

THE CORPORATION OF THE DISTRICT OF BURNABY

May 22, 1964.

HIS WORSHIP, REEVE EMMOTT
AND MEMBERS OF THE COUNCIL

Gentlemen: Report of the Traffic Safety Committee

Your Committee would report as follows:

(1) North side of Elwell Street adjacent Richmond Park

Your Committee received a request for a parking prohibition on the above portion of Elwell Street.

This street is residential in character and is presently developed to an interim standard of pavement (20 feet) with narrow shoulders on the north side.

We feel that, until such time as a higher standard of Local Improvement is considered for the street (pavement widening and concrete sidewalks), no action should be taken on the request since the inconvenience to traffic as a result of the existing situation of the developed roadway is not considered serious.

Your Committee would recommend that Council endorse the point of view just expressed.

(2) Wedgewood Street from Grandview-Douglas Highway to Sixth Street

A complaint was received concerning vehicular traffic speeding on the above portion of Wedgewood Street. The complainant also mentioned that the street is gravelled and that, in addition to the normal hazards which attend speeding, the condition of the road aggravates the problem being experienced by the residents due to the noise and dust.

He asked that either a reduced speed limit be imposed or some other means that would relieve the condition described.

Investigation disclosed that Wedgewood Street is developed to a gravel standard and the road allowance is only 33 feet wide. Houses are built on both sides of the street and, in certain sections, the street is used as a rear access to commercial establishments on Edmonds Street.

Your Committee is of the opinion that, until widening of the road allowance takes place, it would not be practical to attempt any Local Improvement works on the street.

With regard to the alleged violation of the speed limit, the R.C.M.P. informed us that the street was checked by radar and it was revealed that no one travelled more than 30 m.p.h. during the time the machine was in place.

In view of the results of the investigation, your Committee would recommend that no action be taken on the complaint for the reasons given.

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(3) Bus Zone - North-west corner of Hastings Street and Sperling Avenue

A petition was received from a number of proprietors of businesses on Hastings Street at Sperling Avenue requesting that the bus zone at the north-west corner of this intersection be relocated in order that space can be provided for vehicular parking other than buses.

An inspection was made of the area on the north side of Hastings Street between Sperling Avenue and Grove Avenue. The relationship between the curb space occupied by the bus zone and the frontage of abutting commercial premises was also noted.

The bus zone is the regular farside type and it therefore occupies 60 feet of usable curb space. The commercial premises involved occupy some 165 feet. The area west of the zone has a one-hour parking restriction between 9:00 a.m. and 6:00 p.m.

We would point out that the bus zone was located at the intersection in question to meet the demand of the transit riding public and to also serve as a transfer point between the "Barnet" and "Government-Road" bus routes.

To relocate the zone 160 feet west of its present position would, in our opinion, create a hardship for the transit public. To relocate the zone to a mid-block position would require 105 feet of curb space compared to the 60 feet that is now used.

In conclusion, your Committee would recommend that the bus zone in question not be relocated since it is not felt the presence of the existing zone works any hardship on the proprietors of abutting commercial premises.

(4) Hurst Street and Joffre Avenue

The Planning Committee of Council forwarded a suggestion that consideration be given to some type of treatment for the control of traffic movements at the intersection of Hurst Street and Joffre Avenue.

The report which your Committee received on this matter advised that, because Hurst Street and 54th Avenue (in Vancouver) are collinear at Boundary Road, a certain amount of east-west traffic filters through the Burnaby residential area. Another probable reason for this filtration is the peak-hour congestion at Boundary Road and Imperial Street.

At present, Joffre Avenue serves the local residents as a collector street and 90% of its intersections are of the "T" variety. In addition, seven accidents were reported at the subject intersection during 1961 and 1962.

Since:

- (a) It is not anticipated that accidents will abate;
- (b) traffic is still very light;
- (c) no severe view obstructions exist at any of the corners;

we would recommend that "Yield" signs be installed on Hurst Street at Joffre Avenue.

The Traffic Director mentioned that he felt such treatment was warranted immediately and that he therefore arranged for the installation of the signs in question.

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Your Committee would recommend that the action taken by the Traffic Director in installing "Yield" signs on Hurst Street at Joffre Avenue be ratified.

(5) Kensington Avenue from Union Street to Broadway

Your Committee submitted a report on April 6th indicating that we felt there was no justification for the designation of the above portion of Kensington Avenue as a through street because current counts revealed that volumes are well below that which is considered to constitute a warrant for through street treatment.

Council endorsed our opinion but requested the Traffic Director to examine the general area in the vicinity of the subject portion of Kensington Avenue to determine whether the through street designation that presently exists is proper.

A report was submitted to your Committee by the Traffic Director on this matter in which it was pointed out that until such time as Kensington Avenue is connected with Lougheed Highway and more development occurs within the area bounded by Hastings Street, Holdom Avenue, Lougheed Highway and Duthie Avenue, there is no justification for making Kensington Avenue a through street.

The Traffic Director drew attention to the fact that, of the east-west roads in the area, the only one that will continue to grow in importance is Curtis-Parker Street because it is connected to Willingdon Avenue and carries more traffic than other east-west streets in the area. As a matter of interest, it has been found that the volume of traffic on Kitchener Street is approximately one-half of what it was last year. This, it is felt, is the direct result of developing the Curtis - Parker Street system.

With respect to the frequency and severity of accidents on streets in the area, it was reported that the number of accidents that have occurred during the past twelve months is relatively low.

The Traffic Director expressed the opinion that the through street pattern in the Central North Burnaby area is more than adequate for safe driving under present conditions of population density. He did hasten to add that, as further development occurs (particularly east of Sperling Avenue), it will be necessary to extend certain through streets.

Inasmuch as Council requested the information respecting the through street system in the area earlier mentioned, your Committee is offering no recommendation on the conclusion reached by the Traffic Director. Instead, we are merely conveying this information to Council. Should Council wish, we can produce a plan that was prepared by the Traffic Director and presented to us illustrating the situation above described.

(6) Sixth Street and Twelfth Avenue

Your Committee received a request from the Norwegian Old People's Home Association (Normanna Rest Home) for a pedestrian crosswalk on Sixth Street at Twelfth Avenue.

We are fully appreciative of the problem being experienced by the elderly residents of the Normanna Rest Home in attempting to cross Sixth Street at Twelfth Avenue but we do not feel that a painted crosswalk is the solution to the problem.

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When a crosswalk is painted on a busy street, it is naturally an invitation to pedestrians to cross within the two lines that are painted. The purpose in painting these lines is to encourage pedestrians to not make indiscriminate crossings and to also minimize the conflict between the walking and vehicular traffic. There is no suggestion that the painted crosswalk is a safe place to cross but, unfortunately, many people believe that their safety is automatically guaranteed when walking between the two painted lines. Elderly people especially seem to have gained this impression.

Safety measures are only as effective as the ability of people to use them properly. The only safe way to cross a busy street is to wait for a sufficiently large gap in the flow of vehicles to permit the crossing to be made in safety without having to rely on the motorists to perceive the pedestrian and then have him take the necessary action to avoid direct conflict with the pedestrian. A painted crosswalk is a poor substitute for exercising proper judgment and it is a known fact that the inability of the aged to properly assess a situation contributes to the number of fatalities involving people in this age group.

Your Committee feels that a painted crosswalk at the subject location would not be in the interests of safety, particularly for the elderly guests of the Normanna Rest Home, and we would therefore recommend that the request be not favourably entertained.

As an adjunct to our report, we would offer the opinion that possibly the solution to the problem described might be in choosing locations for senior citizen establishments that would not create problems of the kind in question.

We might add that the education of the aged in safety measures designed for their specific application is regularly conducted through the B. C. Safety Council. Appropriate literature on the matter is also available from this organization.

(7) McKay Avenue near Riverway West School

A request was received for a school sign on McKay Avenue near Riverway West Elementary School.

Because it is the policy to instal school signs on any street adjacent a school, and since McKay Avenue is such a street, instructions were issued to instal such a sign on McKay Avenue immediately south of Winnifred Street.

Your Committee would recommend that the action taken to instal this sign be ratified.

Respectfully submitted,

Councillor J. Dailly,
ACTING CHAIRMAN
TRAFFIC SAFETY COMMITTEE

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