

R235 : Crosswalk Request at 152 Street at 26 Avenue(Delegation Appearance - Mr. Denys C. Tryon)



Corporate NO: R235

Report COUNCIL DATE: *October 30, 2000*

REGULAR COUNCIL

TO: Mayor & Council DATE: **September 29, 2000**

FROM: General Manager, Engineering FILE: **2152-02600**

2152-15200

SUBJECT: Crosswalk Request at 152 Street at 26 Avenue(Delegation Appearance - Mr. Denys C. Tryon)

RECOMMENDATION

That this report be received as information.

INTENT

To advise Council of the Engineering Department's conclusions and recommendations regarding a request for a pedestrian crosswalk on 152 Street at 26 Avenue.

BACKGROUND

Following a delegation from Mr. Denys Tryon and Mr. Keith Owen at the September 5, 2000 Council-in-Committee meeting, the Engineering Department was requested to prepare a Corporate Report addressing the request for a pedestrian crosswalk on 152 Street at 26 Avenue. Subsequent to the delegation, Mr. Tryon also sent a letter dated September 20, 2000, to Mayor McCallum on the same issue.

Prior to the September delegation, the Engineering Department has received 7 separate request letters from Mr. Denys Tryon regarding this issue since 1996. Each of these prior inquiries has been investigated and responded to.

DISCUSSION

152 Street is a major arterial road extending from Highway #1 just east of the Port Mann Bridge to the White Rock border. Between King George Highway and 20 Avenue, it has 4 through lanes plus a two-way centre left-turn lane, and serves a 2-way, 24-hour volume of approximately 19,200 vehicles on a typical weekday. The 152 Street/26 Avenue intersection is a T-intersection, with 26 Avenue designated as a local road, and currently forming a long cul-de-sac. The nearest existing protected pedestrian crossings are at the 152 Street/King George Highway traffic signal, approximately 280 metres to the north of 26 Avenue, and the 152 Street/24 Avenue traffic signal, approximately 360 metres to the south.

Existing properties on the west side of 152 Street are strata style townhouses in the immediate area of 26 Avenue. On the east side of 152 Street there is a mix of commercial and single family residential properties. There are northbound and southbound bus stops on 152 Street at 26 Avenue, and both of these are handicapped accessible.

Locations for pedestrian crossing devices including crosswalks and pedestrian signals in Surrey are selected based upon criteria developed by the City of Surrey Engineering Department. Factors considered in this evaluation include numbers of pedestrians crossing, volumes of vehicles passing, the number of traffic lanes, vehicle speeds, and the distance to existing pedestrian crossing devices. Some other Lower Mainland municipalities select pedestrian crosswalk or pedestrian signs based upon criteria published by the Ministry of Transportation and Highways. The Surrey method is similar in approach, but has slightly lower criteria for installation of these devices and, therefore, results in a few more installations than use of the Ministry warrant.

It has been found locally and across North America that the installation of crosswalks where there is very low pedestrian activity may result in motorists disregarding these traffic control devices. Where this occurs, the risk to a pedestrian, who feels secure in crossing at the device location, actually increases. Therefore, the Engineering Department makes every effort to apply the criteria consistently across the City, in order to maintain motorists' trust that they might reasonably encounter a pedestrian crossing at a crosswalk, and reduce the risk to pedestrians.

Evaluation

In response to the recent requests for a crosswalk, the Engineering Department conducted traffic counts on three separate occasions between 1998 and 2000, two of which were full seven-hour counts taken during the a.m. peak, mid-day, and p.m. peak hours. During these counts, pedestrians who were walking along 152 Street at 26 Avenue, who might use a crosswalk at this location if one were installed, were also observed.

Our traffic counts revealed an average of one to two pedestrians crossing 152 Street at this location. The maximum number of pedestrians crossing the intersection was five pedestrians in one hour counted between 7 a.m. and 8 a.m. in May 1998. This falls well short of the minimum of 20 pedestrians required to meet the criteria for installation. Observations of additional pedestrians in this area showed a maximum of 5 per hour. Based upon a generous assumption that all other pedestrians on 152 Street would cross if a device were provided, the future expected number of pedestrians crossing is approximately 10 per hour. Therefore, there is still no indication that the pedestrian crossing volume at this location would be at or near the 20 per hour threshold.

It should be noted that if the pedestrian activity at this location increases to more than 20 pedestrians per hour in the future, the appropriate traffic control device will be a pedestrian signal, rather than a crosswalk with pavement markings and signs. This is primarily due to the high volume of vehicles using this arterial road.

The Engineering Department has also applied other crosswalk installation standards by the Province of B.C., and the Transportation Association of Canada, with similar conclusions that a crosswalk is not appropriate.

Alternative Travel Modes

There are a number of travel options available for those residents of 2603 - 151 Street destined for either the South Surrey Town Centre or elsewhere in the Lower Mainland.

It was suggested in our previous correspondence that transit patrons can make use of the traffic signals at 24 Avenue or at King George Highway. When leaving the townhouse complex, it would be a two-block walk downhill to King George Highway to board the bus, and when returning home they can alight the bus at 24 Avenue and again walk downhill back to the townhouse complex. This would eliminate the need to walk uphill to use the bus.

For those who may be less mobile and unable to walk the extra distance to the next bus stop, Engineering has suggested that they make use of HandiDart buses. These buses are able to offer door-to-door service for all pre-arranged trips. Other options include the use of a motorized scooter. Although not inexpensive, scooters can be used for travel on sidewalks to South Surrey Town Centre, or in combination with TransLink buses. All TransLink buses stopping at the intersection of 26 Avenue and 152 Street are accessible to wheelchairs and scooters.

CONCLUSION

On the basis of the above information, Mr. Tryon's request for a crosswalk at 26 Avenue and 152 Street falls well short of the requirements in comparison to other crosswalk locations in the City. Installation of a crosswalk where pedestrian volumes are extremely low could increase the risk to pedestrians, and make it more difficult to justify consistent application of minimum crossing criteria at other locations in the future.

Although these pedestrians could continue to cross 26 Avenue at 152 Street, this would be ill advised. We believe it would be safer for them to walk downhill to the next bus stop and use the signalized crossing at either 24 Avenue or King George Highway. For those who are less mobile, we recommend that they make use of HandiDart or a motorized scooter to access either a bus stop or to use it to travel directly to their destination in the South Surrey town centre.

The Engineering Department has corresponded with Mr. Tryon on a number of occasions and staff have met with him both on-site and in an office setting, to relay the information provided above.

Jorgen Johansen, P. Eng.

MJM/KF:brb General Manager, Engineering

Attachment

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