

THE CORPORATION OF THE DISTRICT OF BURNABY

September 30, 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) Peripheral Streets of the Moscrop Junior Secondary School

Late last year, your Committee submitted a report on a request for assistance in regard to the traffic situation on those streets mentioned in caption.

The action taken by Council then was to initiate the construction of concrete curb sidewalks on Moscrop Street.

This was subsequently done but, unfortunately, the abutting property owners defeated the planned project.

Your Committee consequently reviewed the situation and reached the conclusion that the School Board should provide an access to the Moscrop Junior Secondary School from the corner of Willingdon Avenue and Moscrop Street. This would obviate the need for children to walk along the shoulders of Moscrop Street to the existing entrance at Barker Avenue. Also, the children would be encouraged to stay within the boundaries of the unmarked crosswalk at the intersection of Willingdon Avenue and Moscrop Street. We would point out that the Motor Vehicle Act defines "crosswalk" as being, in part, that portion of a highway at an intersection which is included within the connection of the lateral lines of the edges of the roadway.

We would recommend that the suggestion made above concerning the School Board providing access to the Moscrop Junior Secondary School be endorsed and conveyed to the Board for consideration.

(2) Watling Street and Gray Avenue plus other intersections in the same area

Requests were received for stop signs at Watling Street and Gray Avenue plus other traffic control devices at other intersections in the same area.

Investigation disclosed that the intersection of Watling Street and Gray Avenue has corners which have moderate view obstructions, all of which are contained within the property lines of adjacent private properties.

Since 1957, there have been 15 reported accidents at the intersection, an average of 1.7 per year. This rate is comparable with many other intersections in the municipality.

Periodic checks of driver habits at the subject intersection and others like it have revealed a complete lack of caution by motorists.

Your Committee feels that, to instal stop signs at Watling Street and Gray Avenue and/or similar traffic control devices at this and other intersections at which analogous conditions exist will only compound this inattentiveness and lack of alertness by motorists.

In view of this, we would recommend against any signing of the intersection or others in the area at this time.

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(3) Hastings Street and Macdonald Avenue

A request was received for a painted crosswalk on Hastings Street at Macdonald Avenue.

An investigation to determine the need for such a facility indicated that most pedestrians, once having indicated a desire to cross Hastings Street at Macdonald Avenue, were given the right of way by motorists.

It is the policy of the Corporation to not paint crosswalks unless pedestrian volumes and/or the hazards encountered in crossing the street are exceptionally high.

Since the warrants for a painted crosswalk are not met at Hastings Street and Macdonald Avenue, we would recommend that the request be not entertained.

(4) Rumble Street between Sussex Avenue and Gray Avenue

We received a request for some sort of sign on Rumble Street between Sussex Avenue and Gray Avenue to warn motorists that there is a school nearby.

Investigation revealed the need for treatment so we would recommend that the standard school advance warning signs (P1) be installed on the North side of Rumble Street slightly East of Frederick Avenue and on the South side of Rumble Street West of Sussex Avenue.

(5) Bus Stops on bus routes serving Simon Fraser University

The B.C. Hydro and Power Authority wrote requesting approval of a number of proposed new bus stops and relocation of existing ones on the routes referred to in caption.

Investigation revealed that all of the proposed locations are suitable for bus stops so we would recommend that they be approved.

The following are the details of the bus stop proposals:

A. From the Edmonds Loop

1. Edmonds-bound stops:

- (a) Curtis Street farside Duthie Avenue
- (b) Sperling Avenue farside Lougheed Highway
- (c) Kensington Avenue farside Sprott Street

2. University-bound stops:

- (a) Kensington Avenue farside Sprott Street
- (b) Sperling Avenue farside Greenwood Street
- (c) Sperling Avenue nearside Curtis Street
- (d) Curtis Street farside Duthie Avenue

B. From the Kootenay Loop

1. Kootenay-bound stops:

- (a) Duthie Avenue farside Curtis Street
- (b) Duthie Avenue farside Union Street
- (c) Duthie Avenue farside Hastings Street
- (d) Ridge Drive farside Barnet Highway
- (e) Inlet Drive farside Pandora Street
- (f) Hastings Street farside Cliff Avenue
- (g) Hastings Street farside Duncan Avenue

with the last three being classed as bus zones.

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2. University-bound stop:

(a) Duthie Avenue nearside Union Street

We should point out that these new bus stops have already been provided and that therefore Council should be ratifying the action taken in this regard.

(5) Inlet Drive and Pandora Street

A request was received for an investigation to determine the need for measures which will serve to better identify the presence of a playground on Inlet Drive at Pandora Street.

This was done and the following was observed:

- (a) The playground is fenced along the length of Inlet Drive, which prevents children from darting out into the street.
- (b) There is a concrete sidewalk on the Drive alongside the park where children can wait in safety until the street is clear to cross.
- (c) Standard playground warning signs are in place on both sides of Inlet Drive in advance of the Park.
- (d) The Park itself is quite apparent to anyone travelling in either direction.

We therefore concluded that no additional signing is required because of the situation set out above.

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

(7) Pedestrians facing oncoming traffic

Council referred to your Committee a recommendation of a Coroner's Jury that main streets not now provided with sidewalks be posted with signs reminding pedestrians to walk facing oncoming traffic and/or the shoulders of such streets marked with a suitable painted line indicating the edge of the street.

Council also asked us to take under advisement the matter of meeting with the School Board and principals of schools in Burnaby for the purpose of asking them to remind school children to face oncoming traffic when walking along the edge of roads.

Your Committee was informed that the point involving the School Board and the principals of schools was considered by the Board when appropriate action was taken to have the principals concerned have the children attending their schools walk facing oncoming traffic when travelling along streets.

With respect to the point concerning the erection of signs, it is our view that the cost of doing this would be prohibitive and, if the municipality was to do only a few streets, it would likely precipitate requests for similar treatment elsewhere.

We would therefore recommend that no action be taken on the proposal advanced by the Coroner's Jury.

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(8) Sumner Avenue and Dominion Street

As a result of investigating a request for a parking prohibition on Sumner Avenue at Dominion Street, we would recommend that the curb on the East side of Sumner Avenue from Dominion Street 20 feet South be painted yellow.

(9) North side of Wedgewood Street between First Street and Second Street

As a result of an investigation of a request to consider the institution of a parking prohibition on the captioned portion of Wedgewood Street, we would recommend that a "No Parking Anytime" prohibition be instituted at this location.

(10) Bailey Bridge on Cariboo Road over Brunette River

The Municipal Engineer advised your Committee that he had instituted a 5 m.p.h. speed limit at the location mentioned above as a means of prolonging the life of the Bailey bridge.

In this latter regard, he pointed out that this bridge is to be replaced by a new facility within a year and therefore it was imprudent to consider any extensive improvements at this time.

We would recommend that the action taken by the Engineer be ratified.

(11) 3700 Block Clydesdale Street

A suggestion was made that parking be prohibited on the South side of the captioned block of Clydesdale Street between 4:00 p.m. and 6:00 p.m.

Investigation disclosed the need for such a prohibition, with the result we would recommend that:

- (a) A "No Stopping" prohibition between 7 a.m. and 9 a.m. and between 4 p.m. and 6 p.m. be instituted on the North side of Clydesdale Street from Boundary Road to the West side of the Freeway overpass.
- (b) An identical prohibition be instituted on the South side of Clydesdale Street from Boundary Road to a point 56 feet West of the West property line of Esmond Avenue.
- (c) A "No Stopping Anytime" prohibition be instituted on the South side of Clydesdale Street from a point 56 feet West of the West property line of Esmond Avenue to the entrance of the access ramp to the Freeway.

(12) Beresford Street and Kenneth Avenue

A request was received for some type of traffic control arrangement that would permit large trucks to enter Kenneth Avenue from Beresford Street with relative ease for the purpose of loading and unloading.

Investigation disclosed the need for treatment so we would recommend that a "No Parking Anytime" prohibition be instituted on the North side of Beresford Street from a point 60 feet West of the West property line of Kenneth Avenue Easterly a distance of 180 feet.

The Municipal Engineer indicated that he had already implemented this prohibition so we would recommend that Council ratify his action.

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(13) Bus Stop - Marine Drive at Byrne Road

As a result of examining a request from the B.C. Hydro and Power Authority to relocate the Westbound bus stop on Marine Drive nearside Byrne Road to a farside position, we would recommend that this be done.

(14) Bus Stop in front of 6084 South-East Marine Drive

A request was received for the relocation of the above mentioned bus stop to a position approximately 200 feet West.

Investigation disclosed that, at the present time, the bus stop in question does not interfere with access to 6084 South-East Marine Drive.

The owner of that property indicated that he proposed to construct a driveway from his house to that part of Marine Drive occupied by the bus stop and therefore wanted it moved for that reason.

Your Committee feels that a driveway installed in this location would not be practical due to the difference in elevation between Marine Drive and the carport of the property owner.

If the owner should submit plans of his proposal and obtain the requisite building permit, your Committee would review his request for relocation of the subject bus stop.

In the meantime, we would recommend that the stop remain in its present position.

(15) Pandora Street between Cliff Avenue and Inlet Drive

Due to traffic congestion on the above portion of Pandora Street, we would recommend that a "No Parking Anytime" prohibition be instituted along both sides of this part of Pandora Street until such time as the roadway is widened enough to safely accommodate both parking and moving traffic.

(16) Hastings Street and Springer Avenue

An investigation of a request for a marked crosswalk on Hastings Street at Springer Avenue revealed that relatively few pedestrians were observed attempting to cross and, though some of them did experience difficulty, there appeared to be no undue delay.

We would therefore recommend against the installation of a marked crosswalk on Hastings Street at Springer Avenue at this time.

We would point out that there is in existence a pedestrian crosswalk on Hastings Street at Delta Avenue (which is one block West of the subject location) and this could be used by those wishing to cross the street.

Respectfully submitted,

J. D. Drummond,  
Chairman,  
TRAFFIC SAFETY COMMITTEE

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