

THE CORPORATION OF THE DISTRICT OF BURNABY

August 7, 1964.

HIS WORSHIP THE REEVE
AND MEMBERS OF THE COUNCIL

Gentlemen:

Report of the Traffic Safety Committee

Your Committee would report as follows:

1. Representative from Parent-Teacher Council

The Burnaby Parent-Teacher Council has advised us that its representative on the Traffic Safety Committee, Mrs. R. H. Davidson, is being replaced by Mr. M. Mann.

It has become customary with the Parent-Teacher Council to have one of its members serve on the Committee for a term of two years and this is the approximate length of time that Mrs. Davidson has been with us.

Your Committee would recommend that Council approve the replacement of Mrs. Davidson by Mr. Mann, whose address is 4148 Trinity Street.

2. Bus Stops on Routes 31 and 32

A request was received from the B. C. Hydro & Power Authority for approval of the bus stop rearrangements that have resulted from the above routes being established.

The proposals, as submitted, were modified slightly as a result of joint discussions between the Traffic Engineering Division and representatives of the Authority.

As regards Route 31, your Committee would recommend that the bus stops shown on the plan of the Authority be approved. The plan will be available for perusal by Council at the meeting on August 10th.

With respect to Route 32, we would recommend that the stops shown on the Authority's plan for the Northbound direction be approved. This plan will also be available for Council on August 10th.

For the Southbound direction, we would recommend that all the stops shown on the plan except those indicated below be approved:

- (a) Farside Imperial Street.
- (b) Farside Formby Street.
- (c) Farside Rosewood Street.

Instead of these three stops, we would recommend approval of the following locations:

- (a) Farside the school crosswalk at Mayfield Street.
- (b) Farside Elwell Street.

During discussion, it was mentioned that the area provided for the Northbound bus stop on Grandview-Douglas Highway farside Wedgewood Street required some grading in order to provide a suitable landing area.

We would suggest that the Municipal Engineer take this matter under advisement.

Finally, we would point out that the routes and stops were implemented on July 17, 1964, with the result we would recommend that the action taken to implement the bus stop arrangements described in this report be ratified.

3. Bus Stop - East side of Willingdon Avenue North of Lougheed Highway

A request was received from the B. C. Hydro & Power Authority for approval to establish a bus stop on the East side of Willingdon Avenue farside Lougheed Highway at a position between sidewalk crossings.

The Authority mentioned that this relocation was deemed necessary in order that a convenient transfer meet could be arranged between the Eastbound "Lougheed Highway" bus and other Burnaby services passing the intersection of Lougheed Highway and Willingdon Avenue.

The Authority also pointed out that the present Eastbound bus stop on Lougheed Highway farside Willingdon Avenue is not suitable for the purpose just mentioned because the "Lougheed" bus would be required to move from this stop immediately into the centre lane of Lougheed Highway in order to make a left turn into the Brentwood Shopping Centre property.

An investigation of the bus stop proposal advanced by the Authority was made and, as a result, we would recommend that the stop mentioned be approved.

We would add that it should be drawn to the attention of the Authority that, when Willingdon Avenue South of Lougheed Highway is widened, the Corporation might wish to re-examine the location of the stop now being recommended for approval.

4. Moscrop Street and Patterson Avenue adjacent Wesburn Park

A request was received that parking be prohibited on the park side of the above two streets.

Activities at Wesburn Park no doubt generate traffic movement in the area but, like so many other parks in the Municipality, virtually no provision has been made for offstreet parking facilities.

The proposal advanced concerning the parking prohibition might be effective insofar as Wesburn Park is concerned but it would only transfer the problem to the other side of the road and thereby create a nuisance in front of lots that are developed residentially.

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Since the speed limit on the streets in question is 20 m.p.h., we would recommend that no change be made in the current traffic regulations on the streets except to ask the R.C.M.P. to make more frequent patrols.

5. Taxi Zone - North side of 4000 Block Hastings Street

A suggestion was received that the taxi zone at the above noted location be repositioned to that area in the block immediately in front of premises occupied by Capitol Hill Taxi Limited.

The zone is situated at the present time in front of three commercial businesses and it is felt that the presence of the zone inconveniences those who may wish to frequent these establishments.

The zone was established many years ago when Hastings Street was not widened and the Taxi Company had no off-street parking facilities.

Such facilities are now available and they are being used by the Taxi Company, with the result it would appear the zone is now redundant.

Your Committee feels that, as a general policy, taxi zones should be discouraged because curb space is a commodity that is intended for the use of the public and not by any individual.

We would therefore recommend that the Capitol Hill Taxi Company be advised that it is the intention of the Corporation to cancel the zone in one month's time. The reason will, of course, be conveyed to the Company.

6. Bell Avenue between Noel Drive and Lougheed Highway

A request was received for a parking prohibition on one side of the above portion of Bell Avenue.

This Avenue north of Lougheed Highway plus the streets around Bell Park have a speed limit of 20 m.p.h.

Inspection revealed that, unless this speed limit is constantly being violated, no severe hazard exists on the street.

The Local Improvement Programme proposes a sidewalk for the East side of Bell Avenue but, in our opinion, the installation of such a facility may aggravate the alleged hazard in that the probability of children darting out from between parked cars would be heightened.

We feel that widening of the pavement plus the installation of sidewalks rather than a sidewalk alone on the side opposite the park would be a more logical treatment for Bell Avenue from a safety point of view.

In conclusion, other than drawing the attention of Council to our views in respect of surface improvements for Bell Avenue, we would recommend that no action be taken on the request for a parking prohibition.

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7. Willingdon Avenue between Loughheed Highway and Dawson Street

The above portion of Willingdon Avenue presently consists of two Northbound and one Southbound lanes.

Traffic volumes on this Avenue are very high and it is not expected that the intensity will decrease.

A certain amount of all day parking (presumably resulting from an overflow from the commercial establishments) is being practised along the shoulder and boulevards of the subject portion of Willingdon Avenue and these parked vehicles create view obstructions to the moving traffic.

Your Committee would recommend that a "No parking Any Time" regulation be instituted along both sides of Willingdon Avenue between Loughheed Highway and Dawson Street.

We would also recommend that the Traffic Director examine the use of the road allowance (including the boulevard area) of Willingdon Avenue South of Dawson Street in front of property occupied by Junk Yards to determine whether a regulation similar to the one just recommended should be introduced for that portion of Willingdon Avenue.

8. Kensington Avenue South of Curtis Street

Your Committee was asked to urge Council to have sidewalks constructed on the above portion of Kensington Avenue.

We do not feel that any special conditions exist at this location that would demand a priority for sidewalks.

As a result, we would not recommend that sidewalks be considered at this time because engineering requirements do not justify this treatment being accorded.

9. North side of Marine Drive East from Gilley Avenue

On January 20th, 1964 Council authorized the establishment of a "No Parking" zone on the North side of Marine Drive from Gilley Avenue East a distance of 100 feet.

Since then, it has been observed that ^{the} zone is not long enough to have the effect desired in the first instance.

We would recommend that the zone be extended another 70 feet further East.

10. Marine Drive and Gilley Avenue

Your Committee would recommend that a view obstruction at the North-East corner of Marine Drive and Gilley Avenue be removed and the Traffic Director be authorized to perform this work.

Respectfully submitted,

W. A. Blair,
Acting Chairman,
TRAFFIC SAFETY COMMITTEE

EW/lb