

Pedestrian Crossover (PXO) Program & Road Safety Campaign Updates



Transportation
Advisory Committee

April 25, 2017

Transportation Planning & Design





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

Target Area: Pedestrians

Agency Lead: City of London

Partners: LMRSC

- ➤ 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











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 C





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PXO Type B







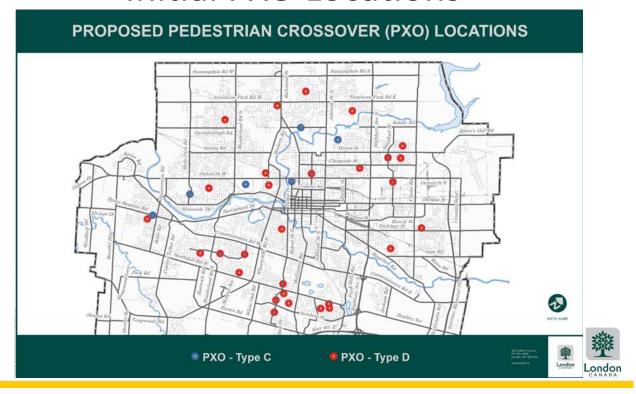
PXOs Selection Criteria and Strategy

- Initial phasing of PXO implementation at low risk locations allowed 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 were prioritized where drivers are already accustomed to pedestrians crossing
- The initial focus was on Type D installations then Types C & B to follow





Initial PXO Locations





Status Update on PXOs

- A communication strategy to raise awareness was launched in 2016
- 22 PXOs Type "D" were installed in 2016
- Infrastructure Canada funding (PTIF) will support more PXOs in 2017
- To date, 65 PXOs are scheduled for installation in 2017
- 47 Type "D", 9 Type "C", & 9 Type
 "B" will be installed in 2017









Pedestrian Crossover (PXO) & Road Safety Campaigns Update August 11th PXO Launch







Counselor Michael Van Holst, Mayor Matt Brown, Counselor Virginia Ridley using the Pedestrian Crossover at the event held on August 11th 2016.







Campaign Components

Rogers Television Commercials, Social Media Ads, Bus Back Ads, Newspaper Ads, Radio Ads, Rack Cards.













PXO Safety Event Rick Hanson Public School November 1st 2016











Lego Brick Pedestrian Safety Video







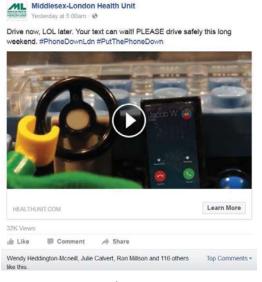


As of January 26th 2017 there were 75,989 views through MLHU Facebook Page





Distracted Driving Social Media Event @ Saunders Secondary













Winter Driving Safety Campaign 2015-2016

- 1800 Winter Emergency blankets distributed throughout the community
- safety messages on MLHU website and refer back to MTO
- Facebook Ads 218 likes/170 shares, 25 comments
- 475 reflective arm bands distributed
- London Police featured in 4 media articles with winter safety messages
- LHSC Parking Lot event
- 280 radio ads on four stations with potential reach of 150,000+











2017 Projects

- MTO Road Safety Challenge: Spring 2017
- Pedestrian Safety Event: Elementary School
- Distracted Driving Event
- Bike Safety Messaging Summer 2017
- PXO Lego Brick Video Fall 2017
- Winter Safety Messaging



