

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC SAFETY COMMITTEE

HIS WORSHIP, THE MAYOR
AND MEMBERS OF COUNCIL

Madam/Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

1. Intersection of Willingdon Avenue at Hastings Street

Recommendation:

1. "THAT the request for additional advance warning devices on Willingdon Avenue south of Hastings Street be denied.
2. THAT Mr. and Mrs. George Teather, 4452 Triumph Street, Burnaby, B.C. V5C 1Z9 be sent a copy of this report."

R E P O R T

A letter dated 1979 October 11, was received from Mr. and Mrs. George Teather requesting additional warning devices for the lane indicators south of Hastings Street on Willingdon Avenue.

This matter was referred to the Municipal Engineer who reported as follows:

"In their letter of 79 10 11 the Teathers are requesting additional warning devices for the lane indicators south of Hastings Street on Willingdon Avenue. The present signage taken from the 'Uniform Traffic Control Devices for Canada' shows the two signs, RB-42 and RB-43, which are suspended above the two northbound lanes of Willingdon Avenue south of Pender Street. These signs indicate that the right lane is exclusively a right turning lane whereas the left lane is for both through and left turning vehicles.

As a vehicle proceeds north past these signs there is a painted median which 'forces' traffic to the right. At a point approximately opposite the lane between Hastings and Pender Streets the left lane splits into two lanes. Vehicles wishing to proceed north on Willingdon continue to travel straight whereas left-turning vehicles are required to bear left to enter a left turn bay. At the entrance to the left turn bay and in both the through and right turn lanes are arrows painted on the pavement indicating the movements permitted from the respective lanes. These arrows are repeated again just before the painted stop bar at the intersection.

In view of these pavement markings and that to enter the left turn bay requires a 'positive' maneuver we feel that the problem experienced by the Teathers was not due to lack of warning of restricted lane movements but rather indecision on the part of the driver in making an improper movement from a designated lane. As the situation described in the Teathers' letter involves a violation of the Motor Vehicle Act the solution may be in enforcement of the appropriate section of the Act, i.e. Section 156 (4)."

2. Intersection of Union Street and Grove Avenue

Recommendation:

1. "THAT the Municipal Engineer review the accident history after a further six months to ascertain the effectiveness of the improved sight distance at the intersection of Union Street and Grove Avenue.

2. THAT Mr. Spracklin, 6555 Union Street, Burnaby, B. C. V5B 1W7 and

-2-

Mr. Bruno, 6641 Union Street, Burnaby, B. C. V5W 1W7 be informed of the action taken to date and of the review to be conducted in six months from now."

R E P O R T

Letters were received from Mr. Spracklin and Mr. Bruno advising of an increased accident history at the subject intersection and requesting that a review be made thereof.

This matter was referred to the Municipal Engineer who reported as follows:

"The captioned intersection was investigated on 78 01 25 as the result of an unusually high accident rate, 10 accidents in the previous 12 months, for an uncontrolled intersection within a residential area. At that time major vision obstructions were located on two and a minor view obstruction on one of the corners of the intersection. Only one resident, on the northwest corner obviously complied, on 78 02 06, with our request to remove these view obstructions.

As a result of the removal of one of the view obstructions the number of accidents was reduced to three for the next twelve month period. Unfortunately, to date in 1979 the number of accidents has risen again to five, with three of them occurring in September of this year. In addition to Mr. Spracklin's letter to the Committee we have received a phone call regarding the sudden 'rash' of accidents. In response to these complaints we again visited the intersection and noted that the vision obstruction on the southwest corner still presented a problem which may have been a contributing factor to some of the accidents.

We followed up our site visit with another letter to the residents on the southwest corner in which we took a sterner approach to having the obstruction removed. As a result of this letter Mr. Laakman trimmed the lower branches from one of the offending trees and then phoned the Municipal Engineering Department to seek approval of the alteration. Our subsequent visit found the situation improved but that a shrub located on the boulevard was still contributing to reduced visibility. The Engineering Department contacted Mr. Laakman and informed him that the shrub was on Municipal property, that it was still a vision obstruction, and suggested that he relocate the shrub back onto his own property. The indication at that time was that Mr. Laakman was prepared to meet this request.

To date the shrub has not been removed and during a recent telephone conversation with Mrs. Laakman she stated that her husband was out-of-town. It may be that Mr. Laakman is waiting for the proper season, i.e. late fall for transplanting the shrub. We intend to follow up on our request to have this shrub relocated as we feel that its removal from the boulevard will result in a reduction in the number of accidents.

In addition to checking the visibility at the intersection we also conducted an observation of the traffic on Union Street. During this observation, between 15:00 and 15:30 hours, the volume of traffic was unusually high for a residential street. The majority of this traffic apparently had the High School as either an origin or destination. Of the vehicles observed only one was obviously exceeding the legal speed limit; a situation, unfortunately, common to all Burnaby streets and considered correctable by enforcement. The majority of vehicles observed approached the subject intersection with caution; many came to a complete stop.

We gathered vehicle volume statistics for both Union Street and Grove Avenue. The two-way average weekday volumes on Union Street and Grove Avenue were 1,323 and 837 vehicles per day respectively. The volume on Union Street is considered high for what is a residential street and from the peak hour volumes is apparently being used as a commuter route bypassing the intersection of Hastings Street and Sperling Avenue. The observations made at the intersection noted that a high percentage of vehicles southbound on Grove Avenue turned

left to eastbound Union Street.

The barricade, suggested in Mr. Spracklin's letter, at the intersection of Union Street with Kensington and Hammarskjold would eliminate the majority of the commuter traffic, and its inherent adverse effects on a residential neighbourhood along the section of Union Street between Kensington and Grove Avenues. Unfortunately it would also probably divert some of this traffic onto Grove Avenue which may not result in a net benefit to the intersection of Grove and Union. To achieve reduced traffic through the intersection, Grove Avenue, between Hastings and Frances Streets, would also have to be barricaded, or a traffic diverter, diagonal barricade, placed within the intersection.

We are not prepared to recommend any form of barricading as the detrimental effects are not always acceptable to the residents of the neighbourhood. Our previous investigation in 1978 found that a high percentage of the vehicles involved in the accidents occurring in the subject intersection were within the neighbourhood, as defined by the Transportation Committee. From this we concluded that the majority of traffic through this intersection is local traffic and therefore would object to the installation of any form of barricading.

Also, we are not prepared to recommend the installation of stop signs, at this time until we have assessed the effect, if any, on the most recent improvement which the sight distance may have on the accident history."

3. Intersection of Canada Way at Edmonds Street

Recommendation:

1. "THAT the Ministry of Transportation and Highways be requested to participate in the further investigation towards the implementation of the suggested channelization and signal improvements at the intersection of Canada Way and Edmonds Street."

R E P O R T

Council on 1979 July 30, adopted a motion requesting estimates for the cost of relocation of the Hydro pole on the southeast corner of the intersection of Canada Way and Edmonds Street and the realignment of this intersection.

This matter was referred to the Municipal Engineer who reported as follows:

"At the 79 07 30 Council meeting motions were adopted requesting estimates of the cost of relocation of the Hydro pole on the southeast corner of the captioned intersection and the realignment of this intersection. We received an estimate, from B.C. Hydro, of approximately \$6,000 to replace the single pole on the southeast corner with two poles set back from the curb face. Two poles are required to replace the one as the existing pole carries lines paralleling both Canada Way and Edmonds Street. This estimate is a 'ball park' figure only as the necessary works to carry out the replacement would be contracted out by Hydro and the actual cost would be determined by the contract price. No land acquisition would be required to relocate these poles.

The estimate for the intersection redesign, including widening and the provision of left turn channelization, would be as follows:

Widening and channelization	\$129,000.00
Property acquisition	\$110,000.00
Signing and signalization	\$ 35,000.00
TOTAL	\$274,000.00

A sketch of the proposed redesign is posted in the Council Chambers and incorporates, in addition to the widening and channelization, the provision of a bus bay for eastbound Canada Way farside Edmonds Street. This feature was included, at an extra cost of \$14,500, with a view to improving traffic flow through the intersection.

ating the delays caused by buses stopped within the travelled curb lane. The Ministry of Highways, with whom the cost of improvements would be shared, don't support bus bays, therefore this item would have to be paid fully by the Municipality.

Since this section of Canada Way is a Provincial Highway the decision to proceed with the suggested channelization would rest with the Ministry of Transportation and Highways. Nonetheless we feel that a discussion of the possible benefits of the suggested intersection improvements is required prior to a recommendation to pursue this matter further.

Canada Way and Edmonds is currently ranked among those locations where the greatest number of reported accidents are occurring. When these accidents are converted to a comparative statistic it still ranks near the top of the list. The following list was compiled recently using 1979 accident statistics up to, and including August, with the most recent automatic traffic counts.

<u>LOCATION</u>	<u>NO. OF ACCIDENTS REPORTED (to August)</u>	<u>ACCIDENT RATE (per million vehicle entries)</u>
Hastings Street at Willingdon Avenue	33 (signalized)	3.3
Canada Way at Edmonds Street	31 (signalized)	3.1
Gaglardi Way at Lougheed Highway	25 (signalized)	2.9
Alpha Avenue at Lougheed Highway	21 --	2.6
Canada Way at Willingdon Avenue	25 (signalized)	2.5
Kingsway at Royal Oak Avenue	25 (signalized)	2.5
Kingsway at Imperial Avenue	22 (signalized)	2.4
Burris Street at Canada Way	20 (signalized)	2.3
Kingsway at Willingdon Avenue	22 (signalized)	2.3

The preceding list is not complete nor does it contain the intersections with the highest Accident Rates in the Municipality. What this list does compare though are the intersections with the most reported accidents which, with the exception of Alpha Avenue at Lougheed Highway, are also intersections with relatively high volumes on both streets and all are signalized. Canada Way at Edmonds Street is second on this list which indicates that it warrants consideration for possible intersection improvements.

Of the 31 reported accidents recorded in the first eight months of 1979 the incidents were as follows:

	<u>Canada Way</u>	<u>Edmonds</u>
Rear End Collisions	12	1
Left Turn Head On	8	2
Right Angle		4
Left Turn with Pedestrian	1	0
Sideswipe	1	0
Out of Control	1	0

Only 9 of these accidents, those involving left-turners from Canada Way, would be considered correctable by the suggested improvements. Some of the other accidents may have been the result of the congestion which occurs there during peak periods.

Currently the Ministry of Transportation and Highways is investigating intersection improvements at Canada Way and Burris Street, similar to those suggested at Edmonds Street. If the intersection at Burris is improved, as proposed, commuter traffic which previously was delayed there due to congestion will be arriving at a greater rate at the intersection of Canada Way and Edmonds Street. The result would be increased congestion at Edmonds Street.

In view of the probable benefits to both the safety and the traffic flow within the intersection of Canada Way and Edmonds Street we are recommending that the Ministry of Transportation and Highways be requested to participate in the further investigation towards implementation of the suggested channelization and signal improvement. We are not recommending that the Hydro pole on the southeast corner be relocated, except as a part of the channelization, as the accident records do not indicate that this pole has been a contributing factor in any of the accidents."

4. Schou Street School Traffic Control

Recommendation:

1. "THAT Council concur with the action taken by the Municipal Engineer.
2. THAT Mr. Sigvardsen, 7358 Ridge Drive, Burnaby, B. C. V5A 1B5 be sent a copy of this report.
3. THAT the principal of Cascade Heights School be sent a copy of this report."

R E P O R T

The Municipal Engineer submitted a report on this matter which reads as follows:

"A letter from Mr. B.J. Sigvardsen drew our attention to the fact that the captioned school is no longer in use as a school. The former pupils are now required to attend Cascade Heights School on Smith Avenue. Of the approximately 30 elementary pupils who live north of Canada Way, those in Grades 3 and under are taxied from Schou Street School to Cascade Heights School. The remainder have been instructed to use the traffic signal at Canada Way and Smith Avenue to cross Canada Way.

The principal of Cascade Heights School, Mr. Crawford, from whom the preceding information was received, has volunteered to reinforce the direction to his pupils to use the traffic signal in the school's information bulletin. In view of this and that the existing marked crosswalk on Canada Way at Curle Avenue no longer meets the warrant for a school crosswalk, the Engineering Department has removed all signing, including the 30 Km/h speed limit, pertaining to the school crosswalk and the adjacent school. The marked crosswalk itself has been retained, though, as a pedestrian crosswalk, with appropriate signing. The decision to retain the crosswalk, even when not warranted under existing pedestrian volumes are: the difficulty in completely removing all traces of a marked crosswalk; the existence of a park adjacent the school; and the 'historical' existence of a marked crosswalk at this location."

5. Canada Way between Iris and Kincaid Streets

Recommendation:

1. "THAT the Burnaby Detachment, Royal Canadian Mounted Police be requested to continue their periodic surveillance and enforcement of the Section of Canada Way from Kincaid

to Iris Streets.

2. THAT Mrs. Swinney, Suite 212 - 5899 Kincaid Street, Burnaby, B. C. V5G 4J2 and Mr. Svend Robinson, Member of Parliament - Burnaby be sent copies of this report."

R E P O R T

Council, on 1979 November 19 received a letter from Mr. Svend Robinson, M.P. - Burnaby together with a letter from Mrs. Swinney expressing concern about the traffic situation on Canada Way between Kincaid and Iris Streets.

Council subsequently referred this matter to the Traffic Safety Committee.

The Municipal Engineer prepared a report on this matter which reads as follows:

"The letter from Mrs. Cassy Swinney, which accompanied that of Burnaby M.P. Svend Robinson, cited three problems being encountered in the captioned section of Canada Way. The three problems identified are:

1. excessive speed
2. out-of-control vehicles leaving roadway
3. narrowness of sidewalk.

As stated in Mrs. Swinney's letter, the first two problems are directly related. The current legal speed limit on this section of Canada Way is 50 Km/h and any exceeding of this limit should be controlled through enforcement of the appropriate section of the Motor Vehicle Act, and/or the Burnaby Streets and Traffic Bylaw.

While we are unable to confirm the alleged three accidents as we do not keep mid-block accident statistics, we are aware, through reports of damage to Municipal property, that out-of-control accidents along all sections of Canada Way are occurring with uncommon frequency. The most probable cause of these accidents are motorists over-driving either the conditions of the road or their own abilities which, unfortunately, makes most of these accidents unpreventable by conventional traffic engineering practices. Enforcement of the existing speed limit may have some effect on the speeds and driving habits of motorists along the captioned section of Canada Way.

The Burnaby R.C.M.P., in response to Mrs. Swinney's letter, conducted several radar operations during a nine day period from 79 11 23 to 79 12 01. During this period a total of 70 prosecutions were issued for speeds varying from 70 to 83 Km/h. The fact that the average speed exceeds the posted speed is not surprising in view of traffic engineering experience. This experience has been that the majority of motorists drive, not according to posted speed limits, but to what the motorists considers a 'safe' speed for themselves. Nonetheless, from the information supplied by the R.C.M.P. the number of prosecutions tended to decrease towards the end of the nine day period indicating that the enforcement of the speed limit was being effective, if only temporary.

The third item of concern expressed by Mrs. Swinney in her letter was the narrowness of the sidewalk along Canada Way. This sidewalk, which is a 1.5 metre walk abutting a 15 cm curb, is a standard used extensively throughout Burnaby and is considered adequate for normal pedestrian traffic. The problems being experienced by Mrs. Swinney may be due to either the existence of metal lamp standards or wooden poles within the sidewalk, or the close proximity of the walking surface to the travelled portion of the roadway. The Municipality has as one of its intentions the removal of the wooden poles through the placement of the electrical wires underground. To date several poles east of Norland Avenue along Canada Way have been removed but we have no estimate of when the captioned section will be done. The metal lamp standards will be retained as they are an integral part of the street system.

The problem of the sidewalk being adjacent the travelled portion of road exists because Canada Way is a 14 metre pavement width within a 20 metre right-of-way. This results in only 3 metres of boulevard on each side of the roadway in which to install the sidewalk and curbing. For several practical considerations, including maintenance of the boulevard and servicing to adjacent properties, the sidewalk is placed abutting the curb. In order to provide a 'separated' sidewalk the Municipality would have to acquire extensive and expensive additional right-of-way throughout almost the entire length of Canada Way where problems, similar to those experienced by Mrs. Swinney, exist.

In summary, the R.C.M.P. have already increased enforcement of speeding along the captioned section of Canada Way in response to Mrs. Swinney's letter and initial results indicate this enforcement has been effective in reducing the number of violations. The problem of out-of-control vehicles is, unfortunately, a difficult one to control due to the nature of the causitive factors. Hopefully, the aforementioned enforcement will reduce one of these causitive factors i.e. excessive speed. The sidewalk and its location adjacent the curb is a standard design which is used extensively throughout the Municipality. An alternative design, such as separated sidewalks, would require the acquisition of additional right-of-way at great expense.

Please note that this report is dealing specifically with the complaints contained within Mrs. Swinney's letter. A further report will be forthcoming that deals with complaints of problems experienced by pedestrians crossing Canada Way in the vicinity of Iris to Kincaid."

6. Request for Parking Restriction on Barker Crescent at Moscrop Street
 1. "THAT the request for a parking restriction on Barker Crescent at Moscrop Street be denied.
 2. THAT the principal of Moscrop Secondary School be requested to investigate the complaint pertaining to students congregating on Barker Crescent at Moscrop Street.
 3. THAT Mr. Gillis, 4936 Barker Crescent, Burnaby, B. C. V5G 3G5 be sent a copy of this report."

R E P O R T

A letter dated 1979 November 04 was received from Mr. Gillis requesting a parking restriction on Barker Crescent at Moscrop Street.

This matter was referred to the Municipal Engineer who reported as follows:

"In his letter Mr. Gillis suggests that a problem exists due to the permitted parking on both sides of Barker Crescent at Moscrop Street. Barker Crescent is classed as a residential street which means that its current finished standard is an 8.5 metre pavement width and that parking is permitted on both sides of the street. The intent of this standard and the parking is to discourage speeding and the use of the street as a possible commuter route.

The intersection of a residential street with a designated collector street, such as Moscrop Street, is a very common occurrence and it is not the policy of the Engineering Department to provide any parking restrictions beyond those currently covered under either Municipal Bylaws or Provincial Acts. To do so would not only set a precedent but would also be contrary to the aforementioned intent of a specifically designed residential street. While this intersection, due to its topography, does present some unusually restricted sight distances, we do not feel that this constitutes a hazard requiring special treatment. This feeling is borne out by the existing accident history at the intersection.

The accident record shows only two accidents since 76 01 01, one of which involved a parked car on Barker Crescent. This latter

-8-

accident occurred at 01:00 hours on a Sunday morning which leaves some questions as to what were the contributing factors to this accident. The lack of an accident history, indicating the existence of a problem, combined with the contradictory to the intended design effect of the requested parking restriction, leads us to recommend against the installation of this restriction.

The other complaint contained in Mr. Gillis's letter pertaining to the school children who congregate on Barker Crescent at certain times of the day is a matter that should be referred to the Principal of Moscrop Junior Secondary School.

7. Sussex Avenue from Imperial to Beresford

Recommendation:

1. "THAT the request for a centre line on Sussex Avenue between Imperial and Beresford Streets be denied.
2. THAT the request for a crosswalk at the intersection of Imperial Street at Sussex Avenue be denied.
3. THAT Mr. J. I. Welbourne, 4506 Inman Street, Burnaby, B. C. V5J 1X7 be sent a copy of this report."

R E P O R T

The Municipal Engineer prepared a report on this matter which reads as follows:

"In his submission Mr. Welbourne made two specific requests, a crosswalk on Imperial at Sussex and a yellow centerline on Sussex from Imperial to Beresford. We contacted Mr. Welbourne by telephone to clarify the reasons for requesting the centerlining of a one block section of Sussex. The reasons given were, that vehicles turning from Beresford onto Sussex did so in a manner that resulted in their crossing over onto the 'wrong' side of the road, and that some vehicles parked on Sussex an excessive distance from the curb such that passing vehicles were forced over into on-coming traffic. Both these situations could result in prosecution under the Motor Vehicle Act for the former, or the Burnaby Streets and Traffic Bylaw for the latter, and therefore should be controlled by enforcement.

Centerlining of streets is reserved for designated through streets to give an indication to the motorists that they are on a 'protected' route. One of the adverse side effects of centerlining a street is that it tends to result in increased speeds along that street. Since the captioned section of Sussex Street is not a designated through street we would not install a centerline.

The question of providing a marked crosswalk on Imperial at Sussex has been investigated by this Department on several occasions including a previous report to the Committee in April 1977. As stated in this report a marked crosswalk is not effective unless accompanied by some other form of control such as a signal. Therefore, we reviewed our warrants for signalization of the intersection of Sussex at Imperial.

In 1977 this intersection met 72 percent of the R.T.A.C. warrant for full signalization. A review in 1978 showed that the warrant had decreased to 63 percent due to a reduction in the number of accidents and the volume of traffic on Imperial Street. Unfortunately during 1978 and to date in 1979 the accident frequency returned to the pre-1977 levels and the vehicle volumes also increased, although they are still below the 1976 levels. As a result, the current situation creates a 75 percent R.T.A.C. warrant. A check of the I.T.E. warrants found that in 1978 the intersection met only the 'Accident Experience' warrant which consists, in part, of:

'Five or more reported accidents of types susceptible to correction by traffic signal control have occurred with in a twelve month period...'

The I.T.E. warrant system cautions against the use of an accident warrant only to justify a signal installation.

The reason for not using accident statistics solely for justifying signals is that experience has shown that signals do not necessarily reduce the number of accidents. A good example of this experience is the intersection of Imperial Street at Patterson Avenue where a signal was installed 76 01 22. In 1975 there were 13 accidents recorded at this intersection, none of which involved a pedestrian. In 1979 up to and including November there have been 17 reported accidents, including one involving a cyclist. This signal was originally warranted under the I.T.E. minimum volume warrant.

Of the 7 accidents recorded at Sussex and Imperial to the end of November 1979, only three were considered correctable, i.e., right angle collisions, by traffic signal control. Six of the 17 accidents recorded at Imperial and Patterson in the same period were right angle collisions. The one pedestrian accident recorded since 1975 at Imperial and Sussex involved a pedestrian under the influence of alcohol.

In view of the aforementioned statistics and lack of a solid warrant for a signal at the intersection of Imperial and Sussex we are recommending against a signal at this location at this time. Under the approved 'Conceptual Transportation Plan' Imperial Street is to become a primary arterial which, if implemented, will undoubtedly require a reassessment of the signal warrants at this location."

8. Intersection of Bell Avenue and Lougheed Highway

Recommendation:

"THAT Mr. J.P. Daem, Suite 240 - 4299 Canada Way, Burnaby, B. C. V5G 1H3 be sent a copy of this report."

R E P O R T

A letter was received from Mr. Daem requesting the status of the proposal to close Bell Avenue at Lougheed Highway and expand Bell Park.

This matter was referred to the Municipal Engineer who reported as follows:

"The proposed closure of Bell Avenue at Lougheed Highway is part of the Community Plan #5, adopted by Council on 1970 July, which incorporates the area north of Lougheed Highway to Sullivan Street between North Road and the proposed extension of Eastlake Drive. This Plan is currently under review at the direction of Council, in view of the proposals within the Conceptual Transportation Plan.

The reference in Mr. J.P. Daem's letter to '...the recent rash of motor vehicle accidents...' is accurate in that of the 25 accidents reported at this location in 1979 six of them occurred during the month of November. Four of these accidents were rear-end collisions involving eastbound vehicles on Lougheed Highway, bringing to 13 the total for this particular accident type. Three accidents, including one in November, involved eastbound vehicles turning left into Bell Avenue and being struck by westbound vehicles. The other November accident involved a pedestrian wearing dark clothing 'running' across Lougheed Highway during the P.M. rush hour. The remaining eight accidents occurring in 1979 involved vehicles exiting from Bell Avenue.

A previous report to the Traffic Safety Committee referred to the possibility of installing a median barrier to restrict both vehicular and pedestrian traffic from crossing the center line of Lougheed Highway. As stated in this report there have been on-going discussions with the Ministry of Highways regarding this barrier, and other methods of improving the safety and efficiency of the Lougheed Highway in Burnaby, although no final decisions have been reached as yet."

9. Gilmore Avenue Elementary SchoolRecommendation:

1. "THAT a request for marked and supervised crosswalks for the Gilmore Elementary School be denied.
2. THAT the Burnaby School Board be sent a copy of this report."

R E P O R T

The Municipal Engineer prepared a report on this matter which reads as follows:

"We have received a request via staff of the Burnaby School Board to evaluate the request of a parent for marked and supervised crosswalks at the intersection of Gilmore and Oxford Street and on Gilmore Avenue adjacent the Gilmore School.

At the request of the Principal of Gilmore School, Mr. Holob, an extensive study was carried out in May of 1979 to evaluate the school crossing problems of the Gilmore School and to see if there were warrants for additional traffic control devices.

The most recent request is for marked and supervised crosswalks on Gilmore Avenue in front of the school and at the intersection of Gilmore Avenue and Oxford Street. As noted in the previous report there are no warrants for marked crosswalks on Gilmore Avenue, a condition that is still valid. The suggestion of marked and supervised crosswalks at the intersection of Gilmore and Oxford would not meet the conditions of our adopted warrant for this type of treatment as the intersection is controlled on all legs by stop signs. All students attending Gilmore School who live north of Oxford Street should cross at this intersection because of its stop sign vehicle control. Attached as Appendix 'A' to this report is a sketch suggesting routes which the school students may use.

As further input it would appear that many citizens are under the impression that the marked crosswalk affords some form of protection to the pedestrian. However, when one looks at the safety record of marked and controlled crosswalks one has to seriously question the validity of such an opinion. In 1978, 49% of all our intersection pedestrian accidents occurred in marked crosswalks, 79% of these were signalized. In 1977 it was 41% and in 1976 it was 51%. This situation is not unique to Burnaby but appears to happen everywhere. The only answer that we are able to come up with is that the pedestrian forms a false sense of security in the safety value of such controls and lessens his own usual alertness for danger."

Respectfully submitted,

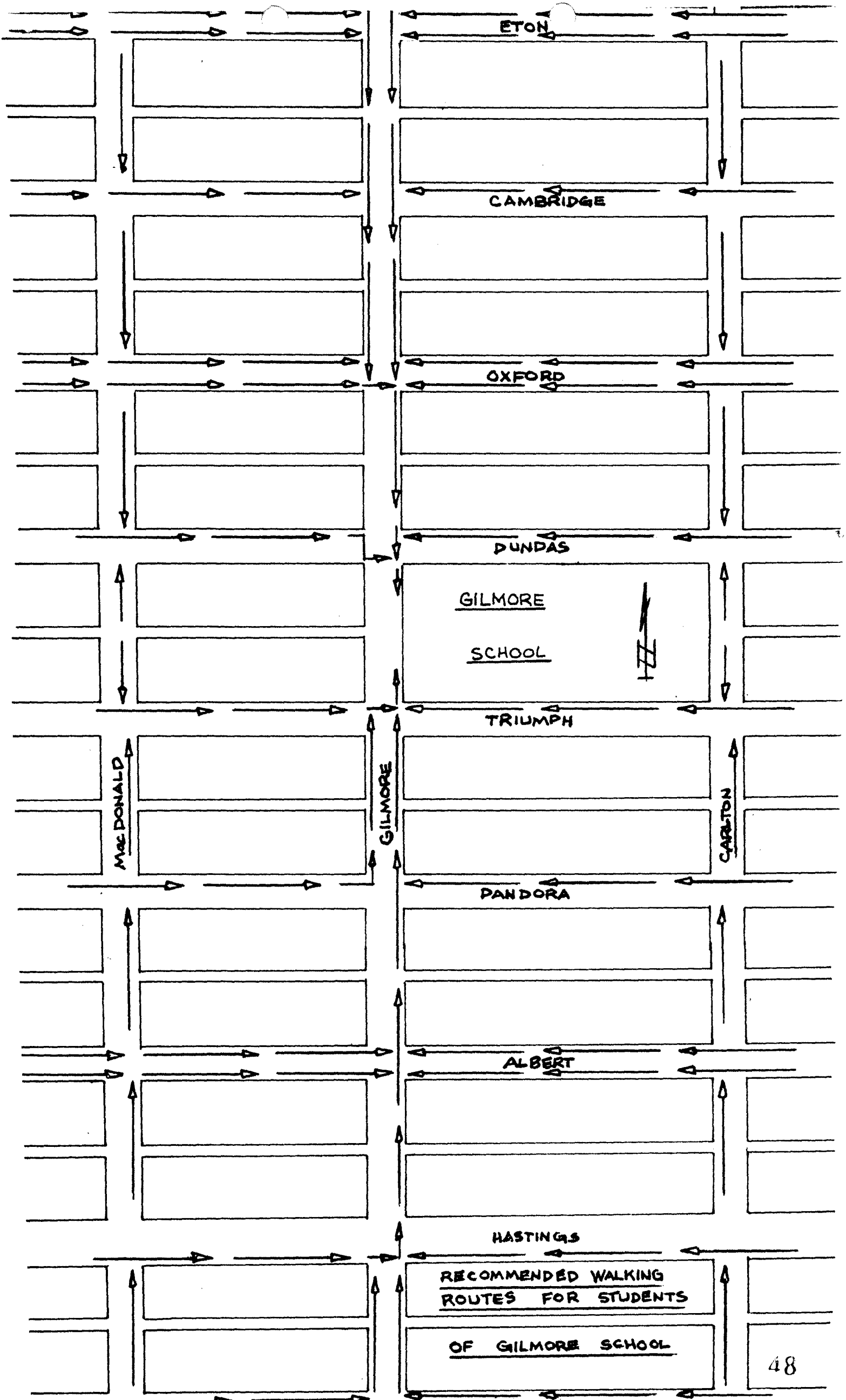
Alderman G.D. Ast,
Chairman

Alderman W.A. Lewarne,
Member

Alderman V.V. Stusiak,
Member

RDS:ef

attch.



ETON

CAMBRIDGE

OXFORD

DUNDAS

GILMORE

SCHOOL

TRIUMPH

MACDONALD

GILMORE

CARLTON

PANDORA

ALBERT

HASTINGS

RECOMMENDED WALKING
ROUTES FOR STUDENTS

OF GILMORE SCHOOL

