

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: MARINE DRIVE AND GREENALL AVENUE CROSSWALK

RECOMMENDATION:

1. **THAT** Council forward a copy of this report to Mr. Frank Britch of 3880 S.E. Marine Drive, Burnaby.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 2002 September 03, received and adopted the *attached* report responding to concerns for pedestrian safety at the existing crosswalk on Marine Drive at Greenall Avenue.

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:** 2002 06 28
FROM: ASST. DIRECTOR ENGINEERING **FILE:** 55-04-01
TRAFFIC & ENGINEERING SYSTEMS
SUBJECT: MARINE DRIVE AND GREENALL AVENUE CROSSWALK
PURPOSE: To respond to concerns for pedestrian safety at the existing crosswalk on Marine Drive at Greenall Avenue.

RECOMMENDATION:

1. **THAT** a copy of this report be sent to Mr. Frank Britch of 3880 S.E. Marine Drive, Burnaby.

R E P O R T

1.0 INTRODUCTION

The 2002 June 04 agenda of the Traffic Safety Committee included correspondence from Mr. Frank Britch of 3880 S.E. Marine Drive, Burnaby who expressed concern for the safety of child pedestrians using the marked crosswalk on Marine Drive at Greenall Avenue.

Mr. Britch cited motorists failing to yield to pedestrians within the crosswalk, and noted vehicles mounting the sidewalk on the north side of Marine Drive while attempting to pass left turning vehicles on the right as the major contributors to a reduced level of pedestrian safety. In his letter, Mr. Britch also expected that the cancellation of school bus service to Suncrest School in September of 2002 will result in increased use of this crosswalk by school children.

2.0 BACKGROUND

This crosswalk on Marine Drive was installed in 1998 with the approval of the Traffic Safety Committee. At that time there was insufficient pedestrian volume to warrant any form of marked crosswalk at Greenall Avenue, but it was considered desirable to create a central and

highly visible crossing location along this section of Marine Drive for both Suncrest School destined pedestrians as well those bound to and from the transit stops on either side of Marine Drive at the Greenall Avenue intersection. To improve pedestrian safety the crosswalk was provided with the enhancement of overhead illuminated signing including downlighting for crosswalk illumination.

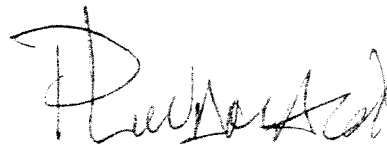
With school out for the summer, staff have been unable to gather a representative sample of pedestrian usage at this crossing. However, given the low level of pedestrian activity previously observed at this location and the minimal amount of new commercial and residential development in the general area following it's installation it is unlikely that pedestrian volumes would have increased to the extent where higher order crossing protection such as a special crosswalk or the pedestrian signal proposed by the correspondent would be warranted.

The Motor Vehicle Act (MVA) proscribes the driver behaviour observed at this intersection by Mr. Britch. Section 158 of the MVA prohibits motorists from passing on the right of a left turning vehicle if such an action requires the vehicle to leave the travelled portion of the roadway. Similarly, the issue of motorists failing to yield to pedestrians actively crossing is also addressed under Section 178. Both these actions are motorist behaviour issues which would be best addressed through enforcement if they are endemic rather than occasional.

3.0 CONCLUSION

While staff are mindful of the concerns expressed by Mr. Britch, current crossing protection provided by the overhead illuminated crosswalk on Marine Drive at Greenall Avenue exceeds the level of protection warranted by the British Columbia Pedestrian Crossing Control Manual given the pedestrian demand and vehicle volume at this location. Nonetheless, staff will update our count data after school commences and continue to monitor this location. If the data warrants a change to the pedestrian control we would report back to the Committee.

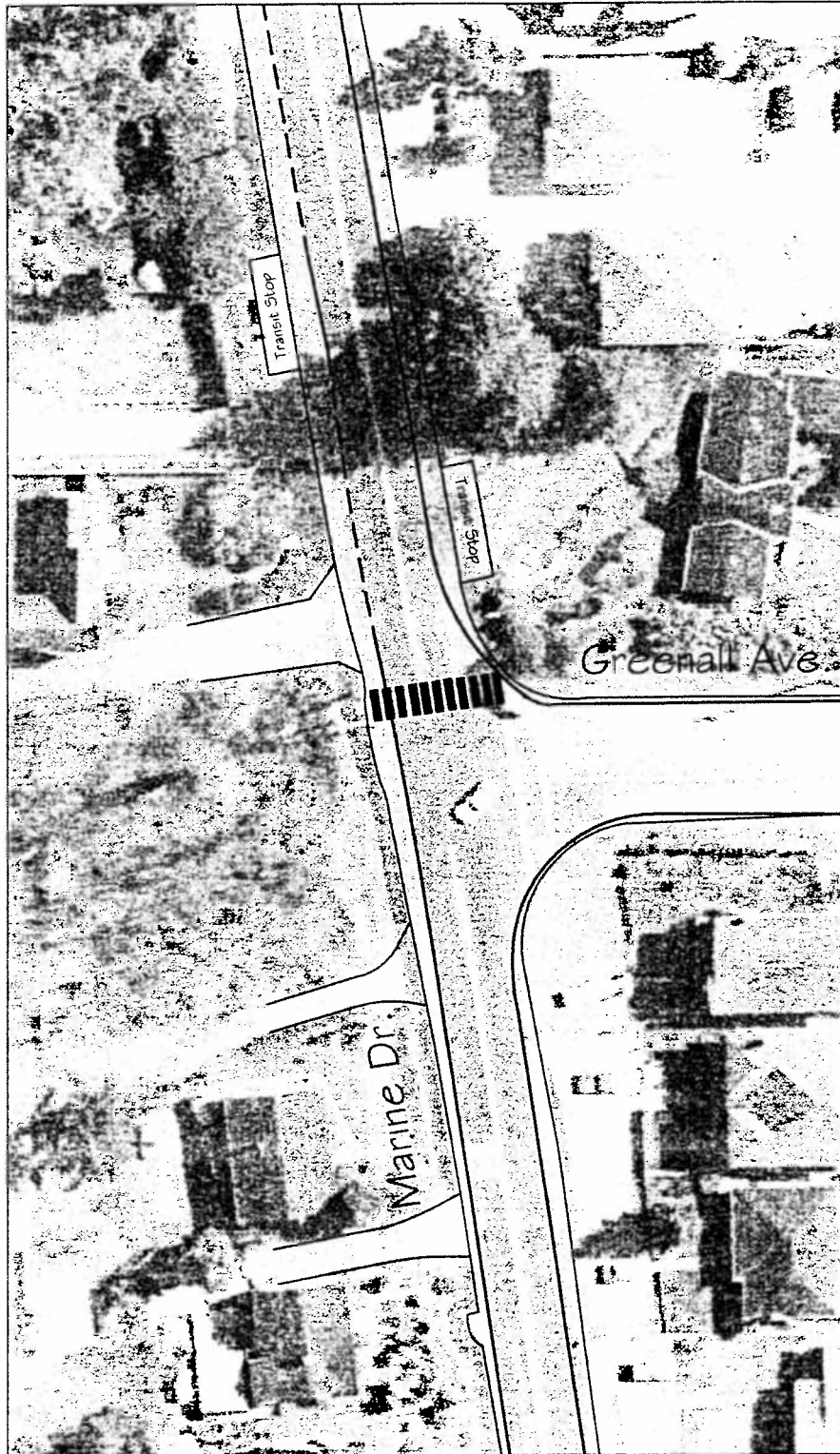
We note for Mr. Britch's information that the RCMP Traffic Section is represented on the Traffic Safety Committee and so is aware of the concern with motorist behaviour at this crosswalk.



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

AE:su

cc: City Manager



City of
Burnaby
ENGINEERING DEPARTMENT

Diagram #1
Marine Dr @ Greenall Crosswalk

DRAWN BY: AKE	SCALE: NTS
APPRV'D BY: PL	DATE: 02/07/18

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