

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

C. EDMONDS STREET AT LINDEN AVENUE

RECOMMENDATION:

1. **THAT** Council approve relocation of the existing marked crosswalk north of the intersection of Edmonds Street and Linden Avenue to a standard location crossing the north leg of Edmonds Street at Linden Avenue complete with the addition of overhead illuminated signage.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1996 September 03, adopted the *attached* report supporting relocation of the existing crosswalk on Edmonds Street north of Linden Avenue to a standard intersection location.

MEMBERS:

Mr. N. Smith
Mr. D. Berardine
Mrs. M. Canessa
Mr. E. Fourchalk
Ms. L. Kapp
Mrs. D. Mumford
Mr. D. Ramsbotham
Mr. D. Richardson
Mr. A. MacDonald

Respectfully submitted,

Councillor J. Young
Chairman

Councillor D. Evans
Member

<p>: COPY - CITY MANAGER - DIRECTOR ENGINEERING - OFFICER-IN-CHARGE, R.C.M.P.</p>

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 1996 07 31
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-04-01
SUBJECT: EDMONDS STREET AT LINDEN AVENUE
PURPOSE: To advise the Committee of the results of the staff review of the pedestrian crosswalk location at this intersection.

RECOMMENDATION:

1. **THAT** the existing marked crosswalk north of the intersection of Edmonds Street and Linden Avenue be moved to a standard location crossing the north leg of Edmonds Street at Linden Avenue complete with the addition of overhead illuminated signage.

REPORT

BACKGROUND

Appearing on the agenda for the Traffic and Transportation Committee (Traffic Safety Division) meeting held on 1996 February 06 was a report regarding pedestrian crossing facilities on Edmonds Street between Kingsway and Canada Way. Included in that report was a recommendation to relocate the existing crosswalk on Edmonds Street north of Linden Avenue to a standard intersection location. This item was referred back to staff for further review.

As stated in the previous report, the existing crosswalk is located approximately 15 metres north of the intersection. The parking restrictions on the southbound approach to the crosswalk are substandard, contributing to the poor visibility of pedestrians waiting to cross. To bring the parking restrictions up to current standards for a mid-block crosswalk would require the removal of an additional 70 metres of parking, effectively eliminating all on-street parking for the adjacent businesses.

The current crosswalk location also conflicts with traffic entering or leaving the Value Village driveway. The crosswalk is located immediately north of the driveway increasing the risk to pedestrians as drivers, concentrating on approaching vehicle traffic, are less likely to notice pedestrian traffic.

PEDESTRIAN ACTIVITY

A study of pedestrian activity was conducted on 1996 June 12 between 07:00 and 18:00 including all pedestrian crossings on Edmonds Street between Fulton Avenue and Britton Street. A total of 1301 pedestrian crossings were observed during this period. Of these crossings, 924 occurred at the crosswalk with the remainder crossing mid-block.

Of pedestrians approaching the crosswalk on the west side of Edmonds Street, 62% approached from Linden Avenue. On the east side of Edmonds Street, 65% approached from Value Village. The data indicates that there is little difference as to the best location for the crosswalk based on pedestrian walking distances.

CONCLUSIONS

As indicated on Figure 1, attached to this report, the distance between the existing crosswalk and the proposed crosswalk location is 13.6 metres. The pedestrian count indicates that the number of pedestrians inconvenienced by this relocation will be balanced by the number of pedestrians helped by the change. Given the short distance involved and the apparent travel patterns observed, it is unlikely that the relocation of the crosswalk will encourage any further misuse of the facility.

The pedestrian volumes were also analysed against the criteria for pedestrian signal warrants. Although the current volumes do not indicate that signalization is warranted at this time, as traffic volume increases it appears that a signal may be warranted in the near future. Should signalization be required, the best location would be at the intersection of Edmonds Street and Linden Avenue rather than the existing crosswalk location.

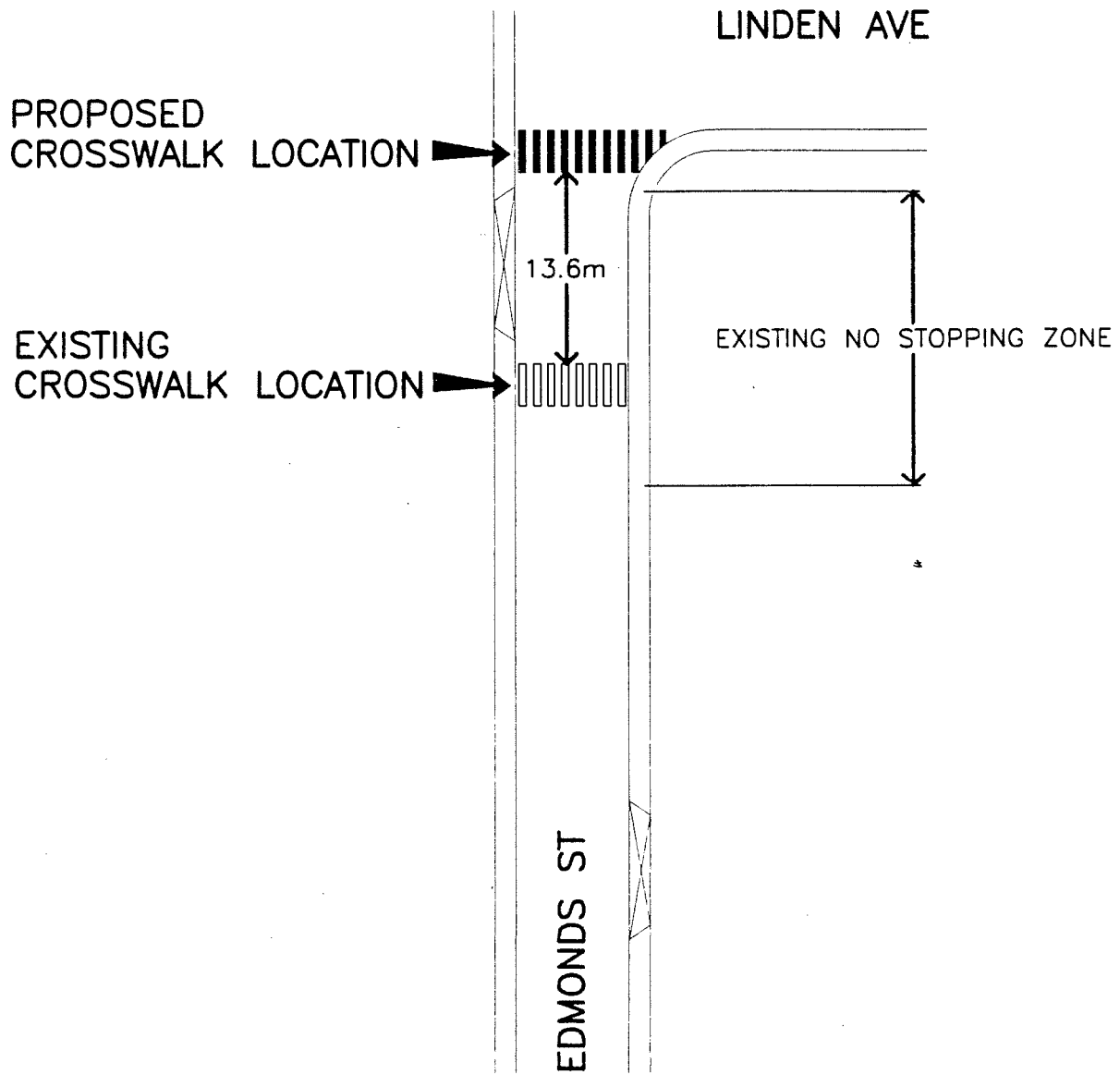
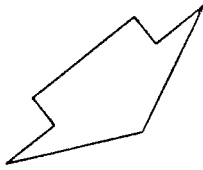
A further advantage to relocating the crosswalk is that no additional restriction of parking on the west side of Edmonds Street would be required. To enhance the safety of the current crosswalk, an additional 70 metres of parking should be removed, effectively removing all parking from in front of the existing businesses on the west side of Edmonds Street at Linden Avenue.



ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

BB:
Attach.

cc: City Manager



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NO.	DATE	REVISION
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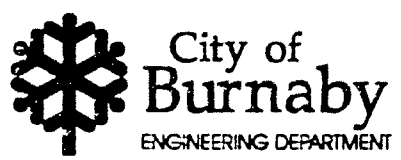


FIGURE 1
PROPOSED CROSSWALK RELOCATION
EDMONDS ST - LINDEN AVE

DRAWN BY: H.LOUIE	SCALE: N.T.S.	A 398
APPRV'D BY: CDL	DATE: 96-07-05	

EDMONDS COMMUNITY SCHOOL

7651 18th Avenue
Burnaby, B.C. V3N 1J1

Phone: (604) 664-8683 FAX: (604) 664-8319

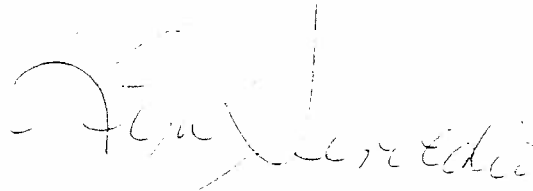
April 11, 1996

Dear Mr. Cleave,

Edmonds Community Council was pleased to hear of the proposed crosswalk changes along Edmonds between Canada Way and Kingsway. The crosswalk at Humphries will provide safer access to Eastburn Community Centre and Richmond Park. The realignment of the crosswalk at Linden has also been mentioned by community residents as a high priority. The close proximity of parking next to the current crosswalk makes the line of sight for motorists difficult and poses a danger for pedestrians. An illuminated sign over the Mary crosswalk would be an added safety measure as this crosswalk is near public transit and is used by many seniors.

Our Council was receptive to all these changes and thank-you for keeping us informed. On behalf of the Edmonds Community Council.

Yours sincerely,



Lyn Servedio

