

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

**RE: PEDESTRIAN FACILITIES ALONG CANADA WAY
(EDMONDS STREET TO 12TH AVENUE)**

RECOMMENDATIONS:

1. **THAT** Council authorize installation of a special crosswalk on Canada Way at 18th Avenue.
2. **THAT** a copy of this report be sent to Edmonds Community School, 7651 18th Avenue, Burnaby, V3N 1J1.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 2002 February 05, received and adopted the *attached* report, as amended, responding to a request for a pedestrian signal at the intersection of Canada Way and 17th Avenue.

The Committee amended Recommendation #1 to not include "subject to resolution of funding requirements", as it views the special crosswalk installation as critical to the safety of children and other pedestrians in the area. The Committee has requested staff to review the budget with the objective of completing the project some time this year.

Respectfully submitted,

Councillor Doug Evans
Chair

Councillor Barbara Der
Vice Chair

Councillor Gary Begin
Member

COPY - CITY MANAGER
- DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 2002 01 22

FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-04-01

SUBJECT: PEDESTRIAN FACILITIES ALONG CANADA WAY
(EDMONDS STREET TO 12TH AVENUE)

PURPOSE: To respond to a request for a pedestrian signal at the intersection of Canada Way and 17th Avenue.

RECOMMENDATION:

1. **THAT** a special crosswalk be approved for installation on Canada way at 18th Avenue subject to resolution of funding requirements.
2. **THAT** a copy of this report be sent to Edmonds Community School, 7651 18th Avenue, Burnaby V3N 1J1.

R E P O R T

1.0 INTRODUCTION

In November of 2001, staff received correspondence and a petition from Edmonds Community School requesting the installation of a pedestrian signal on Canada Way at 17th Avenue in order to accommodate the safe crossing of school children and neighbourhood residents. The correspondence along with a staff response outlining the proposed investigation appeared on the 2002 January 15 Transportation Committee Agenda.

2.0 BACKGROUND

Currently, at 17th Avenue, the nearest signalized crossings of Canada Way are at the Edmonds Street and 12th Avenue intersections. These two locations are approximately 800 metres apart, and eight other roads intersect Canada Way between them. No formal crosswalk facilities are provided at these intervening locations. The *attached* Diagram #1 provides an illustration of this portion of Canada Way.

Any future pedestrian facilities along this section of Canada Way should be situated to best serve the current as well as future pedestrian demand. Staff have conducted a review of the pedestrian activity along the section of Canada Way between Edmonds Street and 12th Avenue, in order to gauge the areas of peak activity. Staff have also noted existing pedestrian facilities along the parallel roadways of Kingsway and 6th Street to help identify the most appropriate location for future crosswalks on Canada Way. Diagram #2 provides an illustration of existing pedestrian crossings and traffic signals along these routes.

3.0 REVIEW

There were varying levels of activity at the locations observed, with the highest number of pedestrians recorded between the hours of 8:00 am and 9:00 am. Two locations stand out as the most active, namely 18th Avenue, and the area between 14th and 15th Avenues. Transit stops on both sides of Canada Way are the primary source of demand at these peak activity locations.

When pedestrian demand data is applied to the pedestrian crossing control evaluation the results indicate that marked crosswalk might be justified at the 18th Avenue and 14th - 15th Avenue's locations but only between 8:00 am and 9:00 am. The remaining locations experience insufficient crossing activity to support any additional measures at this time.

However, a crosswalk has the potential to draw less confident pedestrians from nearby crossing locations given the perceived increase in safety. Accordingly, the crossing warrant review also evaluated the peak activity locations using pedestrian volumes that include a proportion of pedestrian crossings in close proximity to the assessed locations. The table below provides a summary of the estimated pedestrian volumes at the two highest use locations. The counts are augmented by added weighting for seniors, children and persons with disabilities.

The crosswalk evaluation suggests that at minimum, a marked crosswalk is warranted at 18th Avenue for two hours of the day with sufficient activity to support the installation of a special crosswalk during the morning peak hour. For the 14th-15th Avenue location, current demand suggests a marked crosswalk requirement during the AM only.

CROSSING CONTROL EVALUATION Weighted Pedestrian Demand		
Time of Day	18th Avenue (includes 17th Ave. and 1/2 of 16th and 19th Ave.)	14th - 15th Avenue (includes Graham Ave. and 1/2 of 16th Ave.)
7:00 - 8:00 am	None (9)	Marked Crosswalk (21)
8:00 - 9:00 am	Special Crosswalk (49)	Marked Crosswalk (32)
3:00 - 4:00 pm	Marked Crosswalk (26)	None (20)
4:00 - 5:00 pm	Marked Crosswalk (34)	None (13)
5:00 - 6:00 pm	None (6)	None (9)

4.0 DISCUSSION

The existing pedestrian facilities along Canada Way, Kingsway, 6th Street indicates a pattern where added crossing protection is located on the even numbered avenues. This arrangement serves transit and provides the opportunity for pedestrian and cycle route crossing continuity. (Care must be taken to prevent extraneous traffic from taking advantage of the spacing of the pedestrian control). The volume of pedestrian activity recently recorded confirms 18th Avenue as the obvious choice for added crossing protection along Canada Way. The volume of pedestrian activity is sufficient to warrant a special crosswalk at this time. This and the 14th Avenue intersection may be considered for additional crossing protection in future years as pedestrian crossing demand grows.

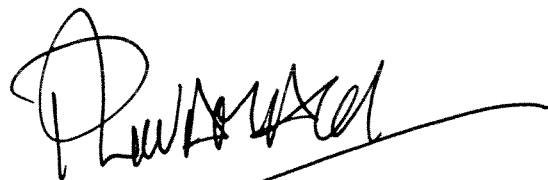
5.0 FUNDING

The proposed special crosswalk on Canada Way as 18th Avenue is estimated to cost \$40,000.00. The project would be eligible for cost sharing by Translink but would have to compete with other projects for funding.

Notwithstanding possible cost sharing with Translink, the proposed crosswalk could not be constructed until 2004 if Capital funding for Traffic Management is maintained at current levels. The 2003 budget projected at historical levels is consumed by previously approved projects.

6.0 CONCLUSION

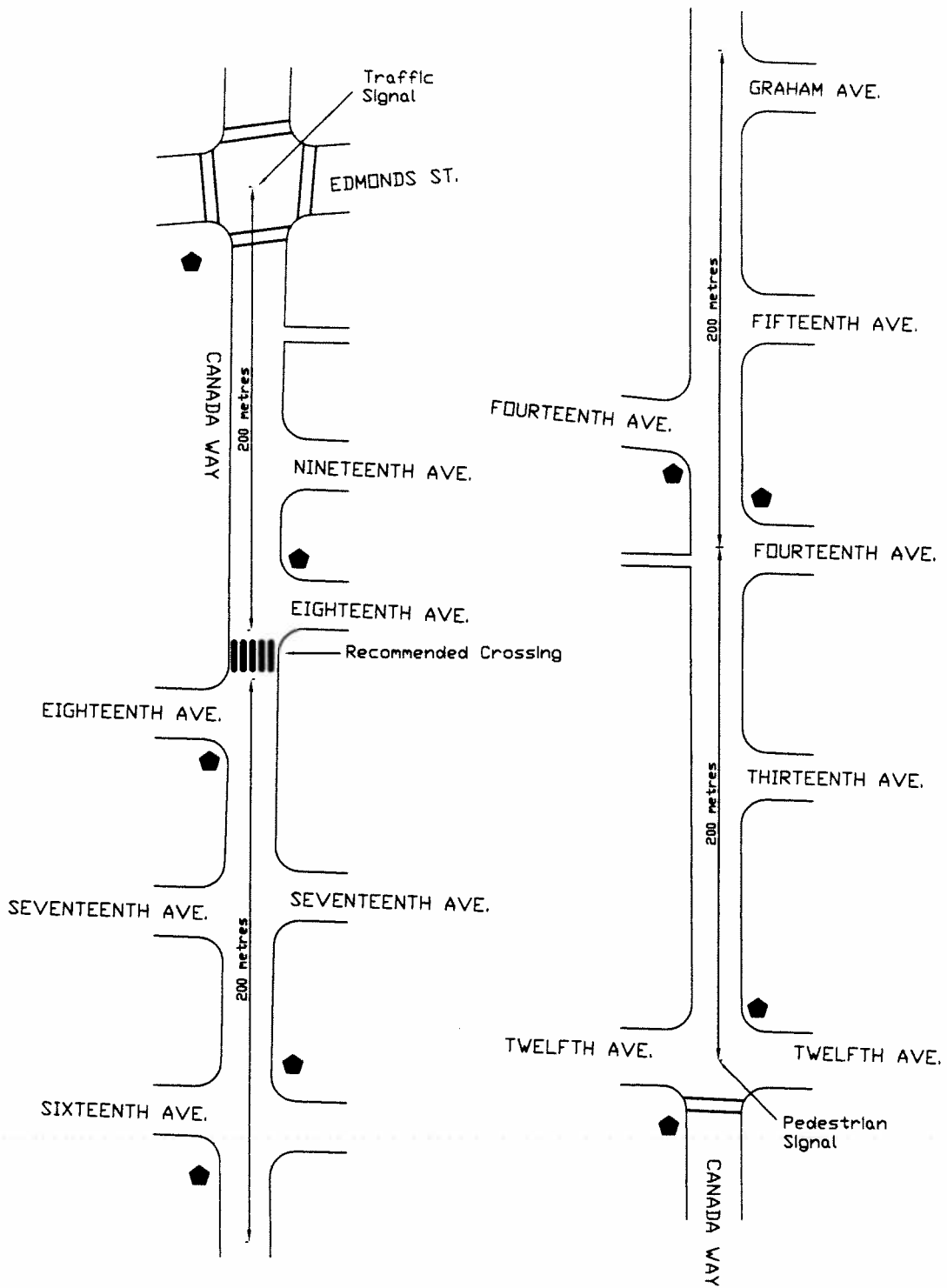
Based on the results of our pedestrian crossing demand review along Canada Way between Edmonds Street and 12th Avenue, staff recommend that a special crosswalk be installed at the intersection of 18th Avenue and Canada Way. The need for additional crossing protection along this portion of Canada Way will be reviewed again in conjunction with the planning of the proposed on-road bikeway paralleling 10th Avenue. The recommended 18th Avenue special crosswalk, with an estimated cost of \$40,000.00, would be included in the 2003 or subsequent year Capital Budget if approved by Council. The demand at this and the potential crossing location at 14th Avenue will be monitored. The special crosswalk will be designed to facilitate upgrading to a pedestrian signal if needed in the future.



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

AE
Attachments

cc: City Manager



◆ Bus Stops



**City of
Burnaby**
ENGINEERING DEPARTMENT

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Diagram #1
Canada Way Crossings
(Edmonds to 12th Ave.)

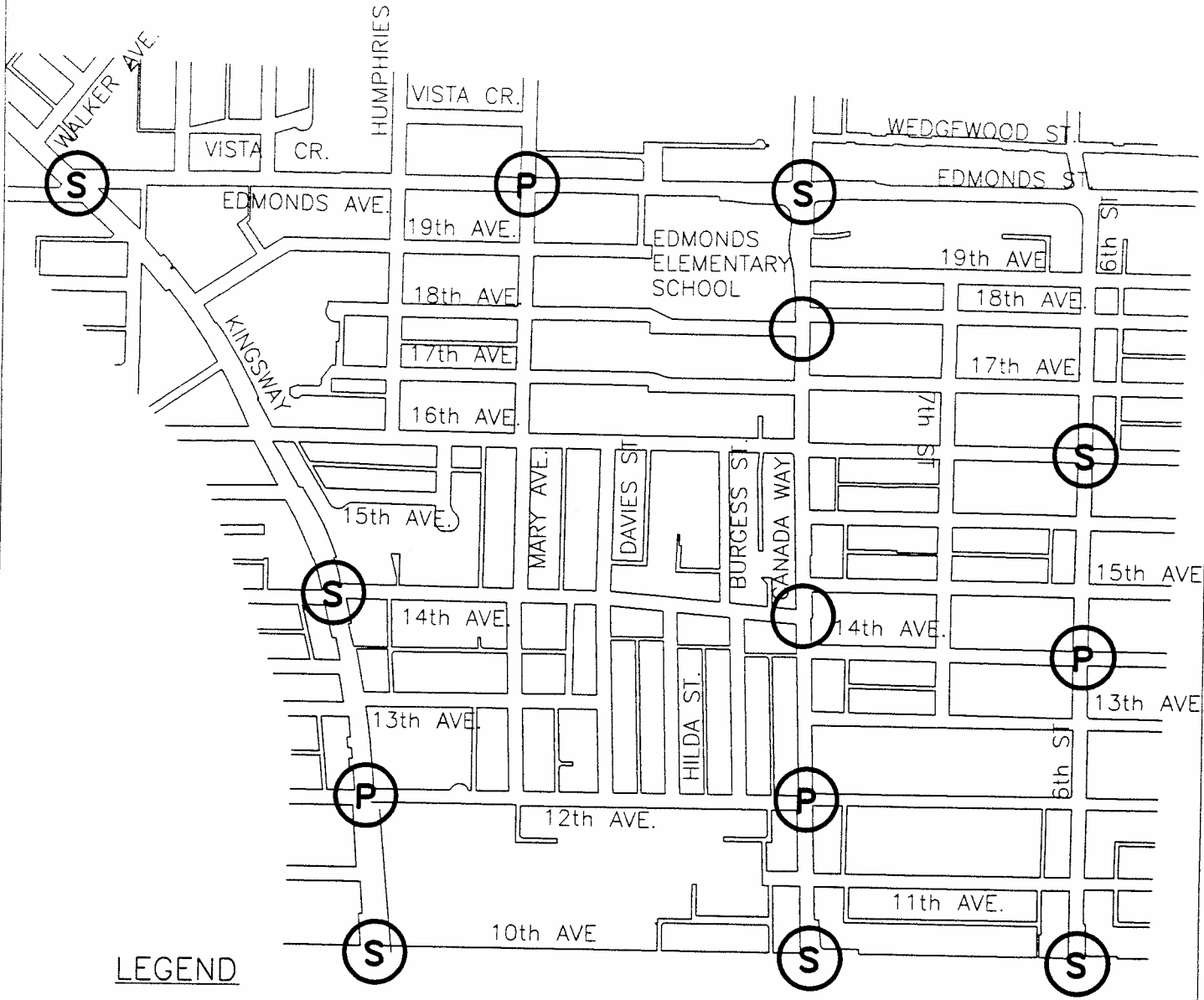
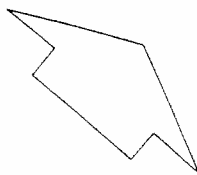
DRAWN BY: A.K.E

SCALE: N.T.S.

APPR'V'D BY: P.L.

DATE: 02/01/22

A



LEGEND




-  FULL SIGNAL
-  PEDESTRIAN SIGNAL
-  POTENTIAL CROSSINGS

DIAGRAM #2

NO.	DATE	REVISION



SIGNAL CONTROLLED PEDESTRIAN CROSSINGS IN THE VICINITY OF CANADA WAY EDMONDS TO 10th AVE

DRAWN BY: G.FUNK	SCALE: N.T.S.	A 575
APPRV'D BY:	DATE: 02-01-24	

