

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

**Re: PROPOSED PEDESTRIAN CROSSING, HASTINGS STREET EAST OF
DELTA AVENUE**

RECOMMENDATION:

1. **THAT** Council approve the installation of an offset "special" crosswalk on Hastings Street east of Delta Avenue.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 2002 January 15, received and adopted the attached report addressing concerns raised by pedestrians who cross Hastings Street just east of Delta Avenue, as well as recommendations made in a Coroner's report resulting from a fatal incident which occurred recently. The Committee supports the installation of an offset "special" crosswalk to improve safety for pedestrians.

Respectfully submitted,

Councillor D. Evans
Chair

Councillor B. Der
Vice Chair

Councillor G. Begin
Member

: COPY - CITY MANAGER
- DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 2001 09 25
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55 04 01
SUBJECT: HASTINGS @ DELTA - PROPOSED PEDESTRIAN CROSSING
PURPOSE: To advise the Committee of our review of pedestrian activity near the intersection of Hastings Street and Delta Avenue

RECOMMENDATION:

1. **THAT** the Committee approve the installation of an offset "Special" crosswalk on Hastings Street east of Delta Avenue

R E P O R T

1.0 INTRODUCTION

Staff recently completed an investigation into the pedestrian activities near the intersection of Hastings Street and Delta Avenue. This investigation was conducted in response to concerns of difficulties experienced by pedestrians crossing Hastings Street in this area and in particular, to address recommendations made in a Coroner's report resulting from a fatal incident which had recently occurred here.

Our investigation included viewing pedestrian activity and traffic count data to estimate the availability of crossing gaps. The collection of these data is necessary for the standard analysis of the pedestrian crossing warrants to establish the appropriate level of traffic control

2.0 BACKGROUND

48 Hastings Street at Delta Avenue is a six lane roadway with a centre median approximately 2.5m wide. Delta intersects Hastings at the beginning of a curve which limits sight distance somewhat for drivers on Hastings, especially those travelling in the eastbound direction. The Delta intersection is

a stop sign controlled "T" to south which limits turns to right in - right out only. A full signal exists 220 m west at Gamma Avenue and there is a pedestrian signal 310 m east at Springer Avenue.

Bus stops are in place in both the eastbound and westbound directions to the east of Delta. The eastbound stop is approximately 150 m east of Delta towards Springer. This stop was relocated a few years ago at the request of the transit operators. The previous farside Delta position posed sight line concerns to the bus drivers as their view of eastbound traffic was limited due to the "S" curve towards Gamma. A marked crosswalk once existed at this location however the Ministry removed the markings with the implementation of the Hastings Street HOV lanes. The crosswalk removal was presumably due to the unsuitable location and limited usage.

3.0 INVESTIGATION

Statistical data was obtained to be used in determining pedestrian needs. Traffic count information for Hastings Street was gathered and crossing pedestrians were counted between Delta Avenue and Hythe Avenue where the bus stops are located. Gaps in vehicular traffic were analysed in an effort to obtain data on pedestrian crossing opportunities.

The data obtained was then used to calculate the need for pedestrian crossing control and crossing facilities. Statistically, there was no indication that any form of upgraded traffic/pedestrian control is warranted. Low pedestrian volumes, adequate gap opportunities and the presence of the centre median, which provides a refuge area allowing pedestrians to cross only half of Hastings Street at a time, are all items that contributed to the low value of the warrant.

4.0 DISCUSSION

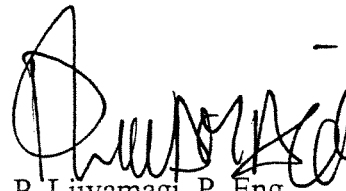
While statistically a warrant for any upgrading in traffic control is not met other factors do point to the need to upgrade pedestrian control at this location. Although the number of pedestrians is not high there is regular crossing activity with the bus stops appearing to generate most of the demand. Pedestrians typically cross midblock often at locations where sightlines are better than at Delta or Hythe but often less than optimal. Relocation of the eastbound and west bound transit stops is not an option as the current locations have been determined as most appropriate from both operational and safety perspectives. Further the removal of one or both these stops is not desirable as the distance to upstream and downstream stops would be excessive, reducing service to transit users.

While this reach of Hastings Street does not meet the standard warrants for a marked crosswalk the demand generated by the bus stops on either side of the street suggests defining a crossing location having the best sightlines. This is at a mid block location and a crosswalk located there should invite pedestrians now crossing at less visible locations. The crossing task in this area is eased by the presence of a generous median which allows the street to be crossed with the need to consider only one direction of traffic at a time. The width of the crosswalk mandates overhead back lit signing. We would include downlighting to further enhance the visibility of the crossing pedestrian. The

addition of a pedestrian activated overhead flashing amber lighting to improve driver awareness is proposed. This in essence defines a "special crosswalk" which falls between a marked crossing and a pedestrian signal in the control hierarchy. While special crosswalks are not yet widely used deployment in this instance is considered appropriate. The installation would be comprised of two separated special crosswalks as the crossfall in the median dictates need for ramping resulting in the crosswalks being "staggered". Median fencing would be used to deter inappropriate movements.

5.0 CONCLUSION

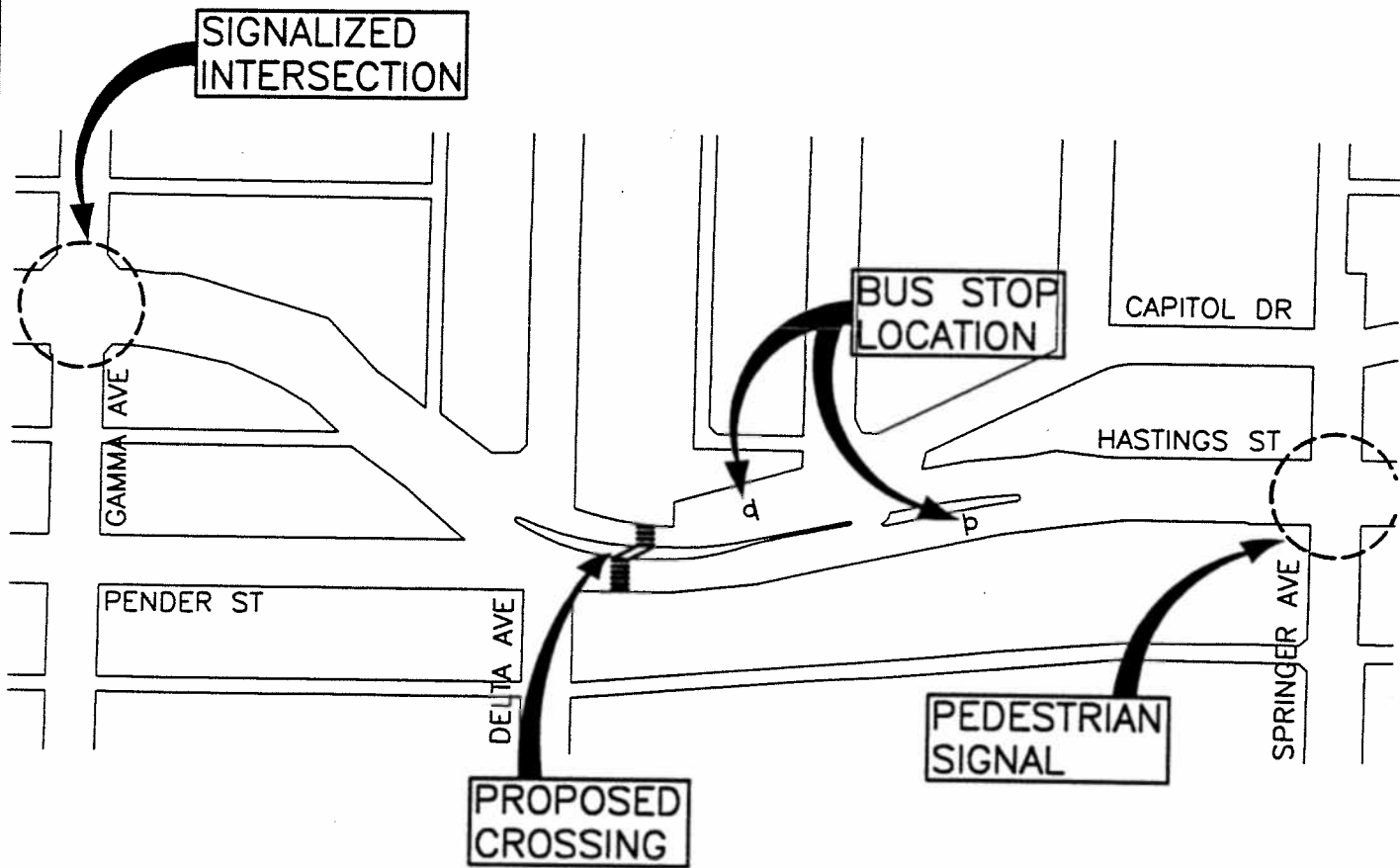
The estimated cost of the proposed crossing is \$80,000. It is anticipated that 50% of the funding could be recovered from Translink as this is a transit related improvement on the Major Road Network (MRN). Whether there will be sufficient funds available under MRN budgets to complete this project in 2002 is not wholly certain but staff will pursue this installation as a priority.



P. Liivamagi, P. Eng.
ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

EJ/BB:

cc: City Manager



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NO.	DATE	REVISION



PROPOSED SPECIAL CROSSWALK
HASTINGS STREET NEAR DELTA AVE

DRAWN BY: HLOUIE	SCALE: NTS	A 371
APPRV'D BY: CDL	DATE: 2001-10-02	

