REPORT
REGULAR COUNCIL MEETING
1980 FEBRUARY 25

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC SAFETY COMMITTEE

HIS WORSHIP, THE MAYOR
AND MEMBERS OF COUNCIL

Madam/Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

1. Request for Pedestrian Signal at the Intersection of Kingsway and Wilson Avenue

Recommendation:

a) "THAT Mr. Robinson, M.P. - Burnaby, 6344 Kingsway, Burnaby, B.C. V5E 1C7 be sent a copy of the Municipal Engineer's report complete with appendix 'A'."

R E P O R T

A letter dated 1980 January 23, was received from Mr. S. Robinson requesting the installation of a pedestrian signal at the intersection of Wilson Avenue and Kingsway.

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

> "The captioned request, contained in a letter from Burnaby M.P. Svend Robinson, has been investigated previously in response to other requests. Our investigation in 1977 counted only 141 pedestrians crossing Kingsway during the eleven hours, 07:30 to 18:30 h, when pedestrian activity is usually greatest. Twenty of these pedestrians crossed during the peak hour 16:00 to 17:00 h. The vehicle volumes on Kingsway for the total period were approximately 21,500 with 2,600 during the peak pedestrian hour.
>
> The above statistics produced only a 21% warrant for a pedestrian signal at this location. The Ministry of Highways, who are responsible for Kingsway signalization, stated this figure in their reply to us in 1978. While the Ministry stated that no warrant was met they did indicate that a signal at this particular location would '... fit into the existing progression band...'. In view of this latter comment, and the continued requests, we have recently written a letter to the Director of Traffic Engineering of the Ministry of Highways regarding the possibility of installing a signal at Kingsway and Wilson. A copy of this letter is attached to this report as Appendix 'A'.
>
> A marked crosswalk, as mentioned in Mr. Robinson's letter, has not been dealt with as the Committee is aware of the policies pertaining to marked crosswalks and their hazards from previous reports."

2. Access from Burnlake Subdivision to Seaforth School

Recommendations:

a) "THAT the four schemes as suggested by Mrs. McGregor at the 1979 November 22 Traffic Safety Committee Meeting not be considered at this time for the following reasons:

i) Scheme 1, 2 and 4 are opposed by the affected property owners.

ii) Scheme 3 is not only very expensive but requires the enclosure of a water course.

iii) The future subdivision pattern of the area will connect the two ends of Burnlake Drive thus resolving the present concerns of the residents.

b) THAT Mrs. McGregor, 8033 Winston Street, Burnaby, B. C. V5A 2G7 be sent a copy of this report."

R E P O R T

At the 1979 November 22 Traffic Safety Committee Meeting, Mrs. McGregor submitted 3 proposals for a walkway connecting the eastern and western sections of the Burnlake Subdivision.

These proposals were referred to the Municipal Engineer who reported as follows:

"As each of these proposals involved crossing private property with the walkway we contacted each of the property owners involved, as well as a fourth alternative considered by this Department.

Proposal #1 involved a straight path connecting Cloverlake Court with the lane corner south of Burnlake Drive and crossed over properties at 8033 Winston Street, Mrs. McGregor's residence, 8043 Winston, 8032 Government and at 3890 and 3896 Winlake Crescent. The latter two property owners were both opposed to this scheme. The owners of the properties at 8024 and 8034 Burnlake, as well as the owner of 3890 Winlake, were opposed to Proposal #2 which crossed the existing 15' sewer easement located on the two Burnlake properties.

The fourth proposal considered by this Department, a pathway between the properties at 3895 and 3896 Winlake was also opposed by the owners of these two properties. The third proposal suggested by Mrs. McGregor is the only scheme which did not meet with complete opposition as it affects only two property owners, Mrs. McGregor at 8033 Winston and Mr. Guloien who owns both 8043 Winston and 8032 Government.

In a meeting between Mr. Guloien and a member of this Department, Mr. Guloien indicated that he was not opposed to a scheme such as Proposal #3 as long as consideration is given to his concerns. These concerns included that the walkway be constructed atop the existing open ditch paralleling the west property line of 8032 Government and that he be compensated for loss of useable area. Mr. Guloien considers that suitable compensation would be provided if the Municipality would enclose, in addition to that required for the walkway, the portion of the open ditch which currently parallels

the south and east boundaries of his riding 'corral'.

The cost of constructing a walkway, as shown in Sketch #4, and enclosing that portion of the watercourse under the walkway is estimated at $24,000. The estimated cost of the additional enclosure of the watercourse to meet the condition set by Mr. Guloien is $21,000 for a total project cost of $45,000. Enclosure of existing open watercourses is currently against the adopted policy of Council and therefore this proposed walkway would require relaxation of this policy.

3. Request for sidewalks on Jensen Place and Piper Avenue

Recommendations:

a) "THAT no further action be taken on Mrs. Clark's request.

b) THAT Mrs. Clark, 7086 Fielding Court, Burnaby, B. C. V5A 1Y5 be sent a copy of this report."

R E P O R T

A letter dated 1980 January 25, was received from Mrs. Clark requesting the installation of sidewalks on Jensen Place and Piper Avenue.

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

"Jensen Place is a cul-de-sac which is built to an 8.5 metre standard with curb and gutter only alongside the pavement. This standard is frequently used on residential cul-de-sacs; for example, Kentwood Street, Kenywood Crescent, Winlake Crescent, and Piper Avenue south of Government Street, all within the Seaforth School catchment areas. The reason for not including sidewalks on most residential cul-de-sacs is that they are usually not required due to the low volumes of traffic, both vehicular and pedestrian.

Even with the existence of walkways at either end of Jensen Place which connects Charles Rummel Park, and points west, to Seaforth School there would be no need to consider sidewalks due to the expected low volumes of vehicular traffic. Other than traffic generated by the individual residences along Jensen Place the only other traffic may be destined for the school and using the east cul-de-sac as a pick-up and drop-off point. This eastern walkway should also preclude the necessity for school children to use the intersection of Jensen Place and Government Street as a means of access to the school.

If the residents of Jensen Place wish to have sidewalks installed they may request of the Municipal Engineer that the sidewalks be included within a Local Improvement Project, which involves a cost sharing arrangement between the Municipality and adjacent Seaforth School they may make application for a Local Improvement Project to provide the sidewalk. In the meantime we will have this area gravelled to improve the walking conditions. Our investigation of the latter location found that there exists on Piper Avenue, north of Government Street, an interim standard roadway with wide gravelled shoulders which serve as a walking area. It is our opinion that the

only portion where a sidewalk may be required is a short section, approximately 30 metres, from the sidewalk paralleling Government Street to a point just beyond the chain-link fence on the east boundary of the Seaforth School property. This section may, during adverse weather conditions, become impassable due to mud.

The third item contained in Mrs. Clark's letter refers to the request for a pedestrian walkway connecting the east and west sections of Burnlake Subdivision and is currently the subject of a report appearing on this same agenda."

4. Request for Bus Zones on Kingsway at Sperling and Nelson Avenues

Recommendations:

a) "THAT Council approve the relocation of the bus zone for east bound Kingsway at Burlington Avenue to farside Marlborough Avenue

b) THAT Council approve the establishment of a bus zone for east bound Kingsway at farside Royal Oak Avenue.

c) THAT Mr. N. Davidowicz, 2924 E. 41st Avenue, Vancouver, B. C. V5R 1X5 be sent a copy of this report."

R E P O R T

A letter dated 1979 November 07 was received from Mr. Davidowicz requesting the installation of bus zones on Kingsway at Sperling and Nelson Avenues.

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

"In his letter of 79 11 07 Mr. Davidowicz requests the installation 'proper' bus stops on Kingsway east of Nelson Avenue as they are on Kingsway west of Nelson Avenue. Under the 'Selective Stop Policy' of B.C. Hydro, and adopted by ourselves, the ideal distance between bus stops is approximately 240 metres with the minimum and maximum spacing being approximately 180 and 360 metres respectively. The existing bus stops and their separation are as follows:

Eastbound Kingsway	Westbound Kingsway
Farside McKercher Avenue	Farside Marlborough Avenue
220 metres	275 metres
Nearside Nelson Avenue	Farside Nelson Avenue
410 metres	215 metres
Farside Burlington Avenue	Farside McKercher Avenue
520 metres	

From these spacings the distance between the nearside stop at Nelson and the next stop eastbound at farside Burlington is greater than the maximum. The reason for this is that one of the buses, No. 54 Stride, which uses the Nelson stop makes a right turn at Nelson to proceed southbound. Relocating this stop would not only increase the distance between the farside McKercher stop to greater than the desirable but would also make transfers between the No. 54 bus and others more awkward.

In view of these reasons for maintaining the existing nearside

Nelson stop for eastbound Kingsway we would not recommend the relocation of this stop. The establishment of a stop farside Nelson would be too close to the existing nearside stop. What we would be prepared to recommend though would be the relocation of the farside Burlington Avenue stop to farside Marlborough Avenue and the establishment of a farside Royal Oak Avenue bus stop. The resulting spacing would be as follows:

Eastbound Kingsway

Farside McKercher
220 metres
Nearside Nelson
310 metres
Farside Marlborough
220 metres
Farside Royal Oak
400 metres

These spacings, with one exception, are within the limits as previously stated, of bus stop location policy. In addition to the improved spacing along this section the new locations should also provide better service due to their closer proximity to the pedestrian generating centers of Burnaby 5000 and Royal Oak Avenue.

The aforementioned spacing shows that the westbound Kingsway stops in this vicinity are well within the policy limits for separation and the locations are desirable in terms of proximity to pedestrian generators and traffic signals.

The other bus stop, Kingsway at Mission Avenue, which Mr. Davidowicz requests be relocated conforms to the aforementioned 'Selective Stop Policy' both in spacing and in its 'farside' intersection location. Nonetheless we do feel there is merit in the suggestion that a farside Sperling Avenue stop would be desirable due to its proximity to the existing traffic signal at Sperling Avenue.

While this proposed stop would be classed as farside Sperling, due to the closeness of Mission Avenue it would also be a nearside Mission Avenue stop. Some of the problems associated with nearside stops would be minimized by the proximity of the traffic signal and the relatively low traffic volumes on Mission Avenue. Another factor to consider in the relocation of the existing stop is the policy pertaining to stop locations at 'T' intersections. Under this policy 'T' intersection stops should be kept to a minimum, and where possible eliminated'.

Both intersections of Sperling and Mission with Kingsway are 'T' intersections therefore it is not possible to eliminate a stop under this policy. The remainder of this policy states that at 'T' intersections, bus stops should be established on that side of the street where the cross street enters, except where special conditions warrant otherwise. The special condition in the relocation of the subject stop would be the existence of the traffic signal.

B.C. Hydro Transit Planning Division was consulted on the proposed stop relocations outlined in the preceding discussion and have expressed their concurrence with them.

All of the proposed new stops will require the establishment of a 'No Stopping Anytime - Bus Zone' parking restriction. This would

result in the removal of approximately 3 existing parking stalls at each of the Kingsway-Marlborough and Kingsway-Royal Oak locations. The Kingsway-Sperling location is currently a "No Stopping Anytime" zone.

In summary we are recommending the relocation of two bus stops, eastbound Kingsway farside Burlington and farside Mission to farside Marlborough and farside Sperling respectively, and the establishment of one new stop at farside Royal Oak. These new bus stop relocations result in improved spacing of stops and hopefully, improved safety for transit users".

Staff Recommendations to Traffic Safety Committee

1. THAT the Traffic Safety Committee approve the relocation of the bus zones for eastbound Kingsway at Burlington Avenue and at Mission Avenue to farside Marlborough Avenue and to farside Sperling Avenue respectively.

2. THAT the Traffic Safety Committee approve the establishment of a bos zone for eastbound Kingsway at farside Royal Oak Avenue.

3. THAT Mr. N. Davidowicz be sent a copy of this report."

With respect to recommendation #1, as contained in the Municipal Engineer's report, your Committee wishes to advise that they dealt with the proposed bus stop relocations for eastbound Kingsway at Burlington Avenue to Marlborough Avenue and eastbound Kingsway at Mission Avenue to farside Sperling Avenue as separate items.

Your Committee has recommended the relocation of the bus zone for eastbound Kingsway at Burlington Avenue to farside Marlborough Avenue and tabled a decision with respect to the proposed bus stop relocation for eastbound Kingsway at Mission Avenue to farside Sperling Avenue pending a further review by the Municipal Engineer of this proposal.

Respectfully submitted,

Alderman G.D. Ast,
Chairman

Alderman W.A. Lewarne,
Member

Alderman V.V. Stusiak,
Member

RDS:ef

attach: Appendix 'A'

THE CORPORATION
OF THE DISTRICT OF
BURNABY

4949 Canada Way, Burnaby, B.C. V5G 1M2

Engineering Department

Telephone (604) 294-7460

80 01 30

Ministry of Transportation
and Highways
940 Blanshard Street
Victoria, B.C.
V3W 3E6

Attention: Director of Traffic Engineering,
H.F. Coupe

Dear Sir:

Re: PEDESTRIAN SIGNAL - KINGSWAY AT WILSON AVENUE

In 1977 03 16 we forwarded to you information and data pertaining to requests for several pedestrian operated signals, including one at the captioned location. Your reply of 1978 02 10 stated that there was only a 21% warrant for a signal at this location, and that, if a signal were installed here it would fit into the existing progression.

We are still receiving many requests for signalization from pedestrians in that section of Kingsway between the existing signals at Patterson and Willingdon. These requests are prompted by the fact that south of Kingsway in this area there are several apartment blocks with the commercial service area located on the north side of Kingsway. Under the existing Burnaby Planning Department Community Plan for this area the population densities will be increasing with probably a corresponding increase in pedestrian traffic crossing Kingsway.

There have been 14 reported pedestrian accidents along the section of Kingsway between Patterson and Willingdon in the past three years. These accidents have been fairly evenly distributed between the individual intersections and their midblocks. Nonetheless we feel that a pedestrian operated signal, centrally located at Wilson Avenue, may serve to draw pedestrians from other uncontrolled locations and thereby increase the safety of these pedestrians. Another possible benefit may be a decrease in the delay to vehicle traffic on Kingsway when the pedestrians are concentrated at a controlled location, within a progression, rather than random crossings at several locations.

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APPENDIX "A"

This letter is to request your opinion and comments on the installation of a pedestrian operated traffic signal at the intersection of Kingsway with Wilson Avenue. If, in addition to that data previously supplied you require any data on current pedestrian volumes or vehicle volumes, please contact us at 294-7440. Thank you.

Yours truly,

E.E. Olson, P. Eng.
MUNICIPAL ENGINEER

by: H. Bacon
TRAFFIC SUPERVISOR

DE/ch

c.c. ( ) Traffic Supervisor