

CITY OF BURNABY

TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**SUBJECT: 'JAYWALKING' ACROSS CANADA WAY WEST OF THE
NORLAND AVENUE / DEER LAKE PARKWAY INTERSECTION**

RECOMMENDATIONS:

1. **THAT** Council approve installation of a fence on the median on Canada Way west of Norland / Deer Lake Parkway intersection.
2. **THAT** a copy of this report be sent to Mr. D. Eperwein, Principal, Burnaby Central, 4939 Canada Way, Burnaby, BC, V5G 1M1.

REPORT

The Traffic Safety Committee, at its meeting held on 2005 February 01, received and adopted the *attached* report addressing the concerns relating to pedestrian safety along Canada Way west of the Norland Avenue / Deer Lake Parkway intersection.

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: 'JAYWALKING' ACROSS CANADA WAY WEST OF THE
NORLAND AVE / DEER LAKE PKWY INTERSECTION

PURPOSE: To respond to the continuing concern relating to pedestrian safety along Canada Way west of the Norland Avenue/Deer Lake Parkway intersection.

RECOMMENDATIONS:

1. **THAT** a fence be installed on the median on Canada Way west of Norland / Deer Lake Pkwy intersection.
2. **THAT** a copy of this report be sent to Mr. D. Eperwein, Principal, Burnaby Central, 4939 Canada Way, Burnaby BC, V5G 1M1.

REPORT

1.0 INTRODUCTION

On a number of occasions the Committee has considered whether the centre median fence along Canada Way east of Norland be "extended" to include the west leg of the intersection to deal with the jaywalking problem. This fence would be approximately 45 metres in length and of sufficient height to impede the ability of pedestrians to climb over it. A recent site visit with the principal of Burnaby Central Secondary School and PAC representatives has prompted this report.

2.0 BACKGROUND

There have been longstanding concerns with students attending Burnaby Central Senior Secondary School jaywalking across Canada Way after alighting from westbound buses. Initially this occurred as a result of the students' preference for the westbound far side Ledger Avenue stop and the pursuit of a straight line path from stop to school. Then, staff contacted school officials on a number of occasions to seek assistance in educating the students relative to this behaviour. A gap in the City Hall parking lot fence was also closed to reduce the attractiveness of the shortcut. These measures did not resolve the concern. Finally, the median fence between Norland Avenue and Ledger Avenue was implemented to staunch this flow and force students to alight at the subsequent stop which actually reduced the walk to the school. This stop is far side the signalized Norland Avenue intersection which provides a safe and convenient crossing. While a few students walk from the bus stop to the signal to cross, most prefer to take a diagonal path across the west leg of Canada Way to shorten their walk to school (by no more than 6m).

3.0 REVIEW

This issue was most recently reviewed by the Committee in 2002. The staff report noted that any fence installed on the median could not be extended to fully preclude jaywalking around the ends of the fence. The primary concern was that students jaywalking across the westbound departure lanes may be caught in the middle of the road at the end of the median by a signal change that releases eastbound vehicles. At present, this is obviated by the median area providing paused jaywalkers some storage space off the travelled way.

Any students choosing to bypass the median fence at the west end would do so at a more significant risk, especially if they cross in front of the bus. In our most recent site visits, we did not observe this behaviour. Most students alight by the rear doors and reflexively turn right toward the Canada Way/Norland Avenue intersection. Students alighting from the front of the bus also turn right to join the cohort emerging from the rear doors. Any passengers queuing to board the bus by the front door also provide a "barrier" to turning left after alighting.

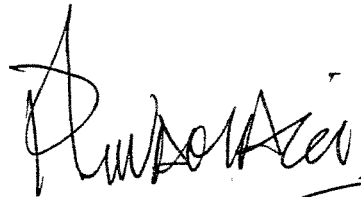
As a result of an earlier staff report, we installed a hoop barrier on the median with pedestrian prohibitive signing. This signing was erected but did not appear to have any major beneficial effect. In our earlier observations, we noted that students would flow along the sidewalk in a group until one took the initiative to cross and most others would immediately follow. This reliance on a leader to determine the action of the group was a concern but not an issue during those observations. In our most recent observations the students were consistently less prudent in choosing when and where to jaywalk. Accordingly, on balance we believe a fence would be beneficial in curtailing the unsafe behaviour.

4.0 COST OF FENCE

The proposed median fence discussed in this report is estimated to cost \$20,000 and would be constructed to the same standard as the present fence along Canada Way in front of the City Hall. A less aesthetically pleasing chainlink fence would cost less but is not recommended given the locational context. Both types of fences are costly to maintain given hit and run vehicle damage. Sufficient unallocated funding is available in the 2005 Financial Plan for the construction of the fence.

5.0 DISCUSSION AND CONCLUSION

The proposed median fence may not fully obviate the jaywalking issue if it refocuses some of the safety concern to the end of the barrier. However, we expect that more students would be deterred from jaywalking by the fence and "forced" to utilize the traffic signal. Accordingly, on balance, staff recommend providing a fence.



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

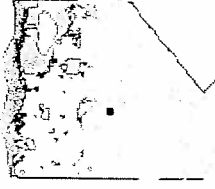
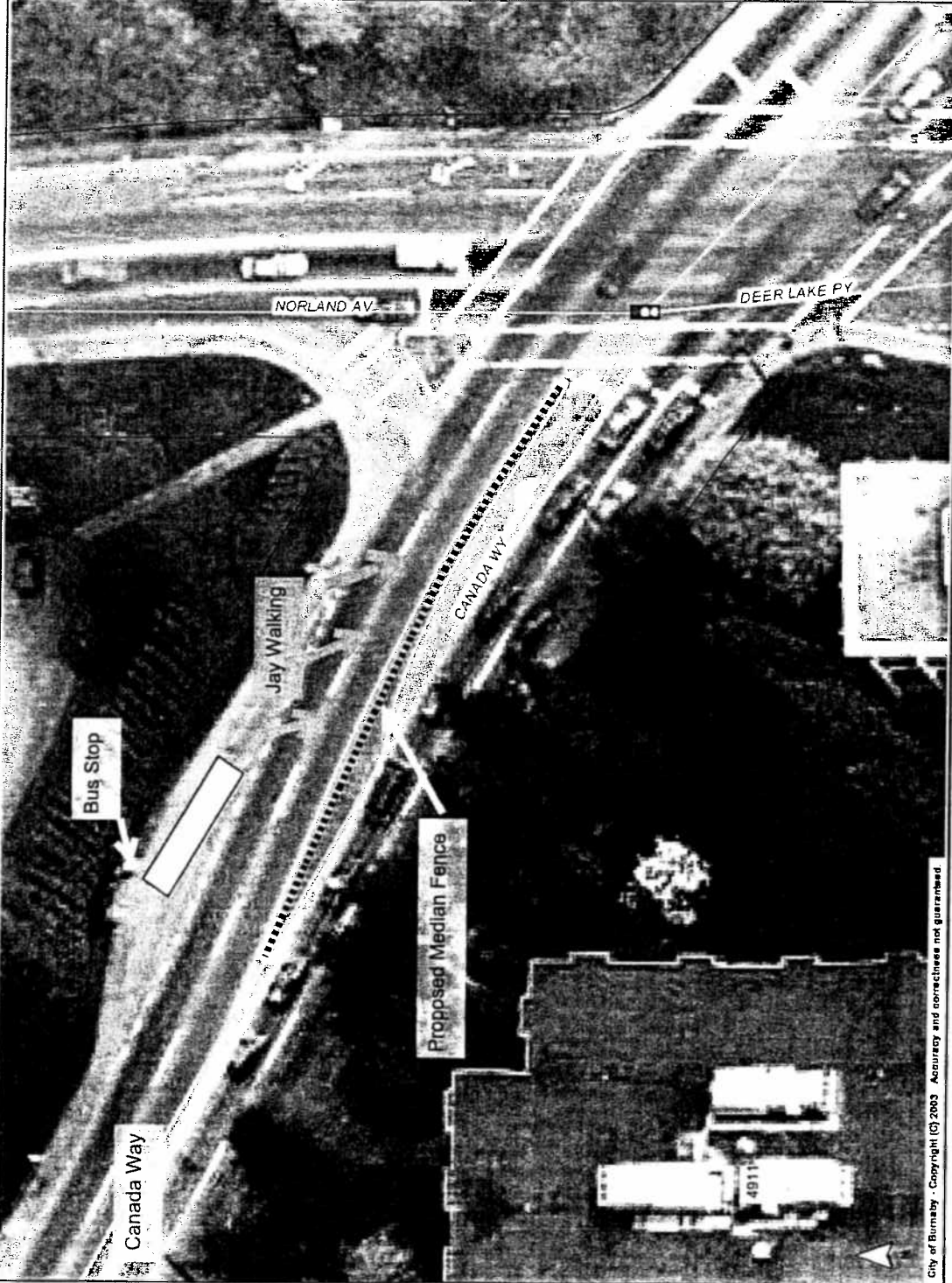
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cc: City Manager



Proposed Median Fence on Canada Way West of Norland

January 21, 2005



- | | |
|-------------------|-------------------------|
| Selected Features | Lot |
| Strata Units | Street Intersection |
| Places | Traffic Signal |
| Golf | Speed Humps |
| Police | Speed Humps |
| Fire | Speed Humps |
| Utility | Speed Humps |
| Cemetery | Roads |
| School | Local |
| Civic | Collector |
| Library | Arterial |
| Hospital | Freeway |
| Mail | Hydrology |
| Parks and Rec | Colour 2002 |
| Skytrain Stations | Parks |
| Skytrain Lines | PARKLAND TO BE ACQUIRED |
| Addresses | Other |
| | Boundary |

Map Scale
1 : 500

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