

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JULY 18, 2016
FROM:	JOHN BRAAM, P. ENG. MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	AMENDMENTS TO THE TRAFFIC AND PARKING BY-LAW WITH RESPECT TO THE IMPLEMENTATION OF PEDESTRIAN CROSSOVERS

RECOMMENDATION

That on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the attached proposed by-law (Appendix A) **BE INTRODUCED** at the Municipal Council meeting to be held on July 26, 2016 for the purpose of amending the Traffic and Parking By-law (P.S. 111) with respect to pedestrian crossovers.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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For additional information, please refer to the following committee reports:

- Built and Natural Environment Committee – October 31, 2011: [Update on Book 15: Pedestrian Crossing Facilities Interim Report](#)
- Civic Works Committee – May 29, 2012: [Update on Book 15: Pedestrian Crossing Facilities Interim Report](#)
- Civic Works Committee – March 3, 2014: [London Road Safety Strategy](#); and
- Civic Works Committee – April 25, 2016: [Pedestrian Crossover Program](#)

2015-19 STRATEGIC PLAN

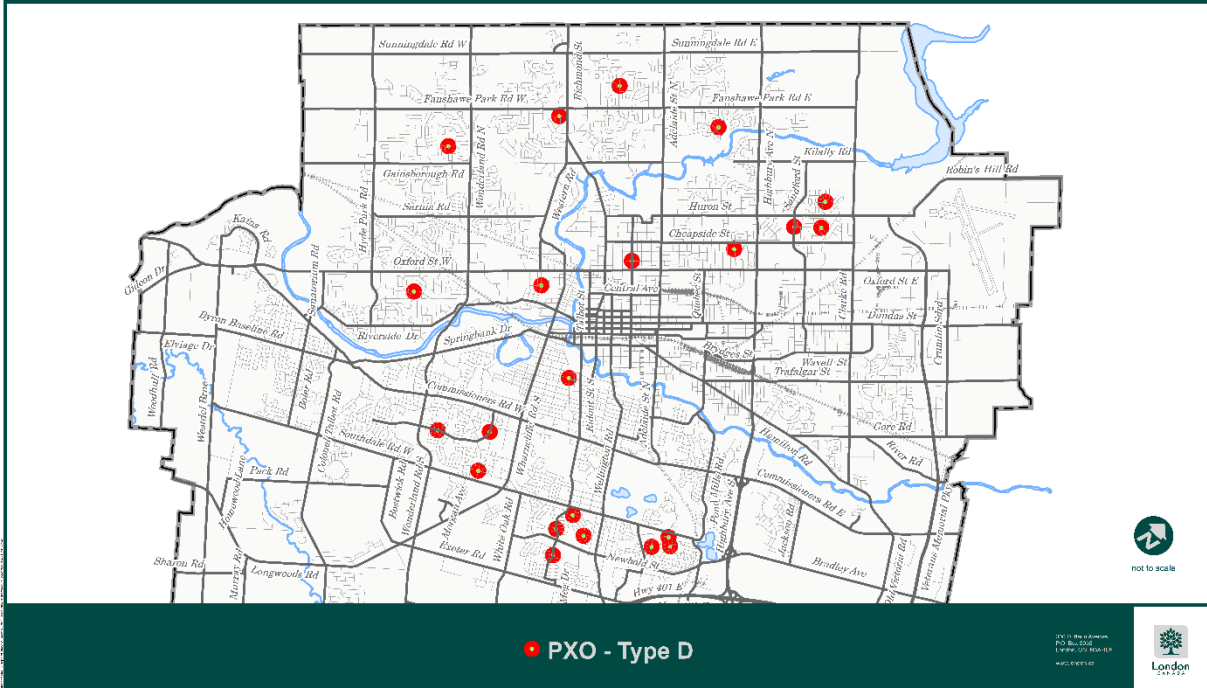
The following report supports the Council Strategic Plan through the strategic focus area of *Strengthening Our Community* by investing in programs and infrastructure to make London more accessible and safer for pedestrians.

BACKGROUND

On May 3rd, 2016 Municipal Council directed Civic Administration to implement a new Pedestrian Crossover (PXO) Program. This is a multi-year program aimed at improving pedestrian safety.

Installation of the PXO signage and pavement markings will start this summer with a goal of having 20 PXO locations ready before school starts in September. In order to accomplish this the Traffic and Parking By-law (P.S.111) requires amendments

PROPOSED 2016 PEDESTRIAN CROSSOVER (PXO) LOCATIONS



(Appendix A) that identify the location of the PXOs. The Ontario Highway Traffic Act (HTA) defines two types of PXOs which can be related to the Ontario Traffic Manual (OTM) Book 15 Pedestrian Crossing Facilities as follows:

1. HTA Level 1 PXO is equivalent to the OTM Type A PXO.
2. HTA Level 2 PXO includes the OTM Type B, C and D PXOs.

The following amendments to PS-111 are proposed:

- a) Adding a reference to the Ontario Highway Traffic Act with respect to definition of a PXO.
- b) Amending Section 26 to allow for the establishment of PXOs; and
- c) Addition of Schedule 13.1 listing the specific locations of the PXOs.

The first type of PXOs to be installed are all HTA Level 2 or OTM Type D. It should be noted that additional PXO locations cannot be added until Council approves the appropriate amendments to Schedules 13.1.

Amendments are also recommended to Section 8 (4) of the Traffic and Parking By-law to add PXOs to the list of crosswalks where stopping is prohibited when “No Stopping Zone” signs are erected.

ACKNOWLEDGEMENTS:

This report was prepared by Mark Ridley of the Transportation Planning & Design Division and Shane Maguire of the Roadway Lighting & Traffic Control Division.

PREPARED BY:	REVIEWED & CONCURRED BY:
SHANE MAGUIRE, P. ENG. DIVISION MANAGER ROADWAY LIGHTING & TRAFFIC CONTROL	EDWARD SOLDI, P.ENG. DIRECTOR, ROADS AND TRANSPORTATION
RECOMMENDED BY:	
JOHN BRAAM, P.ENG. MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER	

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July 8, 2016/SM

Attach: Appendix A: Proposed Traffic & Parking By-Law Amendments with respect to Pedestrian Crossovers

cc. City Solicitor's Office

APPENDIX A
BY-LAW TO AMEND THE TRAFFIC & PARKING BY-LAW (P.S. 111) WITH
RESPECT TO PEDESTRIAN CROSSOVERS

Bill No.

By-law No. PS-111

A by-law to amend By-law PS-111 entitled, “A by-law to regulate traffic and the parking of motor vehicles in the City of London.”

WHEREAS subsection 5(3) of the *Municipal Act*, 2001, as amended, provides that a municipal power shall be exercised by by-law;

NOW THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

1. Section 1 Definitions of By-law PS-111 is hereby amended by adding the following new definition of “pedestrian crossover” after the definition “parking meter”:

“pedestrian crossover” has the same meaning as in the *Highway Traffic Act*.”

2. Section 8 of By-law PS-111 is hereby amended by **adding** the following new section 8(5) as follows:

(5) *No person shall stop vehicle on any highway within 20 metres of a Pedestrian Crossover when an official sign designating “No Stopping Zone” has been erected and is on display.*

3. By-law PS-111 is amended by adding the following new section 26.1 as follows:

Pedestrian Crossovers (Schedule 13.1)

26.1 The portion of highways set out in Column 1 of Schedule 13.1 of this By-law at the locations named in Column 2 are designated as pedestrian crossovers.”

4. By-law PS-111 is amended by adding the following new Schedule 13.1 Pedestrian Crossovers:

SCHEDULE 13.1 – PEDESTRIAN CROSSOVERS

<u>Column 1</u> <u>Street</u>	<u>Column 2</u> <u>Location</u>
<i>Chippewa Drive</i>	<i>At the north side of the most northerly intersection with Apache Road</i>
<i>Colborne Street</i>	<i>At the south side of the intersection St. James Street</i>
<i>Ernest Avenue</i>	<i>At the north side of the most southerly intersection with Lacey Crescent</i>

<i>Ernest Avenue</i>	<i>At the north side of the most northerly intersection with Muriel Crescent</i>
<i>Glenora Drive</i>	<i>30 m south Glengyle Crescent (south intersection)</i>
<i>Hastings Drive</i>	<i>138 m north of Virginia Rd</i>
<i>Hawthorne Road</i>	<i>At the east side of the intersection with Chapple Hill Road</i>
<i>Hillview Boulevard</i>	<i>30 m west of Cherokee Road</i>
<i>Jalna Boulevard</i>	<i>At the south side of the most southerly intersection with Ponderosa Crescent</i>
<i>Jalna Boulevard</i>	<i>38 m west of Poplar Crescent (west intersection)</i>
<i>Landor Street</i>	<i>At the east side of the intersection with Wethered Street</i>
<i>Millbank Drive</i>	<i>At the east side of the intersection with Bridlington Road</i>
<i>Millbank Drive</i>	<i>At the north side of the most northerly intersection with Dudley Crescent</i>
<i>Notre Dame Drive</i>	<i>At the south side of the intersection with Norton Avenue</i>
<i>Osgoode Drive</i>	<i>At the south side of the most northerly intersection with Harding Crescent</i>
<i>Sandford Street</i>	<i>At the north side of the intersection with Beckworth Avenue</i>
<i>Tewksbury Crescent</i>	<i>At the west side of the intersection with Tudor Street</i>
<i>Valetta Street</i>	<i>100 m north of Deer Park Circle (south intersection)</i>
<i>Viscount Road</i>	<i>At the east side of the intersection with Steeplechase Drive</i>
<i>Viscount Road</i>	<i>160 m north of Galloway Crescent</i>
<i>Woodward Avenue</i>	<i>At the north side of the intersection with Edinburgh Street</i>
<i>Wortley Road</i>	<i>Duchess Avenue (north leg of the intersection)</i>

4. This by-law comes into force and effect on the day it is passed.

PASSED in Open Council on July 26, 2016.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – July 26, 2016
Second Reading - July 26, 2016
Third Reading - July 26, 2016