

THE CORPORATION OF THE DISTRICT OF BURNABY

June 25, 1965.

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

Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

Your Committee would report as follows:

(1) Lane East of Crest Drive abutting Cariboo Park

We received a request for warning signs on the above lane to indicate the existence of two pathways which enter this lane from the West.

Investigation disclosed that the use of these pathways could be quite hazardous (especially for children) because the points at which they meet the lane are obscured by high fences and shrubbery on the side of the lane where homes are located.

We feel the situation warrants some treatment and would therefore recommend that standard playground crosswalk signs be installed at each pathway with an attached tab reading "Footpath" directly beneath the crosswalk sign.

During consideration of the foregoing matter, it was suggested that perhaps the best solution to a problem of this kind would be the erection of a wire fence across the end of a pathway where it joins the lane. The existence of such a structure would obviously prevent children on foot and on bicycles from darting directly into the lane from the pathway. The fence would be a little longer than the width of the pathway and there would be room at each end for pedestrians to walk into the lane. However, as mentioned earlier, the presence of the fence would act as a deterrent for children abruptly entering the lane and, because they would need to walk toward the end of the fence before crossing the lane, they would likely exercise more caution than otherwise.

We appreciate that there would naturally be some cost in providing fencing of this sort and we are aware too that such an arrangement should not be provided without warrants first being established.

We would therefore recommend that the Municipal Engineer:

- (a) Examine the cost of providing such fencing, not just at the subject location but at any others where similar circumstances prevail;
- (b) Determine the warrants that should be established for the provision of such physical barriers.

(2) Humphries Avenue between Sixteenth Avenue and Edmonds Street

Your Committee received a request for "Stop" signs on 17th and 18th Avenues at Mary Avenue.

Investigation disclosed that there have been a number of traffic accidents at these intersections. It also seemed that this situation will continue unless steps are taken to control traffic movements.

In examining the future scheme of through roads in the general area, it was noted that Humphries Avenue between Sixteenth Avenue and Edmonds Street is expected to become a through street. Because of this, it would be imprudent at this time to make Mary Avenue a through street and then change it later.

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Before Humphries Avenue can be treated as a through street, it will be necessary to improve the road to an ultimate standard.

We would recommend that Humphries Avenue between Sixteenth Avenue and Edmonds Street be included in the next Local Improvement programme for development to its ultimate standard.

After this has been done and proper traffic control arrangements are instituted, motorists should be attracted to use Humphries Avenue rather than Mary Avenue.

(3) (a) Lyndhurst Street, Noel Drive and Bell Avenue

(b) Lougheed Highway and Bell Avenue

Your Committee has, during the past two or three years, become involved in matters related to traffic movements on Lyndhurst Street, Noel Drive and Bell Avenue.

We recently received a request from a resident of Noel Drive for an investigation of traffic conditions on these three streets with a view to introducing measures which will improve the situation.

Approximately three years ago, Keswick Avenue between Lougheed Highway and the lane North of the Highway was barricaded to vehicular traffic. This was done because of the number of accidents which were occurring at the Lougheed-Keswick intersection, and the result of the barricading was that traffic was rerouted to Bell Avenue.

At the present time, Bell Avenue is the main traffic generator for a large residential area to the North and East. Recent accident statistics indicate that the number occurring at Lougheed Highway and Bell Avenue has increased substantially since traffic was rerouted to Bell Avenue. We feel this can be attributed in part to the increased volumes of traffic using Bell Avenue, but the main cause seems to be the location of the intersection.

In particular, because of the curve to the East on the Lougheed Highway and a rise in the contour, Westbound traffic is almost upon the intersection before they realize it. A warning sign on the Lougheed Highway East of Bell Avenue indicating the presence of a hidden intersection ahead would probably reduce the accident rate.

It was also noted that accidents are still occurring on Lougheed Highway at Keswick Avenue. All of them are the "rear-end" type and the explanation for this is that the crossing and curb returns on the Lougheed Highway at Keswick Avenue still exist on the latter even though it is closed to vehicular traffic. In addition, the barricade is on the North property line of the Lougheed Highway and is probably not seen until a motorist makes his turn from the Highway onto Keswick Avenue.

As a solution to both of the problems described, we would recommend that the Department of Highways be requested to:

- (a) Instal appropriate signing to warn Westbound motorists on Lougheed Highway of the existence of the Bell Avenue intersection;
- (b) Remove the crossing and curb returns on the Lougheed Highway at Keswick Avenue.

Adverting to the problem involving Lyndhurst Street, Noel Drive, and Bell Avenue, your Committee fully appreciates the situation confronting those residing on these streets. However, it is hoped that if the comprehensive commercial development scheme planned for a 31-acre tract of land located at the North-West corner of the North Road and Government Road materializes,

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the road system which is developed as a result will likely result in a decrease in the volume of traffic using the three streets mentioned. It is naturally difficult at this time to accurately adjudge whether this will be the case but, based on the knowledge at hand, we feel there is a good possibility our conjecture will prove correct. In any event, should it not, the situation will be again examined and positive measures will be recommended that will improve conditions.

In the meantime, we would recommend that the resident of Noel Drive who wrote to us be advised that the problem concerning him will be given attention during considerations of the aforementioned comprehensive commercial development scheme.

(4) Burke Street from Patterson Avenue to Smith Avenue

At the present time, Burke Street has no traffic control devices between Patterson Avenue and Smith Avenue but it is classified as a through street from Patterson Avenue to Willingdon Avenue.

Recent traffic counts disclosed that volumes have increased quite appreciably. This increase can likely be attributed to the fact that Burke Street is now paved between Patterson Avenue and Smith Avenue and is in actuality being used as a through street. The accident rate on Burke Street at Inman Avenue has also increased and a fatality recently occurred there.

The Coroner's Jury which was empanelled to enquire into this death recommended that some form of traffic control be instituted at the intersection of Inman Avenue and Burke Street.

Because of the foregoing situation and the fact the future through street plan for the Municipality indicates Burke Street is destined as a through street between Willingdon Avenue and Smith Avenue, we would recommend that Burke Street between Patterson Avenue and Smith Avenue now be made a through street. This will involve the erection of "Stop" signs on Inman Avenue and on Chesham Avenue at Burke Street.

(5) Ingleton Avenue between Linwood Street and Kincaid Street

At the present time, there is a "No Parking Anytime" prohibition on both sides of Ingleton Avenue between Linwood and Kincaid Streets. This prohibition was instituted a few years ago at the request of the Durnaby Hospital who then felt it was necessary to facilitate the operation of a disaster plan.

The subject portion of Ingleton Avenue has recently been completed to its ultimate standard, with the result it is felt the whole parking prohibition is not warranted.

We would therefore recommend that the parking prohibition on the West side of Ingleton Avenue from Linwood Street to Kincaid Street be cancelled.

Because of the interest of the Hospital in the matter, the Administrator was contacted and advised that he had no objection to this cancellation.

(6) Tenth Avenue and Twentieth Street

A request was received from the D.C. Telephone Company, which is located on Tenth Avenue at Twentieth Street, for assistance in eliminating a view problem caused by cars parking on the North side of Tenth Avenue adjacent the exits to the parking lot of the Company.

Investigation revealed that a potential hazard was being caused by the presence of these parked vehicles, so we would recommend that the curb on the North side of Tenth Avenue be painted yellow for a distance of 50 feet East and 20 feet West of each driveway of the D.C. Telephone Company property.

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(7) Lougheed Highway and Willingdon Avenue

The Department of Highways recently installed crosswalks on Lougheed Highway along both sides of Willingdon Avenue.

In order to take full advantage of these new crosswalks, an additional one across Willingdon Avenue on the North side of Lougheed Highway should be provided.

We would therefore recommend that such a crosswalk be installed.

(8) Rumble Street and Joffre Avenue

A request was received for a playground crosswalk on Rumble Street to serve Suncrest Park.

There is, at the present time, a school crosswalk nearby and this is, during school hours, manned by a patrol. The rest of the time it is no doubt used by those crossing Rumble Street in the area.

Your Committee is reluctant to recommend the installation of a crosswalk to serve Suncrest Park because of the proximity of the school crosswalk. In addition, the presence of the shoulder-mounted signs which would be provided in conjunction with the painted lines on the road would only clutter the street and possibly lead to motorists not observing the directions on the signs.

We would therefore recommend that the request not be entertained for the reasons given.

Respectfully submitted,

J. D. Drummond,
Chairman,
TRAFFIC SAFETY COMMITTEE.