

ITEM	7
MANAGER'S REPORT NO.	51
COUNCIL MEETING	1970 07 30

Re: LETTER FROM MRS. C. SHERDAHL
SUITE 129 - 6083 IMPERIAL STREET, BURNABY, B.C.
REQUEST FOR A TRAFFIC SIGNAL AT KINGSWAY AND WALTHAM AVENUE

Appearing on the agenda for the 1979 July 30 meeting of Council is a request from Mrs. C. Sherdahl for a traffic signal at Kingsway and Waltham Avenue. Following is a report from the Municipal Engineer on this matter.

RECOMMENDATION:

1. THAT the recommendations of the Municipal Engineer be adopted.

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TO: MUNICIPAL MANAGER 79 07 20
FROM: MUNICIPAL ENGINEER
SUBJECT: KINGSWAY AND WALTHAM AVENUE
REQUEST FOR A TRAFFIC SIGNAL

RECOMMENDATIONS:

1. THAT the request for a pedestrian signal at Kingsway and Waltham Avenue be denied.
2. THAT Mrs. C. Sherdahl and Rosemary Brown, M.L.A. for Burnaby Edmonds, be sent a copy of this report.

REPORT

Reference the submission from Mrs. C. Sherdahl of suite 129 - 6083 Imperial Street, dated 79 07 06.

In response to this latest submission we can only reiterate the comments of our previous report, copy attached, which indicated a rating of only 3% of the necessary warrant to consider the installation of the requested signal.

The argument that the lack of a fatal accident in this situation is more a matter of luck than of good management would hardly be a valid argument when one looks at the accident history of signalized intersections. In 1978 we recorded 59 pedestrian accidents at intersections, of these 21 were at signalized intersections.

In regard to the crosswalk changes at the intersection of Kingsway and Imperial we would advise that the proposed layout has been forwarded to the senior Traffic Engineer at the Ministry of Highways in Victoria for approval. Once approved it will then be the responsibility of the Ministry of Highways staff to implement the changes.

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In summary we are unable to endorse the installation of a traffic signal at any intersection which produces such a low rating on the accepted warrant scale.

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E.E. Olson
MUNICIPAL ENGINEER

HB/ch

c.c. () Traffic Supervisor

3. REQUEST FOR THE INSTALLATION OF A PEDESTRIAN
CROSSWALK ON KINGSWAY AT WALTHAM AVENUE

Recommendation:

Your Committee would recommend:

- "(1) That the request for a *marked* pedestrian crosswalk across Kingsway at Waltham Avenue be denied.
- (2) That consideration of a pedestrian signal at Kingsway and Waltham Avenue be refused due to the lack of the required warrants.
- (3) That Mrs. Chrissie Sherdahl, Suite #129 - 6083 Imperial Street, Burnaby be sent a copy of this report on behalf of the petitioners."

Council on 1979 February 26, received a letter and petition from Mrs. Sherdahl requesting the installation of a pedestrian crosswalk on Kingsway at Waltham Avenue.

Council at that time referred this matter to the Traffic Safety Committee for investigation and subsequent report to Council.

This matter was referred to the Municipal Engineer who reported as follows:

"The subject of installing pedestrian crossing facilities across Kingsway at Waltham Avenue has been before us a number of times since the Doug Drummond Manor first opened. In each case we have investigated the warrants for such controls and in each case we have found the necessary warrants lacking.

As the Committee is aware, the painting of a marked crosswalk across an arterial road is no guarantee of safety and in fact is producer of pedestrian accidents. The only time we would consider the painting of a crosswalk is if the intersection was signalized.

As many of the previous requests specifically requested a push button signal we had observations made to see if the crossing met these warrants. The results of our survey indicated that the required warrant was only 3% filled. The main reasons for the extremely low rating was the closeness of adjacent traffic signals, low accident history (eleven accidents since January 1976) none of which involved a pedestrian plus low pedestrian volumes which during a 1977 count totalled approximately 33 in an eleven hour period 07:30 to 18:30 hours.

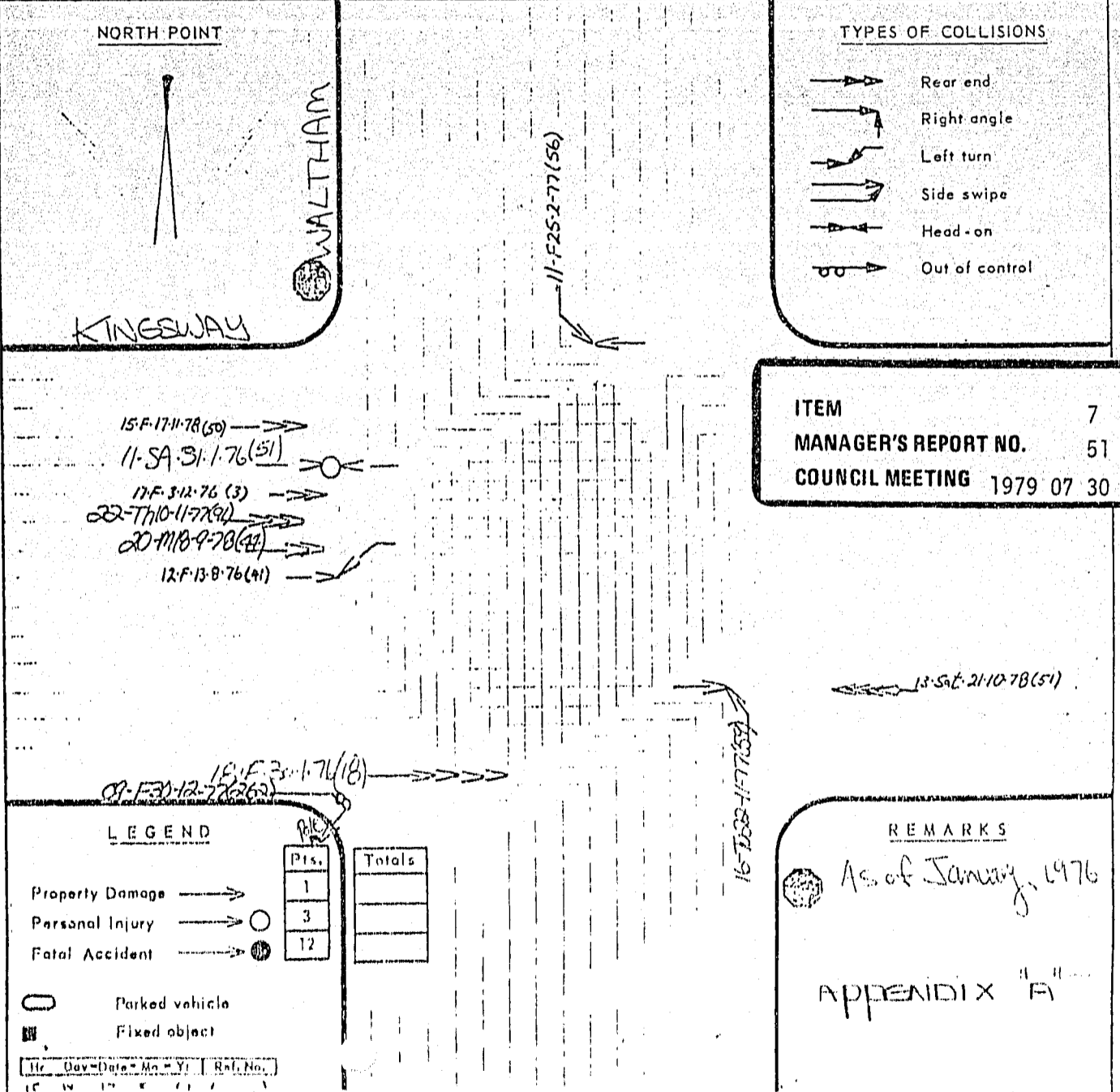
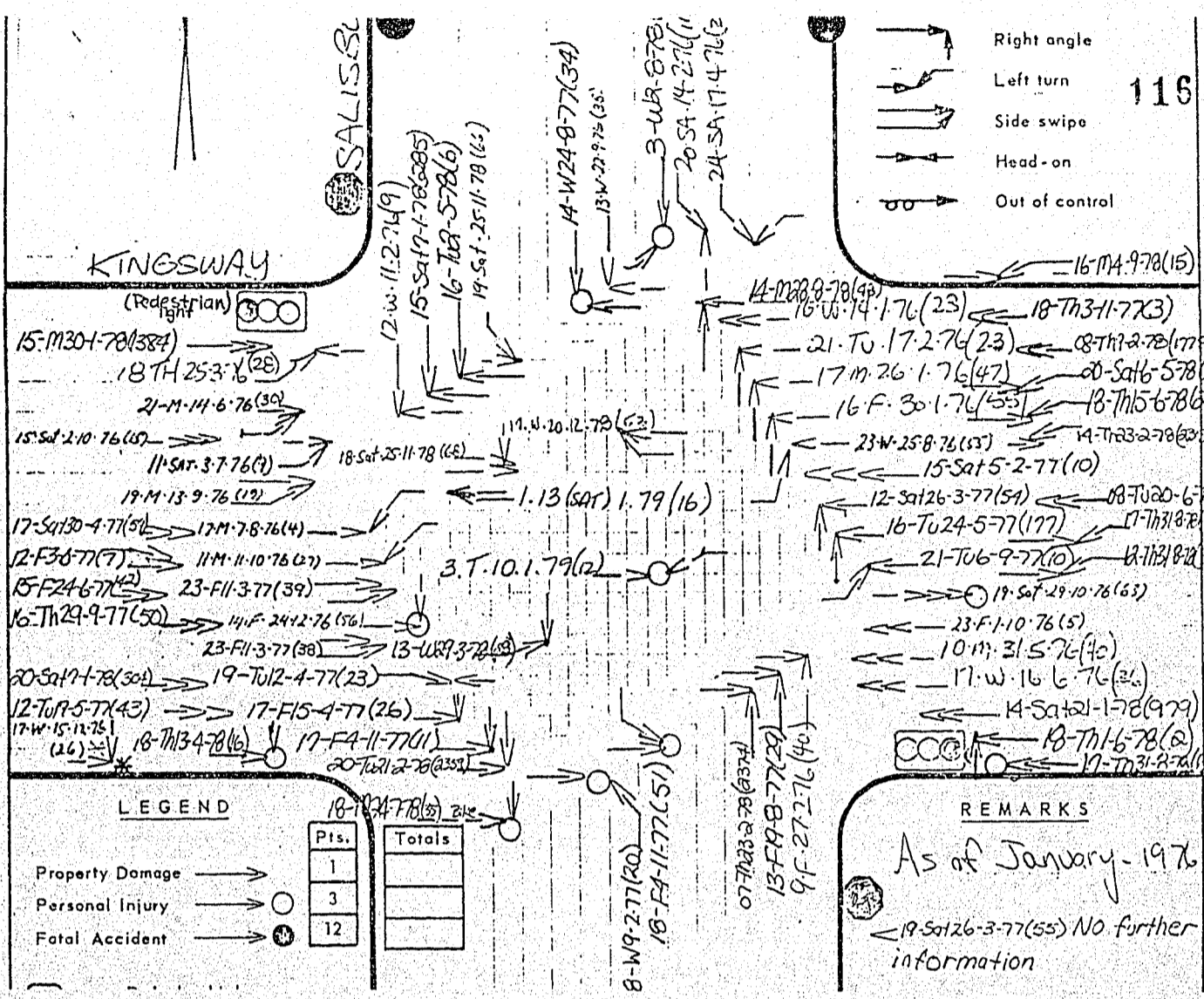
As a basis for comparison purposes, copies of the accident histories of the non-signalized intersection at Kingsway and Waltham and the pedestrian actuated signal controlled intersection at Kingsway and Salisbury form part of this report and are attached as Appendix "A".

In a meeting with representatives of the Doug Drummond Manor, we were advised that one of their main concerns when directed to use the signal at Imperial and Kingsway was the hazard from eastbound Imperial traffic turning right onto Kingsway at fairly good speeds. This concern is probably quite justified as a pedestrian walking across Kingsway must do so in the east crosswalk, (the westerly one being closed to pedestrian traffic because of its length) which puts him in conflict with the eastbound right turning Imperial traffic. This traffic receives the green light at the same time the pedestrian is given the walk indication and as most pedestrian crossings are from south to north, these vehicles approach from behind the pedestrian. There was an indication that if there was a crosswalk on the west side of the intersection their main fears would be resolved.

As a result of this meeting we met with the Ministry of Highways people at the intersection and they stated they would be prepared to mark a crosswalk across the west leg of Kingsway with pedestrian indications. This crosswalk would be placed at right angles to Kingsway thus shortening its length. Traffic right turning off westbound Imperial to Kingsway would have good sight distance to the northbound pedestrian and visa versa. Southbound pedestrians could continue to use the east crosswalk.

The above revisions to the pedestrian crossings of Kingsway will be discussed with the residents of the Doug Drummond Manor.

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REMARKS
As of January, 1976
APPENDIX "A"