

TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: 10TH AVENUE CROSSINGS

RECOMMENDATION:

1. THAT Council approve implementation and funding for two crosswalks and a full signal on 10th Avenue, as discussed in this report.

REPORT

The Traffic Safety Committee, at its meeting held on 2007 October 02, received and adopted the *attached* report seeking Council's approval and funding for crossing and intersection improvements on 10th Avenue.

Respectfully submitted,

Councillor N. Volkow
Chair

Councillor S. Dhaliwal
Vice Chair

Councillor G. Evans
Member

Copied to:	City Manager Director Engineering Catherine Mohoruk, Eng. Dept. City of New Westminster 511 Royal Avenue, New Westminster, BC V3L 1H9
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TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2007 September 10

FROM: ASSISTANT DIRECTOR ENGINEERING,
TRAFFIC AND ENGINEERING SYSTEMS

SUBJECT: 10TH AVENUE CROSSINGS

PURPOSE: To request approval and funding for crossing and intersection improvements

RECOMMENDATION:

1. **THAT** Council approve implementation and funding for 2 crosswalks and a full signal on 10th Avenue as discussed in this report.

REPORT

1.0 INTRODUCTION

At the 2007 May 1 Traffic Safety Committee Meeting, the committee received a petition from New Westminister and Burnaby residents in the area of Cariboo Park for a marked crosswalk at Cariboo and 10th Avenue. The request was passed to Staff for review.

2.0 BACKGROUND

City of New Westminister staff have been working with area residents on an area wide traffic calming plan for the Massey – Victory Heights neighbourhood (the New Westminister side of 10th Avenue in this area). At an the open house for this plan, residents requested upgraded crossing facilities at Chilliwack and 10th (access to the Crest Shopping Center) and Cariboo and 10th (access to Cariboo Park.). We have also heard similar concerns in the past. In addition, though not part of the Massey – Victory Heights calming plan, New Westminister and Burnaby staff have received requests from the public to improve the crosswalk at Holmes and 10th adjacent the private school on the Burnaby side.

As these intersections lie on the boundary of New Westminister and Burnaby, a collaborative effort with the City of New Westminister including cost sharing is proposed.

3.0 Review

Burnaby and New Westminister staff have gathered data and discussed an approach to pedestrian needs at the intersections on 10th Ave as shown in Exhibit 1.

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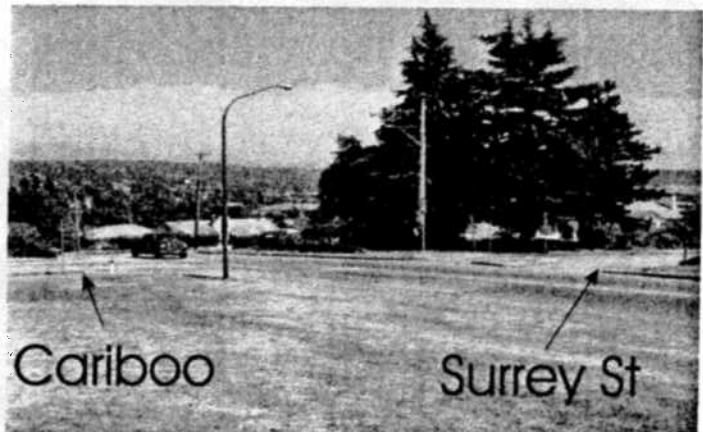


Exhibit 1

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3.1 10th Ave at Crest Shopping Centre and Chilliwack St. (Exhibit 2)

This crosswalk provides a connection from the New Westminster side of 10th Avenue to the Crest shopping Centre. The current configuration is a zebra crosswalk from the south east side of Chilliwack and 10th to mid block 10th Ave at Crest Shopping Centre. In the past, in response to resident concerns New Westminster and Burnaby staff have discussed upgrading this crosswalk.

In May of 2007, New Westminster completed traffic counts at this intersection and provided Burnaby staff with the results. Although Pedestrian numbers were relatively light for most of the study period, volumes peaked in the afternoon (4:15 to 5:15) with 39 individuals crossing. Using the standard warrant in the Pedestrian Crossing Control Manual, these numbers indicate a "Special crosswalk". Also, with the width of 10th Ave as well as the volumes and speeds, a higher profile crossing here is desirable. To address this and shorten the crossing distance curb bulges are also proposed.



Exhibit 2

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3.2 10th Avenue at Cariboo Road and Surrey St. (Exhibit 3)

This is an intersection of Major Collector streets, 10th Avenue and Cariboo Road, and a Local Street, Surrey Street, on the New Westminister side. Cariboo Road and Surrey Street stop for 10th with Surrey Street having the additional restriction of right-in right-out control with a delta island. Burnaby staff completed a traffic count here in March of 2007. A signal warrant was run using the data and the intersection scored 86 points for vehicles and 2 points for pedestrians for a total of 88 points just 12 points short of full signal status (100). New Westminister staff had indicated a preference for a pedestrian signal in this location to address the many requests to improve pedestrian access to Cariboo Park as reflected in the petition submitted to Burnaby Council. However, as the vehicle score far exceeds the pedestrian score, a full signal more accurately reflects the present and future needs

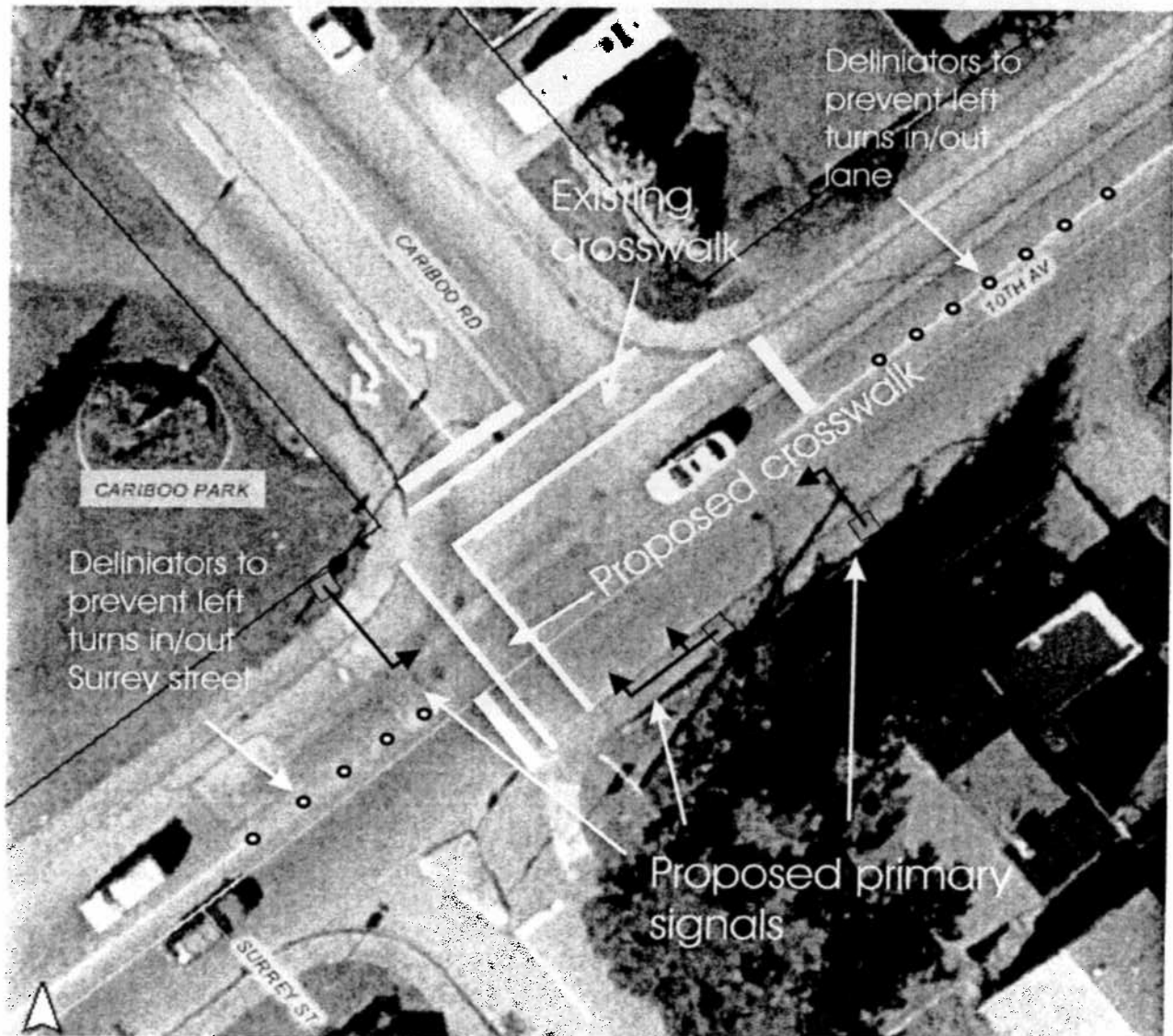


Exhibit 3

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3.3 10th Avenue at Holmes and Amess St. (Exhibit 4)

This crosswalk is at an intersection with unusual geometry. Burnaby has already completed substantial improvements on the north side. The Holmes approach was made perpendicular to 10th Avenue and the existing crosswalk was shortened by constructing a bulge on the north side. There is also currently a down lit crosswalk in operation here. The proposal here is to upgrade the existing equipment to special Crosswalk status by adding pedestrian activated amber flashing lights to improve visibility. It is desirable is to raise the profile of this crosswalk given the proximity of the adjacent school and presence of children in the area.



Exhibit 4

4.0 FUNDING OF PROPOSED IMPROVEMENTS

We have asked ICBC to consider the potential for cost-sharing the proposed transportation improvements through the Road Safety Improvement Program. It is intended that the City of New Westminster and City of Burnaby will cost-share the works net of any ICBC contribution. The City of Burnaby will be responsible the implementation of all the projects. As per standard practise the cost-sharing is based on number of intersection legs “owned” by each jurisdiction. The inter-city sharing for each project is listed below.

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1. 10 Avenue at Chilliwack (Crest Shopping) – Special Crosswalk (50/50)
2. 10 Avenue at Cariboo – traffic signal (Burnaby 2/3, NW 1/3)
3. 10 Avenue at Holmes – Special Crosswalk (50/50)

Given budgeting constraints, New Westminister can only fund the 10th Avenue/Chilliwack (Crest) crossing in 2007 and the other 2 works will be placed in its 2008 budget.

4.1 10th Ave at Chilliwack (Crest Shopping Centre)

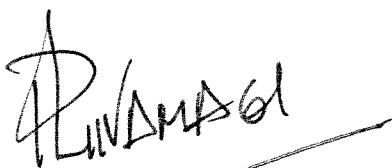
A “Special Crosswalk” is comprised of backlit overhead signing with down lighting of the crosswalk and pedestrian activated overhead flashing amber lights. Other signing and road marking conforms to that of a standard marked crossing. The estimated cost for special crosswalk installation including curb bulges is **\$70,000**. It is recommended that this work proceed to completion this year. Sufficient unallocated funds are available in the 2007 Annual Financial Plan.

4.2 10th Ave at Cariboo Rd/Surrey St. (access to Cariboo Park)

Estimated cost of a full signal is estimated at **\$180,000**. The cost split would be 2/3 Burnaby and 1/3 New Westminister. It is recommended that installation of a full signal be budgeted for construction in 2008.

4.3 10th Ave and Holmes St.

As the existing crosswalk already has lit over head signing it only requires only requires a limited upgrade to existing equipment to bring it up to special crosswalk standard. The cost of the work is estimated to be **\$25,000** and could be completed by Burnaby’s electrical contractor with future billing to the City of New Westminister (2008). It is recommended that this installation proceed on this basis.



Peeter Lijyamagi, P.Eng.
Assistant Director Engineering,
Traffic and Engineering Systems

BL:nep

Copied to: City Manager
Catherine Mohoruk, City of New Westminister Eng Dept
511 Royal Avenue, New Westminister, BC V3L 1H9