

TRAFFIC SAFETY COMMITTEE

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*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: CHILD SAFETY SEAFORTH ELEMENTARY SCHOOL

RECOMMENDATIONS:

1. THAT Council approve the improvement measures discussed in Section 4 of this report.
2. THAT a copy of this report be sent to the Principal of Seaforth Elementary, Keith Chong.

REPORT

The Traffic Safety Committee, at its meeting held on 2006 April 04, received and adopted the *attached* report reviewing traffic concerns at Seaforth Elementary School.

Respectfully submitted,

Councillor N. Volkow
Chair

Councillor S. Dhaliwal
Vice Chair

Councillor G. Evans
Member

Copied to:	City Manager Director Engineering
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TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2006 March 28

FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS

FILE: 38000-08

SUBJECT: CHILD SAFETY SEAFORTH ELEMENTARY SCHOOL

PURPOSE: To review traffic concerns at Seaforth Elementary School.

RECOMMENDATIONS:

1. **THAT** the improvement measures discussed in Section 4 of this report be approved.
2. **THAT** a copy of this report be sent to the Principal of Seaforth Elementary, Keith Chong.

REPORT**1.0 INTRODUCTION**

A letter was received by mail to the Traffic Safety Committee dated 2004 September 28, regarding a variety of traffic safety concerns around Seaforth Elementary School. A subsequent annotated submission by parents is appended. Since then City staff have met with parents, staff members, School Board representatives, principal and to resolve the issues and this report arises as the conclusion of this round of discussions.

2.0 BACKGROUND

Early in the 1980's Seaforth Elementary was one of the first schools in Burnaby to develop a traffic problem due to parent drop off and pick up. Since then this problem has grown and become commonplace at other Burnaby schools. Seaforth in common with other older schools was not constructed to accommodate an on-site pick up / drop off facility and it is not considered a feasible retrofit in this instance. As Seaforth is located on Piper Ave, a cul-de-sac on street traffic circulation is more difficult than at other locations.

Recently Seaforth has started to offer French immersion which has exacerbated the congestion problem.

3.0 REVIEW

Over the years City staff have worked with successive “generations” of parents, principals and area residents to mitigate the congestion problem. These iterations have led to a number of changes to on-street parking regulation, both on Piper and Jensen Pl, as well as other measures.

We have sought to involve the parents through the PAC in managing and “enforcing” solutions related to parking and circulation. This has been difficult as some parents flout the rules and are abusive to fellow parents who are giving their time to make the school zone safer for all. One of the Parking Patrol Officers has been assigned the task of supporting parent volunteers in the quest to manage pick up / drop off safely at this and other schools.

4.0 PROPOSED MEASURES

The latest round of dialogue has resulted in the following:

4.1 Jensen Place

The City in cooperation with residents has introduced a number of parking prohibitions to discourage the congestion and pick up / drop off activity, along Jensen Pl but without total success. In the past the level of congestion has prevented residents’ access to their homes. The school in its communication with parents will continue to emphasize that Jensen Pl is “off limits” and the Parking Patrol will provide enforcement as required.

4.2 Parking Regulations on Piper

Circulation on Piper will be improved through the prohibition of stopping in front of the two northernmost residential properties on Piper. To minimize the impact on the residents the prohibition will only be in effect for the critical times during morning and afternoon on school days. The affected residents are currently being consulted on the prohibition.

4.3 Circulation on Piper

To smooth the circulation on Piper a roundabout / traffic circle is proposed for the “elbow-sac” at the north end. This will obviate present confusion relative to the turnaround and relieve usage of Claremont Pl. The centre of the traffic circle would be constructed as a raised asphalt button that is readily mountable by trucks.

To: Traffic Safety Committee
From: Asst. Dir. Eng., Traffic & Eng. Systems
Re: CHILD SAFETY SEAFORTH ELEMENTARY SCHOOL
2006 March 28.....Page 3

4.4 Hunter / Westlake Pick Up / Drop Off

Parents will be encouraged to pick up / drop off on Hunter Westlake loop. A counter clockwise movement will be encourage to minimize street crossings. Nonetheless a crosswalk at the west end of Hunter is also being proposed, at the optimum location for sightlines. Prior to implementation of the crosswalk the residents affected by the requisite stopping prohibitions will be notified. To make the walkway between the Hunter Westlake loop more inviting the overhead canopy will be raised to obviate the shrouding of the existing walkway lighting as well as enhancing the penetration of natural light. Parent volunteers monitoring the walkway would obviate the need for parents to walk their children between vehicle and school.

4.5 Sidewalks on Piper South of Government

The absence of sidewalks on the south leg of Piper is a concern for parents tributary to this street. Staff have written to the residents along the street to solicit support and identify a petitioner for a LASP sidewalk initiative. If the results are positive the sidewalk LASP could be expedited.

5.0 CONCLUSION

The measures discussed above would assist in improving the pick up / drop off situation. In particular encouraging the use of Hunter / Westlake should take pressure off Jensen Pl, as well as Piper. As with all such school problems the active support of parents is a prerequisite to success.



Peeter Liivamagi, P.Eng.
Assistant Director Engineering, Traffic and Engineering Systems

PL/KW
Attachment

Copied to: City Manager

**Seaforth Elementary School
Response To Memorandum Dated 05.12.13**

Re: Comments on Seaforth Traffic Concerns .

This morning a parent group meet to respond to your earlier request for suggestions to sidewalk placements and possible solutions for dealing with the traffic volume on Piper north of Government Road. The following are their suggestions:

A. Sidewalk Placements: (listed in priority)

1. Westside of Piper Avenue from Government Road to Kenwood.

Ideally an adjacent owner should initiate a sidewalk Local Area Service Plan [LASP] petition for a proper sidewalk Costs would be borne by adjacent Residents. Alternatively the City could install an interim standard asphalt walk adjacent the curb. Both options would require favourable support from fronting residents

2. Along the Eastside of Jensen Place, North of Government Road around the Cul-de-sac and on the North Side of Jensen Place running west from Seaforth School.

Side walks would run contrary to the desire to minimize pickup/drop-off on Jensen Place and are unlikely to garner resident approval.

B. Crosswalk Placements: (listed in priority)

Cross walks are installed on the basis of peak pedestrian flows (children are weighted higher adults) relative to the number of safe crossing opportunities but only at safe locations. Staff will evaluate the suggested crosswalks relative to this analytic framework. We are however concerned about pedestrians acquiring a false sense of security at a marked crosswalks and in this context would like a commitment from the school to provide school patrols at the crosswalks if installed

1. Crosswalk on Hunter to cross Hunter Court in line with the Piper Avenue/ Hunter Court Walk through.
2. Crosswalk at Lozells Avenue crossing Government Road.

C. Traffic Flow (south of Government Road on Piper Avenue)

1. Placement of “No Stopping” signs on the eastside of Piper from Government Road to Burnlake Drive.

This could be done subject to the concurrence of affected residents. Typically residents are against parking prohibitions but the No Stopping could be limited to the times of pick up/drop-off activity to minimize the inconvenience to residents.

D. Traffic Flow (north of Government Road on Piper Avenue)

1. Placement of “No Stopping” signs in front of Lots 3446, 3456, 3466, and 3476.

The comments immediately above apply

2. Building of a “u” turnaround adjacent or around the main staff parking lot.

There is insufficient right of way to develop a U-turn circle at the school but we are proposing to convert the existing cul-de-sac bulb at the north end of Piper to a traffic circle/roundabout to facilitate U turns.

We believe that a circulatory system around the existing staff parking lot would have limited capacity relative to demand resulting in significant congestion. Parents would tend to queue on Piper perhaps as far back as on Government

3. New gravel parking lot on park land north of the school.

There is no possibility of constructing a parking facility on Park land

4. Building a turnaround adjacent or around staff parking lot exiting onto Government Road.

I believe the observations on capacity vs. demand and congestion, above would still apply, but this is for the school board to assess relative to cost effectiveness

5. Road widening to facilitate 4-lane traffic (i.e. 2 parking lanes and 2 driving lanes) from North of Government Road to north Cul-de-sac

A widened road could be constructed via a LASP subject to resident support and co funding. However a wider road would promote higher speeds.

Note: Implementation of 1 and 2 or 4 would improve traffic flow significantly.

Ideal solutions:

1. Develop a car access corridor from Piper Avenue to Lougheed Hwy.

This is neither feasible nor desirable

2. Develop a car access corridor from Piper Avenue to Lozell Avenue.

Ditto

3. Develop a car access corridor from Piper Avenue to Hunter Court.

Ditto

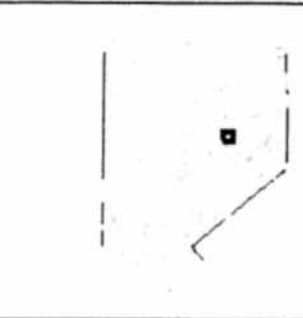
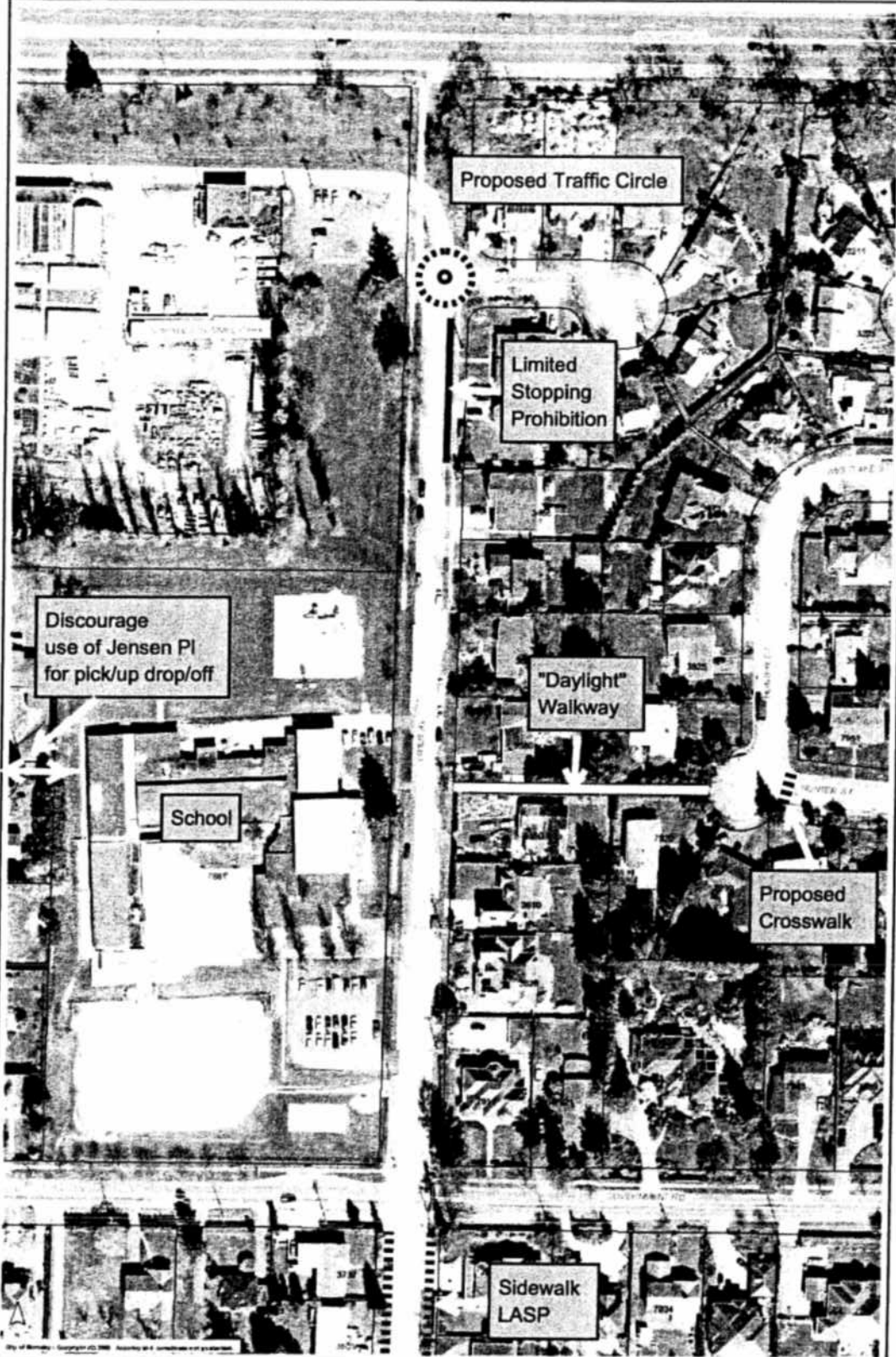
4. Close off Piper Avenue to traffic.

This could be effected by the school through parent cooperation/enforcement during the critical times. This option would require resident consultation as well as subsequent Council approval. Needless to say resident access would need to be maintained

These are all suggestions that we would like to have an opportunity to discuss and develop in a joint meeting with all stakeholders. We understand the issues of cost and public approval but we must move to find a resolution to satisfy the needs for the safety of our students and the longtime and on-going traffic problems in the community.

Seaforth School Traffic Measures

March 27, 2006



- Strata Units
- Skytrain Stations
- Skytrain Lines
- Addresses
- Lot
- Street Intersections
- Ⓜ Traffic Signal
- Speed Humps
- Ⓜ Speed Humps
- Roads
- Private
- Residential
- Collector
- Arterial
- Freeway
- Hydrology
- Colour 2004
- Parks
- Parkland To Be Acquired
- Parkland
- Boundary

This information 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 accuracy. The City of Burnaby disclaims all responsibility for the accuracy or completeness of information contained herein.

Map Scale
1 : 2000