

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 7, 2017
FROM:	KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	DRAFT COLOURED CROSSWALK POLICY UPDATE

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 March 21, 2017 to establish a Coloured Crosswalk Policy.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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- Civic Works Committee – August 22, 2016 – [Draft 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 14th, 2016 Municipal Council approved the installation of coloured crosswalks in support of Pride London. On August 22nd, 2016 the Civic Works Committee received a report from Administration recommending the adoption of a new Colour Crosswalk Policy. This report addresses the following Council Resolution:

“That the staff report dated August 22, 2016 from the Managing Director, Environmental and Engineering Services and City Engineer, with respect to a draft Coloured Crosswalk Policy, BE REFERRED to the Accessibility Advisory Committee, the London Diversity and Race Relations Advisory Committee and the Transportation Advisory Committee for review and comment.” (2016-M02) (File No. 69 Draft Coloured Crosswalk Policy, CWC Deferred Matters List)

DISCUSSION

The resolutions for the Accessibility Advisory Committee, the Diversity, Inclusion and Anti-Oppression Advisory Committee (formerly the London Diversity and Race Relations Advisory Committee) and the Transportation Advisory Committee are attached as Appendix B and summarized below:

Accessibility Advisory Committee (ACCAC)

- Concerns related to the colour contrast and visual accessibility; and
- Civic Administration to report back to ACCAC how other municipalities handle coloured crosswalks.

Diversity, Inclusion and Anti-Oppression Advisory Committee (DIAAC)

- Consider the visual accessibility requirements and that white strips need to be incorporated;
- Feasibility of future requests on a case by case basis; and
- Requests should be made on merit and not the requestor's financial means.

Transportation Advisory Committee (TAC)

- Proposed policy is fair, reasonable and comprehensive.

Both ACCAC and DIAAC expressed concerns with the visibility of the coloured crosswalks. The Ontario Traffic Manual (OTM) specifies that the transverse lines of a crosswalk must be white; however, it does not address using coloured longitudinal lines (rungs of the ladder). The draft policy has been amended to strengthen the requirement that the transverse lines must be white as per the OTM. It is these transverse lines that give the colour contrast needed for pedestrians to know that they are at a crosswalk. The longitudinal lines are optional and can be used to highlight to drivers that they are approaching a crosswalk. The use of coloured longitudinal lines can still achieve this goal.

Other municipalities were contacted with respect to their coloured crosswalks. Similar to London, each municipality installed the crosswalks in support of their Pride organization on a pilot basis and the colours used were all similar. London may be the first municipality to develop and implement a Coloured Crosswalk Policy.

The DIAAC suggested that each request should be done on a case by case basis. The draft Coloured Crosswalk Policy specifies the requirements that Coloured Crosswalks can be approved administratively and ensures all requestors are treated equitably. Requestors who do not conform to the policy may still approach Council for consideration. It is anticipated that the policy will address 90% of the requests.

The DIAAC requested that the policy consider the merit of the coloured crosswalk request and not the requestor's financial means. The proposed cost allocation ensures that the coloured crosswalk policy does not impact the approved budget. The cost of one coloured crosswalk is not significant; however, if the program is successful, then the impact on the City's budget could add up to be significant.

It should be noted that the Draft Coloured Crosswalk Policy has been expanded to include Pedestrian Crossovers (PXOs) which are new to London.

CONCLUSION

The Draft Coloured Crosswalk Policy (Appendix A) has been strengthened to specifying that the transverse lines must be white which addresses the need for high colour contrast. The white or coloured longitudinal lines will help increase the conspicuity of the pedestrian crosswalk. The proposed policy provides guidance to both requestors and Administration to makes certain the policy is applied in a fair and equitable manner and that it is consistent with other Council policies. Lastly, the policy is fiscally responsible by sharing the cost of installation and maintenance of the crosswalks between the City and the requestor.

Based on the above, it is recommended that the Draft Coloured Crosswalk Policy (Appendix A) be adopted for use this coming pavement marking season.

PREPARED BY:	REVIEWED & CONCURRED BY:
SHANE MAGUIRE, P. ENG. DIVISION MANAGER ROADWAY LIGHTING & TRAFFIC CONTROL	EDWARD SOLDO, P.ENG. DIRECTOR, ROADS AND TRANSPORTATION
RECOMMENDED BY:	
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February 24, 2017/SM

- Attach: Appendix A – Draft Coloured Crosswalk Policy
 Appendix B – Advisory Committee Resolutions
- cc. Accessibility Advisory Committee
 Diversity, Inclusion and Anti-Oppression Advisory Committee
 Transportation Advisory Committee

APPENDIX A

Bill No.

2017

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 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 transvers 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.

APPENDIX B ADVISORY COMMITTEE RESOLUTIONS

Accessibility Advisory Committee (ACCAC)

- a) the Civic Administration BE REQUESTED to report back to the Accessibility Advisory Committee (ACCAC) with respect to how other municipalities are handling colour contrast and visual accessibility with respect to coloured crosswalks; it being noted the ACCAC has concerns related to the draft coloured crosswalk policy.

Diversity, Inclusion and Anti-Oppression Advisory Committee (DIAAC)

That the Municipal Council BE REQUESTED to consider the following recommendations with respect to the Draft Coloured Crosswalk Policy:

- a) the visual accessibility requirements of crosswalks; it being noted that the white stripes need to be incorporated into a crosswalk to ensure visible accessibility;
- b) reviewing the feasibility of future requests on a case by case basis; and,
- c) limiting the use of financial criteria as a means to restrict an application, to ensure requests are considered on merit, not financial means;

it being noted that the Diversity, Inclusion and Anti-Oppression Advisory Committee received the staff report dated August 22, 2016, from the Managing Director, Environmental and Engineering Services and City Engineer with respect to this matter.

Transportation Advisory Committee (TAC)

That the Civic Administration BE ADVISED that the Transportation Advisory Committee (TAC) supports the draft Coloured Crosswalk Policy as outlined in the staff report dated August 22, 2016 from the Managing Director, Environmental & Engineering Services and City Engineer; it being noted that the TAC considers the proposed policy to be fair, reasonable and comprehensive; and, it being further noted that the TAC reviewed and received a Municipal Council resolution from its session held on August 30, 2016 with respect to this matter.