

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

SCHOOL CROSSWALKS ON ROYAL OAK AVENUE AT EGLINGTON STREET AND GILPIN STREET

RECOMMENDATION:

1. *THAT* Council forward a copy of the *attached* report to the Gilpin School principal, Parent Advisory Committee and others who have corresponded on this issue.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1999 June 01, received and adopted the *attached* report to review parents' concerns regarding these two crosswalks which are used by students attending Gilpin Elementary living West of Royal Oak.

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

Respectfully submitted,

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:** 1999 05 12  
**FROM:** ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENGINEERING SYSTEMS **FILE:**  
**SUBJECT:** School Crosswalks on Royal Oak Avenue at Eglinton Street and Gilpin Street.  
**PURPOSE:** To review parents' concerns regarding these two crosswalks which are used by students attending Gilpin Elementary living West of Royal Oak

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RECOMMENDATION:

1. **THAT** a copy of this report be sent to the Gilpin School principal, Parent Advisory Committee and others who have corresponded on this issue.

REPORT

**1.0 INTRODUCTION**

Following the realization that the Adult Crossing Guard Program funding will not be extended to the upcoming 1999/2000 school year, requests have been received from parents and officials at Gilpin Elementary School for the upgrading of the existing overhead illuminated crossing at the Royal Oak / Gilpin intersection to a pedestrian signal.

**2.0 BACKGROUND**

Presently, two crosswalks along Royal Oak Avenue at Eglinton Street and Gilpin Street serve as crossing points for students west of Royal Oak Avenue en route to Gilpin Elementary School (see Figure 1 attached). While the Gilpin Street pedestrian crossing has been constructed to a higher standard with overhead illumination, the Eglinton Street crossing exists as a marked crosswalk with an assigned Adult Crossing Guard.

The crosswalk at Eglinton dates back to the time when Gilpin was a major arterial and its intersection with Royal Oak was controlled by a congested four way stop. Notwithstanding the implementation of signalized intersection style crosswalk markings, the intersection was considered a problem because of the complex turning movements and the absence of a continuous pedestrian

footway to the school east of Royal Oak. In collaboration with the school the introduction of a new school crosswalk further north of Gilpin Eglinton was seen as a solution. An interim asphalt footpath was constructed along the west side of Royal Oak from Gilpin to the crossing point at Eglinton. It is noted that not all of the crosswalk users utilize this foot path as some cut through the cemetery from Greentree Village.

When East West traffic was moved from Gilpin to the newly constructed Deer Lake Parkway the 4 way stop control was converted to a conventional two way control in favour of Royal Oak. The traffic control provided by the 4 way stop was in effect transferred to the fully signalized intersection of Deer Lake Parkway and Royal Oak. Notwithstanding the preferred usage of the Eglinton crosswalk by Gilpin Elementary students and the nearby signal at Deerlake Parkway and Royal Oak the marked crosswalk at Gilpin remains important to other pedestrians particularly transit users. With the significant decrease in traffic along Gilpin the crossing guard at Gilpin and Chapple was transferred to Eglinton and Royal Oak.

Accordingly, it now appears somewhat redundant having two separate crosswalks to serve Gilpin Elementary School students crossing Royal Oak Avenue. Ideally one of these crossings should be eliminated so that all school related crossing activity is concentrated at one location. Given that the Gilpin Street crosswalk has a wider community usage, it would appear to be the most practical choice of the two. However, the absence of pedestrian links from the Gilpin Street crossing to the school site poses some obstacles, as this connection requires students to walk along the roadway of Ivar Street and Gatenby Place. While these are not 'through' streets they are used by some parents to drop off and pick up their offspring. The pedestrian connections to the Eglinton Street crossing provide an uninterrupted link to the school site.


### 3.0 TRAFFIC EVALUATION

Traffic counts and pedestrian counts were conducted at both crossing locations concurrently so the overall crossing demand could be determined. Even when the data for **both** crosswalks was 'combined' and applied to the Pedestrian Crossing Control Model, a marked crosswalk was indicated as the appropriate level of crossing protection. We note that the warrant is based on pedestrian volume (children are weighted as being equivalent to two adults) relative to crossing opportunities (which can be determined directly or derived from vehicle flow and crossing distance).

Final construction of Royal Oak Avenue from Deer Lake Parkway to Canada Way is expected to commence in 2000 according to the 5 year plan. These improvements would see the construction of Royal Oak Avenue to a final standard, including a sidewalk on the both sides. Although these improvements will resolve the lack of pedestrian connections leading from the Gilpin / Royal Oak crossing in the medium term, it does little to alleviate parental concerns in the interim.

#### 4.0 DISCUSSION

Recently, ICBC established an Elementary School Safety Program "Way To Go" in Burnaby schools. A Way to Go objective is to improve safety on roadways surrounding elementary school by reducing the number of students driven to and from school. An integral part of this program is the creation of practical and safe pedestrian routes leading to the school site from individual catchment areas. The program is more fully discussed in the appended ICBC document. Therefore, we would recommend that both of the two crossings discussed in this report be retained until the 'Way to Go' program is fully initiated at Gilpin School. Engineering staff would work with the program to review the "safe routes to school" and identify the most appropriate location(s) for crossing Royal Oak Avenue.



ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENG. SYSTEMS

AE:

cc: City Manager

Appendix A WAY TO GO PROGRAM

# Investing In Communities Community Stories

Use the drop down menu below to browse through the different stories.

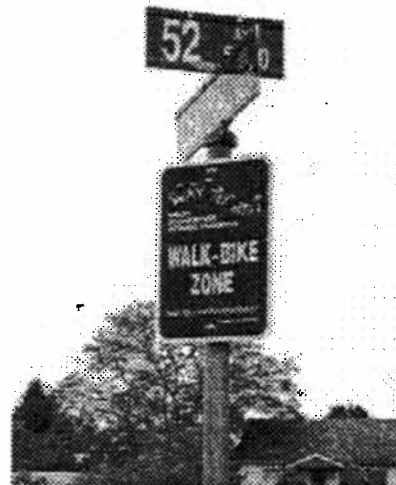
Select your next stop

## School traffic eases with help from ICBC, auto insurance brokers

**VANCOUVER** – In the future you will find less traffic around schools and see more children walking and riding on neighbourhood streets. That’s the goal of Way to Go!, a community outreach program that reduces dependency on family cars to transport children to school by encouraging practical, safe alternatives. The program is being sponsored by ICBC and provincial Autoplan insurance brokers.

Last winter, Way to Go! received development funding from ICBC, GVRD and support from various municipal government agencies. It was successfully piloted by six schools in the GVRD and helped reduce vehicle traffic around some schools by up to 50%.

Way to Go! was conceived by mother and urban planner Bernadette Kowey, who participated in a previous, successful walk-to-school program with her children on Vancouver’s west side. Kowey imagined that other communities could experience similar benefits, especially after learning almost 50 per cent of children are being driven to Lower Mainland schools today, compared with approximately 30 per cent 10 years ago.



Delta traffic engineers contributed signage to support Way to Go!

"Most trips to school are less than a kilometre, but the mass chauffeuring of youngsters has greatly added to traffic around schools, increased air pollution and contributed to a deterioration in child fitness," Kowey says. "Way to Go! offers choices to parents who want to ease these problems and it’s an opportunity to increase traffic safety education for students, parents, and drivers in the vicinity of schools."

All of the Way to Go! pilot sites reported to Kowey that they had significantly reduced vehicle traffic around the schools, increasing general safety for students coming and going to school. As well, Kowey reports that the program has helped to enhance fitness and community and family interaction, and it has inspired children to learn about their neighbourhood as they walk, ride or bus to school.

"I've come across children who live just a few blocks away from school but don't know how to get there on foot. And when children are asked to draw their trip to school, those driven to school draw little.

"Children who walk to school get to know their community and pictures they draw are filled with flowers, puddles and many other things they see along the way. In another case three youngsters who lived on the same block discovered they were neighbours when they mapped out their route to school in the classroom!"

**Autoplan Brokers helping to spread Road Safety messages**

Autoplan insurance brokers and their staff are helping develop and support the program with school traffic safety groups in their communities, building upon the Broker Accord signed between ICBC and BC autoplan insurance brokers earlier this year. The new Broker Accord is designed to help brokers work closer with ICBC in their communities in addressing the major road safety issues affecting the cost of insurance premiums and increasing driving risks.

Autoplan brokers have identified Way to Go! as an exciting opportunity to provide tools that will help improve safety and reduce driving risks around schools in their communities.

Michael Megson, president of the Insurance Brokers Association of B.C., says broker support of Way to Go! demonstrates the commitment by insurance agents to playing a key role in an education program that focuses on traffic safety, alternatives to driving, curtailing dangerous driving, saving lives and keeping insurance rates affordable.

Concurring with Megson, Steve Boakes, president of the Credit Union Insurance Services Association adds that initiatives like Way to Go! "need to be undertaken to educate motorists and to make roads safer."

Way to Go! resource and program information packages are being modified and will be made available upon request to interested school traffic safety committees and parents throughout the province. An Internet-based web site is also being developed to help support the program.

Kowey, who says interested parents, school administrators and municipal planners from around the province are requesting information from her, suggests the following steps for those thinking about implementing Way to Go!:

1. Collect data about how children are getting to school in your neighbourhood.
2. Survey parents about how they habitually transport their children to school and how they would support a Way to Go! program in their community, if at all.
3. Use the survey results to map the school catchment area, detailing routes to school and preferences.
4. Outline the following transportation options for parents:
  - i. "Walking School Bus", which is popular in some communities and especially where parents and grandparents are already doing this
  - ii. "Walking Buddy" teams
  - iii. proceeding along various, defined "safe routes"

- iv. "Biking Buddy" teams
  - v. others, including rollerblading, skateboarding, and carpools
5. Plan a try-out, or kick-off event and plans to introduce Way to Go! transportation options gradually

Kowey also suggests getting municipal traffic engineers on side to help plan or modify traffic routes and supply signage. This was the case in Ladner where municipal officials working with the Hawthorne elementary school traffic safety committee helped reduce school vehicle traffic by around 50% at the same time they helped increase bike traffic.

**School communities reap rewards**

Norquay Elementary School principal Gwen Smith says she has observed a steady reduction in school traffic since the pilot was initiated. She now estimates traffic around Norquay at about 2/3 volume of a year ago and she is enthusiastic about the results.

"Obviously our neighbourhood is a lot safer for children without the traffic. But everyone is also comfortable and pleased that children are walking to school in groups with the help of a responsible adult. So we have overcome the number one fear parents had about their children walking alone to school, and the children are healthier, which is a very satisfying accomplishment."

Kowey says it's important that parents understand that Way to Go! is about offering options, and should not be perceived as an imposition. She says it's perfectly all right if some parents say they just can't change their present routine, even if that means driving their child to school.

"We're not expecting everyone to adapt to this, that's just not realistic or fair," she says. "What we have seen is that people seem to be willing to make adjustments over time, and after they see so many others joining in the program."

One enthusiastic parent of Way to Go! is Alviene Wilkins, who says her daughters arrive home more refreshed, relaxed and happy after walking or riding their bicycles than before when she used to pick them up.

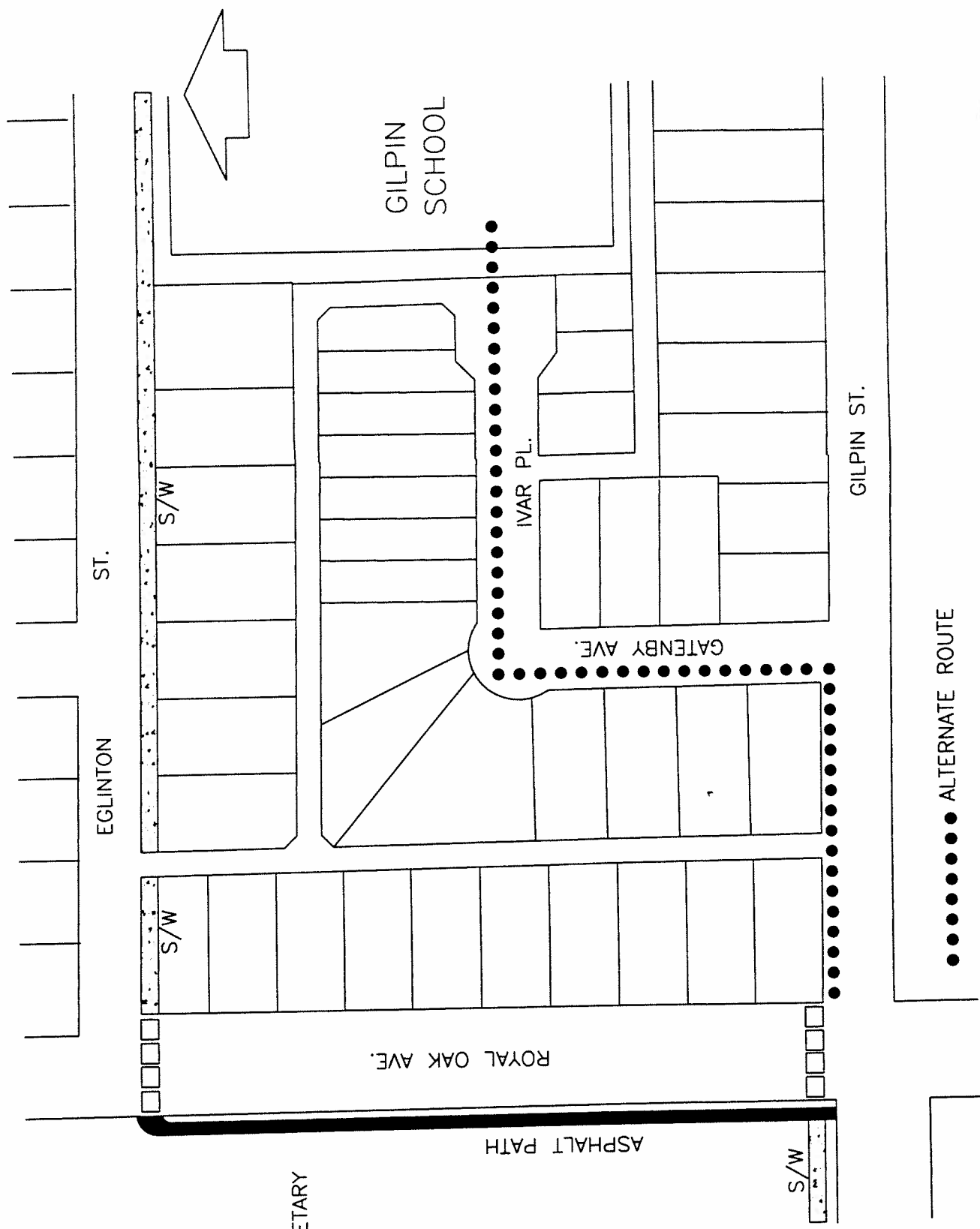
"I think there are so many benefits. Now my girls don't want to drive. They're doing something they're proud of, that they know is good for their health and the environment. I would like to be able to tell other driving parents how great this is."

Kowey says the positive response to Way to Go! demonstrates widespread interest and commitment to community action. She also says the interest in reducing traffic around schools in not limited to British Columbia but is being heard around the world.

"I know from research that school-centred traffic is a burgeoning, worldwide problem and Way to Go! is a unique and comprehensive response to it. It's an important made-in-BC solution by ICBC and Autoplan brokers for which they deserve rich credit."

*April 22, 1999*

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CEMETARY

| NO. | DATE | REVISION |
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|     |      |          |

DIAGRAM "1"

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| DRAWN BY: G.FUNK | SCALE: N.T.S.  | <b>A</b> 510 |
| APPRV'D BY: CDL  | DATE: 99-05-19 |              |