

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC SAFETY COMMITTEE

File: 20-2

HIS WORSHIP, THE MAYOR
AND MEMBERS OF COUNCIL

Madam/Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

1. Gilmore Avenue School Volumes and Speed of Traffic

Recommendation:

"That the speed limit on Gilmore Avenue in front of the Gilmore Avenue Elementary School be reduced to 30 kilometres per hour (km/h)."

R E P O R T

The Traffic Safety Committee on 1981 December 15 considered a report from the Director Engineering regarding the volumes and speed of traffic on Gilmore Avenue, in front of the Gilmore Avenue Elementary School.

This report reads as follows:

"At its 1981 May 26 meeting when the Committee was considering the report of the Municipal Engineer 'Road Safety at Gilmore Avenue School' they were advised that a recent study done by school students from the Douglas College has established speeds on Gilmore Avenue as high as 104 km/h and vehicle volumes in the morning hour in excess of 500 vehicles. As the exact method used to determine these speeds and the location of the counts were not established we were requested to take speed readings on Gilmore Avenue in front of the school and to count the number of pedestrian crossings at the intersection of Gilmore Avenue and Oxford Street.

Speed checks were taken on Gilmore Avenue in front of the Gilmore Elementary School by the use of a radar unit during the morning, noon, and afternoon school crossing period. The present legal speed limit on Gilmore Avenue is 50 km/h.

Listed below are the speeds recorded in km/h:

Time	Total Veh.	High	Low	85 per	50 per
A.M.	99	54	24	46.8	39.8
Noon	206	64	22	46.8	37.7
P.M.	240	67	16	45.3	38.0

Vehicle volume approaches and the number of pedestrians crossing within the 4-way stop controlled intersection of Gilmore and Oxford Street are to be presented on a diagram of the intersection. In summary however the highest volumes of vehicles on each leg are:

North - 134 V.P.H.	East - 498 V.P.H.
South - 184 V.P.H.	West - 528 V.P.H.

Regardless of the number of vehicles, all are required to stop for the existing stop signs. Under such circumstances no warrant exists for a marked and patrolled crosswalk.

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CONCLUSIONS

Vehicle speeds recorded on Gilmore Avenue are not deemed to be excessive and from our observations do not justify a reduced speed limit. Pedestrian crossings at the controlled intersection of Gilmore and Oxford were carried out without incident and all vehicles come to a full stop for any pedestrian within the unmarked crosswalks.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE

1. THAT marked crosswalks not be painted at the intersection of Gilmore Avenue and Oxford Street.
2. THAT the speed limit on Gilmore Avenue in front of the Gilmore Avenue school remain at 50 km/h."

With respect to the matter of a marked crosswalk at the intersection of Gilmore Avenue and Oxford Street, I wish to advise that the Traffic Safety Committee have referred this matter to the Burnaby School Board in order that it may be evaluated within the context of the Council adopted warrants and policies for the establishment of a School Patrol.

Respectfully submitted,

Alderman D.N. Brown,
Chairman

Alderman E. Nikolai,
Member

RDS/blp