

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**D. TRAFFIC SAFETY ISSUES AT DOUGLAS ROAD SCHOOL**

RECOMMENDATIONS:

1. **THAT** Council approve implementation of changes to parking as outlined in the attached report.
2. **THAT** a copy of the attached report be sent to the Douglas Road Parent Advisory Committee c/o Douglas Road School, 4861 Canada Way, Burnaby, BC

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1997 November 04, adopted the attached report responding to concerns raised by the Douglas Road Parent Advisory Committee.

Arising from discussion of the report, the Committee requested that staff continue to liaise with the Douglas Road Parent Advisory Committee regarding outstanding issues.

MEMBERS:

Respectfully submitted,

Mr. D. Berardine  
Mrs. M. Canessa  
Mr. K. Friederici  
Mr. E. Fourchalk  
Ms. L. Kapp  
Mrs. R. Oostlander  
Mr. D. MacDonald  
Mrs. D. Mumford  
Mr. D. Richardson  
Mr. B. Robinson

Councillor J. Young  
Chairman

Councillor D. Evans  
Member

Councillor N. Volkow  
Member

: COPY - CITY MANAGER  
- DIRECTOR ENGINEERING  
- OFFICER-IN-CHARGE, R.C.M.P.

City of Burnaby

INTER-OFFICE COMMUNICATION

**TO:** TRAFFIC SAFETY COMMITTEE **DATE:** 1997 10 23  
**FROM:** ASST. DIRECTOR ENGINEERING, **FILE:**  
TRAFFIC & ENGINEERING SYSTEMS  
**SUBJECT:** TRAFFIC SAFETY ISSUES AT DOUGLAS ROAD SCHOOL  
**PURPOSE:** To respond to concerns raised by the Douglas Road Parent Advisory Committee.

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RECOMMENDATIONS:

1. THAT changes to the parking outlined in this report be implemented.
2. THAT a copy of this report be sent to the Douglas Road Parent Advisory Committee c/o Douglas Road School, 4861 Canada Way, Burnaby BC.

REPORT

**1.0 INTRODUCTION**

The Traffic Safety Committee agenda of 1997 September 02 included correspondence from the Douglas Road Parent Advisory Committee, voicing concern over the level of congestion and confusion generated by parents dropping-off and/or picking-up students along Kincaid Street. In addition, they have asked for the installation of a marked school crosswalk at the intersection of Royal Oak Avenue/Kincaid Street.

**2.0 BACKGROUND - PARKING CONCERNS**

Kincaid Street directly adjacent to the school grounds is comprised of an interim cap roadway approximately 20' in width with open ditches on both sides. Given the proximity of these watercourses to the travel portion of the roadway, there is insufficient boulevard space to accommodate parked vehicles without obstructing the roadway. For safety purposes, no pick-up/drop-off activity is permitted within the confines of the school parking lot as is the case at the majority of Burnaby schools.

### **3.0 OBSERVED ACTIVITY**

On a number of separate occasions, staff have observed morning and evening traffic activity at this location. As was suggested by the Douglas Road Parent Advisory Committee, there appears to be great deal of confusion on the part of parents during these transition periods. Despite efforts by volunteers involved in a Parent Parking Patrol program at the school, the root cause of the problem appears to be a lack of available on-street parking to accommodate the ever increasing number of parents choosing to drive their children to and from school.

### **4.0 SIGNAGE**

Following the recommendations made by the Douglas Road Parent Advisory Committee, staff have reviewed the existing signage adjacent to the school. The current 'No Parking' zones associated with the school crosswalk have been changed to 'No Stopping' zones as requested. Although the phrasing and intention of the zones have been changed, compliance with these restrictions should be reinforced by school officials to increase their effectiveness.

### **5.0 DOUGLAS ROAD PARENT ADVISORY COMMITTEE RECOMMENDATIONS**

The Douglas Road Parent Advisory Committee have also suggested a number of alternative solutions to the current traffic problems generated by the vehicular activity at the school.

**Option 1: Create a drop-off/pick-up lane on the north side of Kincaid Street adjacent to school property.**

In order to provide for additional width on the north side of Kincaid Street, the existing ditch would need to be enclosed. Preliminary estimates for this work place the cost in the range of approximately \$9,000. This solution would in turn create a limited number of spaces for drop-off/pick-up activity, however, it is questionable if it would substantially address the issue.

**Option 2: Increase the width of Teal Avenue and create a drop-off/pick-up zone on the west side of the roadway.**

Teal Avenue has been constructed to a finished standard width of 28', with 'No Parking' restrictions on either side of the road. When vehicles park on both sides of the road during peak times, there is insufficient width to accommodate two vehicles travelling in opposing direction, thus creating congestion and backups at the intersection of Kincaid Street.

Although additional roadway width would reduce congestion at the intersection, again at some significant cost, the same result could be achieved by restricting parking one side of Teal Avenue while creating a time limited parking zone on the other side. This alternative solution would generate the same amount of parking spaces at a considerably lower cost than widening the street.

**Option 3: Convert Teal Avenue to a one-way street southbound to channel traffic and alleviate current confusion at the intersection of Kincaid Street and Teal Avenue.**

Creating a one-way street would channel all those who choose to park along Teal Avenue onto Forest Street which parallels Kincaid Street to the south. As this street is classified a residential roadway, the impact on the neighbourhood traffic pattern would be significant. Public consultation and area-wide approval would be required, and it is our opinion that such a change would not be acceptable to the majority of area residents.

## 6.0 DISCUSSION

Each one of the solutions offered by the Douglas Road Parent Advisory Committee would alleviate some if not all traffic related concerns at this location, provided there were sufficient funds and neighbourhood support to carry out the work.

That being said, we would recommend implementation of 10 minute time limited parking zones along both the west side of Teal Avenue and north side of Forest Street directly adjacent to the First United Spiritualist Church (5584 Kincaid Street). In addition, a 'No Stopping' zone along the east side of Teal Avenue during the peak times would reduce congestion at the intersection and reduce the possibility of conflicts. All those property owners would be directly affected by the creation of these zones have been contacted, and all are in agreement with the proposed changes.

It should be noted that residents along Kincaid Street from Canada Way to Royal Oak Avenue have approved the installation of low profile speed bumps via the LIP process. Although traffic speed was not identified as a major concern, it is our opinion that following the installation of these devices there may be a reduction of through traffic using this roadway. A reduction in the congestion adjacent to the school is anticipated given that drop-off/pick-up activity around the school also coincides with the am and pm peak traffic periods. An LIP to finish the Kincaid Street would most substantially address parent concerns but we understand that this possibility has been considered and rejected by Kincaid residents.

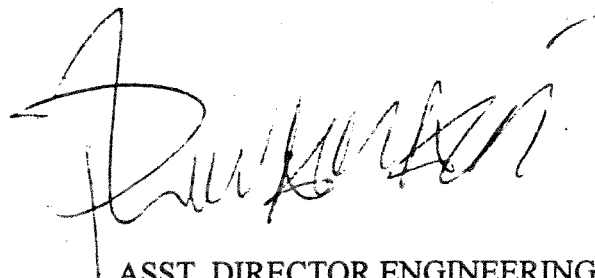
## 7.0 SCHOOL CROSSING AT ROYAL OAK/KINCAID

Discussions with school officials have determined there to be approximately 40 students who walk to Douglas Road School from the residential area north west of the intersection of Canada Way/Royal Oak. It has been suggested that due to the volume and speed of traffic along Canada Way, as well as the difficulties in crossing the intersection of Canada Way/Royal Oak Avenue, the students choose to walk down the west side of Royal Oak Avenue until Kincaid Street rather than continuing along Canada Way.

Staff have no objection to the installation of a marked school crosswalk at the intersection of Royal Oak Avenue/Kincaid Street if this is accepted by the school as the 'safe walk to school route'. However, considering the negative grade change along Royal Oak Avenue south of this intersection, volume of traffic, and distance from the school site, there would be a need to have an adult crossing guard at this location. When this matter was discussed with School Board officials, it was indicated that funding for such would be difficult given the demand at this location as opposed to other high volume areas still waiting for similar assistance.

It should be noted that a proposed redevelopment of the Forest Lawn Funeral Homes property will incorporate a re-configuration of the Royal Oak Avenue/Canada Way intersection with traffic signal control. These improvements have not been finalized and it is expected that work would not commence for at least the next year.

In the interim, we would recommend that the south sidewalk of Canada Way be considered as the route to school with organized/cooperative parent supervision through the organized Parent Parking Patrol.



ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENG. SYSTEMS

AE:jb

cc: City Manager

