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Item No. 3
Transportation Standing Committee
June 25, 2015

TO: Chair and Members of Transportation Standing Committee
Original Signed

SUBMITTED BY:

Bruce Zvaniga, P.Eng., Director, Transportation and Public Works

DATE: June 2, 2015

SUBJECT: Repainting of Existing Crosswalk Lines a Second Time Each Year

INFORMATION REPORT

ORIGIN

Item 12.1 of the May 12, 2015 meeting of Regional Council.

MOVED by Councillor Karsten, seconded by Deputy Mayor Nicoll, that Halifax Regional Council request a staff report to confirm the direction given by the Crosswalk Safety Advisory Committee and Council as it relates to the repainting of existing crosswalk lines for a second time in the fall of each year as required, specifically at uncontrolled, zebra-marked cross-walks, high vehicle and/or pedestrian volume roadways.

MOTION PUT AND PASSED.

LEGISLATIVE AUTHORITY

Part 1, Section 21, "Standing, Special and Advisory Committees" of the HRM Charter.

BACKGROUND

In February of 2014, Regional Council approved an increase to the operating budget in order to support the installation of zebra crosswalk markings at all uncontrolled, marked crosswalk locations based on a recommendation forwarded from the Transportation Standing Committee. As a result, zebra markings were included as part of the pavement marking program and implemented during the 2014 painting season.

On March 4, 2014, Regional Council received, and subsequently forwarded to staff for assessment, the report of the Crosswalk Safety Advisory Committee entitled "Making Our Communities Safer – Crosswalk Safety Work Plan". The work plan included six goals, each outlining several actions to be investigated and/or undertaken in an effort to improve crosswalk safety within the Halifax Regional Municipality. Also in March (March 18, 2014), Regional Council approved the 2014/2015 Pedestrian Safety Action Plan which was produced by staff and provided as the document to be used to inform and guide staff and Council on the evaluation and implementation of all aspects related to overall pedestrian safety.

DISCUSSION

Regarding the Council motion being addressed in this report, the particular goal and action item from the Crosswalk Safety Work Plan is:

Goal 6 – Traffic Control Measures – Improve Traffic Control Measures

Action – *Increase efforts of crosswalk painting maintenance; to review current practices and explore ways to improve services.*

This action item did not identify any specific activity, but was more general in nature relating to a desire to see an improvement in the approach to maintenance of crosswalk markings. There was also no specific direction provided by Council regarding this goal and action item when the report was forwarded to staff for review.

Staff reviewed and assessed each action item contained in the work plan and provided information in response to each via an information report submitted at the June 4, 2014 meeting of the Transportation Standing Committee entitled "Crosswalk Safety Advisory Committee – Crosswalk Safety Work Plan". As a means to address the particular action item identified above, it was indicated in the report that:

"...staff intend to re-paint crosswalks in the high pedestrian, downtown areas in the fall as part of the 2014 pavement marking program."

In a subsequent supplementary report entitled "Crosswalk Safety Advisory Committee, Crosswalk Safety Work Plan and Pedestrian Safety Action Plan" submitted at the August 5, 2014 session of Regional Council, staff again indicated that additional painting of crosswalk markings would be undertaken in high pedestrian areas in the fall of 2014 as part of the pavement marking program.

The identification of the "downtown" areas being the focus for additional re-painting efforts was a result of the known high level of pedestrian and vehicle activity in these areas (the highest in the municipality) and the resulting impact / benefit to as great a number of pedestrians as possible. Downtown core area locations are already included in the current pavement marking contract / program for re-painting in the fall of 2015 as previously approved by Council.

Application conditions, pavement conditions, abrasions added during snow events and traffic volumes all have an impact on the wear ability of the paint. As the high pedestrian volume locations have already been included in the current contracts, this report addresses the high vehicle volume locations on arterial and major collector roadways as these roadways typically see more wear on the paint due to the higher vehicle volumes.

HRM's pavement marking program is undertaken through two contracts; one covering the west region and one covering the east and central regions. The contracts are awarded for a three-year term and the 2015 pavement marking program represents the first year of a new three-year contract, which is now underway. Under this pavement marking contract, approximately 9% of all zebra crosswalk locations will be painted a second time in the fall. If re-painting of zebra crosswalks is to be expanded beyond the downtown core to include those locations considered to have high vehicle volumes, approximately 59% of all zebra crosswalk locations would be painted a second time as part of the pavement marking program, with the following contract cost increases:

West Region Contract	+\$21,372.00
East/Central Region Contract	+\$24,104.60
Maximum Total	+\$45,476.60

These additional costs represent an increase of approximately 8.5% to each contract and is based on the assumption that all zebra crosswalks on arterial and major collector roadways would be required to be

repainted a second time. Contractually, as this is only an 8.7% and 8.2% increase to the contracts we can work with the contractor to complete this work, but as described below there may be some logistical challenges.

If it is Council's desire to re-paint zebra crosswalk markings on all roadways with high vehicle volumes, then additional budget would need to be provided in order to increase the existing pavement marking contract which has already begun, as well as including additional operating budget for subsequent years.

It should be noted that in addition to identified budget requirements, there are likely to be issues related to the logistics of re-painting zebra crosswalk markings a second time each year, as required, especially if the number of locations is large. Logistics to be considered in addition to costs include:

1. Weather Conditions and Length of Painting Season
 - The actual amount of time available to carry out the work in each painting season is affected significantly by factors such as weather (no rain), temperature (above 10 C) and humidity (below 85%), as these variables impact the ability to properly apply paint.
 - A very specific window of conditions is required in order to achieve an acceptable end product and our climate presents challenges in achieving ideal conditions.
 - This often leads to delays in the initial start of each paint season and presents challenges to the contractors in being able to complete the entire regular program as planned.
2. Challenges around expanding the painting program in 2015
 - External resourcing: The current painting season and year one of the contract is currently underway. It would be difficult for contractors to ramp up their staffing and equipment in order to paint locations twice a year for this painting season. Discussions with the contractor would have to be undertaken.
 - Internal resourcing: Internal inspection and administrative staff to complete the quality assurance piece would be required to process, plan and inspect the work associated with painting locations twice a year. This will have to be reviewed to determine adequate staffing levels.

FINANCIAL IMPLICATIONS

Based on the existing crosswalk inventory and the unit price for painting of zebra crosswalks included in the current pavement marking contracts, expanding the program to include high vehicle volume locations on arterial and major collector roadways, not already identified in the downtown core areas, would require additional budget as follows:

West Region Contract \$21,372.00 (increase of approximately 8.7% to contract 15-222)

East/Central Region Contract \$24,104.60 (increase of approximately 8.2% to contract 15-221)

Maximum Total \$45,476.60

COMMUNITY ENGAGEMENT

Community engagement was not deemed necessary as this report is in response to a question of clarification from Council.

ENVIRONMENTAL IMPLICATIONS

No environmental implications identified.

ATTACHMENTS

None

A copy of this report can be obtained online at <http://www.halifax.ca/commcoun/index.php> [or other appropriate Committee link] then choose the appropriate [Community Council/Board] and meeting date, or by contacting the Office of the Municipal Clerk at 902.490.4210, or Fax 902.490.4208.

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