

THE CORPORATION OF THE DISTRICT OF BURNABY

January 21, 1966.

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

Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

Your Committee would report as follows:

(1) 14th Avenue from Kingsway Eastward

A request was received for a parking prohibition on 14th Avenue from Kingsway to the Northeasterly limit of the Burnaby Hotel property.

It was claimed that many of the guests of the Hotel park on this portion of 14th Avenue and frequently cause minor damage to their vehicles and others because of their lack of sobriety. In addition, it was contended that the presence of the parked vehicles is not only an inconvenience for those either residing on the street, or having business there, but it is difficult for vehicular traffic to travel safely on the street because of the multitude of parked cars.

Investigation revealed that, at the present time, the subject portion of 14th Avenue is signed as a parallel parking zone. If this regulation is adhered to, there should be no inconvenience to moving traffic on 14th Avenue. If there is a violation of this regulation, then it is a matter of enforcement by the R.C.M.P. In this regard, the R.C.M.P. has assured us that frequent patrols are made to the area to detect any violations of this and other kinds.

Since enforcement of the parallel parking regulation presently in effect is all that is required to overcome the problem described earlier, your Committee would recommend that no action other than that now being taken by the R.C.M.P. be considered for the portion of 14th Avenue in question.

(2) Kensington Avenue and Hammarskjold Drive adjacent Kensington Junior Secondary School

The Principal of Kensington Junior Secondary School brought to the attention of your Committee a number of traffic problems on the captioned streets.

Investigation lead your Committee to believe that there is a need for a number of improvements which would make the situation safer for all forms of traffic.

Since the two basic problems are the presence of vehicular traffic on the School side of the street, which arrives to pick up pupils, and the travelling habits of the pedestrian traffic, we would recommend that:

- (a) a pedestrian crosswalk be installed on Kensington Avenue at Carnegie Street in line with the pedestrian exit from Kensington Junior Secondary School;
- (b) another crosswalk be installed on Hammarskjold Drive at Union Street;
- (c) a "No Stopping Anytime" prohibition be instituted on the West side of Hammarskjold Drive and Kensington Avenue from Hastings Street to Curtis Street.

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(3) Traffic situation in the Westridge Area

Your Committee received a request that a traffic survey be made in the Westridge area to determine whether, and what, measures should be introduced for the safe movement of traffic. The particular sectors of the Westridge area which we were asked to study were:

- (a) Union Street and Duthie Avenue
- (b) Union Street and Cliff Avenue
- (c) Cliff Avenue and Hastings Street
- (d) 7200 and 7300 Blocks Inlet Drive
- (e) 7000 and 7100 Blocks Barnet Road

Investigation of the situation at these five locations resulted in the following conclusions being reached:

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| (a) Union Street and Duthie Avenue |) | We were not certain of the type of control which was anticipated but it was assumed to be stop signs and marked crosswalks |
| (b) Union Street and Cliff Avenue |) | because these three locations are intersections. Your Committee is aware that, at the present time, there is a small percentage of Simon Fraser-oriented traffic infiltrating the area of these three intersections. However, since the opening of the new University route (Gagardi Way), the volumes on Curtis Street have reduced 23%. This reduction, we are confident, is also reflected in the volumes of the aforementioned infiltrating traffic. |
| (c) Cliff Avenue and Hastings Street |) | |
| (d) 7200 and 7300 Blocks Inlet Drive |) | The request involving these two blocks of Inlet Drive was for sidewalks. We were informed that the future of this road is still under discussion with the Provincial Government. It is felt that, until a firm decision is made on this matter, the construction of sidewalks should not be considered because of the "offset" factor involved in sidewalk construction. |
| (e) 7000 and 7100 Blocks Barnet Road |) | This location also involved the construction of sidewalks. In this regard, it is proposed to submit to the property owners affected a sidewalk proposal some time this year. If this work is approved, it is planned to construct it this year. |

It was generally concluded that traffic volumes in the area of concern are not heavy enough at the present time to warrant any special treatment at the intersections mentioned. Should this situation change, and this has been an anticipated possibility, relief will be sought by the use of the proposed Hastings-"Centennial Highway" connection.

We would recommend that the foregoing situation be conveyed to the organization which made the above requests.

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(4) Gagliardi Way

Council requested the Municipal Engineer to determine the effect the opening of Gagliardi Way has had on the traffic volume situation on Curtis Street.

Your Committee received a report from the Engineer on this matter, the gist of it being as follows:

"A study of traffic volumes on Curtis Street East of Duthie Avenue was commenced before Simon Fraser University was opened and many counts were made at various times after the opening. After traffic patterns regularized themselves following the opening, and until Gagliardi Way was constructed, the average traffic volume on Curtis Street was 5,038 vehicles per day. Approximately one week after Gagliardi Way was opened, a count was taken on Curtis Street and it revealed that Volumes had dropped to 3,859 vehicles per day, which is about 23% lower than previously. Further counts will be taken early this year to evaluate the traffic pattern on Curtis Street consequent upon the opening of Gagliardi Way."

The foregoing is being submitted merely for the information of Council.

(5) Portion of "Smith" Bus Route

The B.C. Hydro and Power Authority wrote requesting approval of a proposed revision in a portion of the "Smith" bus route and, in conjunction therewith, a re-arrangement of bus stops in the vicinity of Boundary Road and Grandview-Douglas Highway.

Its request was precipitated by the reconstruction of the Boundary-Grandview intersection. The Authority pointed out that the limited vision afforded Westbound traffic on Grandview-Douglas Highway by the curvature between Smith Avenue and Boundary Road, and the lack of space Eastbound for a passenger landing area on the Highway farside Boundary Road, precludes the installation of Westbound and Eastbound bus stops at the Grandview-Boundary intersection.

The Authority suggested that, in order to provide comparable service and Accommodation in this area, it was proposing to route the bus via Laurel Street in both directions between Boundary Road and Smith Avenue and re-arrange the bus stops in the following manner:

(a) New Stops

- (i) Westbound Laurel Street farside Smith Avenue
- (ii) Northbound Boundary Road farside Laurel Street
- (iii) Eastbound Laurel Street farside Boundary Road
- (iv) Southbound Smith Avenue farside Laurel Street

(b) Stops to be relocated

The Southbound one on Smith Avenue nearside Linwood Street to Smith Avenue farside Linwood Street.

(c) Stops to be discontinued

- (i) Northbound Smith Avenue farside Laurel Street
- (ii) Westbound Grandview-Douglas Highway nearside Boundary Road
- (iii) Eastbound Schou Street nearside Grandview-Douglas Highway
- (iv) Southbound Smith Avenue farside Grandview-Douglas Highway

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(5) Cont'd:

The only aspect of the foregoing request which concerns the Traffic Safety Committee is that relating to the bus stop proposals. The question of bus routes is one that is normally handled by the Public Utilities Committee of Council. However, the Engineer examined the bus routing matter quite extensively in the light of safety, patron pickup, and the policy in regard to bus stop locations, knowing that this would need to be done for the Public Utilities Committee.

In this regard, he concluded that, because of the new design of the Boundary-Schou intersection, the latter street can no longer be used as a bus route. Grandview-Douglas Highway was then considered as the first alternate route, and it was felt this would be a very poor one for the following reasons:

- (a) For the Eastbound movement, the first place the bus could stop would be in the middle of the block. This would encourage jaywalking.
- (b) For the Westbound movement, the only policy stop available is farside Smith Avenue. Any stops placed in the middle of the block would not have a suitable landing area, there being only two feet of right-of-way behind the curb. In addition, this arrangement would encourage jaywalking as well.
- (c) The largest concentration of patrons live in the area to the South and West of the Boundary-Schou intersection.

The second alternative examined by the Engineer, Smith-Laurel-Boundary, was felt to be far superior because this route qualifies on all three of the points mentioned earlier, as follows:

- (a) With regard to safety, all stops would be at the farside of intersections and would thus be in alignment with pedestrian crosswalks.
- (b) Respecting patron pickup, the stops at Laurel Street and Smith Avenue and Laurel Street and Boundary Road would be the most convenient for the people in the area and, at the same time, would not be too far from the commercial area there.
- (c) Concerning the farside bus stop policy, this would be complied with on the routing described.

Because a portion of Boundary Road in the City of Vancouver is involved in the proposal outlined, the City was asked by the Authority to approve that part of the route within its jurisdiction. This approval was granted on December 29, 1965.

Your Committee feels the bus stop proposals are proper and would therefore recommend that they be approved.

This recommendation does not, of course, include the revision of the bus route. However, approval of the bus stops will obviously, by implication, also endorse the bus route revision. We would repeat, though, that, since it is not within our terms of reference to deal with bus route matters, this is being left to Council for decision.

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(6) 1600 Block Cliff Avenue

A request was received for measures to minimize the potentiality of hazards in the 1600 Block Cliff Avenue.

There was reference in the letter we received to the truck traffic on Cliff Avenue and to the presence of a kindergarten there.

As Council is aware, the problem of truck traffic on streets in the municipality is being investigated. It is hoped that your Committee will be in a position shortly to submit a report on this matter.

Investigation disclosed that there were quite a few commercial vehicles using Cliff Avenue between Curtis Street and Broadway. This has resulted mainly because of the amount of road construction in the area, particularly on Duthie Avenue. This Avenue is presently being improved to a 36-foot wide standard and the work is scheduled for completion early this year. Your Committee feels that, with this road improvement, truck traffic presently on Cliff Avenue will again use Duthie Avenue.

As regards signing to protect the children attending the kindergarten, we feel that the proper course of action is for the parents or guardians of the children to exercise responsibility to ensure that children of that age are transported to and from the kindergarten safely. A child five years old cannot be expected to conduct itself in a responsible manner when crossing streets.

In view of the foregoing, we would recommend that no action be taken on the request related above.

(7) Bus Stop in front of 5179 Rumble Street

Your Committee received a request that the above mentioned bus stop be moved because of the problems it causes the merchant at this location.

Both the B.C. Hydro and Power Authority and the Engineering Department investigated this request and concluded that it should not be entertained.

The Authority indicated that, from a transit service standpoint, it would prefer that the stop remain because it serves the people East of Royal Oak Avenue and North of Rumble Street; also, if the stop was moved, this would inconvenience transit patrons and likely disturb the merchants in the area of a new stop position.

The Engineering Department reported that it always attempts to place bus stops at farside locations, bearing in mind the other two factors mentioned in Item (5) above; namely, safety and patron pickup.

Your Committee concurs with the views expressed by both the Authority and the Engineering Department and would therefore recommend that the request at hand not be entertained.

(3) Inman Avenue

Your Committee received a suggestion that Inman Avenue be classified as a through street.

The reasons given were:

- (a) The presence of the Inman Avenue Primary School.
- (b) The existence of a playground at Price Street and Inman Avenue, and the elevation of that playground in relation to Price Street.
- (c) That both Smith Avenue and Patterson Avenue (which are nearby) are through streets.

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(8) Cont'd:

At the present time, Inman Avenue is classified as a residential street without any traffic control between Moscrop and Burke Streets. Traffic volumes on Inman Avenue are not heavy but would probably increase considerably if it was made a through street. Because both Smith and Patterson Avenues are through streets, it is felt this is sufficient for the area.

With respect to the intersection of Price Street and Inman Avenue, the elevation referred to does exist but the speed limit on both streets approaching the intersection along the streets flanking the park is 20 m.p.h. Motorists should therefore experience little problem in discerning each other when approaching the intersection.

We would recommend that no action be taken on the request.

(9) Gilpin Street and Chesham Avenue

An investigation of the above noted intersection to determine whether measures were required to improve the safety for all forms of traffic at it resulted in the conclusion being reached that no action should be taken because:

- (a) relatively few vehicles use the streets;
- (b) there are ample gaps in the traffic flow to allow pedestrians to cross safely.

We would therefore recommend that no action be taken on the request.

(10) Smith Avenue and Sunset Street

A request was received for a marked crosswalk on Smith Avenue at Sunset Street.

Traffic volumes were checked during the peak flow periods and also during the non-peak times. With regard to the latter, traffic volumes were quite light and gaps in the flow averaged about 25 seconds. During the peak period, the traffic flow was naturally heavier but the average gap was well over 10 seconds. It generally takes anywhere up to 10 seconds to cross a street, depending on the speed of a pedestrian and the width of the street. This time factor is the criterion used when evaluating pedestrian crossing movements.

We would add that, during the investigation, no one attempting to cross the street experienced any delay or difficulty.

In view of the above, we would recommend against the installation of a marked crosswalk at the subject location.

(11) Dominion Street at the Villa Motel

A complaint was received concerning conflict between vehicular and pedestrian traffic at the captioned location.

Investigation disclosed that:

- (a) There is an off-street loading zone at the Motel which is served by two sidewalk crossings off Dominion Street, the first being approximately 30 feet East of Sumner Avenue and the second about 210 feet East of that Avenue.

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(11) Cont'd:

- (b) There is a newly paved parking lot at the Villa Hotel and this is serviced by two crossings from Dominion Street. One is 30 feet East of Sumner Avenue and the other approximately 180 feet East of that Avenue.
- (c) The pedestrian access from the parking lot to the Hotel is located about midway between the parking lot driveways and is in alignment with the main entrance to the Motel, which is also midway between its driveways. It is on this alignment of the pedestrian crossing that the Motel management requested a painted crosswalk.

Normally, a motorist expects to find painted crosswalks at intersections, not 150 feet in advance of them. In the case at hand, most of the motorists travelling in the area do not show the usual alertness because of the liquor outlets in the Motel and therefore would not be likely to observe an unexpected crosswalk.

It was noted during investigation that the curb spaces between all the driveways previously mentioned were fully occupied, although there was an 80% vacancy in the parking lot.

We would recommend the institution of a "No Parking Anytime" prohibition on both sides of Dominion Street between the driveways in question in order that motorists and pedestrians alike can have an unobstructed view of the others' presence.

Respectfully submitted,

D. M. Herd,
Acting Chairman,
TRAFFIC SAFETY COMMITTEE.

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