

Staff Report



To	General Committee
Subject	Review of Controlled Crosswalk at Baldwin Lane and Marshall Street
Date	August 13, 2025
Ward	8
From	M. Banfield, RPP, Executive Director of Development Services
Executive Member Approval	M. Banfield, RPP, Executive Director of Development Services
CAO Approval	M. Prowse, Chief Administrative Officer
Staff Report #	DEV031-25

Recommendation(s):

1. That a Pedestrian Crossover (PXO) Level 2 Type D be installed on the west leg of Baldwin Lane and Marshall Street.
 2. That the existing designated school crossing will be removed.
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Executive Summary:

The purpose of this report is to recommend pedestrian crossing improvements to the intersection of Baldwin Lane and Marshall Street. Staff in Development Services have been directed to review the intersection, particularly for pedestrian safety and report back to General Committee.

Key Findings:

The pedestrian volume crossing Baldwin Lane does not satisfy the requirements for a PXO. However, staff have identified that there is a need for pedestrian connectivity as St. John Vianney Catholic School and St. John Vianney Parish are located on the south side of Baldwin Lane and Shear Park is on the north side. There is no sidewalk on the south side of Baldwin Lane to be able to connect to Innisfil Street and Marshall Street.

Staff recommend removing the existing uncontrolled designated school crosswalk at the west leg of Baldwin Lane and Marshall Street and install a controlled crosswalk in the form of a PXO Level 2 Type D. Staff use the Ontario Traffic Manual (OTM) Book 15 – Pedestrian Crossing Treatments to determine the appropriate treatment for Baldwin Lane.

Financial Implications:

The estimated cost of a PXO Level 2 Type D at the Baldwin Lane and Marshall Street intersection is \$2,000 and can be covered by the 2025 operating budget.

Alternatives:

The following alternative is available for consideration by General Committee:

Alternative #1 – General Committee could maintain the existing uncontrolled crossing at Baldwin Lane and Marshall Street (i.e. Status Quo).

This alternative is not recommended as there is a need for safe pedestrian connectivity due to pedestrian generators on both the north and south sides of Baldwin Lane. The current designated school crossing is considered uncontrolled, as it is never supervised, which can lead to misconceptions about its operation, safety and result in driver confusion.

Strategic Plan Alignment:

Affordable Place to Live		
Community Safety	X	The recommendation of installing a controlled crossing in the form of a PXO Level 2 Type D on the west leg of Baldwin Lane and Marshall Street will provide connectivity and improve safety for pedestrians by providing a controlled crossing where motorists are required to stop by law. This prioritizes Council's goal of creating safer streets.
Thriving Community		
Infrastructure Investments		
Responsible Governance		

Additional Background Information and Analysis:

Baldwin Lane 8.5-metre-wide Major Collector Road. There are sidewalks on the north side of Baldwin Lane, and on the west side of Marshall Street.

The Average Annual Daily Traffic on Baldwin Lane is approximately 3,500 vehicles with Transit route stops on either side of the road.

Located on the south side of Baldwin Lane is St. John Vianney Parish and St. John Vianney Catholic School. On the north side of Baldwin Lane is Shear Park. These are all considered high pedestrian generators. Please refer to Appendix A for a map of the study area.

The Highway Traffic Act (HTA) identifies the rights and responsibilities of pedestrians and motorists at different forms of pedestrian crossings and provides the rules of the road. There are two distinct categories of pedestrian crossings:

- a) Controlled Crossing – Where vehicles are required to stop or yield to traffic legally in the crossing which includes pedestrians, or
- b) Uncontrolled Crossing – Where pedestrians must wait for a safe gap in traffic, sufficient for them to cross the road prior to entering.

The existing designated school crosswalk for north/south (west leg) at Baldwin Lane and Marshall Street is an uncontrolled crossing. The HTA identifies designated school crosswalks as uncontrolled crossings unless there is an adult school crossing guard present to supervise the crossing.

Staff utilized OTM Book 15 – Pedestrian Crossing Treatments to provide information and guidance for uniformity treatment design of traffic control devices in Ontario. The Decision Support Tool was used to determine whether a PXO is warranted. The following criteria should be met for a site to be a candidate for a PXO.

- a) 8-hour pedestrian volume ≥ 100 pedestrians with a vehicle volume ≥ 750 vehicles; and
- b) The site is located $>200\text{m}$ from another traffic control device or there are requirements for connectivity or pedestrian desire lines.

8-hour pedestrian counts were collected during the 2023/2024 school year as part of the data collection for the school crossing guard program. The results of the pedestrian volume are shown in the following chart.

Decision Support Tool - Preliminary Assessment			
Requirements		Data	Criteria Met
Pedestrian Volume (8 Hours)	≥ 100 Pedestrians	52	<input checked="" type="checkbox"/>
Vehicle Volume (8 Hours)	≥ 750 Vehicles	1,980	<input checked="" type="checkbox"/>
Distance from Traffic Control Device	$>200\text{m}$	187m	<input checked="" type="checkbox"/>
Connectivity or Desire Lines	Yes/No	School/Park	<input checked="" type="checkbox"/>

Staff have analyzed the 8-hour pedestrian and vehicle volume on Baldwin Lane. In the total 8 hours, there were 52 pedestrians crossing north/south and 1,980 vehicles travelling east/west through the study area. Based on Staff's knowledge of the area and the proposed location of the PXO it's not anticipated that the pedestrian volume has decreased since the original study date.

There have been zero reported collisions involving pedestrians at the intersection of Baldwin Lane and Marshall Street. It should be noted that in February 2022 there was a rear end collision on Baldwin Lane due to confusion of the signed designated school crosswalk.

Location	Lower Limit 8-Hours	Upper Limit 8-Hours	Posted Speed Limit	Number of Lanes	Recommended Device
Baldwin Lane and Marshall Street	750	2,250	≤ 50	2	Level 2 Type D

Environmental and Climate Change Impact Matters:

There are no environmental and/or climate change impact matters related to the recommendation.

Appendix:

Appendix A – Pedestrian Crossing Study Area

Appendix B – Baldwin Lane PXO Level 2 Type D

Report Author:

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File #:

Not Applicable

Pending #:

Not Applicable

Appendix A – Pedestrian Crossing Study Area



Appendix B – Baldwin Lane PXO Level 2 Type D

