

THE CORPORATION OF THE DISTRICT OF BURBARY

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

Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

Your Committee would report as follows:

(1) Grandview-Douglas Highway - Douglas Road Area

We received requests for the following measures to improve travel conditions for both pedestrian and vehicular traffic at the captioned location:

- (a) a school sign on Douglas Road in advance of the intersection;
- (b) the completion of the walkways on both sides of Grandview-Douglas Highway as soon as possible;
- (c) the placing of the "No Left Turn" sign on Grandview-Douglas Highway and the "No Right Turn" sign on Douglas Road at the intersection in more conspicuous places;
- (d) the re-painting of the road markings on both of the streets involved;
- (e) the elimination of the raised North-West corner of the intersection;
- (f) a suspended flashing light at the crest of the hill on the curve West of Grandview-Douglas Highway in advance of the crosswalk.

These matters were all investigated and, as a result, we would offer the following on them:

- (a) The normal procedure for the placing of school advance warning signs is to erect them on streets that are adjacent to a school.

This particular request is for a sign on Douglas Road between Grandview-Douglas Highway and Sprott Street.

We feel, as the intersection of Grandview-Douglas Highway and Douglas Road has a traffic signal, the motorists attention will be on the signal and not on a sign so close to the signal.

We would also point out that the purpose of an advance warning sign, such as requested, is to indicate the presence of children on the road. On this particular part of Douglas Road, the children should cross at the signal and not some distance away from it.

We can therefore see no justification for the requested sign.

- (b) Three-foot gravel walks will be provided behind the curb on Grandview-Douglas Highway as part of the improvements that are being made to the Highway at the present time.
- (c) A "No Left Turn" sign was already in place over the centre of the road next to the traffic signal head. However, another one was mounted on the left side of the road to ensure that motorists are fully aware of the turning prohibition.

The "No Right Turn" sign is on the right side of Douglas Road in a location where a motorist thinking of turning right would be looking.

We feel these signs are adequate and would therefore recommend that they not be moved or any more added.

- (d) the two streets have recently been centre-lined and this would appear to satisfy this request.
- (e) the hazard at the North-West corner of the intersection has been eliminated by removing the raised corner there.
- (f) since there is a pre-warning sign with an attached speed reduction tab West of the curve West of the intersection and no problem seems to be experienced by Eastbound motorists approaching the crosswalk at the intersection, we feel there is no justification for a flashing light at the location.

Your Committee would recommend that the action suggested, or taken, with respect to the six requests be endorsed by Council and this decision conveyed to the organization which submitted the requests.

(2) Clinton Street

A request was received that the crosswalk in front of Clinton School be more prominently marked so that it can be seen at night.

The crosswalk is a mid-block one and has been installed in accordance with the standards prescribed by the Canadian Good Roads Association Manual. The crosswalk is intended for daytime use and therefore the signs indicating the presence of it are not reflectorized.

However, we did feel that this crosswalk did merit special attention and, as a result, the B. C. Hydro and Power Authority was requested to place a street light on the pole that is located at the South end of the crosswalk.

We would recommend that this action be ratified.

We would like to add that the question of crosswalk classifications is being re-evaluated to determine whether there is a need to change the various warrants for such installations.

(3) Pender Street East from Boundary Road

A complaint was received concerning indiscriminate parking on Pender Street near Boundary Road.

The location was investigated to ascertain the density of parking on Pender Street and this revealed that, in the 3700 Block, only about one-half of the available curb space was occupied by parked vehicles.

The complainant was also visited and it was found that, although no one in her home owns a car, the presence of parked vehicles at the front of the house is annoying to her. She also pointed out that, being in ill health, she felt the curb should be kept clear in the event an emergency vehicle was required to come to her home.

Though sympathy was expressed with her problem, it was explained that the municipality was opposed to posting the three-hour parking limit which exists under the Street and Traffic By-law because vehicles displaced by such a restriction would likely move to adjacent streets and cause a problem there.

It was also observed that the complainant has an empty garage at the rear of her property, which is served by a lane.

Your Committee would recommend that, in view of the foregoing investigation, no action be taken regarding the parking situation at the subject location.

(4) Animated Children's Forms

Your Committee was informed that it was mentioned, during a Council meeting on November 13th, that there is in use in a few areas on the North American continent an animated sign, in the form of a young child, that is placed in the centre of a roadway to alert motorists to the possible presence of school children nearby.

It was apparently suggested in Council that such a sign has the effect of startling a motorist and making him very conscious of the need to observe extreme caution while travelling on streets in areas where schools are located.

Your Committee was asked to enquire as to the effectiveness of this device and to indicate our views on the use of it.

The enquiries which we made resulted in the following information being received:

- (a) On August 22, 1955, Divisional and District Officers of the Department of Highways were circularized with a notice that the use of child silhouette school signs is to be discouraged because they are contrary to the Highway Act and Regulations.

It was pointed out in that Notice that the R.C.M.P., as well as most traffic officials on the North American continent, were strongly opposed to the use of such signs.

The reasons for this attitude were that, though the sign might create an impression upon a motorist for a short time, it soon loses its appeal and effect.

Moreover, facsimiles of children were deemed to be an outright hazard because they invite misconception with real people and obscure the presence of a child pedestrian.

- (b) in addition to being contrary to the Highway Act, such a sign is not prescribed by the Canadian Good Roads Association Manual.

In addition, a recent amendment to the Motor Vehicle Act states quite clearly the type of signing that is to be used in school areas. The silhouette sign is not one that is permitted by the Motor Vehicle Act.

As regards the question of the signs being on the road, a problem would occur as to who was responsible for placing them there and removing them. If they were left, they would be a menace to traffic.

We feel that the foregoing speaks for itself and that therefore the type of sign indicated in the opening part of this report should not be used.

(5) 13th Avenue and Wright Street

The Council referred a recommendation from a Coroner's Jury that was empanelled to enquire into the death of a person who died as a result of a motor vehicle accident at the captioned location.

The recommendation was that a yield sign be erected on the least travelled of the two streets.

Investigation revealed that the intersection is a typical residential one in that it has no traffic control devices. Being this type, motorists approaching the intersection should yield to the vehicle on their right.

The accident history at this intersection is light - in fact, the one that is the subject of this report is the only one recorded for 1967.

In checking the accident reports, it was found that one driver estimated his approach speed at 20 m.p.h. while the other estimated his at 25 m.p.h. At these speeds, the perception and reaction stopping distance would be approximately 125 feet and 153 feet, respectively. This, combined with the limited vision usually found at such intersections, means neither driver could have stopped before crossing the other's path.

To your Committee, this accident was just another example of driver inattention. The fact there are not more such accidents can only be attributed to the comparatively light volumes and resulting large gaps in the flow of traffic passing intersections.

The answer to accidents of this sort is not in oversigning but rather through proper education of, and acceptance by, the motoring public of responsibility for driving a motor vehicle.

Your Committee would conclude by recommending that a yield sign not be erected at the intersection of 13th Avenue and Wright Street.

(6) Willingdon Avenue and Sardis Street

A request was received for some form of traffic control device at the school crosswalk on Willingdon Avenue at Sardis Street.

At the time of this request, a special committee was studying the question of establishing a policy respecting the operation of school patrols.

As Council is aware, this policy was recently approved.

Following that approval, traffic movements at the intersection of Willingdon Avenue and Sardis Street were analyzed to determine whether warrants existed for some type of control.

In addition, another Committee chaired by the Senior Traffic Engineer for the Department of Highways and having as other members representatives from six municipalities in the Lower Mainland and Vancouver Island regions, was created to study the question of pedestrian protection.

Following the last meeting of that Committee, a suggested warrant for the installation of a school crossing signal was adopted. The warrant was that:

- (a) the location must already have a school patrol;
- (b) the crossing must be of a four-lane or a multi-lane street;
- (c) the crossing must be on a street that is posted with up to and including a 30 m.p.h. speed limit;
- (d) it must be established that, on the average during the maximum half-hour crossing period within the 8:00 a.m. to 9:00 a.m. school crossing interval, there is at least one eight-second or larger gap per two minute period. If this gap does not exist, a warrant is met.

A radar check was made at Willingdon Avenue and Sardis Street to ascertain whether the gap section of the warrant exists.

The check was made during the morning, noon and afternoon crossing periods.

The required gap warrant could not be met during any of these three times. In addition, the crosswalk is on a three-lane street so it does not satisfy Point (b) above.

In view of the foregoing, we would recommend against the installation of a signal device at Willingdon Avenue and Sardis Street until such time as the warrants for such a device are met.

(7) Kensington Avenue from Curtis Street to Halifax Street

As Council is aware, a considerable number of requests for traffic control devices on streets intersecting Kensington Avenue have been received over the past two or three years.

In our latter reports, we indicated that Kensington Avenue is intended in the future to be a main North-South route. We also mentioned in these reports that it would be premature to so classify Kensington Avenue.

An investigation of traffic movements on Kensington Avenue and on the streets intersecting it has been made and, though it is still a trifle premature, we feel that Kensington Avenue between Curtis Street and Halifax Street should be designated as a through street because accidents at various intersections along Kensington Avenue have begun to increase.

We would therefore recommend that Kensington Avenue between Curtis Street and Halifax Street be designated as a through street. This will mean that traffic on all the streets intersecting Kensington Avenue between these two points will be required to stop before entering Kensington Avenue.

(8) Section 13(5) of the Street and Traffic By-law

This Section reads:

"(5) No person shall park a vehicle of over one-half ton carrying capacity, or a trailer, for more than two hours between the hours of 1 o'clock in the morning and 6 o'clock in the morning on any street."

The R.C.M.P. representative on your Committee advised that there are some vehicles being manufactured today which exceed the one-half ton carrying capacity but cannot truly be classified as commercial vehicles.

He suggested that the term "one-half ton carrying capacity" should be substituted with "six-thousand pounds gross vehicle weight" because this would then place the vehicle in the category that is intended to be prohibited from parking for more than two hours between one and six in the morning.

Your Committee concurs and would therefore recommend that the term "one-half ton carrying capacity" under Section 13(5) of Burnaby Street and Traffic By-law be deleted and replaced by "six-thousand pounds gross vehicle weight".

Respectfully submitted,

Councillor J. Dailly,
CHAIRMAN.

EW/hm