

Bill No. 120
2017

By-law No. CPOL.- _____

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 March 21 2017.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – March 21, 2017
Second Reading – March 21, 2017
Third Reading – March 21, 2017

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 only. The transverser lines must be white as per the Ontario Traffic Manual (OTM) requirements.
- 2.3 The markings should be configured so that a pedestrian’s first step is onto asphalt.
- 2.4 The markings should provide a visual contrast and be reflective as per the requirements of the Ontario Traffic Manual.
- 2.5 Only durable slip-resistant pavement marking materials shall be used.
- 2.6 No markings representing commercial, religious or political organizations shall be permitted.
- 2.7 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.
- 2.8 The markings should celebrate our culture, history and events.
- 2.9 The markings should be maintained to address safety needs but also for the enjoyment of future generations.
- 2.10 Installation of the pavement marking is on a first-come first-served basis.
- 2.11 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, pedestrian crossovers or school crossing guard locations	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.