

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

RE: GOVERNMENT/CARDSTON PEDESTRIAN CROSSING

RECOMMENDATIONS:

1. *THAT* Council forward a copy of this report to Ms. Angelika Hackett of 4141 Bridgewater Crescent, Burnaby V3N 4M7.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1998 September 01, adopted the attached report to respond to concerns for child/pedestrian safety.

Respectfully submitted,

Mr. D. Berardine
Mr. K. Friederici
Mr. E. Fourchalk
Mr. P. Herring
Ms. L. Kapp
Mr. D. MacDonald
Mrs. D. Mumford
Mrs. R. Oostlander
Mr. D. Richardson

Councillor J. Young
Chair

Councillor D. Evans
Member

Councillor N. Volkow
Member

: COPY - CITY MANAGER
- DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE DATE: 1998 08 20
FROM: ASST. DIRECTOR ENGINEERING, FILE: 55-04-01
TRAFFIC & ENGINEERING SYSTEMS
SUBJECT: GOVERNMENT/CARDSTON PEDESTRIAN CROSSING
PURPOSE: To respond to concerns for child/pedestrian safety.

RECOMMENDATION:

1. THAT a copy of this report be sent to Ms. Angelika Hackett of 4141 Bridgewater Crescent, Burnaby V3N 4M7.

REPORT

Appearing on the current Traffic safety Committee agenda is correspondence from Ms. Angelika Hackett on behalf of the Cameron Elementary School Parent Advisory Committee. In her letter, Ms. Hackett has raised concerns for child safety crossing Government Road at Cardston Court. The crossing location in question is a marked pedestrian crosswalk with oversized overhead illumination approximately 50 metres south of the Lougheed-Government intersection.

Earlier this year, we reviewed most of the major marked crosswalks that are used by school children and counted both pedestrians and vehicles at this location. We considered the number of pedestrians (extra weighting being applied to children) relative to safe crossing opportunities in accordance with the Pedestrian Crossing Control Manual. The finding was that a marked crosswalk was the appropriate control for this location.

The correspondence suggests adding pedestrian operated flashing yellow lights to the crosswalk in effect creating a "special crosswalk". In the hierarchy of pedestrian crossing protection, special crosswalks are an intermediate control between marked crosswalks and signals and are extensively and successfully used elsewhere in Canada. Although not warranted at this location, our experience with special crosswalks has not been satisfactory. Because they are not widely used in Greater Vancouver, we have found that neither drivers nor pedestrians understand how the special crosswalk is meant to work. As Ms. Hackett notes, the existing crosswalk is much too close to the Lougheed-Government signal for consideration of a pedestrian signal. Although not a wholly satisfactory alternative, the usage of the Lougheed-Government signal remains an option for pedestrians wishing to cross Government. A short but not very pedestrian friendly walk along the Lougheed provides access to under pass of the Lougheed Highway. We anticipate that proper sidewalks along the Lougheed can be provided in conjunction with the now more imminent rapid transit development.

Staff will continue to monitor this crossing location and review existing signing.



ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

AE/PL:

cc: City Manager

