

43 Avenue Crossing Protection

43 Avenue/111 Street Pedestrian Safety

Background

- Intersection adjacent to two schools (Harry Ainlay High School, Louis St. Laurent) with a combined population of approximately 3,200. Confederation Recreation Centre located between the two schools.
- ETS stop on the east side of 111 Street contributes to high pedestrian volumes, approximately 600 pedestrian cross 111 Street in the weekday morning peak hour - mostly during a peak 20-30 minute interval. Other times of day are significantly lower.
- Construction of LRT in the median of 111 Street will increase the curb-to-curb crossing distance and introduce an LRT crossing to the intersection.

Pedestrian Movements - Options Reviewed

Street-level Pedestrian Crossing

- The optimum location for the bus bay is north of 43 Avenue - other locations create conflicting movements between buses and pedestrians, or negative operational impacts for Edmonton Transit.
- The best location for the crosswalk is the north side of the intersection, as this is the most direct route between the bus bay and schools.
- Several intersections in Edmonton accommodate thousands of pedestrians an hour with minimal traffic impacts or safety concerns.
- The majority of the pedestrians are students at Harry Ainlay or Louis St. Laurent. These are young adults, and are expected to know safe procedures for crossing the road.

Grade Separation

- An overpass or underpass would provide a safe alternate pedestrian crossing. However, the city's experience is that most people will not use an overpass or underpass if a safe street-level crossing is available.
- The significant cost of a grade separation (estimated at over four million dollars) is not included in the project budget.
- There are aesthetic and security concerns with overpasses and underpasses. These could be mitigated, however there are costs involved.

Recommended Plan

- Maintain a street-level crossing on the north side of the intersection.
- Maintain the bus bay on the east side of 111 Street north of 43 Avenue, with improved signage, sidewalk facilities, and fencing to guide pedestrians to the intersection.
- Ban the crosswalk on the south side of the intersection in order to reinforce the north crosswalk as the safe crossing location, improve traffic flow through the intersection, and reduce driver frustration.
- Provide pedestrian safety devices including walk/wait pedestrian signals, gate arms, bells, and pedestrian refuge areas in the median, as recommended by an independent safety consultant.
- Initiate a track safety education program at both schools prior to the opening of LRT and in the future as required.

