

CITY OF BURNABY

TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**SUBJECT: PARKCREST ELEMENTARY SCHOOL CROSSWALK
ON HALIFAX STREET**

RECOMMENDATION:

1. **THAT** a copy of this report be sent to Ms. Karen Shoemaker, Principal, Parkcrest Elementary School.

REPORT

The Traffic Safety Committee, at its meeting held on 2005 March 01, received and adopted the attached report reviewing the Parkcrest Elementary School's crosswalks on Halifax Street at Fell, Warwick and Holdom Avenue.

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 02 21
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 38000-03
SUBJECT: PARKCREST ELEMENTARY SCHOOL CROSSWALK ON
HALIFAX STREET

PURPOSE: To review the Parkcrest Elementary School's crosswalks on Halifax Street at Fell, Warwick and Holdom Avenue.

RECOMMENDATIONS:

1. **THAT** a copy of this report be sent to Ms. Karen Shoemaker, Principal, Parkcrest Elementary School.

R E P O R T

1.0 BACKGROUND

At the Traffic Safety Committee meeting held on December 7, 2004 under new business, a request was made to install a new pedestrian actuated traffic signal on Holdom Avenue to replace the existing marked crosswalk, which is guarded by student patrollers from Parkcrest Elementary. They propose having the patrol relocated to the four way stop at Halifax & Fell Avenue. There was also a request to look at installing a marked crosswalk on Halifax directly in front of the school.

2.0 REVIEW

It is our practice to oblige formal requests for school crosswalks provided there is a demonstrated level of use at the appropriate crossing location. There are three pedestrian crosswalks that serve Parkcrest Elementary along Halifax Street. The intersection of Fell Avenue & Halifax Street is a four way stop with crosswalks marked on all legs. One block west, where Warwick Avenue "T"s into Halifax there is a marked crosswalk, and finally on Holdom Avenue at Halifax there is a marked crosswalk. All three locations are equipped with advance warning signs, and both the Warwick and Fell locations fall within the schools 30 km/h speed zone.

The pedestrian crossing advance warning signs on the approach to Fell are actually contrary to standard application practises, since pedestrian crosswalk signs are not

installed at stop or signal controlled crossings. If, as the application guidelines suggest, visibility of the intersection is obstructed such that advance warning signs are required, stop ahead signs should be used since they are the more restrictive regulation.

The attached Diagram provides an illustration of the current school zone and crosswalk locations.

1) Upgrade the crossing on Holdom at Halifax to a pedestrian signal.

With vehicle volumes of approximately 6200 vpd, an 11.0m roadway cross-section, and pedestrian crossing volumes over 50, a pedestrian actuated signal is not warranted, as well there are no opportunities which might present funding at this time. However, with the current traffic volumes on Holdom, the crossing control warrant is on the cusp for consideration of an overhead downlit crosswalk. If traffic volumes increase, and pedestrian crossing demand remains high, then overhead signs should be considered.

2) Install new school crosswalk on Halifax directly in front of Parkcrest Elementary.

Marking a crosswalk between Fell and Warwick in front of the school is not recommended for several reasons.

- In order to mark the crosswalk parking bans would have to be installed on the south side permanently eliminating all street parking for three homes.
- The proximity to adjacent crosswalks currently in place is under 100 metres. Guidelines discourage placement so close together in part because the competing signs and markings become distracting rather than helpful in focussing attention.
- As it is not practical to have three marked crossings so close together, the question becomes which crossing is least suitable. Fell & Halifax is stop controlled so that crossing should remain. Comparing the existing Warwick crossing versus the crossing in front of the school it becomes apparent the desire for a new crossing is generated by children being dropped off and picked up on the south side of Halifax. A new crossing would require a no-stopping zone that would preclude most of the area parents use for this purpose. Otherwise Warwick provides good connectivity for area routing and the distance between Fell and Warwick provides better spacing for associated warning signs.

3) Relocate crossing guard from Holdom to Fell Avenue.

Without an upgrade in crossing control at Holdom, relocating the crossing guard to Fell & Halifax should not be considered. Even if the Holdom crossing was to be upgraded, the new application of a guard at the Fell & Halifax intersection would still have to be evaluated against other competing school locations. For instance a recent

request from Aubrey Elementary for Holdom & Curtis could supplant this crossing guard resource altogether.

3.0 CONCLUSION

No changes to the current marked pedestrian crossings related to Parkcrest Elementary are recommended at this time. While the crossing on Holdom at Halifax may be considered for an overhead signed facility in the future, the current conditions do not warrant a pedestrian actuated signal at this time. As a result relocating the crossing guard from this crossing to the Fell & Halifax intersection is not recommended. Further, the suggestion to install a crossing on Halifax directly in front of Parkcrest Elementary cannot be supported as it would detract from the existing crossing on nearby Warwick, and require a parking ban that would preclude pick-up and drop-off by parents in the area that is generating the interest for a crossing. The existing crosswalk marked at the intersection of Warwick better serves the overall routing to and from the school.



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

MDS:
Attach.

cc: City Manager



Parkcrest Elementary Road Layout
Showing Relevant School Zone and Crossing Sign Locations

Requested New
Ped Signal X-ing
250m From School

60m From
School

Requested
New X-ing
Location

50m From
School
4-Way Stop

