

REPORT
Regular Council Meeting
1986 March 24

File: 1760

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC SAFETY COMMITTEE

HIS WORSHIP, THE MAYOR
AND ALDERMEN

Madam/Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

A meeting of the Traffic Safety Committee was held in the Council Chamber, Municipal Hall, 4949 Canada Way, Burnaby, B.C. on Tuesday, 1986 March 18 at 6:00 p.m.

PRESENT:

Alderman A.H. Emmott, In the Chair
Alderman L.A. Rankin
Mr. William Anderson, Senior Citizens Representative
Mrs. A.M.J. Bailey, School Board Representative
Mr. K.R. Beedie, Burnaby Chamber of Commerce
Mr. W.B. Bennett, B.C. Transit Representative
Mrs. Lorraine Brown, Parent Teacher Council
Mr. D. Spencer McDonald, B.C. Safety Council
Mr. John Woods, Citizens Representative

ABSENT:

Alderman E. Nikolai
Mr. Rob Weston, B.C. Motor Transport Association

A. SCHOOL CROSSING - INTERSECTION OF GRAY AVENUE
AND RUMBLE STREET

RECOMMENDATIONS:

1. THAT advance arrows and additional signing be implemented immediately to correspond with the unmarked crosswalk at the intersection of Gray Avenue and Rumble Street and that an observation period of two months be permitted in order to allow those concerned to determine the outcome of the signing changes.
2. THAT the Rumble Street approach to Gray Avenue be posted for a distance of 30 metres with a "No Stopping 8 A.M. - 4 P.M. Monday-Friday" sign.
3. THAT the Burnaby School Board be requested to supply adult crossing guards with distinctive wearing apparel to enhance their visibility and authority.
4. THAT Mr. J.R. MacWilliam, Principal of Nelson School, 4850 Irmin Street, Burnaby, B.C., V5J 1V2 be sent a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

The Traffic Safety Committee, at their meeting held on 1986 February 25 received a copy of a letter from Mr. J.R. MacWilliam, Principal of Nelson Avenue School addressed to Dr. E.E. Froese, Superintendent of Schools regarding a problem with motor vehicles not heeding to the crossing guard at the unmarked crosswalk at the intersection of Gray Avenue and Rumble Street.

INTERNAL DISTRIBUTION:

: - AGENDA 1986 MARCH 24
: - COPY - MUNICIPAL MANAGER
: - DIRECTOR ENGINEERING
: - DIRECTOR PLANNING AND BUILDING INSPECTION

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The meeting agreed that this matter be postponed to the next scheduled meeting of the Committee to be held on 1986 March 18 as a result of a request received from Mr. MacWilliam to appear as a delegation to respond to the Director Engineering's report.

The Traffic Safety Committee, at their meeting held on 1986 March 18 heard a delegation being Mr. J.R. MacWilliam, Principal of Nelson School, accompanied by the Nelson School crossing guard. Mr. MacWilliam stated that his main concern and the reason for appearing before the Committee was the safety of the school children to and from school when using the unmarked crosswalk at the subject intersection. The delegation further stated that he had contacted several schools in Burnaby who have marked crosswalks and school crossing guards and found that there had been no accident history involving school children in those areas.

In conclusion, Mr. MacWilliam requested that the crosswalk be marked at the intersection of Gray Avenue and Rumble Street in order to alleviate the problems being experienced by both the school children and the adult crossing guard, thereby providing an increased safety measure.

A report dated 1986 February 03 was received from the Director Engineering responding to the expressed concerns, the contents of which are contained hereunder:

"In 1982 June the Burnaby School Board closed a number of elementary schools in the South Slope area. This closing of schools resulted in the relocation of children to other schools that were to remain open.

In the subject location, children from the closed Riverway Elementary School were directed to attend the Nelson Avenue School. This involved a crossing of Rumble Street, a municipal major residential collector. Nelson Avenue and Rumble Street at the southeast corner of the school yard is signalized with pedestrian push buttons. This location was chosen for children living south of Rumble Street and east of Nelson Avenue. The parents of children living west of Nelson Avenue objected to the extra distance their children would have to walk to use the Nelson Avenue signal. They instead settled for a paid adult crossing guard to assist their children to cross Rumble Street in the legal unmarked crosswalk at Gray Avenue.

In 1981 November this Committee adopted a new set of warrants for school crossings. One of the new conditions was that if the warranted crossing was in a legal crosswalk location then a patrol and advance signing would be established but the crosswalk itself would not be painted. This was the criteria at the time the subject crossing was established.

Rumble Street at Gray Avenue presently carries about 12,000 vehicles per day (VPD). The accident history at the subject intersection has been reported at 14 since 1976 October. None of these accidents involved pedestrians. Edmonds Street at Linden Avenue which carries about 16,000 V.P.D. and has a marked and signed crosswalk has recorded 33 accidents four of which are pedestrian accidents, in the same period of time. This kind of accident picture lends further support to the growing evidence that the painting of marked crosswalks does not always improve safety, and in fact, seems to make such crossings more hazardous.

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On the afternoon of January 30 we made on site observations of the operation of the subject crossing. The weather conditions was heavy overcast and raining. The adult patrol arrived at the crossing 15:05 h and left at 15:31 h. During this period approximately 17 pedestrians crossed Rumble Street. Of these about 12 appeared to be elementary school children.

Between 15:35 h and 15:38 h four elementary school children crossed Rumble Street on their own. These four children were very cautious and waited for an adequate gap in traffic before crossing. The question one has to ask is whether they would have used the same caution if there were painted crosswalk lines on the pavement.

The adult crossing guard when directing pedestrians to cross, walked to the center of the Rumble pavement with her red flag extended. It is our opinion that the crossing guard, who was wearing a light yellow jacket and dark slacks was placing herself in a dangerous position because of the poor visibility. A crossing guard at this location should be equipped with some distinctive wear. For inclement weather a crossing guard should be wearing a blaze orange raincoat with some form of reflective stripping. In clear weather a reflective jacket or vest should be worn.

In summary we feel that the main problem of motorists not heeding the crossing guard is that in many cases they cannot see her. This could be resolved by:

1. Equipping crossing guards with distinctive wearing apparel.
2. Removing parking on the Rumble Street approaches to the crossing location.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT because of the apparent hazards associated with marked crosswalks the crosswalk across Rumble Street at Gray Avenue not be painted.
2. THAT the Rumble Street approach to Gray Avenue be posted for a distance of 30 metres with a 'No Stopping 8 A.M. - 4 P.M. Monday-Friday' sign.
3. THAT adult crossing guards be supplied with distinctive wearing apparel to enhance their visibility and authority.
4. THAT the principal Mr. J.R. MacWilliam be sent a copy of this report."

As a result of your Committee's consideration of the points raised by the delegation and further, the report of the Director Engineering, recommendation no. 1 was amended to provide advance arrows and additional signing in close proximity to the unmarked crosswalk and requested the delegation to monitor the situation for a two month period. It was further stated that if Mr. MacWilliam is not completely satisfied with the outcome as a result of the proposed signing changes that he advise the Traffic Safety Committee of his concerns.

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(b) TRAFFIC SAFETY SUGGESTIONS FOR THE
 INTERSECTIONS OF WILLINGDON/HASTINGS
 AND WILLINGDON/KINGSWAY

RECOMMENDATION:

1. THAT Mr. F.K. Mabbutt, 4101 Oxford Street, Burnaby, B.C., V5C 1C8 be sent a copy of this report.

R E P O R T

An undated letter was received from Mr. F.K. Mabbutt, 4101 Oxford Street, Burnaby providing the Traffic Safety Committee with several suggestions for their consideration for improved traffic measures at the intersections of Willingdon/Hastings and Willingdon/Kingsway.

A report dated 1986 March 13 was received from the Director Engineering responding to Mr. Mabbutt's suggestions, the contents of which are contained hereunder:

"Mr. Mabbutt's letter contained requests for left turn signalization at two locations, Hastings at Willingdon and Kingsway at Willingdon. Both of these locations have been recently reviewed by ourselves and the information gathered forwarded to the Ministry of Transportation and Highways whose responsibility these intersections are. A summation of both the Ministry's and our findings are as follows:

1. Hastings Street at Willingdon Avenue

Neither statistical analysis nor observation indicated that the requested northbound left turn phase is required or warranted. To implement an unwarranted phase for Willingdon Avenue would result in increased delay to Hastings Street traffic with the probable subsequent transferring of arterial traffic onto adjacent residential streets.

2. Kingsway and Willingdon Avenue

Our review of this intersection indicated that both north and southbound left turn phases are warranted. The Ministry concurred with the southbound left turn phase but not with the northbound left turn phase. We felt that the objection to the northbound phase was due to the lack of a raised median on the north leg of the intersection on which to place a signal post. As the provision of this raised median is currently underway we have asked the Ministry to reconsider their position regarding the northbound left turn phase and are awaiting their reply to our request.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT Mr. Mabbutt be sent a copy of this report."

Respectfully submitted,

Alderman A.H. Emmott
 Chairman

Alderman L.A. Rankin
 Member