

THE CORPORATION OF THE DISTRICT OF BURNABY

FILE: 20-2

TRAFFIC SAFETY COMMITTEE

HIS WORSHIP, THE MAYOR
AND MEMBERS OF COUNCIL

Madam/Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

1. Request for a marked crosswalk on Imperial Street at Sussex Avenue

Recommendations:

- a) That the request for a marked crosswalk on Imperial Street at Sussex Avenue be denied.
- b) That the request for bus shelters on Bennett Street between Marlborough and Nelson Avenues and on Imperial Street at Patterson Avenue be retained on file with the Municipal Engineer for consideration with future bus shelter programs.
- c) That Mrs. G. E. Young, Suite #303 - 6759 Willingdon Avenue, Burnaby, B. C. V5H 3Y9 be sent a copy of this report complete with its attachments.

R E P O R T

A letter dated 1980 April 24, was received from Mrs. G.E. Young, #303 - 6759 Willingdon Avenue, Burnaby, B. C. requesting the placement of a marked crosswalk on Imperial Street at Sussex Avenue and the placement of bus shelters on Bennett Street between Marlborough and Nelson Avenues and on Imperial Street at Patterson Avenue.

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

"The captioned request is one which has been dealt with previously by the Traffic Safety Committee, most recently at the 80 01 15 meeting. To update this report there were 3 accidents recorded in December of 1979, one involving a pedestrian crossing Imperial Street. The latter accident occurred on a dark rainy evening and the driver of the vehicle was charged with failing to yield to a pedestrian. In March of this year there were two right-angle collisions at the subject intersection, neither involved a pedestrian.

As the Committee is aware from numerous previous reports dealing with requests for marked crosswalks we are of the opinion, supported by accident statistics, that marked crosswalks are not a safety feature, in fact they present an additional hazard.

Attached as Appendix "A" to this report is a copy of a graph prepared by the Traffic Section which shows schematically the relative frequencies of pedestrian/cyclist accidents at mid-block, intersection, marked and/or signalized locations within Burnaby. While there are only 69 signalized locations currently within Burnaby, including boundary roads and

- AGENDA 1980 06 23
- COPY-MANAGER
- ENGINEER
- DIRECTOR-FIRE SERVICES

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Provincial highways, these intersections account for almost 20% of the pedestrian/cyclist accidents. Similarly, marked crosswalks account for approximately 30% of the pedestrian/cyclist accidents whereas a very small percentage of locations within Burnaby have marked crosswalks. These above statistics substantiate the aforementioned statements and opinions that marked crosswalks are unduly hazardous.

The policy regarding the installation of marked crosswalks is that we will approve of them if they are in conjunction with a school patrol or a traffic signal. The school crosswalk in the vicinity of Imperial and Sussex is located at Gray Avenue and Imperial Street. There is currently a request for traffic signalization of the subject location which, if approved, would incorporate a marked crosswalk but until such time we would oppose the installation of a marked crosswalk by itself.

The other request contained in Mrs. Young's letter was for bus shelters on Bennett Street between Nelson and Marlborough Avenues and on Imperial at Patterson. The latter location is within a residential area and therefore would require a non-commercial bus shelter. The non-commercial shelter program has not yet commenced but the first twenty priority locations have already been established and this location is not among them. Nonetheless we will keep a record of this location and the Bennett Street one for future bus shelter programs, either commercial or non-commercial as required."

2. Halifax Street - Augusta to Phillips Avenues - Speed Limits

Recommendations:

- a) That the existing 30 km/h speed limit on Halifax Street between Augusta and Phillips Avenues be cancelled and the street restored to the normal 50 km/h speed limit.

R E P O R T

The Municipal Engineer prepared a report on this matter which reads as follows:

"The captioned section of Halifax Street, which is approximately 175 metres in length, is presently posted for a speed limit of 30 km/h. The remaining streets in the area have a legal speed limit of 50 km/h. The 30 km/h limit on Halifax was imposed because of the substandard width of the pavement surface. This section of Halifax has, however, just been upgraded to an 11 metre standard and the 30 km/h limit we feel is no longer required."

3. Buckingham Heights Area

Recommendation:

- a) That the existing barrier at Sperling Avenue and Canada Way be removed and that portion of Sperling Avenue immediately south of Rugby Street be narrowed and designated as one way northbound

except for emergency vehicles as shown on Appendix "B" attached hereto.

R E P O R T

The Traffic Safety Committee on 1980 February 19, tabled a report from the Municipal Engineer which re-evaluated ingress and egress during inclement weather and emergency access for the Buckingham Heights area pending a complete review by Committee members and area residents of the report.

This matter was subsequently brought forward for consideration at the 1980 June 17 Traffic Safety Committee meeting.

The Municipal Engineer's report on this matter reads as follows:

"The Traffic Safety Committee at its meeting of 1979 November 22 requested that we investigate and report on the following:

1. Reevaluate emergency access to the Buckingham Heights Area, i.e. alternate proposal to the emergency gate presently in place on Sperling Avenue at Canada Way.
2. Reevaluate ingress and egress to the Buckingham Heights Area during inclement weather.

1. EMERGENCY ACCESS

As the Committee is aware, at the present time Sperling Avenue just south of Canada Way is closed to all vehicular traffic by means of a locked steel gate. The Fire Department has access to the key for the lock and can in an emergency open the gate. Other emergency services such as the Ambulance and the Police do not have keys and must enter the area via Burris Street and Buckingham Avenue. The lack of keys for these latter two services plus the time required to open the gate even with the key has been a major concern to the area residents. Our efforts were therefore directed to providing emergency access with a minimum of delay to all emergency vehicles.

We looked at a number of methods that would have the gates open electronically. There were basically two ways this could be done:

- a) Have all emergency vehicles that could possibly require access to be equipped with a transmitter.

This was rejected because of the number of vehicles involved. The ambulance service alone has approximately 45 vehicles in the Greater Vancouver Area, any one of which could be dispatched to this area.

- b) Have a control panel set up in Fire Hall #1.

While this would be satisfactory for the Fire Department it was felt to be too hit and miss for the other two services who would be required to contact the Fire Hall in advance to have the gate opened.

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At the conclusion of our deliberations on Request #1 we were of the opinion that the concerns related to emergency vehicles could best be resolved if these vehicles did not have to be involved in opening any form of barrier but had an unobstructed entrance to the area.

2. SECONDARY ACCESS

The problems of ingress and egress during periods of inclement weather are related to the grade on the Buckingham approach to Burris Street. Prior to the barricading of the area many of the local residents advise that they would use Sperling Avenue as their secondary access. This was borne out when, during our recent snows, we opened the Sperling Avenue gate for the benefit of the area residents who preferred this location over the other barricaded streets.

From discussions with many of the area residents it appeared that the problem was not one of getting into the area as much as it was one of leaving the area because of the uphill grade to Burris Street. With this in mind and recalling that the major concern of the area residents was one of commuter traffic travelling from Canada Way south and east bound on the Sperling/Buckingham route we are proposing that Sperling Avenue immediately south of Rugby Street be narrowed and designated one-way for northbound movements only. This proposal is shown on Appendix "B" attached to this report.

This proposal in our opinion answers fully the concern of Item #1 in that emergency vehicles have an unobstructed entrance to the area (it would be signed for emergency vehicles only south-bound). It would answer the major concern of the local residents in that it would permit a second exit from the area and at the same time preserve the integrity of Council's decision to stop the previously mentioned south and east bound commuter use of the Sperling/Buckingham route. While it will allow traffic to cut through the area in an east/west direction this has never been expressed by the residents as a problem and in our opinion is not expected to become one because of the difficulty of making left turns at Canada Way."

4. Intersection of Lougheed Highway at Phillips Avenue

Recommendations:

- a) That the alignment of the intersection of Phillips Avenue and the Lougheed Highway remain in its present state.
- b) That the Municipal Engineer contact the Ministry of Transportation and Highways in order to expedite the traffic management review of the Lougheed Highway and request during this review, that consideration be given to installing left turn slots for west bound Lougheed Highway traffic at Phillips Avenue.

R E P O R T

The Municipal Engineer prepared a report on this matter which reads as follows:

"For some time now both the Ministry of Transportation and Highways and ourselves have been concerned over the number of accidents that are occurring within the captioned intersection. In addition to our concerns we have also had citizen requests to do something about the accidents.

From the attached accident file (Appendix "C" attached to this report) it can be seen that the majority of accidents are related to left turn movements. The rear enders westbound for example are occurring when a left turner stops to wait for a gap in the eastbound Lougheed traffic. The accident history for this intersection covers the period from 1976 January to 1980 April 01. As noted, there is no peaking of accidents as they appear to occur at a fairly uniform rate during the whole of the traffic day, i.e. 07:00 - 20:00 h. The high rate of rear end accidents in the westbound Lougheed traffic flow can only be generated by vehicles stopping and waiting for a gap in the eastbound flow to complete a left turn. The majority of this traffic has already passed the intersection of Brighton Avenue and the Lougheed where they could have made a left turn at a traffic signal and in the protection of a raised left turn median. They could then travel via Government Road or Winston Street depending on their destination. During a six hour observation of turning movements taken during January of 1977 a total 71 vehicles westbound on the Lougheed made a left turn. During the same six hours 134 vehicles northbound on Phillips Avenue made a left turn. As there has been no significant increase in development in the area we feel that these counts are still fairly representative of today's movement. The northbound Phillips Avenue left turners like the westbound Lougheed left turners have an alternate and safer route via Bainbridge or Sperling Avenues and a traffic signal.

We have discussed this intersection and its problems with the Ministry of Transportation and Highways and we both agree that the best solution would be to extend the raised centre median across the intersection thus restricting Phillips Avenue to right turns in and right turns out. Such action would most certainly be in accord with the Council adopted 'A Comprehensive Transportation Plan for Burnaby' wherein staff have been directed to investigate ways and means of discouraging commuter traffic from residential areas by improving the operational function of the provincial arterials. Many of the vehicles now using Phillips Avenue have origins and destinations in the industrial area of Winston Street and have been the source of many complaints over the years because of high volumes, purported speeds and truck traffic.

While the centre median is the ultimate solution, the Ministry of Transportation and Highways advise that they do not have funds in their 1980 budget for such works. They have, however, suggested a restriction of left turns in and out of the south leg of Phillips by the placement of a raised island on Phillips Avenue.

Staff Recommendations to the Traffic Safety Committee:

- a) That the Ministry of Transportation and Highways be requested

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to consider the future extension of a raised median in the centre of the Lougheed Highway with openings for cross traffic and left turns being limited to signalized intersections or to intersections presently operating with raised channelization.

- b) That as an interim measure, a raised island be constructed in the south leg of Phillips Avenue restricting traffic to right turns in and out only."

Respectfully submitted,

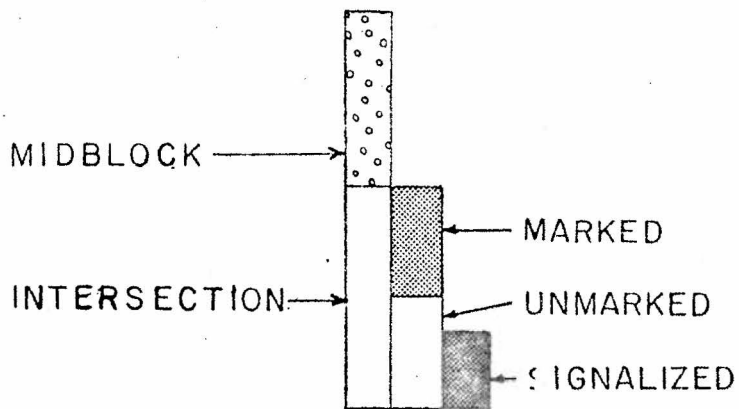
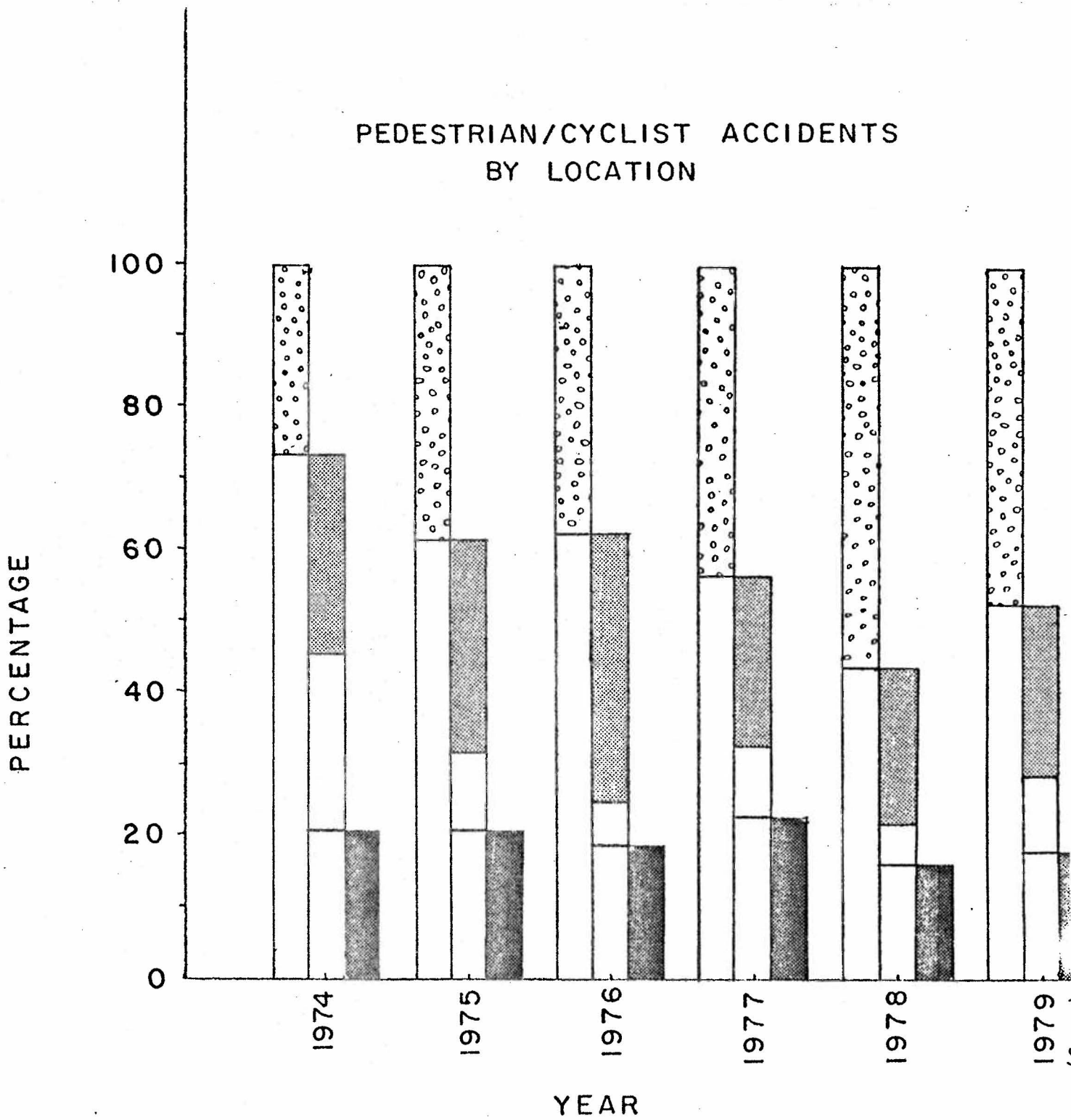
Alderman G.D. Ast,
Chairman

Alderman W.A. Lewarne,
Member

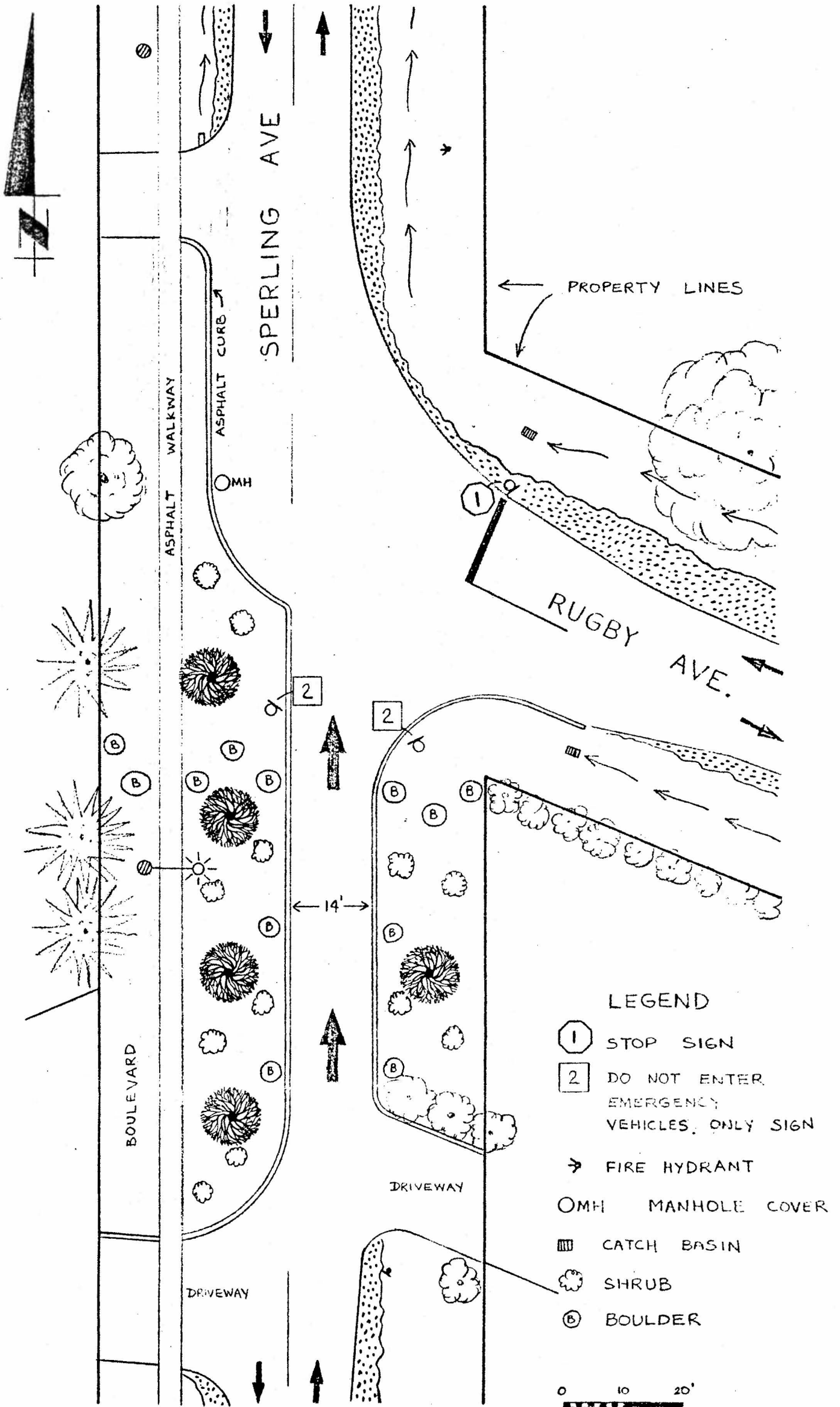
Alderman V.V. Stusiak,
Member

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PEDESTRIAN/CYCLIST ACCIDENTS BY LOCATION



APPENDIX "A"

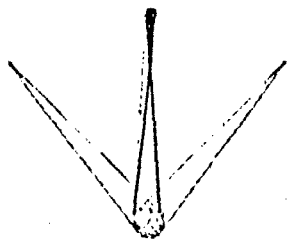


79-12-12

0 10 20'
SCALE 1" = 20'

APPENDIX "B"

NORTH POINT

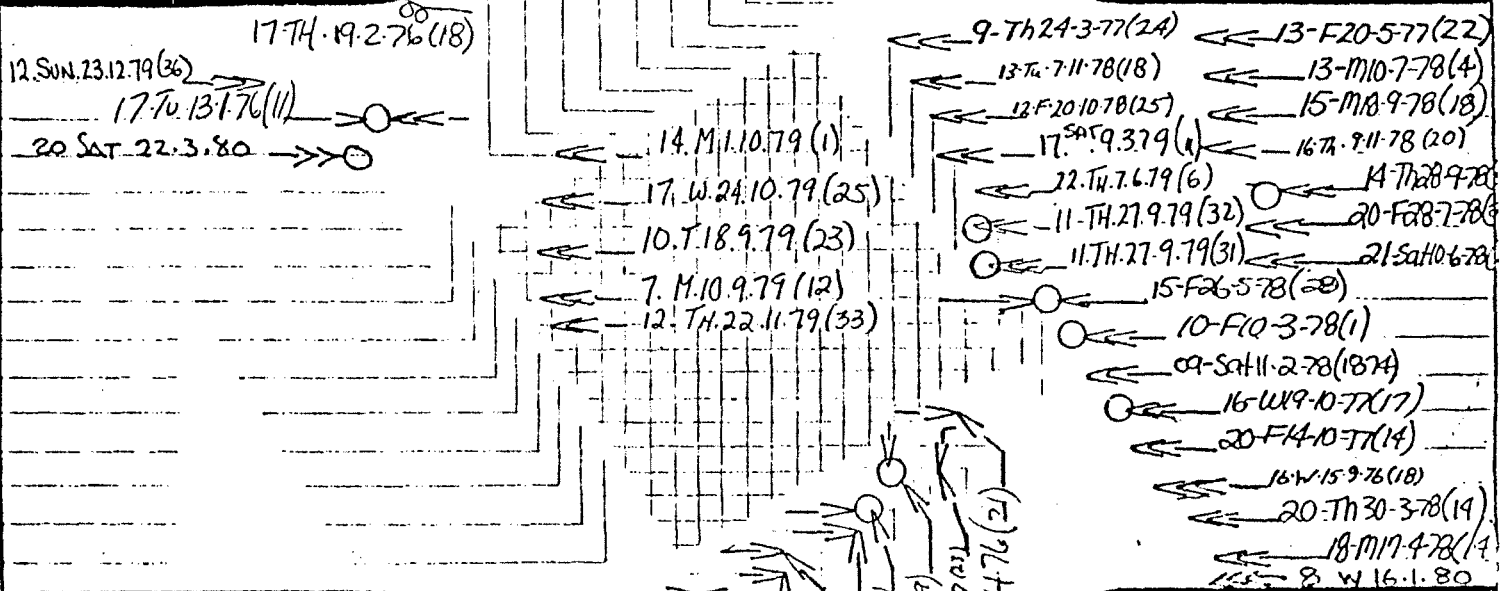


PHILLIPS

TYPES OF COLLISIONS

- Rear end
- Right angle
- Left turn
- Side swipe
- Head-on
- Out of control

LOUGHEED



LEGEND

- Property Damage
- Personal Injury
- Fatal Accident

Pts.
1
3
12

Totals

- Parked vehicle
- Fixed object

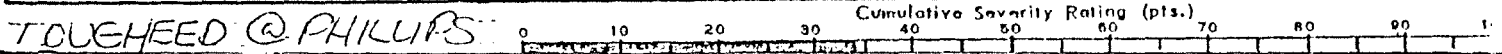
Hr Day-Date-Mo-Yr Ref. No.
15 W-17-5-61 ()

Form No. 3549-A

REMARKS

Start Jan. 1976

* 4-F22.9-78(29) inj. unclear



TIME	AM												P.M								TOTAL	%				
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			21	22	23	24
REAR ENDER							1	1	2	3	2	2	3	3	1	4	2	1		4	1	1			31	72
RIGHT ANGLE							1						1	1	1	1		1							6	14
HEAD ON														1	2	1	1								5	12
OUT OF CONTROL																		1							1	2
																								43	100	

APPENDIX "C"

