

CITY OF BURNABY

TRAFFIC SAFETY COMMITTEE

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*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: DUTHIE AVENUE AT UNION STREET - PEDESTRIAN CROSSING

RECOMMENDATIONS:

1. **THAT** Council approve the installation of a marked crosswalk with overhead downlighting on Duthie Avenue at Union Street.
2. **THAT** Al Del Tauriss, 720 Cliff Avenue, Burnaby, BC V5A 2J3 receive a copy of this report.

REPORT

The Traffic Safety Committee, at its meeting held on 2004 February 03, received and adopted the *attached* report addressing resident concerns over pedestrian safety at the intersection of Duthie Avenue and Union Street.

Respectfully submitted,

Councillor D. Evans
Chair

Councillor N. Volkow
Vice Chair

Councillor L. Rankin
Member

COPY: CITY MANAGER
DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 2004 01 27
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 38000-03
SUBJECT: DUTHIE AVENUE AT UNION STREET - PEDESTRIAN CROSSINGS
PURPOSE: To address resident concerns over pedestrian safety at the intersection of Duthie Avenue and Union Street.

RECOMMENDATION:

1. **THAT** The Committee approve the installation of a marked crosswalk with overhead downlighting on Duthie Avenue at Union Street.
2. **THAT** Al Del Tauriss 720 Cliff Avenue Burnaby BC V5A 2J3 receive a copy of this report.

R E P O R T

BACKGROUND

In Spring of 2003 staff had been contacted by Mr Al Del Tauriss who had expressed concerns over pedestrian crossing safety at the intersection of Duthie Avenue and Union Street. Mr Del Tauriss noted rising traffic volume on Duthie, cyclist activity relative to the intersection being the east terminus of the Francis/Union bike route, and an increase in pedestrian traffic as areas of concern. He further noted that with the elimination of the bus route on Sperling Avenue, as part of the Skytrain Millennium Line opening, all transit operation occurs along Duthie Avenue. This requires all area Transit users to utilize the stops on Duthie resulting in the need to cross at this location either to board the bus or after alighting.

For these reasons, an upgrade in crossing controls at this intersection was requested. Currently there are no markings at this location, which nonetheless is a pedestrian crossing as defined by the Motor Vehicle Act.

CROSSING EVALUATION

Staff conducted an investigation of the crossing activity at this intersection. Traffic volumes on Duthie were established and a manual count of the intersection was conducted to determine pedestrian numbers and crossing activity was carried out on two occasions- most recently in 2004 January. These numbers were then evaluated in a warrant analysis to determine control requirements.

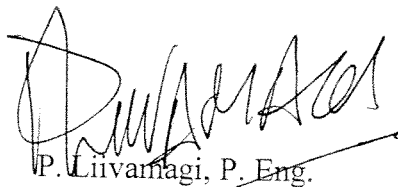
This analysis indicated that for the majority of the day pedestrian and vehicular numbers were low and that there were ample crossing opportunities for pedestrians crossing at the intersection. The demand increased, during the peak periods. During the afternoon rush, minimum requirements establishing a standard marked crosswalk were met.

Staff also considered other factors at this location. Mr Del Tauriss' observations regarding the increase in Transit use along Duthie and the higher than usual cycle traffic relative to the Francis/Union are important factors. With a minimum statistical warrant being met and given the unique pedestrian/cycle activity, staff believe that a "higher" form than a standard painted crosswalk is needed. As overhead/downlit crosswalks are in place at two other locations on Duthie (at Greystone Drive and at the Burnaby Mountain Urban Trail) corridor consistency suggests a similar installation at Duthie.

DISCUSSION

Staff have had continuing discussion and correspondence with Mr Del Tauriss who is concerned at the level of control proposed as well as the delay in implementation. He was advised that our recommendation to the Committee would be for the installation of a marked crosswalk with overhead illumination and down lighting. He was further advised that as funding was not available for this measure in the 2003 budget.

Our analysis indicates the installation of a marked crosswalk with overhead illuminated signing with down lighting is the most appropriate pedestrian control at this location. The estimated cost for the installation of this crossing control is \$30,000. This funding will be available under the Traffic Management component of the 2004 provisional capital budget.



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

EJ:
cc: City Manager

