

CITY OF BURNABY

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TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**SUBJECT: TRAFFIC AND PEDESTRIAN SAFETY IN THE 4800 BLOCK OF CANADA
WAY**

RECOMMENDATION:

1. **THAT** Council forward a copy of this report to Anna & Andrzej Koczynski, #116 - 5897 Kincaid Street, Burnaby, B.C.

REPORT

The Traffic Safety Committee, at its meeting held on 2003 March 04, received and adopted the attached report responding to correspondents concerns for traffic and pedestrian safety along the 4800 Block of Canada Way.

Respectfully submitted,

Councillor D. Evans
Chair

Councillor N. Volkow
Vice Chair

Councillor L. Rankin
Member

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| COPY: | CITY MANAGER |
| | DIR. ENGINEERING |
| | OIC, RCMP |

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 2003 02 20

FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS

**SUBJECT: TRAFFIC AND PEDESTRIAN SAFETY IN THE
4800 BLOCK OF CANADA WAY**

PURPOSE: To respond to concerns for pedestrian safety raised by correspondence.

RECOMMENDATION:

1. **THAT** a copy of this report be sent to Anna & Andrzej Koczynski, #116 - 5897 Kincaid Street, Burnaby BC.

R E P O R T

1.0 INTRODUCTION

Appearing on the 2002 November 05 meeting of the Traffic Safety Committee was correspondence and a petition from Anna and Andrzej Koczynski expressing concern for traffic and pedestrian safety along the 4800 block of Canada Way. Staff have reviewed and discussed below the specific issues noted by the correspondents.

2.0 BACKGROUND

The correspondence was in some measure triggered by a pedestrian fatality which occurred when a motorist lost control of his vehicle, mounted the sidewalk and collided with a pedestrian. We understand that this pedestrian fatality occurred in the bus zone. The RCMP may be able to provide further details to the Committee.

This stretch of Canada Way, as shown in Diagram 1, attached, has two moving lanes of traffic per direction with sidewalks both sides. While the concerns of the correspondent are generated by poor driver behaviour and disregard for regulations (which are best addressed through education and enforcement), there are Engineering issues raised which are discussed below.

3.0 REVIEW

The following issues were raised by the correspondent.

3.1 Lack of Driver Compliance at Pedestrian Signal

The horizontal alignment of Canada Way (in the 4800 block) both east and west of the pedestrian signal does not provide approaching motorists with adequate visibility to determine if this signal has been activated and occupied by a crossing pedestrian. To offset this reduced approach visibility, advanced warning flashing lights are provided both east and west of the pedestrian signal to inform approaching traffic when this signal has been activated and the motorists approaching should be prepared to stop. Accordingly, the incident of drivers not stopping as described by the correspondent can be attributed to poor driver behaviour rather than visibility on the approach to this signal.

3.2 The Speed of Traffic

Staff will conduct a speed classification survey along this section of Canada Way and pass the information to the RCMP Traffic Section for consideration.

3.3 Installation of Concrete Barriers Along the Sidewalk Along Curve

The City, in common with other jurisdictions, does not generally install barricades along urban arterials. We note that in this instance it would not be technically feasible to provide a collision barrier given the limited width of the roadway and the narrow sidewalk. We also note that a crash barrier would need to be discontinuous at the points where pedestrian activity was concentrated, namely the crosswalk and the bus zone.

3.4 School Zone Along Canada Way

School zone signing is installed on roads adjacent all schools. This signing is intended to apprise the motorists of child pedestrian activity. The addition of 30 km/h tab signs which provide a reduced speed limit from 8:00am to 5:00pm are not installed on arterial streets such as Canada Way. School related activity such as drop off and pick up are not encouraged nor considered desirable along arterials where crossing protection is invariably provided by traffic signals.

3.5 Lack of Sidewalk on Kincaid Adjacent Douglas Road Elementary School

Kincaid Street from Canada Way to Teal Street is constructed to an interim standard which provides a gravel shoulder along the west side of the road, serving both as a parking strip and pedestrian walking area. The desire to have sidewalk installed along this section of Kincaid Street has been addressed by the Committee in previous reports focussed on drop off and pick up activity associated with Douglas Road School. It is noted that completion of the roadway to urban standard, with sidewalks would occur through a Local Improvement initiated by adjacent residents. At present, access to Douglas Road School is also available via an internal walkway connected to the Canada Way sidewalk directly west of the Kincaid Street intersection.

3.6 Width of Sidewalks on Canada Way

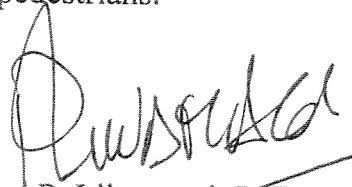
The construction of Canada Way to its current standard occurred in the late 1960's and reflects the standards of the day. Reconstruction to provide wider sidewalks and/or travel lanes to meet present day requirements remains constrained by the available right-of-way and terrain.

3.7 Relocation of Bus Bench

Staff have contacted the company responsible for the displaced bus stop bench on the south side of Canada Way to request that it be relocated to its original position so as not to obstruct the sidewalk.

4.0 DISCUSSION / CONCLUSION

The correspondence referred by Council to Committee raises a number of issues which have been discussed above. Unfortunately, the problems as outlined are not readily soluble - particularly the issue of driver behaviour including speeding. Staff will continue to monitor the sidewalks on Canada Way to ensure they are maintained to minimize impedance to pedestrians.



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

PL:jb
Attach.

cc: City Manager
RCMP

Exhibit 1 Canada Way - 4800 Block



The information in BurnabyMap has been gathered and assembled on the City of Burnaby's Computer Systems. Data provided herein is derived from a number of sources with varying levels of currency and accuracy. The City of Burnaby disclaims all responsibility for the accuracy or completeness of information contained herein.

February 20, 2003