

REPORT
1996 MARCH 25

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

**E. PEDESTRIAN CROSSING FACILITIES AT THE INTERSECTION OF
BARKER AVENUE AND GRANGE STREET**

RECOMMENDATION:

1. *THAT* the existing marked pedestrian crossing at the intersection of Barker Avenue and Grange Street be upgraded to a pedestrian actuated signal.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1996 March 05, adopted the attached staff report responding to pedestrian safety concerns at the Barker Avenue/Grange Street intersection.

Staff advised that the critical period of analysis is the weekday evening peak when approximately 60 pedestrians per hour contend with 1000 vehicles per hour on Grange. This combination of demand just meets the warrant for a pedestrian signal.

MEMBERS:

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

Respectfully submitted,

Councillor J. Young
Chairman

Councillor D. Evans
Member

: COPY - CITY MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR FINANCE
- OFFICER-IN-CHARGE, R.C.M.P.

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE DATE: 1996 02 15
FROM: ASST. DIRECTOR ENGINEERING, FILE:
TRAFFIC & ENGINEERING SYSTEMS
SUBJECT: PEDESTRIAN CROSSING FACILITIES AT THE INTERSECTION OF BARKER
AVE. AND GRANGE STREET
PURPOSE: To Respond to Concerns Raised for Pedestrian Safety
at the Above Noted Intersection.

RECOMMENDATION:

1. THAT the existing marked pedestrian crossing at the intersection of Barker Ave. And Grange Street be upgraded to a pedestrian actuated signal.

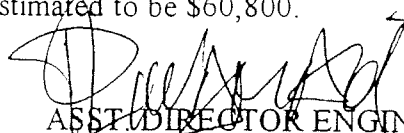
REPORT

Staff has been contacted by a number of individuals who have expressed a concern for the safety of pedestrians that use the existing marked crosswalk at the intersection of Barker Ave. and Grange Street.

A review of the existing configuration was undertaken and it was confirmed that the marked crossing conforms to application standards. Subsequently, studies were conducted of the daily traffic, and pedestrian volumes. The pedestrian crossing control warrant was applied to the collected data.

The critical period of analysis is the weekday evening peak when approximately 60 pedestrians per hour contend with 1000 vehicles per hour on Grange. This combination of demand just meets the warrant for a pedestrian signal. Although collision data is not a deciding factor in the pedestrian warrant analysis, we note the crash rate for this intersection does not suggest an urgent need for improvement of the existing traffic control configuration. There have been only seven vehicle crashes in the past four years none of which involved a pedestrian.

Accordingly staff recommend the installation of a pedestrian signal at this location. Funding for the signal will be included in the 1997 capital budget as there is not sufficient uncommitted funding in the current budget. Cost of the pedestrian signal is estimated to be \$60,800.


ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

AE:nh