

THE CORPORATION OF THE DISTRICT OF BURNABY

November 22, 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. Sussex Avenue from Kingsway to the Entrance of the Kelly Douglas Warehouse

A request was received for either a complete parking prohibition on one side of the above portion of Sussex Avenue or a one-hour parking restriction on both sides of this section of Sussex Avenue.

An inspection of the area was made and it revealed that most of the street space in question is occupied by all-day parkers. It was also observed that difficulty was being experienced by drivers of large transport vehicles travelling to and from the Warehouse via Sussex Avenue.

The Company has a parking lot for its employees and there should be no reason for these employees to use the street. Some of the others who leave their vehicles all day commute by bus to Vancouver and they, of course, should park in some area that will not cause other motorists inconvenience or difficulty.

Your Committee would recommend that:

(a) Parking be prohibited on the East side of Sussex Avenue:

- (i) from Kingsway to the driveway of the Kelly Douglas property
- (ii) from the entrance to the Kelly Douglas Warehouse to a point 120 feet North of the Warehouse.

(b) A one-hour parking restriction be imposed on the East side of Sussex Avenue between the hours of 9 a.m. and 6 p.m. from a point 120 feet North of the Kelly Douglas Warehouse to the driveway of the Company, a distance of approximately 140 feet.

2. Georgia Street and Delta Avenue

Council will recall that we reported on November 4th on a request for stop signs at the above intersection.

We indicated then that a high bank and tall grass created a severe vision restriction for both southbound and eastbound motorists and also that an examination of accident statistics involving the intersection indicated none had occurred. Nonetheless, we felt that a minimal amount of work should be undertaken to improve the view for motorists. In this regard, the tall grass was cut and as much of the bank removed as could be without undermining the adjacent property.

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Council, however, suggested that consideration be given the matter of installing "Yield" signs on Georgia Street at Delta Avenue.

As a result of this direction by Council, a further inspection was made and it indicated that the view obstruction was of such extent that it constitutes a warrant for the installation of stop signs.

In view of this, we would recommend that stop signs be installed on both sides of Georgia Street at Delta Avenue.

3. Marine Drive and 12th Avenue

A request was received for measures at the above intersection to protect children crossing on their way to and from Riverside School.

An investigation discloses that the warrant for a school crosswalk is not met but, because of unusual conditions (including a horizontal curve and a moderate grade situation) and since children must cross Marine Drive at a considerable distance from the School, it is our view some form of warning of the crossing movement should be given the motorists.

We would therefore recommend that school warning signs be installed on Marine Drive East and West of 12th Avenue.

We would also suggest that those parents who drive their children to school deposit them on the side of Marine Drive that will result in the child not having to cross.

4. Kingsway and MacPherson Avenue

Your Committee received a request for some form of protection for pedestrians crossing Kingsway at MacPherson Avenue.

The policy of the Corporation governing the institution of pedestrian crosswalks is generally dictated by the presence of a large shopping centre or some unusual physical condition on the major road. This policy is also employed by both the City of Vancouver and the Department of Highways.

It is certainly true that much difficulty is experienced by pedestrians in attempting to find a safe gap in the stream of traffic on Kingsway (particularly during the evening peak hour) but we feel the onus rests with the pedestrians as to when it is safe to cross Kingsway rather than have them rely on two painted white lines and shoulder mounted signs for protection.

In view of the foregoing and the fact that warrants are not met for a pedestrian crosswalk at Kingsway and MacPherson Avenue, your Committee would recommend that no action be taken on the request.

5. 6900 Block Hastings Street.

A request was received for an overpass at the West end of the 6900 Block Hastings Street.

There are occasions when overpasses become necessary and justifiable, but these occasions are quite infrequent. A combination of those factors that have a significant bearing on the provision of overpasses are:

- (a) the existence of a high-speed facility (over 40 m.p.h.);
- (b) the existence of four lanes or more of moving traffic;
- (c) the presence of high traffic volumes at times when children cross;

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(d) physical features that present limited visibility.

None of these conditions now prevail nor would they have occurred had the matter of establishing the Simon Fraser University not materialized.

As regards the children crossing Hastings Street in this area, there should not be any difficulties at the crosswalk provided the school patrols continue to be well trained and responsible pupils. As volumes on Hastings Street increase, it may be necessary to review the location of the present crosswalk (Hastings Street East of Duncan Avenue) and either relocate it to Sperling Avenue where traffic signals are being installed or establish a different route to the School from the Westridge residential area.

We would recommend that no action be taken on the request for an overpass for the reasons given above.

It has also been noted that a school site is presently being considered in the area bounded by Hastings Street, Duthie Avenue, Union Street and Phillips Avenue to serve the Westridge area in the future. While this plan was formulated before there was any knowledge of the Simon Fraser University, we consider it prudent at this time to re-examine the location of the future elementary school with a view to possibly locating it North of Hastings Street in order to avoid the need for pupils to cross the street.

Your Committee feels that the subject mentioned in the previous paragraph is one of prime importance and we would therefore urge that this matter be taken into account during the planning studies being made in connection with the peripheral area of the Simon Fraser University site.

6. Bus Stop - Kingsway and Griffiths Avenue

A request was received for the relocation of a farside eastbound bus stop at the above location to a nearside position.

As Council is aware, it is generally the policy of both this Corporation and the B. C. Hydro and Power Authority to establish bus stops at farside locations.

However, in this case, the property at the nearside location is occupied by the B. C. Hydro and Power Authority Sub-Station and no curb parking of any description occurs here. At the farside location, there are a number of stores which serve the local area. We feel that the inconvenience to these stores caused by the presence of the bus stop is greater than the disadvantage that attends the establishment of bus stops nearside.

We would therefore recommend that the bus stop in question be re-located to a nearside position until changes occur that would dictate the need to move the stop back to the farside position,

Respectfully submitted,

C. W. MacSorley,
Chairman,
TRAFFIC SAFETY COMMITTEE

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