



## TRAFFIC SAFETY COMMITTEE

### NOTICE OF OPEN MEETING

**DATE:** TUESDAY, 2016 MARCH 01

**TIME:** 6:00 PM

**PLACE:** Council Chamber, Burnaby City Hall

### **A G E N D A**

<b>1.</b>	<b><u>CALL TO ORDER</u></b>	<b><u>PAGE</u></b>
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**7. INQUIRIES**

**8. ADJOURNMENT**



## **TRAFFIC SAFETY COMMITTEE MINUTES**

**Tuesday, 2015 December 01**

An 'Open' meeting of the Traffic Safety Committee was held in the Council Chamber, Burnaby City Hall, 4949 Canada Way, Burnaby, B.C. on Tuesday, 2015 December 01 at 6:00 PM.

### **1. CALL TO ORDER**

**PRESENT:** Councillor P. McDonell, Chair  
 Councillor J. Wang, Member  
 Mr. J. Artuso, Citizen Representative  
 Mr. S. Baron, Senior Citizen Representative  
 Mr. B. Heslop, District Parent Advisory Council Representative  
 Mr. E. Laity, Citizen Representative  
 Mr. K. Robb, Burnaby HUB Representative  
 Mr. H. Sidhu-Kambo, Coast Mountain Bus Company Representative  
 Mr. N. Vizniak, Citizen Representative  
 Mr. T. Webster, ICBC Representative

**ABSENT:** Councillor P. Calendino, Vice Chair  
 Ms. N. Gobis Cutayne, School Board Representative  
 Mr. C. Redekop, Burnaby Board of Trade

**STAFF:** Mr. S. Ramsey, Manager - Transportation Planning  
 Mr. D. Louie, Assistant Director Engineering, Transportation  
 S/Sgt G. Sokolowski, Burnaby RCMP  
 Ms. E. Prior, Administrative Officer

The Chair called the Open meeting to order at 6:05 p.m.

### **2. MINUTES**

**a) Minutes of the Open Meeting of the Traffic Safety Committee  
 held on 2015 October 06**

**MOVED BY COUNCILLOR WANG**  
**SECONDED BY MR. LAITY**

THAT the minutes of the 'Open' meeting of the Traffic Safety Committee held on 2015 October 06 be adopted.

CARRIED UNANIMOUSLY

### 3. **CORRESPONDENCE**

MOVED BY MR. LAITY  
SECONDED BY MR. ARTUSO

THAT the correspondence be received.

CARRIED UNANIMOUSLY

**a) Correspondence from Joanne Little**  
**Re: Traffic Safety Concerns – Montecito School**

Correspondence was received from Ms. Joanne Little regarding the safety of school children attending Montecito Elementary School. Ms. Little requested an adult crossing guard and increased police presence to mitigate traffic safety concerns.

The following suggestions were put forward by the Committee; education programs and parent volunteers to raise awareness around driving and parking protocols, encouraging children to walk to school, doubling of points and fines for speeding in school zones, and further enforcement by RCMP and Bylaw Enforcement Officers.

A staff response to Ms. Little was provided as item 3(b) on this agenda.

**b) Correspondence from Doug Louie,**  
**Assistant Director Engineering – Traffic and Parking**  
**Re: Response to Joanne Little Regarding Traffic Safety**  
**Concerns Around Montecito Elementary School**

Correspondence was received from Mr. Doug Louie, Assistant Director Engineering – Traffic and Parking, responding to correspondence received from Joanne Little regarding traffic safety concerns at Montecito Elementary School.

Mr. Louie advised that the request for an adult crossing guard should be made directly to School District 41 through the principal of Montecito Elementary School. Mr. Louie also noted that requests for increased police presence should be directed to the RCMP.

Mr. Louie further submitted that the City has ensured that all school zones and crossings are appropriately signed and marked to make areas around schools as safe as possible. It was recommended that parents, school administrators and/or the PAC work collaboratively to develop an educational program to remind parents of appropriate driving and parking behavior around the school.

**c) Correspondence from Josh Cairns, on behalf of SFUs Cycling Subcommittee and Sustainable Mobility Advisory Committee  
Re: Traffic Safety Risks on Burnaby Mountain Parkway**

Correspondence was received from Josh Cairns, on behalf of SFU's Cycling Subcommittee and Sustainable Mobility Advisory Committee advising of safety concerns along a 650 metre portion of Burnaby Mountain Parkway, between Centennial Way and Gaglardi Way.

Mr. Cairns advised of the following concerns: the roadway is shared by cars, buses and cyclist; lack of street lighting; lack of reflectors; and unsafe storm grates on westbound shoulders. Potential and current cyclists were surveyed and cited inadequate lighting as the primary deterrent and safety concern in this area.

Staff advised that street lighting has currently been installed along Gaglardi Way to Broadway. Staff has also identified future work in the Capital Plans for the installation of street lighting, a pedestrian walkway and an urban trail for Burnaby Mountain Parkway.

Staff will investigate the concerns of the author, specifically the catch basins, and respond to Mr. Cairn, with a copy of the correspondence to be forwarded to the Committee.

**4. REPORTS**

MOVED BY MR. LAITY  
SECONDED BY MR. VIZNIAK

THAT the reports be received.

CARRIED UNANIMOUSLY

**a) Report from Director Engineering  
Re: 2016 Local Area Service Program for Speed Humps**

A report was received from the Director Engineering reviewing the applications for the 2016 speed hump program and recommending streets that should proceed to the Local Area Service Program (LASP) process.

The Director Engineering recommended:

1. THAT the Committee recommend that Council advance the requested speed humps, as discussed and recommended in this report, to the 2016 LASP.

2. THAT the Committee recommend that Council send a copy of this report to the residents who requested speed humps as part of the 2016 LASP.

MOVED BY COUNCILLOR WANG

SECONDED BY MR. WEBSTER

THAT the recommendations of the Director Engineering be adopted.

CARRIED UNANIMOUSLY

**b) Report from Director Engineering  
Re: Street Lighting on 11th Avenue between  
15th Street and 17th Street**

A report was received from the Director Engineering responding to a request for additional street lighting along 11<sup>th</sup> Avenue.

The Director Engineering recommended:

1. THAT the Committee endorse the installation of 2 street lights on 11<sup>th</sup> Avenue between 15<sup>th</sup> Street and 17<sup>th</sup> Street.

MOVED BY COUNCILLOR WANG

SECONDED BY MR. LAITY

THAT the recommendation of the Director Engineering be adopted.

CARRIED UNANIMOUSLY

**4. NEW BUSINESS**

There were no items of new business brought forward at this time.

**5. INQUIRIES**

**Eric Laity**

Mr. Laity expressed appreciation for the repairs undertaken by Burlington Northern Railway to the rail crossing at Douglas Road and Still Creek.

**6. ADJOURNMENT**

MOVED BY MR. E. LAITY

SECONDED BY MR. T. WEBSTER

THAT this Open Committee meeting do now adjourn.

CARRIED UNANIMOUSLY

The Open meeting adjourned at 6:35 p.m.

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Eva Prior  
ADMINISTRATIVE OFFICER

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Councillor Paul McDonell  
CHAIR

# Shaw Webmail

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**Fri, Feb 12, 2016 02:45 PM**

**To :** Eva Prior <eva.prior@burnaby.ca>

**Thank you for your phone call to me this day regarding myself appearing as a delegation in reference to a dangerous crosswalk not noticed by many drivers who find themselves upon the crosswalk before they may notice a pedestrian waiting to cross or crossing at mentioned crosswalk at Parker and Madison.**

The other problem is coming up Parker heading east on a hill drivers cannot see any marked crosswalk until they are entering the intersection which does not allow them time to stop for a crossing pedestrian. The drivers heading in a westerly direction come up over a rise in the road then suddenly may find someone attempting to cross at the last moment in the crosswalk.

Even though I am not a public speaker, I will attend at Burnaby City Hall and if my concern mentioned can be made safer for the pedestrians crossing at that location, I will be pleased to attend.

## Warren Dollery



**From:** Shaw [mailto:principal-intl@shaw.ca]  
**Sent:** December-07-15 9:46 AM  
**To:** Clerks  
**Cc:** mciv  
**Subject:** Dangerous Crosswalk on Madison at Parker

SECTION 1 COUNCIL CORRESPONDENCE City Manager Deputy City Managers (2) Dir. Engineering Traffic Safety Committee (2016.03.01)
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Mayor Corrigan and Council

My name is Warren Dollery a resident of Burnaby. Today Monday December 7. 2015 at around 740 AM while dropping off someone on Maddison at Parker a young lady in her early twenties almost lost her life by crossing in a marked crosswalk by a vehicle speeding through that cross walk . I do on a regular basis drop someone off at that location and many times cars never stop or slow down for any one in that cross walk.

I have spoken with a city engineer some months back about this issue and was advised that the appropriate signs are posted and the drivers should obey such, to which most do not, I asked the engineer if they could put in a lighted cross walk flashing light to stop when a person or persons activate such warning device. It was suggested to me that the cost to put in any safety crossing light may not happen because of costs involved . That is a feeble excuse for the dangers people face crossing in that marked crosswalk mentioned.

Because of the young lady almost been hit, I have filed a complaint this day with the RCMP. I therefore request the mayor and council to have the city put in a control light to save lives at this dangerous crossing any thing less is useless and will not work.

Sincerely

Warren Dollery  
7035 Union Street  
Burnaby, BC V5A 1H8  
604-299-1548

<p><b>NOTE:</b> Staff had talked to Mr. Dollery shortly after he sent the email to the City. Engineering staff advised him that the intersection will be reviewed early next year to determine if the crosswalk needed to be upgraded based on the volume of pedestrians and traffic, and other factors. In response to his concerns regarding poor driver behavior, his filed complaint to the RCMP is the best course of action and staff will also consult with the RCMP.</p>
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**From:** Roderick Santiago [<mailto:itsroderick@gmail.com>]  
**Sent:** December-01-15 12:19 PM  
**To:** Clerks  
**Subject:** PEDESTRIAN SAFETY ON BARTLETT COURT

Hi,

Although traffic to this location is considerably low, I urge the Traffic Safety Committee to place at least a Pedestrian Crossing in this place.

Residents of the Condos at the end of the cul-de-sac seemed unfazed with pedestrians crossing and do not at all in so many incidents slow down. It's the pedestrians who stops and let them pass!

I myself cross this pathway every day and had to be aware of traffic coming from the Condos. There's a school here and a mall where foot traffic is coming from and a lot of people have already showed a lot of concern why there seem to be no movement from your office to aid pedestrians crossing this road.

Are we waiting for catastrophe to strike before we prevent accidents from happening? Isn't prevention better a solution now than having someone injured or worse lose a life?

For your kind consideration.

Sincerely,

Rod Santiago

February 1/2016

Transportation Committee  
c/o Office of the City Clerk  
4949 Canada Way  
Burnaby, BC V5G 1M2

Dear Traffic Safety Committee,

I am writing this letter to the Traffic Safety Committee to bring your attention to an issue of cyclist and pedestrian safety issues along Underhill/Broadway to Underhill/Eastlake corridor. See the attached map. I would like the Traffic Safety Committee to consider a redesign of the area that would make this area safer for cyclists and pedestrians who use this corridor.

I am a 30 year resident of the Forest Grove area, I ride my bike daily to work. In the last 5 or so years I have noticed a large increase of traffic in the area with a subsequent effect on my safety as a daily bike commuter.

**The problem of the morning commute.** I ride down from 8400 Forest Grove each morning through the Burnaby Conservation Area, and along a gravel path/walkway (going west) to the east corner of Underhill and Broadway. I hop onto the Urban Trail that takes me south. The Urban Trail is right next to Mammoth Studios (formerly Sears). I ride along the Urban Trail for a 50 feet or so, but my intention is to cross the street which has two/three lanes of bi-directional traffic. My intention is to go south on Underhill as my goal is to get to Enterprise St and go west to my place of employment. Every morning it's an adventure to try to figure out how to cross without being killed. Will I judge the speed of the cars accurately? Will they see me? What other options are there? As I stop and consider my options, and realize cutting across the street is the best of them all, I look over my right shoulder, I see traffic going east on Broadway is turning right and moving south down Underhill, and as I look left the traffic moving up Underhill going north. This is the A-1 option as noted on my map. Depending on the visibility and time of day I cut across diagonally and proceed south along Underhill. So far so good.

The problem of the morning commute, continues because instead of hopping across Underhill, I *could* consider riding south along the Urban Trail (east side) which would bring me to the intersection of Eastlake and Underhill.

See option A-3. Here I could cross Eastlake but must then must wait on the south/east corner of Eastlake/Underhill and take a chance to cross to the west side of Underhill. In my opinion this is never a wise choice but in the dark and rain, potentially lethal. Myself, I never select this option simply because drivers coming up (going north) Underhill are going too fast and with the volume of traffic are not prepared to stop for a cyclist or pedestrian, and drivers proceeding west along Eastlake to Underhill, stopping is generally optional for vehicles. I have noted some brave pedestrians crossing here (southeast corner of Underhill and Eastlake). but I feel it's simply too dangerous in the morning or evening.

I could consider leaving my house on Forest Grove Drive and going east along Forest Grove to Underhill where I meet a three way stop. Here I can turn left and proceed down Underhill going south. But this choice is also fraught with danger for me as its quite dangerous to wait in the traffic at Underhill and Broadway for the light to change. There is no bike crossing button for me to push so I must sit in the inside lane wait for the lights to turn or a car to come behind me. This is the A-2 option noted on my map. Even if there was a bike crossing button it would mean I would need to be in the right hand lane (Underhill/Broadway) and that too is not a good option as cars use this lane to turn right and don't want a bike near them. Even if I were to sit in the outside lane and travel south on Underhill, there is also the issue of cars traveling along Broadway going east and wanting to turn south on Underhill. Not every driver waits for the signal to turn right.

**The challenge of the evening commute.** The issue of getting through the Eastlake/Underhill intersection during the evening commute is also interesting. As I proceed along Enterprise going east I turn left at Underhill. I proceed north on Underhill but then there is the notorious Eastlake/Underhill intersection to contend with. The A-3 option. When cars are going west along Eastlake, two lanes of cars are typically in a not quite moving position at the stop sign. The outside lane is meant to be used to turn left and the inside turn right. The challenge again is: the cars are in a hurry and fail to slow much if they don't have to. They gun it to make a right left turn if they see a break in traffic and go south down Underhill. The car on the outside lane cannot always see, quite literally through the car on their left and thus they may not see me. Then there is the issue of the cars proceeding south on Underhill intending to turn east (left) onto Eastlake. It's quite literally and often a heart stopping intersection in the evenings, Friday is particularly bad and I have had a few near misses in this intersection. When the days are dark and rainy, I proceed very, very slowly through here attempting to make eye contact with drivers if possible.

I would appreciate it if you would take the time to evaluate this corridor and consider some changes that would

benefit those individuals, like me that ride their bike daily in this area. It would be a shame to see a serious injury or worse to anyone.

Thank you

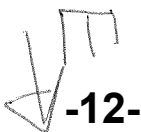
Cathy Griffin

#21-8400 Forest Grove Drive

Burnaby, B.C.

V5a 4B7

Attachment: hand drawn map of area, not to scale.



GOOD AFTERNOON TRAFFIC SAFETY COMMITTEE MEMBERS,

This is a two part email in relations to the crosswalk at 4321 Still Creek Drive (picture attached for reference)

The first part is to advise and communicate with you of a recent Near Miss that occurred during the lunch hour where an employee had to speed up his walking in order to avoid being struck by an oncoming vehicle (brief statement attached).

The second part of this email is to advise you of two concerns with respect to the said crosswalk:

- #1) Vehicles seemingly approach the crosswalk at higher than posted rates of speed and;
- #2) Vehicles voluntarily stopping to allow pedestrians across is rare; you normally have to bully your way through the intersection while maintaining constant eye contact with the driver and be ready to move with cat like reflexes if required.

In closing, we would kindly appreciate your assistance in finding a solution and eliminating this constant hazard. If you have any question, feel free to contact me directly.

**Christian Leblanc**

*Project HSSE Advisor, RTA PD Project*

600, 4321 Still Creek Drive | Burnaby | British Columbia, V5C 6S7 | Canada

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**EMAIL to Chris Leblanc re incident at 4321 Still Creek**

Chris,

Just to reiterate our conversation last Thursday, I was crossing Still Creek Dr at the crosswalk in front of our building while returning from lunch (around noon). There was a gap in traffic, so I stepped out on the South side of the street, but noticed that the car cresting the hill was not slowing down. I thus quickened my pace and he drove right behind me as I crossed over the median. There was no issue with cars slowing down on the other side. Unfortunately, I do not recall a description of the car and did not take note of the license tag.

**Charlie Cheatham**

*Contracts Manager*

4321 Still Creek Drive | Ste 600 | Burnaby BC V5C 6S7 | Canada

**T** +1 778 945 5393 | **F** +1 604 298 1625 | **M** +1 604 360 8930

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Engineering Department

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2016 January 13

FILE: 37500-01

Ref: Burnaby Mountain Pkwy

Cairns, Josh  
Executive Director of Embark  
WMC 2621  
8888 University Dr  
Burnaby BC V5A 1S6

**SUBJECT: BURNABY MOUNTAIN PARKWAY BETWEEN CENTENNIAL WAY AND GAGLARDI WAY**

Thanks for your letter of 2015 December 01 to Mayor and Council. Your letter and concerns were discussed at the Traffic Safety Committee in December and was referred to staff for follow up. Your request for additional street lights along Burnaby Mountain Parkway has already been identified in our Capital Plans. New street lights along Burnaby Mountain Parkway will be installed this year or in 2017 as priorities and funding allocations allow. You may have noticed that new street lights have been recently installed along Gagliardi Way and these will be energized shortly.

The existing storm grates along Burnaby Mountain can be safely ridden over in that they will not trap bike tires. However, as with most storm grates, care must still be taken due to debris or some changes in elevations at the storm grates. Most cyclists will avoid riding over the storm grates altogether, so changing them to a more modern version is felt to have limited benefit. In addition, the change would require the reconstruction of the entire catch basin and portions of the recently repaved street. To help mitigate your concerns, we will be placing a short painted white guideline on the pavement in advance of the catch basin and a reflective pavement marker on the curb face adjacent to the catch basin to highlight the potential hazard for cyclists. This will be completed in the unlit portion of the road in the westbound (downhill) direction where cyclists' speeds are potentially higher and where the bike lane is narrower. This will be completed this year when weather conditions permit.

If you have any further questions, please don't hesitate to contact Zulfiqar Rafiq, the Traffic Technician for the area, at 604-294-7441.

Regards,

D. Louie, M. Eng., P.Eng.  
Assistant Director Engineering,  
Transportation Services

DL/mm

Copied to: City Clerk's Office – Eva Prior

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To the Traffic Safety Committee

Yesterday I got a rude awakening – I have been trying different routes to get to work. I came down Hastings headed west from SFU towards Duthie and proceeded to turn left onto Duthie on my way to work located at Sperling and Kitchener. I was lost in thought etc and completely missed the signs indicating no left turn onto Duthie between 7am and 9am - Yes my fault completely. I was also very fortunate and got off with a warning – I think he could truly see my ‘disbelief’ and shock about the no left hand turn.

I’d like to question the decision on a no left turn lane at this intersection.

There are hardly any cars heading up Burnaby Mountain Parkway to SFU at this time and all traffic is already funneling onto Hastings from the Barnet (Inlet Drive) headed west. Why not try to alleviate the congestion and allow a left turn onto Duthie? Also, there were only a handful of cars turning at Sperling the last couple of mornings and on a few occasions and the left turn signal didn’t even go on. Again, there were only a few vehicles headed east on Hastings on to the Barnet so it was easy to turn left but of course even if it is only one vehicle, it creates a line up behind it that then congests the previous intersection (Hastings at Inlet/Barnet) for both those already headed west and those trying to get onto Hastings headed west because they can’t turn left at Duthie.

The Barnet is impossible with most vehicles having a single passenger so the HOV lane is completely open but of course when you get to this intersection – it’s crazy with 3 lanes now funneling onto Hastings headed west.

Just a thought.

Thanks for passing this on.

Kind regards,



**Maria A. Marano**  
***Events and Community Relations***

**Down Syndrome Research Foundation**

1409 Sperling Avenue, Burnaby BC V5B 4J8

P: [604-444-3773](tel:604-444-3773) ext. 2231 - F: [604-431-9248](tel:604-431-9248)

*DSRF is the proud winner of the Burnaby Board of Trade's 2014 Non-Profit Organization of the Year and the Family Friendly Organization of the Year awards.*



Meeting 2016 Mar 01

## COMMITTEE REPORT

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**TO:** CHAIR AND MEMBERS  
TRAFFIC SAFETY COMMITTEE

**DATE:** 2016 February 23

**FROM:** DIRECTOR ENGINEERING

**FILE:** 38000 20  
*Ref: Traffic Safety*

**SUBJECT:** CROSSWALK – PARKER ST AT MADISON AVE

**PURPOSE:** To review pedestrian safety concerns at the intersection of Parker and Madison.

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**RECOMMENDATIONS:**

1. **THAT** the Committee receive this report for information.
2. **THAT** a copy of this report be sent to Mr. Warren Dollery, 7035 Union St, Burnaby BC V5A 1H8.

**REPORT****BACKGROUND**

On 2015 December 14, Mayor and Council received correspondence from Mr. Warren Dollery about his concerns regarding pedestrian safety at the intersection of Parker and Madison. He had earlier observed a vehicle speeding through the crosswalk at the intersection and felt that a pedestrian trying to cross at that time was put at risk. He requested that a control light be installed to enhance the visibility of the crosswalk. The overhead illuminated crosswalk signs at Duthie and Union, and the Special Crosswalk with amber flashing lights activated by pedestrians at Kensington and Kitchener were cited as examples.

In 2013, similar concerns about pedestrian safety at the intersection were raised by an area resident. A review was completed at that time and a marked pedestrian crosswalk was installed in July 2013. With the new request, another formal review was undertaken to determine if conditions have changed since the last review.

**EXISTING CONDITIONS**

The intersection of Parker St at Madison Ave is a standard four legged intersection with Madison Ave being stop controlled in favour of Parker St (see Figure 1). Parker St is classified as the Major Collector and Madison Ave is classified as a Local Street. Parker St is relatively flat at the intersection and the straight alignment of the road provides good sight lines for both pedestrian and motorists, despite the slight roadway undulations when looking east from the crosswalk. Crosswalk pavement markings exist on the east leg of the intersection along with two crosswalk signs, one either side of Parker St.



To: Traffic Safety Committee  
 From: Director Engineering  
 Re: Crosswalk – Parker St at Madison Ave  
 2016 February 23 ..... Page 2

The crosswalk signs are visible from over 100m away, approaching from the east and west. “Pedestrian Crosswalk Ahead Signs” are also located approximately 50 meters in advance of the intersection on the east and west approaches, thereby providing further advance notice to motorists. Final standard street lighting exists along the length of Parker St. The crosswalk itself is well lit by a streetlight pole located on the south side of the marked crosswalk with the luminaire overhanging Parker St above the crosswalk.

## INTERSECTION REVIEW

Recent traffic counts conducted at the intersection showed that Parker St has maximum traffic volumes of about 1,100 vehicles during the peak hours of 8:00AM to 9:00AM. This volume is within the expected range according to its classification as a Major Collector. Counts of pedestrians crossing Parker St showed similar activities to past counts in 2013, with slightly fewer pedestrian crossings during the morning rush hours and slightly more during the afternoon rush hours. Thirty-three (33) pedestrians were observed crossing Parker St between 4:00PM – 5:00PM. A review of the past five years of collision history at the intersection between 2009 and 2013 revealed no reported pedestrian related incidents.

Using recent counts, a pedestrian crossing analysis was completed following Transportation Association of Canada guidelines. The analysis helps to determine the relative crossing difficulty for pedestrians based on traffic volumes and the level of pedestrian activity, and the type of crossing control that would be most appropriate. The results indicate that a marked crosswalk would be helpful during some time periods (e.g. afternoon rush hour). This was the same conclusion in 2013 that resulted in the installation of the existing marked crosswalk. The results also indicate that a special crosswalk (with pedestrian-activated flashing amber lights) is not warranted at this time. There is also no other mitigating factor such as a designated bike route that would provide a rationale to provide a higher level of control than currently exists. The provision of additional overhead illuminated crosswalk signs was also considered, but the existence of a streetlight almost directly over the existing crosswalk significantly diminishes the need for more overhead lighting at the crosswalk. To further enhance and maintain good sightlines between pedestrians and motorists, parking along Parker St will be prohibited within 20 metres of the crosswalk.

Several field observations were made at Parker and Madison that showed that pedestrians, for the most part, were crossing Parker with caution (as would be expected) and without significant delays. Some pedestrians were crossing the intersection across the west leg of the intersection, and not using the marked crosswalk on the east leg. Crossing conditions were also slightly more complicated during a short period of time during the afternoon rush hour when eastbound traffic queues would extend back through the intersection due to the traffic signal at Willingdon. Lastly, some motorists were found to be less courteous to adult pedestrians waiting to cross the street in comparison to young children or teenagers. The RCMP has also monitored the intersection and did not find a need to issue any traffic violation notices at the times they were there.

To: Traffic Safety Committee  
From: Director Engineering  
Re: Crosswalk – Parker St at Madison Ave  
2016 February 23 .....Page 3

## RECOMMENDATIONS

A review of the intersection of Parker St and Madison Ave was undertaken in response to concerns about the safety of pedestrians crossing Parker St. The review showed that conditions have not changed substantially since the last review in 2013, and that the existing marked crosswalk is still the most appropriate traffic control at this time. It was found that additional parking restrictions along Parker Street in advance of the crosswalks would help to maintain good sightlines between pedestrians and motorists, and arrangements are being made for their installation.

It is recommended that a copy of this report be sent to Mr. Warren Dollery for his information.



Leon A. Gous, P. Eng., MBA  
DIRECTOR ENGINEERING

ZR/DL/ac

Attachment

Copied to: City Manager  
Burnaby RCMP – OIC Chief Supt. Dave Critchley

## CROSSWALK AT PARKER ST AND MADISON AVE

FIGURE - 1



The information has been gathered and assembled on the City of Burnaby's computer systems. Data provided herein is derived from a number of sources with varying levels of accuracy. The City of Burnaby disclaims all responsibility for the accuracy or completeness of information contained herein.