

THE CORPORATION OF THE DISTRICT OF BURNABY

March 17, 1967

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

Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

Your Committee would report as follows:

(1) Delta Avenue between Westlawn Drive and the lane to the North

We received a request that a "School Ahead" sign be erected on the above portion of Delta Avenue to warn motorists of the presence of the school (Brentwood Park) there.

Investigation disclosed the existence of certain signing but, according to the Uniform Traffic Control Manual, it is not completely adequate.

We would therefore recommend that a school advance warning sign, with a 20 m.p.h. tab attached, be erected on the West side of Delta Avenue just South of the lane North of Northlawn Drive.

(2) Bus Stop in front of 4868 Smith Avenue

A request was received for the relocation of this bus stop.

The stop, which is a Northbound one, is farside the "T" intersection of Smith Avenue and the West leg of Price Street. Normally, the stop would be farside the East leg of Price Street but, because of the restricted sight distance due to the crest of the hill, the bus stop was placed in its present position.

The owner of the property at 4868 Smith Avenue provided the following reasons in support of his request:

- (a) Two of the windows in his home have been broken by some children after alighting from the bus.
- (b) Children have ruined his lawn because of the scuffling on it while waiting for the bus.
- (c) It is dangerous for children waiting for the bus because the driveway to the North of him is hidden by a cedar tree hedge.
- (d) Neither he nor his friends are able to park in front of his home because of the bus stop.

Most of the points of complaint can apply at any bus stop. The one about the hidden driveway and its danger to children is rather nebulous and we can see no connection between it and the bus stop.

It is our conclusion that the relocation of the bus stop would accomplish nothing more than the transferring of the alleged nuisances to someone else.

We would therefore recommend that no action be taken on the request to relocate the bus stop from in front of 4868 Smith Avenue.

(3) Noel Drive - Still Creek Street

We received a request for appropriate signs on the above streets to indicate the presence of the school nearby.

The standard school advance warning signs, with attached 20 m.p.h. tabs, were installed on Still Creek Street to satisfy the request.

We would recommend that this action be ratified.

(4) Kingsway and Salisbury Avenue

Your Committee has, on past occasions, reported on requests for traffic control devices at the above intersection.

Each time investigation disclosed there were no warrants for such devices.

Approximately 14 months ago, we received a delegation requesting that a traffic signal be installed at the intersection. A petition was also presented then in support of the request.

The contention of the petitioners, as represented through the delegation, was that:

- (a) it is difficult for pedestrians living South of Kingsway to cross it when travelling to and from the Middlegate Shopping Centre. In the same vein, passengers alighting from the Eastbound bus on Kingsway experience difficulty when travelling to and from the shopping centre;
- (b) it is also difficult for vehicular traffic travelling to and from the Middlegate Shopping Centre;
- (c) there are twice as many vehicles entering and leaving Kingsway at Salisbury Avenue as there are at Sperling Avenue and Kingsway, and this latter intersection has a signal.

Because Kingsway is an arterial highway, the request was referred to the Department of Highways for consideration.

The Department has now advised your Committee that warrants for a traffic signal on Kingsway at Salisbury Avenue are still not met and therefore regrets that it is unable to install one at this time.

Your Committee is not prepared to submit a recommendation on the request although, in the face of the information received from the Department of Highways, we cannot even tacitly support the request.

- (5) (a) Brantford Avenue and Stanley Street
(b) Stanley Street from Brantford Avenue to Lakeview Avenue
(c) Stanley Street and Lakeview Avenue

Three times during the past six months we have reported on the question of either a yield or stop sign being installed at the intersection mentioned under (a) above.

On every occasion the Council has concurred with our views that such an installation should not be made because:

- (a) warrants for either device are not met;
- (b) the Municipality should not create an indication of a through-street system for Stanley Street. In elaboration, the traffic pattern being established in the area indicates a large number of motorists are using Stanley Street - Irving Street as a THROUGH route from the Sperling area to the

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Royal Oak area. The future through street pattern in the area does not include the route described; instead, Oakland Street is the one that has been selected for this through East-West route.

We have now received a further request for a "Yield" sign on Stanley Street at Brantford Avenue.

In addition, it was suggested that:

- (a) the Municipality clear the brush on the South side of Stanley Street between Lakeview Avenue and Brantford Avenue;
- (b) a sign reading "Hidden Intersection" be erected to warn motorists entering Stanley Street from Lakeview Avenue.

With regard to the three items, we would report that:

- (i) the lot at the South-East corner of Stanley Street and Brantford Avenue has a certain amount of growth and fixtures which could cause a slight view problem that is not considered serious enough to warrant attention. A check of the accident files disclosed that only one of the seven reported ones in the last six years involved vehicles that could possibly have found the South-East corner to be a contributing factor to the accident. Despite this, we still have had no change of mind on the question of installing either "Yield" or "Stop" signs at Stanley Street and Brantford Avenue. The reasons in support of this are those shown above.
- (ii) Investigation disclosed that, although the brush on the South side of Stanley Street between Lakeview Avenue and Brantford Avenue does not create a hazard, it was removed as a precaution.
- (iii) Although the intersection of Stanley Street and Lakeview Avenue is not the most apparent to a stranger in the area, there is a street name sign which makes it evident there is a possibility of cross traffic. No accidents have occurred at this intersection during the last six years and, in view of this, we can see no justification for installing either a "Hidden Intersection" sign or any other type there.

In conclusion, apart from removing the brush mentioned above, we would recommend no action be taken on the three latest requests.

(6) Delta Avenue between Union Street and Brentlawn Drive

We were requested to investigate the traffic situation on the above portion of Delta Avenue to determine the steps that should be taken to improve conditions for all forms of traffic.

The person writing reported that there is a potential traffic hazard on Delta Avenue for the school children walking along this street while travelling to and from both the Brentwood School and the Holy Cross School because of the absence of sidewalks. It was added that church patrons block Delta Avenue with parked vehicles while attending services, thus compelling pedestrians to walk further into the travelled portion of the street.

At the present time, Delta Avenue has no sidewalk and the road surface consists of pavement 24 feet in width plus 3-foot wide gravel shoulders.

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This provides little room for pedestrian traffic, with the result pedestrians must use the pavement. Officials of both schools have been asked to instruct their pupils in the proper manner about walking on roadways.

Insofar as sidewalks are concerned, the Municipality has endeavoured to initiate their construction on three separate occasions and each time has met with defeat. However, it is intended that such construction be re-initiated for the East side of Delta Avenue from Halifax Street to Hastings Street later this year.

If the Municipality is successful this time in initiating the construction of concrete sidewalks on Delta Avenue, this will obviously improve the situation for pedestrians.

Regarding the parking of vehicles on Delta Avenue, the Minister at the Holy Cross Church was approached for the purpose of enlisting his co-operation in having the congregation park only on the East side of Delta Avenue. The Church has space on its site for additional parking stalls, and it is their intention to provide these in the near future. The Minister was also informed that it is contrary to regulations under the Motor Vehicle Act to block the free passage of vehicles on a street and that any violation in this regard on Delta Avenue would result in possible prosecutions.

We feel that the efforts of the Minister as a result of our approach, will have some good effect in regard to this parking situation. In addition, the provision by the Holy Cross School of additional off-street parking facilities should, in large measure, relieve the parking needs of the congregation.

We would recommend that the above information be conveyed to the person making the request as an indication of the action which will be taken to improve conditions on Delta Avenue.

(7) Hastings Street from Esmond Avenue to Boundary Road

As a result of a request, we investigated traffic conditions on the above portion of Hastings Street.

This revealed that:

- (a) stopping is prohibited on Hastings Street between Macdonald Avenue and Esmond Avenue from 7 a.m. to 9 a.m. on the North side in order to provide two Westbound moving lanes during this time (morning rush-hours);
- (b) between Esmond Avenue and Boundary Road there is a one-hour parking limit;
- (c) the curb lane East of Esmond Avenue for the Westbound traffic is 12 feet in width. This lane widens to 15 feet to the West of Esmond Avenue, which could create a congestive situation if a vehicle were parked at the curb during the morning rush-hour. This lane gradually widens until it is 20 feet at Boundary Road.

We concluded that the entire block between Esmond Avenue and Boundary Road does not require a parking restriction but that the section with a curb lane under 18 feet in width should have such a restriction.

We would therefore recommend that the North side of Hastings Street from Esmond Avenue westerly a distance of approximately 300 feet be posted with a "No Stopping Between 7 a.m. and 9 a.m." sign. The "One Hour Parking Between 9 a.m. and 6 p.m." sign will also remain here as well as on the rest of Hastings Street from 300 feet West of Esmond Avenue to Boundary Road.

(8) 16th Street Between Stride Avenue and Edmonds Street

We received a request that the captioned Street be classified as a through street.

On February 6th last, we reported on a request for stop signs on each of 17th and 18th Avenues at 16th Street. We recommended against such installations because they were not warranted.

Since then, two more accidents have occurred on 16th Street at 18th Avenue. Both of these involved Eastbound and Southbound vehicles.

We find it hard to explain why these accidents occurred. A check revealed that, although there was a three-foot high fence at the North-West corner, the sight distance was good.

Notwithstanding, if we were to use the accident history along 16th Street between Stride Avenue and Edmonds Street as a criterion, we could not justify the installation of stop signs. Vehicle volumes are not of the order which would constitute a warrant for the establishment of 16th Street as a through route. About the only way this could be justified is if 16th Street is intended to be classified in the future as a through street.

The Planning Department informed your Committee that 16th Street is planned for local residential use only in the future. The ultimate is to improve other streets in the area (e.g. the 19th-20th Diversion, Edmonds Street and a new 14th Avenue Industrial roadway). This should provide desirable alternative routes of travel for vehicles which currently "short-cut" through the area.

In conclusion, we would recommend that no action be taken to classify 16th Street between Stride Avenue and Edmonds Street as a through street because:

- (a) warrants are not met;
- (b) it is not intended at any time in the future to consider such classification.

(9) Edmonds Street and Linden Avenue

A request was received for a pedestrian crosswalk on Edmonds Street at Linden Avenue. An exhaustive investigation of the pedestrian crossing habits on Edmonds Street from Fulton Avenue to Kingsway was made and it was concluded that the logical location for a pedestrian crosswalk was on Edmonds Street at the East side of Linden Avenue. However, because of the position of the driveway to the Dominion Store parking lot, a crosswalk at this location would touch the North curb of Edmonds Street about 36 feet East of the East property line of Linden Avenue. Therefore, to be effective, it will be necessary to prohibit parking on the North side of Edmonds Street from a point 20 feet East of the proposed crosswalk West to Linden Avenue.

As Council is aware, extensive apartment development is under way on Fulton Avenue, which will naturally result in greater pedestrian volumes.

We would recommend that a pedestrian crosswalk be installed on Edmonds Street from the Easterly side of the driveway to the Dominion Store parking lot to a point 36 feet East of the East property line of Linden Avenue and that a "No Parking Anytime" prohibition be instituted on the North side of Edmonds Street from the East property line of Linden Avenue Eastward a distance of 56 feet.

(10) Willingdon Avenue between Brentlawn Drive and Hastings Street

The captioned portion of Willingdon Avenue is now in the final stages of being improved. The result will provide a pavement width between curbs to accommodate, with parking prohibitions, four moving lanes of traffic - two in each direction. The ultimate improvement is for a four-lane divided roadway with curb parking.

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It is recommended that:

- (a) A "No Parking Anytime" prohibition be instituted on both sides of Willingdon Avenue from Hastings Street to Gravely Street on one side and Brentlawn Drive on the other.
- (b) A "No Stopping Between 7 a.m. and 9 a.m. and Between 4 p.m. and 6 p.m." prohibition be instituted on the East side of Willingdon Avenue between Hastings Street and Pender Street. The purpose of this latter prohibition is to provide complete freedom for moving traffic during the rush-hours.

(11) Cariboo Street and Government Street

Traffic on Cariboo Street was required to stop before entering Government Street. The stop sign was about 40 feet North of the G.N.R. tracks. Late last year, the Cariboo Road bridge over the Brunette River was replaced with a concrete culvert. This new crossing enabled the Municipality to remove the weight restriction from vehicles using Cariboo Road. As a result, trucks began to again use Cariboo Road. Some of them were of such length that, when obeying the stop sign, their trailers were across the aforementioned G.N.R. tracks.

No accidents occurred as a result but, as a precaution, the stop sign was removed from Cariboo Road and placed on Government Street.

We would recommend that Council ratify this action.

(12) North Road and Still Creek Street

We would recommend that the action taken to install a stop sign on Still Creek Street at North Road be ratified.

(13) Grandview-Douglas Highway - Northward Prolongation of Burris Street - Sixth-Nursery Area

Council referred to your Committee a request that Burris Street be extended from Grandview-Douglas Highway to Sixth Street and Sixth Street from Burris Street to Nursery Street as a means of improving the situation for traffic leaving and entering Grandview-Douglas Highway between Burris Street and Nursery Street.

The following requests were made in addition to the one outlined above:

- (a) It is exceedingly difficult to either enter or leave Grandview-Douglas Highway at Nursery Street and therefore the left-turning movement for the Eastbound Grandview-Douglas Highway traffic should be prohibited at Nursery Street.
- (b) Grandview-Douglas Highway should be widened to four lanes and, if Burris Street is extended Northward, additional left-turning lanes should be provided at the intersection.
- (c) The speed limit on Grandview-Douglas Highway in this area should be reduced to 30 m.p.h.

We have now completed our investigation of all of these matters and would report as follows:

- (a) At the present time, the Municipality has a 33-foot wide right-of-way for the extension of Burris Street Northward from Grandview-Douglas Highway. The present location of this right-of-way is West of the existing signalized intersection and additional right-of-way would be required to provide an intersection that would allow for both traffic flows. This additional right-of-way can be acquired by subdivision.

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- (b) The extension of Sixth Street from Nursery Street to Burris Street is contingent upon Item (a).
- (c) The widening of Grandview-Douglas Highway is, as Council is aware, in the process of being commenced.
- (d) When the Burris Street extension is completed between Grandview-Douglas Highway and Sixth Street, it is intended to eliminate left-turning movements from a number of inter-sections on the Grandview-Douglas Highway hill, one of which will be at Nursery Street. Until then, there is no benefit in instituting such a prohibition because motorists will then make their left-turn at Stanley Street or others.
- (e) The question of reducing the 40 m.p.h. speed limit on Grandview-Douglas Highway to 30 m.p.h. is, of course, one that must be considered by the Department of Highways. The Department has maintained in the past that the higher limit is required to handle the volumes. However, when the Highway is widened, the speed limit will be re-examined.

The Planning Department has developed a subdivision plan for the area in question which reflects the street system desired by the petitioners and the arterial function of Grandview-Douglas Highway. It also takes into account the need for prohibiting left-turning movements from the Highway.

With regard to the specific question involving Grandview-Douglas Highway and Nursery Street, the Planning Department indicated that it would be undesirable to leave Nursery Street open for the left-turning movement after Grandview-Douglas Highway is widened to four lanes. The Department pointed out that this intersection is very close to the signalized one at Burris Street and, any delays to traffic on Grandview-Douglas Highway resulting from left-turning traffic at Nursery Street would quickly cause congestion at Burris Street. It may be that a physical barrier along the Highway at Nursery Street will be necessary to prevent left-turns.

Right-turns in and out at Nursery Street could be tolerated, provided these turning volumes do not become too great and the use of Nursery Street does not become abused.

Left-turns at Nursery Street cannot be prevented until provision is made for accommodating these turns at Burris Street as well as providing a connecting link between the extended Burris Street and Nursery Street.

The following is, in our opinion, necessary if construction of Burris Street extended is to be co-ordinated with the widening of Grandview-Douglas Highway:

- (a) Property acquisition.
- (b) Construction of approximately 1,500 feet of new roadway with substantial intersection improvements, including left-turn storage lanes on Grandview-Douglas Highway and the re-alignment of Burris Street on both sides of the Highway.
- (c) As an alternative to this, which might possibly cost less, the following could be considered:
 - (i) Property acquisition.
 - (ii) Construction of a minimum amount of road (approximately 700 feet), with the same intersection improvements mentioned above.

We would point out that the street improvements would result through normal subdivision and/or local improvements.

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Regardless of which of the above alternatives proves to be the most economical and feasible, it can be readily seen that substantial costs will be involved to overcome a common problem which will not diminish with the passing of time if certain corrective measures are not taken.

Your Committee would conclude by suggesting that the foregoing be conveyed to the petitioners as the position of Council in respect of the matters enumerated above.

Although we can sympathize with the anxiety of the petitioners endeavouring to make a left-turn from Grandview-Douglas Highway onto Nursery Street, no problems of undue delay were observed. We also realize, of course, that traffic volumes are not going to diminish when the reconstruction of Grandview-Douglas Highway is complete. It may be necessary at this time to seek an alternate form of temporary access through the area beyond the North side of Grandview-Douglas Highway to the traffic signal on the Highway at Burriss Street.

Respectfully submitted,

J. Dailly,
Chairman,
TRAFFIC SAFETY COMMITTEE.

EW/dew