

<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON AUGUST 22, 2016</b>
<b>FROM:</b>	<b>JOHN BRAAM, P. ENG. MANAGING DIRECTOR, ENVIRONMENTAL &amp; ENGINEERING SERVICES AND CITY ENGINEER</b>
<b>SUBJECT:</b>	<b>DRAFT COLOURED CROSSWALK POLICY</b>

**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 August 30, 2016 to establish a Coloured Crosswalk Policy.

**2015-19 STRATEGIC PLAN**

The following report supports the Strategic Plan through the strategic focus areas of *Strengthening Our Community* and *Building a Sustainable City* by developing guidelines for the application of colour crosswalks to benefit Londoner's in a fair, equitable and safe manner.

**BACKGROUND**

On June 14<sup>th</sup>, 2016 Municipal Council approved the installation of coloured crosswalks in support of Pride London.

A meeting with Pride London finalized the location of the crosswalks to be Ontario Street at Dundas Street (2), Wellington Street at Dufferin Avenue (2) and Richmond Street at Angle Street.

Five quotes for paint and/or durable pavement markings were obtained and the installation of the durable pavement markings were done late in June.



Other municipalities such as Victoria, Vancouver, Edmonton, Calgary and Toronto have installed rainbow crosswalks in support of their local Pride organization. These municipalities were contacted to learn from their experience in terms of operational issues. These coloured crosswalks were done on a pilot basis and no other coloured crosswalks have been installed.

**DISCUSSION**

The size and colour of crosswalk pavement markings is governed by the Ontario Traffic Manual (OTM). The transvers lines must be white extending the entire length of the crosswalk. Ladder markings are suggested for crosswalks where higher visibility is desired. The transvers lines of a ladder crossing are white and typically the longitudinal lines (“rungs”) are also white; however the OTM does not specify that the longitudinal lines must be white.

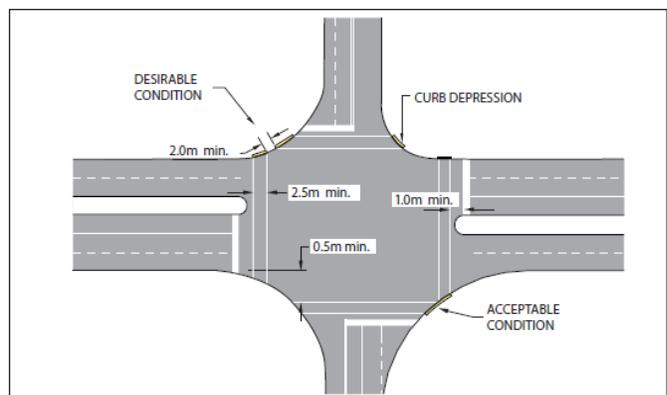


Figure 8: Typical Crosswalk Design with Standard Crosswalk Markings (OTM Book 12)

The OTM does state that textured or coloured crosswalks should be “applied to increase the conspicuity of a pedestrian crossing and increase drivers awareness of potential conflicts”. It goes on to state that the “materials should be designed to maintain visibility at night and over a longer period of time”.

In order to guide the development of a Coloured Crosswalk Policy a review was undertaken of the City Council Policy Manual with respect to Flags at City Hall (16(21)) and Public Art Policy (16(32)). Parts of these policies provide direction that can be applied to the Coloured Crosswalk Policy.

**Financial Implications**

Each year the City’s Pavement Marking crew refreshes hundreds of kilometers of pavement markings. Traffic paint is used for yellow and white lane markings. Stop bars, arrows and crosswalk lines are done using durable pavement markings to mitigate the constant wear of tires travelling over the markings. Durable pavement markings may also be done as part of a Capital Works projects. Durable pavement markings require refreshing every 3 to 5 years depending on traffic wear.

The estimated cost of durable pavement markings are as follows:

	Cost per meter of Ladder Crossing <sup>(1)</sup>	Cost of a 5 lane Ladder Crossing <sup>(1)</sup>
White	\$45	\$765
Coloured	\$105	\$1,785
Pavement Marking Removal <sup>(2)</sup>	\$60	\$1,020

Note: (1) The cost is for ladder bars only. The premium for coloured markings is 57%.

- (2) The removal of the existing pavement markings may be required on a case by case basis to ensure adequate adhesion of the new pavement markings.

The cost of installing and maintaining coloured ladder crossings will have an impact on existing operational budgets; therefore, it is recommended that the person or agency requesting the coloured pavement markings share in all or part of the cost. The cost share is determined by the difference in the installation costs plus costs for administration.

Installation Cost	City Share	Requestor's Share
Existing non-ladder crossing at a traffic signal or school crossing guard	40% (Cost of white durable pavement markings)	60% (Cost difference between white and coloured)
Existing ladder crossing (<= 3 yrs old)	-	100%
Existing ladder crossing (> 3 yrs old)	40% (Cost of white durable pavement markings)	60% (Cost difference between white and coloured)
All other locations	-	100%

The ongoing maintenance of the coloured pavement markings should be shared between the City and the requestor based on the cost difference between white and coloured durable pavement markings at the time maintenance is required. If at the time of maintenance the requestor does not want to share in the cost then white durable pavement markings would be used.

Taking the above into consideration; the draft Coloured Crosswalk Policy (Appendix A) was developed to guide in the review, installation and maintenance of coloured crosswalks.

## CONCLUSION

In order to address future requests for coloured crosswalks; guidelines are required to ensure they are applied in a fair, equitable and safe manner that is also consistent with Council's other policies.

To ensure that the Coloured Crosswalk Program is fiscally responsible; the installation and maintenance cost of the crosswalks should be shared between the City and the requestor.

### **Acknowledgements**

This report was prepared with the assistance of John Parsons, Division Manager Transportation and Roadside Operations.

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

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September 28, 2016

Attach: Appendix A: Draft Coloured Crosswalk Policy

**APPENDIX A**

Bill No.

2016

By-law No. A.-

A by-law to establish a Coloured Crosswalk Policy.

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

AND WHEREAS the Council for The Corporation of the City of London wishes to implement a new Coloured Crosswalk Policy;

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

1. The Policy attached as Schedule “1” to this by-law is hereby adopted.
2. This by-law shall come into force and effect on the day it is passed.

PASSED in Open Council on August 30, 2016.

Matt Brown  
Mayor

Catharine Saunders  
City Clerk

First Reading – August 30, 2016  
Second Reading – August 30, 2016  
Third Reading – August 30, 2016

## SCHEDULE "1"

### COLOURED CROSSWALK POLICY

#### 1.0 **Policy Purpose**

- 1.1 The City of London standard for crosswalks is white durable pavement markings. This policy establishes the criteria for the implementation of coloured crosswalks when requested by community groups and organizations.

#### 2.0 **Implementation Guidelines**

- 2.1 Individuals requesting coloured pavement markings on behalf of an organization must have the full support of the organization.
- 2.2 The coloured portion of the crosswalk will be applied to the longitudinal lines of the ladder crosswalk.
- 2.3 The markings should be configured so that a pedestrian's first step is onto asphalt.
- 2.4 Coloured lateral pavement markings are not permitted.
- 2.5 The markings should provide a visual contrast and be reflective as per the requirements of the Ontario Traffic Manual.
- 2.6 Only durable slip-resistant pavement marking materials shall be used.
- 2.7 No markings representing commercial, religious or political organizations shall be permitted.
- 2.8 No markings of a group or organization whose undertakings or philosophy are contrary to City of London policies or by-laws, or espouse hatred, violence or racism shall be permitted.
- 2.9 The markings should celebrate our culture, history and events.
- 2.10 The markings should be maintained to address safety needs but also for the enjoyment of future generations.
- 2.11 Installation of the pavement marking is on a first-come first-served basis.
- 2.12 The requestor is responsible for the installation cost as outlined below:

Installation Cost	City Share	Requestor's Share
Existing non-ladder crossing at a traffic signal or school crossing guard	40%	60%
Existing ladder crossing (<= 3 yrs old)	-	100%
Existing ladder crossing (> 3 yrs old)	40%	60%
All other locations	-	100%

2.13 The requestor is responsible for the cost difference between white and coloured durable pavement markings when maintenance of the crosswalk is required. Failure to share in the maintenance cost will result in the replacement of the coloured crosswalk with white pavement markings.