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CITY OF BURNABY  
TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: NEW MEDIAN INSTALLATION ON RUMBLE  
STREET AND MCKAY AVENUE**

**RECOMMENDATION:**

1. **THAT** a copy of this report be sent to Diana Mumford, 3955 Southwood Street, Burnaby, BC, V5J 2E5.

**REPORT**

The Traffic Safety Committee, at its meeting held on 2005 February 01, received and adopted the *attached* report responding to concerns raised in correspondence from Diana Mumford regarding the new median installed on Rumble Street at McKay Avenue for the Sea to River Bikeway.

Respectfully submitted,

Councillor D. Evans  
Chair

Councillor N. Volkow  
Vice Chair

Councillor L. Rankin  
Member

COPY: CITY MANAGER  
DIR. ENGINEERING

**TO:** TRAFFIC SAFETY COMMITTEE **DATE:** 2005 01 24  
**FROM:** ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 38000-05  
**SUBJECT:** NEW MEDIAN INSTALLATION ON  
RUMBLE STREET & MCKAY AVENUE

**PURPOSE:** To respond to concerns raised in correspondence from Diana Mumford regarding the new median installed on Rumble at McKay for the Sea to River Bikeway.

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**R E P O R T**

**1.0 INTRODUCTION**

In correspondence addressed to the Traffic Safety Committee dated 2004 December 7, there are several items of concern raised by Diana Mumford with respect to the new median installed on Rumble Street at McKay Avenue as part of the "Sea to River" bikeway project.

**2.0 BACKGROUND**

The median was installed as part of the Sea to River bikeway project. Where the bikeway crosses major collector roadways like Rumble (or Parker) that carry significant vehicle volumes. The median creates a centre refuge that facilitates cyclists (and pedestrians) to cross without significantly restricting traffic flows. The median acts as a visible indication to motorists and guide for cyclists of the significance of this intersection over surrounding minor intersections. As such it is an important awareness element of the bikeway.

### **3.0 REVIEW**

#### **3.1 Potential for Drivers on Rumble Crashing Into Bus Stop**

The traffic on Rumble, during peak periods, is sufficient to delay crossing pedestrians and cyclists awaiting a safe gap in traffic. A solution becoming more prevalent throughout the Lower Mainland and other jurisdictions, is to narrow the roadway with either corner bulges or centre median refuges. Both act to reduce the crossing distance, without actually reducing travel lane widths. Motorists will however perceive a reduction in apparent width and moderate their vehicle speed. In many respects the median is a superior solution for cyclists and pedestrians as discussed below.

In the case of Rumble at McKay the street is not finished to urban standard with curb and gutter. Corner bulges could not be constructed except at a substantial cost, while the median option could be readily implemented. During the public consultation stage of the Sea to River bikeway local residents expressed concern over neighbourhood vehicle access with a full median in place on Rumble. To address those concerns the centre of the median was omitted to allow passenger cars to still make left turns at this intersection, while continuing to provide the benefit to both cyclists and pedestrians of being able to cross one travel lane at a time safely. This is especially beneficial during rush hours when finding gaps in both directions simultaneously is less frequent. Lane markings and cat-eye reflectors were installed to clearly delineate the vehicle travel path around the centre median.

#### **3.2 Suspended Hydro Utility Pole**

BC Hydro crews were in the process of replacing a pole east of this location. The unusual look of having one pole temporarily suspended is part of the typical procedure for replacement. First the new pole is installed directly adjacent the old pole location. The old pole is secured to the new pole then cut leaving the base in place so the soil is left undisturbed and the ground firm for the new pole. Service lines are then transferred to the new pole, and the old pole is removed. In some cases this can be delayed by the requirement to coordinate the transfer with other utilities.

### 3.3 No Marked Crosswalk, and Median "Keep Right" Sign Blocking Driver's View of Pedestrians

A marked crosswalk was considered for this location, but there are insufficient numbers of pedestrians crossing to warrant one. To mark a crosswalk here would result in a false signal to drivers, to falsely expect pedestrians, and result in less attention at locations where it is warranted. Further it may raise false confidence and encourage pedestrians to cross without using full attention. The median makes it easier to cross by allowing pedestrians to cross one direction of travel at a time. The lack of markings or signs cautions pedestrians to still exercise care when crossing just as they would at any unmarked location. The median "keep right" is a standard requirement and does not completely block the view of drivers or pedestrians. Nonetheless both cyclists and pedestrian should exercise caution before enter the roadway from the median.

Relocating the eastbound Rumble bus stop further east so buses do not block the travel lane when picking up or dropping off passengers will be further considered. Constraints will be, the adequate spacing between driveways and the requirement that the parking ban would need to be extended in front of 4322 and 4326 Rumble. The distance to the preferred crossing location for seniors from the north side would also be increased. An extension of the temporary asphalt sidewalk and a bus pull-out area would need to be constructed to accommodate the relocation. The delay to motorists resulting from a stopped bus is occasional and minimal.

### 4.0 CONCLUSION

While there are still some guide signs and road markings to be installed at the intersection of Rumble & McKay as part of the completion of the Sea to River Bikeway, the new median is already improving the safety of crossing pedestrians by providing a refuge area and reducing the crossing width. As well it provides an important visible element of the new Bikeway. Removal is not recommended.



R. Liivamägi, P. Eng.  
ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENG. SYSTEMS

MDS:

cc: City Manager



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Centre Median On Rumble Street @ McKay Ave  
Sea to River Bikeway Project



Map Scale  
1 : 662

- Strata Units
- Planes
- 1 Golf
- P Police
- F Fire
- USAT
- Community
- Schools
- Cor
- Library
- H Hospital
- M Mall
- Parks and Re
- Skytrain Stations
- Skytrain Lines
- Addresses
- Lot
- Street Intersection
- Speed Limits
- Sound Barriers
- Roads
- Local
- Inter-Town
- Arterial
- Freeway
- Hydrology
- Parks
- Parks
- Colour
- Boundary

