

**Region of Waterloo**  
**Transportation Services**  
**Transportation**

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**To:** Planning and Works Committee  
**Meeting Date:** June 6, 2023  
**Report Title:** Proposed Intersection Pedestrian Signal on Arthur Street (Regional Road 21) at Mill Street, in the Township of Woolwich

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**1. Recommendation**

That the Regional Municipality of Waterloo approve the removal of the existing Level 1 Pedestrian Crossover at the Arthur Street and Mill Street intersection and replace it with an Intersection Pedestrian Signal, in the Township of Woolwich, by amending the Region’s Traffic and Parking By-law 16-023, as amended, to:

- Remove from Schedule 9, Level 1 Pedestrian Crossover on Arthur Street (Regional Road 21) at Mill Street;

And that, the Regional Municipality of Waterloo, as a By-law “housekeeping” measure, approve the removal of the following non-existent Level 1 Pedestrian Crossovers from Schedule 9 of the Region’s Traffic and Parking By-law 16-023, as amended:

- Remove from Schedule 9, Level 1 Pedestrian Crossover on Arthur Street (Regional Road 21) at Park Avenue; and
- Remove from Schedule 9, Level 1 Pedestrian Crossover on Courtland Avenue (Regional Road 53) at Kent Avenue;

As outlined in Report TSD-TRP-23-008, dated June 6, 2023.

**2. Purpose / Issue:**

To seek Council approval for the replacement of the existing Level 1 Pedestrian Crossover (PXO) at the intersection of Arthur Street and Mill Street in Elmira (Woolwich Township) with an Intersection Pedestrian Signal (IPS), including applicable updates to Region’s Traffic and Parking By-law.

**3. Strategic Plan:**

This report addresses the Region’s goal to build infrastructure for, and increase participation in, active forms of transportation (cycling and walking) (Strategic Objective 2.3).

#### **4. Report Highlights:**

- The Level 1 PXO at the intersection of Arthur Street and Mill Street was proposed to be replaced with an IPS as part of the Region's upcoming Arthur Street reconstruction project in 2027. However, Transportation Operations staff are finding it challenging to maintain the Level 1 PXO at the Arthur Street and Mill Street intersection. Equipment to keep the Level 1 PXO operational is increasingly more difficult to obtain in a timely manner. Failure to address the ongoing maintenance issues could potentially result in the Level 1 PXO becoming inoperable prior to the 2027 reconstruction;
- Since the Level 1 PXO has reached the end of its service life, it should be replaced with an IPS as per Regional practice to ensure a controlled crossing for pedestrians crossing Arthur Street and Mill Street;
- The Level 1 PXO at Arthur Street and Park Avenue (Woolwich Township) and at Courtland Avenue and Kent Avenue (City of Kitchener) have previously been replaced with an IPS; however, staff have discovered that the By-law updates to reflect these changes had not been completed. Therefore, staff is proposing the updates to the Traffic & Parking By-law Schedule 9 to reflect those changes as a retroactive By-law "housekeeping" task; and
- The cost to complete the work outlined in this report is estimated to be approximately \$10,000. The Region's 2023-2032 Transportation Capital Budget includes sufficient budget capacity in Project 07478 funded from the Transportation Development Charge Reserve Fund to complete the work outlined in this report.

#### **5. Background:**

In, 1991 the Region installed a Level 1 PXO on Arthur Street at its intersection with Mill Street. The Level 1 PXO provides push buttons that activate amber beacons; warning motorists of crossing pedestrians. In recent years, the Region has moved away from using Level 1 PXO's and is replacing them with IPS. Currently, the Arthur Street at Mill Street is the only remaining Level 1 PXO within the Region of Waterloo. All others have been removed and/or replaced with an IPS.

IPS's are being used to replace Level 1 PXO's because an IPS is a more recognizable traffic control device to motorists and is a more cost-effective solution that provides a more accessible and standardized pedestrian crossing facility.

#### **6. Communication and Engagement with Area Municipalities and the Public**

##### **Area Municipalities:**

Staff from Woolwich Township are supportive of the planned replacement of the existing

Level 1 PXO with an Intersection Pedestrian Signal.

#### **7. Financial Implications:**

The cost to remove level 1 PXO and install an IPS, including pavement marking and signs is estimated to be approximately \$10,000. The Region's approved 2023-2032 Transportation Capital Program includes sufficient budget capacity within the New Traffic Control installation Project (#07478) funded from the Roads Regional Development Charge Reserve Fund.

#### **8. Conclusion / Next Steps:**

If the Level 1 PXO is approved for removal, an IPS will be installed at the Arthur Street and Mill Street intersection in 2023.

#### **Attachments:**

Appendix A: Arthur Street and Mill Street Existing Level 1 Pedestrian Crossover

Appendix B: Example of an Intersection Pedestrian Signal (IPS)

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**Approved By:** Mathieu Goetzke, Commissioner, Transportation Services