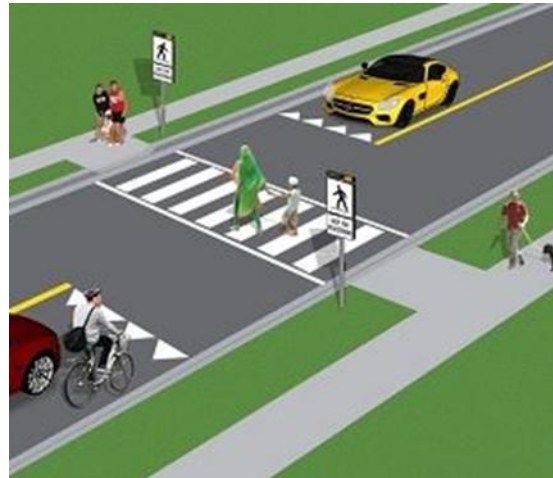


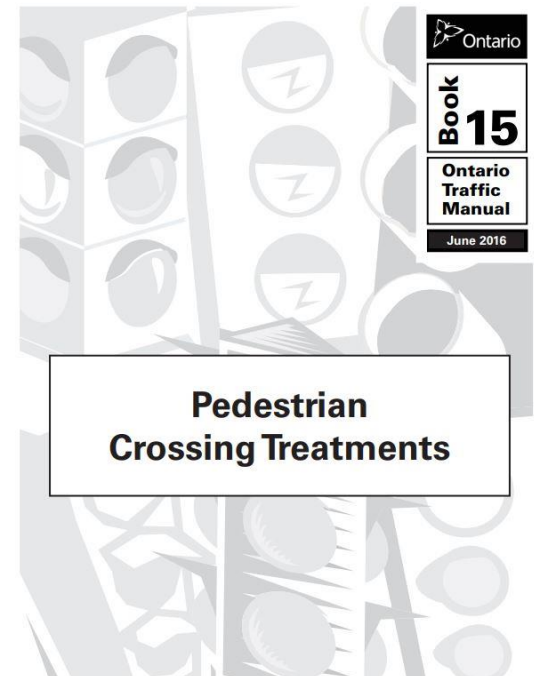
Pedestrian Crossovers (PXO's)



Pedestrian Crossovers (PXO's)

MTO recently updated the Ontario Traffic Manual Book – 15 Pedestrian Crossing Treatments to include new PXO options.

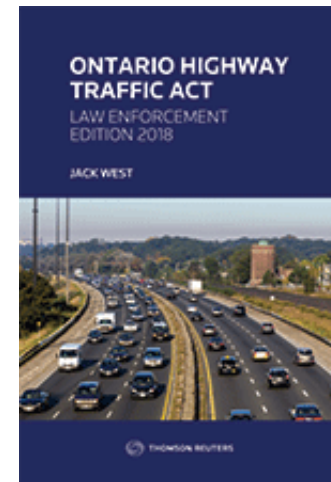
These 3 new PXO options provide additional pedestrian crossing devices for mid-block and intersection crossings on low speed/low volume roads.



Pedestrian Crossovers (PXO's)

New Highway Traffic Act (HTA)
Regulations were also approved to
support new pedestrian crossing
treatments.

The PXO sign legally provides the
pedestrian with the right-of-way when
crossing the road and requires the
vehicle to stop.



Pedestrian Crossovers (PXO's)

Existing options are limited to :

- Do nothing
 - Signed uncontrolled crossing are not recommended and should be avoided
- Mid Block Pedestrian Traffic Signals
 - ~\$85,000
 - Requires high number of pedestrians
- Fully Signalized Intersections
 - ~\$185,000
 - Requires high number of pedestrians



Pedestrian Crossovers (PXO's)

The 3 new PXO's options provide a more cost effective solution to ensure pedestrian safety. These treatments will offer greater pedestrian mobility and connectivity.



Pedestrian Crossovers (PXO's)

There are number of conditions that must be met in order for a PXO to be implemented, including:

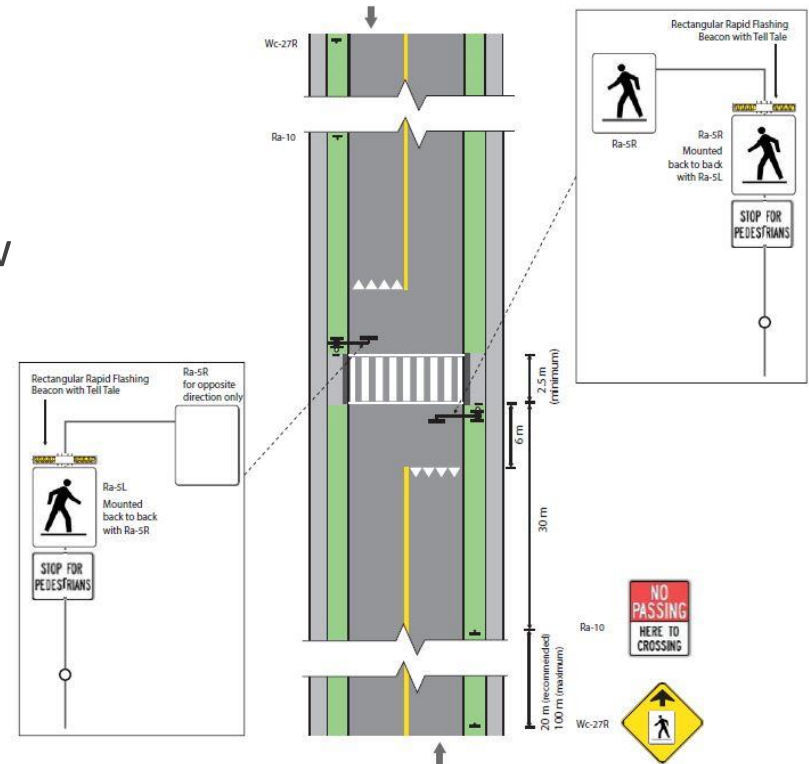
- Appropriate pedestrian & vehicle volumes
- Pedestrian facilities on both sides that are maintained in the winter
- Posted speed limit is less than 60 km/h
- Not within 200m of another controlled crossing
- Illuminated with street lighting

Two-way Vehicular Volume			Posted Speed Limit (km/h)	Total Number of Lanes for the Roadway Cross Section ¹			
Time Period	Lower Bound	Upper Bound		1 or 2 Lanes	3 Lanes	4 lanes w/raised refuge	4 lanes w/o raised refuge
8 Hour	750	2,250	≤50	Level 2 Type D	Level 2 Type C ³	Level 2 Type D ²	Level 2 Type B
4 Hour	395	1,185					
8 Hour	750	2,250	60	Level 2 Type C	Level 2 Type B	Level 2 Type C ²	Level 2 Type B
4 Hour	395	1,185					
8 Hour	2,250	4,500	≤50	Level 2 Type D	Level 2 Type B	Level 2 Type D ²	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	2,250	4,500	60	Level 2 Type C	Level 2 Type B	Level 2 Type C ²	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	4,500	6,000	≤50	Level 2 Type C	Level 2 Type B	Level 2 Type C ²	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	4,500	6,000	60	Level 2 Type B	Level 2 Type B	Level 2 Type C ²	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	6,000	7,500	≤50	Level 2 Type B	Level 2 Type B	Level 2 Type C ²	Level 1 Type A
4 Hour	3,155	3,950					
8 Hour	6,000	7,500	60	Level 2 Type B	Level 2 Type B		
4 Hour	3,155	3,950					
8 Hour	7,500	17,500	≤50	Level 2 Type B	Level 2 Type B		
4 Hour	3,950	9,215					
8 Hour	7,500	17,500	60	Level 2 Type B			
4 Hour	3,950	9,215					

Type A
 Type B
 Type C
 Type D

Pedestrian Crossovers (PXO's)

The Ontario Traffic Manual provides a defined set of roadside signs and pavement markings which form a new treatment to provide pedestrians the right-of-way when crossing the roadway.



Pedestrian Crossovers (PXO's)

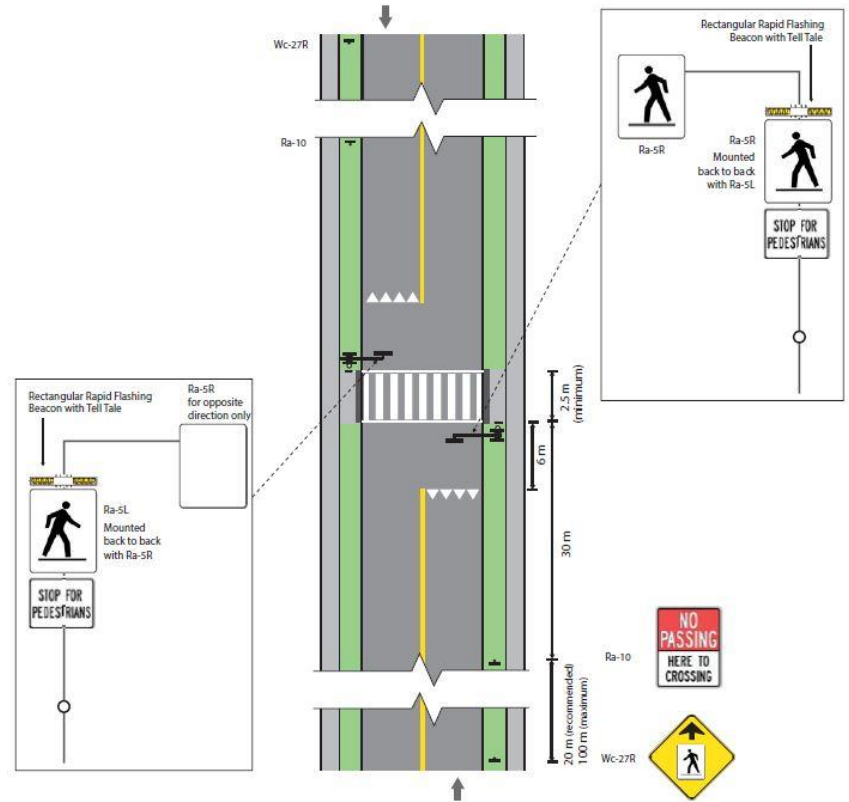
The new PXO sign consists of a black pedestrian silhouette on a white background.

Some versions of the sign will have rapid rectangular flashing beacons (RRFB) associated with them but it's the sign itself that governs the right-of-way; the beacons serve only to draw attention to the sign at busier locations.



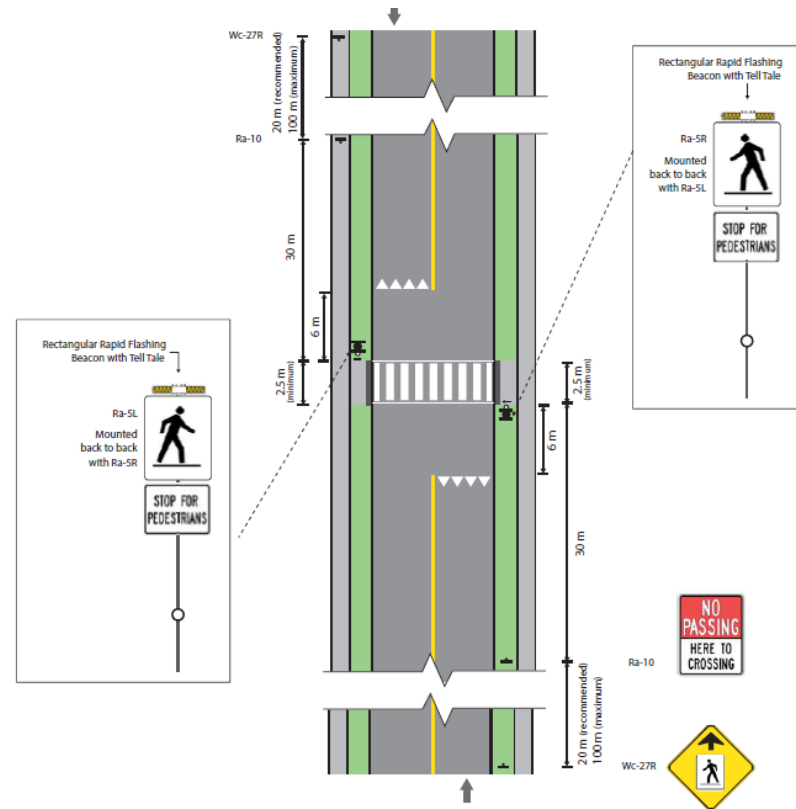
“Type B”

The “Type B” PXO consists of a roadside mounted sign leading to a crossing in both directions with overhead signs and a RRFB on top of the roadside mounted sign.



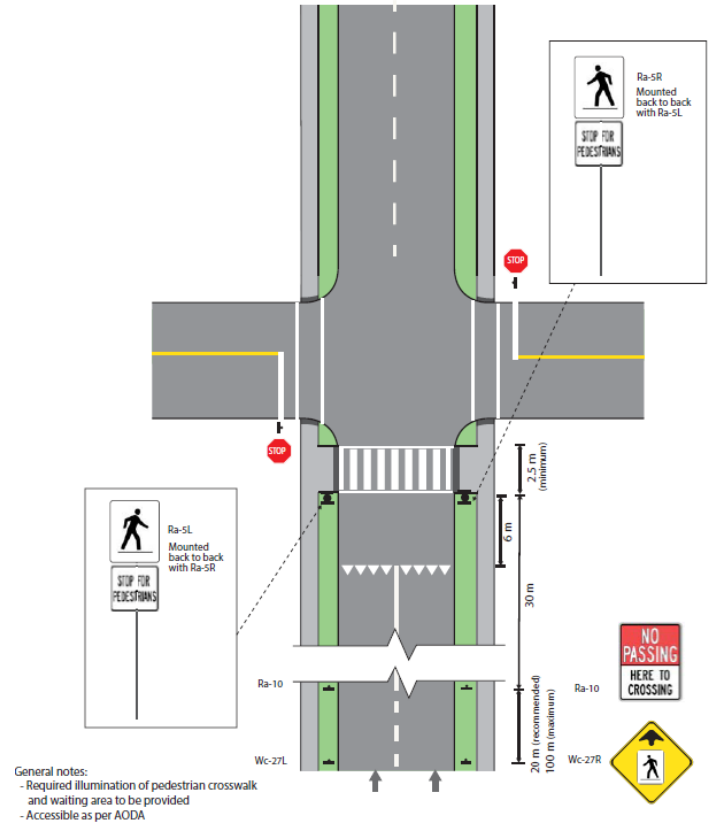
“Type C” Pedestrian Crossovers (PXO’s)

The “Type C” PXO consists of a roadside mounted sign leading to a crossing in both directions with a RRFB on top of the roadside mounted sign.



“Type D” Pedestrian Crossovers (PXO’s)

The “Type D” PXO consist of a roadside mounted sign leading to a crossing in both directions.



Next Steps

Approved for use as defined by Highway Traffic Act and Ontario Traffic Manual

Engage Barrie Police Services

Extensive education campaign:

- Facebook
- Print Media
- Website

Directed by Mayor and Council to be investigated the same as new Traffic Signals or Stop Signs – based on warrant criteria

To be included in upcoming contracts and projects as needed