

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

RE: SCHOOL CROSSWALK IMPERIAL AND LEIBLY

RECOMMENDATIONS:

1. **THAT** Council approve the installation of temporary curb extensions on Imperial Street at Leibly Avenue.
2. **THAT** a copy of this report be sent to Morley Elementary School, and the School's Parent Advisory Committee.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its Open meeting held on 2001 April 03, received and adopted the *attached* report to respond to the Committee's request to consider further measures for enhancing safety at this crosswalk.

Respectfully submitted,

Councillor D. Evans
Chair

Councillor B. Der
Vice Chair

Councillor G. Begin
Member

:COPY - CITY MANAGER
- DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 2001 03 14

FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55 04 01

SUBJECT: School Crosswalk Imperial and Leibly

PURPOSE: To respond to the Committee's request to consider further measures for enhancing safety at this crosswalk

RECOMMENDATION:

1. **THAT** the installation of temporary curb extensions on Imperial Street at Leibly Avenue be approved.
2. **THAT** a copy of this report be sent to Morley Elementary School, and the School's Parent Advisory Committee.

R E P O R T

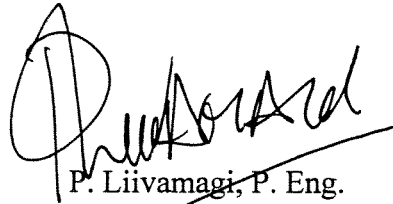
Arising from the discussion of a report concerning child pedestrian safety on Imperial Street at Leibly Avenue, received at the March 06 meeting, the Traffic Safety Committee directed staff to report back on possible measures to improve crosswalk visibility and pedestrian safety.

As the standards for advanced warning and crossing location signage have been satisfied, we believe there is little hope that additional signage would have a positive effect on driver awareness and pedestrian safety. We note that the width of Imperial is intended to accommodate one lane of traffic in each direction with curbside parking. Without on street parking the through traffic has a curb to centreline lane width that is excessive to need. Without the side friction of parked cars there may be a propensity for some drivers to speed. A localized reduction in apparent street width would address this concern

The narrowing effect along Imperial Street would best be tested with curb bulges at the crosswalk which would increase the apparent friction for motorists, hopefully with the benefit of speed

reduction. Such a treatment could easily be accomplished by the installation of temporary curb extensions manufactured from recycled rubber on Imperial Street as illustrated in the attached Diagram #1. The curbs would be supplemented by road marking and hazard markers. A reduction in the effective width and thus crossing distance on Imperial Street would also reduce pedestrian "exposure" to approaching traffic and provide increased visibility between motorists and waiting pedestrians.

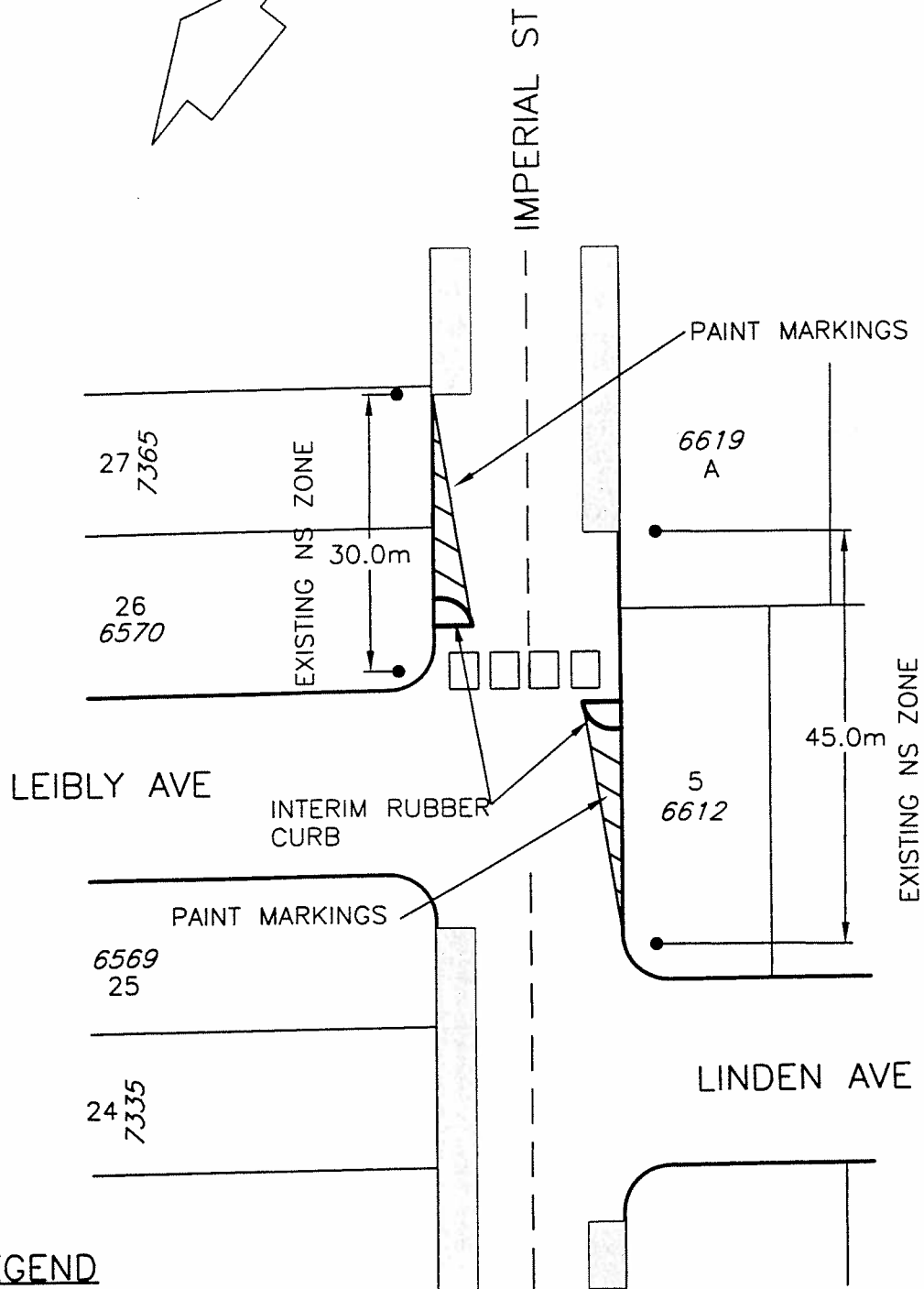
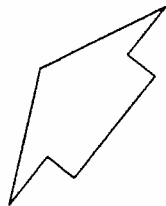
Staff would monitor this crossing location in conjunction with officials from Morley School to determine the efficiency of the installation. We would report back to the Committee prior to making additional changes.



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

AE

cc: City Manager



 PARKING AREA

23

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



DIAGRAM 1
PAVEMENT NARROWING ON IMPERIAL @ LEIBLEY

DRAWN BY: G.FUNK SCALE: N.T.S.
APPR'D BY: DATE: 01-03-22

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