

May 7, 2021

File: 5400-80 (00800)

City of White Rock
877 Keil Street
White Rock, B.C.
V4B 4V6

Attention: Jim Gordon, P.Eng.
Director of Engineering and Municipal Operations

Dear Director:

Re: Marine Drive/Parker Street Intersection Proposed Treatment

This letter is in response to the City of White Rock's ("White Rock") request to add Rectangular Rapid Flashing Beacons ("RRFBs") at the existing crosswalk on Marine Drive at Parker Street.

The City of Surrey (the "City") understands that White Rock is making this request out of concern for vehicle speeds on Marine Drive, in an effort to encourage motorists to slow down. Consequently, the City would like to work together to develop solutions that have the best chance of reducing speeds while improving safety, and that are within established engineering parameters.

The City understands that White Rock hired an independent engineering consultant to review traffic speeds on Marine Drive and to review the existing marked and signed crosswalk on Marine Drive at Parker Street. The City understands that the consultant recommended several treatments to encourage slower travel speeds on Marine Drive and recommended retaining the existing marked and signed crosswalk treatment on Marine Drive at Parker Street (i.e., not installing RRFBs).

City staff have reviewed the independent consultant's recommendations and have also completed an analysis. The City follows national guidelines set out in the Transportation Association of Canada's Pedestrian Crossing Control Guide (2018) (the "Guide") when considering crosswalk control. This Guide helps determine the appropriate level of treatment for a crosswalk, based on considerations including traffic volume, road width, and speed limit, and strongly promotes consistency of treatment throughout the road network.

City staff analysis of Marine Drive at Parker Street concurs with the consultant's conclusion that the existing marked and signed crosswalk treatment is appropriate.

In addition, it is important to note that the existing treatment aligns with the treatments at numerous nearby Marine Drive crosswalks. Lack of consistency with industry-established processes to determine crosswalk treatments can lead to liability for both cities. As a result, City staff are in support of the consultant recommendations that are consistent with the City's standard engineering practices and are unable to support the addition of RRFBs to the Marine Drive/Parker Street crosswalk. The City must be consistent in its evaluation and implementation practices throughout Surrey to promote road safety, manage road user expectations, and avoid exposing the City to liability.

As noted, the City does understand concerns about traffic speed on Marine Drive, and there are a number of recommendations from the Urban Systems study *Traffic Calming Study for Marine Drive* (dated September 22, 2020) which we could support, including implementing pavement markings such as dragon's teeth, speed reader boards, or curb bulges (pending budget availability). The City would be pleased to work with you on implementing the above-mentioned treatments and to continue monitoring the traffic and pedestrian volumes in the area.

We look forward to continuing to work together.

Yours truly,



Scott Neuman, P.Eng.
General Manager, Engineering

RV/cc