

# Staff Report to Council

**Title:** Municipal Crosswalks and Accessibility Review

**Report Number:** Operations-2024-06

**Director:** Infrastructure & Development

**Manager:** Operations

**Meeting Date:**  
Wednesday, April 10, 2024

**Date to be considered by Council:**  
Wednesday, April 10, 2024

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## Recommendation:

That Council approved the continued use of best practices for design of public space while utilizing a variety of accessible design considerations per Report Operations 2024-06.

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## Executive Summary:

Council directed staff to review our crosswalks to ensure we are providing accessible spaces for the community to function. Through review of the existing inventory, staff confirm that we have designed these spaces in accordance with the Ontario Traffic Manual Book 15. Given that existing sites meet AODA standards, staff are not suggesting further upgrades to any of the existing sites. The AAC requested consideration to install audible devices at all crossings. Book 15 suggests these are only required at locations where traffic lights exist.

## Strategic Priorities:

C.12-Support community wellness in the Municipality of Kincardine

## Financial Considerations:

Installing audible devices at all crossings would cost approximately \$135,000. These costs have not been included in the 2024 budget.

## Policy:

GG.3.9 – Integrated Accessibility Standards

## Context and Background Information:

The Municipality has a number of crosswalks throughout its geographical boundaries with a variation of type including traffic lights, PXO (pedestrian cross overs) and school crossings. Here is a summary of what we have constructed and maintain:

TOWN	LOCATION	TYPE
Tiverton	King Street & Lois Street	PXO
Kincardine	Gary St & Philip Place	PXO
Kincardine	Huron Terrace & Station Beach	PXO
Kincardine	Queen Street & Durham Market North	PXO
Kincardine	Bruce Avenue & Princes Street South	PXO
Kincardine	Bruce Avenue & Park Street	PXO
Kincardine	Queen Street & Broadway Street	Traffic Lights
Kincardine	Queen Street & Durham Street	Traffic Lights
Kincardine	Queen Street & Lambton Street	Traffic Lights
Kincardine	Queen Street & Harbour Street	Traffic Lights
Kincardine	Huron Terrace & Harbour Street	Traffic Lights
Kincardine	Durham Street & Davidson Centre Entrance	Traffic Lights
Kincardine	Queen Street & Kincardine Avenue	School Crossing
Kincardine	Kincardine Avenue & Queen Street	School Crossing
Kincardine	Russell Street @ St. Anthony's	School Crossing
Kincardine	River Lane 30m north of Durham Street	School Crossing
Kincardine	River Lane 45m south of South Street	School Crossing

*\*There are also crossings situated along Ministry of Transportation corridors that are outside of our jurisdiction.*

Book 15 from the Ontario Traffic Manual is utilized for design of Pedestrian Crossing Treatments. Specifically, within the manual section 2.1.4 through 2.1.6.3 reference considerations related to accessibility. This includes a general overview, legislative requirements, designing for accessibility, curb ramps, depressed curbs and accessible pedestrian signals.

Pedestrian crossings shall provide a continuous, and clear path across the vehicular route. An accessible path must be barrier-free and designed to address a range of capabilities as exhibited by the individuals that might use them. A barrier-free environment means the elimination of physical or information barriers. Physical barriers such as curbs, steep slopes or obstacles may restrict movements of pedestrians with mobility impairments; while information barriers such as the lack of tactile or audible cues will limit pedestrians with visual or hearing impairments in their ability to recognize the conditions of the environment.

Accessible Pedestrian Signals (APS) are auxiliary devices that supplement traffic control signals to aid pedestrians with visual or visual and hearing impairments to cross the road. APS devices communicate information in a non-visual format to provide cues at both ends of a crossing, such as audible tones, verbal messages, and/or vibrotactile indications. Given that these supplement traffic control signals and are installed at all of our traffic light locations no upgrades are required.

**Consultation Overview:**

Staff reviewed design requirements with the Municipal engineer to ensure compliance with relevant standards.

**Origin:**

Council direction during 2024 budget deliberations.

**Implementation Considerations:**

Best practices are already adopted and being used in the field.

**Risk Analysis:**

Nil

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**Attachments:** None

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