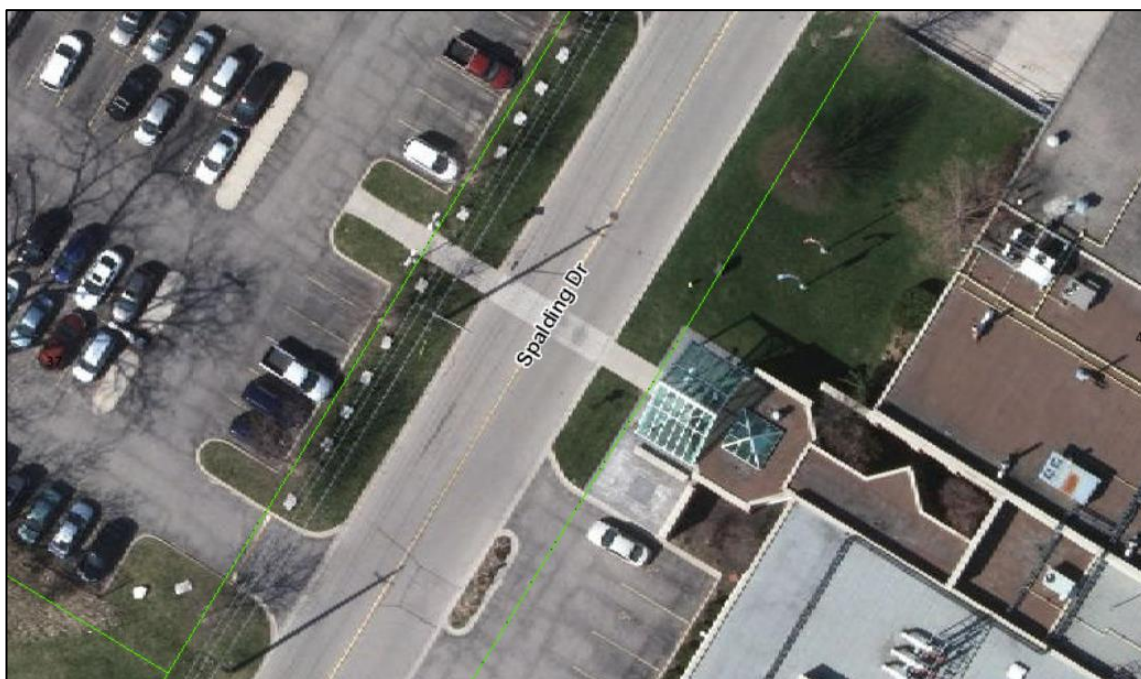
Pedestrian Crossovers are a form of a pedestrian crosswalk that can consist of a combination of signs, pavement markings, and flashing beacons. There are four (4) potential PXO's that are recommended by the Ontario Traffic Manual. Based on studies conducted on Spalding Drive and the cost-sharing initiative, staff recommends the implementation of a Type "C" PXO shown in Figure 1.

Figure 1 - Type "C" PXO Layout



The proposed PXO location at 34 Spalding Drive (Apotex) is shown in Figure 2.

Figure 2 - Spalding Drive near Apotex entrance



It is recommended that Traffic by-law 37-83 be amended as outlined in Appendix "A" to this report, and Parking by-law 144-88 be amended as outlined in Appendix "B" to this report, to provide a PXO in front of 34 Spalding Drive.

Given PXO's will be new to the City of Brantford, staff will work with the Communications and Community Engagement department on a public education campaign to educate residents regarding this new type of traffic control.

10.0 Financial Implications

The installation of a Type "C" PXO will cost approximately \$20,000. The breakdown of the costs are outlined in Table 2 below:

Table 2 - PXO Cost Estimate breakdown

Type "C" PXO	Cost
PXO Signs and Pavement Marking	\$8,000
Rectangular Rapid Flashing Beacon (RRFP) system	\$12,000
Total	\$20,000

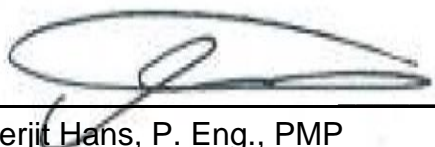
Installation of the PXO will be completed by the Operational Services staff.

Staff met with representatives of Apotex and it was agreed in principle, the City would contribute up to \$5,000 (approximately 25% of the total cost) towards the implementation of the PXO, and all remaining costs of approximately \$15,000 will be paid for by Apotex. Any further ongoing costs associated with the operation and maintenance of the PXO will be the responsibility of Operational Services.

The source of the funding for this project will be provided from the Operational Services operating budget.

11.0 Conclusion

Staff recommend the implementation of a Type "C" PXO at 35 Spalding Drive and enter into a cost-sharing agreement with Apotex for the installation of the PXO. The City will contribute up to \$5,000 (approximately 25% of the total cost) and Apotex will contribute the remaining cost of approximately \$15,000.



Inderjit Hans, P. Eng., PMP
General Manager, Public Works Commission

Prepared By:

Tom Sliwinski, A.Sc.T., Supervisor of Parking Operations and ROW Enforcement

Attachments

Appendix "A" – Spalding Drive at 34 Spalding Drive – Traffic Control

Appendix "B" - Spalding Drive at 34 Spalding Drive – Parking Control

In adopting this report, is a by-law or agreement required? If so, it should be referenced in the recommendation section.

By-law required ☒ yes ☐ no

Agreement(s) or other documents to be signed by Mayor and/or City Clerk ☐ yes ☒ no

Is the necessary by-law or agreement being sent concurrently to Council? ☒ yes ☐ no

Appendix “A”

Spalding Drive at 34 Spalding Drive – Traffic Control

- a) RECOMMEND that Section 1 of Traffic By-law 37-83 which pertains to “Definitions” BE AMENDED to provide the following, and serially renumber all definitions therein:

Pedestrian Crossover has the same meaning as in O. Reg. 402/15 to the *Highway Traffic Act*, R.S.O. 1990, c. H.8, as amended.

- b) RECOMMEND that Section 31 of Traffic By-law 37-83 pertaining to “Pedestrian Crossovers” BE AMENDED to provide the following:

31. PEDESTRIAN CROSSOVERS

The portion of highways set out in Column 1 of Schedule 16 of this By-law at the locations named in Column 2 are designated as pedestrian crossovers.

- c) RECOMMEND that Schedule “16” of Traffic by-law 37-83 which pertains to “Pedestrian Crossovers” BE ADDED AND AMENDED as follows:

STREET

LOCATION

Spalding Drive

250 metres west of Catharine Avenue

Appendix “B”

Spalding Drive at 34 Spalding Drive – Parking Control

- a) RECOMMEND that Section 1 of Parking By-law 144-88 which pertains to “Definitions” BE AMENDED to provide the following, and serially renumber all definitions therein:

Pedestrian Crossover has the same meaning as in O. Reg. 402/15 to the *Highway Traffic Act*, R.S.O. 1990, c. H.8, as amended.

- b) RECOMMEND that Section 6 of Parking By-law 144-88 pertaining to “General Stopping and Parking Regulations” BE REPEALED as follows:

(e) on a pedestrian crossover.

- c) RECOMMEND that Section 6 of Parking By-law 144-88 pertaining to “General Stopping and Parking Regulations” BE AMENDED to provide the following:

(e) within fifteen (15) metres on approach to a pedestrian crossover, on a pedestrian crossover, or fifteen (15) metres following the crossing.