Annex B – City of Victoria Crosswalk Priority Ranking Criteria

The priority ranking criteria for the installation or upgrades of marked crosswalks is based on the *Pedestrian Crossing Control Guide* for Canada as well as connectivity criteria based on the City of Victoria Pedestrian Master Plan, Downtown Core Area Plan (DCAP), and other City of Victoria Strategic documents.

**A. Technical Evaluation:**

1. **Pedestrian Volumes**

   **Maximum 15 Points**

   As the number of pedestrians at a crossing location increases, the benefits of providing crosswalk upgrades or improvements increases. Hourly pedestrian volumes are converted to Equivalent Adult Units (EAUs) to account for pedestrian age and physical ability.

   Pedestrian Volumes (EAU) in the peak hour:
   - exceed 100: 15 Points
   - between 60 and 99: 10 Points
   - between 40 and 59: 7 Points
   - between 20 and 39: 4 Points
   - less than 20: 0 Points

2. **Vehicle Volumes**

   **Maximum 15 Points**

   Pedestrian delay is a primary factor in determining the need for traffic control improvements. Hourly vehicle volumes are an indicator of how many adequate crossing opportunities are available for pedestrians. As vehicle volumes increase, crossing opportunities decrease making improvements a higher priority.

   Vehicle Volumes in 24 hours:
   - exceed 15,000 daily: 15 Points
   - between 12000 and 15000: 12 Points
   - between 9000 and 12000: 10 Points
   - between 4500 and 9000: 7 Points
   - between 1500 and 4500: 4 Points
   - less than 1500 daily: 0 Points

3. **Number of Travel Lanes/ Crossing Opportunities**

   **Maximum 15 Points**

   The more lanes a pedestrian crosses, the higher risk they are exposed to. For pedestrians, the number of crossing opportunities with an adequate gap in traffic is reduced when it takes longer to cross a street. When a median is installed, a pedestrian will cross a road in two stages, reducing the exposure risk.

   Pedestrians crossing:
   - 6 or more lanes: 15 Points
   - 5 lanes without median: 12 Points
   - 4 lanes without median: 10 Points
   - 3 lanes One Way street: 8 Points
   - 3 lanes without median: 7 Points
   - 2 lanes One Way or 2 lanes to a median: 5 Points
   - 1 or 2 lanes: 0 Points
4. **Collision History**

Collisions are an indicator of the complexity of a crossing environment. Where a higher number of pedestrian/cyclist collisions occur, an upgrade to the crossing location may be a higher priority. Motorist collisions as a result of stopping for a pedestrian also indicate improvements can be made, and a higher number of total collisions may indicate a complex location. The results are for a five year period as reported by the Victoria Police Department.

Collision History over 5 years:

- Two or more pedestrians or cyclists collision at crosswalk: 20 Points
- One pedestrian or cyclist collision at crosswalk: 10 Points
- Three or more pedestrian/cyclist related collisions at crosswalk: 10 Points
- One or Two pedestrian or cyclist related collision at crosswalk: 5 Points
- Four or more total number of collisions at intersection: 5 Points
- No pedestrian/cyclist collisions or less than 4 total collisions: 0 Points

Note: Points are not combined. Only the highest point number is used.

5. **Existing Crosswalk - Distance to Nearest Traffic Signal**

Distance to nearest traffic signal: One of the key safety considerations for crosswalk installations, is the distance to the nearest traffic signal.

- When a crosswalk is placed within 200m of a traffic signal, motorists tend to focus on the traffic signal ahead rather than pedestrians. These locations tend to lead to higher collision numbers. Points are provided for the upgrade to a higher standard. Alternatively, removal of the crosswalk may be considered.

For safety upgrade purposes or consideration for removal:

- Existing Crosswalk within 100m of Signal: 25 Points
- Existing Crosswalk within 150m of Signal: 20 Points
- Existing Crosswalk within 200m of Signal: 15 Points
- Existing Crosswalk greater than 200m of Signal: 10 Points

6. **New Crosswalk Request – Warrant**

Crosswalk Warrant: When a crosswalk location is reviewed, it should meet the warrant criteria for safety and for a minimum number of pedestrians and vehicles.

- A new crosswalk request that meets the warrant receives priority points for installation.
- A new crosswalk request that is not warranted receives no points.
- In the high density central business district, pedestrian and motorist interaction is expected, and vehicle speeds are lower. Downtown crosswalks are excluded from positive or negative points in this category.
- A new crosswalk request that is within 200m of a traffic signal is not recommended for safety reasons, and therefore priority points are deducted.

New Crosswalk request that meets Warrant: 10 Points
New Downtown Crosswalk: 5 Points
New Crosswalk request that does not meet Warrant: 0 Points
New Crosswalk request within 200m of Traffic Signal: minus 20 Points
B. Connectivity or Strategic Objectives:

7. **Priority Network Route Strategic Connection**  
   Maximum 15 Points

   Where an existing or requested crosswalk aligns with City of Victoria strategic documents, network priority points are given.

   Crosswalk connection:
   - directly follows a designated Greenway  
     15 Points
   - directly follows a designated Bicycle route  
     15 Points
   - Downtown Core Area Plan midblock connection  
     10 Points
   - along a designated greenway route  
     5 Points

8. **Land Use Strategic Connection**  
   Maximum 15 Points

   When the nearest crosswalk is greater than 100m and the nearest traffic signal is greater than 200m distance, and there is a:

   Direct strategic connection to Community Centre, School or Park  
   10 Points
   A connection within 100m to Community Centre, School or Park  
   5 Points
   Direct connection to Urban Village or Commercial Destination  
   10 Points
   A connection within 100m to Urban Village or Commercial  
   5 Points
   A Transit Stop within 50m  
   5 Points

   Note: for this category, the points for a transit stop may be added to the points for the land connection to a maximum of 15 points.