

TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**SUBJECT: TRAFFIC SAFETY CONCERNS AT THE INTERSECTION OF
IMPERIAL STREET AND SALISBURY AVENUE**

RECOMMENDATION:

1. THAT a copy of this report be sent to Morley Elementary School, 7355 Morley Street, Burnaby, BC, V5E 2K1.

REPORT

The Traffic Safety Committee, at its meeting held on 2008 April 01, received and adopted the *attached* report responding to a concern received from Morley Elementary School regarding traffic safety at the intersection of Imperial Street and Salisbury Avenue.

Respectfully submitted,

Councillor N. Volkow
Chair

Councillor S. Dhaliwal
Vice Chair

Councillor G. Evans
Member

Copied to: City Manager Director Engineering

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2008 March 14

FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS

FILE: 38000-03
Reference:

SUBJECT: TRAFFIC SAFETY CONCERNS AT THE INTERSECTION OF
IMPERIAL ST AND SALISBURY AVE

PURPOSE: To respond to a concern received from Morley Elementary School regarding traffic safety at the intersection of Imperial St and Salisbury Ave.

RECOMMENDATION:

1. **THAT** The Committee receives this report for information.
2. **THAT** Morley Elementary School 7355 Morley St Burnaby BC V5E 2K1 is sent a copy of this report.

REPORT**Background**

At the 2007 November 7 meeting of the Traffic Safety Committee a letter was received from the Principal and the PAC Chairperson of Morley Elementary School. The correspondence noted a concern over pedestrian safety while crossing Imperial St at Salisbury Ave. The correspondence further notes that this safety issue has become more evident since the closure of Salisbury Ave between Imperial St and Walker Ave which occurred early in 2007 as part of the Sperling - Walker traffic management plan. This item was referred to Staff for review and report.

History

Salisbury Ave between Walker St and Imperial St was closed in 2007 as a component of the Sperling - Walker Neighbourhood Management plan. This plan incorporated several traffic calming measures including the installation of speed humps, raised crosswalks, improved walk areas amongst other measures. The closure of Salisbury was proposed to eliminate direct access to Salisbury Ave and Highgate Village south of Imperial St. It also reduced vehicle conflict locations by eliminating cross traffic at Imperial and concentrating traffic flow to the Imperial - Walker intersection. While this measure has had a physical positive impact on vehicular traffic, the desire line for pedestrians remained. Although the Salisbury - Imperial intersection still exists in the form of a T-intersection it is not as obvious as it previously was. Hence pedestrians crossing at this location may be less expected.

To: Traffic Safety Committee
From: Asst. Director Engineering, Traffic & Eng. Systems
Re: Traffic Safety Concerns at Imperial and Salisbury
2008 March 14 Page 2

Pedestrian Activity

The closure of Salisbury eliminated vehicular crossings of Imperial and required all traffic to use the Walker – Imperial intersection, the same did not occur with pedestrians. While the pedestrian crossing at Walker – Imperial was improved by the painting of marked crosswalks on all 4 legs of the intersection, many crossings still happen at Salisbury – Imperial, whether by habit or desire line.

Suggestions of placing a physical barrier have been considered but are not recommended at this time. Under the Motor Vehicle Act, crossing Imperial at this point is permissible. Furthermore, a proposed Urban Trail alignment is expected to cross Imperial at Salisbury, follow north on the asphalt walk which was retained on the Salisbury right-of-way then proceed east across Walker to follow the BC Hydro right-of-way towards Canada Way. Part and parcel to this proposed trail alignment will be upgraded crossings both at Imperial and Salisbury and on Walker at the Hydro corridor. In the interim, staff will arrange for the installation of informational signing on both sides of Imperial at Salisbury advising pedestrians to cross at the marked crosswalks. Staff will also arrange for painting of a ‘penalty box’ on Imperial to keep the intersection clear of traffic queues, enhancing over-all visibility.



P. Liivanagi, P. Eng.
ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS

EJ, BB/br
Enclosure

Copied to: City Manager