

THE CORPORATION OF THE DISTRICT OF BURNABY

October 23, 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. Fell Avenue and Kitchener Street

A letter was received containing a viewpoint respecting the installation of "Yield" signs on Fell Avenue at Kitchener Street.

An examination was made to determine the adequacy of this type of traffic control device at the intersection and it was disclosed that, since the installation in December 1961, only one accident per year has been reported compared to two or three that occurred before the "Yield" signs were installed.

In our view, the reduction in the number of accidents is valid evidence of the adequacy of the treatment being applied, especially when it is known that when there has been a slight increase in the volume of traffic that passes the intersection.

The use and application of "Yield" signs is, in addition to being specified as a standard device in the Motor Vehicle Act and the Canadian Good Roads Association Manual, deemed to be effective as a means of better defining the rights of motorists where stop signs are, or would be, considered unduly restrictive.

We would therefore recommend that there would be no change in the type of traffic control device at the subject intersection.

2. Bus Stops - Sperling Avenue and Karen Street

A request was received from the B.C. Hydro and Power Authority to establish Northbound and Southbound bus stops on Sperling Avenue at Karen Street.

Investigation revealed that both locations are suitable for the purpose desired and we would therefore recommend that Council approve the establishment of the two bus stops.

3. Bus Stop - Second Street and Tenth Avenue

A letter was received from the Traffic Advisory Committee of the City of New Westminster requesting that the nearside Northbound bus stop on Second Street at Tenth Avenue be repositioned to a farside location.

We have no objection to the requested relocation and would therefore recommend that the B.C. Hydro and Power Authority be asked to move the bus stop from its present nearside position on Second Street at Tenth Avenue to the farside location.

4. Bus Stop request for Rosser Avenue and Buchanan Street

A suggestion emanated from Council on June 22nd that a bus stop be established on Rosser Avenue at Buchanan Street.

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The Municipal Clerk wrote to the B.C. Hydro and Power Authority in connection with this bus stop proposal and, at its meeting on August 31st, the Council received a reply from the Authority on the proposal.

It was noted then by Council that the Traffic Safety Committee had not considered the question of establishing a bus stop at the subject location so Council referred the matter to the Committee for that purpose.

The matter was considered and, as a result, we would concur with the view of the Authority that, because of the limited frequency of service in the area, there would be very little (if any) patronage.

We would therefore recommend that the bus stop proposal be not entertained.

5. Moscrop Street and Patterson Avenue adjacent Wesburn Park

Your Committee submitted a report to Council on August 10th recommending that a request for a parking prohibition on the Park side of the above two streets be not entertained.

The Council noted that the Committee felt to implement the parking prohibition would likely transfer the parking problem to the other side of the roads concerned (particularly Patterson Avenue) and that this would thereby create a nuisance in front of lots that are residentially developed.

While Council was considering the matter, it was mentioned that there was a lane West of Patterson Avenue that serves those homes fronting that Avenue and it is therefore possible the residents use this lane for access to their properties. The Council felt that, if this was the case, no hardship would be experienced by these residents if vehicles owned by those frequenting the Park were parked on the West side of Patterson Avenue in front of the residences.

The Council referred the entire matter back to your Committee to reconsider its recommendation in the light of the situation respecting the presence of the lane mentioned.

Your Committee gave consideration to the point raised by Council and, in this regard, it was ascertained that, of the six lots fronting Patterson Avenue, only three have access from this Avenue while the other three enjoy access from the lane. However, we would hasten to add that our concern in the first instance was never related to the possible blockage of driveways entering Patterson Avenue because this in itself is a violation of the law.

Our only concern is the justification for the institution of a "No Parking" regulation for 24 hours a day to accommodate an infrequent and seasonal use of the park area.

We feel that to relegate the parkers to the residential side of the street would inevitably precipitate complaints from those living there and would likely cause violations of our parking regulation. The section of the Street and Traffic By-Law that pertains is:

"No person shall, between the hours of eight o'clock in the morning and six o'clock in the afternoon, park any vehicle on any street abutting any premises used for residential or commercial purposes for more than three hours unless such premises are the property or residence of such person or the property of his employer."

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Your Committee is still of the opinion that the restriction requested is unwarranted and would again recommend that it not be entertained.

However, if the Wesburn Community Association (who initiated the request) is prepared to accept responsibility for the placing of temporary "No Parking" signs for the duration of the event(s) that would take place in the Park which would generate great numbers of driver-spectators, we would suggest that there would be no harm in such an arrangement.

5. Barker Avenue and Grange Street

It was mentioned to Council on June 22nd that large trailer trucks park alongside a gasoline service station at the above noted location and cause a view obstruction for traffic moving through the intersection of Barker Avenue and Grange Street.

The Council directed that the situation be examined to determine whether any action could be taken under the Street and Traffic By-Law or some other regulation to eliminate the condition described.

The R.C.M.P. advised us that the matter was investigated and, as a result, the owner of the gasoline service station was requested to prohibit trucks from parking on his property in such a manner that they create view obstructions.

The owner promised that he would co-operate and, if he does, we expect this will resolve the problem.

7. Willingdon Avenue South of Dawson Street

At its meeting on August 10th, the Council authorized the institution of a "No Parking Any Time" regulation along both sides of Willingdon Avenue between Lougheed Highway and Dawson Street.

It also directed that the use of the road allowance (including the boulevard area) of Willingdon Avenue South of Dawson Street be examined to determine whether a similar regulation should be introduced for that portion of Willingdon Avenue.

Investigation disclosed that the first two blocks of Willingdon Avenue South from Dawson Street have a number of driveways to the front yard off-street parking. Also, no boulevard parking is being practised here and there is little or no parking on the shoulder of the road. The area South of the G.N.R. tracks is generally devoid of ditches and the road shoulders extend into the private property occupied by junk yards.

The parked vehicles are generally on private property and there is little that can be done to improve the area unless Willingdon Avenue is widened at this location.

It is our view that extending the "No Parking Any Time" regulation to include the portion of Willingdon Avenue South of Dawson Street would achieve no purpose and we would therefore recommend that this not be entertained.

C. Maywood School

A request was received for "School Zone" signs on streets near Maywood School.

The matter was investigated and, as a result, a pentagon sign was installed on Dow Avenue shortly before the school term commenced in September.

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Your Committee was also asked to consider the installation of such signs in a lane in the area but, because traffic in the lane is extremely light and the existence of the school, playground and children is obvious, this request was not entertained.

We would recommend that:

- (a) the action taken to instal the pentagon sign on Dow Avenue be ratified;
- (b) the request for the same type of sign in the lane mentioned be not entertained.

9. Kingsway between Boundary Road and Patterson Avenue

A request was received for certain protective devices on the above portion of Kingsway to provide pedestrians travelling to and from Central Park with safer crossing facilities.

Three specific points were raised in the letter containing the request and these were:

- (a) That there is no safe pedestrian crossing on the subject portion of Kingsway for those travelling to and from Central Park who reside on the North side of Kingsway;
- (b) That pedestrians crossing Kingsway at Patterson Avenue in a Northward direction wishing to travel West must cross two thoroughfares that have no protective devices to reach the sidewalk on Grange Street;
- (c) That it is a fairly frequent habit for motorists approaching a highway at an intersection to move onto the pedestrian lane and thereby obstruct his travel.

We would reply to each of these points, as follows:

- (a) A marked pedestrian crosswalk is established across Kingsway on the East side of Smith Avenue between Boundary Road and Patterson Avenue. This crosswalk is almost midway between Boundary Road and Patterson Avenue and we feel it is quite adequate for the seasonal use that is made of it. We would not recommend that another crosswalk be established across this section of Kingsway as we do not believe this would make for greater safety for the pedestrians or the drivers.
- (b) The marked crosswalk on Kingsway on the East side of Patterson Avenue will be extended North across Grange Street in order to direct pedestrians travelling North on Patterson Avenue and West on Kingsway to the sidewalk on Grange Street. This facility has now been provided.
- (c) It was presumed that the location in mind was Patterson Avenue approaching Kingsway. No crosswalk has been considered here. As a matter of fact, we are attempting to discourage pedestrians from crossing this "throat" and are instead directing them to the crossing that has been painted at the location mentioned under (b).

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We would recommend that the information supplied in this report be conveyed to the organization that made the requests.

10. Bus Stop - Salisbury Avenue and Elwell Street

A complaint was received that the bus stop on the West side of Salisbury Avenue South of Elwell Street causes some inconvenience to the tenants in an apartment building at the South-West corner of these two streets because its presence prevents the full use of the frontage of the property on which the apartment is situated by those in occupancy and their visitors.

The complainant suggested that a position further South would be more ideal because almost all of those who alight at the bus stop are travelling to the Middlegate Shopping Centre.

A joint investigation by the D.C. Hydro and Power Authority and the Engineering Department revealed that the location of the subject bus stop and its spacing in relation to other bus stops in the immediate area is appropriate.

The conclusion was reached that there is no justification for the relocation of the bus stop so we would therefore recommend that no action be taken on the request.

11. Grandview-Douglas Highway and Boundary Road

A suggestion was made that a pedestrian crosswalk be provided at the above noted location.

It was claimed that a crosswalk is necessary to enable pedestrians, especially elderly people, to more safely cross to and from the stores and the bus stop in the area.

Your Committee would point out that the one important ingredient in establishing a pedestrian crosswalk is an appropriate location. This location is generally dictated by the presence of a major shopping centre that attracts many pedestrians.

Since the area in question does not have such a shopping centre and, as the geometry and surface conditions of the roads are not particularly ideal for crosswalk facilities, we would recommend that the request be not entertained.

We would point out that a traffic signal is located on Grandview-Douglas Highway at Smith Avenue, which is within 300 feet of Boundary Road.

12. Freeway and Sprott Street

A complaint was received that traffic entering the Freeway and exiting from it at Sprott Street and also at Norland Avenue often experiences difficulty in discerning each other when travelling in opposite directions.

It was claimed that the fencing on the approach ramps at the subject location effectively screens the view which motorists should have of each other.

An investigation disclosed that conflict arises between the exiting traffic from the Freeway at Sprott Street and the West-bound movement on Sprott Street.

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While the exiting traffic from the Freeway is required to stop at Spratt Street, the hand rail on the Spratt Street overpass is so located that it obscures the view of the Westbound movement on Spratt Street unless the traffic on the off-ramp is completely out on the road.

We feel that this is likely an oversight in the design of the overpass. We would point out, however, that this is not the only location along the Freeway where severe view obstructions are caused by either the hand rail of the overpass or the end buttresses where a Freeway off-ramp meets a Municipal road.

We would recommend that the matter be referred to the Department of Highways for attention.

13. Road Allowance of Sixth Street between Stanley Street and Mayfield Street

A pathway 1,500 ft. long was gravelled on the above road allowance in 1963, principally for the use of children travelling to and from Lakeview School.

Permanent barricades were also installed at three locations to prevent horses from using the pathway, which is not wide enough to accommodate both equestrian and pedestrian traffic. These barricades do not appear to have accomplished the purpose desired because riders walk the horses around the barricades and onto the pathway. The barricades were extended in an attempt to eliminate this practice but this was not successful.

We feel that, until such time as the road is properly constructed, the only solution is to widen the pathway to accommodate all users.

However, we do not feel that such an expense can be recommended as justifiable. The cost in this regard is between \$3,000.00 and \$4,000.00.

Respectfully submitted,

W. A. Blair,
ACTING CHAIRMAN.

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