

THE CORPORATION OF THE DISTRICT OF BURNABY

January 29, 1965.

HIS WORSHIP, REEVE EMMOTT,  
AND MEMBERS OF THE MUNICIPAL COUNCIL:

Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

Your Committee would report as follows:

(1) Gilpin Street between Royal Oak Avenue  
and Grandview-Douglas Highway

A petition was received requesting that certain traffic control measures be introduced for the above portion of Gilpin Street in order to make it safer for pedestrian traffic.

The R.C.M.P. indicated that this section of Gilpin Street has received a great deal of attention by the Police, and a great number of motorists have been charged with violating the 30 m.p.h. speed limit on the street. The R.C.M.P. advised that a common complaint from those charged with speeding is that they are not aware of the speed limit on Gilpin Street after leaving the Freeway.

Your Committee finds this difficult to understand because a sign on the exit road from the Freeway at the Sperling Avenue Interchange for the Eastbound movement indicates that speed must be reduced to 35 m.p.h. and another sign for the Westbound movement directs that speed be reduced to 30 m.p.h.

We would also mention that this section of Gilpin Street has no sidewalks but the road shoulders are considered adequate to safely accommodate pedestrians.

Your Committee feels that it might help somewhat if a 30 m.p.h. sign was installed on Gilpin Street slightly West of the Grandview-Sperling Interchange in order to positively inform motorists of the speed limit on Gilpin Street.

We would recommend that such a sign be installed.

(2) Willingdon Avenue South from Grandview-Douglas Highway

A letter was received from the Department of Public Works drawing attention to a hazardous situation on Willingdon Avenue South from Grandview-Douglas Highway caused by vehicular traffic parking too close to the entrances to the various Provincial Government institutions nearby.

Investigation confirmed this situation and, to correct it, we would recommend that 20-foot clearances, in the form of painting the curb yellow, be indicated at the following locations:

- (a) The Southerly common driveway to the Vocational School and the Institute of Technology.
- (b) The entrance to the Girls' Correctional School.
- (c) The Southerly entrance to the Mental Health Hospital.
- (d) The Northerly entrance to the Mental Health Hospital at the South wing.

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In addition, we would recommend that the yellow curb at the Northerly wing to the Mental Health Hospital extend from the entrance on Willingdon Avenue to the intersection of Grandview-Douglas Highway.

(3) (a) Edmonds Street farside Sixth Street

(b) Edmonds Street nearside School Street

Requests were received from the B.C. Hydro and Power Authority to replace the existing Westbound bus stops on Edmonds Street farside Sixth Street and Edmonds Street nearside School Street with bus zones.

Your Committee concurs with the proposal of the Authority and would therefore recommend that:

- (a) A farside Westbound bus zone, 65 feet in length, be established on Edmonds Street at Sixth Street;
- (b) A nearside Westbound bus zone, 35 feet in length, be established on Edmonds Street at School Street.

(4) Royal Oak Avenue Hill past Oakalla

The R.C.M.P. forwarded to your Committee a recommendation of a Coroner's Jury that a passing lane be provided to accommodate slow traffic travelling South on the Royal Oak Avenue Hill past Oakalla.

The fatality that caused the empanelling of the Jury occurred on the level portion of Royal Oak Avenue approximately 250 feet North of the foot of the Hill. The existence of a slow lane would, in our opinion, have in no way altered the circumstances which attended the fatal motor vehicle accident.

While we do not dispute the value of slow lanes on steep grades, we feel to justify one for Royal Oak Avenue would virtually constitute a luxury treatment since current traffic volumes far from approximate the warrant for the provision of a slow lane.

We would therefore recommend that no action be taken on the proposal advanced by the Coroner's Jury.

(5) Clydesdale Street and Esmond Avenue

Your Committee submitted a report to Council on November 23, 1964 recommending against a request for a pentagon school sign or some similar device in the vicinity of Clydesdale Street and Esmond Avenue. The reason for the request was to provide a measure of crossing protection for students of Schou School who must use the intersection.

We reported then that 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. We added that it was felt to be unwise to instal school signs there 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 understood that the Principal of Schou School had instructed students to use the Boundary-Clydesdale intersection.

Council adopted our recommendation and the Principal was informed accordingly.

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The Principal subsequently wrote to us suggesting that there was a slight misunderstanding in the consideration given the request for a pentagon sign.

Your Committee feels that its initial report indicated that the reference was to a pentagon school sign and that our reasoning for recommending against such an installation was, and still is, sound.

However, to ensure that there is no misunderstanding this time, we would again recommend that the request for a pentagon school sign on Clydesdale Street at Esmond Avenue not be entertained for the reasons provided above.

#### (6) Grandview-Douglas Highway

We submitted a report to Council on November 23, 1964 recommending 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.

The Council noted in our report that no mention was made of the accident situation on the Highway since the speed limit was increased.

You felt that this data was pertinent and therefore asked to be furnished with this information.

A drawing numbered L-387 (a copy of which will be found attached) illustrates the accident situation between the years 1957 and 1964 on the portion of the Highway from Curle Avenue to Rosewood Avenue. These points of termination are virtually the same as the ones that are now being considered.

It will be noted from the Drawing that a sudden upsurge in accidents occurred approximately at the time the speed limit was increased. This is not to say that the increase was the only contributing factor to the rise in accidents. Other factors, such as an increase in volume, car population ratio, etc., may have had some limited influence.

Nevertheless, we feel it is more than coincidence that the increase in accidents began when the speed limit was raised to 40 m.p.h.

Regardless of the grounds that may have dictated the increase in the speed limit in 1961, we maintain that a motorist should not drive on a highway at a speed greater than that which is reasonable and prudent under conditions which exist.

Being of this mind, we would again recommend that the speed limit on Grandview-Douglas Highway from Smith Avenue to Edmonds Street be reduced from 40 m.p.h. to 30 m.p.h. and that representations be made to the Department of Highways to effect this regulation.

#### (7) Walker Avenue from Kingsway to Elwell Street

Included in the Local Improvement programme for this year is a proposal to construct a 36-foot wide pavement with curbs on both sides of Walker Avenue between Kingsway and Imperial Street.

We were given to understand by the Planning Department that the long-range plan for Walker Avenue at Kingsway is to prohibit

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left-turns onto it and off it. The object is to eliminate congestion and the potential hazard which results from these movements.

Your Committee feels that the improved width of Walker Avenue between Kingsway and Elwell Street should be greater than that proposed. Specifically, we would suggest that a 42-foot wide pavement is preferable. Our reason is that we anticipate the demands of traffic in the future for this street are such as to justify this width, even with the prohibition of the left-turn movements earlier mentioned.

We would therefore recommend that Council examine this question of the width of the road improvement proposed for that portion of Walker Avenue between Kingsway and Elwell Street with a view to changing it to 42 feet.

We would also urge Council to expedite the provision of this road improvement.

Respectfully submitted,

Chairman,  
Councillor J. D. Drummond.

EW/dew  
Attach.