

REPORT
1998 FEBRUARY 09

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

**E. PEDESTRIAN CROSSWALK SIGNAGE AT BARKER CRESCENT AND
MOSCROP STREET**

RECOMMENDATION:

1. **THAT** Council forward a copy of the attached report to Krystal Brown-John c/o Moscrop Jr. Secondary School.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1998 February 03, adopted the attached report responding to concerns for pedestrian safety at the intersection of Barker Crescent and Moscrop Street.

MEMBERS:

Respectfully submitted,

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

Councillor J. Young
Chair

Councillor D. Evans
Vice Chair

Councillor N. Volkow
Member

:-COPY - CITY MANAGER
- DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 1998 01 26
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-13-02
SUBJECT: PEDESTRIAN CROSSWALK SIGNAGE AT
BARKER CRESCENT AND MOSCROP STREET
PURPOSE: To respond to concerns for pedestrian safety at the intersection of Barker Crescent
and Moscrop Street.

RECOMMENDATION:

1. THAT A copy of this report be sent to Krystal Brown-John c/o Moscrop Jr. Secondary School.

REPORT

On the 1998 January 06 meeting of the Traffic Safety Committee meeting agenda was correspondence from Krystal Brown-John, who is concerned with the signage related to the pedestrian crosswalk on Moscrop Street at Barker Crescent. In the letter, Ms. Brown-John relayed a recent experience at this crosswalk where a motorist did not yield the right-of-way to pedestrians occupying the crosswalk. She has suggested that the signs in advance of this crossing location be relocated further upstream to provide additional warning to motorists.

Previously, staff prepared a report which appeared on the Traffic Safety Committee agenda of 1997 April 01 recommending the installation of a marked crosswalk at the intersection of Moscrop Street and Barker Crescent to address ongoing pedestrian safety concerns. In addition to the crosswalk, staff also proposed the installation of a barrier fence along the centre median of Moscrop Street from Willingdon Avenue west to Barker Crescent. These measures were intended to address the issue of pedestrian safety, primarily students crossing Moscrop Street at random locations between Barker Crescent and Willingdon Avenue en route to the retail area on the south west corner of Willingdon/Moscrop.

Staff have conducted a review of the signage relating to this crosswalk. All the appropriate signage required in the Uniform Traffic Control Devices For Canada have been installed, as well as the **optional** advanced warning signs.

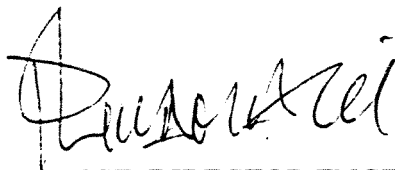
Despite the less than optimal sight-line distances west of the crossing location, both the advanced warning and crossing location signage are visible to eastbound motorists on Moscrop Street approximately 300 metres west of the crosswalk. As is expected on roadways which parallel school property, the posted speed limit for this section of Moscrop is restricted to 30 km/h during school hours. This reduction in vehicle speeds would in turn reduce the required safe stopping distance of vehicles approaching the crosswalk.

The incident that Ms. Brown-John has relayed in her letter would suggest that the motorist was either unaware of the crosswalk's existence or, more likely, unwilling to yield the right-of-way to the pedestrians. Regardless of the circumstances, both motorists and pedestrians need to exercise sound judgement when approaching and/or using a marked crosswalk. This required responsibility on behalf of both motorists and pedestrians is further substantiated by Section 179 of the Motor Vehicle Act which reads:

- “179 (1) *Subject to section 180, the driver of a vehicle must yield the right of way to a pedestrian where traffic control signals are not in place or not in operation when the pedestrian is crossing the highway in a crosswalk and the pedestrian is on the half of the highway on which the vehicle is travelling, or is approaching so closely from the other half of the highway that he or she is in danger.*
- (2) *A pedestrian must not leave a curb or other place of safety and walk or run into the path of a vehicle that is so close it is impracticable for the driver to yield the right of way.*”

Given that all relevant signage is in place in accordance with application standard, and that the reduced speed limit along this section of roadway reduces the required stopping distance for approaching traffic, we do not propose to relocate or add to existing signage but will monitor the situation. A copy of this report is being forwarded to the RCMP for consideration.

It is recommended that a copy of this report be sent to Ms. Brown-John with the thanks of the Committee for taking an interest in traffic safety. We note that staff would be pleased to meet with Ms. Brown-John on site to review the issues with her (she should contact Alan Evans at 294-7538 to arrange meeting).



ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

AE:

cc: City Manager

