

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

RE: CROSSWALK ON 10TH AVENUE EAST OF KINGSWAY

RECOMMENDATIONS:

1. **THAT** Council approve the modification of the existing crosswalk on 10th Avenue at Henley Street (New Westminster) as discussed in the attached report.
2. **THAT** a copy of this report be sent to Mr. Robert Tan of 7763 11th Avenue, Burnaby, B.C..

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 2000 February 01, received and adopted the attached report responding to correspondence citing concerns regarding pedestrian safety at the existing marked crosswalk on 10th Avenue at Henley Street, Burnaby, B.C.

Respectfully submitted,

Councillor D. Evans
Chair

Councillor B. Der
Vice Chair

Councillor G. Begin
Member

: COPY - CITY MANAGER
- DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE DATE: 2000 01 21
FROM: ASST. DIRECTOR ENGINEERING, FILE: 55-04-01
TRAFFIC & ENGINEERING SYSTEMS
SUBJECT: CROSSWALK ON 10TH AVENUE EAST OF KINGSWAY

PURPOSE: To respond to correspondence citing concerns regarding pedestrian safety at the existing marked crosswalk on 10th Avenue at Henley Street.

RECOMMENDATIONS:

1. **THAT** modification of the existing crosswalk on 10th Avenue at Henley Street (New Westminster) be carried out as discussed in this report.
2. **THAT** a copy of this report be sent to Mr. Robert Tan of 7763 11th Avenue Burnaby.

R E P O R T

1.0 BACKGROUND

The 2000 January 04 meeting agenda of the Traffic Safety Committee included correspondence from Mr Robert Tan of 7763 11th Avenue Burnaby, who is concerned with the level of protection provided for child pedestrians at the existing marked crosswalk on 10th Avenue east of Kingsway at Henley Street. Mr. Tan's concerns were initially directed to the Ministry of Transportation and Highways but with the devolution of provincial arterials jurisdiction is now shared by Burnaby with New Westminster.

2.0 REVIEW

Observations of pedestrian volumes at this crossing location have been conducted on a number of separate occasions. The table below illustrates the total number of pedestrians observed during specific peak periods of the day.

Study Period	# of Children	# of Adults	Adjusted # of Pedestrians
8:30 - 9:30	43	18	104
2:00 - 3:30	61	29	151

Based solely on the number of pedestrians observed and the traffic volume and if this were an isolated location, it would meet the Pedestrian Crossing Control Manual warrants for the installation of a pedestrian signal. However, with a full traffic signal only 120 metres to the west at the 10th Avenue/Kingsway intersection, installation of a pedestrian signal at Henley Street would not accord with the Manual's application requirement that the (absolute) minimum separation between signals be 200 metres (400 metres is considered the desirable minimum).

3.0 OPTIONS

Under "normal" circumstances we would encourage pedestrians to use the nearby (Kingsway/10th Ave.) signal as the safest crossing option in this vicinity. In this instance we have two factors that negate this option. First we note that the heavy turning movements at the intersection between the north and east legs. Turning movements create a special hazard for pedestrians that is difficult to mitigate except by the introduction of a fully (turn)protected pedestrian phase. This is not possible here because of the constrained capacity of the intersection. Second the existing marked crosswalk is an established facility and it would be difficult to rehabilitate pedestrians now using it.

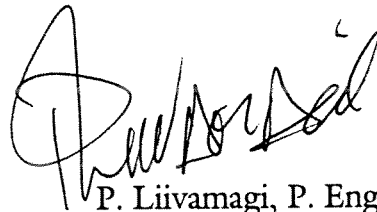
Moreover, we note that Our Lady of Mercy School employs an adult crossing guard to assist child pedestrians at this location. Therefore, we reviewed the existing crosswalk in situ to see whether improvements would assist the Guard.

Although there is overhead signage at this crosswalk, it does not conform to the current Pedestrian Crossing Control Manual application guidelines. These are illustrated in the attached Exhibit. Changes are required to the advanced warning signs, and approach and departure parking bans along 10th Avenue need to be extended to improve visibility. Staff have discussed these inconsistencies with representatives from the City of New Westminster. They also support the upgrading of the crosswalk to conform with current guidelines, and have committed to cost share on the improvements.

4.0 ACTION

In order to bring this crossing into compliance with the installation guidelines as detailed in the Pedestrian Crossing Control Manual for BC, upgrades to the current signage and an additional overhead sign are required. Installation of the minor absent signage is easily accomplished at a relatively low cost. However due to the structural limitations of the existing davit arm, adding a second overhead sign to it would not be feasible. Therefore the most logical solution would be to remove the existing davit and replace it with one capable of accommodating both signs. At the same time, the overhead signs could be upgraded, beyond application standard, to provide combined back lighting of the sign and down lighting of the crosswalk for greater visibility during periods of low light.

The proposed improvements have an estimated total cost of \$25,000. Staff have made application to ICBC for partial funding under their Road Improvement Program. As a result of this ICBC has committed to contribute \$5,000 to the cost of improvements at this crosswalk. The remainder will be split 50/50 with New Westminster.



P. Liivamagi, P. Eng.
ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

AE:

cc: City Manager

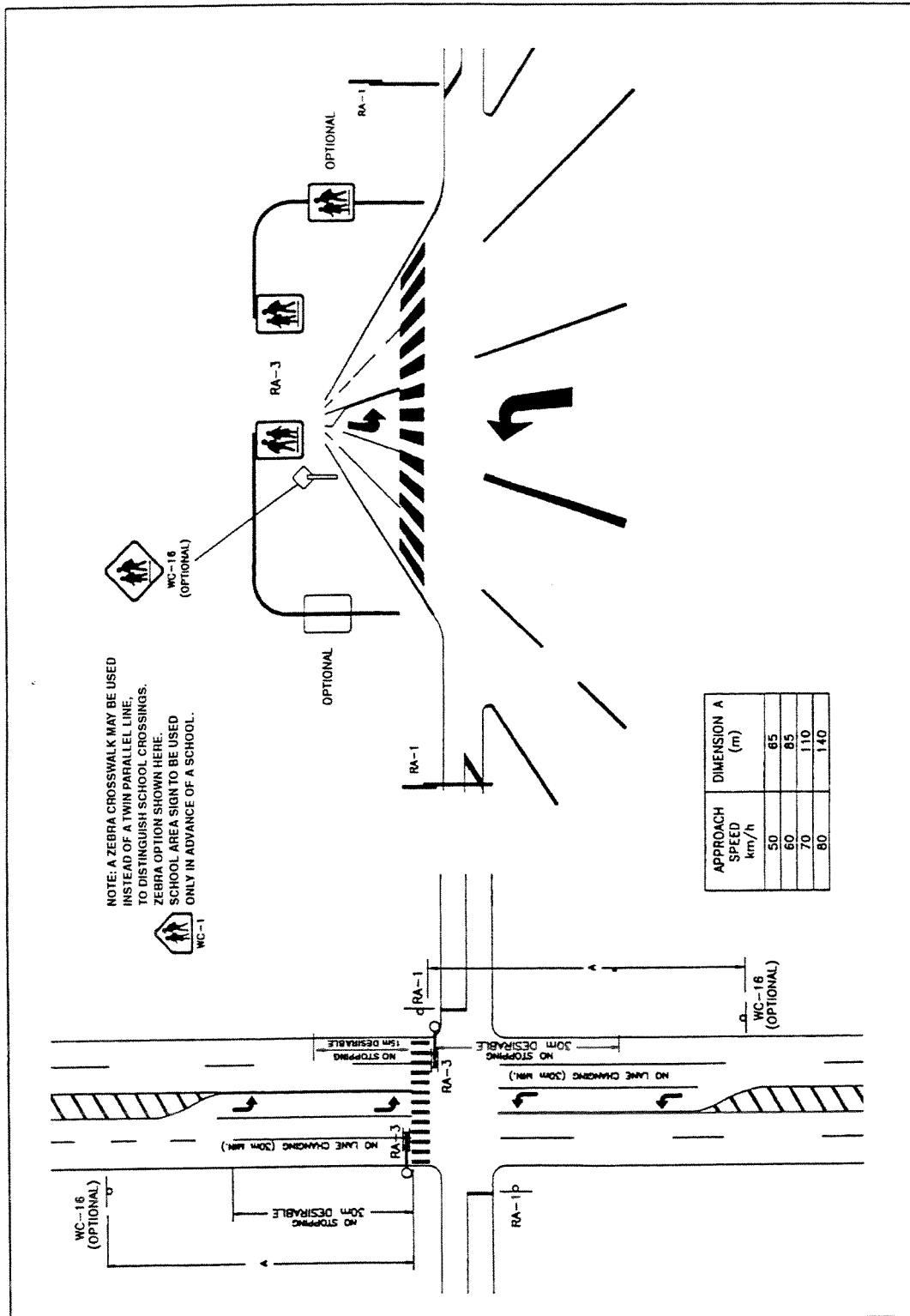


Figure 5A: School Crosswalk
Overhead Mounted Signs
4 Lane, 2-Way Undivided

