

**TRAFFIC SAFETY COMMITTEE**

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: JAY WALKING ON KINGSBOROUGH**

**RECOMMENDATIONS:**

1. THAT the emergency vehicle parking zone on the south side of Kingsborough be replaced by a "No Stopping Anytime Zone".
2. THAT a copy of this report be sent to the Community Policing Committee.

**REPORT**

The Traffic Safety Committee, at its meeting held on 2007 June 12, received and adopted the attached report reviewing the options for dealing with Jay walking on Kingsborough.

Respectfully submitted,

Councillor N. Volkow  
Chair

Councillor S. Dhaliwal  
Vice Chair

Councillog G. Evans  
Member

|                                                 |
|-------------------------------------------------|
| Copied to: City Manager<br>Director Engineering |
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**TO:** CHAIR AND MEMBERS  
TRAFFIC SAFETY COMMITTEE

**DATE:** 2007 May 28

**FROM:** ASSISTANT DIRECTOR ENGINEERING,  
TRAFFIC AND ENGINEERING SYSTEMS

**SUBJECT:** JAY WALKING ON KINGSBOROUGH

**PURPOSE:** To Review the options for dealing with Jay walking on Kingsborough

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**RECOMMENDATIONS:**

1. **THAT** The emergency vehicle parking zone on the south side of Kingsborough be replaced by a "No Stopping Anytime Zone".
2. **THAT** A copy of this report be sent to the Community Policing Committee

**REPORT****1.0 INTRODUCTION**

The Community Policing Committee has requested a review of Jay walking on Kingsborough in response to safety concerns. Concern has also been voiced regarding congestion on Kingsborough and a report reviewing that problem was received by the Traffic Safety Committee on year ago. As a result of more recent observations this issue will be again readdressed.

**2.0 BACKGROUND**

Kingsborough is a short connector street linking McKay and Willingdon. It provides access to Station Square and the Metropolis west of McKay and direct access to the Civic Square Parkade and the Libraries short term parking lot. It also provides access to parking on the north to the Crystal Parkade which serves the Mall, Hilton Hotel, Community Police Station and other uses.

Kingsborough is 14m (46 feet) wide allowing for two lanes of traffic in each direction. The Metrotown Plan provides for the extension of Kingsborough westward of Willingdon but this proposal is contingent on longer term redevelopment of existing apartment buildings. There is sufficient right of way on the north side of Kingsborough to allow for

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From: Assistant Director Engineering, Traffic and Engineering Systems  
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the construction of additional “opposing” left turns at the Willingdon intersection when the extension occurs.

### 3.0 REVIEW OF THE JAY WALKING PROBLEM

The “envelope” of jay walking activity is shown on Figure 1 attached and indicates that the major movements are focussed on the driveway entrance to the Library’s short term parking lot. This access leads to the library, the Civic Square, the City’s parkade (which provides for general public use on the P2 level).

Some jay walkers may also be electing to pass through the Civic Square on their way to the SkyTrain/Bus loop or residential area to the south – it’s a pleasant walk.

### 4.0 OPTIONS FOR DEALING WITH JAY WALKING

At a number of locations on busier streets the City has successfully dealt with jay walking problems by placing a fence along a centre median. In the case of Kingsborough there is no centre median. To support and protect a fence the minimum median width required would be 1.2m (4 feet). This would reduce lane widths to a substandard average of 3.2m (10.5 feet). While there are examples of even narrower lane widths (e.g. Pattullo Bridge) a more significant problem is that, as shown on Figure 2 the median/fence (costing \$40,000) would need to be broken at the Crystal/Library driveways. This would allow pedestrians to cross around the end of the fence concentrating them at locations where driver attention is focussed on turning movements. This is probably a greater hazard than the existing jay walking pattern.

The development of a continuous median would require restricting the existing driveways to right turns in/out [which would be beneficial from a safety perspective]. However we would expect vigorous opposition from the Crystal at such a significant impairment to customer access. Their parkade was designed, with City approval, to allow for all movements as was the library’s surface lot.

Curb side fencing on one or both sides would be no more effective than a central median discussed above and require the removal of any adjacent on street parking.

Our observations indicated that pedestrians jay walk with caution although there is always a risk present with this type of behaviour. There are prominent signs on each side of each driveway advising pedestrians to cross at the adjacent signals, which are pointed out by arrows. At this time enforcement appears to be the best way to deal with the issue.

### 5.0 TRAFFIC CONGESTION

As noted in our previous report and shown on Figure 3 the presence of parking on Kingsborough, adjacent the library, results in build up of traffic behind vehicles turning left into the Crystal. The queue may tail back into the Willingdon intersection. Dispersal

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of the queue can be problematic if it contains other left turning vehicles and the congestion is exacerbated by the weaving and merging immediately west of Willingdon. On occasion the police park outside their zone crowding the library driveway making it even more difficult for through traffic to pass around left turners as well as impairing visibility for drivers exiting the library lot.

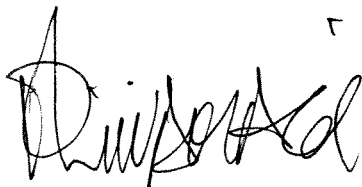
The zone was implemented on a trial basis at the behest of the police after metered public parking had been removed to address the congestion problem. It now appears desirable to address the problem by removing the reserved zone. Our observations indicate that police parking demand often exceeds the spaces reserved for their vehicles (6 on-street and 11 stalls in the Crystal parkade).

The existing 3 metered stalls 'downstream' of the Library driveway could be reassigned for police use. Further, the Civic Square Parkade has sufficient capacity to address the Police requirements. Reserved stalls could be clustered around the access stairs to minimize the added inconvenience. The presence of police vehicles would be beneficial relative to the theft of /from vehicles that has in the past been a problem. Staff will work with the officer in charge to determine how best to resolve this issue.

## 5.0 CONCLUSION

Apart from enforcement there is little that can be done to eliminate the pedestrian jay walking problem on Kingsborough. It is perplexing why this jay walking occurs when there are nearby signal controlled intersections with pedestrian protection. However we note that the jay walkers are largely cautious when they cross and the nearby signals create gaps in the traffic. During high traffic flows jay walking is less frequent as more pedestrians are diverted to the signals.

The traffic congestion on Kingsborough is primarily related to the police parking zone adjacent the library impeding through movements. Accordingly we recommend its removal. Staff will work with the Police to confirm alternative options.



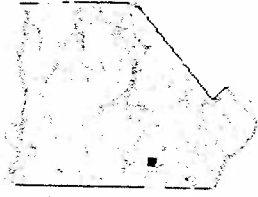
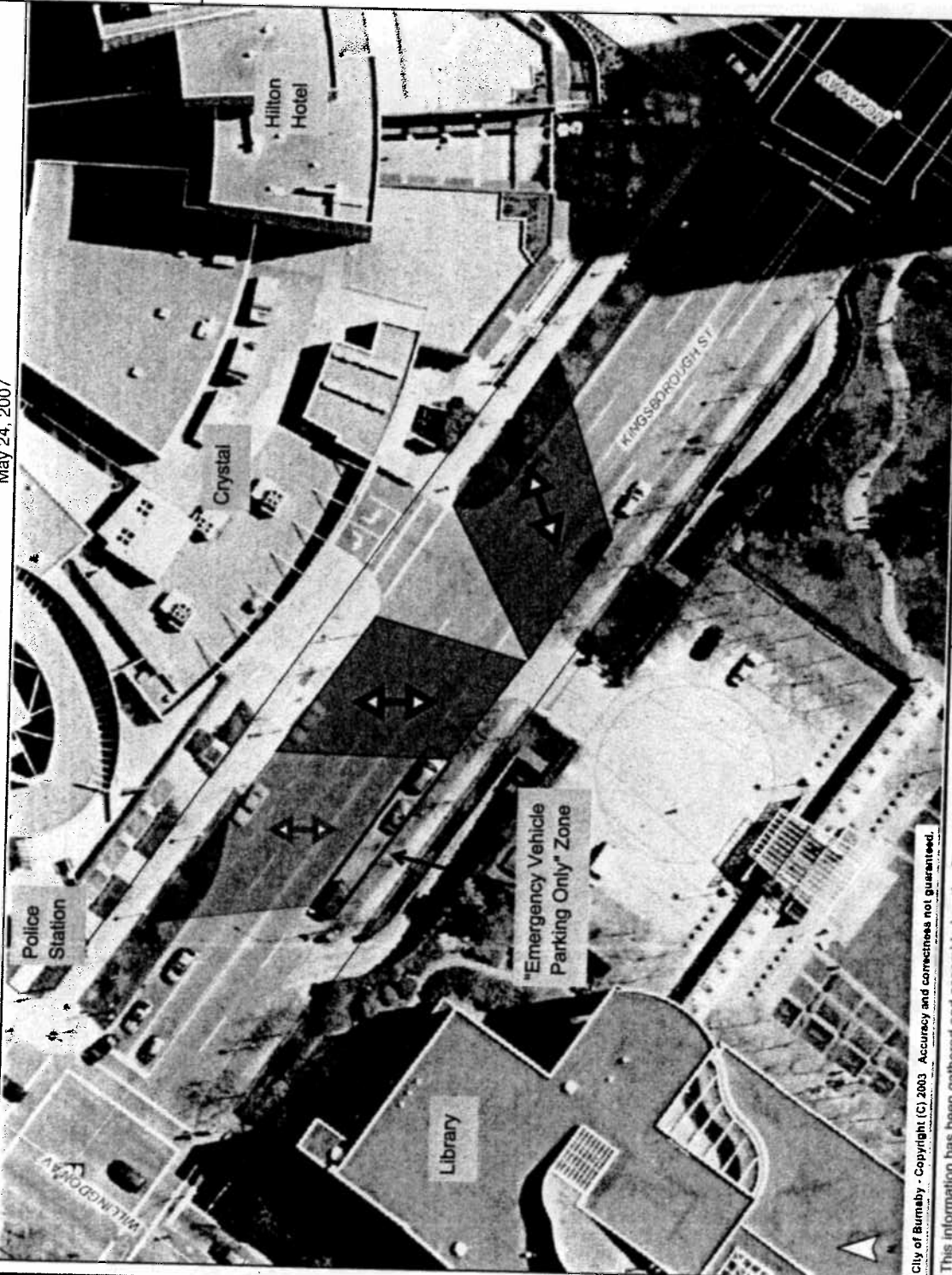
Peeter Liivamagi, P.Eng.  
ASSISTANT DIRECTOR ENGINEERING, TRAFFIC AND ENGINEERING SYSTEMS

PL:cg

Copied to: City Manager

# Kingsborough Jaywalking

May 24, 2007



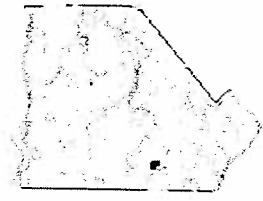
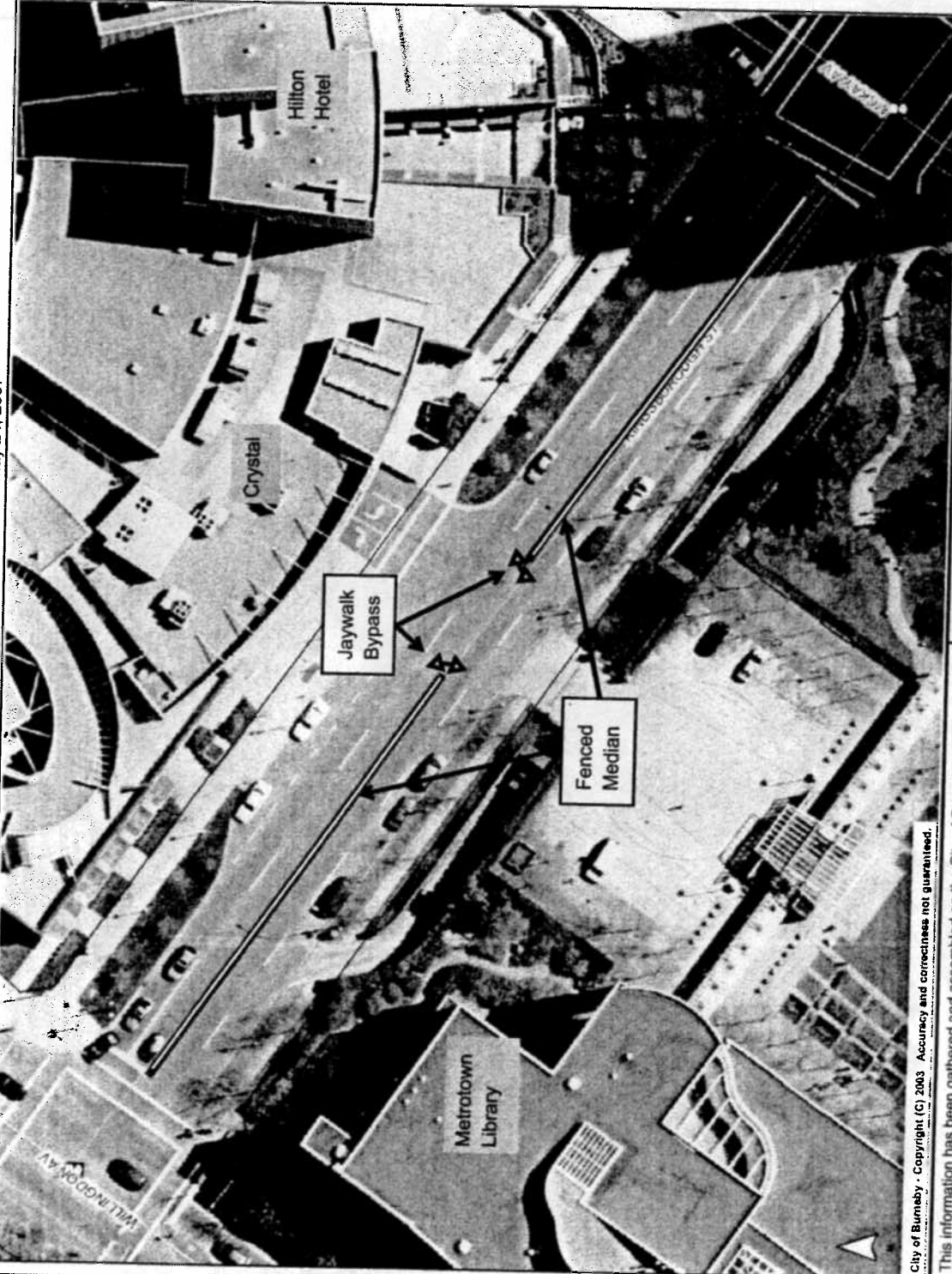
- Strata Units
- Skytrain Stations
- Skytrain Lines
- Strata Addresses
- Addresses
- Lot
- Street Intersections
- Traffic Sign
- Speed Humps
- Speed Humps
- Roads
- Private
- Residential
- Collector
- Arterial
- Freeway
- Hydrology
- Colour 2004
- Parks
- Pending To Be Acquired
- Parkland
- Boundary

Map Scale  
1 : 750

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# Kingsborough Fencing Option

May 24, 2007



- Strata Units
- Skytrain Stations
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February 22, 2006

