

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.

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.

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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.

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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

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Attachment

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

