

CITY OF BURNABY

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TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**SUBJECT: PROPOSED PEDESTRIAN CROSSWALK ON
 PARKER STREET AT MACDONALD AVENUE**

RECOMMENDATIONS:

1. **THAT** Council authorize the installation of a marked pedestrian crosswalk at the intersection of Parker Street and MacDonald Avenue.
2. **THAT** Council forward a copy of this report to the residents adjacent the proposed crosswalk on Parker Street, and Coreena Hansen of 3847 Parker Street, Burnaby, BC, V5C 3B5.

REPORT

The Traffic Safety Committee, at its meeting held on 2004 June 01, received and adopted the attached report providing information concerning a request from Coreena Hansen for a crosswalk at Parker Street and MacDonald Avenue. The crosswalk would assist children currently using this location to attend Kitchener Elementary School.

Respectfully submitted,

Councillor D. Evans
Chair

Councillor N. Volkow
Vice Chair

Councillor L. Rankin
Member

COPY: CITY MANAGER DIRECTOR ENGINEERING DIRECTOR PLANNING & BUILDING OIC, RCMP

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 2004 05 21
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 38000-03
**SUBJECT: PROPOSED PEDESTRIAN CROSSWALK ON
PARKER STREET AT MACDONALD AVENUE**
PURPOSE: Provide the Committee with information concerning a request from a pedestrian
for a crosswalk.

RECOMMENDATIONS:

1. **THAT** the marked pedestrian crosswalk be installed at the intersection of Parker Street and MacDonald Avenue.
2. **THAT** a copy of this report be sent to the residents adjacent the proposed crosswalk on Parker Street, and Coreena Hansen of 3847 Parker Street, Burnaby BC, V5C 3B5.

R E P O R T

1.0 BACKGROUND

On April 21, 2004 the Engineering Department received a facsimile from Coreena Hansen requesting a marked crosswalk or additional stop sign control at either the intersections of Parker Street and MacDonald Avenue or Ingleton Avenue to assist children currently using these crossing locations to attend Kitchener Elementary School located just two short blocks away to the south.

2.0 REVIEW

Staff conducted a pedestrian study at the intersections to verify the extent of the pedestrian activity at these locations, and placed road tubes to count vehicle volumes. The data collected shows a significant number of pedestrians crossing at MacDonald with significantly less activity at Ingleton. The traffic volume on Parker reduce the crossing opportunities indicating that a marked crosswalk should be considered. Additionally, the four-way stop located one block east of MacDonald at Gilmore has the effect of metering the westbound traffic during rush-hours into a constant flow further reducing the safe gaps for pedestrians waiting to cross. Sight lines are best suited to locating the crosswalk on the west side of the intersection. Most of the pedestrians are already using that side.

The table below provides a summary of the study findings:

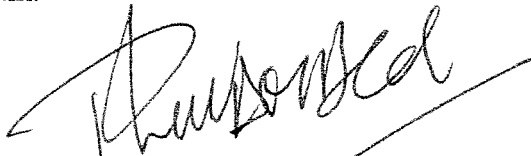
Time of Day	Pedestrians X-ing at MacDonald	Pedestrians X-ing at Ingleton	Parker St Vehicle Volumes
8:00 - 9:00	32	6	658
2:30 - 3:30	40	7	729

The attached Diagram #1 provides an illustration of the proposed crosswalk location as well as the required parking restrictions. On-street parking adjacent to six residential properties would be impacted by the installation of a marked crosswalk and the related parking restrictions. Of the required parking bans shown on the diagram 25m is already prohibited (but not signed) for driveway and fire hydrant clearances which reduces the actual number of impacted residences to four.

The request for stop signs on Parker does not conform to practise as the side streets of MacDonald and Ingleton do not carry significant traffic volumes. Thus “artificially” slowing Parker Street traffic with stop signs would result in eventual disregard for those stop signs, and possibly lead to less attention at the busier adjacent four-way stops at Gilmore and Douglas Road.

3.0 CONCLUSION

The volume of pedestrians including children crossing Parker Street at MacDonald Avenue indicates a need for a marked crosswalk at this intersection. The current pedestrian patterns, and the physical layout of the intersection suggest the west side of MacDonald at Parker is the best location. The crosswalk would be provided with an overhead illuminated sign incorporating downlighting at night. Cost of the installation will be \$20,000 and sufficient unallocated funds are available for implementation this year. The residents affected by the parking clearance prohibitions would be notified subsequent to approval of the crosswalk.



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

MDS
Attach.

cc: City Manager



Parker and MacDonald Pedestrian X-walk

May 18, 2004



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Red Lines Signify Required Parking Bans



Map Scale
1 : 750



- Selected Features
- Strata Units
- Placces
- Golf
- Police
- Fire
- Utility
- Cemetery
- School
- Civic
- Library
- Hospital
- Mail
- Parks and Rec
- Skytrain Stations
- Skytrain Lines
- Addresses
- Lot
- Hydrology
- Parks
- Parks
- Colour
- Boundary

