

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

PEDESTRIAN CROSSING REVIEW WAYBURNE DRIVE AT FORD WAY (BCIT)

RECOMMENDATION:

1. **THAT** Council forward copies of the *attached* report to Michael Young of 4722 Driftwood Place, Burnaby BC, V5G 4E3, the relevant strata councils in Greentree Village and to Clayton McKinley, VP Finance & Administration, 3700 Willingdon Avenue, Burnaby BC, V5G 3H2.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 2000 January 04, adopted the *attached* report responding to concerns raised by Michael Young of Greentree Village.

Respectfully submitted,

Councillor D. Evans
Acting Chair

Councillor N. Volkow
Member

COPY - CITY MANAGER
- DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE

DATE: 1999 12 20

FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS

FILE: 55-04-01

SUBJECT: PEDESTRIAN CROSSING REVIEW
WAYBURNE DRIVE AT FORD WAY (BCIT)

PURPOSE: To respond to concerns raised by Michael Young of Greentree Village.

RECOMMENDATION:

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R E P O R T

1.0 INTRODUCTION

The City has been in communication with Michael Young of Greentree Village on a number of occasions in recent months. Mr. Young has safety concerns for pedestrians crossing Wayburne Drive at BCIT's Ford Way entrance as a result of a new building being constructed on the north west corner.

2.0 BACKGROUND

Wayburne Drive is a four lane Major Collector road with a left turn lane for northbound to westbound access at the Ford Way driveway. There is a 2.5m wide median on the north leg of the intersection. Traffic volumes are typically about 5,500 vehicles per day.

On the east side of Wayburne Drive, 6.0m north of the intersection of BCIT's Ford Way driveway an unfinished pathway and wooden stairs link Wayburne and Cedarglen Place in Greentree Village. There are a number of such informal linkages along the east side of Wayburne.

The west side of Wayburne Drive has no sidewalk or established pedestrian facility. There is a worn path on the boulevard grass on the north side of Ford Way. South of Ford Way, again on the west side, the boulevard has been landscaped with low shrubs and deciduous trees. There is an internal parking lot access road running parallel to Wayburne just 6.0m away. This road complicates operation of the intersection by forcing the considerable peak hour vehicle traffic to perform weaving movements over a short distance.

Construction of the building on the north west corner of Wayburne and Ford Way began this summer. Often in such case, a sidewalk would have been a requirement of development. Further south along Wayburne the sidewalks adjacent the Royal Columbia College, the AirCare Centre and the ICBC Inspection Centre were required through the permit approval process, which was not applicable in this case.

Pedestrian facilities on BCIT have been designed for internal circulation and generally do not connect to Wayburne Drive. At a meeting on site BCIT staff opined that pedestrians were adequately served by their internal network and no connection to Wayburne was necessary.

3.0 DISCUSSION

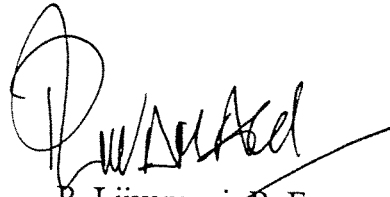
The Ford Way entrance to BCIT's parking lot has the appearance of a street intersection. Accordingly, some pedestrians and motorists may believe there is a "crosswalk" at this location and the pedestrian rights and driver obligations at a crosswalk as per the Motor Vehicle Act are applicable. This is not the case. The nearest crosswalks on Wayburne are at Village Drive 300m south of Ford Way and at Woodsworth Drive 370m to the north (east). Although a marked crosswalk at this location would resolve the ambiguity, the warrant for such an installation is not met. On the other hand, the installation of a marked crosswalk at an appropriate location would probably draw "other" jaywalkers to fulfill the crosswalk warrants' pedestrian requirement threshold. This would be beneficial from an overall traffic safety perspective.

4.0 SOME OPTIONS

- 4.1 **Leave as is for time being.** Both Greentree Village and BCIT have coexisted, separated by Wayburne for some decades. Accordingly, there is undoubtedly a core group of Greentree residents who have located their home so that they can walk to their work or study at BCIT. The unofficial pathways (the Community Plan does not indicate more formalized linkages) bear this out. To our knowledge the trickle of pedestrians across Wayburne in this stretch has not constituted a safety hazard. The current safety concern has been triggered by the new building on the BCIT campus. It has made it more difficult for some pedestrians because it blocked a former pathway down and through the parking lot. Reinstatement of this prior convenience would be a matter for BCIT to pursue. Additional signs warning drivers of pedestrians on Wayburne road right of way may be marginally beneficial and staff will review this option.
- 4.2 **Build sidewalks along Wayburne.** The absence of sidewalk along both sides of Wayburne reflects prior rather than current practice. Sidewalks would provide greater flexibility for pedestrians but would not necessarily resolve difficulties with respect to adjacent property access or reduce jaywalking. On the west (BCIT) side Wayburne is higher than the adjacent BCIT parking lots. The current fill slope falls away from almost immediately from back of curb. The civil work required to insert a sidewalk would be extensive and may require retaining walls with safety fencing back of sidewalk. On the east (Greentree Village) side of Wayburne the land slopes up from back of curb and as this slope is heavily vegetated there would be a considerable loss of this "screening" to build the sidewalk. The approval and financial participation of both BCIT and Greentree Village stratas through the LIP process would be required.
- 4.3 **Pedestrian crossing coordination.** Ideally both BCIT and Greentree Village residents should develop coordinated access points to Wayburne at a location that was a safe crossing point from a traffic operations perspective. From our perspective that location could be north of Ford way but there should be a commitment by BCIT to provide the appropriate linkages on campus. Similarly the residents of Greentree should affirm the commitment to construct and maintain an access way at the foot of Cedar Glen and discourage pedestrian usage at other locations. For its part, once the access points are defined the City would provide the appropriate crossing points.

5.0 CONCLUSION

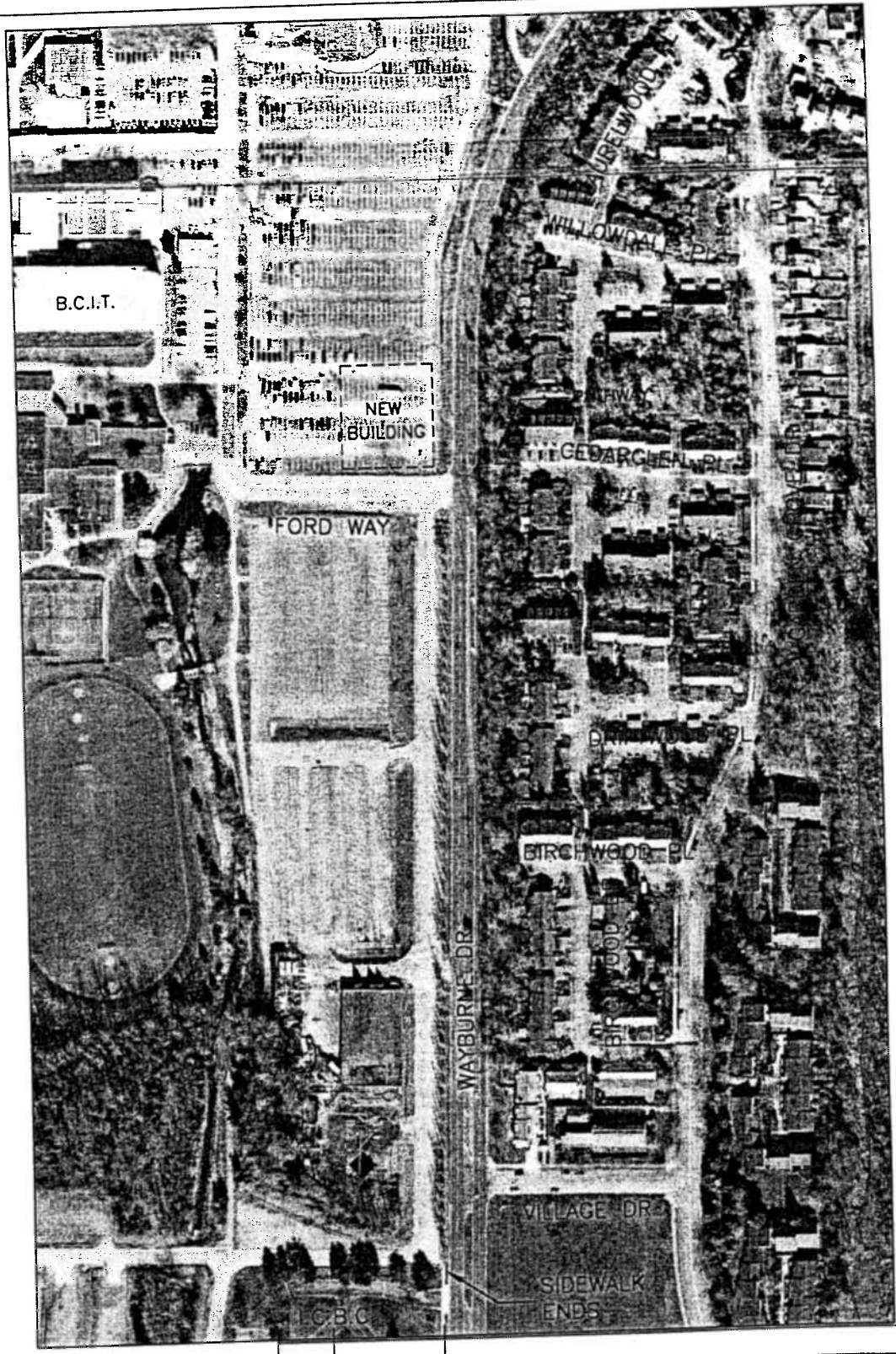
We note that in a letter dated 1999 October 05 to Mr. Young (copied to Mayor Drummond and this Committee) BCIT stated that it "is planning on having discussions with the Greentree strata councils about some matters of mutual interest. The institute will ensure that this situation is brought up in those meetings." We recommend that the Traffic Safety Committee through Council forward this report to BC Institute of Technology and the Greentree Village Strata Councils asking them to pursue and coordinate internal pedestrian access improvements on their respective sides of Wayburne Drive in consultation with City staff (to ensure any required pedestrian crossing facility on Wayburne is safely located).



P. Liivamagi, P. Eng.
ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

MDS:jb

cc: City Manager



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NO.	DATE	REVISION



WAYBURNE DRIVE ADJACENT B.C.I.T.

DRAWN BY: G.FUNK	SCALE: N.T.S.	A 528
APPR'V'D BY:	DATE: 99-12-21	