

**City of Port Colborne
Council Meeting Addendum**

Date: January 25, 2022
Time: 6:30 pm
Location: Council Chambers, 3rd Floor, City Hall
66 Charlotte Street, Port Colborne

Pages

8. Staff Reports

8.2. Friendship Trail Standard Crossing & Signage, 2022-16

- | | | |
|-----|---|----|
| *a. | Additional material provided by Chris Kalimootoo, Director of Public Works - Public Works Department Report 2022-16 | 1 |
| *b. | Delegation material from Chris and Josie Comfort, residents | 16 |

20. By-laws

20.4. Being a By-law to Authorize Entering into an Automatic Aid Agreement with The Corporation of the Township of Wainfleet

- | | | |
|-----|--|----|
| *a. | Schedules A - E to Automatic Aid Agreement with the Corporation of the Township of Wainfleet | 18 |
|-----|--|----|

Developing a Standard Crossing For the “Rural Crossings” of the Friendship Trail

Presented by Eliza Durant, Civil Technologist



Purpose of this Project

To adopt a standard crossing design for the Friendship Trail that addresses the following;

- Providing measures to improve the sight distance visibility of approaching vehicles, pedestrians, and cyclist,
- Providing better accessibility in compliance with the Accessibility for Ontarians with Disabilities Act, 2005 (AODA),
- Providing new signage that reinforces attention to “Stop-Look-Listen” before crossing street crossings.
- Incorporate new Great Lakes Waterfront Trail and Trans Canada Trail logos into proposed signage for wayfinding capability
- Deter motorized vehicles from using the trail including ATV and other motorized vehicles
- Review parking availability and provide recommendations for Trail access
- Review Emergency Management Services (EMS) requirements of installing mile markers.



Friendship Trail

Trail Name	Location Description
Greater Niagara Circle Route	The Friendship Trail extends 16 kms along the north shore of Lake Erie between Port Colborne and Fort Erie. Beginning at the Port Colborne border in the west, this trail takes visitors through farmland, villages, watersheds, and quiet residential areas as it leads to historic Old Fort Erie, Lake Erie and the Niagara River Recreation Trail.
Great Lakes Waterfront Trail	The Waterfront Trail connects with the Circle Route along the south shore of Lake Ontario between Niagara-on-the-Lake and St. Catharines. From St. Catharines this trail continues along through Beamsville, Grimsby and Stoney Creek to Burlington and Toronto.
Trans Canada Trail	The Trans Canada Trail connects with the Friendship Trail and the Niagara River Recreational Trail. A joint pavilion between the Greater Niagara Circle Route and the Trans Canada Trail has been erected in Bowen Park in Fort Erie.
Welland Canal Parkway Trail	The Parkway connects to the Lake Ontario Waterfront Trail at Charles Ansell Park which is just south of Lakeshore Road at Lock One.
Niagara River Recreation Trail	The Niagara River Recreation Trail is a paved path for non-motorized traffic stretching 53 kilometres along the Canadian side of the Niagara River. From Fort George in Niagara-on-the-Lake in the north it extends the full length of the peninsula, ending at Anger Street in the north end of the Town of Fort Erie.

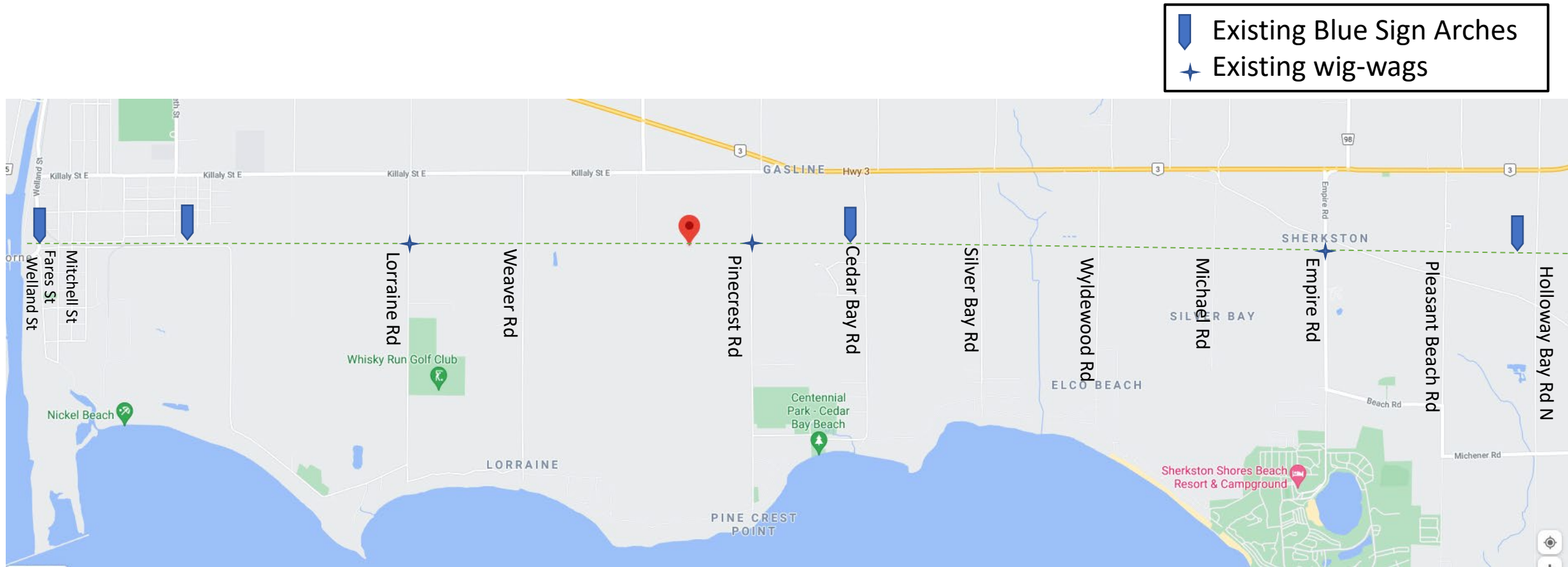


Stakeholders & Partners

Group	Contact
City of Port Colborne Engineering Department	Director Chris Kalimootoo Alex Sales, Design and Construction Supervisor Mathew Pilon, Construction Inspector Jessica Garrett, Design Technologist Eliza Durant, Civil Technologist
Niagara Freewheelers	President - Rita Dillon Member - Linda Hamilton
Accessibility Committee	City of Port Colborne - Mary Murray, HR & Accessibility The Herrington Group Ltd - Donna Herrington
Transportation Advisory Committee	Karen Walsh, Executive Assistant to Director of Economic Development & Tourism
Other Internal City Departments	City of Port Colborne Fire Chief - Scott Lawson City of Port Colborne Operations Staff – Steve Shypowskyj, Mike Audit City of Port Colborne Communications – Michelle Idzenga, Shianne Stephens
Waterfront Regeneration Trust	Marlaine Koehler, Executive Director



Friendship Trail Overview



Existing Conditions

Staff noticed a lack of consistency along the rural Friendship Trail crossings throughout Port Colborne;

- Clusters of signs with differing placement and size
- Some have Wig- wags, others have Bollards
- Painting – some have stop bars, some have stop written multiple times with different fonts
- Stop signs with different heights and sizes

Why consistency matters?

- Safety – easier for users to understand
- Looks more professional
- Matches other sections of the trail



Existing Crossings

There are two types of crossings along the Port Colborne Trail.



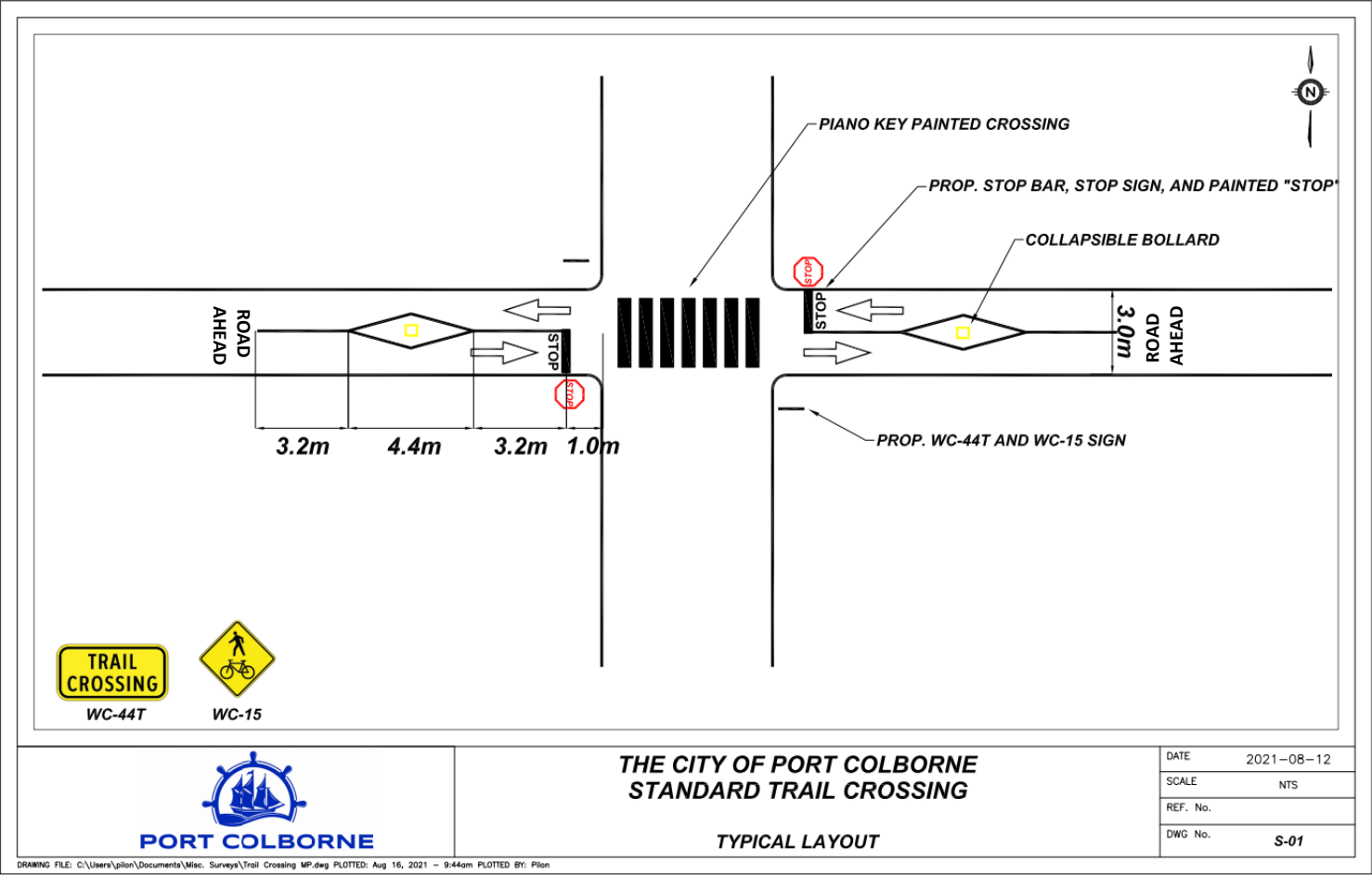
Bollard Crossings, the standard crossing that appears at low-traffic rural crossings



Wigwag Crossings, which appear on busier streets



The Proposed Crossing Standard along Friendship Trail



Proposed All-inclusive Sign

- City of Port Colborne logo at top
- “Friendship Trail”
- Trail Etiquette
- Stop (at all road crossings)
- Map – “You are here”
- QR Code
 - Could include: maps, information, menus, history

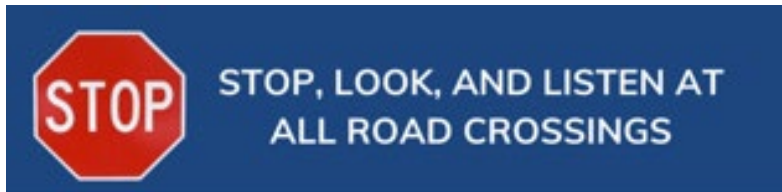
Differences on each sign

- Name of the street the trail crosses
- Consider: “Discover Port Colborne” with upcoming street or direction of attractions



Responsibility at Uncontrolled Crossings

- Uncontrolled crossings are locations where pedestrians cross without the aid of traffic control measures and a dedicated pedestrian right of way
- At these locations, pedestrians **need to wait for safe gaps** in the traffic before attempting to cross on the roadway.
- At an uncontrolled location, the pedestrian must not enter the roadway if vehicles are not able to stop and drivers must make every effort to avoid a collision.
- This dual responsibility puts the onus on both road users for each other's safety as there is no prescribed right-of-way.



Designing for Accessibility

- According to the Ontario Traffic Manual (2016), 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, including wigwags, may restrict movements of pedestrians with mobility impairments.



Linda Hamilton Experience



Wigwag Options

In 2021, Council approved a budget item (\$82,260) for wig-wags to be installed at all crossings. Staff are of the opinion that other means of slowing down bicycle traffic as outline in the proposed standard crossing design.

- Option 1 – Bollard without wigwag gates (Remove wigwags at 3 locations)
- Option 2 – Bollard with modified wigwag gates (Adjust existing wigwags)
(Adjust spacing to 3 metres apart with 11 metre setbacks from edge of road)
- Option 3 – Bollard with wigwag gates (Install additional wigwags at crossings)



Wigwag Options

- All options can be revisited on an annual basis by Staff and report back if need be. If Council decides to install additional wigwags, the proposed standard will encompass all the same elements of the proposed crossing, as well as the wigwags setback.



Thank you!



Questions or Comments?
eliza.durant@portcolborne.ca or ext. 215



From: Christopher Comfort <[REDACTED]>
Sent: January 24, 2022 10:47 AM
To: Deputy Clerk <deputyclerk@portcolborne.ca>
Subject: Friendship Trail Standard Crossing and signage 2022-16

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good morning,
Could you please attach/distribute the following comments and include them in the Friendship Trail discussion for the meeting on Jan 25, 2022. Thanks!

Chris and Josie Comfort
2855 Tammy Ave
Port Colborne

We have lived next to and used the Friendship Trail Since its inception. We walk and/or bike the trail almost daily regardless of the season. We are both familiar with many aspects of the trail and feel our input would be useful in the current discussion. Thank you.

1. A committee should be struck composed of trail users from the public as well as Council participation. Current decisions have had little or no public input. An example of this is in April of 2021 I sent pictures of the current signage to an employee of Port Colborne showing where the sign was very inaccurate and suggesting corrections. The sign was removed with a promise of replacement when it was corrected. There is still no sign at the Cedar Bay Road location. I again forwarded these concerns to one Ward 4 Council member, again with little action as to who was responsible for the incorrect signage. Finally, Angie Desmarais pointed me to this presentation. Members should include someone who is familiar with Accessibility for Ontarians with Disabilities Act (Linda Hamilton?) as well as all other legitimate users.
2. Should some "motorized" vehicles be allowed? We often see e-bikes, motorized scooters as well as golf carts using the trail. With environmental concerns we see more and more e-bikes and electric scooters everywhere. Should they be allowed? We think they should, but the signage should reflect that. We also feel golf carts SHOULD NOT be allowed. Signage should reflect that as well.
3. Better signage at crossings for trail users. These signs should be clear, concise and include a QR code for more detailed instruction. It's hard to cram all required information onto a sign. Changes to QR codes are fast, easy and much cheaper. The information could include who to call for motorized user infractions, litter, vandals, non-compliance to dog waste removal etc. Someone employed at the City currently maintains your social media pages such as Facebook, Twitter and Instagram. You no doubt already have someone who can develop and

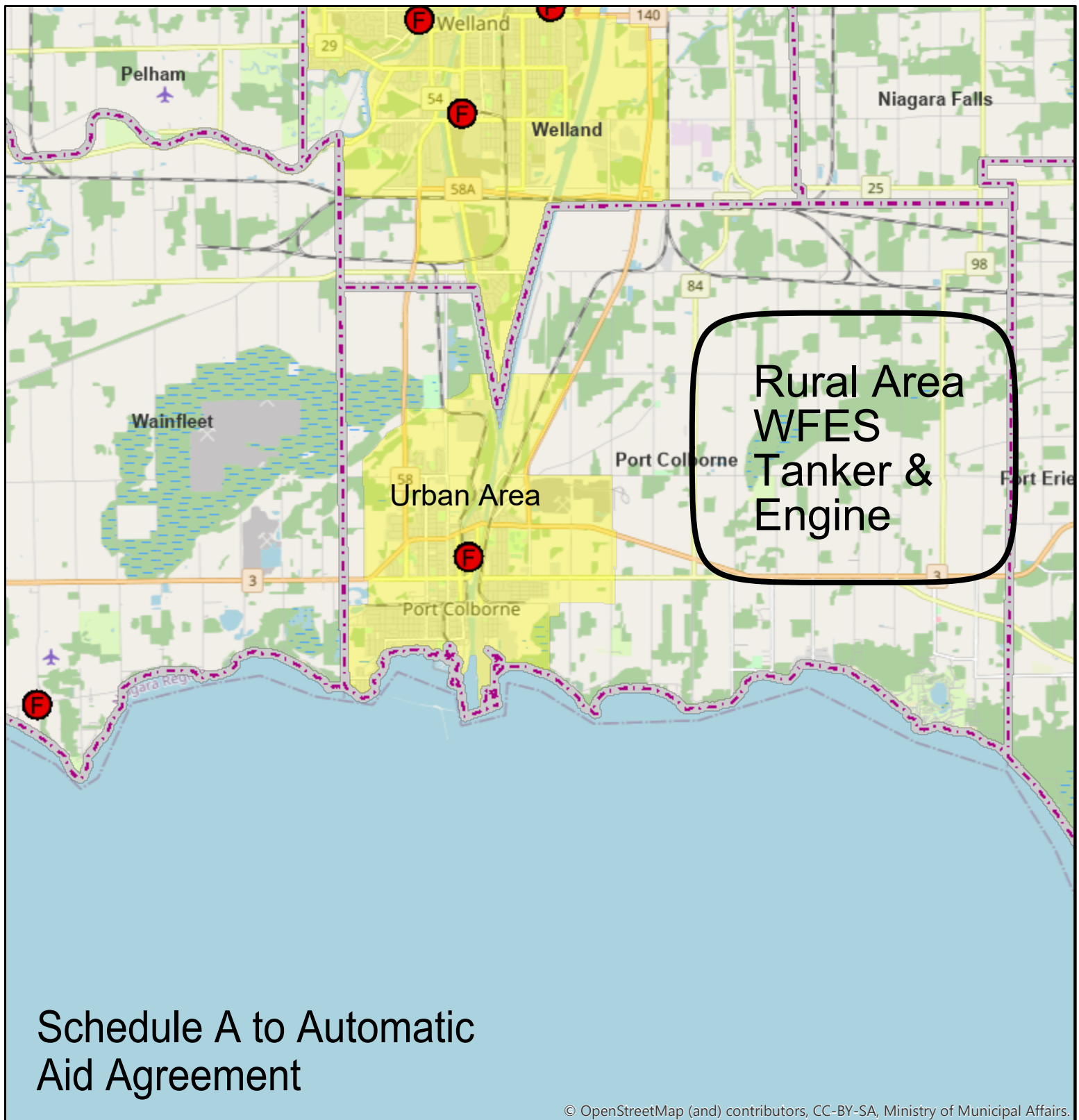
maintain the QR code as well without going to an outside contractor such as you did with the signs only to have produced a product with incorrect information.

4. Larger signage stating that the trail is for NON-MOTORIZED USERS ONLY and include the potential amounts of monetary fines for infractions and who enforces these rules/laws.
5. Rethink requirement for barriers (wig-wags) that restrict legitimate users like Linda Hamilton. The barriers currently proposed will not keep motorized users off the trail. They will find a way to get on. Currently they can access the trail from fields in the area several meters from road crossings, If wig-wag type barriers are eventually determined to be required, a redesign with input from ALL USERS is required. Linda Hamilton's presentation shows clearly why these simply aren't the solution.
6. Calming barriers, wig-wags etc at road crossings should be reconsidered. Are they even required? Better signage to instruct ALL USERS to stop, look and listen before crossing the road should be all that is required. We have seen several near misses over the years and they always involved bikers who did not stop, look and listen. Even where barriers currently exist, they find a way to go around and keep moving without stopping. As stated before, as far as motorized vehicles are concerned, nothing will keep them off the trail except better enforcement and stiff penalties. With the recent snowfall, they are up and down the trail in our neighbourhood through all hours of every day.
7. Develop relationships with the Niagara Regional Police and local ATV/Snowmobile clubs. Make sure the unauthorized users know the consequences and find out what the NRP is willing to do in patrolling and assisting in keeping motorized users off the trail. Hot line? Immediate response? I know the NRP are equipped with ATV for patrolling but in over 25 years of trail usage we have NEVER seen them on the trail. Do they even know violations are occurring?
8. What is the possibility of snow removal if the cost isn't too much? We often walk on the trail from the canal to H H Knoll park and it has recently been kept clean. This makes walking/biking much easier and no snow, no snowmobiles.

Thanks for your time. If participation and a group or committee composed of members from the public is determined, we would very much like to participate. Please contact us if that is a possibility..

Thanks

Chris and Josie Comfort
2855 Tammy Ave.
Port Colborne






Schedule A to Automatic Aid Agreement

© OpenStreetMap (and) contributors, CC-BY-SA, Ministry of Municipal Affairs.

Port Colborne Urban Boundary

Legend

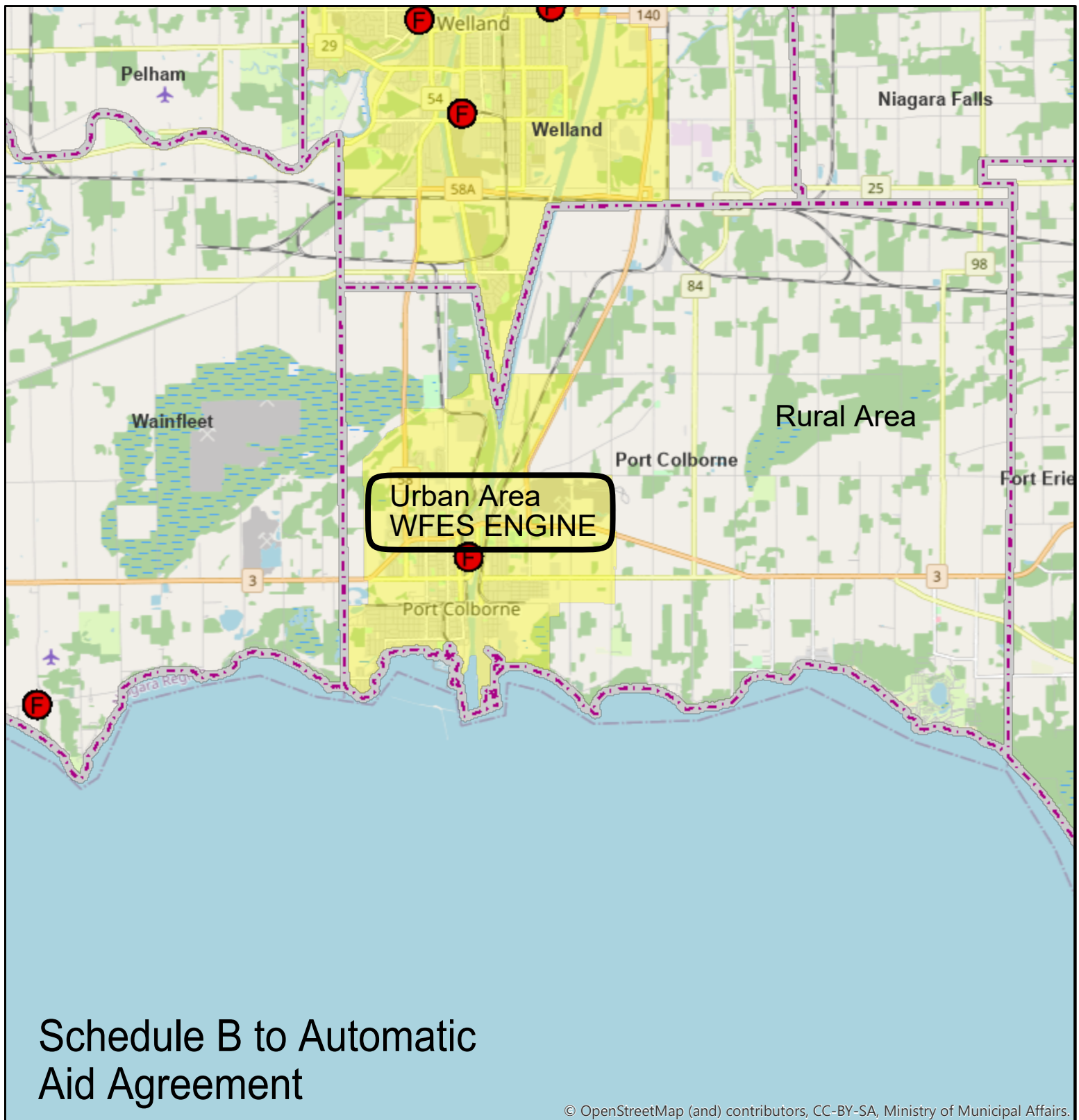
-  Fire Station
-  Municipal Boundaries
-  Urban Area Boundaries

Niagara Region






0 1.25 2.5 5 7.5 10 km

© 2021 Niagara Region and its suppliers. Projection is UTM, NAD 83, Zone 17. The Niagara Region makes no representations or warranties whatsoever, either expressed or implied, as to the accuracy, completeness, reliability, currency or otherwise of the information shown on this map.



Port Colborne Urban Boundary

Legend

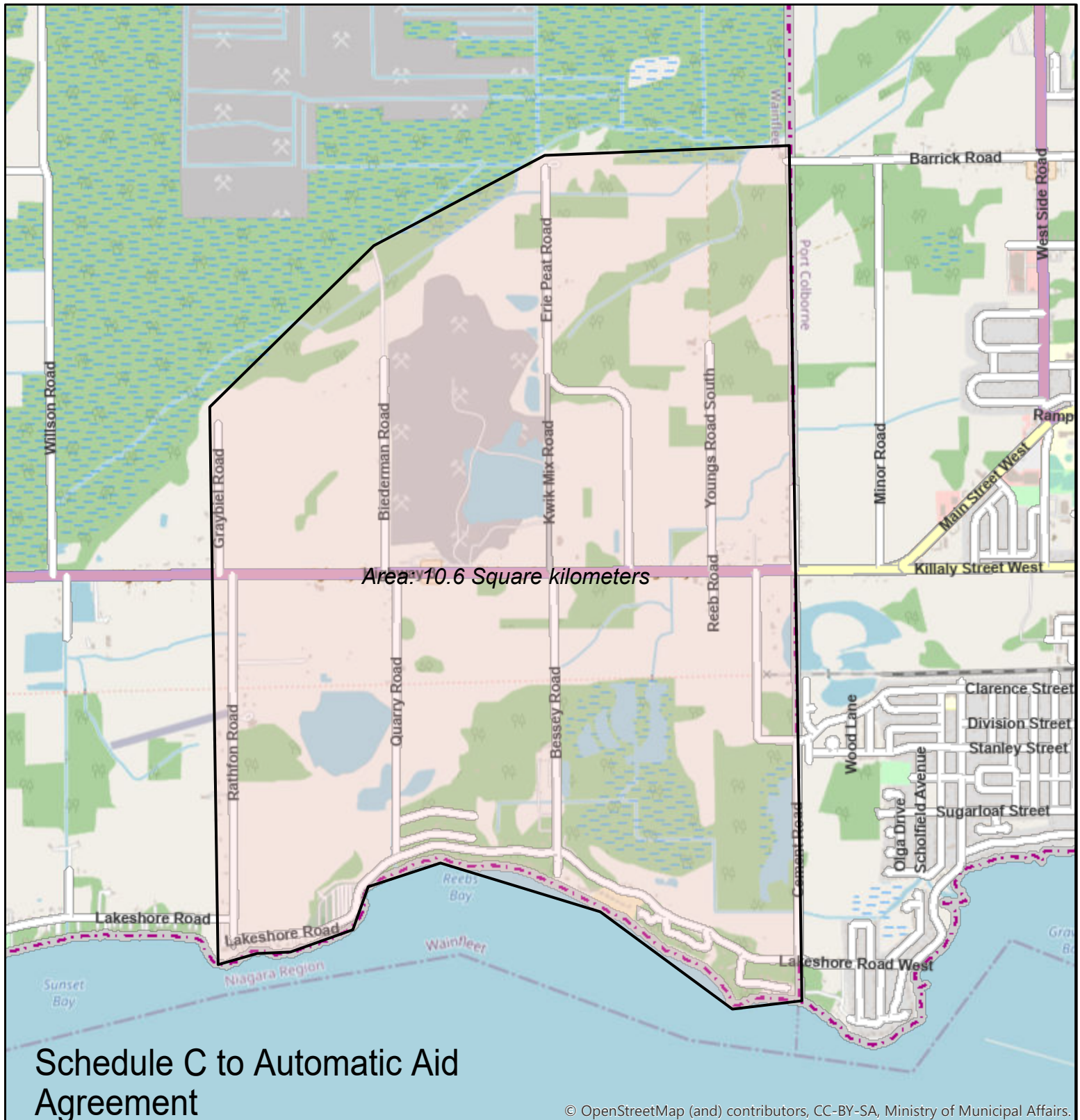
-  Fire Station
-  Municipal Boundaries
-  Urban Area Boundaries

Niagara Region



0 1.25 2.5 5 7.5 10 km

© 2021 Niagara Region and its suppliers. Projection is UTM, NAD 83, Zone 17. The Niagara Region makes no representations or warranties whatsoever, either expressed or implied, as to the accuracy, completeness, reliability, currency or otherwise of the information shown on this map.



Niagara Navigator

Legend

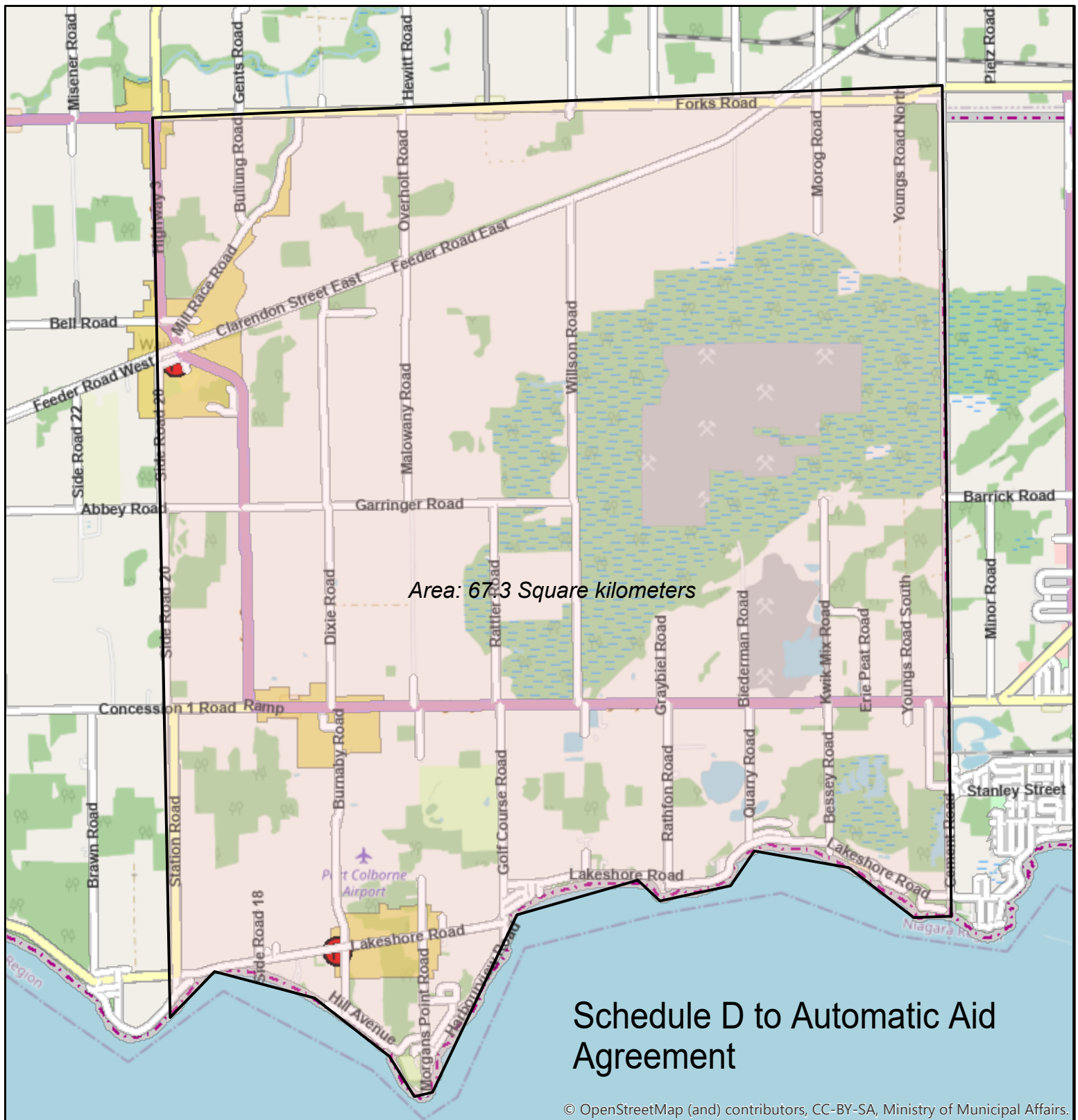
- | | |
|-------------------|----------------------|
| Override 1 | Future/Planned |
| Provincial | Fire Station |
| Regional | Hamlets |
| Municipal/Private | Municipal Boundaries |
| Unimproved | |

Niagara Region



0 0.33 0.65 1.3 1.95 2.6 km

© 2021 Niagara Region and its suppliers. Projection is UTM, NAD 83, Zone 17. The Niagara Region makes no representations or warranties whatsoever, either expressed or implied, as to the accuracy, completeness, reliability, currency or otherwise of the information shown on this map.



Niagara Navigator

Legend

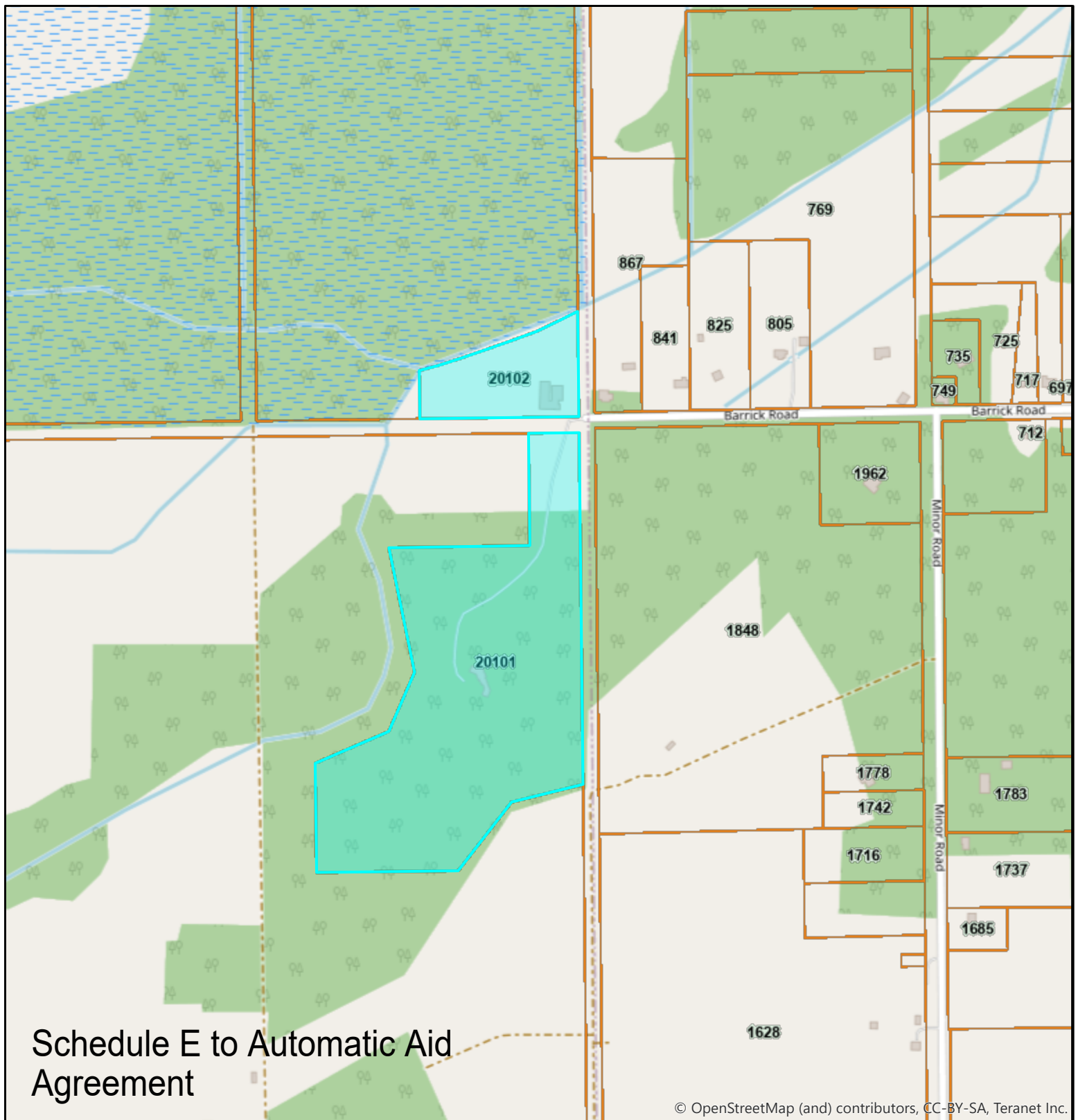
- | | |
|-------------------|----------------------|
| Override 1 | Future/Planned |
| Roads | |
| Provincial | Fire Station |
| Regional | Hamlets |
| Municipal/Private | Municipal Boundaries |
| Unimproved | |

Niagara Region





0 0.5 1 2 3 4 km

© 2021 Niagara Region and its suppliers. Projection is UTM, NAD 83, Zone 17. The Niagara Region makes no representations or warranties whatsoever, either expressed or implied, as to the accuracy, completeness, reliability, currency or otherwise of the information shown on this map.



Niagara Navigator

Legend

-  Immunization Sites
-  Assessment Parcels

Niagara Region



0 0.07 0.15 0.3 0.45 0.6 km

© 2021 Niagara Region and its suppliers. Projection is UTM, NAD 83, Zone 17. The Niagara Region makes no representations or warranties whatsoever, either expressed or implied, as to the accuracy, completeness, reliability, currency or otherwise of the information shown on this map.