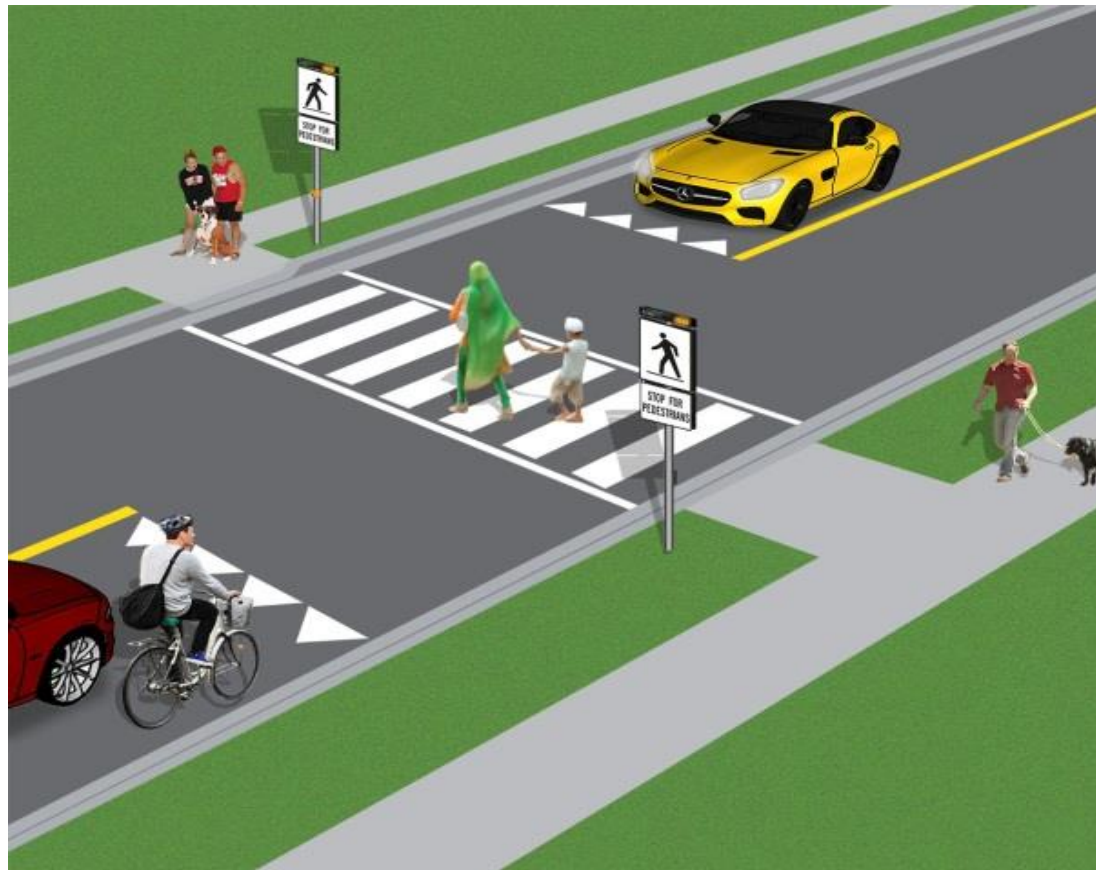




# Pedestrian Crossover (PXO) Program



Civic Works Committee

April 25, 2016

Transportation Planning &  
Design



**15** STRATEGIC  
PLAN FOR THE  
**19** CITY OF  
LONDON  
2015 • 2019

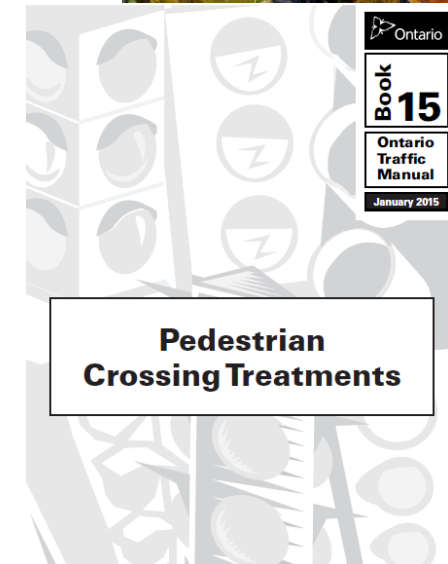
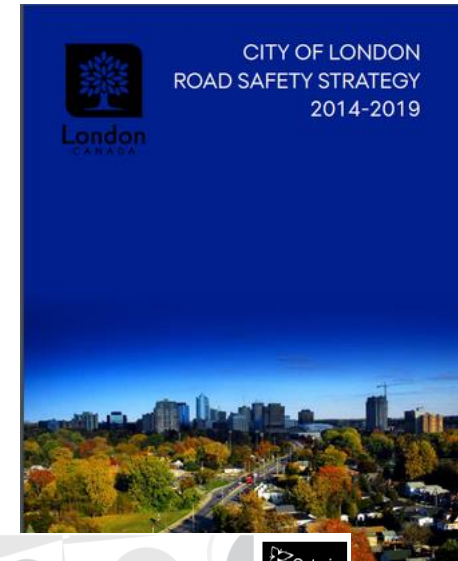
*“Strengthening Our Community by investing in programs and infrastructure to make London more accessible and safer for pedestrians”*





# Background

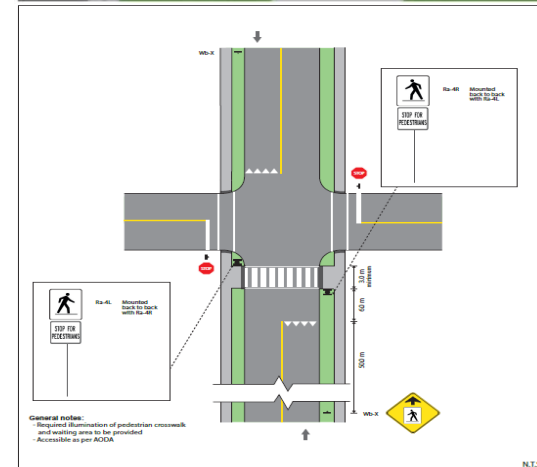
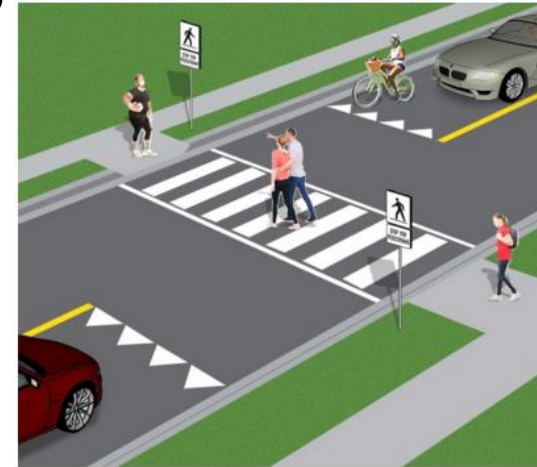
- In 2014, Council approved the London Road Safety Strategy (LRSS)
- Ontario Traffic Manual Book 15 was developed in partnership with the Ontario Traffic Council and other municipalities including City of London
  - Three new variations of PXOs are introduced for lower-speed lower-volume roads
- Bill 31 took effect on January 1, 2016
  - Bill 31 dealt with the amendment to the Highway Traffic Act to enable the new devices





# Facts about PXOs

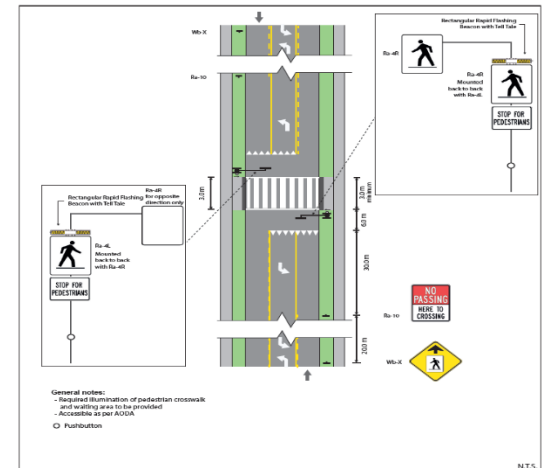
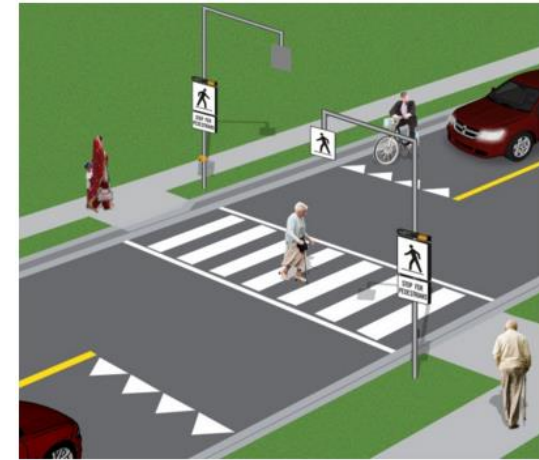
- PXOs are a set of roadside signs and pavement markings to provide pedestrians the right-of-way when crossing the roadway
- Limited to roads with max posted speed limit of 60 km/h
- Require motorists & cyclists to yield to pedestrians within or intending to enter the crosswalk
- PXOs are not traffic calming measures





# Conditions to Implement PXOs

- Appropriate pedestrian and vehicle volumes to address a need for pedestrian connectivity
- Pedestrian facilities on both sides of the road which are maintained in the winter
- AODA compliant curb and sidewalk depressions at the crossing
- Appropriate sight lines
- Not within 200 m of another crossing control treatment
- Illuminated with street lighting meeting provincial standards



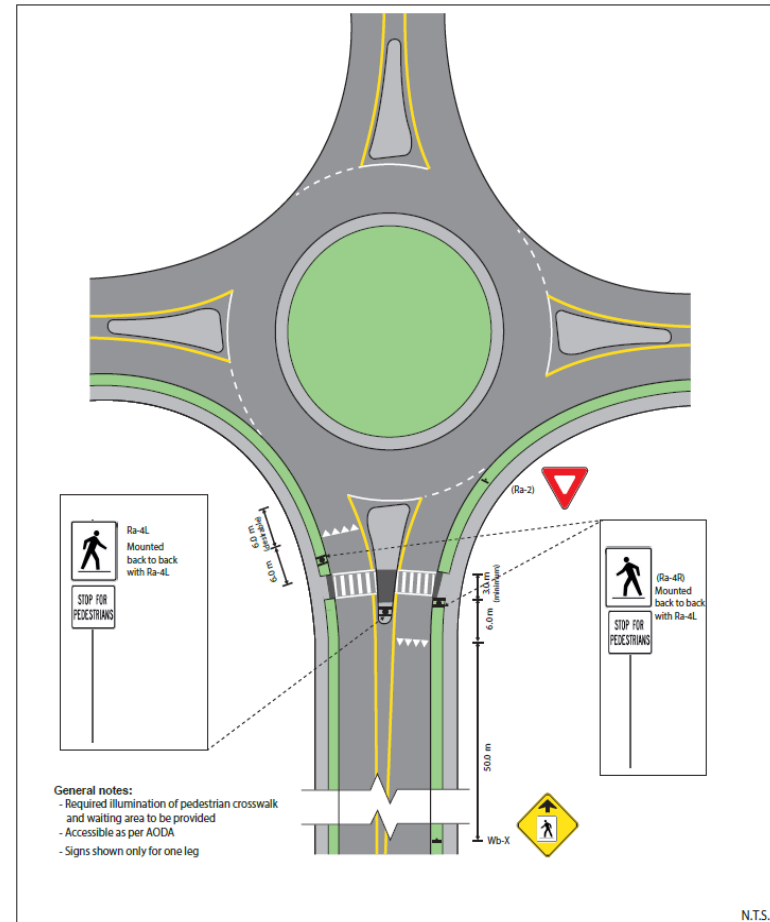
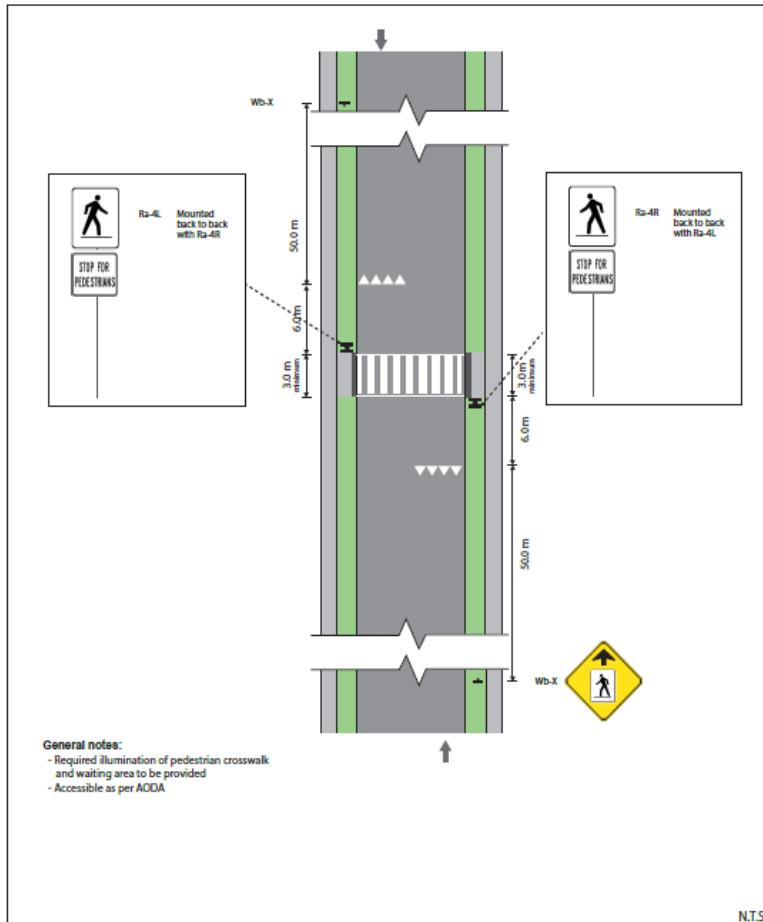


## PXO Types

- **PXO Type D (new):** **low traffic volume** single lane roadways, such as locals, secondary collectors, single lane roundabouts and channelized right-turn lanes.
- **PXO Type C (new):** **low to medium traffic** volume single or multi-lane roadways, such as primary collectors, and low volume arterials and roundabouts
- **PXO Type B (new):** **medium traffic volume** single or multi-lane roadways, such as primary collectors, arterials and medium volume roundabouts
- **PXO Type A (Pre-existing):** **medium to high traffic volume** multi-lane arterials

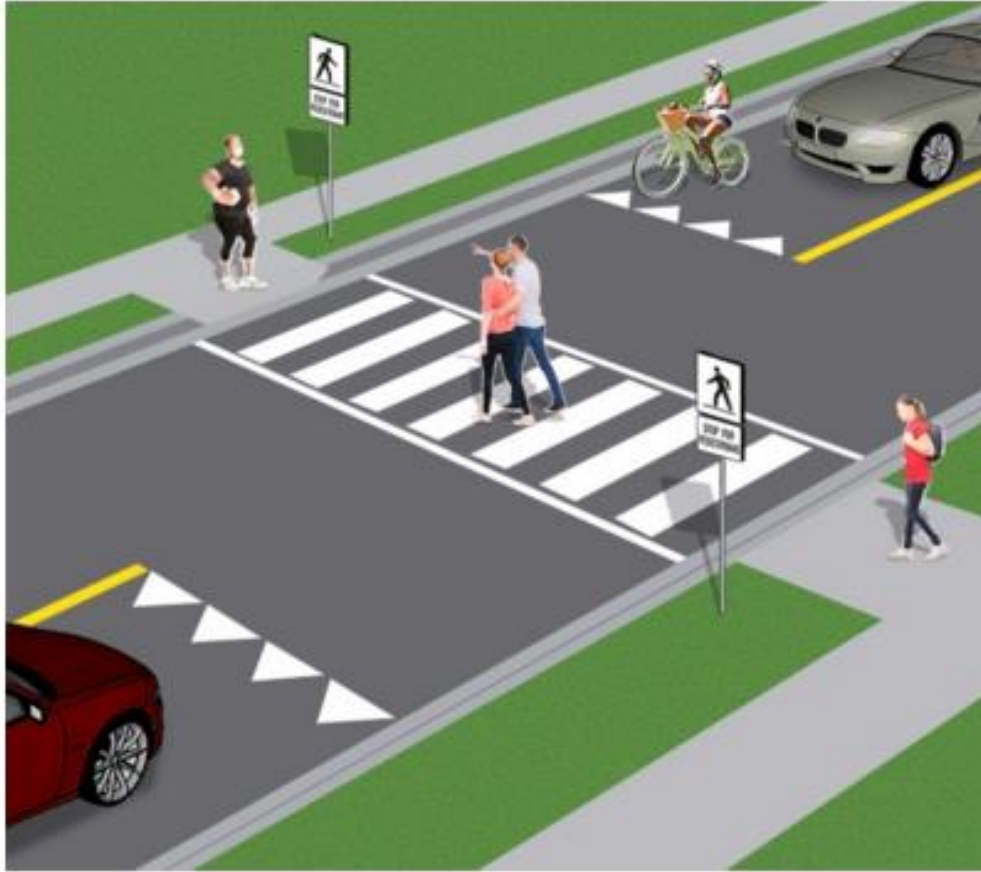


# PXO Type D





# PXO Type D

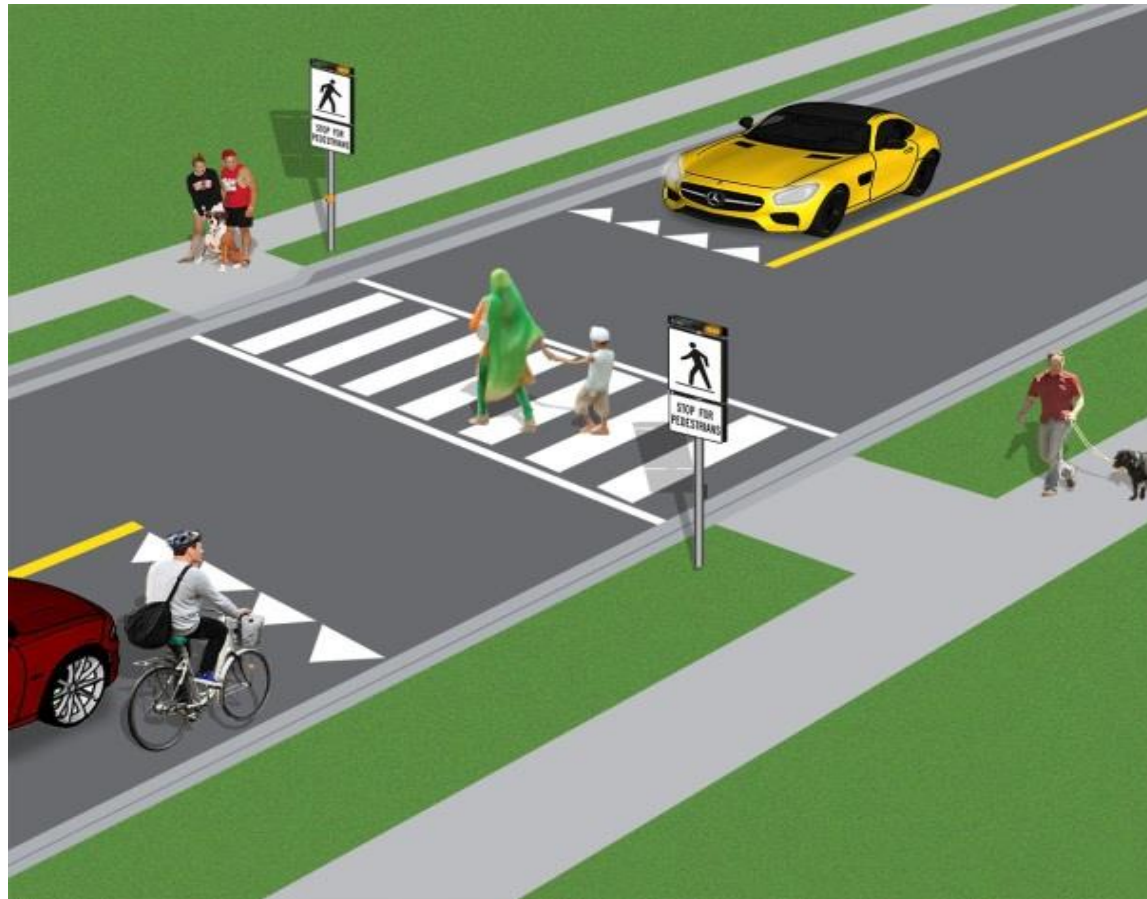






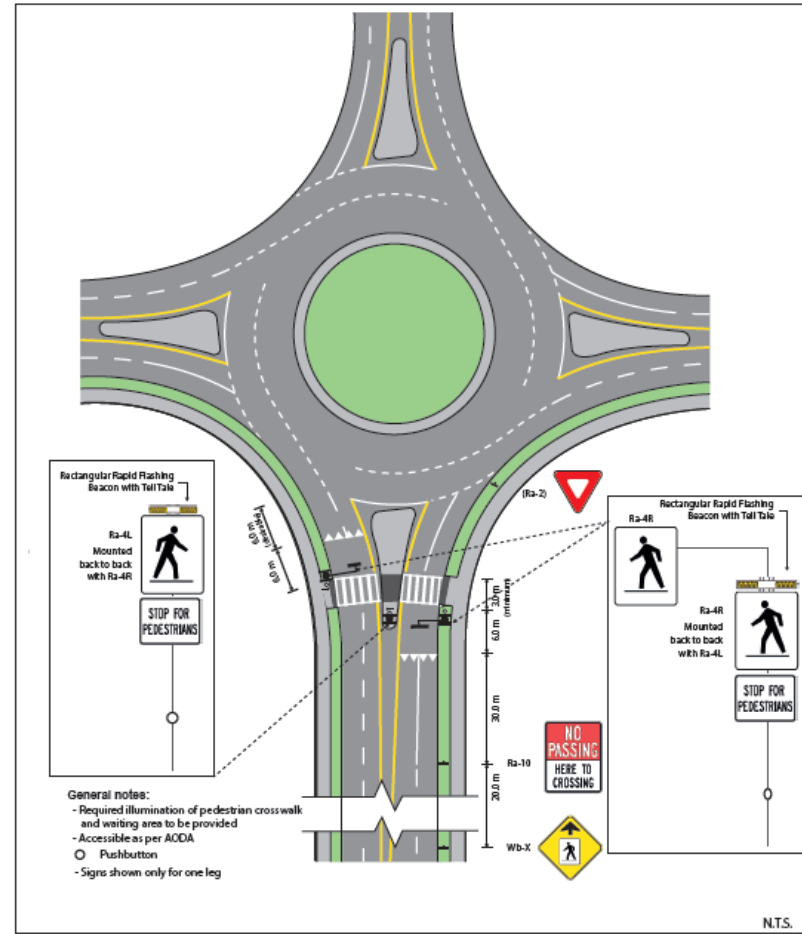
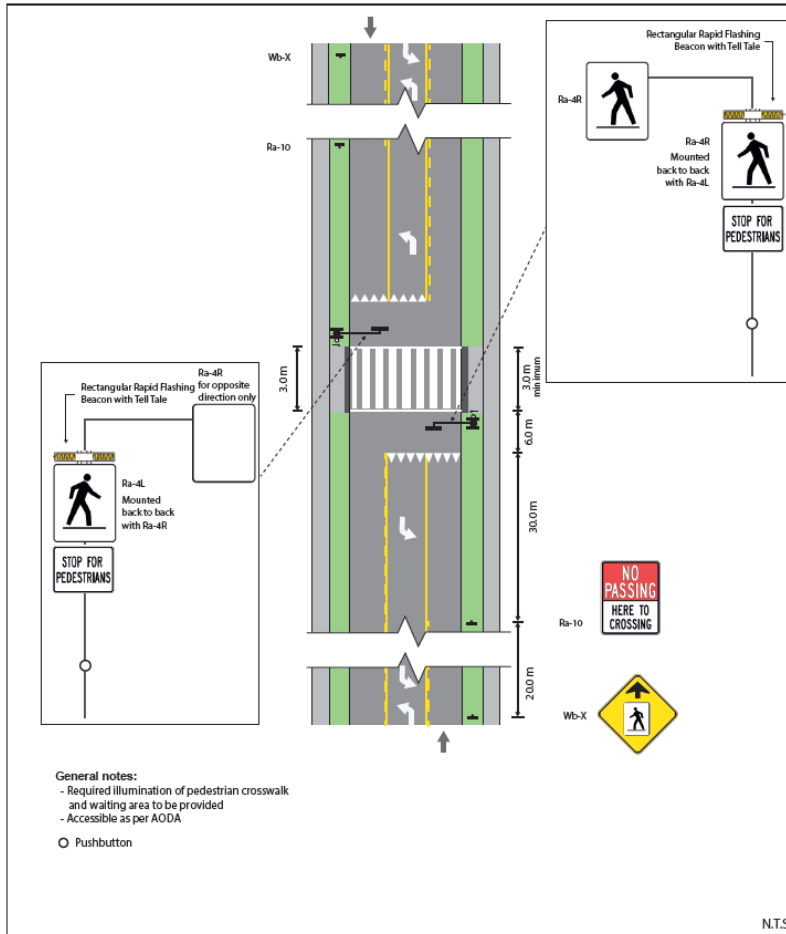


# PXO Type C



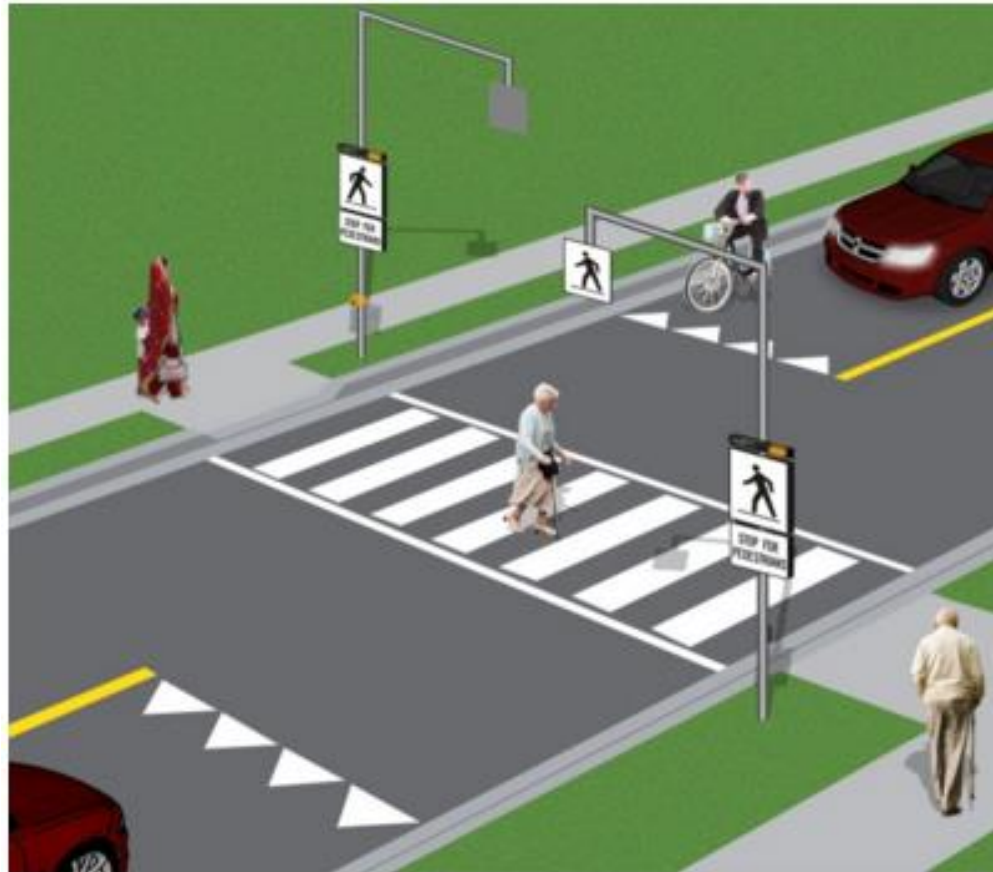


# PXO Type B



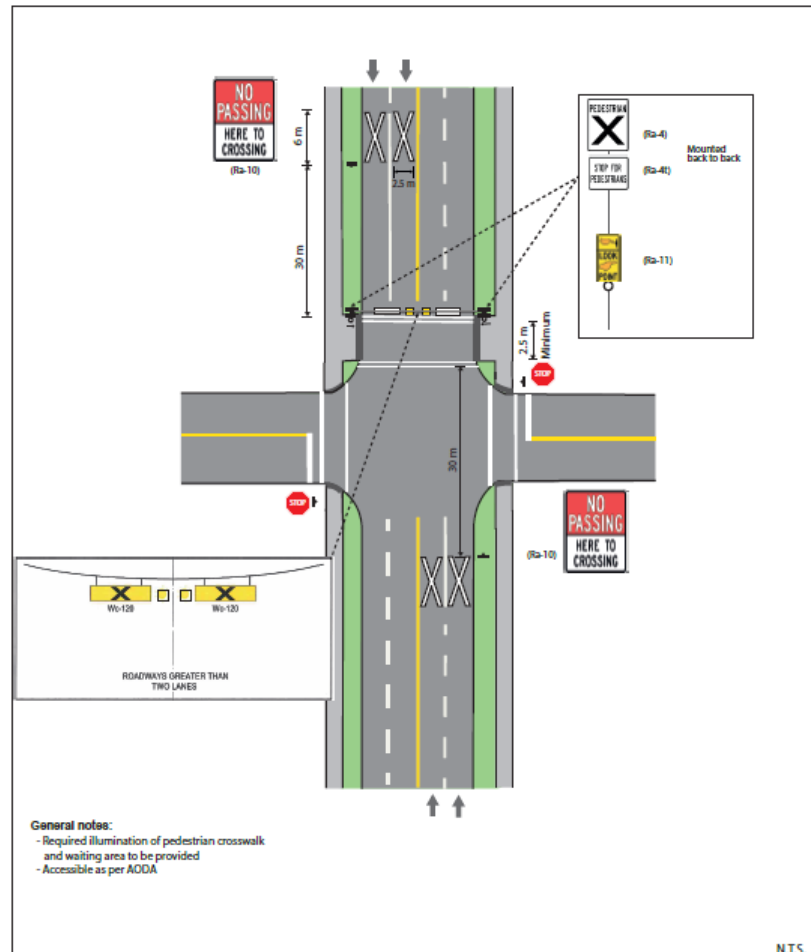
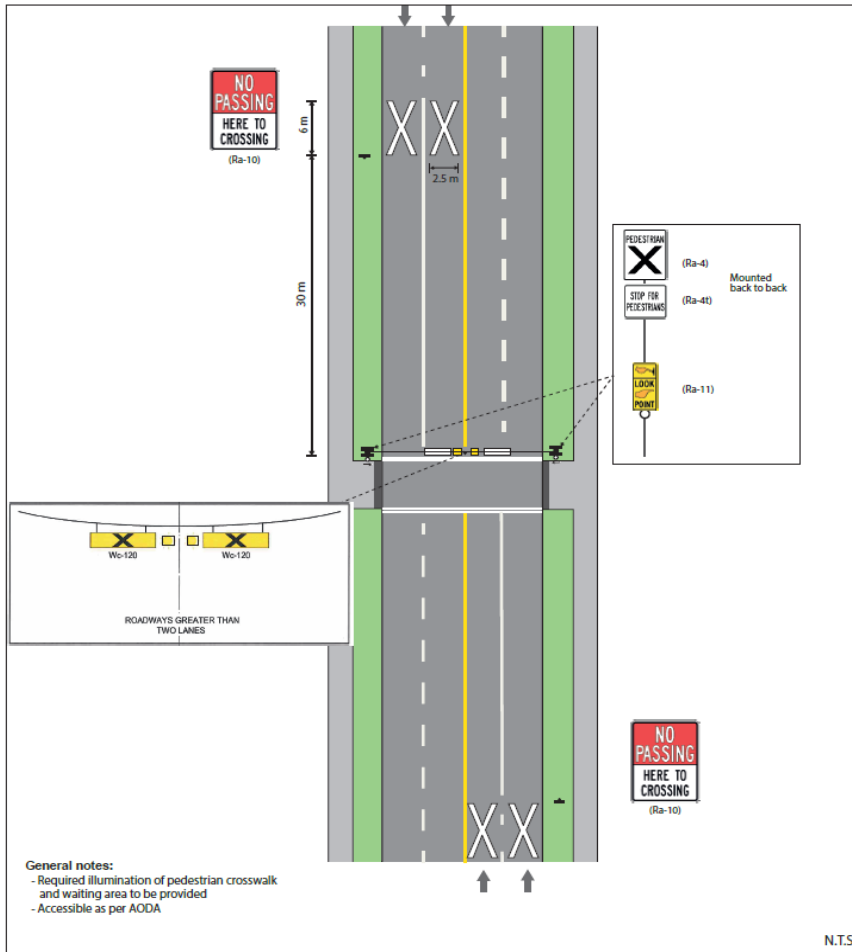


# PXO Type B





# PXO Type A





# PXOs Selection Criteria and Strategy

- Initial phasing of PXO implementation at low risk locations will allow road users to frequently become familiar with the treatments at lower risk locations
- Most of the initial PXO Type D locations have been selected from the current list of school crossing guard locations with no existing traffic control
- Locations are prioritized where drivers are already accustomed to pedestrians crossing
- The initial focus will be on Type D installations and a few Type C
- **A communication strategy** to raise awareness and educate Londoners



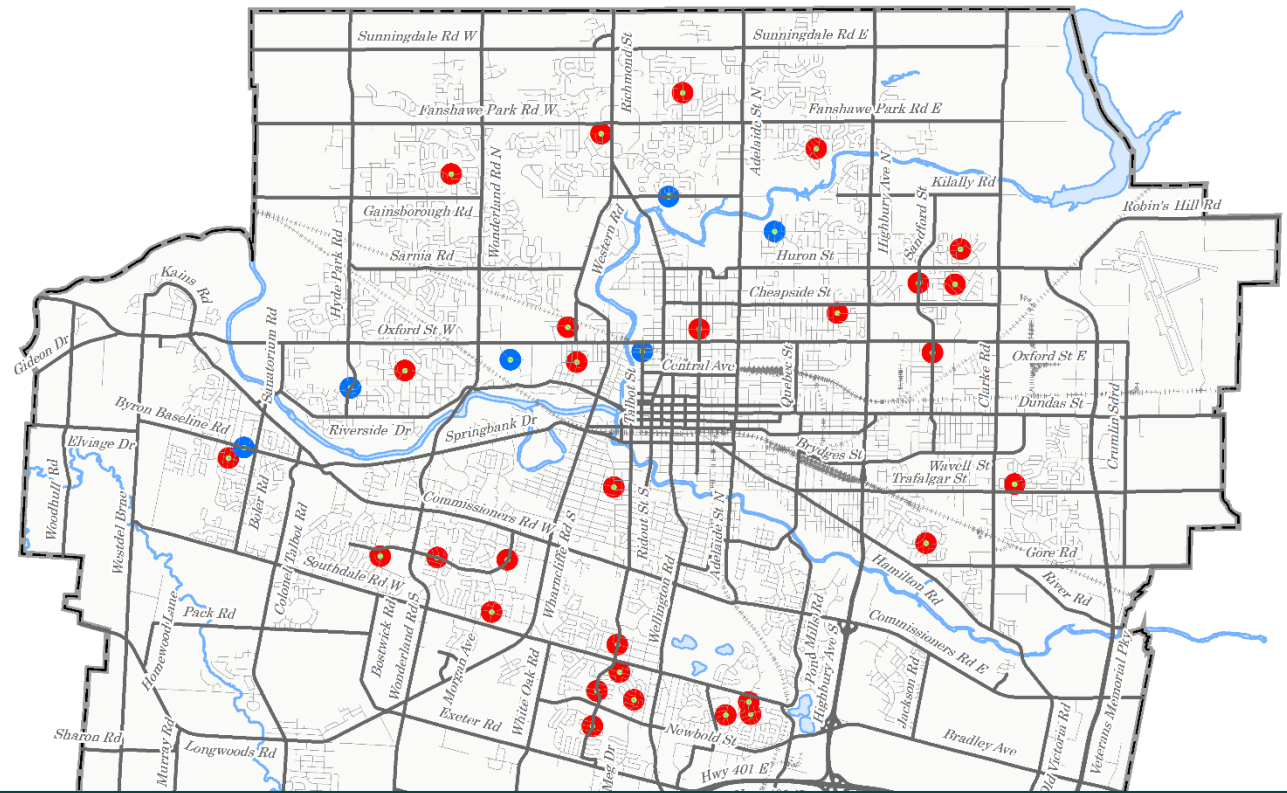
# PXOs Selection Criteria and Strategy

- Additional locations will be identified
- PXO Program follows the process provided in Book 15:
  - Screening process for potential crossing locations based on pedestrian volumes, desire lines and connectivity, traffic volumes, road context and risk assessment
  - PXO Type Selection Process based on vehicular volumes, posted speed limit and number of lanes
  - Determining the required conditions for the installation of the PXO



# Initial PXO Locations

## PROPOSED PEDESTRIAN CROSSOVER (PXO) LOCATIONS



● PXO - Type C

● PXO - Type D



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