

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC SAFETY COMMITTEE

HIS WORSHIP, THE MAYOR  
AND MEMBERS OF COUNCIL

FILE: 20-2

Madam/Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

1. Intersection of Armstrong Avenue and Cumberland Street

Recommendations:

- "1. THAT marked crosswalks not be provided at the intersection of Armstrong Avenue and Cumberland street.
2. THAT the school distribute 'route to school maps' to all students living west of Cumberland Street."

R E P O R T

A letter dated 1980 November 10 was received by the Municipal Engineer from the Acting Principal, Armstrong School, 8757 Armstrong Avenue, Burnaby, B.C., requesting the marking of a pedestrian crosswalk at the intersection of Armstrong Avenue and Cumberland Street.

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

"Correspondence has been received from the Burnaby School Board requesting the marking of a pedestrian crosswalk at the subject intersection. The submission from the School has indicated that they would not be prepared to have a patrol at the intersection, a condition that is necessary under our present warrant system if a crosswalk is to be installed.

The intersection in question is a four leg intersection with stop signs on the Armstrong Avenue legs. All approaches have been finished to their final curb/walk standard. On the Cumberland Street approaches to Armstrong Avenue there are mounted the standard blue school pentagon sign indicating the presence of school children in the area.

Our accident record cards show a total of 26 accidents since 1961, one of which involved a pedestrian crossing one of the stopped legs. From our observations of the traffic it was found that a high percentage of the Armstrong traffic when turning right ignored the stop signs. Counts have been taken of the vehicles crossing both the north and the south crosswalks across Cumberland Street. Because of the heavy turning movement involving the east leg of Armstrong and the north leg of Cumberland the north crosswalk experience almost double the volume of traffic of the south crosswalk. Our counts for the higher volume crosswalk were:

08:30 - 08:50 h - 170 vehicles, 15:00 - 15:20 h - 149 vehicles

The low volume crosswalk was:

:- AGENDA 1981 01 26  
:- COPY-MANAGER

-2-

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REGULAR COUNCIL MEETING  
1981 JANUARY 26

08:30 - 08:50 h - 100 vehicles, 15:00 - 15:20 h - 97 vehicles.

We did not observe many children crossing at the subject intersection and of those that did cross most appeared to be of junior high school age. About a dozen appeared to be of elementary school age. In checking with Mrs. Hendy we were advised that 63 pupils live to the south and west of the subject intersection while 21 pupils live to the north and west. The 63 pupils should be instructed to cross the low volume south leg of the intersection and then proceed along the sidewalk on the south side of Armstrong until they come to the marked and patrolled crosswalk in front of the school at Langley Avenue. The 21 pupils living north of Armstrong should also be encouraged to cross in the south leg crosswalk and follow the same routing to school. Another alternative for these latter 21 pupils would be to transfer them to the Second Street Elementary School if there is room to accommodate them. The distance for most would be shorter and they could cross 16th Avenue at First Street in the marked and patrolled crosswalk.

For the information of the school and parents, a 'route to school map' forms part of this report and is attached as appendix 'A'."

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE

1. THAT marked crosswalks not be provided at the intersection of Armstrong Avenue and Cumberland Street.
  2. THAT the school distribute route to school maps to all students living west of Cumberland.
  3. THAT the school investigate the possibility of transferring pupils living northwest of the subject intersection to the Second Street Elementary School.
2. Request For A Pedestrian Crosswalk In The Vicinity of Canada Way at Kincaid Street

Recommendations:

"That the request for a crosswalk on Canada Way at Kincaid Street be denied."

R E P O R T

A petition and a letter dated 1980 November 30 was received from Mrs. M.E. Tapping, Secretary-Treasurer, Chelsea Terrace Senior Citizens' Tenants Association, 118 - 5899 Kincaid Street, requesting the installation of a crosswalk in the vicinity of Canada Way at Kincaid Street.

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

"This request, received from the residents of the Chelsea Senior Citizens complex, is one which has been dealt with by the Committee previously on 1978 September 11. In addition to the request which generated this previous report, we have received a petition from the Dania Home to which we have replied directly.

The subject section of Canada Way shows the locations of the three Senior Citizens' residences and the bus stops serving them. This sketch also shows one of the problems associated with a pedestrian crossing of Canada Way, i.e. the four changes in horizontal alignment within 800 metres. These changes plus the two changes in vertical alignment produce restrictions in the sight distances, both of the pedestrians' view of traffic and traffic's view of pedestrians.

Investigations by the R.C.M.P. as the result of two previous serious pedestrian accidents in the vicinity found that the sight distances of pedestrians crossing from the bus stops is more than adequate for vehicles travelling at the legal speed limit. Problems occur when the drivers are exceeding the speed limit and/or the pedestrian misjudges the proximity of the vehicle and its rate of speed.

The two previously mentioned accidents involved bus passengers who had disembarked at the eastbound Iris Avenue bus stop and then proceeded across Canada Way. The first accident, a fatal, involved an elderly pedestrian crossing outside the legal crosswalk, who while in full view of the oncoming driver stepped into the roadway then attempted to run across the street giving the driver no opportunity to take evasive action. The second accident, not a fatal, was a combination of factors, darkness, rain, crossing outside legal crosswalk, headlight glare, dark clothing, and rush hour traffic, all of which added up to extremely unsafe conditions for a pedestrian to cross Canada Way.

The aforementioned investigations by the R.C.M.P. also made several observations of pedestrian activities in the vicinity of Canada Way at Iris. These observations included the following:

- 79 11 24 'It was noted that on three separate occasions three elderly people disembarked from buses at Canada Way and walked directly across Canada Way without checking for oncoming traffic.'
- 79 11 26 'Two elderly pedestrians again noted crossing Canada Way without first looking both ways.'
- 79 11 26 'Noted at 10:20 h an elderly gentleman was walking westbound on Canada Way (sidewalk) at Iris and for some unknown reason fell down into the westbound curb lane. He was narrowly missed by a westbound vehicle.  
...an elderly lady got off an eastbound bus at Canada Way and Iris. She looked to the west before crossing the street but did not look to the east. She too was almost struck down by westbound traffic.'

Another similar incident was heard of when a member of the Building Department was eastbound on Canada Way in the fast lane about to overtake a bus stopped at the Iris bus stop.

An elderly lady on the north side of Canada Way seeing the bus arrive and fearing that she would miss the bus darted into the roadway. Fortunately the driver's reaction and the pedestrian's last second awareness of the imminent danger avoided what could have been another serious accident.

The above incidents have all occurred in the vicinity of Iris Avenue but observations, by members of the Engineering Department while travelling on Canada Way, indicate that the situation is the same at the Kincaid bus stop. The main difference between the two locations lies in the available alternatives to crossing Canada Way. The residents of the Dania Home have the option of using the bus that travels along Norland Avenue, therefore not having to cross Canada Way at all. The users of the Kincaid bus stop have two reasonable alternatives - use the bus that stops on Douglas Road or use the existing traffic signal at Canada Way and Douglas.

The existing traffic signal is only 120 metres west of the Canada Way and Kincaid Street bus stop which in itself precludes the possibility of placing any additional traffic control at the intersection of Canada Way and Kincaid. The complaint we receive when we inform elderly people that they should walk this extra distance (240 metres total) is that being elderly they find walking difficult. One question that we have in response to this is 'Where is your destination such that you will not have to walk at least an equal distance upon arrival?'

While some may see this question as malevolent, the intent is to show that all too often people look to others to solve their own problems, be they real or imagined. Expecting people, and not just the elderly to add a little extra distance onto their trip rather than catering to them is placing the onus for pedestrian safety where it belongs - on the individual.

The preceding discussion also brought to light some other aspects of pedestrian safety that rests with the individual. These are:

1. Always wear light coloured or reflective clothing - if a pedestrian can't be seen the driver won't stop.
2. Always cross at intersections - the law gives pedestrians the right-of-way within intersections, therefore, drivers are not looking for pedestrians crossing midblock.
3. Walk, don't run when crossing any street - the pedestrian is more visible when walking and also has a better chance of taking evasive action if required.
4. Look both ways before attempting to cross a street - left first, then right, then left again.
5. Avoid unnecessary trips during rush hour traffic as the greater the congestion the less likely a driver will be able to notice a pedestrian attempting to cross a street.
6. If out after sunset cross only where functioning street lights exist at intersections.

If all of the above measures had been taken by the two aforementioned victims these accidents would, in all probability, not have occurred even in the absence of traffic control devices.

In summary, the matter of some additional form of traffic control catering to pedestrians crossing Canada Way between Douglas Road and Norland Avenue has been investigated previously. These previous investigations have found no warrant, based on pedestrian volumes, for the installation of any traffic control devices. Also the geometrics of the subject section of Canada Way are such that any attempt to provide additional traffic control would be ineffective at least and possibly hazardous to both vehicular and pedestrian traffic. What has been observed, and noted in accident statistics, is frequent pedestrian disregard for even the most basic of traffic safety measures.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

1. THAT the request for a crosswalk on Canada Way at Kincaid Street be denied, and
2. THAT Mrs. M.E. Tapping of the Chelsea Terrace Senior Citizens' Tenants Association be sent a copy of this report.

Your Committee wishes to advise that the Municipal Engineer has been directed to review the above noted report and incorporate a positive approach to this problem and arrange to meet with Mrs. Tapping and the residents of the Chelsea Terrace Senior Citizens Tenants Association in order to provide an educational approach to the problems being experienced by the residents while crossing Canada Way.

Respectfully submitted,

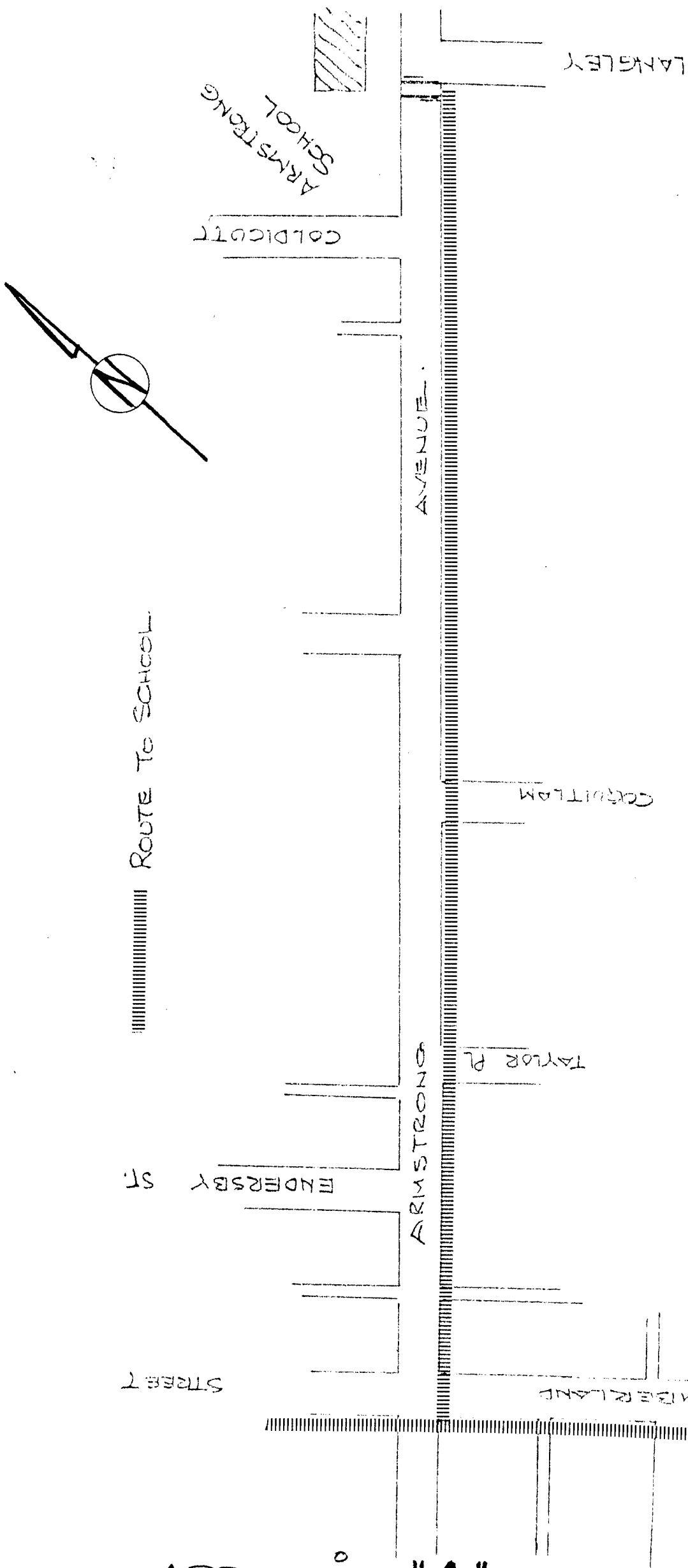
Alderman G.D. Ast,  
Chairman

Alderman D.N. Brown,  
Member

RDS:sw  
attach: Appendix "A"

# APPENDIX "A"

Route To School



CORPORATION OF THE DISTRICT OF BURNABY  
 ENGINEERING DEPARTMENT  
 TRAFFIC DIVISION

DESIGNED BY  
 DRAWN BY H.B.  
 CHECKED BY  
 APPROVED BY

SCALE 1" = 200'  
 DATE 1980-11-

DRAWING NO. 43  
 L.

ARMSTRONG  
 ELEMENTARY SCHOOL  
 PUPIL ROUTE MAP.