

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR  
AND COUNCILLORS

A. CHILD PEDESTRIAN SAFETY FOR STUDENTS OF SUNCREST ELEMENTARY, SOUTH  
SLOPE ELEMENTARY AND SPERLING ELEMENTARY SCHOOLS

RECOMMENDATIONS:

1. THAT Council recommend the installation of a pedestrian activated traffic signal on Rumble Street adjacent to the main entrance to Suncrest School.
2. THAT Council recommend the installation of a fully actuated traffic signal on Rumble Street at Sussex Avenue.
3. THAT Council recommend the installation of a pedestrian activated traffic signal on Sperling Avenue at Adair Street.
4. THAT the following be sent a copy of this report:
  - a) Nora Medenwaldt, Principal, Sperling Elementary School;
  - b) Kim Forsythe, Principal, Suncrest Elementary School;
  - c) Marilyn Bullock, Principal, South Slope Elementary School.

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

R E P O R T

"1.0 BACKGROUND

Child pedestrian safety is a continuing concern at Burnaby elementary schools. Within the context of existing policy, there is an expectation that children walk to and from school along 'safer routes' as defined, primarily by schools' staff. Where these routes cross busier streets, the City works with the school to see that the appropriate crossing protection is in place.

<p>: - COPY - CITY MANAGER - DIRECTOR ENGINEERING - A/DIRECTOR PLANNING &amp; BUILDING - O.I.C., R.C.M.P. - DIRECTOR ADMIN. &amp; COMM. SERVICES</p>
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Generally the crossing protection hierarchy reflects the traffic volume on the streets with marked school crosswalks guarded by child patrols being used on the less busy streets and pedestrian signals and adult guards being used on the busiest streets. Where existing marked crosswalks are deemed to be insufficient because of traffic volumes and other factors, the next step upward in crossing protection is upgrading to a pedestrian signal.

Both Rumble and Sperling are major collectors in the Conceptual Transportation Plan and carry commensurately higher traffic volumes. In addition Sperling is a designated truck route. These factors together with monitoring of driver behaviour at the existing school crosswalks have led us to recommend increases in the level of protection provided.

## 2.0 RUMBLE STREET

In September 1992, Council approved the installation of a 'no passing zone' at the crosswalk on Rumble Street adjacent to the main entrance of Suncrest School. The matter was to be reviewed in four months, with a view to find a long term solution to safety concerns expressed by the Suncrest Parent Advisory Committee.

In January 1993, the Engineering Department received correspondence from parents of Suncrest School students, concerned about pedestrian safety along Rumble Street. Similar correspondence was also received from the Parent Advisory Council of South Slope Elementary School. Of concern to both groups, is the safety of school children attempting to cross Rumble Street at either Sussex Avenue or the crosswalk west of Greenall Avenue.

In an effort to address these concerns, Traffic Division staff recommend the installation of a pedestrian - activated traffic signal on Rumble Street at the Suncrest School crosswalk and a fully actuated traffic signal on Rumble Street at Sussex Avenue where there is also a vehicular conflict history.

## 3.0 SPERLING AVENUE

Since September 1992, there has been on-going communication between the principal of Sperling Elementary School and the Traffic Division of the Engineering Department. During this time, traffic volume and speed data has been collected and site visits have been conducted.

Although a school patrol program is presently in effect for the crosswalk on Sperling Avenue at Adair Street, Traffic Division staff conclude that the volume, speed and type of traffic in this location warrants the installation of a pedestrian - activated traffic signal. Any requirement for advance warning flashers would be determined at the design phase.

4.0 CONCLUSION

The cost of pedestrian actuated crosswalk signals on Rumble at Suncrest School and Sperling at Sperling Elementary School is estimated to be \$120,000 in total while the cost of the vehicle/pedestrian actuated signal at Rumble/Sussex is estimated to cost \$70,000. The total cost of \$190,000 will be included in the 1993-1997 capital budget. Due to the lead time for implementation of signals Council's approval is requested prior to adoption of the Capital budget."

MEMBERS:

Respectfully submitted,

Mr. D. Rankin  
Mr. W.B. Bennett  
Mr. M. Bloomfield  
Mrs. L. Brown  
Mrs. M. Canessa  
Mrs. G. Evans  
Mr. T. Hulme  
Mr. E. Fourchalk  
Mr. D. Ramsbotham  
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Member

