

TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: PEDESTRIAN CROSSING - KINGSWAY @ OLIVE AVENUE

RECOMMENDATION:

1. THAT Mr. V.G. Batchelor, 404-5645 Barker Avenue, Burnaby, BC, V5H 3Z5 and Mr. John Nuraney, MLA, M-5-4277 Kingsway, Burnaby, BC, V5H 3Z2 be sent a copy of this report.

REPORT

The Traffic Safety Committee, at its meeting held on 2007 September 04, received and adopted the *attached* report discussing pedestrian crossing controls at the intersection Kingsway and Olive Avenue.

Respectfully submitted,

Councillor N. Volkow
Chair

Councillor S. Dhaliwal
Vice Chair

Councillor G. Evans
Member

Copied to: City Manager Director Engineering

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2007 August 28

FROM: ASSISTANT DIRECTOR ENGINEERING,
TRAFFIC AND ENGINEERING SYSTEMS

SUBJECT: PEDESTRIAN CROSSING - KINGSWAY @ OLIVE AVE

PURPOSE: To discuss pedestrian crossing controls at the intersection Kingsway and Olive Ave

RECOMMENDATIONS:

1. **THAT** Mr. V.G. Batchelor, 404-5645 Barker Avenue, Burnaby BC V5H 3Z5 and Mr. John Nuraney MLA, M-5-4277 Kingsway, Burnaby BC V5H 3Z2 be sent a copy of this report.

REPORT**1.0 INTRODUCTION**

The Committee, via Mayor Corrigan's office, received a letter from MLA John Nuraney referring to the concerns of a constituent and Burnaby resident, Mr. V.G. Batchelor. Mr. Batchelor has expressed concern relating to the distance between the signals at Patterson and Wilson requesting a pedestrian signal at the intersection on Kingsway at Olive Ave where pedestrians are now crossing at some risk. This item was also raised at the Committee meeting of 2007 February 6 and subsequently referred to Staff for report

Staff has received similar requests in the past and have previously conducted reviews of pedestrian activity at this intersection, most recently in April of 2006 and September of 2004. These studies did not indicate that signalization was warranted, however, given this and other recent requests and recognizing continuing residential growth within the area, an updated review was arranged and counts were taken in March 2007.

2.0 PEDESTRIAN ACTIVITY

Olive Avenue, at its intersect with Kingsway is between the fully signalized intersections of Patterson Avenue (205m) and Wilson Ave (145m). While pedestrian activity at these locations is at a higher level due to the presence of pedestrian controls, a number of people cross at Olive. The pedestrian volume data from the recent counts were quite similar with gradual increases in

To: Traffic Safety Committee
From: Assistant Director Engineering, Traffic and
Engineering Systems
Re: Pedestrian Crossing - Kingsway @ Olive Ave
2007 August 28..... Page 2

numbers being noted, mostly in the mid-day period. While our reviews have not substantiated a warrant for signalization, they have indicated that there is a desire to cross Kingsway at Olive and that the pedestrian numbers technically warrant a marked crosswalk during most periods of the day, when considered in isolation. This is based on the Transportation Association of Canada (TAC) "Pedestrian Crossing Control Manual" warrant comparing crossing opportunities with pedestrian numbers. The high Kingsway volumes and the six lane cross section are the key points in this analysis.

3.0 DISCUSSION

It is preferable that any crossings of Kingsway occur at a signalized intersection. The intersection at Patterson and more so at Wilson are more heavily used but there are pedestrians that cross at Olive undoubtedly to minimize their walking distance. Some may be Olive street residents, attracted by the service commercial uses in the mixed use development on the North side of Kingsway as shown on the attached map. However, our observations suggest that they are Patterson SkyTrain station patrons who find Olive a more direct path given where they reside and work. By using Olive rather than Patterson to get to the Station they shorten their path by only 140m (less than a 2 minute walk).

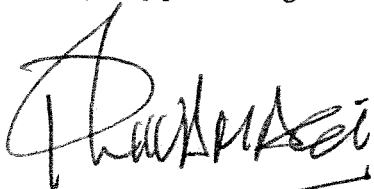
While considered in isolation there is a technical warrant for a marked crosswalk, this measure would not be considered a safer crossing than the existing unmarked crosswalk. Marked crosswalks are installed to direct and concentrate pedestrians at a safe location where motorists would expect crossing pedestrians. The safety of the pedestrian relies on both the judgement and interaction of the pedestrian and the driver and a major concern is that by marking the crosswalk pedestrians become over confident and exercise less care. On major multi lane roads the mutual understanding and adjustment of driver and pedestrian is diminished and the required nonverbal communication (eye contact) between the road users is not always achieved. Accordingly no stand-alone marked crosswalks are in place on any of the City's Major Arterial roadways. Accordingly although a marked crosswalk is warranted at certain times of the day this type of crossing "upgrade" would not be considered a safer alternative than the present "unmarked" crosswalk given pedestrian numbers, traffic volume on Kingsway, cross section and proximity to existing full traffic signals.

A pedestrian signal at Olive would cost about \$200,000 to implement. As Kingsway is part of the regional Major Road Network (MRN) a Pedestrian signal would be eligible for cost sharing but only if it met the TAC warrant. It is further noted that TAC application standards indicate that a signalized crossing location be "a minimum of 200m (400m preferred) from an adjacent traffic control signal".

To: Traffic Safety Committee
From: Assistant Director Engineering, Traffic and Engineering Systems
Re: Pedestrian Crossing - Kingsway @ Olive Ave
2007 August 28..... Page 3

4.0 CONCLUSION

The Engineering Department has received past requests for upgraded crossing facilities at the Kingsway /Olive intersection and have conducted warrant reviews. The most recent request for change, via MLA John Nuraney, suggested installation of a pedestrian signal. On the basis of data gathered in March of 2007 the subsequent analysis indicated that the crossing demand falls well short of the statistical warrant or application guidelines for signalization. Accordingly we would not recommend any crossing adjustments at this time but will install informational signing promoting the use of the existing nearby traffic signals.



Peeter Lijvanagi, P.Eng.
Assistant Director Engineering, Traffic and Engineering Systems

PL:nep

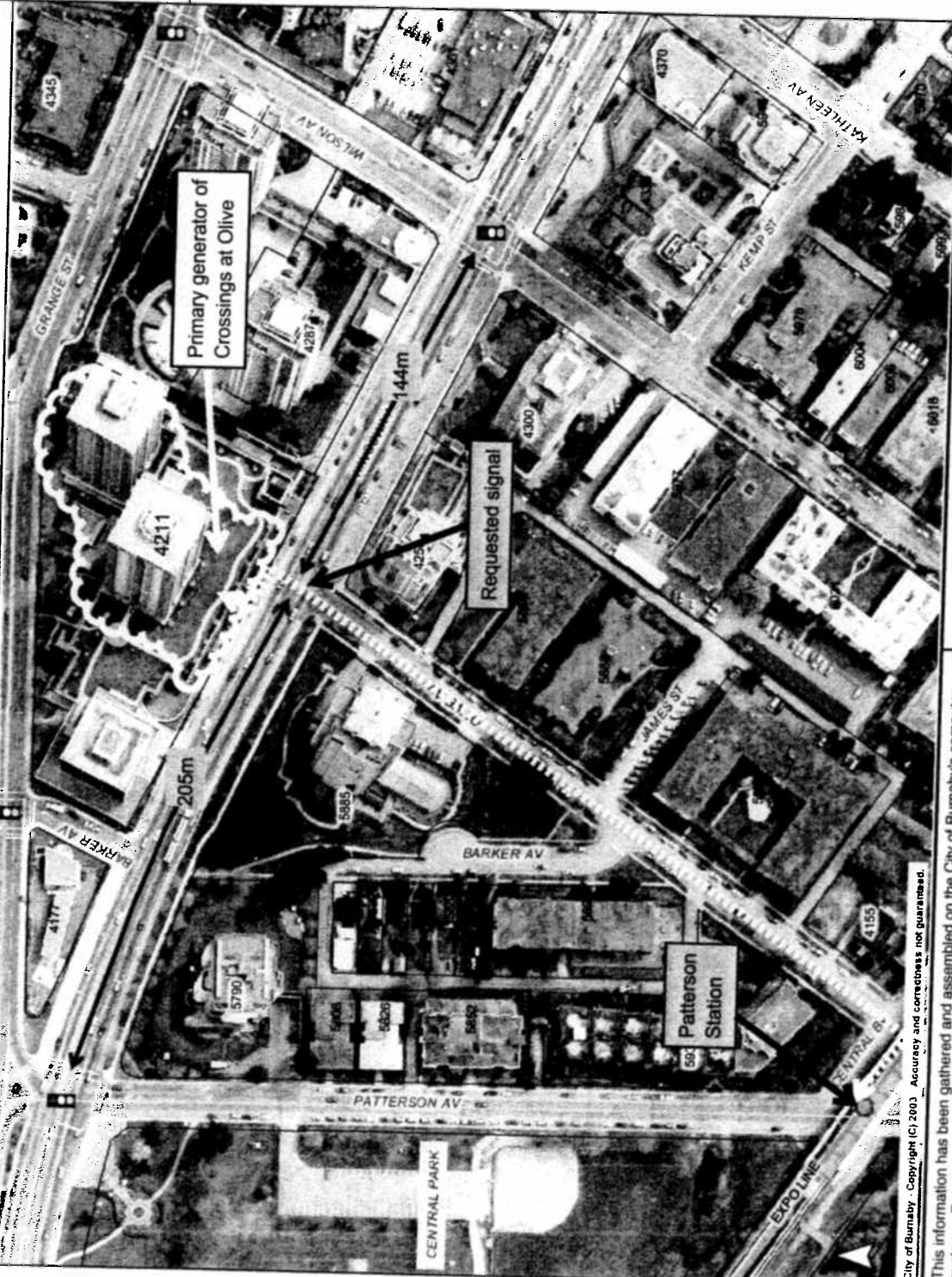
Attachment

Copied to: City Manager



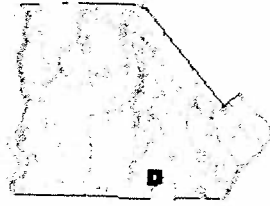
Olive at Kingsway Intersection and Environs

August 27, 2007



City of Burnaby - Copyright (C) 2003. Accuracy and correctness not guaranteed.

This information has been gathered and assembled on the City of Burnaby's computer systems. Data provided herein is derived from a number of sources with varying levels of accuracy. The City of Burnaby disclaims all responsibility for the accuracy or completeness of information contained herein.



- Strata Units
- Skytrain Stations
- ☐ Skytrain Lines
- ▭ Strata Addresses
- ▭ Addresses
- ▭ Lot
- ▭ Street Intersections
- Ⓜ Traffic Signal
- Ⓜ Speed Humps
- Ⓜ Speed Humps
- Ⓜ Roads
- Ⓜ Private
- Ⓜ Residential
- Ⓜ Collector
- Ⓜ Arterial
- Ⓜ Freeway
- Ⓜ Hydrology
- Ⓜ Colour 2002
- Ⓜ Parks
- Ⓜ Parkland To Be Acquired
- Ⓜ Parkland
- ☐ Boundary

Map Scale
1 : 2500