

THE CORPORATION OF THE DISTRICT OF BURNABY

November 1, 1963.

HIS WORSHIP THE REEVE  
AND MEMBERS OF THE COUNCIL:

Gentlemen and Madam:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

Your Committee would report as follows:

1. 16th Street between 10th Avenue and 11th Avenue

On August 12th, the Council received a complaint of a noise nuisance on the above portion of 16th Street caused by traffic from the "Safeway" warehouse in the area.

This matter was referred to your Committee and the complainant was asked to submit suggestions as to the means by which the problem could be resolved. The following are the suggestions made by the complainant:

- (1) That the "15th Street" entrance be re-opened to the Safeway warehouses.

It was pointed out that fewer residences would be affected by the noise at this point and the road grades are better than at 16th Street. Also, trucks are presently travelling to the "15th Street" fence inside the parking lot, making a "U" turn and then travelling out the 11th Avenue exit.

- (2) That all night traffic be directed to use the 11th Avenue - 15th Street route because there are no residences on that part of 11th Avenue.
- (3) That all truck traffic entering or leaving the warehouses between the hours of 11 p.m. and 6 a.m. be prohibited.
- (4) That truck traffic be prohibited from 16th Street between 10th Avenue and 11th Avenue.

Before commenting on the four proposals of the complainant, your Committee would point out that the situation which is under complaint has resulted from an aim of the Corporation some time ago to direct commercial traffic along one route in the subject area. This route is 10th Avenue. Approximately four years ago, numerous complaints were received from residents of 11th, 12th, 13th and 14th Avenues of truck traffic filtering through their area and causing concern because of the noise and the fact the streets were not developed to handle heavy vehicular traffic. The Corporation carried out a series of improvements to remove this traffic from the residential streets and confine it to 10th Avenue.

With respect to the four proposals, we would answer them as follows:

- (1) Since the greatest noise nuisance occurs when semi-trailers perform turning movements, a total of five houses would be inconvenienced by these vehicles if the main access was relocated to 15th Street.

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- (2) The second suggestion would only be valid if the noise nuisance was considered worse when a semi-trailer was travelling straight and not turning or accelerating.
- (3) The discontinuance of night-time operations would resolve the bulk of the problem but we do not feel the Corporation should exercise its authority to effect such an action because it would likely be necessary to use this power in other cases. However, the solution would be worthwhile if the Company voluntarily discontinued its night-time operations.
- (4) Prohibiting the use of 16th Street by trucks is not reasonable for those reasons set out under Nos. 1 and 2 above.

Though your Committee is not making a recommendation, we feel it is possible the noise nuisance could be reduced if:

- (a) Macdonald's Consolidated Ltd. (Safeway) could investigate the matter of equipping semi-trailers with more effective mufflers or other noise-absorbing devices;
- (b) The Company could consider the use of smaller and less noisy trucks for the urban distribution of goods.

Your Committee feels that the matter under complaint is one which does not come within our purview.

We would therefore refer it back to Council and advise that we can offer no solution to the problem from a traffic point of view.

2. (a) Kingsway and Imperial Street
- (b) Kingsway and Patterson Avenue
- (c) Kingsway and Willingdon Avenue

Your Committee submitted a report this past summer describing certain proposals which had been advanced by the Traffic Director involving the three above intersections.

Council concurred with our recommendation that an attempt be made to have the Department of Highways implement the proposals.

Advice has now been received from the Department indicating the following:

- (a) Kingsway and Imperial Street - This intersection will be reviewed as soon as time permits.
- (b) Kingsway and Patterson Avenue - A design has been prepared for left-turn slots at this intersection but it is unlikely funds will be available in the current year to undertake the work.
- (c) Kingsway and Willingdon Avenue - A traffic signal will be installed at this intersection.

The foregoing is submitted for the information of Council.

### 3. Willingdon Avenue and Sardis Street

It has been determined that a school crosswalk should be installed at Willingdon Avenue and Sardis Street to serve pupils attending the

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## Chaffey - Burke Elementary School.

Your Committee would recommend that Council authorize the establishment of the school crosswalk mentioned.

4. Lyndhurst Street and Willoughby Avenue

Representations were received from a number of residents in the above noted area requesting that a crosswalk be provided on Lyndhurst Street at Willoughby Avenue or at some other point on Lyndhurst Street near the School.

Investigation disclosed that, though a 20 m.p.h. zone exists on Lyndhurst Street East and West of the School, motorists do not seem to be heeding the speed limit. It is felt the reason might be that commuter traffic using Lyndhurst Street regards it as a through street when, in fact, it is not.

Under normal conditions, a school crossing would not be warranted but, because of the unusual nature of Lyndhurst Street and the safety which inherently attends a patrolled crosswalk, we would recommend that the existing 20 m.p.h. zone be replaced by a school crosswalk on Lyndhurst Street at the West side of Willoughby Avenue, if the following conditions can be satisfied:

- (a) That teachers at the School not park on Willoughby Avenue within 100 feet of Lyndhurst Street.
- (b) That all parents be asked by the School that, when driving pupils to school, they discharge the children on Willoughby Avenue in such a manner as to not obstruct the crosswalk.
- (c) That children arriving by bicycle from the south and west dismount at the crosswalk and walk their cycles across Lyndhurst Street in the crosswalk, and those arriving from the east dismount at the crosswalk and walk their cycles to the bike racks.

Your Committee would add that the crosswalk in question will be removed if and when the "through" traffic now using Lyndhurst Street is re-located elsewhere.

5. Rumble Street and Gray Avenue

A request was received for either a crosswalk or a school patrol at the above noted intersection.

Investigation disclosed that no difficulty or unusual delay was being experienced by pupils crossing and it is therefore not considered that a crosswalk is warranted.

However, in order to eliminate the possibility of obstructed vision for eastbound motorists, a bus stop on the south side of Rumble Street West of Gray Avenue has been relocated to a far side position.

In addition to the fact that a crosswalk is not warranted, it would not be possible to provide a patrol at the location because it is too far removed from the school involved.

Your Committee would recommend that the request be not entertained.

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6. Grandview-Douglas Highway at Schou School

A request was received that stopping by motorists be prohibited in front of Schou School.

Your Committee feels that the proposal has considerable merit and we would therefore recommend that stopping be prohibited on the North side of Grandview-Douglas Highway from the painted crosswalk at Curle Avenue to a point 60 feet east.

We would also recommend that the Principal of the School be requested to circulate a bulletin to parents of the pupils attending the School drawing attention to the prohibition and asking their co-operation.

7. Delta Avenue between Hastings Street and Lougheed Highway

A suggestion was made that the above portion of Delta Avenue be designated as a through street, except at Union Street.

Delta Avenue has for some time performed as a collector street and, despite conditions on the road (dips, steep grades, narrow shoulders), it is a reasonably safe one to travel on, partly because it is devoid of many cross-intersections. On this latter point, two of the cross-intersections (Union Street at Parker Street) are controlled by stop signs while the remaining three have experienced only three minor accidents within the last six years.

Your Committee feels that there is not sufficient justification for the designation of Delta Avenue as a through street at this time.

We would recommend that this view be endorsed by Council.

8. Delta Avenue between Parker Street and Venables Street.

A Coroner's Jury submitted a recommendation that the condition of the above portion of Delta Avenue be examined with a view to making this part of Delta Avenue safer for motorists.

A "Steep Grade" warning sign has been installed south of the section of Delta Avenue where the "dip" occurs. In addition, stop signs have been erected on Delta Avenue at Parker Street.

Your Committee feels that the installation of these devices will serve to overcome the hazard which previously existed and we would therefore recommend that the action be approved.

9. Delta Avenue and Georgia Street

A complaint was received concerning a view obstruction at the north-west corner of the above noted intersection.

Investigation revealed a high bank and tall grass create a severe vision restriction for southbound and eastbound motorists. To partially remove this obstruction would necessitate the acquisition of property, the truncation of the bank and the construction of a retaining wall.

An examination of accident statistics at the intersection indicates that none have occurred. It is felt there is justification for only doing a minimal amount of work. In this regard, the tall grass is to be cut and as much of the bank removed as can be without undermining the adjacent property.

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Your Committee would recommend that this action be approved.

10. Hastings Street and Hammar skjold Drive.

An investigation was made to determine the feasibility of providing a pedestrian crosswalk at the above intersection.

A study of crossing movements at the intersection disclosed that no difficulty was being experienced by pedestrians (mostly children) because sufficient safe crossing gaps existed.

In addition to the fact that a crosswalk is not warranted, we consider it would be imprudent to instal one due to the false sense of security a crosswalk imparts to children who believe that safety lies between the lines when it really depends on waiting for a safe gap in the vehicular flow.

With the opening of school in September, large numbers of high school students cross Hastings Street at Hammar skjold Drive. From experiences in other parts of the Municipality, it is likely a crosswalk would be abused by these students unless it was supervised.

Though the crosswalk could be used by children travelling to and from the swimming pool in the area, it would be impractical to supervise such a crosswalk at all times when the crossing movements occur. We feel instead that the installation of playground signs indicating the proximity of the park would be sufficient to warn motorists of the possibility of encountering crossing movements.

Assurance has been received from the Department of Highways that such signs will be installed shortly on Hastings Street east and west of Hammar skjold Drive.

Your Committee would recommend that the action mentioned in the previous paragraph be endorsed by Council.

11. Bus Stop Plan - Boundary Road between Schou Street and Great Northern Railway.

A proposed bus stop plan for the above portion of Boundary Road has been investigated in conjunction with the Engineering Department of the City of Vancouver and the B. C. Hydro and Power Authority and it is felt that the plan is acceptable.

We would therefore recommend that Council approve this plan.

12. Imperial Street and Sperling Avenue

As Council is aware, a fatality occurred at the above noted intersection this past summer.

The following two recommendations were submitted by the Coroner's Jury which enquired into the death:

- (a) That a traffic signal be installed
- (b) That, in future, any intersections that are deemed to warrant the re-positioning or removal of stop signs be provided with signals.

Your Committee would point out that a fatality alone does not constitute a warrant for the installation of a traffic signal. The practice followed when reversing stop signs is based on prescribed warrants and

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this was done in the case at hand.

The intersection does not warrant signals at this time and, for this reason, traffic control devices of a "lower" category (such as stop signs) are employed until traffic volumes through the intersection reach a level that justifies the use of signals.

Your Committee would recommend that no action be taken on the two recommendations of the Coroner's Jury, for the reasons given.

13. Gilpin Street and Rowan Avenue

Investigation of a complaint regarding a view obstruction on Gilpin Street at Rowan Avenue indicates that it is not serious but, regardless, a small tree will be removed and a bank lowered to increase visibility.

Your Committee would recommend that this action be approved.

14. 5900 and 6000 Blocks Tenth Avenue

A request was received from some residents on the above portion of Tenth Avenue for the institution of the following traffic control measures:

- (a) a stop sign at the railroad crossing;
- (b) a 30 m.p.h. speed limit sign;
- (c) the designation of the area in the vicinity of Meadow Avenue and Tenth Avenue as a school zone.

The results of a speed check in the area indicate that the traffic volume is very light and the operating speed of vehicles is normal.

With regard to the matter of a school zone, 20 m.p.h. zones are in effect on Meadow Avenue beside the school and also on 12th Avenue. Early this year, an investigation was made to determine the feasibility of establishing a crosswalk and it was revealed that one was not warranted, although school pentagon signs were installed on Tenth Avenue and Meadow Avenue. Some brush removal was also undertaken to produce better visibility for motorists.

The concern of the petitioners, we feel, is probably due to the fact children and motorists must share the blacktop because of the narrow inadequate shoulders on Tenth Avenue. The measures advocated by the petitioners would not alleviate this problem.

Instead, we feel the construction of sidewalks on the subject portion of Tenth Avenue would be more satisfactory because it would separate the children from the motorists.

Your Committee would recommend that Council consider the initiation of sidewalks for the two blocks of Tenth Avenue mentioned above.

15. (a) Noel Drive from Lyndhurst Street to Cameron Street  
(b) Bell Avenue from Cameron Street to Louheed Highway

As Council will recall, it recently approved the installation of stop signs at Cameron Street and Bell Avenue. The reason therefor was that traffic passing through the intersection has increased to the point where it is no longer safe for motorists to negotiate the

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Intersection without the risk of a collision.

The major attraction of the north - south street (Bell - Noel) is that it appears obvious to drivers that it can be used as a short cut between Loughheed Highway and Clarke Road to the East.

The result of this movement is that it has produced a problem of inconvenience to residents on Noel Drive and on Bell Avenue. However, in the absence of alternate facilities for the area, no practical solution can be found to reduce the volume of traffic other than closing Bell Avenue at Loughheed Highway. We do not consider that this action should be taken because it would greatly inconvenience "through" traffic and likely cause it to seek alternate facilities that would be equally offensive to the residents on the route. However, to protect pedestrians (particularly school children), it is felt that sidewalks should be initiated for both sides of the above section of Noel Drive and Bell Avenue.

Your Committee would recommend that Council initiate this work as a Local Improvement.

Respectfully submitted,

A. C. Wells,  
ACTING CHAIRMAN

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