

REPORT  
1996 October 07

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**E. SCHOOL CROSSWALK AT DUTHIE AND KITCHENER**

RECOMMENDATIONS:

1. **THAT** Council authorize the installation of overhead signing at the Duthie/Kitchener school crosswalk and the urban trail crossing of Duthie south of Greystone.
2. **THAT** a copy of this report be sent to Mr. M.E. Horne, 1540 Duthie Avenue, Burnaby, B.C., V5A 2R6.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1996 October 01, received the attached report supporting the installation of overhead signing at the Duthie/Kitchener school crosswalk and the urban trail crossing of Duthie south of Greystone to address motorist confusion resulting from the two crosswalks being close together.

MEMBERS:

Mr. N. Smith  
Mr. D. Berardine  
Mrs. M. Canessa  
Mr. E. Fourchalk  
Ms. L. Kapp  
Mrs. D. Mumford  
Mr. D. Ramsbotham  
Mr. D. Richardson  
Mr. A. MacDonald

Respectfully submitted,

Councillor J. Young  
Chairman

Councillor D. Evans  
Member

-COPY - CITY MANAGER  
-DIRECTOR ENGINEERING  
-DIRECTOR PLNG. & BLDG.

City of Burnaby

INTER-OFFICE COMMUNICATION

**TO:** TRAFFIC SAFETY COMMITTEE **DATE:** 1996 09 23  
**FROM:** ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-04-01  
**SUBJECT:** SCHOOL CROSSWALK AT DUTHIE AND KITCHENER  
**PURPOSE:** To address concerns raised by Mr. M.E. Horne regarding safety at this crosswalk.

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RECOMMENDATION:

1. THAT overhead signing be installed at the Duthie/Kitchener school crosswalk and the urban trail crossing of Duthie south of Greystone.
2. THAT a copy of this report be sent to Mr. M.E. Horne, 1540 Duthie Avenue, Burnaby, B.C., V5A 2R6.

REPORT

1.0 INTRODUCTION

At its meeting of 1996 September 03, the Traffic Safety Committee heard Mr. M.E. Horne regarding his concerns with child pedestrian safety at the school crosswalk on the north leg of the Duthie/Kitchener intersection. Also on the agenda for that meeting was referred correspondence from Mr. Horne to Council. Staff were asked to report on the issues raised as a priority matter.

In preparing this report, staff have reviewed the crash history at this intersection, observed traffic patterns at the intersection in the AM peak 2 hours during traffic movement and pedestrian data was accumulated, gathered automatic counter data on all four legs of the intersection and met on site with the school crossing guard.

## 2.0 TRAFFIC/SAFETY ISSUES

Duthie is a north-south collector street extending from Broadway to north of Hastings. Kitchener has a local collection continuity between Duthie and Holdom but terminates in a cul-de-sac east of Duthie. As the minor street, it is stop sign controlled in favour of Duthie. The school crosswalk primarily serves students of Lochdale School who live east of Duthie including a significant proportion tributary to the Duthie/Augusta cul-de-sac.

### 2.1 Traffic on Duthie

There was some discussion by the Committee regarding the impact of the opening of the Barnet Hastings People Mover and Burnaby Mountain Parkway projects on traffic flow. Traffic count data for this section of Duthie are tabulated below.

<b>24 HOUR TRAFFIC FLOW ON DUTHIE</b>		
<b>Date of Counts</b>	<b>South of Kitchener (to Halifax)</b>	<b>North of Kitchener (to Greystone)</b>
1984 11 15/16	6270	
1986 11 20	5460	
1993 01 28	5490	6000
1996 07 10/11	6500	
1996 09 10/11	7080	8100

The data above suggests that traffic on Duthie was relatively stable until the opening of the Burnaby Mountain Parkway earlier this year. We would expect that some of this increase can be attributed to a transference of traffic from adjacent parallel corridors principally Phillips/Burnwood.

Traffic classification data indicates that approximately 10% of total traffic is travelling beyond a tolerable margin over the speed limit. During the hours when school children are on the road the proportion of vehicles travelling at excess speed drops significantly.

### 2.2 Traffic Control at the Intersection

We reviewed the data on traffic volumes and collisions to determine whether the warrant for converting the intersection to 4-way stop control was met and found that it was not. In particular, the distribution of traffic volumes between Kitchener and Duthie is not sufficiently balanced to meet warrants for a change in control. Also, most significantly our data does not show a collision history of any significance. In the past four years, our records show only one crash at this location. However, given the apparent increase of traffic on Duthie we will be closely monitoring traffic safety along this corridor.

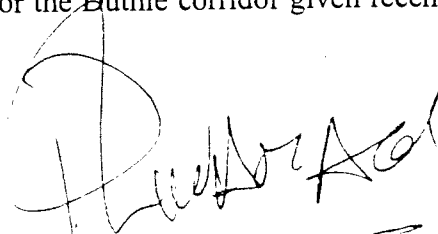
### 2.3 School Crosswalk

Staff met with the school crossing guard on site one morning in the course of her work. She has been the crosswalk guard at this location for 11 years and is very proficient in carrying out her duties. She did not believe that there was any inherent problem with the crosswalk. She also noted that her expectation of the situation being made more difficult due to opening of the Burnaby Mountain Parkway had not occurred. She indicated that she had been contacted by Mr. Horne and told him of the occasional visibility problem cause by water tankers using the hydrant at the south west corner of the intersection to recharge. We noted that this hydrant was being removed from the roster of hydrants available for this purpose.

Mr. Horne's primary concern with this crosswalk was that it was subject to motorist confusion because of the nearby urban trail crosswalk to the north. In our review, we noted that, due to the flattening of the road grade through the intersection, the crosswalk's zebra striping was less visible to northbound motorists than would be the case in most circumstances. With the requisite advance signing now in place for both crosswalks there is almost an overlap in signing for both crosswalks and this may add to driver uncertainty. To address the concern of potential confusion, we are recommending the installation of overhead crosswalk signing at both the school and urban trail crossings. For the interim, we have provided the crossing guard with two traffic cones that she will place at either end of the crosswalk to provide motorists with an additional visual cue.

### 3.0 DISCUSSION AND CONCLUSION

Staff have reviewed the issues set out by the delegation and believe that the concerns raised are best addressed through the installation of overhead crosswalk signing at the marked school crosswalk of Duthie at Kitchener and the nearby urban trail crosswalk of Duthie south of Greystone. We will continue to monitor the Duthie corridor given recent increases in traffic.



ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENG. SYSTEMS