

## **PEDESTRIAN CROSSING PRIORITIES**

### **A Pedestrian Actuated Signals**

Requests for Pedestrian Actuated Signal (PAS)'s are assessed using a warrant which is based on the following:

- Number of lanes
- Physical median
- Speed limit of 85<sup>th</sup> percentile speed
- Distance from study location to nearest protected crosswalk
- Pedestrian / vehicle volume priority points

A warrant calculation of 100 points or greater indicates that a PAS may be required and locations are prioritized based on the number of warrant points.

All locations that currently warrant a Pedestrian Actuated Signal are shown in Table 1.

**Table 1: Pedestrian Actuated Signal Device Upgrades Assessment**

<b>Location</b>	<b>Study Year</b>	<b>PC Points</b>	<b>APC Points</b>	<b>PAS Points</b>	<b>Recommendation</b>	<b>Status</b>
Confederation Drive & Milton Street	2012	16	16	118	PAS	Funding previously approved. Installation planned for 2019.

## B Active Pedestrian Corridors and Pedestrian Corridors

The studied locations were assessed and prioritized based on the warrant process outlined in the Council Policy. The Active Pedestrian Corridor recommendations are illustrated in **Table 2**.

**Table 2: Active Pedestrian Corridor Device Upgrades Assessment**

Location	Study Year	PC Points	APC Points	PAS Points	Recommendation	Status
Victoria Avenue & 11 <sup>th</sup> Street	2017				Upgrade to APC	Funding previously approved. Installation completed in 2018.
Stensrud Road & Willowgrove Boulevard Square (west side)	2016	7	7	74		Funding previously approved. Installation planned for 2019.
Taylor Street & Salisbury Drive	2015	4	4	66		Funding previously approved. Installation planned for 2019.
Confederation Drive & Massey Drive	2015	3	3	74		Funding previously approved. Installation planned for 2019.
Pendygrasse Road @ St. Mark School	2015	3	3	48		Funding previously approved. Installation planned for 2019.
33 <sup>rd</sup> Street & Avenue F	2015	3	3	57		Funding previously approved. Installation planned for 2019.
*Central Avenue & 104 <sup>th</sup> Street / Central Place	2016	5	5	46		Recommended in Sutherland NTR. Funding requested in 2019 budget.
*Addison Road & Waters Crescent (east)	2016	4	4	29		Recommended in the Willowgrove NTR. Funding requested in 2019 budget.
*Lorne Avenue & 5 <sup>th</sup> Street	2017	2	2	44		Recommended in the Queen Elizabeth / Exhibition NTR. Funding requested in 2019 budget.
*Preston Avenue & East Drive	2018					Justification completed through updated Traffic Control at Pedestrian Crossing Policy. Funding requested in 2019 budget.
*Clarence Avenue & 14 <sup>th</sup> Street	2018					Justification completed through updated Traffic Control at Pedestrian Crossing Policy. Funding requested in 2019 budget.
Konihowski Road & Pezer Crescent North	2013	2	2	36		PC is warranted at this location. Community supported an APC at this location rather than at Konihowski Road & Garvie Road.

Location	Study Year	PC Points	APC Points	PAS Points	Recommendation	Status
29 <sup>th</sup> Street & Avenue B	2014	2	2	53	Upgrade to PC	Recommended through Caswell Hill NTR.
Clarence Ave & Cascade Street	2009	1	1	47	Do not upgrade	Will reassess location according to updated Traffic Control at Pedestrian Crossing Policy.
7 <sup>th</sup> Avenue & Princess Street	2014	1	1	54		Intersection reviewed through City Park NTR. Curb extensions in place. No parking restrictions installed.
18 <sup>th</sup> Street & Avenue W	2015 2017 2018			3		Warranted in 2015. Count repeated in 2017 as part of Pleasant Hill NTR; device was not warranted. Additional count completed in 2018 confirmed that device is no longer warranted.
20 <sup>th</sup> Street & Avenue R	2012	1	0	14		No parking restrictions recommended through Pleasant Hill NTR. Will reassess location according to updated Traffic Control at Pedestrian Crossing Policy.
22 <sup>nd</sup> Street & Avenue V	2015	1	0	85		22 <sup>nd</sup> Avenue corridor is being reviewed for pedestrian safety. Locations for pedestrian devices will be identified through that review.
23 <sup>rd</sup> Street & Montreal Avenue	2010	1	1	41		Intersection was reviewed through Mount Royal NTR. Recommended removal of all temporary traffic calming measures. Direction of yield signs revised in 2013 as part of the Blairmore Bikeway.
Adilman Drive & Russel Road-Biro Place	2009	2	2	57		This location was not raised as a community concern in the Silverwood Heights NTR.
Avenue W & 21 <sup>st</sup> Street	2015	1	0	38		Will reassess location according to updated Traffic Control at Pedestrian Crossing Policy.
Cumberland Avenue & Elliot Street	2014	1	1	54		100 m from College Drive intersection.
Dufferin Avenue & 11 <sup>th</sup> Street	2012	1	1	27		Curb extension recommended in the Nutana NTR.
Hart Rd west of Bowlt (midblock)	2014	2	0	34		Will reassess through Blairmore Suburban Centre NTR.
Hart Road west of Bowlt (midblock)	2015	1	0	37		Will reassess through Blairmore Suburban Centre NTR.
Kenderdine Road & Bentham Crescent (S)	2016	2	0	39		Within 70 m of PAS device at Kenderdine Road & Rogers Road. Curb extension recommended through Erindale-Arbor Creek NTR.
Kenderdine Road & Bentham Crescent (N)	2016	2	0	39		Zebra crosswalk upgrade recommended through Erindale-Arbor Creek NTR.

Location	Study Year	PC Points	APC Points	PAS Points	Recommendation	Status
Kingsmere Boulevard & Crean Crescent South	2014	4	4	57	Do not upgrade	Within 65 m of PAS device at Kingsmere Boulevard & Delaronde Road.
Konihowski Road & Garvie Road	2017	4	4	41		Lack of community support for a device at this location in the Neighbourhood Traffic Review. Community preferred a device at Pezer Crescent North.
Lowe Road & Ludlow Street	2012	5	5	87		Intersection review of Nelson Road & Lowe Road underway. Reassessment of this location will be completed in conjunction with the intersection review study.
Spadina Crescent & Pembina Crescent	2016	1	1	67		Reviewing this location for potential RRFB installation in River Heights NTR.
Stonebridge Boulevard & Wellman Crescent / Cope Crescent	2017	0	0	41		This intersection is being monitored for traffic signals which is a higher order of traffic control than a pedestrian device. Installation pending traffic signal review.
Taylor Street & Munroe Avenue	2012	1	0	29		Curb extensions in place to improve pedestrian visibility. Will reassess location according to updated Traffic Control at Pedestrian Crossing Policy.

\* Locations prioritized for 2019 budget