

THE CORPORATION OF THE DISTRICT OF BURHAEBY

November 10, 1967.

HIS WORSHIP, THE REEVE AND  
MEMBERS OF THE COUNCIL:

Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

Your Committee would report as follows:

(1) Douglas-Gilmore-Graveley Intersection

In the early part of this year, we submitted a report on the question of repainting the school crosswalk on Douglas Road at Gilmore Avenue.

We indicated then that the Principal of Kitchener School was contacted to determine whether he would provide a school patrol at this location. His reply was that he was reluctant to establish the patrol but that some type of warning device, in the form of flashing lights, should be installed there.

We recommended that:

- (a) the crosswalk not be repainted because warrants for one did not exist and the School involved would not provide a patrol.
- (b) no other traffic control devices be provided at Douglas Road and Gilmore Avenue due to the lack of warrants.

The Principal of the school (Kitchener School) recently wrote to your Committee reactivating his request for a traffic light at the intersection in question.

Investigation to establish whether warrants now exist for additional vehicular and pedestrian control devices at the intersection included consideration of the questions of instituting:

- (a) a five-way stop.
- (b) a pedestrian-actuated traffic signal.
- (c) <sup>a</sup>/<sub>patrolled</sub> school crosswalk.

respect to the first matter, three of the five legs of this intersection presently have stop signs. Those that do not are the two legs of Douglas Road.

In order to determine whether stop signs on all legs of the intersection could be justified, we examined the factors which are always considered in a matter of this kind. These are:

(i) the accident situation

As only one minor accident has been recorded at this intersection since Douglas Road was improved approximately one year ago, this does not constitute a warrant for stop signs.

(ii) undue delay to vehicles

Field checks failed to indicate the existence of any problem involving traffic on any of the legs of the intersection.

Regarding a pedestrian-actuated traffic signal, it is necessary that the following volumes of both pedestrian and vehicular traffic be in existence to constitute a warrant for such a device:

"During each of any eight hours of an average day, the volume of vehicles on the major street shall be at least 600 per hour, while during the same eight hours, the pedestrian volume should be at least 150 per hour".

During the time when vehicle volumes were recorded, the highest volume for one hour on an average week day was 362 vehicles. The eighth highest hourly volume was 210 vehicles. Pedestrians crossing numbered under 30 per hour.

In view of this, warrants for a pedestrian-actuated traffic signal are not met.

To ascertain whether a warrant existed for a patrolled school crosswalk at the intersection, crossing movements by pupils were observed to determine if any were experiencing difficulty. This revealed that at no time was it felt these children were in any great danger if they walked across Douglas Road to Graveley Street and then across this Street. The crossing distance from the Northwest corner of Douglas Road and Gilmore Avenue to the same corner of Douglas Road and Graveley Street is about 60 feet. The distance from the North side of Douglas Road directly to the Southwest corner of Graveley Street and Gilmore Avenue is about 135 feet.

The morning, noon and afternoon crossing times were checked with radar in an effort to establish the degree of gaps available in the stream of traffic on Douglas Road. This indicated that there is no problem in crossing the street.

It was noted, however, that some of the children walked through the middle of the intersection (this is the 135-foot distance mentioned earlier). This is, of course, hazardous at any intersection but, at the subject one, it is even more dangerous because of the nature of it. The children should, when travelling from school, cross Douglas Road at the West side of the intersection to Graveley Street, and then across this Street, and follow the reverse pattern when going to school.

We reached the conclusion that warrants were not met for school crosswalks at the intersection.

We did observe however, that there were no signs on either leg of Douglas Road indicating the proximity of a school site.

In order that motorists may be aware of the school in the area, arrangements were made to post the standard advance school warning signs on Douglas Road, one just East of Gilmore Avenue and the other West of Kitchener Street.

In conclusion, we would recommend that, other than these two signs, no other action be taken with regard to the provision of traffic control devices at the subject intersection.

(2) 1600 Block Cliff Avenue

We received a request for "Slow - Children Crossing" signs on Cliff Avenue at both approaches to the Wonderland Co-Operative Kindergarten there.

It is the policy of the Corporation to not provide signing of any sort for kindergarten areas because:

- (a) children of pre-school age should be brought to the kindergarten by some competent elder who should instruct them in the proper method of walking along and crossing streets. This is one of the facets of the philosophy relating to the use of kindergartens; namely, that of preparing children for the responsibilities which they will need to assume later when travelling on public thoroughfares used by vehicular traffic.
- (b) as a rule, kindergartens have an attendance of between 30 and 90 children, many of whom arrive and depart by automobile. Kindergartens generally operate between 9:00 a.m. and 12:00 noon, and the children spend practically all of these three hours indoors. At the most, children from the kindergarten would not be using the streets for more than 30 minutes per day.
- (c) if it was felt that that little use of the streets warranted signing, then there should be equal justification for erecting similar signing on most residential streets where many children frequently play unattended within the road allowance for up to eight and ten hours a day.

We would recommend that, in view of the foregoing, no action be taken on the request for the signing desired.

(3) Imperial Street and Gilley Avenue

Over the past few years, the Committee and Council have received complaints regarding a hazard at the Northeast corner of the captioned intersection caused, in part, by the fact that Southbound traffic on Gilley Avenue approaching Imperial Street has difficulty discerning Westbound traffic on Imperial Street because of a depression in Gilley Avenue at the approach to Imperial Street.

The Council has never regarded the problem as being such to warrant remedial action.

A suggestion was recently received that a "Slow" sign, or some similar warning device, be installed on Imperial Street East of Gilley Avenue so that the Westbound movement on the Street will be alerted to the fact that there is a possibility of Southbound vehicular traffic on Gilley Avenue entering the intersection after having first stopped.

Investigation disclosed that, because there is a jog in the alignment of Imperial Street at Gilley Avenue, there is a view problem for Southbound Gilley Avenue motorists attempting to observe Westbound Imperial Street traffic. It was also noted that the sight distance from the other approaches varied from fair to very good.

In examining the accident history at this intersection, it was found that five right-angled collisions, one head-on collision and five rear-end collisions have occurred since 1961. In none of these cases did the accident involve a vehicle that was Southbound on Gilley Avenue approaching Imperial Street.

It appears that, though there is somewhat of a view problem at the Northeast quadrant of the intersection, motorists are aware of that and observe extreme caution when approaching the intersection on the two legs that form part of this quadrant.

In view of the foregoing, we would recommend against the installation of the requested device or the institution of any similar measures.

#### (4) Cameron Street

A request was received that parking be prohibited on the North side of that portion of Cameron Street used by students attending Cameron School.

Investigation revealed that the portion of Cameron Street between Noel Drive and Erickson Drive did present a potential hazard to children due to the parking demand on both sides.

As a result, a "No Parking between 8:00 a.m. and 4:00 p.m. Monday - Friday" prohibition was instituted on October 2nd along the North side of Cameron Street from Noel Drive to Erickson Drive.

This prohibition is to remain in effect until sidewalks are built on Cameron Street.

The Principal of the Lyndhurst-Cameron School was also contacted and asked to instruct the children to walk on the side of the road facing traffic and to walk no more than two abreast.

The portion of Cameron Street between Erickson Drive and North Road was also examined but, as no parking was occurring there and only a small number of children use that section of the Street, no action was deemed necessary.

We would recommend that Council ratify the action taken to institute the parking prohibition outlined above.

(5) FOURTHY-NINTH AND 45TH AVENUE

A request was received for a Northbound bus stop on Boundary Road opposite the far side of 45th Avenue.

It was mentioned to us that pedestrians (mostly children using the facilities in Central Park) cross Boundary Road at 45th Avenue to board the Northbound Smith Avenue bus at a stop which is on 45th Avenue nearside Boundary Road.

It was also mentioned that, with the imminent construction of the Junior Amateur Sports Stadium in Central Park, there is likely to be more bus patrons.

According to the Parks Department, most of the children using the bus are those generated by the existence of the swimming pool in Central Park, which is used only during the summer months.

In addition, the Parks Department is not aware at this time where a trail or driveway will be constructed to serve the Stadium. It added that there is a possibility a bus stop on Boundary Road farside 45th Avenue might interfere with future plans and necessitate the relocation of the stop.

The opinion of the B. C. Hydro and Power Authority was also sought and, in that regard, we were advised that a stop on Boundary Road farside 45th Avenue would be too close to the existing one on 45th Avenue nearside Boundary Road.

In view of the foregoing, we would recommend that the request for a Northbound bus stop on Boundary Road farside 45th Avenue be deferred until plans for the Sports Stadium advance to the point where the pattern for pedestrian traffic in the area are known.

(6) Bus Stop - Cariboo Road and Government Street

As a result of a request to relocate the Southbound bus stop on Cariboo Road farside Government Street to a position approximately 120 feet further South, an investigation disclosed that the existing stop was in such a position that other vehicular traffic, sometimes is to wait behind the bus back to the tracks of the Great Northern Railway.

In view of this situation, the bus stop was relocated to the position requested.

We would recommend that Council ratify this action.

(7) Bus Stop - Lougheed Highway and Madison Avenue

A request was received for two farside bus stops on Lougheed Highway at Madison Avenue. (One in each direction).

These locations were checked and found to be suitable for bus stops. It was also noted that no improvements to landings for the stops would be required.

We would therefore recommend that Council approve the establishment of the two bus stops.

If Council agrees, it will be necessary to make application to the Department of Highways for permission to instal these stops.

(7) Goodlied Street at 6th Street

A request was received for stop signs at this intersection.

Investigation disclosed that traffic volumes are light although the volumes on 6th Street are heavier than normal during the morning peak hours because traffic that would normally follow the Edmonds-Grandview route chooses the 6th-Goodlied route. Notwithstanding, these rush-hour volumes do not approach the warrant for traffic control devices at the intersection.

A check of the accident situation over the past 6½ years indicates only two minor ones have occurred.

In view of all this, we would recommend against the installation of any form of traffic control device at the subject intersection.

(9) Bus Stop - Government Street and Jensen Place

A request was received for two farside bus stops at Jensen Place and Government Street (one in each direction).

The provision of bus stops there would necessitate the construction of bus pull-off areas which, in turn, would require piping of the ditch on the South side of Government Street and the levelling of the road shoulder on the North side.

In any event, we feel there is justification for the bus stops and would therefore recommend the installation of them.

(10) 4700 Block Hastings Street

A request was received for a one-hour parking limit on the North side of the 4700 Block Hastings Street.

The parking turnover and occupancy situation in this block was investigated and it revealed that there was always ample parking spaces.

The owners of two homes in the area were also contacted and both indicated they would not favour a parking restriction.

In view of the lack of a parking congestion problem, we would recommend no action on the request for a one-hour parking limit on the North side of the 4700 Block Hastings Street.

Respectfully submitted,

Councillor J. Dailly,  
Chairman.

EW/mb