



P.O. Box 5035  
300 Dufferin Avenue  
London, ON  
N6A 4L9

May 4, 2016

J. Braam  
Managing Director, Environmental and Engineering Services and City Engineer

I hereby certify that the Municipal Council, at its meeting held on May 3, 2016 resolved:

5. That the following actions be taken with respect to a Pedestrian Crossover Program:
- a) the Civic Administration BE DIRECTED to implement a Pedestrian Crossover Program, as guided by the Ontario Traffic Manual Book 15 - Pedestrian Crossing Facilities; and
  - b) the area of Capulet Lane and Silversmith Street BE CONSIDERED as a potential site for a pedestrian crossover;

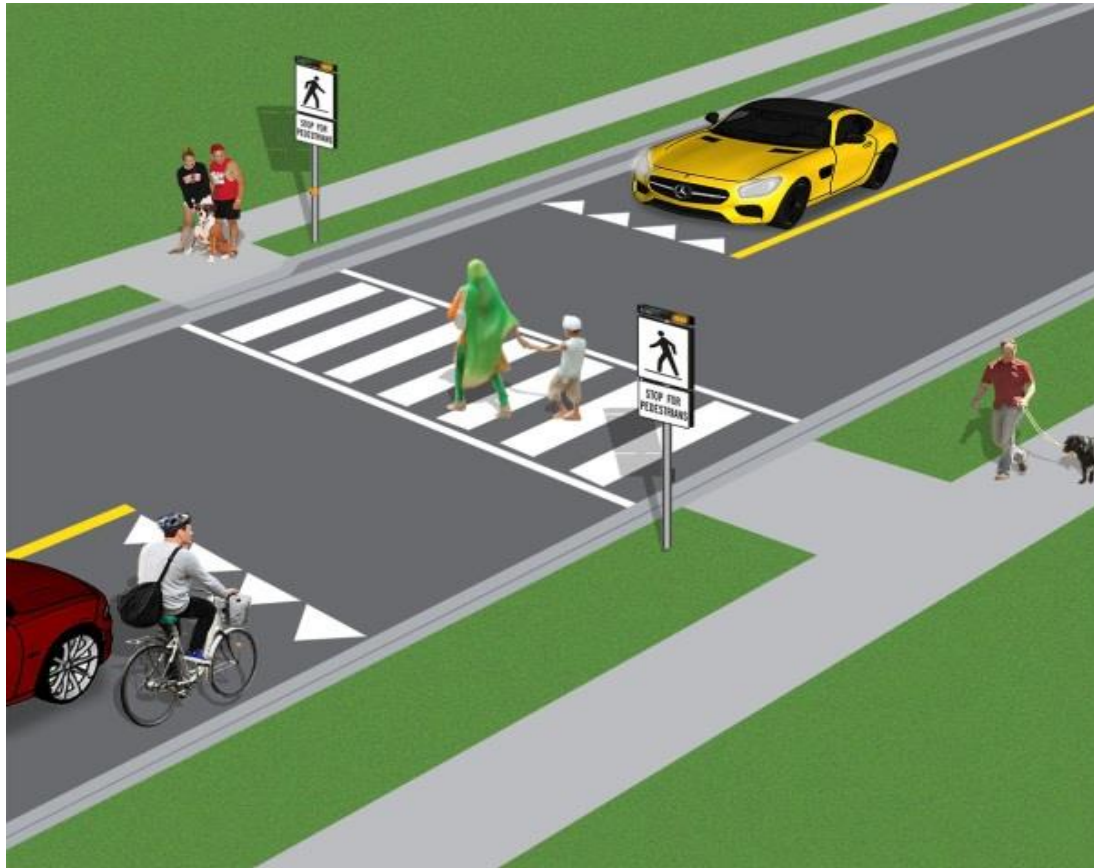
it being noted that the Civic Works Committee received the attached presentation from D. MacRae, Division Manager, Transportation Planning and Design, with respect to this matter. (2016-T04) (AS AMENDED) (5/7/CWC)

C. Saunders  
City Clerk  
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- cc. A. Pfeffer, London Police Services, 601 Dundas Street, London ON N6B 1X1  
London Middlesex Road Safety Committee c/o Alyssa Penney, MLHU, 50 King Street,  
London ON N6A 5L7  
Age Friendly London Transportation Working Group c/o M. Dellamora, Special Projects  
Coordinator Age Friendly London  
Councillor P. Hubert  
E. Soldo, Director, Roads and Transportation  
S. Maguire, Division Manager, Roadway Lighting and Traffic Control  
D. MacRae, Division Manager, Transportation Planning and Design  
M. Elmadhoon, Traffic Planning Engineer  
M. Ridley, Senior Transportation Technologist  
Chair and Members, Transportation Advisory Committee  
Chair and Members, Community Safety and Crime Prevention Advisory Committee  
Chair and Members, Accessibility Advisory Committee



# Pedestrian Crossover (PXO) Program



Civic Works Committee

April 25, 2016

Transportation Planning &  
Design



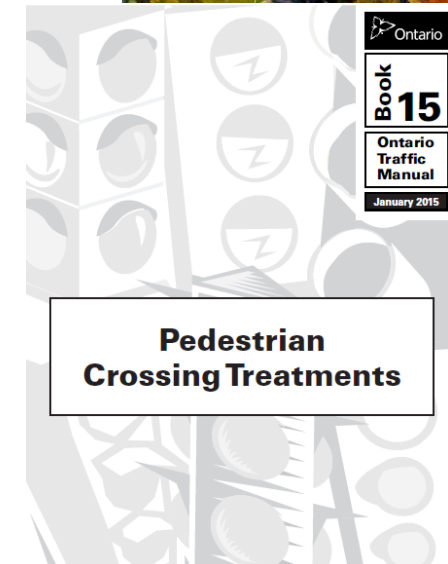
*“Strengthening Our Community by investing in programs and infrastructure to make London more accessible and safer for pedestrians”*





# Background

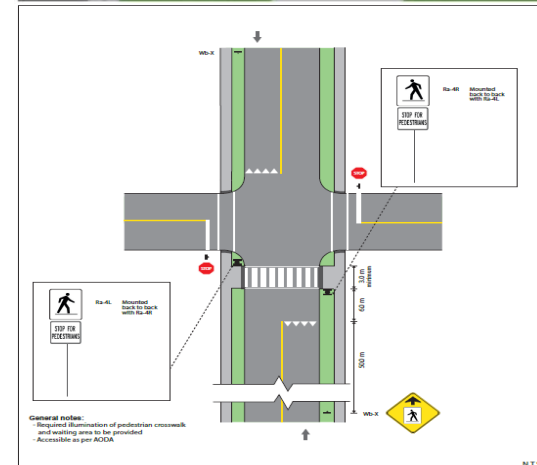
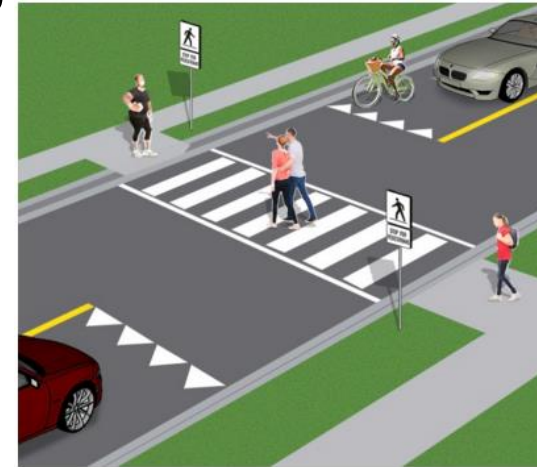
- In 2014, Council approved the London Road Safety Strategy (LRSS)
- Ontario Traffic Manual Book 15 was developed in partnership with the Ontario Traffic Council and other municipalities including City of London
  - Three new variations of PXOs are introduced for lower-speed lower-volume roads
- Bill 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

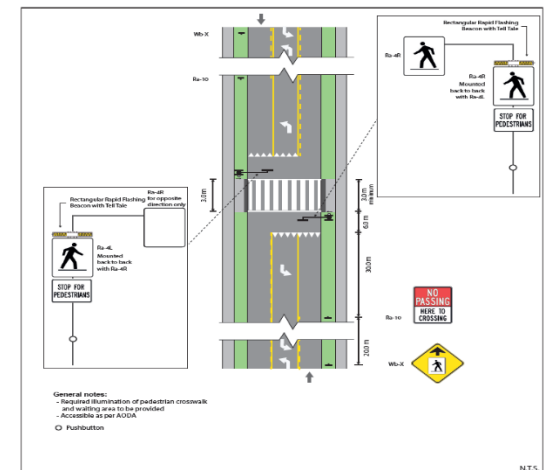
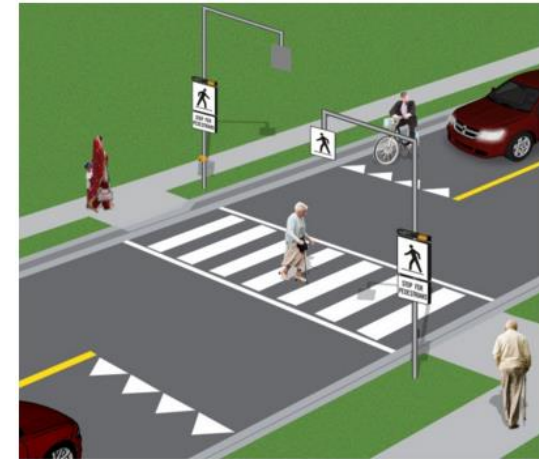
- PXOs are a set of roadside signs and pavement markings to provide pedestrians the right-of-way when crossing the roadway
- Limited to roads with max posted speed limit of 60 km/h
- Require motorists & cyclists to yield to pedestrians within or intending to enter the crosswalk
- PXOs are not traffic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



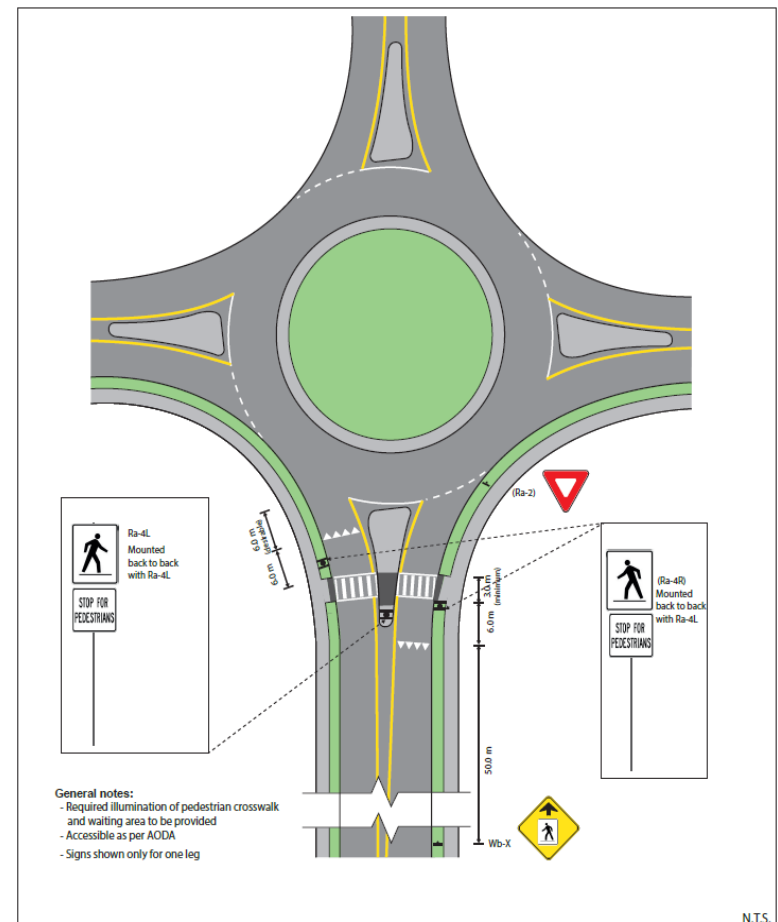
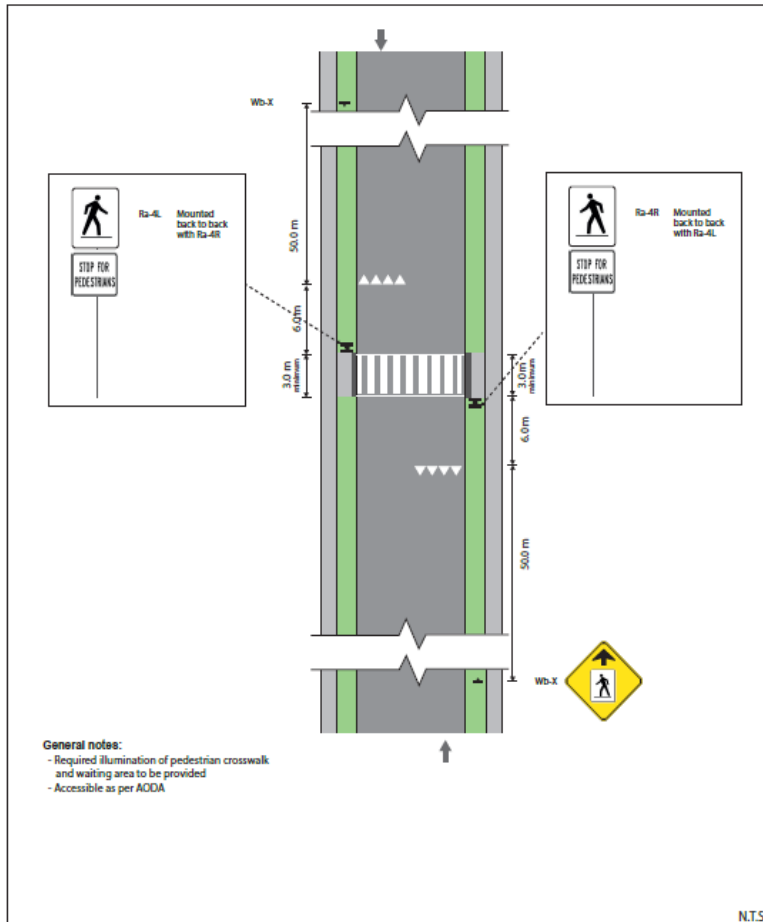


## PXO Types

- **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





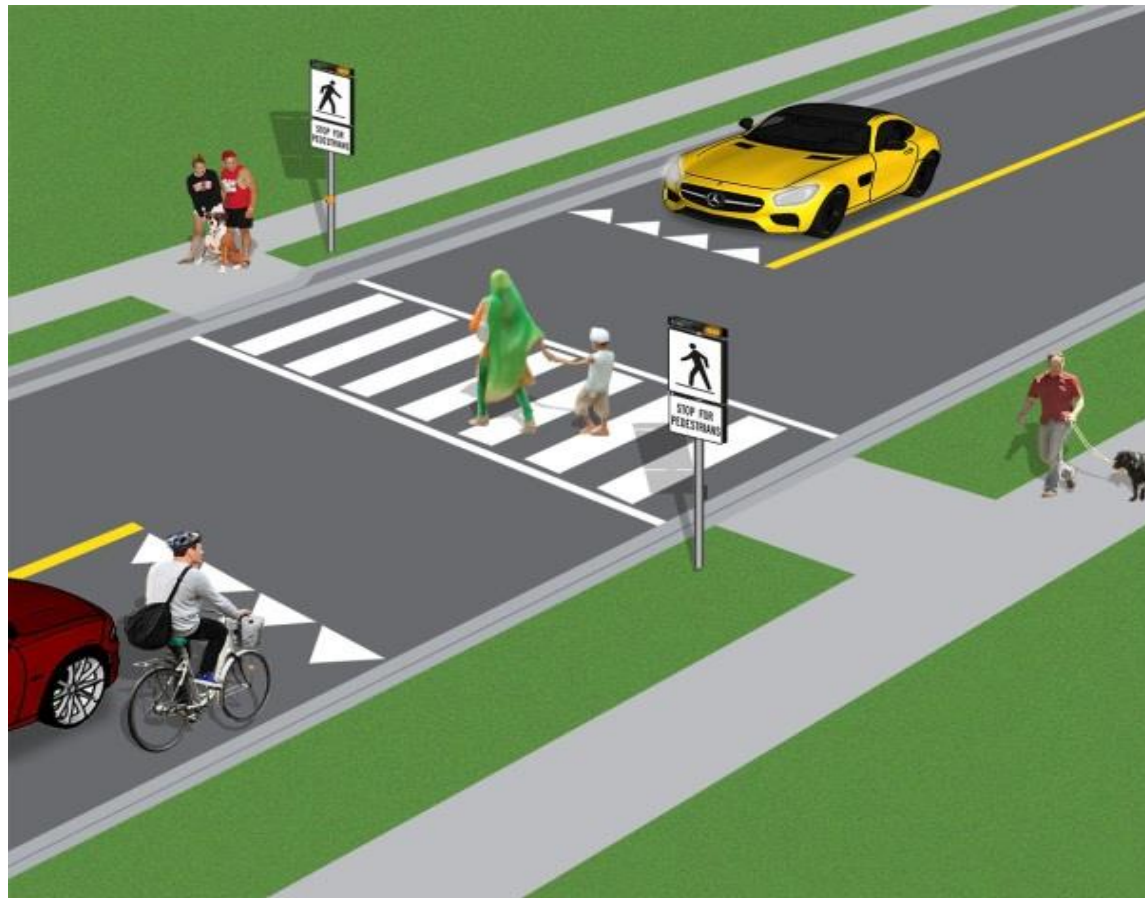
# PXO Type D

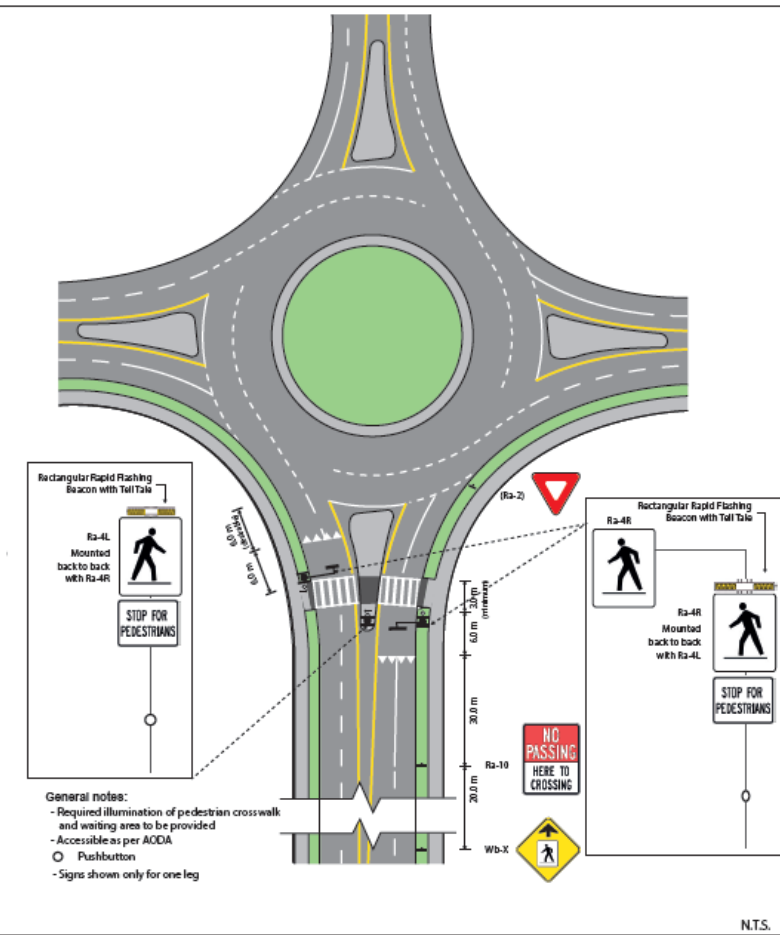






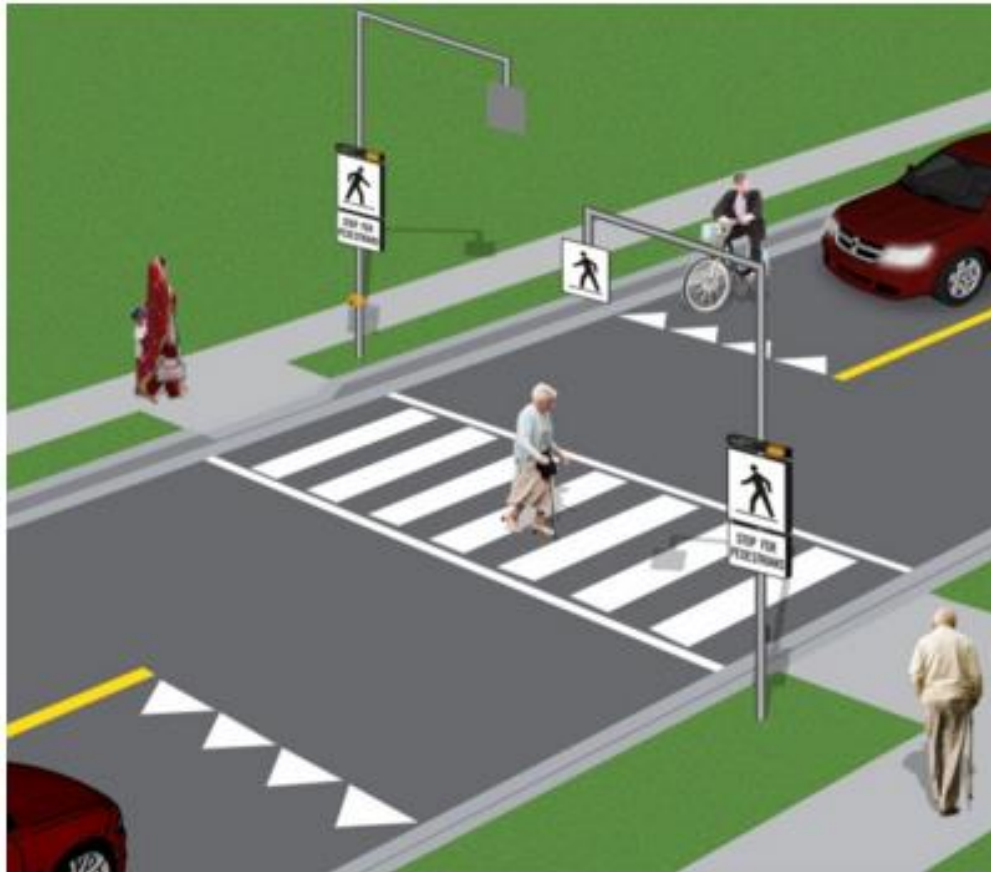
# PXO Type C

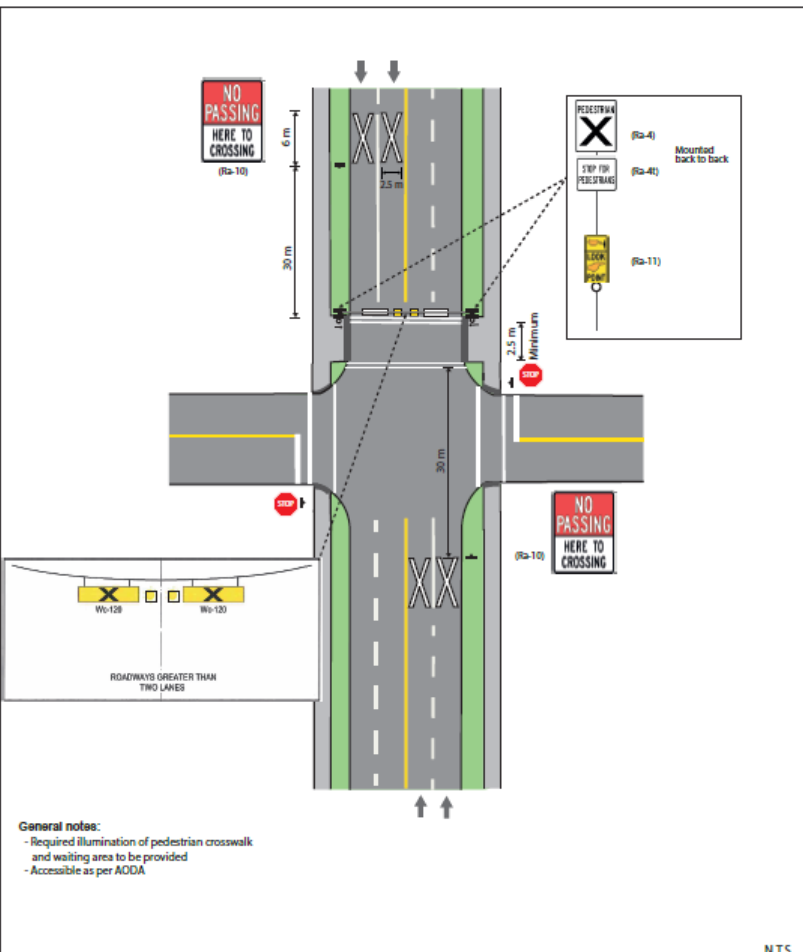






# PXO Type B







# 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



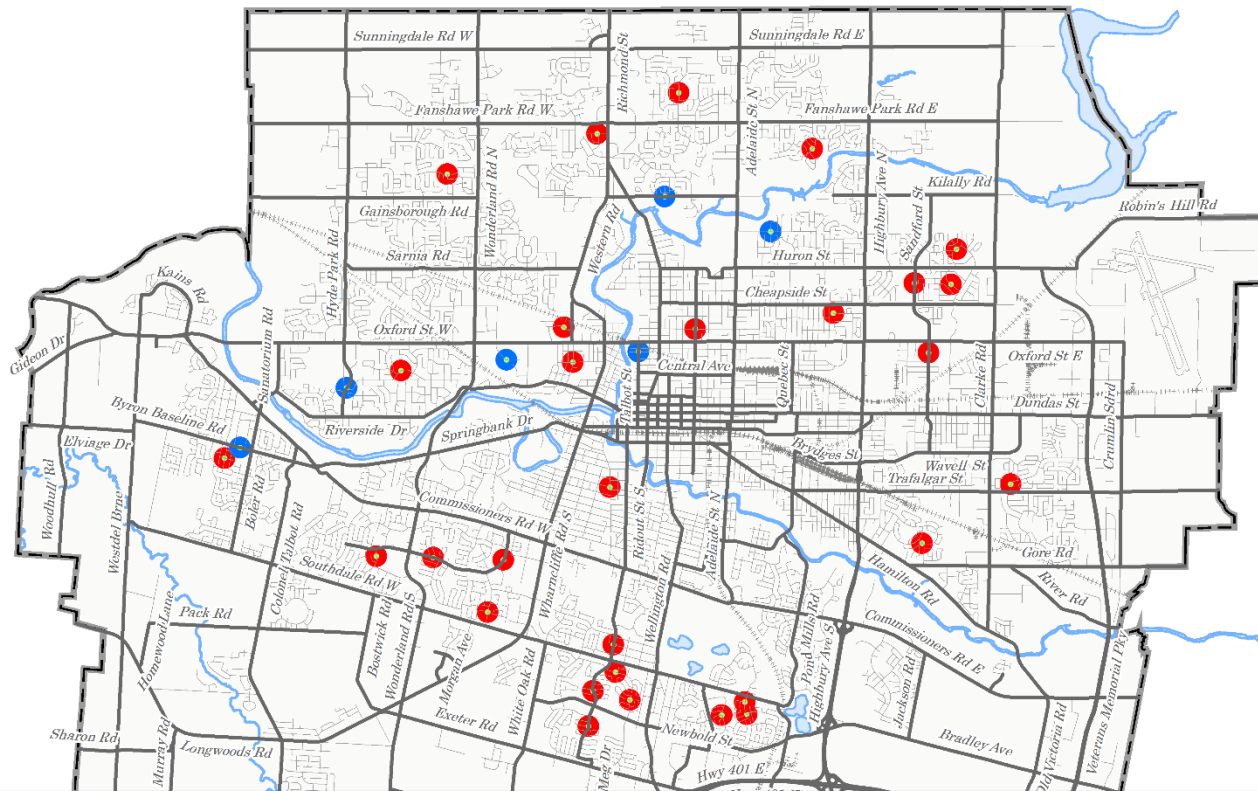
# PXOs Selection Criteria and Strategy

- 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



not to scale

• PXO - Type C

• PXO - Type D

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