

THE CORPORATION OF THE DISTRICT OF BURNABY

November 20, 1964.

HIS WORSHIP, THE REEVE,
AND MEMBERS OF THE MUNICIPAL COUNCIL.

Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

Your Committee would report as follows:

1. National Safety Council Calendar

Your Committee received advice from the Burnaby Safety Council that the new Canadian edition of the National Safety Council Calendar is again being offered. This Calendar illustrates the important principles of accident prevention through common family and outdoor situations and is an ideal method of keeping safety before people every day of the year.

Both wall and desk calendars are available and the prices range from 25¢ each (plus postage and the 5% S.S. and M.A. Tax) for small orders of desk calendars to 21 ¢ each on large orders, and \$1.10 each on single orders of wall calendars to 56¢ each on large orders.

Your Committee has no opinion to express with respect to the purchase by the Corporation of such calendars since we feel a matter of this kind is solely within the prerogative of the Council.

Since our meeting, however, it has been ascertained that the Corporation receives both desk and wall calendars gratis.

2. Silver Avenue from Kingsway to Beresford Street

A petition was received requesting a 15 m.p.h. speed limit on the above portion of Silver Avenue and/or some other means to more adequately protect children who may be on or near the travelled portion of the street when vehicular traffic is present.

Investigation disclosed that development on the West side of Silver Avenue is predominantly Residential Single Family, with no lane at the rear. Almost the entire length of the East side is occupied by the former Ford plant.

Approximately four years ago, Silver Avenue had a 33 foot right-of-way and was paved within that width. Because of sensitive drainage conditions and since the sidewalk is lower than the edge of the road, the pavement was laid almost flush with the sidewalk, thus allowing only a very shallow dishing for drainage.

The Corporation has recently acquired an additional 17 feet from the property formerly occupied by the Ford Company for road purposes but, as yet, no attempt has been made to physically widen the road. The 17-foot strip lies behind the fence that was built around the Ford plant.

Your Committee is of the opinion that a hazard exists because there is really no physical separation between pedestrians and vehicles on the road allowance due to the way the pavement has been installed next to the sidewalk.

- 2 -

We feel this situation can best be remedied by the construction of asphalt curbing with 4 inch sloped sides extruded at a distance of approximately 7 feet East from the West boundary of Silver Avenue, with openings for private crossings. The estimated cost of constructing approximately 1,000 feet of such curbing is \$500.00.

We would recommend that this be undertaken.

We would also urge that Council, in replying to the petitioners, urge the parents of the children who use the street to have their offspring refrain from playing on the travelled portion of Silver Avenue.

3. 6600 Block Kingsway

We submitted a report to Council on June 22nd of this year recommending against a request for a parking restriction in the above block of Kingsway.

The view was expressed then that, though there might have been cases when the adult night school at Burnaby South High School generated the need for extensive parking facilities, the bulk of these classes had terminated and relatively little use was being made of the curb space.

The applicant has again written requesting that the matter be reviewed because adult night classes have resumed at the High School and the parking problem has again developed.

A further investigation was conducted and it revealed that, between 7 p.m. and 10 p.m., all possible parking facilities in the 6500 and 6600 Blocks Kingsway are completely occupied by people attending the night classes.

These classes are generally held every evening on Monday to Thursday inclusive and many of the attendees park along Kingsway, thus occupying for two hours or more the curb space that is available. A few stores are located immediately East of the School and parking occurs here as well.

We feel there is merit in instituting a parking restriction during the times Night School is in session. However, we would emphasize that this should not be treated as a precedent for other similar situations that may occur elsewhere in the Municipality.

In conclusion, we would recommend that a one hour parking restriction be imposed between 7 p.m. and 9 p.m. on the South side of the 6600 Block Kingsway, on the understanding that the regulation will remain in effect only between October 1st and March 31st and that it will be removed during the rest of the year.

The area where parking is to be restricted is the South side of Kingsway from a point 20 feet East of the Hawthorne Avenue allowance to another point 75 feet further East.

We would also recommend that the Director of the Night School classes of Burnaby South High School be advised of the parking restriction and requested to notify those attending his classes of it so that they may seek parking facilities elsewhere in the vicinity.

In this latter regard, we understand that the school grounds are available for such purposes and can likely accommodate all those who will no longer be able to park on the subject portion of Kingsway.

- 3 -

4. Northlawn-Midlawn-Southlawn Intersection

A request was received for measures at the above intersection to make it safer for all types of traffic movements passing through it.

The intersection was investigated and we could find no view obstructions, excessive traffic movements or any other factors that would warrant consideration being given treatment of some sort.

The intersection is a typical local residential one and enjoys a good accident-free record. Virtually all traffic passing the intersection emanates from the area and, in the main, motorists seem to behave in the same manner that prevails at other intersections in the Municipality where no traffic control devices are found.

We would recommend that no traffic control measures be instituted at the intersection in question but would suggest that the R.C.M.P. patrol the intersection sporadically to observe the habits of drivers when entering Midlawn Drive from the lane.

5. Holdom Avenue and Parker Street

A petition was received for a School Zone sign and a crosswalk at the above noted intersection as a means of affording protection for those children attending the School in the area.

The intersection is admittedly not ideal because there is a view obstruction at the South-West corner and Holdom Avenue curves to the West slightly. Traffic is required to stop on Parker Street before entering Holdom Avenue but motorists must actually enter Holdom Avenue in order to determine whether there is any traffic coming from the South before proceeding.

The School is some distance from the intersection and it is therefore not possible to institute a School Patrol.

Vehicular traffic is somewhat light, thus affording an abundance of safe crossing gaps on both streets. It was also observed that no difficulty is encountered in crossing the streets and no delay is occasioned those attending the School.

As regards the request for a crosswalk, traffic volumes would need to double before consideration could be given such a device.

We were informed that the Engineering Department is currently negotiating for the removal of an 8-foot high laurel hedge at the South-West corner which represents a severe view obstruction. At the moment, consideration is being given the installation of storm sewers in the area and it has been determined that there is a need for an easement through the Eastern portion of the property at the South-West corner. It is felt that, rather than acquire this easement, it would be more prudent to acquire the Eastern portion of the parcel for road purposes because:

- (a) the Corporation would then no longer need the easement because it would have a road allowance;
- (b) the hedge that is situated on the portion to be acquired would be relocated further West away from the intersection proper, thus eliminating the view obstruction.

In conclusion, we would recommend that:

- 4 -

- (a) the request for a crosswalk be not entertained for the reasons given;
- (b) a School Pentagon Sign be erected on Holdom Avenue to alert motorists to the presence of a school in the vicinity.

6. Bus Zone - Edmonds Street at Linden Avenue

The B.C. Hydro and Power Authority has requested that the existing Eastbound Bus Zone on Edmonds Street farside Linden Avenue be relocated Westward to a position farside Britton Street.

Your Committee would recommend that the subject Bus Zone be so relocated. The Zone will extend from Britton Street East a distance of approximately 60 feet.

7. Edinburgh Street and Macdonald Avenue

A request was received for an inspection of the above intersection to determine the measures that should be taken to eliminate a hazard there.

Macdonald Avenue at this point is quite steep and there is no warning sign indicating that it dead-ends at Edinburgh Street. Due to the topography, it is probable that a motorist could enter Edinburgh Street from Macdonald Avenue and arrive on private property across the street.

Orders were issued to install a checkerboard sign on the North side of Edinburgh Street opposite Macdonald Avenue in order to alert motorists to the presence of the "T" intersection. This is the normal type of traffic control device for the condition that exists.

We would recommend that the action taken in arranging for this installation be ratified.

8. Speed Limit on Streets Adjacent Parks

A suggestion was made that the "seasonal" speed limit which is imposed on streets adjacent parks be applied all year.

The present policy, which has been in effect for approximately six years, is to impose a 20 m.p.h. speed limit on such streets between April 1st and October 1st of each year.

It is not considered that the speed restriction should be extended to the other months of the year because:

- (a) Parks are not used as frequently between October and March of the following year, except possibly on week-ends.
- (b) The enforcement of the regulation would be difficult to justify since it would seem unreasonable to charge a motorist with violating a 20 m.p.h. speed limit on a street adjacent a park if the park was not in use.
- (c) Parks of this type are generally local residential and surrounding streets generate minimal volumes of traffic.
- (d) The present "seasonal" restriction probably has a better effect on the motorist than if it were in force all year round.
- (e) The removal of the signs in October permits their regular maintenance.

- 5 -

Your Committee would recommend that the present policy in connection with the establishment of a 20 m.p.h. speed limit on streets adjacent parks be confirmed.

9. Clydesdale Street and Esmond Avenue

Your Committee received a request that consideration be given the installation of a pentagon school sign or some similar device in the vicinity of Clydesdale Street and Esmond Avenue in order to provide a measure of crossing protection for students of Schou School who must use the intersection.

The installation of such signs at the subject intersection would be contrary to policy and general practices because the location is too far removed from the school itself. In point of fact, we feel it unwise to instal school signs here lest this action discourages pupils from using the crossing protection devices at Boundary Road. This Road is only a few hundred feet from Esmond Avenue and we understand the Principal of Schou School has instructed students to use this intersection.

We feel that this arrangement is far superior to any other that could be effected and would therefore recommend that this be continued.

10. Bus Stop - Cumberland Street and Fourteenth Avenue

The B.C. Hydro and Power Authority requested approval to establish a Southbound bus stop on Cumberland farside Fourteenth Avenue.

It has been ascertained that the location mentioned is suitable for a bus stop with a minimum of preparation so we would therefore recommend that the request be granted.

11. Barker Avenue and Grange Street

Your Committee submitted a report to Council on October 26, 1964, advising that the R.C.M.P. had contacted the owner of the gasoline service station at the above noted location to ask that he prohibit trucks from parking on his property in such a manner that they create view obstructions for traffic moving through the intersection.

It was mentioned in Council when the report was received that the truck parking of concern occurs on not just the property occupied by the gasoline service station but also at the North-East and North-West corners of the intersection.

The Council felt that, to be effective, the total intersection should be inspected with a view to eliminating the problem allegedly caused by the presence of the trucks.

The matter was referred back to your Committee and subsequent investigation revealed that truck parking at the intersection has ceased, with the result the condition initially described is now non-existent.

The two lots at the North-West and North-East corners are occupied by private residences and no evidence whatsoever of truck parking here was observed.

We feel that the best course of action would be for those who observe parking at the intersection that seems to cause view problems to notify the R.C.M.P., who will then patrol the area to take whatever action is deemed necessary.

- 6 -

12. (a) Sixth Street and Rosewood Avenue(b) Sixth Street and Edmonds Street

The following requests involving the above intersection were received:

- (a) A traffic control signal at Edmonds Street and Sixth Street;
- (b) Some sort of action to eliminate a view obstruction at Sixth Street and Rosewood Avenue;
- (c) A crosswalk, including the attendant signing, at Edmonds Street and Sixth Street.

Dealing with each of the three requests in order, we would report that:

- (a) The nature of the Edmonds-Sixth intersection is such that it does not warrant a traffic control signal.

However, when Edmonds Street is extended Eastward, it will be necessary to review traffic control arrangements at Sixth Street and Edmonds Street and it is likely a signal will be necessary then.

As Council is likely aware, the intersection is more like a short bend where two roads meet rather than one with four legs. Traffic on two adjacent legs is free and continuous and extremely heavy while approach traffic on the remaining two legs is required to stop. These latter two legs are the Southbound section of Sixth Street approaching Edmonds Street and the Westbound portion of Edmonds Street approaching Sixth Street.

- (b) A complaint regarding the view obstruction in question was received in 1961 and no action was taken then because the hazard was not considered too serious.

An open plank fence that was in existence in 1961 along the Rosewood Avenue flankage is still there. A laurel hedge has been planted along the Sixth Street frontage and it is being nurtured. If this hedge is permitted to grow to a height of more than 30 inches, it would create a positive view obstruction in combination with the planked fence.

- (c) A crosswalk at a location such as Edmonds Street and Sixth Street would be extremely unsafe because of the types of traffic movements passing through it. This is explained in greater detail under (a) above. At locations such as this, we feel the responsibility of exercising judgment and determining safe crossing gaps should rest with the pedestrians rather than rely on the hypothetical safety features of a crosswalk.

In conclusion, we would recommend the following on the three matters:

- (a) That no action be taken at this time with respect to the installation of a traffic signal at Edmonds Street and Sixth Street.
- (b) That the owner of the property at the South-West corner of Rosewood Street and Sixth Street be requested to maintain the hedge mentioned at a height of no more than 30 inches above ground level.

- 6a-

- (c) That a crosswalk not be installed at Edmonds Street and Sixth Street and crossings in this area be made elsewhere than on the bend of the intersection.

13. Peripheral streets of the Moscrop Junior Secondary School

A request was received from the Principal of the Moscrop Junior Secondary School for assistance in regard to the traffic situation on those streets mentioned in caption.

The Council also asked the Committee to examine the situation with respect to such traffic movements. It was suggested by Council that traffic counts be taken and speed checks made to determine whether any measures are required to ensure the safe movement of all forms of traffic on the streets.

The School presently has a population of 950 and it is expected that this will increase to 1,100 in 1965. A population of this order naturally precipitates problems on surrounding streets, especially when the School occupies one quadrant of an intersection of two major roads. The absence of facilities for pedestrians does not help the situation either.

In the recent improvements that were made to Willingdon Avenue, sidewalks were provided on both sides of the Avenue North of Moscrop Street and on the West side of the Avenue South of Moscrop Street.

As regards the physical traffic movements in the area, a count revealed that 63 cars used Moscrop Street during a $1\frac{1}{2}$ hour period in the morning and 37 cars used it during a like period in the afternoon. The average speed of these vehicles was 29 m.p.h. A count of traffic on Willingdon Avenue was not made because of the work that was then being undertaken.

With respect to the future population of the High School, we would point out that not only will the population increase next year but it is also proposed to construct a Senior High School on the site in the near future. This will, of course, increase the school population even more.

We feel that the proper course of action is to construct curb sidewalks on the North side of Moscrop Street between Willingdon Avenue and Barker Avenue and on the South side of the Street between Willingdon Avenue and Patterson Avenue.

We would recommend that this be undertaken as a Local Improvement.

14. Speed Limit in lanes

As Council is aware, your Committee has, through Council, attempted over the past years to have the Provincial Government amend the Motor Vehicle Act to permit municipalities to establish a speed limit of 15 m.p.h. in lanes without posting signs in every lane indicating this limit.

Past attempts have not been successful because, we understand, the Legislature felt the motoring public is entitled to be informed by signs of any speed restrictions other than the standard speed limit set by the Act. The point of concern to municipalities is that the posting of signs in every lane would impose an onerous financial burden on the municipalities.

- 7 -

The last attempt was made in August of last year and nothing has been heard since then from the Provincial Government.

The City of North Vancouver recently revived the matter and requested that we support it in obtaining legislation of the sort desired.

We would point out that the City of Vancouver has in its Street and Traffic By-law a section that prohibits motorists from driving on lanes at a rate of speed in excess of 15 m.p.h. This regulation is enforced by the City and it is not required to post signs in each of the lanes in the City.

Needless to say, your Committee still feels the request for the permissive legislation should be sought.

Being of this mind, we would recommend once again that the Provincial Government be respectfully requested to consider the introduction of legislation which would allow municipalities to establish a 15 m.p.h. speed limit in lanes without erecting signs at the exit and entrance of every lane.

We would, in addition, offer the following definition of lane which could be used in the Motor Vehicle Act:

"Lane" means an alley or way separating the rear property lines of parcels of land fronting on highways that run more or less parallel to and on each side of such alleys or ways.

15. Cliff Avenue and Halifax Street

A request was received for an investigation of the above noted intersection to determine whether stop signs were warranted in place of the Yield signs.

Yield signs are in place on Halifax Street at Cliff Avenue and investigation disclosed that traffic volumes have increased since the installation of Yield signs.

The presence of view obstructions at three of the four corners does not help the situation. In fact, it increases the probability of conflict between vehicles on the two streets.

It may seem premature to change the present traffic control arrangement but it is quite reasonable to expect that volumes will not decrease nor will the potential accident situation abate because of the view obstructions.

We consequently recommend that the "Yield Right-of-Way" controls at the intersection in question be replaced with stop sign controls.

16. Buckingham Avenue and Burris Street

A study of traffic movements at the above noted intersection revealed that pupils crossing Burris Street destined for Buckingham Elementary School number approximately 90 between 8:30 a.m. and 9:00 a.m. when 152 vehicles traversed their path.

Under these conditions, we consider that a manned school crosswalk is warranted and would therefore recommend that one be established across the North-East leg of Burris Street at Buckingham Avenue.

- 8 -

17. Grandview-Douglas Highway and Burris Street

Council has been made aware in the recent past that a traffic control signal was warranted on Grandview-Douglas Highway at Burris Street.

A letter has now been received from the Department of Highways indicating that it is prepared to instal such a signal, the total cost of which should not exceed \$3,500.00.

Since it is customary that the Corporation share 50% of the cost of installation, maintenance and operation of traffic signals, we would recommend that Council approve the installation and agree to accept 50% of the three cost factors just mentioned.

We have been informed that the sum required is available in the budget of the Engineering Department.

18. Grandview-Douglas Highway

On September 27, 1961, the speed limit along the entire length of Grandview-Douglas Highway in Burnaby was raised to 40 m.p.h.

In November of 1962, the Department of Highways reduced the limit to 30 m.p.h. on the portions of Grandview-Douglas Highway between Boundary Road and Smith Avenue and between Edmonds Street and Tenth Avenue.

Since then, a study by our Engineering Department was unable to determine the justification for the 40 m.p.h. speed limit on any portion of the Highway because the road possesses a number of physical features that are not conducive to safety. In particular, the 4 1/2 mile section of Grandview-Douglas Highway that has the 40 m.p.h. speed limit has the following geometric and physical characteristics that do not make it suitable for a speed limit of 40 m.p.h.:

- (a) The road surface is rough and uneven in many places.
- (b) There are poor sight distances and grades.
- (c) There are numerous curves and bends, thus making driving rather tortuous.

The Highway passes through a rapidly developing urbanized area with five schools enroute and, with the opening of the Freeway it is felt there is no longer a need for a higher than normal speed limit on the Highway.

With the advent of traffic control signals on Grandview-Douglas Highway at each of Imperial Street and Burris Street plus the existence of the Freeway, we have concluded that the speed limit of 40 m.p.h. on Grandview-Douglas Highway should be reduced to 30 m.p.h.

We would therefore recommend that representations be made to the Department of Highways to have the speed limit on Grandview-Douglas Highway between Smith Avenue and Edmonds Street reduced from 40 m.p.h. to 30 m.p.h.

19. Traffic Control Devices for Pedestrian Protection

A suggestion was made in Council some time ago during consideration of a request for a traffic control signal on Kingsway at Selkirk Avenue that an amber flasher light might serve the purpose of providing safety for pedestrians crossing at the intersection.

It was noted by Council that pedestrian movements were insufficient to meet the warrant for a traffic control signal and the question was raised

- 9 -

as to the difference in warrants between this type of signal and an amber flasher.

Your Committee would provide Council with the technical data that explains the situation in regard to the matter raised.

Flashing beacons may be used to emphasize the need for caution at locations where full traffic control signals are not warranted but where, due to poor visibility or the presence of other hazards, regulatory or cautionary signs are not adequate.

The warrants for flashing beacons are:

- (a) When at least two accidents a year for at least three years involving personal injury or more than \$100.00 property damage occur.
- (b) When a physical obstruction in the roadway exists, or there is a sharp curve or bend in the roadway, or a major intersection is hidden by a sharp curve or severe grade.

Flashing beacons should not be used on an approach to a signalized intersection where the flashing indication might tend to distract from the signal. A flashing signal may be used in conjunction with a normal stop sign when the condition described under (a) above exists.

It can be concluded from the foregoing that amber flashing beacons are not intended for pedestrian protection.

However, there is a flashing green beacon that is specifically designed for pedestrian use. Such a device is operative all the time on the street carrying the major flow of traffic, unless the signal is activated by a pedestrian, whereupon the signal changes to amber and then to red thereby stopping the major traffic flow to permit pedestrians to cross.

The application of such a device is covered by the Motor Vehicle Act but its use still falls into the "luxury" class of traffic control devices. While it does afford protection and convenience to pedestrians, another form of hazard follows on the main road in the form of rear-end collisions.

Such a device is reserved for crosswalks that are heavily used by pedestrians which are generally in close proximity to a major shopping centre.

In Vancouver, where a number of such signals are installed, they are identified with overhead suspended crosswalk signs. An additional feature is the presence of amber flashers immediately below the sign. These flashers are either on full time or are activated by a pedestrian at the curb. The total arrangement is experimental in nature and no conclusive evaluation is available at this time. As far as the pedestrian is concerned, he is still not assured of a positive right-of-way as a flashing amber to the driver means permission to continue through the intersection, but with caution.

The following is a summary of pedestrian crosswalk treatments:

- (a) Statutory crosswalks exist at every intersection but, unless identified, they are naturally unsigned and unmarked.
- (b) There are statutory crosswalks at certain intersections which are supplemented by signs at the curb.

- 10 -

- (c) Intersection or midblock crosswalks are identified by overhead suspended signs.
- (d) Intersection or midblock crosswalks identified by overhead signs and further supplemented by amber flashers. (This is experimental at the moment).
- (é) Intersection or midblock crosswalks identified by flashing green signals for the major traffic flow, with the signal being activated by pedestrians.

With the exception of (d), all methods are legally constituted practices and may be installed depending on the degree of protection that is considered warranted.

We hope the foregoing will be of interest and assistance to Council in its deliberations on the matter mentioned in the first two paragraphs of this report.

20. Bus Stop - Grandview-Douglas Highway and Imperial Street

A Westbound bus stop exists on Grandview-Douglas Highway directly opposite Imperial Street within the intersection proper.

Now that a traffic signal is being installed on Grandview-Douglas Highway at Imperial Street, we feel the presence of the bus stop will make the intersection hazardous.

Our Engineering Department requested the B. C. Hydro and Power Authority to consider the relocation of the bus stop to a normal farside position.

We would recommend that the action of the Engineering Department in requesting the relocation of the bus stop in question be ratified.

21. Bus Stop - Sixth Street at Edmonds Street

As a result of joint consideration by the B. C. Hydro and Power Authority and our Engineering Department, orders were issued to relocate the Southbound bus stop on Sixth Street farside Edmonds Street to a position between the sidewalk crossings nearby and to establish the new area as a bus zone instead of a bus stop.

We would recommend that the action taken in this regard be ratified.

22. 15-minute Parking Zones

Your Committee was asked to support the establishment of Loading Zones in this Municipality.

In our deliberations, we felt that 15-minute Parking Zones would be more appropriate than Loading Zones because the former allows for a greater turnover of curb space and thereby permits a greater flexibility of use. Loading Zones, as Council would expect, can only be used for loading and unloading. Parking Zones can, of course, be used for parking within the limits of the time imposed.

Rather than institute a policy to govern the establishment of 15-minute Parking Zones, we feel that the position which should be taken is to treat all requests for such zones on their merits.

- 11 -

We would therefore recommend that a firm policy regarding 15-minute Parking Zones not be established and that requests for such zones be treated on the basis mentioned.

23. Taxi Zone - North side of the 3700 Block Hastings Street

As Council is aware, the Committee recently recommended that a Taxi Zone on the North side of the 4000 Block Hastings Street be cancelled because it was our view that such zones should be discouraged since curb space is a commodity that is intended for the use of the public and not by any individual.

Council concurred and, as a result the zone was cancelled.

There is only one more Taxi Zone in the Municipality and it is located in the middle of the north side of the 3700 Block Hastings Street.

In order to avoid any suggestion of discrimination, we would recommend that this Taxi Zone also be cancelled for the same reasons given for the elimination of the other Taxi Zone.

The following is our complete report to Council with respect to the Taxi Zone that formerly existed on the North side of the 4000 Block Hastings Street:

"A suggestion was received that the taxi zone at the above noted location be repositioned to that area in the block immediately in front of premises occupied by Capitol Hill Taxi Limited.

The zone is situated at the present time in front of three commercial businesses and it is felt that the presence of the zone inconveniences those who may wish to frequent these establishments.

The zone was established many years ago when Hastings Street was not widened and the Taxi Company had no off-street parking facilities.

Such facilities are now available and they are being used by the Taxi Company, with the result it would appear the zone is now redundant.

Your Committee feels that, as a general policy, taxi zones should be discouraged because curb space is a commodity that is intended for the use of the public and not by any individual.

We would therefore recommend that the Capitol Hill Taxi Company be advised that it is the intention of the Corporation to cancel the zone in one month's time. The reason will, of course, be conveyed to the Company."

24. Bus Stop - North side of Hastings Street nearside Boundary Road

Since it is the policy of both the Corporation and the B. C. Hydro and Power Authority to establish busstops at farside locations where practicable, we would recommend that the Westbound bus stop on Hastings Street nearside Boundary Road be relocated to a farside position.

Respectfully submitted,

Mr. F. Wilson,
Acting Chairman,
TRAFFIC SAFETY COMMITTEE

EW:mw