

THE CORPORATION OF THE DISTRICT OF BURNABY

April 3, 1964

HIS WORSHIP, REEVE EMMOTT
AND MEMBERS OF THE COUNCIL

GENTLEMEN: REPORT OF THE TRAFFIC SAFETY COMMITTEE

Your Committee would report as follows:

(1) Bainbridge Avenue from Lougheed Highway to Government Street.

Your Committee received a request for measures to relieve a noise problem that is allegedly being caused by heavy truck traffic using the above portion of Bainbridge Avenue.

The noise that is created is caused by trucks climbing the grade on Bainbridge Avenue when travelling north to the Lougheed Highway.

During our deliberations on the matter, it was brought out that the municipality has acquired some land for an industrial collector street between Sperling Avenue and Brighton Avenue. This is part of the road that will connect Government Street with Winston Street.

Information received by your Committee indicates that the only remedial action that could be taken to overcome the noise problem would be the provision of an alternate route that would be designed primarily for the use of trucks.

We feel that the resolution of the complaint is a matter that does not lie within our province and, as a result, we would refer it to Council for attention.

Your Committee would add that the matter of developing an extension of the aforementioned Government - Winston collector road westerly to Sperling Avenue is currently under consideration by those Departments of the Corporation which are normally involved in such a proposal.

- (2) (a) Newcombe Street from Tenth Avenue to Edmonds Street
(b) Edmonds Street from its present easterly termination to the "Stormont" interchange of the Freeway.

On July 15, 1963, your Committee submitted a report relating the results of a traffic study that was made in the East Burnaby area.

We advised that the conclusion reached as a result of this study was that accidents are occurring in the area because too much traffic filters through it. To recapitulate, the following are the reasons that were given as to the cause of the situation:

- (a) The area lies between McBride Boulevard and Grandview-Douglas Highway and, because of congestive conditions on the main highways connecting these two arterials, traffic has developed a habit of filtering through residential streets.

To expand, the intended route for traffic between Grandview-Douglas Highway at Edmonds Street and McBride Boulevard is via Tenth Avenue but, particularly because of the inadequate capacity of the Highway and congestion at the intersections of Tenth Avenue and Grandview-Douglas Highway and also at

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Tenth Avenue and Sixth Street, traffic seeks easier routes. The result is that it uses Edmonds Street and Sixth Street and, to a lesser degree, residential streets in the total area. The inconvenience caused by the congestion is further aggravated by a high accident rate at the intersections just mentioned.

This filtering traffic augments the local volumes to the extent that it is no longer reasonable to depend on the normal right-of-way rule. The consequence is that the probability of conflict and accidents is relatively high.

- (b) Motorists using First or Second Street after leaving McBride Boulevard and heading for Grandview-Douglas Highway at Edmonds Street avoid 40 feet of vertical climb, another attractive feature.

Your Committee reported then that it felt one of the solutions was to construct Newcombe Street between Tenth Avenue and Eleventh Avenue and to make it a through street between Tenth Avenue and Sixteenth Avenue.

The Council, however, did not concur with our view because it felt such action might be premature. As a result, it was decided to await the outcome of the Local Improvement that was then planned for Newcombe Street between Tenth Avenue and Eleventh Avenue before rendering a decision on the question of designating Newcombe Street between Tenth Avenue and Sixteenth Avenue as a through street.

Since that time, two things have happened:

- (1) The Local Improvement mentioned has been successful.
- (2) A request has been received for a stop sign on Thirteenth Avenue at First Street.

This request precipitated a detailed review of the traffic situation in the East Burnaby area and, after a great deal of deliberation, your Committee arrived at the conclusion that the reasonable solution would be to implement the long-range plan for the provision of an adequate road facility that would effectively "drain" the area in question of the filtering traffic earlier mentioned. In addition to holding this opinion, we are aware that such a facility is considered to be an integral part of the road system that is to be developed as a result of the Freeway being established. We know too that Council has given consideration to the creation of this facility.

Therefore, for the two reasons mentioned, we would urge that Council make preparations for:

- (a) The development of Newcombe Street between Tenth Avenue and Edmonds Street.
- (b) The construction of Edmonds Street between Sixth Street and Newcombe Street and also easterly so that a connection can be made with the "Stormont" interchange when the Freeway is opened.

(3) 4543 Kingsway

On January 20th last, your Committee reported on a request that it had received for either a loading zone in front of 4543 Kingsway or some other measure that would curtail parking by taxis in front of the property.

We advised then that, in June 1962, a recommendation came from us against the granting of an application for a taxi zone on the north side of Kingsway

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immediately west of Pioneer Avenue because it was felt Taxi Companies should be classed the same as any other type of business and therefore should have no more right or privilege to use public curb space than any other vehicle, with the possible exception of buses and emergency vehicles.

The complainant contended at that time that the presence of taxis in front of his and other stores in the immediate area adversely affected their businesses because potential customers, not being able to readily park in front of the stores, went elsewhere.

Our view was that the practice of monopolizing curb space by cabs should be regulated and we indicated that, although there are no legal ways by which this can be accomplished at this time, one solution would be for Council to solicit an understanding with the taxi company involved on the following points:

- (a) Refraining from monopolizing the curb space in front of premises other than their own and confining the parking of cabs to one at a time in their area.
- (b) The provision of off-street parking facilities for the cabs either at the rear of the property or, by negotiation with the owner of the property concerned, on a service station site located at the corner of Kingsway and Willingdon Avenue.

Council concurred with our view and, as a consequence, a letter was despatched to the Company concerned seeking its co-operation.

Nothing further was heard until the complainant wrote again to enquire as to the action that had resulted from the request of Council.

A further letter was then sent to the Company enquiring as to whether it was prepared to accept the suggestions made in the first letter. It was also mentioned that, should a reply not be forthcoming, the matter would be returned to Council for further attention.

This resulted in the Company writing and indicating that it wished a compromise arrangement whereby, if a one-car loading zone was provided in front of the taxi office, the Company would ensure that its other vehicles were parked elsewhere.

It is not the policy of the Corporation to establish taxi zones in the municipality so we are therefore unable to entertain the proposal advanced by the Company.

We naturally still feel that the practice of taxis monopolizing curb space is an undesirable and unfair one so we would therefore reaffirm our past views on the matter.

In addition, we would urge Council to seek compliance with its order to the Company regarding the use of the curb space in question and stipulate that, if no action is taken by the Company in this regard, other means will be employed to ensure a cessation of the current violation. The means, of course, are those available to the police when enforcing parking regulations.

(4) East side of Willingdon Avenue south from Hastings Street

Some discussion took place at one of our recent meetings concerning an unfortunate accident that occurred on Hastings Street east of Willingdon Avenue where two pedestrians were killed. Information was received that, though a "No Stopping" regulation is in effect between 4 p.m. and 6 p.m., on the above portion of Willingdon Avenue, vehicles do stop in this area.

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As a result of this, we requested the R.C.M.P. to more rigidly enforce the stopping prohibition on the subject portion of Willingdon Avenue.

We received assurance from the R.C.M.P. that this will be done. As a matter of fact, the R.C.M.P. reported to us that many tickets were issued to motorists for violating the regulation but, obviously, to enforce this regulation constantly would require the stationing of a constable at all times when the prohibition is in effect.

It was pointed out during our discussion that a mail receptacle is situated in the prohibited area and that naturally postal vehicles must stop in this area when making their pickups of the mail. The relocation of this receptacle would naturally obviate the need for vehicles of the Postal Department to stop in the prohibited area.

We would therefore recommend that the Postal Department be requested to relocate its mail receptacle at the subject location to either a position nearside the lane south of Hastings Street or to some other location not within the prohibited area.

(5) Curtis Street

A request was received for the provision of sidewalks on both Curtis Street and on Kensington Avenue for the principal purpose of affording protection for school children in the area.

We were informed that Council has approved a two-year sidewalk program and it is therefore not likely that any others can be undertaken until the projects in this program have been completed.

We were particularly concerned that the need for sidewalks on Curtis Street is quite apparent because an elementary school and two secondary schools all draw pupils from east and west of the area around Kensington Avenue.

In addition, Curtis Street is growing in importance because it is now a through street.

We would recommend that the construction of 4-foot concrete sidewalks on Curtis Street from Kensington Avenue to Holdom Avenue be initiated by Council as soon as possible.

Our reason for recommending 4-foot sidewalks and not 5-foot curb sidewalks is that we understand the area requires storm sewers before the street can be developed to its final standard.

(6) North side of Kingsway between Patterson Avenue and Barker Avenue

A nearside westbound bus zone was located on Kingsway at Patterson Avenue but, as a result of a street improvement program undertaken by the Department of Highways, it became necessary to relocate the bus zone. The B. C. Hydro and Power Authority requested that the zone in question be relocated to nearside Barker Avenue, although it has temporarily made the relocation for the reasons to be given below.

Coincident with our receipt of this request came a complaint from the owner of property adjacent the nearside Kingsway - Barker location that the establishment of the bus stop there has created a nuisance. The owner made a number of suggestions that he felt would overcome the problem, they being:

- (a) That a special bay be provided for buses at the previous location.

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- (b) That the present stop on Kingsway at Barker Avenue be relocated further east and a "No Parking" zone be established for at least 30 feet from the corner of Barker Avenue.
- (c) That the bus stop be relocated to Kingsway and Chaffey Avenue.

We were informed that, some time ago, the design of the Kingsway - Patterson intersection was approved by the Corporation and the Department of Highways and, though the Corporation observed its commitment by constructing its share of the improvements to the intersection, the Department altered the design that had been agreed upon. The result of this action by the Department was that it has eliminated the parking lane for the westbound traffic movement and thereby forced the bus zone to be relocated in order to not impede one of the driving lanes. The original design allowed two westbound driving lanes and one parking lane on the north side of Kingsway.

Your Committee feels that the matter should be brought to the attention of the Department of Highways to determine whether it would be prepared to make such alterations as may be necessary to once again accommodate the bus zone at the former location.

In the meantime, we would recommend that the request of the B. C. Hydro and Power Authority for approval to relocate the bus zone in question be approved on the understanding that, if the Department of Highways agrees to rectify the situation earlier mentioned, then it should expect to have the bus zone relocated to its former position.

(7) Clydesdale Street between Boundary Road and Gilmore Avenue

At its meeting on March 2nd, the Council authorized the establishment of the above portion of Clydesdale Street as a through street. In our report on this matter, reference was made to problems that may develop in the area as a result of traffic movements that are expected when the Freeway opens. A special concern to Council was a remark that it may be necessary to institute a "No Stopping Any Time" regulation on both sides of Clydesdale Street east of Boundary Road.

The Council felt that, should this regulation be implemented, it might create an inconvenience for those residing on Clydesdale Street if they have no place to park their cars other than on the street.

Your Committee examined this question to determine whether the situation envisaged would manifest itself. As a result, it was observed that off-street parking facilities for those properties on Clydesdale Street between Boundary Road and the overpass to the Freeway are available to all such properties except one. This one has never had any off-street parking accommodation, although easy access to the property is available off the lane.

Another feature was noted and that was the development of a showroom and garage on property at the southeast corner of Clydesdale Street and Boundary Road. Since this development would likely be adversely affected by a "No Stopping" prohibition, we were informed a sum has been included in the 1964 budget to construct a portion of the lane between Clydesdale Street and Manor Street and also one between Clydesdale Street and Regent Street. This will, of course, provide rear access to the properties involved and appreciably help in the circulation of local traffic in the area.

(8) Crest Drive

A letter was received from a resident of Crest Drive containing a number of requests involving the movement of traffic on this street.

The questions posed by this resident were:

- (a) Will the Council provide a clear boulevard on each side of the street to permit children to walk on when cars are parked on both sides, and to serve as a refuge when speeding traffic and student drivers are using Crest Drive?

Your Committee was informed that the only adjustment which will be made to the existing boulevard is that which will be necessary to physically construct the concrete curbs because this is the policy.

The width that is planned for Crest Drive is 32 feet and it will be sufficient to accommodate two moving lanes between parked cars on either side of the street. It is not expected there will be congestion on the road, with the result children might find it more attractive to walk on the blacktop rather than on the grassed boulevards.

- (b) Will the Council provide a "No Parking" regulation at the four corners?

We were advised that the four corners are not considered intersections because in reality they are "bends" on a residential street. Though the pavement may be a little wider on the "bends" than on the straight sections, it will not be sufficient to accommodate two moving and two parking lanes. The establishment of "No Parking" regulations on residential streets is considered to be an irregular application and it is therefore not felt warranted for the "bends". However, if a hazard is created as a result of the street being improved, then appropriate measures will be instituted to eliminate the hazard.

- (c) Will the Council provide a system of signs and crosswalks at the entrance to Crest Drive, the corners and also the entrances to Cariboo Park?

It is not felt crosswalks will be warranted at any of the locations mentioned nor is it believed that crosswalks will provide the desired safety. If school children are detracted from using the boulevards after the curbs are constructed, a more permanent solution would be for the residents to petition for a sidewalk.

Your Committee would recommend that the above information be conveyed to the resident of Crest Drive who corresponded with the Corporation.

(9) Kensington Avenue and Kitchener Street

A fatality recently occurred at the above noted corner and a recommendation which emanated from the Coroner's Jury was that the Yield signs should either be replaced by stop signs or the intersection made a four-way stop.

We would point out that, before the Yield signs were installed, nine right-angle collisions occurred in the seven months immediately preceding when no controls of any kind were in place. After the installation, only three accidents were reported during the next twelve months. Accidents were therefore reduced threefold and it is felt much of the success is due directly to the effectiveness of the Yield signs.

We would therefore recommend that no change be made in the present traffic

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control devices at the corner of Kensington Avenue and Kitchener Street.

(10) Kensington Avenue from Union Street to Broadway

A suggestion was made to your Committee that the above portion of Kensington Avenue be made a through street.

We would point out that one of the most important characteristics in establishing through streets is the volume of traffic that the street carries.

Current counts indicate that volumes are well below that which is considered to constitute a warrant for through street treatment.

We feel that, until such time as more traffic is generated on the street, there is no justification to designate it as a through street and would therefore recommend against such treatment.

(11) Hastings Street and Eilerslie Avenue

A school crossing was located on Hastings Street at Duncan Avenue until approximately four years ago when it was moved to Hastings Street and Eilerslie Avenue. The purpose was to overcome the conflict that existed between those using the crossing and the hazard that attended the presence of a nearside eastbound bus stop.

Now that Hastings Street has been widened and sidewalks have been installed on both it and on Duncan Avenue, we feel the crossing should be relocated to its former position.

We would therefore recommend that the school crossing on Hastings Street at Eilerslie Avenue be relocated to Hastings Street at the prolongation of the easterly side of Duncan Avenue and that a request be made of the Department of Highways to effect this change.

(12) Hastings Street and Warwick Avenue

In conjunction with the widening of Hastings Street between Holdom Avenue and Cliff Avenue, certain changes in bus stop positions have been effected. In most cases, these changes merely involved repositioning the stops from nearside to farside locations.

We feel ^{the} eastbound stop on Hastings Street at Warwick Avenue should be designated as a bus zone because of the proximity of an apartment development and the consequent high demand for curb space.

We would therefore recommend that a bus zone be authorized on the south side of Hastings Street from 11 feet west of the east property line of Warwick Avenue to a point 69 feet east of the said east property line.

(13) Hastings Street and Fell Avenue

A complaint was received regarding the establishment of a bus stop on the north side of Hastings Street west of Fell Avenue.

The complainant was contacted and he was given the reasons for this action. In brief, they are that:

- (a) The stop was established in accordance with the farside bus stop policy.

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- (b) It was installed because of the practice followed in spacing bus stops.
- (c) In establishing the stop, the effect on adjacent land uses was taken into account.
- (d) It was located so that the most efficient use of curb space could be made.

Details in support of these four reasons are, of course, available should Council desire it. We are not providing this information in this report because it is rather lengthy.

In addition to approaching the Traffic Engineering Division, the complainant also solicited the support of the Fire Department on the grounds that bus patrons might throw lighted cigarettes on the ground when entering a bus and these cigarettes might land near the pump islands and ignite gasoline that may have been spilled.

Experience in other parts of the Municipality where bus stops are presently situated in close proximity to service station pump islands indicates that no problems of the kind envisaged have ever occurred. Contact was made with the Engineering Department from the City of Vancouver in regard to this matter and the situation there is virtually identical to that here.

Your Committee considers that the bus stop in question is in the most desirable location and we would therefore recommend that it remain in its present position.

Respectfully submitted,

Arnold C. Wells,
Chairman.
TRAFFIC SAFETY COMMITTEE

EW:mw