

THE CORPORATION OF THE DISTRICT OF BURNABY

July 7, 1966

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

Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

Your Committee would report as follows:

(1) Edmonds Street and Rumble Street.

Your Committee was requested to investigate traffic conditions at, and in the vicinity of, the above intersection.

This was done and it was found that:

- (a) volumes are well below those required for traffic signals.
- (b) only three accidents have occurred at the intersection during the past six years.
- (c) sight distances are good.

At the present time, traffic on Edmonds Street is required to stop at Rumble Street.

As a result of the investigation, your Committee concluded that no action should be taken with respect to the intersection. We would therefore recommend that Council endorse this view.

(2) Brief Street adjacent to Bonsor Park.

We were requested to consider the institution of a:

- (a) 20 m.p.h. speed limit on Brief Street adjacent to Bonsor Park.
- (b) parking prohibition on the south side of this portion of Brief Street.

Investigation indicated that, even though it is likely most motorists would travel at 20 m.p.h. on the subject part of Brief Street because it is adjacent a Park, this speed limit may not be too evident, and therefore, arrangements were made to post 20 m.p.h. signs on Brief Street.

A "No Parking Anytime" prohibition has been instituted on the South side of Brief Street adjacent to Bonsor Park.

We would recommend that the above two actions be ratified.

(3) Kensington Avenue and Kitchener Street.

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

The reasons were that:

- (a) there are heavy traffic movements on both streets.
- (b) a number of accidents have occurred there over the past few months.
- (c) there are view obstructions at some of the corners.
- (d) there is a considerable amount of speeding, especially on Kensington Avenue.

Investigation disclosed that:

- (a) average two-way traffic volumes were 1,212 vehicles per day and 722 vehicles per day on Kensington Avenue and Kitchener Street, respectively.
- (b) only one accident has occurred this year.
- (c) the problem of view obstructions has been recognized in the past when the action taken was to remove trees and shrubs from both the North-west and South-west corners of the intersection. Though this increased sight distance, it did not materially improve safety conditions at the intersection so "Yield" signs were installed on Kensington Avenue at Kitchener Street.
- (d) the question of speeding is an enforcement matter and has been referred to the R.C.M.P. for attention.

We would point out that the accident pattern at the intersection does not seem to follow any logical order. In this regard, three were recorded in 1963, two in 1964, six in 1965, and one during the first half of this year.

Traffic volumes on the two streets have not increased greatly, although they have been reversed. In elaboration, there were 1,152 vehicles per day on Kitchener Street in 1962 whereas there are now only 722, and at the same time there were 435 vehicles per day on Kensington Avenue compared to 1,212 vehicles per day now.

The conclusion reached as a result of the investigation was that the accidents which are occurring at the subject intersection are being caused mainly by driver inattention to the existing "Yield" signs.

Since warrants for stop signs at the intersection are not met, we would recommend that no action be taken with respect to the provision of such a traffic control device at the intersection.

(4) Kingsway and Edmonds Street.

At the Council meeting on May 9th, you directed that an investigation be made of the timing of the signal at the above intersection in order to determine whether more time could be afforded the pedestrian movement there.

The Municipal Engineer communicated with the Department of Highways on this matter and, by letter dated June 3, 1966, the Department advised:

"We realize the pedestrian clearance interval now provided on Kingsway at Edmonds Street is somewhat short for the crosswalks. This pedestrian movement must proceed with the Edmonds Street phase of the signal and any time added to this phase must be deducted from the other two phases of this signal, with a consequent reduction in the capacity of the intersection and increase in vehicular delays.

Notwithstanding, a new count will be taken at the intersection to see whether the cycle split on the signal can be altered without unduly increasing congestion."

The foregoing is submitted for the information of Council.

(5) 19th - 20th Diversion and Stride Avenue.

We received a request for adequate walking facilities on the 19th - 20th Diversion from Stride Avenue Southward.

The Engineering Department reported that, if such a facility was constructed, it should be on the East side of the 19th - 20th Diversion between 10th Avenue and Stride Avenue. It pointed out that the type of facility (a chip walk) would cost approximately \$5,100, which expense would be lost when the road is developed to its final standard. The Department indicated that it had found the road shoulders to be adequate for pedestrian movement and therefore felt the expenditure of \$5,100 for a temporary chip walk could not be justified.

A check of two-way traffic volumes on the Diversion North from 10th Avenue revealed that there are 5,926 vehicles per day. In addition, it was noted during investigation that quite a number of vehicles exceeded the speed limit. As this is a matter for enforcement by the Police, your Committee would suggest that the R.C.M.P. give the matter attention.

A point made in the letter which we received on the subject matter was that the absence of traffic signals on Rumble Street aggravated the problem of traffic flows on the Diversion. Though this has no real bearing on the basic request concerning pedestrian movements on the 19th - 20th Diversion, we would suggest that the complainant be advised of the proposal to instal a traffic signal on Rumble Street at Royal Oak Avenue.

Your Committee would recommend that Council concur with the views expressed above and thereby take no action to construct a pedestrian walking facility on the 19th - 20th Diversion between Stride Avenue and 10th Avenue.

(6) Retirement of Sergeant Klick of the R.C.M.P.

Your Committee was informed that Sergeant H. E. Klick, Officer-in-Charge of the Traffic Detail, Burnaby Detachment, R.C.M.P., retires on July 31, 1966.

Sergeant Klick has served as the R.C.M.P. representative on the Traffic Safety Committee for ten years and, during this time, has addressed himself to the work of the Committee in a most diligent manner.

Your Committee has expressed its appreciation to Sergeant Klick for the services which he has rendered during the past ten years. However, we feel that additional recognition should be given Sergeant Klick for his valuable contribution to not only the work of the Committee but to traffic control in general.

We would therefore recommend that Council authorize an expenditure for some memento in recognition of the valued and conscientious service which Sergeant Klick has provided to the Municipality in the field of traffic safety.

We are not offering any suggestions as to the form of recognition because we feel this is a matter about which Council is most competent.

(7) Proposed Constitution for Traffic Safety Committee.

The Council, at its meeting on March 21, 1966, approved the principle of reconstituting the Traffic Safety Committee in accordance with Section 181 of the Municipal Act in order to empower the Committee to dispose of those traffic matters coming to its attention without submitting recommendations on them to Council.

We were directed then to prepare terms of reference for the reconstituted body.

Your Committee has completed its consideration of the proposed Constitution and hereby submit, by way of attachment, a document containing our desires in that regard.

We would draw the attention of Council to the fact this document is in two parts; the first provides a review of the Committee's history and an indication of what is felt should be the objectives if the Committee is reconstituted, and the second contains the recommendations which will, if adopted, become the terms of the new constitution.

It will be noted under "(B) Constitution" on Pages Two and Three that there is an option as to the manner the membership of the Committee should be established. The recommendation on this matter reflects these alternatives as well.

Your Committee would respectfully suggest that Council select the method it wishes for the appointment of members to the Committee.

We would naturally recommend that Council endorse the recommendations in the attachment and instruct the Legal Department to prepare a by-law to formally constitute the Committee under Section 181 of the Municipal Act on the terms prescribed in the attached submission.

Respectfully submitted,

J. Dailly,
Chairman,
TRAFFIC SAFETY COMMITTEE.

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Attach.

THE CORPORATION OF THE DISTRICT OF BURNABY

July 7, 1966

SUGGESTED CONSTITUTION FOR TRAFFIC SAFETY COMMITTEE

P A R T O N E

(a) INTRODUCTION AND REVIEW

The original terms of reference for the Committee were established in 1954 and are as follows:

"The Traffic and Traffic Safety Committee shall be constituted for the following purposes:

- (1) To investigate and make recommendations with respect to traffic problems, at present existing and arising from time to time.
- (2) To investigate and make recommendations with respect to the future development of the municipality from a traffic viewpoint.
- (3) To co-operate with all surrounding areas in the proper planning of the Vancouver Metropolitan area from a traffic viewpoint."

At that time, the membership consisted of the Council Chairman of the Administration of Justice, Light and Power Committee, the Senior R.C.M.P. Officer (or the Officer-in-Charge of Traffic) in the municipality, the Planning Director (who acted as Secretary), and one private citizen with proper knowledge and qualifications concerning traffic.

As can be seen, the terms of reference were quite broad in scope, and the Committee was a recommendatory body only. The only change which has been made in the structure of the Committee has been to expand its membership. This was done initially in 1958, and has been done at various intervals since then.

It should be recorded at the outset that the Committee is composed of people whose interests centre about various facets of traffic. It should be kept foremost in mind that these interests, and contributions made as a result of them, are of paramount importance to the efficient functioning of the Committee.

In 1954 when the Committee was first formed, the municipality did not have a formally constituted Traffic Branch of the Engineering Department. In 1959, the Department began to devote more time to traffic matters and, in 1961, a Traffic Engineering Branch was created. With such a Branch, it was felt necessary at that time to make a division of authority between the Engineering Department and the Traffic Safety Committee in the handling of traffic matters.

It was considered that, to be meaningful, the terms of reference for the Committee should be specific, and they should include such things as how the Committee should be constituted, its objects and functions, and the divisions of authority between it and the Traffic Engineering Division.

However, no formal steps were taken to effect any such division in the authority between the Engineering Department and the Committee.

It was not until early 1966 that any real attempt was made, and this took the form of a proposal to reconstitute the Committee under Section 181 of the Municipal Act.

(B) CONSTITUTION

The present membership of the Committee is, in the main, satisfactory since most of the major public groups in this area having an interest in traffic matters are represented. However, with evolutionary development, it might be necessary from time to time to increase or decrease the membership of the Committee. Therefore, rather than list the agencies to be represented on the Committee, it should suffice to state:

"The Committee shall be appointed by Council and it shall consist of such members as are deemed requisite by Council, provided that at all times the Chairman of the Committee shall be a member of Council."

If, however, it is felt that the membership of the Committee should be specified, the following should apply:

"The Committee shall consist of:

- (1) three members of Council, one of whom shall be the Chairman.
- (2) representatives from the Burnaby Parent-Teacher Council, Burnaby Safety Council, and Burnaby Chamber of Commerce.

THESE SIX SHALL BE VOTING MEMBERS

- (3) representatives from the B.C. Hydro and Power Authority, Burnaby School Board, R.C.M.P., Planning Department and Engineering Department.

WHO SHALL BE ADVISORY MEMBERS ONLY AND SHALL NOT BE ALLOWED TO VOTE

The Deputy Municipal Clerk, or some person appointed by the Municipal Clerk, shall serve as Secretary.

(c) OBJECTS AND FUNCTIONS

The Committee should have the right, pursuant to the powers vested in it by Council under Section 181 of the Municipal Act, to dispose of all matters coming to its attention which lie within its jurisdiction.

All of the actions taken by the Committee should be reported to Council in the form of minutes from the meetings of the Committee. However, when a policy decision is required or a by-law amendment is necessary, the Committee should refer the matter, by means of a report, to Council for decision.

In the event the Committee is unable to render a decision because of a tie vote, then the matter should be referred to Council for decision.

The Committee should, in addition to the powers exercisable as a result of Council passing a By-law under Section 181 of the Municipal Act:

- (1) devote itself to the formulation of policies in respect of traffic matters.
- (2) support educational programmes designed to make both motorists and pedestrians safety-conscious.
- (3) act as an intermediary in cases where an aggrieved person is not satisfied with a decision made by the Municipal Administration on traffic matters.
- (4) when necessary, disseminate information respecting traffic matters.
- (5) endeavour to promote metropolitan co-operation on traffic matters (NOTE: This would include the Provincial Department of Highways as well) with a view to introducing standard practices for the treatment of questions relating to traffic.
- (6) volunteer advice or suggestions to both Council and the administration on traffic matters.

(D) DIVISION OF AUTHORITY

Where policies exist, it should no longer be the responsibility of the Committee to process further requests which could be handled within the framework of the policy. This function should be performed by the Engineering Department and/or the Planning Department in accordance with Directive #2, 1966 of the Municipal Manager. A copy of this Directive will be found attached.

Matters addressed to the Committee which require investigation should be referred by the Secretary of the Committee to the appropriate Departments of the Corporation, as indicated in the aforementioned

Directive. If investigation discloses the need for action, then whatever is deemed necessary should be undertaken and a report submitted to the Committee. If no action is considered necessary, then a recommendation should be made accordingly.

Matters concerning the Committee which come directly to the Engineering or Planning Departments should be disposed of by them, pursuant to the Directive, provided it is a matter that can be dealt with under a policy or under the authority vested in the Engineer by "Burnaby Street and Traffic By-law 1961".

The Municipal Engineer has, at the present time, the power under "Burnaby Street and Traffic By-law 1961" to make orders in respect of the following matters:

- (a) the causing of traffic control devices to be placed or erected at such places as he shall designate for the purpose of giving effect to the provisions of the Motor Vehicle Act of B.C. and the By-law;
- (b) the marking of highways as school crossings;
- (c) the erection of signs denoting speed limits on highways;
- (d) the designation of Quiet Zones;
- (e) the institution of parking and stopping regulations;
- (f) the establishment of loading zones, commercial zones, passenger zones, bus zones or taxi zones, including the imposition of duties and obligations on motorists using or in such zones;
- (g) the closing of highways for the purpose of permitting their use for other than normal vehicular purposes;
- (h) the use of highways for other than all vehicular purposes.

As can be seen, all of the foregoing covers almost every type of use that can be made of highways.

It should suffice if the Municipal Engineer exercises these powers fully and, each time, merely advises the Committee so that

it is aware of the actions which are taken.

Any matter that comes directly to the Committee and is referred to the Engineer for disposition under his powers can be reported on to the Committee.

Any person who is aggrieved by a decision of the Engineer can, of course, appeal to the Committee and, if necessary, to the Municipal Council.

The Engineer shall consult the Planning Department and any other components of the municipal administration whenever he deems it necessary, or whenever the Committee or Council so directs.

The Engineer or Planning Director should acquaint the Committee with any policies his Department wishes to implement or amend.

The Engineer should also report to the Committee on the various warrants which are used to determine the need for traffic control devices. The purpose of this is to gain just acquaint the Committee with the criteria that are used in that regard.

If there be any matter which the Engineer does not have the authority to regulate, the By-law could be amended to give him that power; otherwise, the Committee should exercise this power. Any such exercise would, of course, be the subject of review

by Council.

The Engineering and/or Planning Departments should report on a matter to the Committee even though they are not required to, if they feel the attention of the Committee is merited. The prime purpose of this is to acquaint the Committee with measures that are contemplated, underway, or completed. In other words, the Departments should consider it their responsibility to keep the Committee fully informed of what is being done in traffic matters as a means of maintaining good relations.

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P A R T T W O

In summation, I would recommend that the terms of reference for the Burnaby Traffic Safety Committee be as follows:

(A) CONSTITUTION

- (1) The body politic shall be known as the Burnaby Traffic Safety Committee.
- (2) The Committee shall be appointed by Council, and it shall consist of such members as are deemed requisite by Council; provided that at all times the Chairman of the Committee shall be a member of Council

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The Committee shall consist of:

- (a) Three members of Council, one of whom shall be Chairman

(b) Representatives from the:

- (i) Burnaby Parent-Teacher Council
- (ii) Burnaby Safety Council
- (iii) Burnaby Chamber of Commerce.

THESE SIX SHALL BE VOTING MEMBERS

(c) Representatives from the:

- (1) B. C. Hydro and Power Authority
- (ii) Burnaby School Board
- (iii) R.C.M.P.
- (iv) Planning Department
- (v) Engineering Department

WHO SHALL BE ADVISORY MEMBERS ONLY AND SHALL NOT
BE ALLOWED TO VOTE

The Council shall, through the Office of the Municipal Clerk, provide the Committee with a Secretary.

- (3) Persons appointed to the Committee shall hold office for the term prescribed by Council. In the case of a vacancy occurring for any reason, the agency which was represented shall submit the name or names of a replacement to Council for a determination of the appointment.
- (4) A majority of the voting members of the Committee shall constitute a quorum. No meeting shall be held unless a quorum is present.
- (5) The Committee shall meet on such dates as may be set by either the Council or the Chairman of the Committee.
- (6) Its rules of order for the conduct of meetings shall be established by the Chairman.
- (7) All voting members of the Committee shall serve without remuneration, although any member shall be entitled to

be paid for any expense incurred by him as a result of his exercise of any direction given, or obligation imposed, by the Committee.

- (8) The Secretary shall be appointed by Council and he shall be paid a sum to be fixed by Council, although Council may dispense with such payment as it sees fit in the circumstances.
- (9) The Secretary shall have authority to requisition any service or equipment as may be authorized by the Council.

(B) OBJECTS AND FUNCTIONS

- (1) In addition to having the right to oversee all actions taken by the Municipal Engineer in the exercise of those powers vested in him by "Burnaby Street and Traffic By-law 1961", the Committee shall have the power to determine the course of action to be taken in respect of all traffic matters involving the Municipality.

The attention of the Committee shall not be captured by every traffic matter handled by the Engineer, unless it is deemed necessary, but when an item is directed to its attention, the Committee shall make the decision as to the disposition of the matter. All such decisions shall, at all times, be appealable to Council if anyone shall be aggrieved.

- (2) The Committee shall only report to Council:
 - (a) if it wishes a policy involving a traffic matter introduced, amended, or repealed;
 - (b) if an amendment to "Burnaby Street and Traffic By-law 1961", or any other by-law of the Corporation, is required;
 - (c) If a matter entailing more than traffic facets is under consideration and it is necessary to involve other Departments of the Corporation,

or other agencies;

(d) when so directed;

(e) when a decision is being appealed to Council;

(f) when there is a tie vote on any matter being considered.

- (3) The Committee shall cause to have an annual budget for its anticipated operations prepared and submitted to Council for approval.

(C) DIVISION OF AUTHORITY

- (1) Where a policy exists, it shall not be the responsibility of the Committee to process matters that can be handled within the framework of the policy.
- (2) Matters addressed to the Committee which require investigation shall be referred to the appropriate Department(s) for attention and, if deemed necessary, action; but in all such cases, a report shall be submitted by the Department(s) to the Committee indicating the action taken or recommended.
- (3) Matters concerning the Committee which come directly to the Engineering or Planning Departments shall be dealt with by them in accordance with Directive #2, 1966, of the Municipal Manager only if such action can be taken within the confines of a policy or under the authority vested in the Engineer by the Street and Traffic By-law.
- (4) The Engineering or Planning Departments shall, when considered necessary or desirable, report on matters which are deemed to be of interest to the Committee.

Respectfully submitted,

E. Ward,
Secretary,
TRAFFIC SAFETY COMMITTEE