

ITEM	6
MANAGER'S REPORT NO.	15
COUNCIL MEETING	1980 02 25

RE: REQUEST FROM COUNCIL FOR FURTHER INFORMATION ON:  
(a) REQUEST FOR A CENTER LINE ON SUSSEX AVENUE BETWEEN IMPERIAL STREET AND BERESFORD STREET; AND  
(b) REQUEST FOR A CROSSWALK AT THE INTERSECTION OF IMPERIAL STREET AT SUSSEX AVENUE

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Council on 1980 January 28 adopted a motion to reconsider the following recommendations of the Traffic Safety Committee:

1. That the request for a center line on Sussex Avenue between Imperial Street and Beresford Street be denied; and
2. That the request for a crosswalk at the intersection of Imperial Street at Sussex Avenue be denied; and
3. That Mr. J. I. Wellbourne, 4506 Inman Avenue, Burnaby, B.C. V5J 1X7, be sent a copy of this report.

These matters were reconsidered by Council on 1980 February 04 at which time the following was adopted:

"THAT further consideration of this matter be referred to the Municipal Engineer for additional information in a subsequent report to Council".

The following report from the Municipal Engineer contains the additional information that has been requested on these two matters.

RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 80 02 14  
FROM: MUNICIPAL ENGINEER  
SUBJECT: SUSSEX AVENUE FROM IMPERIAL STREET TO BERESFORD STREET  
ITEM 7 OF THE REPORT OF THE TRAFFIC SAFETY COMMITTEE  
COUNCIL MEETING 80 01 21

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RECOMMENDATIONS:

1. THAT Sussex Avenue between Imperial Street and Beresford Street not be centre-lined.
2. THAT a marked crosswalk not be installed across Imperial at Sussex Avenue until such time as the intersection meets the warrants for a traffic signal.

REPORT

1. Request for Centre-Line on Sussex Avenue between Imperial Street and Beresford Street

As noted in our report to the Traffic Safety Committee, the centre-lining of Municipal streets has been reserved for those streets that serve a collector or arterial function and are assigned a right-of-way by stop signs on all cross streets. This same policy is used by most other Lower Mainland Municipalities and as a consequence the majority of motorists have accepted a centre-lined streets as a collector route. For this reason we generally find the average speed on a centre-lined route to be a little higher than on the same standard that is not centre-lined.

(cont'd)

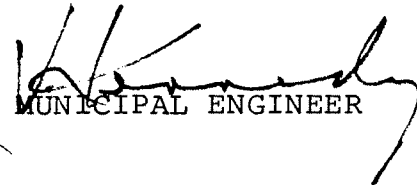
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We have recommended against the centre-lining of the subject street as it does not fit the category of a collector or arterial and in addition would open the way to centre-line every finished street that was 11 metres or wider in width. This could increase accidents at every uncontrolled intersection they passed through because of the aforementioned acceptance of motorists of centre-lined streets serving a collector function.

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2. Request for a Marked Crosswalk Across Imperial at Sussex Avenue

Our analysis of traffic within this intersection have failed to produce the required warrant for a traffic signal. The alternative would be to paint the requested crosswalk. However the experience with marked crosswalks alone is that they increase the accident potential to the pedestrian because of the false sense of security they seem to impart. It is for this reason that we are unable to recommend the painting of this requested crosswalk.

  
MUNICIPAL ENGINEER

HB/ch

- c.c. ( ) Traffic Supervisor
- ( ) Traffic Safety Committee