



**STAFF REPORT
JUNE 11, 2018 – REGULAR COUNCIL MEETING**

CROSSWALKS (13TH STREET AND 21ST AVENUE) | SAFETY GRANT APPLICATION

PURPOSE:

To provide Council a brief overview and justification for the installation of flashing crossing signals at the intersection of 13th Street and 21st Avenue (from the HUB to the NE corner of the RI Baker school yard).

BACKGROUND:

In 2017 the Safe and Active Routes to School project was initiated. The first step in the process was to undertake background research and to gain a better understanding of how students in Coaldale get to and from school on a regular basis. The results of the research indicated that while a fair number of students do use active modes (walking, cycling, etc.) on a regular basis, there is a majority of students that do not regularly use active modes. The research further indicated that one of the primary reasons students do not regularly use active modes is due to perceived and real issues regarding traffic safety at certain points in an active modes journey.

The Safe and Active Routes to School research was undertaken after the flashing crossing lights were installed on 20th Street. A number of written responses to the Safe and Active research indicated a high level of satisfaction with the flashing crossing lights at 20th Street and a desire for more of those at critical intersections in Coaldale. This finding is summarized in the September 25, 2017 staff report that presented findings from the Safe Routes research, along with an action plan for further work that can take place in Coaldale to continue to support increased levels of active modes trips for students and the community in general.

While discussions are ongoing with Alberta Transportation regarding intersections on Highway 845, other intersections within the Town's street network may be considered 'critical' for a number of reasons. Areas where relatively high-intensity uses exist can increase the numbers of vehicles and active modes users during peak times. For instance, school sites and surrounding areas generally increase the number of vehicle/active modes during peak times. Adding other non-residential uses such as recreational facilities and community support offices can further increase vehicular and active modes traffic.

The area around 13th Street and 21st Avenue can be described as a mixed-use area with characteristics that result in a relatively high number of active modes trips throughout the day. Within 1 block, the school, the HUB, Millennium Park, and the pool/arena complex all generate vehicular/active modes traffic that contribute to the activity in the area.



Anecdotally, Safe and Active Routes to School respondents identified this area as being a good candidate for flashing crossing signals, as have individuals at transportation-focused community engagement events that have been held in the past year.

PROPOSAL:

The intersection in question (13th Street and 21st Avenue) has been reviewed based on the Transportation Association of Canada’s (TAC) *Pedestrian Crossing Control Guide*. The results of the review indicate that it is a suitable intersection for flashing crossings. Specifically, as a 4 lane (2 driving lanes and 2 parking lanes) street with enough traffic to meet the threshold requirement for crossing control such as side-mounted flashing crossing signals, in a school zone, the intersection is well-suited to this type of treatment.

In addition to the anecdotal support and technical rationale for the flashing crossings, the south portion of the intersection can in some instances have sightline issues for drivers and active modes users, due to the proximity of parked vehicles to the crosswalks.

Given that the school is on the SW side of the intersection, the HUB is on the SE, and the “desire lines” for active modes users (desire lines being the most likely route for an active modes user to take regardless of formal crossing infrastructure) are generally on the south portion of the intersection, it is proposed that the flashing crossings be installed on the south portion of the intersection, as shown in the diagram below.



Therefore, it is proposed that the cost of materials and installation, totaling \$18,000, is allocated to this project from the safety component of the community grant.

The quote for materials is \$12,077 and the quote for installation is \$3,500, for a grand total of \$15,577 + GST.

With a 10% contingency for any complications, the request for funds totals \$18,000.

It is anticipated that if this proposal is approved by Council, the installation of the flashing crossings can be completed by September 2018, in time for the 2018 – 2019 school year.

ALIGNMENT WITH THE 2018 – 2021 STRATEGIC PLAN:

This proposal most closely aligns with the 2018 – 2021 Strategic Plan's Public Safety vision, priorities and focus areas, and strategies. Specifically, this proposal addresses the following strategies:

- *Make pathway and pedestrian connectivity from various parts of Coaldale a priority*
- *Install additional raised crosswalks and flashing pedestrian lights in high traffic areas throughout Coaldale*
- *Facilitate, market and support the Town's Safe and Active Routes to School program*

PUBLIC ENGAGEMENT:

Feedback collected through the Safe and Active Routes to School survey in 2017 and the Strategic Plan shared just this May indicates general community support for the idea of improving the safety of the Town's street network for active modes users.

However, should Council wish, staff can undertake a brief survey to assist in determining the level of community support for this particular project.

RECOMMENDATIONS AND COUNCIL ACTION REQUESTED:

1. THAT Council render a decision regarding the proposal to allocate \$18,000 for the purchase and installation of flashing crossing signals at the intersection of 13th Street and 21st Avenue.

Respectfully Submitted:

Spencer Croil, RPP MCIP
Director of Planning and Community Development

ATTACHMENTS:

- N/A

This report has been prepared in consultation with the following listed departments:

Department	Signature
Infrastructure and Engineering	