

TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: CROSSWALK REVIEW, CANADA WAY & CURLE AVENUE

RECOMMENDATIONS:

1. THAT Council approve the improvement of the existing overhead signed pedestrian crossing at Canada Way & Curle Avenue to a "Special Crosswalk" with flashing amber beacons at an approximate cost of \$30,000.
2. THAT copies of this report be forwarded to Nuri Vellani, 308 – 700 Chilco Street, Vancouver, BC, V6G 2R1, and Karim Parbatani, 103 – 4449 Imperial Street, Burnaby, BC, V5J 1B4.

REPORT

The Traffic Safety Committee, at its meeting held on 2007 March 06, received and adopted the attached report evaluating the current pedestrian crossing on Canada Way & Curle Avenue, and assessing it for improvements in response to a request for a pedestrian actuated traffic signal.

Respectfully submitted,

Councillor N. Volkow
Chair

Councillor S. Dhaliwal
Vice Chair

Councillor G. Evans
Member

Copied to: City Manager Director Engineering

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2006 February 28

FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS

FILE:
Reference:

SUBJECT: CROSSWALK REVIEW, CANADA WAY & CURLE AVENUE

PURPOSE: To evaluate the current pedestrian crossing on Canada Way @ Curle Avenue, and assess it for improvements in response to a request for a pedestrian actuated traffic signal.

RECOMMENDATION:

1. **THAT** the Committee recommend to Council the improvement of the existing overhead signed pedestrian crossing at Canada Way & Curle Avenue to a "Special Crosswalk" with flashing amber beacons at an approximate cost of \$30,000.
2. **THAT** copies of this report be forwarded to Nuri Vellani, 308 – 700 Chilco Street, Vancouver, BC, V6G 2R1, and Karim Parbatani, 103 – 4449 Imperial Street, Burnaby, BC, V5J 1B4.

REPORT**1.0 INTRODUCTION**

In response to requests made to the Traffic Safety Committee for improvements to the pedestrian crosswalk at Canada Way & Curle Avenue, Staff have undertaken an operational review. Arising from the review Staff determined upgrading the facility to a "Special Crosswalk" with pedestrian actuated amber beacons should be considered.

2.0 ANALYSIS

Currently the intersection of Canada Way & Curle is equipped with an overhead signed and downlit pedestrian crossing on the west side. This location has been reviewed several times in the past with regard to the pedestrian crosswalk, most recently for relocation of the crossing 80 metres east to the Gilmore Avenue intersection. The Gilmore location was found to have poorer sight lines and the stopping distance is not as favourable due to the eastbound downhill grade. As well, the overall pedestrian routing is better served at the current Curle Avenue location.

The Canada Way cross section is 14 metres with four travel lanes. Approach grades to the crosswalk are 0% in the eastbound and an uphill 3% in the westbound direction, with good sight lines in both directions. The nearest pedestrian crossings of an equal or higher level are the traffic signals at Smith or Gilmore which are 320 metres away in either direction. The peak hour for number of pedestrians crossing Canada Way is less than 40, and does not coincide with the Canada Way vehicle peak hour. Based on a warrant appraisal, the current overhead signed and downlit crosswalk would be the recommended installation for this intersection. With the distance to an adjacent crossing facility on what is an arterial road, maintaining a crossing here is important for the overall area plan.

To: Traffic Safety Committee
From: Asst. Director Engineering, Traffic & Eng. Systems
Re: Crosswalk Review, Canada Way & Curle Avenue
2007 February 28 Page 2

Condition of the davit poles has diminished over the years, and there has been recent damage to the overhead signs from large vehicles passing underneath. Maintenance is required and it would be prudent to replace the existing davit poles which are nearing the end of their service life with taller "L" series poles. This would provide more clearance and permit installation of larger oversize signs that would improve visibility of the crossing. It is also possible to incorporate a pole and base design that can accommodate a future signal in the event area development increases activity at the crossing.

With the number of pedestrians crossing in the vicinity likely to increase with nearby developments currently underway, upgrading the crosswalk to a "special" crossing, which employs pedestrian actuated flashing amber lights, should be considered. It does require some additional works to add interconnect for the pedestrian actuated buttons, controller cabinet and hardware, but the poles are properly located and power is already supplied. A "special" crosswalk should increase driver awareness of the crossing, although there exists a tendency for a degree of driver non-compliance with these devices, and some pedestrians have shown a heightened sense of authority to take right-of-way over approaching vehicles.

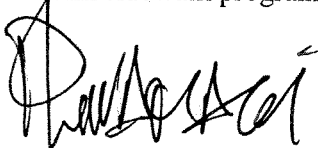
A pedestrian actuated traffic signal cannot be recommended based on the current pedestrian use and the vehicle volumes, and as previously noted, the sight lines are good. Number of pedestrians crossing is the critical variable, with at least 50 needed coinciding with a peak vehicle hour to trigger a value based warrant for a pedestrian signal. Approximate cost of installation for a pedestrian actuated traffic signal, including poles, wiring, assorted hardware and design would be approximately \$100,000.

3.0 CONCLUSION

Based on the current vehicle and pedestrian volumes along Canada Way between Smith and Gilmore, and the distance from Curle Avenue to a pedestrian crossing of an equal or higher level, Staff recommend that the overhead signed and downlit pedestrian crossing be upgraded to a "Special Crosswalk" with flashing amber beacons. This would be in keeping with guidelines set out in the Transportation Association of Canada Pedestrian Crossing Control Manual.

As maintenance is needed that requires replacement of the existing davit poles, the cost of upgrading the crosswalk to a "Special" would be at a substantially reduced premium. Cost of the pole replacement maintenance work is estimated at \$20,000, and adding the pedestrian actuated flashing beacons is estimated at \$10,000.

Finally, a paved connection should be made on the north side of the existing crosswalk, where a grassed boulevard exists between the sidewalk and curb. A request has already been made for this under the interim sidewalk program for a 2.5m long and 2.5m wide pad.



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

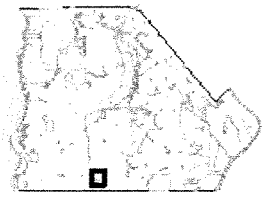
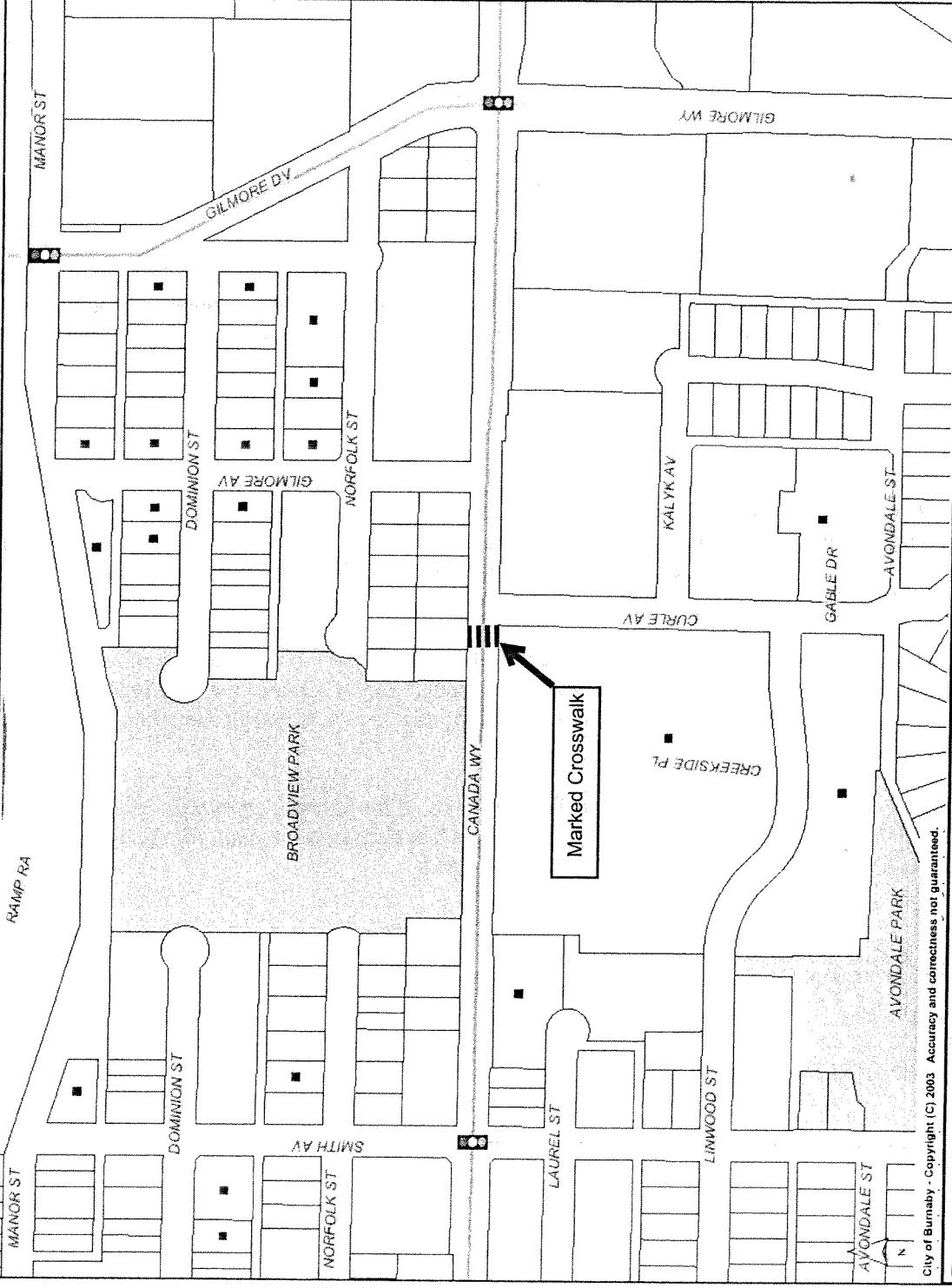
MDS
Attachment

Copied to: City Manager



Canada Way at Curle Crosswalk

February 28, 2007



- Strata Units
- Skytrain Stations
- Skytrain Lines
- Lot
- Right of Way
- Street Intersections
- Traffic Signal
- Roads
- Private
- Residential Collector
- Arterial
- Freeway
- Hydrology
- Parks
- Parkland To Be Acquired
- Parkland
- Boundary

Map Scale
1 : 4000

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