
TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**SUBJECT: PEDESTRIAN CROSSWALKS ON GILLEY AT PORTLAND AND AT
CLINTON**

RECOMMENDATIONS:

1. THAT Council approve the installation of Rectangular Rapid Flashing Beacons at the existing marked crosswalk on Gilley Avenue at Clinton Street.
2. THAT Council send a copy of this report to Ms. Kim Makaseff, Mr. David Sutherland, and Mr. Joe Sun for information.

REPORT

The Traffic Committee, at its meeting held on 2021 January 27, received and adopted the attached report seeking Council approval for the installation of Rectangular Rapid Flashing Beacons at the existing marked crosswalk on Gilley Avenue at Clinton Street.

Respectfully submitted,

Councillor D. Johnston
Chair

Councillor J. Keithley
Vice Chair

Copied to:	City Manager Director Corporate Services Director Parks, Recreation and Cultural Services Director Planning and Building Director Engineering City Solicitor City Clerk
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TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2021 January 11

FROM: DIRECTOR ENGINEERING

FILE: 38000 20
Ref: Traffic Safety

SUBJECT: PEDESTRIAN CROSSWALKS ON GILLEY AVENUE AT PORTLAND STREET AND AT CLINTON STREET

PURPOSE: To review requests for enhanced pedestrian crosswalks on Gilley Avenue at Portland Street and at Clinton Street.

RECOMMENDATIONS:

1. **THAT** the Committee recommend that Council approve the installation of Rectangular Rapid Flashing Beacons at the existing marked crosswalk on Gilley Avenue at Clinton Street.
2. **THAT** the Committee recommend that Council send a copy of this report to Ms. Kim Makaseff, Mr. David Sutherland, and Mr. Joe Sun for information.

REPORT

INTRODUCTION

On 2019 September 04, a resident delegation (Ms. Kim Makaseff and Mr. David Sutherland) appeared before the Traffic Safety Committee with a petition requesting a new crosswalk on Gilley Avenue at Portland Street with pedestrian activated beacons to enhance safety. The Committee referred the request to staff for review and a report back.

In 2019 December, staff also received a request from a member of District #3 Community Policing Advisory Committee (Mr. Joe Sun) to add pedestrian activated beacons to enhance pedestrian safety at the existing marked crosswalk on Gilley Avenue at Clinton Street. There were similar prior requests for this latter location.

POLICY

Traffic safety initiatives are aligned with the City of Burnaby Corporate Strategic Plan by supporting the following goal and sub-goal of the plan:

- A Safe Community
 - Transportation safety –
Make City streets, pathways, trails and sidewalks safer

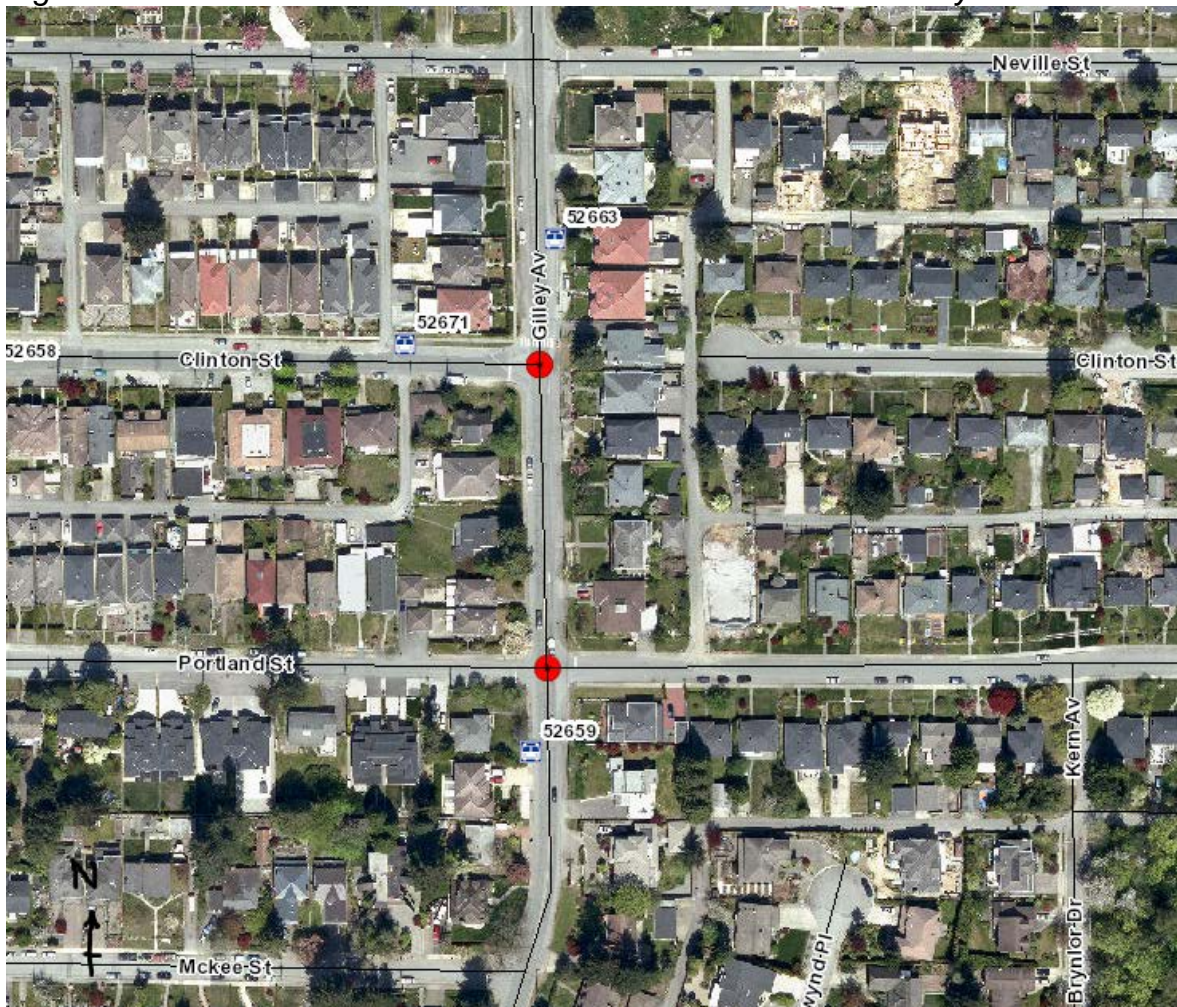
To: Chair and Members Traffic Safety Committee
From: Director Engineering
Re: Pedestrian Crosswalks on Gilley Avenue at
Portland Street and at Clinton Street
2021 January 11 Page 2

BACKGROUND

Concerns raised at both intersections include the desire to enhance pedestrian safety by increasing the visibility of pedestrians crossing and improving the yielding behaviour of motorists along Gilley Avenue.

The intersections of Gilley Avenue and Portland Street, and Gilley Avenue and Clinton Street, are directly adjacent to each other, approximately 100 metres apart, as shown in Figure 1. Gilley Avenue is classified as a Major Collector and both Portland Street and Clinton Street are classified as Local streets. There is a downhill grade along Gilley Avenue from north to south of about 6% at Clinton Street, and steepening to about 8% at Portland Street. Two blocks west is Clinton Elementary School and one block east is Ron Mclean Park. One bus stop is located in proximity to the intersection of Gilley Avenue and Portland Street, and two bus stops are located in proximity to the intersection of Gilley Avenue and Clinton Street.

Figure 1: Intersections of Clinton Street and Portland Street at Gilley Avenue



To: Chair and Members Traffic Safety Committee
From: Director Engineering
Re: Pedestrian Crosswalks on Gilley Avenue at
Portland Street and at Clinton Street
2021 January 11 Page 3

DISCUSSION

The historical crash data from ICBC show no unusual patterns with an average of just over one crash per year in the last five years (2015 - 2019) at both locations. There was one crash at Gilley Avenue and Clinton Street where a pedestrian was injured.

Traffic counts completed in 2019 showed that the average hourly weekday volume of pedestrians crossing Gilley Avenue at Portland Street and at Clinton Street were 4 and 16, respectively. The results are very similar to counts conducted in 2016, except that the average volume of pedestrians crossing at Clinton Street has increased from 11 to 16 per hour. The counts confirm that the number of pedestrians crossing at Portland Street is much lower than at Clinton Street, and would not meet warrants for a marked crosswalk. Field reviews also confirm that the preferred pedestrian crossing location is at Clinton Street because the gradient of Gilley Avenue is not as steep and sightlines are better. Although the intersection of Gilley Avenue and Clinton Street is a T-intersection, pedestrian access to the east is facilitated by a pedestrian walkway located about 45 metres north of the intersection which connects to a rear laneway. The T-intersection also reduces the potential for pedestrian-vehicle interactions because there is no car access from the east leg of the intersection. Lastly, both intersections serve bus stops so there is no advantage to relocate the existing marked crosswalk at Clinton Street to Portland Street. Therefore, a marked crosswalk is not recommended at the intersection of Gilley Avenue and Portland Street.

A review of the existing marked crosswalk on the north leg of Gilley Avenue at Clinton Street showed that all the requisite crosswalk signs are in place and there is a streetlight directly above the crosswalk. The volume of existing pedestrians meets the warrant for a marked crosswalk, but is relatively low for an upgrade with a pedestrian activated crosswalk or Rectangular Rapid Flashing Beacons (RRFB). Considering all other factors, such as the grade and classification of Gilley Avenue, proximity to a school and park, and proximity to two bus stops, it is recommended that the existing crosswalk at Clinton be upgraded with RRFBs to further enhance safety. Once installed, it may further attract pedestrians thus increasing its utilization. RRFBs have been installed in many locations throughout the City and have been found to be very effective in increasing driver awareness of pedestrian crossings.

IMPLEMENTATION

Subject to Council approval, the recommended RRFBs will be installed at Gilley Avenue and Clinton Street later this year with funding from this year's Engineering Capital Minor Traffic Management Projects at an estimated average cost of about \$50,000. This will be installed along with other locations that are currently being reviewed. An information report will be provided at the next Committee meeting outlining the various transportation projects planned for this year.

To: Chair and Members Traffic Safety Committee
From: Director Engineering
Re: Pedestrian Crosswalks on Gilley Avenue at
Portland Street and at Clinton Street
2021 January 11 Page 4

RECOMMENDATIONS

A review of requests for enhanced pedestrian crosswalks on Gilley Avenue at Portland Street and at Clinton Street was completed. The analysis showed that a marked crosswalk at Portland Street is not warranted. However, based on supportive conditions and increasing pedestrian usage, it is recommended that the existing marked crosswalk at Clinton Street be upgraded with pedestrian activated beacons. Subject to Council approval, the upgrade can be completed this year with funding from the Engineering Capital Minor Traffic Management Projects.

It is also recommended that a copy of this report be sent to Ms. Kim Makaseff, Mr. David Sutherland, and Mr. Joe Sun for information.



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

DL/ac

Copied to: City Manager
Director Public Safety and Community Services
Director of Planning and Building
RCMP – OIC Burnaby Detachment Chief Supt. Deanne Burleigh
Director Finance