



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Corporate Assets and Strategic Planning

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	August 11, 2016
SUBJECT/REPORT NO:	Pedestrian Crossovers – By-Law 01-215, Schedule 34 (Adding Locations) (PW16061) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Jason Worron Senior Project Manager, Traffic Roadway Safety 905-546-2424, Extension 4015 Martin White, C.E.T. Manager Traffic Operations & Engineering 905-546-2424, Extension 4345
SUBMITTED BY:	Geoff Lupton Director, Energy, Fleet & Traffic Public Works Department
SIGNATURE:	

RECOMMENDATION

That the locations for pedestrian crossovers listed in Table 1 and Table 2 of Report PW16061 be approved as Pedestrian Crossovers and funded from the Red Light Camera Reserve (#112203).

EXECUTIVE SUMMARY

On April 27, 2016, Council amended By-law 01-215 to allow for Pedestrian Crossovers (PXOs) as recently authorized under the Highway Traffic Act. These PXOs have a pedestrian ramp conforming to the Accessibility for Ontarians with Disabilities Act (AODA) Standards, a defined set of roadside signs and specific pavement markings and will also include flashing beacons at some locations. The PXOs provide pedestrians the right-of-way to cross the roadway and require vehicles to yield the right-of-way to the pedestrian. They enhance overall roadway safety, and enhance walkability in the City and Province wide.

Staff recommend that the first 5 PXO locations identified in Table 1 below be approved. Implementation is targeted for these locations in 2016 and will be accompanied by an education campaign focused on informing and educating pedestrians and motorists in the safe use of Pedestrian Crossovers.

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OUR Priorities: Community Engagement & Participation; Economic Prosperity and Growth; Healthy and Safe Communities; Clean and Green; Built Environment and Infrastructure; Culture and Diversity and Our People and Performance.

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Table 1 – New PXO Installations Recommended for 2016

Roadway	Location	Crossing Direction	Ward
Locke Street	Stanley Avenue	East/West	1
Queen Street	Herkimer Street	East/West North/South	1/2
Limeridge Road	240 metres west of Mountain Brow Boulevard	North/South	6
Mountain Brow Boulevard	Limeridge Road.	East/West	6
Hollybush Drive	50 metres west of Pentland Road	East/West	15

Staff are also recommending that an additional 14 new PXO location installations be completed as part of the City's 2016/2017 capital roadway reconstruction projects. Implementing these new PXO locations during roadway construction, rather than at a later date, will maximize construction efficiencies and lessen disruption to the local community. The additional 14 Pedestrian Crossover locations recommended are identified in Table 2 below.

Table 2 – New PXO Installations Recommended as Part of the 2016/2017 Capital Roadway Construction Program

Roadway	Location	Crossing Direction	Ward
Greenhill Avenue	Mount Albion Road	East/West	5
Mohawk Road	East 45 th Street	North/South	6
Concession Street	East 27 th Street	North/South	7
Upper Sherman Avenue	Rowntree Drive/ Atherley Drive	East/West	7
Upper Sherman Avenue	190 metres south of Limeridge Road	East/West	7
Limeridge Road	Birchview Drive	North/South	8
Garth Street	160 metres south of Stone Church Road	East/West	8
Gray Road	Jasper Drive	East/West	9
Winterberry Drive	195 metres north of Highland Road	East/West	9

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Roadway	Location	Crossing Direction	Ward
Regional Road 56	185 metres south of Viking Drive	East/West	11
Regional Road 56	130 metres north of Binbrook Road.	East/West	11
Wilson Street	Todd Street/Dunham Drive	East/West	12
Wilson Street	McClure Road	East/West North/South	12
Governor's Road	Avon Drive	North/South	13

Once construction of these roadways is completed to a finished condition, Traffic staff will install the signs, pavement markings and any required flashing beacons required to commission PXO's at these locations. The PXOs will then be added to Schedule 34 of By-law 01-215 by including the necessary amending by-law on Council's Bill List as is done for all Schedule changes.

To date, the City has received over 140 requests to install PXO's at various locations throughout the City. These requests are currently being reviewed by staff for suitability and priority based on a number of factors such as pedestrian volumes; locational needs e.g. school zones, libraries, senior centres etc., technical/ safety constraints or concerns etc., Future requests and recommendations will be reported to the Public Works Committee as part of the Hamilton Strategic Road Safety Program's annual PXO program recommendations in 2017.

To assist in educating the public, staff have developed post cards designed to educate the public on what a PXO looks like and on how pedestrians and motorists are expected to respond at the new types of PXO locations. These educational materials were developed by the Hamilton Strategic Road Safety Committee. They will be distributed to area schools and libraries by City staff and the Hamilton Police Services in the vicinity of new PXO sites. Samples of the post cards are shown in Appendix A of this report. Further educational programs will be developed as part of the PXO program.

Alternatives for Consideration – See page 5

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: Funding for traffic safety initiatives identified as part of the Hamilton Strategic Road Safety Program are funded through the Red Light Camera Reserve 112203. It is estimated that the new pedestrian crossovers costs will range between \$15,000 and \$30,000 per location. This includes the costs of constructing and maintaining the required PXO devices, signs and pavement markings.

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Staffing: None

Legal: None

HISTORICAL BACKGROUND

On January 1, 2016, the Highway Traffic Act (HTA) was amended, authorizing a new type of PXO where drivers yield the right-of-way a pedestrian who has the intent to cross the road for the entire time the pedestrian is in the PXO. The pedestrian will be required to continue to exercise caution when crossing by selecting a safe time to enter the road, giving the approaching driver adequate time to stop and yield right-of-way.

This change in the HTA allows three new variations of the PXO which require a defined set of roadside signs and pavement markings. When the appropriate signs and markings are in place pedestrians have the right-of-way when crossing the roadway.

These PXO's will enhance overall roadway safety and help make Hamilton a more walkable community. Safe, walkable communities can provide numerous social, environmental and economic advantages to residents.

As a result of these changes to the HTA, the City of Hamilton amended Municipal Traffic By-law 01-215 on April 27, 2016 to allow for the addition of PXO locations as they were constructed.

Staff have received requests to provide PXO's at over 140 locations throughout the city. These locations are currently being analysed and prioritized and will be presented at a later time to committee for rollout of an annual implementation program commencing in 2017.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

A Hamilton Strategic Road Safety Programs key initiative.

Adheres to the principles of Vision Zero to reduce collisions, improve road safety for all road users and contribute to a healthy, safe and prosperous community..

RELEVANT CONSULTATION

Traffic Engineering staff have consulted with the following departments within The City of Hamilton;

Legal Services, City Manager's Office

The Public Works – Engineering Services

ANALYSIS AND RATIONALE FOR RECOMMENDATION

The Pedestrian Crossover program is identified as one of the Hamilton Strategic Road Safety Programs key initiatives. Installing PXO's will implement significant changes to the Rules of the Road as set out in the HTA, not only in the City of Hamilton but across

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Ontario. The new PXO's will contribute to a more active transportation-supportive environment, which in turn can have a positive impact on active living. PXO's will also enhance the health and safety of Hamilton's residents, such as school children, vulnerable pedestrians and school crossing guards.

Staff have developed an educational package and plan to help teach the new Rules of the Road to motorists, cyclists, and pedestrians, including school aged children.

Approval of this report reinforces the City of Hamilton's commitment to the Hamilton Strategic Road Safety program and the principles of Vision Zero, to reduce collisions, improve road safety for all road users and contribute to a healthy, safe and prosperous community.

ALTERNATIVES FOR CONSIDERATION

Council has made significant investments to improve road safety for all users through the re-establishment of the Hamilton Strategic Road Safety Program and through other safety initiatives such as the Red Light Camera program and the Pedestrian Mobility Plan. The Hamilton Strategic Road Safety Program is funded from Red Light Camera Reserve 112203.

Council could choose not to approve the recommendation contained in this report however:

- The City cannot legally install PXO's without the approved amendment to Traffic By-law (01-215)
- The Hamilton Police Services will not be able to lay charges, where applicable, at PXO locations
- This would negatively impact the overall success of the Hamilton Strategic Road Safety Program
- This would slow progress in implementing committed safety enhancements
- This would restrict pedestrian mobility

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Strategic Priority #1

A Prosperous & Healthy Community

WE enhance our image, economy and well-being by demonstrating that Hamilton is a great place to live, work, play and learn.

Strategic Objective

- 1.2 Continue to prioritize capital infrastructure projects to support managed growth and optimize community benefit.

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- 1.4 Improve the City's transportation system to support multi-modal mobility and encourage inter-regional connections.

Strategic Priority #2

Valued & Sustainable Services

WE deliver high quality services that meet citizen needs and expectations, in a cost effective and responsible manner.

Strategic Objective

- 2.1 Implement processes to improve services, leverage technology and validate cost effectiveness and efficiencies across the Corporation.
- 2.2 Improve the City's approach to engaging and informing citizens and stakeholders.
- 2.3 Enhance customer service satisfaction.

APPENDICES AND SCHEDULES ATTACHED

Appendix A - Pedestrian Crossover Information Post Card. Front and Back Panels.

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