

Outstanding Traffic and Pedestrian Device List

Traffic Signals

New traffic signals are either provided as a condition of development (in new neighbourhoods, or through a Traffic Impact Assessment), or through the process initiated by citizen concerns. New non-development related traffic signals are constructed through Capital Project 2290.01 – Traffic Control Systems: New Traffic Signals, which typically receives \$250,000 funding from the Transportation Infrastructure Expansion Reserve each year. Typical traffic signal construction ranges from \$215,000 at small intersections to \$450,000 at large or complex intersections.

Location	Future Year	Year Identified	Notes
Preston Avenue and Wilson Crescent	2026	2023	Recommended following an intersection review. To be coordinated with Link BRT.
McKercher Drive and Degeer Street	2027	2018	Recommended in College Park – East College Park NTR. To be coordinated with the Duncan Crescent median opening.
Confederation Drive and Milton Street	Unplanned	2018	Recommended in Massey Place NTR. To be monitored after the Pedestrian Actuated Signal installation at Confederation Drive and Bennett Place.
Taylor Street and McEown Avenue	Unplanned	2025	
Central Avenue and Reid Road / Rossmo Road	Unplanned	2025	Recommended in a Traffic Impact Assessment study for a development on Adolph Crescent.

Pedestrian Actuated Devices

New pedestrian actuated signals (PAS), active pedestrian corridors (APC), rectangular rapid flashing beacons (RRFB), and pedestrian and cyclist actuated signals (PCAS) are constructed through Capital Project 2290.04 – Traffic Control Systems: Pedestrian Crossing Devices, which typically receives \$200,000 funding from the Traffic Safety Reserve each year.

1. Pedestrian Actuated Signals (PAS)

Typical PAS construction is approximately \$100,000 to \$150,000 per location.

Location	Future Year	Year Identified	Notes
51 st Street and 1 st Avenue	Unplanned	2024	
Central Avenue and Agra Road	Unplanned	2024	
Central Avenue and Crocus Prairie	Unplanned	2022	
Central Avenue and Garvie Road	Unplanned	2022	
Central Avenue and Somers Road	Unplanned	2022	
Faithfull Avenue and 60 th Street	Unplanned	2024	
Taylor Street and Slimmon Road	Unplanned	2022	

2. Active Pedestrian Corridors (APC)

Typical APC construction is approximately \$45,000 to \$55,000 per location.

Location	Future Year	Year Identified	Notes
1 st Avenue and 26 th Street	2027	2021	Central Industrial NTR
33 rd Street West and Avenue B North	Unplanned	2022	33 rd Street West Pedestrian Safety Review
Taylor Street and Cameron Avenue	Unplanned	2024	
Taylor Street and Brudell Road	Unplanned	2022	

3. Rectangular Rapid Flashing Beacons (RRFB)

Typical RRFB construction is approximately \$20,000 to \$35,000 per location.

Location	Future Year	Year Identified	Notes
33 rd Street and Avenue Y	Unplanned	2024	
33 rd Street and Hughes Drive / Byng Avenue	Unplanned	2024	
Clarence Avenue and 5 th Street	Unplanned	2024	
Clarence Avenue and Cascade Street	Unplanned	2021	
Spadina Crescent and Duke Street	Unplanned	2022	
Spadina Crescent and Prince of Wales	Unplanned	2022	
Spadina Crescent and Windsor Street	Unplanned	2022	

4. Pedestrian and Cyclist Actuated Signals (PCAS)

New pedestrian and cyclist actuated signals are constructed through Capital Project 2468.05 – Active Transportation Plan Implementation: Cycling Network, which typically receives \$200,000 funding from the Transportation Infrastructure Expansion Reserve each year. Typical PCAS construction is approximately \$100,000 to \$150,000, depending on the complexity of the location.

Location	Future Year	Year Identified	Notes
Avenue H and 31 st Street	Unplanned	2021	31 st Street Neighbourhood Bikeway
Avenue P and 31 st Street	Unplanned	2021	31 st Street Neighbourhood Bikeway
Idylwyld Drive and 31 st Street	Unplanned	2021	31 st Street Neighbourhood Bikeway