

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

**E. TRAFFIC SAFETY AT GILPIN STREET AND
ROYAL OAK AVENUE INTERSECTION**

RECOMMENDATION:

1. THAT a copy of this report be sent to Mrs. Gallison, 4782 Garden Grove Drive, Burnaby, B.C. V5G 3V3 and to Marg Franklin, Principal, Gilpin Elementary School, 5490 Eglinton Street, Burnaby, B.C. V5G 2B2.

R E P O R T

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1995 April 04, adopted the attached staff report responding to pedestrian safety concerns at the Royal Oak Avenue/Gilpin Street intersection. Staff advised that the intersection does not meet the warrant for installation of a pedestrian-activated signal. In order to increase driver awareness of the intersection crosswalk, staff proposed the installation of an overhead illuminated crosswalk sign.

MEMBERS:

Mr. W.B. Bennett
Mr. M. Bloomfield
Mrs. L. Brown
Mrs. M. Canessa
Mr. E. Fourchalk
Ms. L. Kapp
Mr. M. Mullan
Ms. D. Niccoli
Mr. D. Ramsbotham
Mr. D. Rankin
Mr. R. Weston

Respectfully submitted,

Councillor J. Young
Chairman

Councillor D. Evans
Member

: COPY - CITY MANAGER DESIGNATE
- DIRECTOR ENGINEERING
- DIR. PLNG. AND BLDG.

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 1995 03 29
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-01-04
SUBJECT: TRAFFIC SAFETY AT GILPIN STREET AND
ROYAL OAK AVENUE INTERSECTION
PURPOSE: To respond to pedestrian safety concerns of parents of Gilpin Elementary School students.

RECOMMENDATIONS:

1. THAT a copy of this report be sent to Mrs. Gallison, 4782 Garden Grove Drive, Burnaby, B.C. and to Marg Franklin, Principal, Gilpin Elementary School, 5490 Eglinton Street, Burnaby, B.C., V5G 2B2.

REPORT

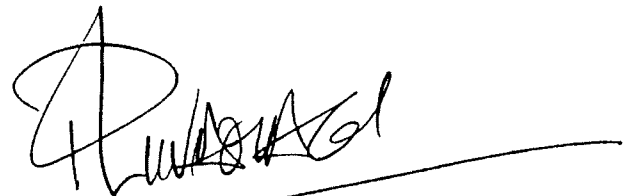
At the 1995 February 07 Traffic Safety Committee meeting, Mrs. Gallison appeared as a delegation. Her concern was for the traffic safety of pedestrians crossing Royal Oak Avenue at Gilpin Street. She advised the Committee that drivers do not stop for pedestrians waiting to cross Royal Oak Avenue at the marked school crosswalk. Her suggestion was for the installation of a pedestrian-activated traffic signal. Accordingly, the Committee referred her concerns to Engineering Department staff for report.

Staff have conducted a vehicular/pedestrian volume study, to determine if the intersection of Gilpin Street/Royal Oak Avenue meets the warrant for the installation of a pedestrian-activated signal. The results have shown that the intersection does not meet this warrant. In order to increase driver awareness of the crosswalk's location, staff propose the installation of an overhead illuminated crosswalk sign. This type of signage is typically called for on a roadway with more than two through lanes in each direction, which is not the case in this location. However, the crosswalk's close proximity to the intersection of Royal Oak Avenue and Deer Lake Parkway lead staff to believe the overhead signage would be beneficial in this case.

Traffic Safety at Gilpin Street and Royal Oak Avenue Intersection
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Burnaby School District staff and Engineering Department staff have recognized the route northbound along Royal Oak Avenue to Eglinton Street as part of the "safe route to school" for students of Gilpin Elementary School. The intersection of Royal Oak Avenue at Eglinton Street has both a marked school crosswalk and an adult crossing guard on duty. This is a safer location to cross Royal Oak Avenue than at Gilpin Street, and the paving of the pathway will facilitate easier pedestrian access up and down the hill. This has now been implemented. The alternate route now taken by some pedestrians involves not only crossing Royal Oak Avenue at Gilpin Street (no crossing guard), but also walking eastbound along Ivar Place to the school grounds. Ivar Place is a cul-de-sac with no sidewalks, and during the before and after school rush there is a significant number of drivers dropping off and picking up children. We believe this vehicular traffic and lack of sidewalks make this route less desirable than that of Royal Oak Avenue to Eglinton Street.

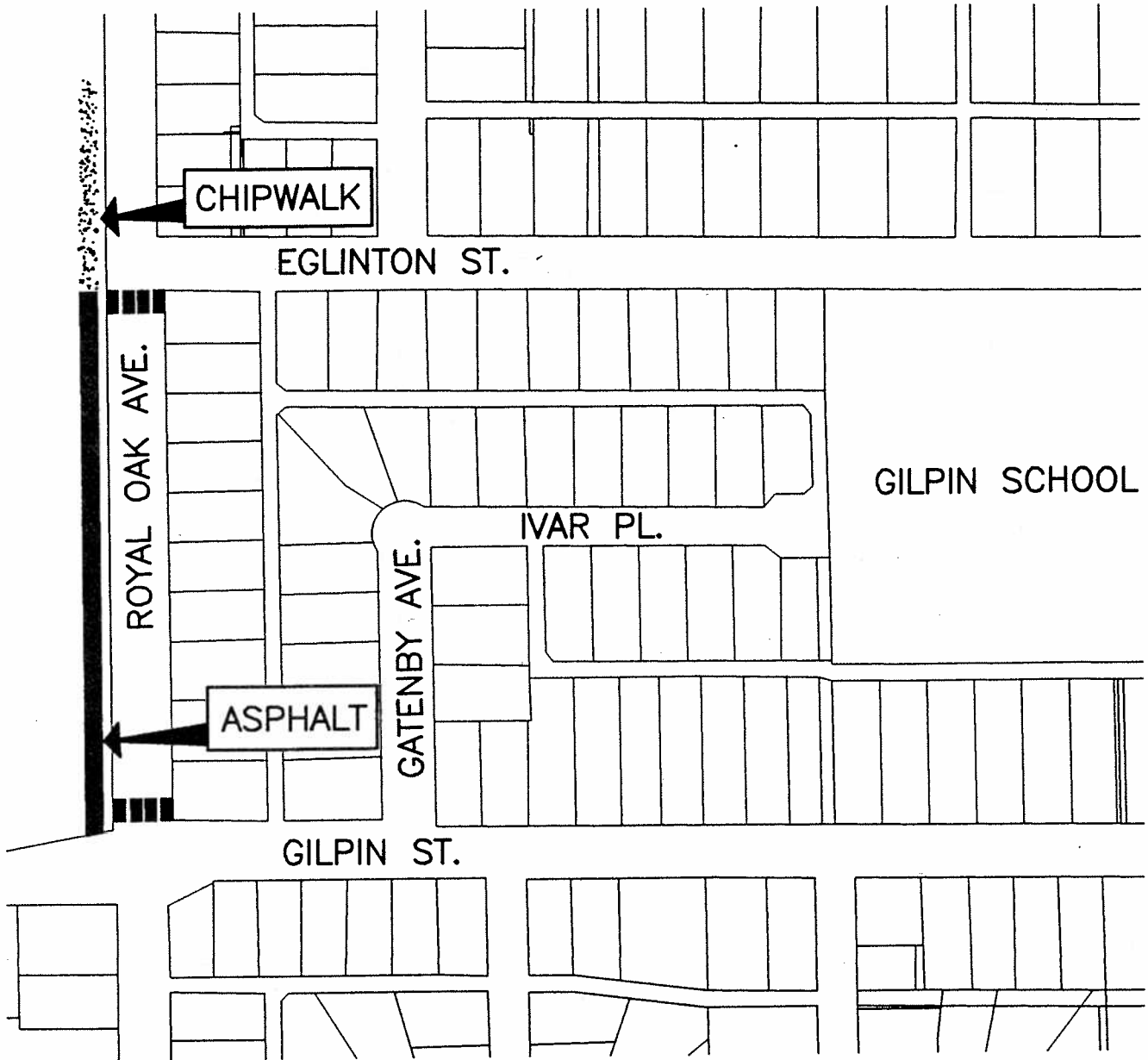
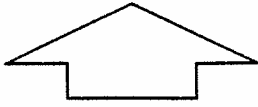
In summary, staff feel that the above-mentioned measures will increase pedestrian safety for Gilpin Elementary School students crossing Royal Oak Avenue. Encouraging use of the recognized "safe route to school" is a preferable alternative to implementing new traffic control measures at a less desirable location.



ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

TP:

cc: City Manager



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NO.	DATE	REVISION



CROSSWALK REPORT
ROYAL OAK AVE @ GILPIN ST.

DRAWN BY: H.LOUIE	SCALE: N.T.S.	A 351
APPR'V'D BY: CDL	DATE: 95-03-29	