

Crosswalk Infrastructure Improvements

Recommendation

That the November 28, 2018, City Operations report CR_6607, be received for information.

Previous Council/Committee Action

At the October 31, 2018, Community and Public Services Committee meeting, the following motion was passed:

That Administration bring an unfunded capital profile to the November 28, 2018, City Council Budget meeting, to implement Option 2, as outlined in the October 31, 2018, City Operations report CR_5992.

Executive Summary

An unfunded capital profile request has been prepared for the Crosswalk Infrastructure Improvements for City Council consideration during budget deliberations.

Report

Administration presented three options for using interim measures to accelerate improvements at crosswalks as part of report CR_5992 on October 31, 2018, shown in the table below. In order to accelerate the crosswalk infrastructure improvements for the 408 locations discussed in the previous report, Community and Public Services Committee requested that Option 2 be presented as part of the upcoming capital budget deliberations.

Options	Annual Funding (\$ Million)	Year to Fully Complete	Estimated 5 year collision reduction
Option 1	\$2 (base)	2033	59 (of 118 pedestrian collisions)
Option 2	\$3 (base +\$1)	2029	62 (of 124 pedestrian collisions)
Option 3	\$4 (base +\$2)	2026	62 (of 124 pedestrian collisions)

Option 2 includes implementing interim safety measures at the 408 locations by 2029 with a budget of \$3 million annually. With the above budget changes, Administration will reduce the original timeline by 19 years. The full Capital Profile is provided as Attachment 1.

Budget/Financial Implications

Pedestrian safety improvements are currently funded by the Traffic Signals - Pedestrian/Vehicle Safety capital profile (CM-66-2520) within the approved 2015-2018 Capital Budget. There is no approved expenditure past 2018. Attachment 1 contains a capital profile showing the Option 2 funding scenario: increasing the budget for crosswalk improvements to \$3 million annually, an increase from \$2 million annually in the 2015-2018 Capital Budget, and \$2 million annually for crosswalk improvements (same as previous). As a result, the Traffic Signals - Pedestrian/Vehicle Safety capital profile (CM-66-2520) request would increase to \$5 million annually for the 2019-2022 Capital Budget. Funding is proposed to come from the Traffic Safety Automated Enforcement Reserve.

Corporate Outcomes and Performance Management

Corporate Outcome(s): Edmonton is a Safe City			
Outcome(s)	Measure(s)	Result(s)	Target(s)
Providing safe pedestrian crossing facilities improves pedestrian safety.	Pedestrian collisions	Percent reduction in pedestrian collisions	50% reduction in pedestrian collisions after 10 years
The City of Edmonton's Road Safety Strategy 2019-2020 targets	Number of injuries	Rate of collision injuries per 1000 population	2019: 3.1 2020: 3.0
	Number of intersection collisions	Rate of collisions at intersections per 1000 population	2019: 13.8 2020: 13.5

Attachment

1. Unfunded Capital Profile CM-66-2520 Traffic Signals - Pedestrian/Vehicle Safety

Others Reviewing this Report

- T. Burge, Chief Financial Officer and Deputy City Manager, Financial and Corporate Services
- C. Owen, Deputy City Manager, Communications and Engagement
- A. Laughlin, Deputy City Manager, Integrated Infrastructure Services