

THE CORPORATION OF THE DISTRICT OF BURNABY

November 19, 1965.

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

Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

Your Committee would report as follows:

(1) Marine Drive and Gilley Avenue

A request was received for measures designed to improve the safety of all forms of traffic at the above noted intersection.

The north-east corner of the intersection has a view obstruction. Although the municipality was successful some time ago in having the hedge on the property at that corner trimmed to improve sight distances for motorists, there is still a problem which can only be resolved by acquiring sufficient land to enable the Corporation to remove the things causing the view obstruction and minimizing the degree of curve on Marine Drive at the subject location.

We feel, however, that the situation can be made better, without the expense of land acquisition, by erecting a sign for westbound motorists warning of the curve on Marine Drive approaching Gilley Avenue.

In addition, the existing school sign for westbound motorists on Marine Drive should be moved further eastward in order to provide motorists with better advance warning of the school.

We would recommend that the two arrangements involving signs which have just been described be authorized.

(2) Gilmore Avenue in front of Gilmore School

A request was received for school crosswalks at the above location.

The Principal of the school concerned was contacted in order to determine whether he would be prepared to institute a school patrol at the crosswalk desired.

The Principal indicated that he felt a crosswalk was not required and that, if one was installed, there would likely be further requests for others on the perimeter streets of the school grounds. He mentioned that traffic volumes on Gilmore Avenue are not too great.

Your Committee feels there is no warrant for a school crosswalk on Gilmore Avenue in front of Gilmore School and would therefore recommend that no action be taken on the request.

(3) Halligan Street and Salisbury Avenue

A request was received for a stop sign at the above intersection.

Traffic counts were taken on the two streets concerned and accident records were examined.

As regards volumes, they are extremely low and it was observed that pedestrians attempting to cross any of the legs at the intersection had little difficulty.

There have been three accidents since 1957, none of which were very serious.

The warrants for a stop sign are not met at the subject intersection so we would recommend that such signs not be installed.

(4) Lane immediately South of Kingsway between Buller Avenue and Russell Avenue

The attention of your Committee was drawn to a hazardous situation at the north-east corner of the lane mentioned in caption and a north-south lane between Russell Avenue and Buller Avenue.

Investigation disclosed that the owner of property at the south-east corner of the two lanes recently constructed a tight board fence to a height of approximately 6 feet. The point at which the two lanes meet is a "T" intersection and the fence is constructed at a very acute angle, thus making it hazardous to traffic travelling West and North.

The erection of the fence is contrary to Section 6.13 of "Burnaby Zoning By-Law 1965". This section reads as follows:

"In any zoning district, no fence, wall or structure other than a permitted principal building shall be erected to a greater height than 3½ feet and no hedge, bush, shrub, tree or other growth shall be maintained or allowed to grow so as to obstruct vision clearance in the area bounded by:

- (i) the intersecting lot lines at a street corner and a line joining points along the said lot lines 30 feet from their point of intersection;
- (ii) the intersecting lot lines at a lane corner and a line joining points along the said lot lines 20 feet from their point of intersection. A lane intersection shall include the intersection of a lane with any other lane or with a street."

We would recommend that the owner of the property mentioned above be requested to comply with the above section of the By-Law.

(5) Driveway from Beresford Street serving 6429 Sussex Avenue

Our attention was drawn to a problem being experienced by the owner of the property mentioned in caption in attempting to enter and leave his driveway from Beresford Street.

The traffic which allegedly conflicts with the movements from the driveway in question is that which travels along Sussex Avenue, then through private property onto Beresford Street and then onto Telford Avenue. This street system is a poor one for the commercial area it serves owing to the layout and narrowness of the streets. However, as long as the owner of the property over which the public travels is willing to let everyone use this route, the municipality is powerless to do anything about it.

We would recommend that the owner of the property at 6429 Sussex Avenue be informed of the situation just explained.

(6) Grandview-Douglas Highway in front of Schou School

A request was received from the Principal of Schou School for measures designed to increase the safety of students attending his school while using Grandview-Douglas Highway.

The presence of the 40 m.p.h. speed zone in front of the School plus a vision restriction caused by the hill on the Highway and converging traffic movements in both directions presents what we consider to be a serious problem. Attempts have been made in the past to have the Department of Highways reduce the speed limit along certain portions of Grandview-Douglas Highway. In some instances, the municipality has been successful and in others it has not.

With regard to the location that is the subject of this report, we feel it is one where a reduction in the speed limit from 40 m.p.h. to 30 m.p.h. is justified.

Your Committee would therefore recommend that the Department of Highways be requested to make this reduction in the speed limit.

(7) North Road and Government Street

We received a request for a traffic light at the above noted intersection.

Your Committee was made aware that, as a result of the comprehensive commercial development proposed for land at the north-west corner of North Road and Government Street, discussions were held with the District of Columbia, representatives from the Company planning the development and the Department of Highways, on the question of establishing a suitable road system in the area. In this regard, general agreement was reached on the matter of creating a new arterial roadway extending westward from North Road at Austin Street to the Loughheed Highway. This arterial will be constructed in conjunction with the shopping centre development. Left-turn channelization will also be provided on Loughheed Highway at the new intersection and a traffic signal would be installed on North Road at Austin Street.

In view of the proposed improvements in the vicinity of North Road and Government Street and the anticipated change in traffic flow pattern resulting from these improvements, we would recommend that no action be taken to install a traffic signal at the North-Government intersection.

(8) Curtis Street and Duthie Avenue

A request was received for a traffic signal at the above intersection.

As Council is aware, it recently authorized the institution of a four-way stop at this intersection. This action was taken after the request for the traffic signal.

The warrants for a signal are not met and the present four-way stop arrangement seems to be satisfactory so we would recommend that no action be taken on the request.

(9) Curtis Street and Cliff Avenue

A request was received for a school crosswalk on Curtis Street at Cliff Avenue.

The Principal of the school in the area (Lochdale School) was contacted and he indicated that a school patrol would be provided if a crosswalk was installed at the location in question.

We feel there is justification for such a crosswalk and would therefore recommend that one be provided on Curtis Street at the prolongation of the sidewalk on the West side of Cliff Avenue.

(10) Proposed Major Road from Hastings Street to Centennial Way at Curtis Street

During consideration of the last two matters, information was received that the municipality is planning a major road to connect the easterly end of Hastings Street with Curtis Street at Centennial Way.

We are aware that, once this road is built, it will relieve to some extent the traffic volumes on Curtis Street.

We also understand that the Department of Highways, who is responsible for constructing the road, has been unable to accelerate the provision of the road due to other commitments.

Though the traffic problem on Curtis Street resulting from the opening of Simon Fraser University has been resolved in a somewhat satisfactory fashion, we consider it reasonably urgent that the road connecting Hastings Street with Curtis Street at Centennial Way should be built as quickly as possible.

We would therefore recommend that Council continue to press the Department of Highways for the construction of the arterial road in question.

(11) Barker Crescent and Gilpin Crescent

A request was received for either stop signs or some other form of traffic control device at the above noted intersection.

As Council is aware, the Municipal Manager recently informed it that the Municipal Engineer proposed to recommend to us that "Yield" signs be installed on Barker Crescent at Gilpin Crescent.

This matter was considered by your Committee and we concurred with the recommendation of the Engineer that such signs be provided.

We would recommend that Council endorse the proposal of the Engineer.

(12) Douglas Road North from Lougheed Highway

A request was received for a pedestrian or bicycle lane along the edge of the pavement that is to be constructed on Douglas Road between Halifax Street and Boundary Road. The writer of the letter containing the request was not too explicit but it was believed she was referring to that part of Douglas Road between Halifax Street and Lougheed Highway as well as the other portion.

The part of Douglas Road between Halifax Street and Boundary Road is scheduled for certain surface treatment because a Local Improvement Construction By-Law authorizing this work was recently passed by Council.

The Municipal Engineer informed your Committee that this work would not be done for some months but the nature of the work is such that a wider roadway will be provided along with concrete curbs. In addition, the work will result in a much better surface being provided and the somewhat severe grades on the existing street being minimized.

This work will, it is felt, permit safer movements for all forms of traffic.

We would therefore recommend that no action be taken to provide a special lane for either bicycle or pedestrian traffic on the portion of Douglas Road involved because of the work which is proposed to be undertaken on this street in the near future.

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(13) Buckingham Avenue near Haszard Street

Your Committee received a request for 'Reduce Speed' signs on the above portion of Buckingham Avenue.

As Council knows, it is initiating a sidewalk proposal for the South side of Buckingham Avenue between Sperling Avenue and Burris Street. If this is approved by the abutting owners, it will provide children with some protection from vehicular traffic while walking along Buckingham Avenue.

The curve in Buckingham Avenue at Haszard Street still poses a problem to vehicular traffic. An examination of accident records indicated that three have occurred since 1961. Of these, two involved vehicles that went out of control on the curve. This record is not too serious considering the volumes on the street each day but it does deserve some attention.

We would therefore recommend that the standard curve sign (W-3) with an attached advisory 20 m.p.h. tab be installed on both sides of Buckingham Avenue in advance of the curve at Haszard Street.

(14) Bus Stop- Buchanan Street West of Willingdon Avenue

The B.C. Hydro and Power Authority asked for approval to establish a Westbound bus stop on Buchanan Street farside Willingdon Avenue.

We were also informed by the Authority that the Brentwood Shopping Centre has decided to discontinue its partnership with the Authority in providing the 'Shoppers' Special' between the loop at Boundary Road and the site of the shopping centre.

The Authority will, however, continue to provide the same 'rush hour' bus service to the Shopping Centre and it will also provide an hourly service between the Loop and the intersection of Halifax Street and Willingdon Avenue.

The bus stop desired is as a result of the re-arrangement of the bus service which was necessitated by the discontinuation of the 'Shoppers' Special'.

Your Committee would recommend that the bus stop desired by the Authority, which is to be located on the North side of Buchanan Street West of Willingdon Avenue, be approved.

(15) Hastings Street and Springer Avenue

Your Committee submitted a report to Council on October 4th dealing with a request for a marked crosswalk on Hastings Street at Springer Avenue.

We recommended then that such a facility not be installed.

The Council felt that, because our investigations were conducted during the summer months when school children would not be using the location in question, the statistics compiled as a result of the investigation were perhaps not truly indicative of the normal situation.

You directed us to further investigate the request.

We did this and special attention was paid to the crossing of Hastings Street at Springer Avenue by school children.

The statistics amassed indicated that vehicular traffic was slightly greater than that which was counted in July when our first investigation was made. Twelve High School students and eleven Elementary students were observed to cross the street during the investigation. It was also noted that nine

Elementary students did not cross Hastings Street at Springer Avenue but instead walked along the south side of the Street until they arrived at Holdom Avenue where they crossed. Their motivation was apparently a desire to walk on a concrete sidewalk which is located on the North side of Hastings Street in this area. However, in crossing Hastings Street at Holdom Avenue and then walking Eastward to Hammarskjold Drive, it was necessary for them to recross from North to South.

The existing condition of the pedestrian walking accommodation on the South side of Hastings Street was particularly noted. There is an 8-foot wide gravel shoulder and a passable walk along the boulevard that could be used with reasonable safety. The question of providing concrete sidewalks on the south side of Hastings Street at this time cannot be considered until the municipality has acquired all of the land required for the future widening of Hastings Street. These acquisitions are being obtained as quickly as possible and it is anticipated that the improvements to Hastings Street will not be too far in the future.

In view of this and the fact a fairly safe pedestrian route is available along the South side of Hastings Street from Springer Avenue eastward, we would again recommend that the request for a crosswalk not be considered at this time.

(16) Kingsway and 14th Avenue

A request was received for an improved form of traffic control arrangement at the captioned location to make it safer for pedestrians crossing there.

There is at the present time a marked crosswalk on Kingsway at the South alignment of 14th Avenue. Its existence is indicated by the standard form of signing plus an overhead flashing amber beacon. Approaching vehicular traffic from the South is not fully aware of the possibility of pedestrian activity at 14th Avenue because of a view obstruction at the easterly approach of the crosswalk caused by double parking on the boulevard in front of the hotel there.

The vehicular accident rate at the intersection is quite high and consists mainly of the "rear-end" type. This, we feel, can be attributed to the problem at the approaches to the intersection that has just been described.

Your Committee is of the view that the boulevard parking on the East side of Kingsway south of 14th Avenue is a matter that should be remedied. The main entrance to the hotel is from Kingsway, which has a "No Parking" prohibition, and this is likely why cars park on the boulevard at that location.

We would suggest that a commercial loading zone large enough for two cars be established on Kingsway in front of the hotel by means of a pull-off. The curbs that would need to be constructed as a result of this pull-off would prevent boulevard parking and thus eliminate the serious view obstruction. The estimated cost of this work is \$1,200.00, of which the Provincial Government has agreed to pay half. The municipality would, of course, be expected to pay the remaining half.

In order to explore every possibility in connection with traffic control measures at the subject location, the Department of Highways was contacted to determine whether warrants were met for a traffic light or any other similar device. Information was received that a survey would be made to ascertain whether warrants are met.

This will likely take some time and, to alleviate the existing hazard to pedestrians and vehicular traffic on Kingsway at 14th Avenue, we would recommend that the commercial loading zone pull-off described above be authorized

for construction immediately.

We would hasten to add that, even though this will result in an expenditure being incurred, the work done would not be lost even if the Department of Highways found that a traffic signal at the subject intersection was warranted because the prime purpose in the pull-off is to allow all forms of traffic to have a better view when approaching the intersection.

(17) Kingsway and Elgin Avenue

We received a request for a painted crosswalk on Kingsway at Elgin Avenue.

At the time of investigation, no pedestrians were noted attempting to cross Kingsway at Elgin Avenue. This location does not have the usual attraction for large volumes of pedestrians as would be found in the area of a large shopping centre. It was also noted that, due to the signalization on Kingsway, there was always a gap in the traffic between each phase which allowed pedestrians sufficient time to cross Kingsway at Elgin Avenue.

In view of the foregoing, we would recommend against the installation of painted crosswalks on Kingsway at Elgin Avenue.

(18) Railway crossing from Barnet Road to the Bestwood Cedar Shingle Mill

Your Committee received a recommendation from a Coroner's Jury that stop signs and warning signs be placed at a private level railway crossing on the road leading from Barnet Highway to the Canadian Pacific Railway tracks that serve the Bestwood Cedar Shingle Mill.

We felt that the Municipal Engineer should contact the Railway Company and the Cedar Shingle Mill Company to determine their intentions with respect to the recommendation.

Investigation revealed that at the Highway entrance there is a sign denoting the existence of a private road and a 15 m.p.h. speed limit. When approaching the tracks, there is the standard railway advance warning sign followed by a regulation stop sign immediately in front of the tracks. When driving from the Mill to the Highway, there is a railway advance warning sign, then a stop sign, and then a 15 m.p.h. speed limit.

It would seem, on the basis of the observations made during investigation, that the Companies involved have complied with the recommendations of the Coroner's Jury.

We would therefore recommend that no other action on the matter to which the Coroner's Jury addressed itself be taken.

(19) Royal Oak Avenue between Gilpin Street and Spruce Street

Our attention was drawn to a hazardous situation on the above portion of Royal Oak Avenue.

An investigation was carried out to determine what problems existed on this section of Royal Oak Avenue.

Accident records revealed that only two were reported between 1957 and 1964 and both of them occurred at the intersection of Spruce Street and Royal Oak Avenue.

We also considered a suggestion from the person who made the request that "No Passing" treatment be applied on the subject portion of Royal Oak Avenue.

It is the practice of the municipality to paint a solid single white line along the centre of a roadway to denote that caution should be exercised before passing a vehicle. A solid double white line completely prohibits passing whereas the single one does not.

The Manual for Traffic Control Devices indicates that the visual sight distance at 30 m.p.h. should be less than 500 feet before "No Passing" treatment should be accorded any street.

This warrant was not met and because of this plus the conclusions reached as a result of the other observations, we would recommend that no action be taken on the request.

(20) Access Route from Gilpin Street and Royal Oak Avenue to the Douglas Road Elementary School

A letter was received describing in detail the problems confronting children in the vicinity of Gilpin Street and Royal Oak Avenue travelling to and from the Douglas Road Elementary School. The communicant also made a number of suggestions as to the means by which the problems could be resolved.

It is proposed that a sidewalk be constructed on Royal Oak Avenue between Gilpin Street and Spruce Street but this has not been presented for approval because of the need for storm drainage facilities and sanitary sewers on Royal Oak Avenue. It is hoped that the latter will be provided in the near future and that a Local Improvement proposal can be submitted within two years' time.

It is also proposed to build a school on the north side of Gilpin Street East of Royal Oak Avenue in time to accept enrolment for September 1966.

This is a little less than one year away so, in the meantime, we feel that the children from the area of Royal Oak Avenue and Gilpin Street attending the Douglas Road School can do so with the greatest measure of safety by using the following route:

"From Gilpin Street and the lane east of Royal Oak Avenue north to Eglinton Street, thence east to Gatenby Avenue and north to the lane north of Eglinton Street, then west to the lane east of Royal Oak Avenue and north to the lane south of Spruce Street, then west to the gravel walk on the east side of Royal Oak Avenue and north to Spruce, then east to the municipally-owned and maintained (to a good standard) footpath and then north to the School itself."

We feel that, although it might appear that this route is rather tortuous and though it is not paved, the route does provide a minimum of conflict with vehicular traffic and involves no expenditure on by the municipality that would likely be lost at some time in the near future when concrete sidewalks are constructed.

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(21) Barnet Highway between Westridge and North Road

The Council received a letter complaining that there are a great number of serious accidents occurring on the above portion of Barnet Highway.

You felt the matter warranted investigation and therefore referred the complaint to the Committee for that purpose.

Investigation disclosed that there was a lack of speed limit signs on the subject portion of Barnet Highway. However, apart from this, the signing and pavement markings on the Highway were quite adequate and, if all of them were obeyed, Motorists should experience no difficulties.

We would recommend that the Department of Highways be requested to install 50 m.p.h. speed limit signs on Barnet Highway East of Inlet Drive for the Eastbound movement and West of North Road for the Westbound movement.

(22) Madison Avenue and William Street

A request was received for a four-way stop at the above noted intersection.

At the present time, stop signs are in place on William Street at Madison Avenue, and this makes the latter a through street. There is also an advance caution sign for the Southbound movement on Madison Avenue approaching the intersection.

We frankly feel that this amount of traffic control at the intersection is not warranted because volumes are extremely light and only one recorded minor accident has occurred in the past years.

The intersection most certainly does not warrant four-way stop treatment and, for that matter, really does not warrant the treatment that has been accorded it.

However, as Council is aware, it is somewhat hazardous to remove stop signs, especially when they have been in place for some years.

We would therefore recommend that no action be taken on the request for four-way stop treatment and that the existing traffic control devices at the intersection be retained.

(23) Cariboo Road at Cariboo Park

A suggestion was received that the 20 m.p.h. speed limit ^{sign} on Cariboo Road adjacent Cariboo Park be either placed in a more conspicuous position so that it can be readily seen by motorists or, alternatively, more such signs erected on the street.

Investigation disclosed that there is a standard playground sign, with an attached 20 m.p.h. tab, on every peripheral street to the Park, except for the Westbound traffic movement on Tenth Avenue. All signs in place are situated in positions where they can be discerned very readily.

Other than the installation of the playground sign described above on Tenth Avenue, we would recommend that no action be taken on the requests.

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(24) Sperling Avenue and Burford Street

Requests were received for a school crosswalk on Sperling Avenue at Burford Street to serve students attending the Brantford School.

A count was made and it confirmed that the warrants were met for a school crosswalk. We also noted that the School Board has provided a walkway from the School to Sperling Avenue at the Burford Street intersection. There are no sidewalks on the East side of Sperling Avenue at the present time but Council has recently authorized the initiation of such a work between Kingsway and Walker Avenue. In the meantime, the shoulder on the East side of Sperling Avenue is quite suitable as a walkway and should allow children to keep off the pavement. Because of the urgency of the situation in respect of a school crosswalk, steps were taken to provide one and have it patrolled.

We would now recommend that Council ratify the action taken in instituting the school crosswalk at Sperling Avenue and Burford Street.

(25) 4555 Hastings Street

As a result of a request for a passenger loading zone at the above location, we would recommend that a space 44 feet long be reserved at the curb in front of 4555 Hastings Street for the loading and unloading of passengers there.

We would point out that a theatre was recently constructed at this location which generates a high volume of pedestrian movement and creates the need for the loading zone.

(26) Burke Street between Smith Avenue and Chesham Avenue

A "No Parking" prohibition exists on the South side of the above portion of Burke Street.

This has resulted in motorists parking on the North side of the Street and, the right-of-way of the Street being only 33 feet wide, there is a traffic congestion problem. (The actual usable road width is only 16 feet).

Because of the potential danger, we would recommend that a "No Parking Anytime" prohibition be instituted on the North side of Burke Street between Smith Avenue and Chesham Avenue until such time as this Street is widened.

(27) Kingsway East of Gilley Avenue

A complaint was received concerning a customer parking problem on Kingsway East of Gilley Avenue.

At this location, the curb parking area consists of a bus zone and enough space for three ordinary vehicles. None of the premises at the subject location have any vehicular access for parking on Kingsway although there is a limited amount of parking in the rear from the lane.

A number of the businesses at the location in question are dependent upon customers arriving by car. There is no parking prohibition on Kingsway East of Gilley Avenue, with the result the limited area in front of the commercial premises there is being used by all-day parkers.

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We would recommend that a one-hour parking prohibition be instituted on the South side of Kingsway from Gilley Avenue 200 feet East in order to create a more satisfactory situation than presently exists.

We would point out that this prohibition should create a reasonable turnover in occupants, thus benefiting the adjoining businesses.

(28) Smith Avenue and Brandon Street

A request was received for some means of traffic control on Smith Avenue at Brandon Street for children crossing on their way to Inman Avenue School.

The catchment area for the School is bounded by Moscrop Street, Boundary Road, Smith Avenue and Kingsway. Because of the length of the area along Smith Avenue, it was noted that children crossed this Avenue at a lot of the intersecting streets.

As there are no sidewalks on the West side of Smith Avenue, we feel the children would be safer in crossing to the sidewalk on the East side at their point of entry to Smith Avenue rather than walking along the shoulder to a crosswalk at Brandon Street.

The sight distance along Smith Avenue is good except between Price Street and Brandon Street where the view is restricted due to the cresting of the hill.

We would recommend that, in order to give added protection to the children crossing in this section, the standard advance warning school signs be installed on Smith Avenue in both directions at each of Price and Brandon Streets.

(29) Buller Avenue between Kingsway and Rumble Street

A request was received for stop signs at Buller Avenue and Beresford Street.

Your Committee considered this request in the spring of this year when Council authorized the relocation of the railway advance warning sign on Buller Avenue to a point between 50 and 75 feet further South in order to eliminate the confusion which apparently existed when motorists proceeding North on Buller Avenue thought the sign which they observed from the back was a stop sign on Beresford Street.

Since that time, two motor vehicle accidents have occurred at Buller Avenue and Beresford Street which we feel can be attributed to a view obstruction at the North-east corner of the intersection.

Buller Avenue between Kingsway and Rumble Street is at the present time being used as a local collector and it will serve this same purpose when ultimately developed.

We feel that, in order to encourage this use of Buller Avenue and at the same time make it safer for vehicular traffic on it and the streets intersecting it, Buller Avenue between Kingsway and Rumble Street should be made a through street.

We would therefore recommend that this portion of Buller Avenue be accorded this treatment.

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(30) Maywood - Imperial - Sussex Intersection

A request was received for an improved form of traffic control arrangement at the above noted intersection.

During consideration of this matter, information came to light that the municipality will soon be undertaking improvements to Imperial Street in the area. We feel that this work may present an opportunity to eliminate the problems which exist at the intersection because of its "five" legs.

Your Committee would therefore recommend that a plan be prepared, in conjunction with the work to be done on Imperial Street, for the elimination or improvement of the "five-legged" intersection.

Respectfully submitted,

Joseph H. Corsbie,
Acting Chairman,
TRAFFIC SAFETY COMMITTEE

EW:dew/mc