

REPORT
REGULAR COUNCIL MEETING
1980 OCTOBER 27

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC SAFETY COMMITTEE

HIS WORSHIP, THE MAYOR
AND MEMBERS OF COUNCIL

File: 20-2

Madam/Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

1. Lawrence Drive - Vehicle parking both sides

Recommendations:

"That Mrs. H. Braker, 2906 Camrose Drive, Burnaby, B. C., V5A 3W6, be sent a copy of this report."

R E P O R T

A letter dated 1980 August 26, was received from Mrs. H. Braker, 2906 Camrose Drive, Burnaby, B. C. expressing concern regarding vehicles parking on both sides of Lawrence Drive in the 7500 and 7600 blocks.

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

"In response to the letter from Mrs. Braker we would advise that Lawrence Drive is built to a final standard of 8.5 metres between curbs with sidewalks on both sides. This is used for residential streets where parking is permitted on both sides. The result is inadequate distance between two vehicles parked on opposite sides of the street to allow moving vehicles to easily pass each other. The intent of this restriction in the 'travel' lanes is to produce an environment for drivers that discourages both speeding and the use of the route as a commuter bypass route. This intent ensures the maintenance of the residential character of the street and places the onus on the residents themselves to drive safely within their own neighbourhood.

If some of the problems being experienced by Mrs. Braker are as the result of vehicles parked within the required 'corner clearance' then this is a matter of enforcement of Section 13(2)(c) of the Burnaby Streets and Traffic Bylaw, 4299. This section states:

'No person shall stop or stand a vehicle within 6 m of the street-line of any intersecting street excepting lanes.'

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COPY-MANAGER
- ENGINEER

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Street-line means the boundary line between private property and the public right-of-way. For enforcement of this Bylaw Mrs. Braker should contact the Burnaby R.C.M.P.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

1. That Mrs. H. Braker, 2906 Camrose Drive, Burnaby, B. C., V5A 3W6, be sent a copy of this report."
2. Myrtle Street at Ingleton Avenue

Recommendations:

- a) "That no additional traffic control be installed at the intersection of Myrtle Street and Ingleton Avenue at this time.
- b) That Mrs. R. Casford, 3891 Regent Street, Burnaby, B. C., V5C 4G7, be sent a copy of this report."

R E P O R T

An undated letter was received from Mrs. R. Casford, 3891 Regent Street, Burnaby, B. C., expressing concern regarding the intersection of Myrtle Street and Ingleton Avenue.

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

"In response to the request of Mrs. R. Casford for traffic control at the captioned intersection we investigated the existing traffic situation there. A check of our accident statistics did not indicate the warrant, as adopted by the Committee, for an isolated stop sign. Nonetheless we continued our investigation in view of the existing function of Ingleton Avenue, i.e. direct access from the Freeway westbound and Grandview Highway to the industrial area north of Grandview from Gilmore Avenue to Boundary Road.

The 'Conceptual Transportation Plan' shows the proposed extension of Still Creek Street and the designation as a 'major collector (industrial)'. Also, the plan shows the proposed cul-de-sacs of Myrtle and Regent Streets. When implemented these schemes and proposals will alter considerably the traffic patterns within the 'neighbourhood', although we still expect Ingleton to continue its Freeway and Grandview Highway access. We are reluctant to implement any traffic control, as a result of the aforementioned warrant, at this time in that the interim standard of the existing streets does not lend credibility to the existence of traffic control devices.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. That no additional traffic control be installed at the intersection of Myrtle Street and Ingleton Avenue at this time.
2. That Mrs. Casford be sent a copy of this report."

3. Request to provide turn-off area for the 5500 Block Canada Way

Recommendation:

"That D. & G. Wong, 5537 Canada Way, Burnaby, B. C., V5E 3N5, be sent a copy of this report."

R E P O R T

A letter dated 1980 September 18 was received from D. & G. Wong, 5537 Canada Way, Burnaby, B. C. requesting the municipality to provide a turn-off area for the 5500 Block Canada Way.

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

"At its meeting of 1980 September 23 the Traffic Safety Committee recommended the relocation of the Haszard Street barricade to provide a pull off for disabled vehicles on Canada Way. As this location is only five lots east of the Wong residence it should answer their request.

STAFF RECOMMENDATION TO TRAFFIC SAFETY COMMITTEE:

That D. and G. Wong of 5537 Canada Way, Burnaby be so advised."

4. Intersection of Express Street and Lake City Way

Recommendations:

- a) "That the requests of Mr. H.J. Jensen be denied.
- b) That the request for a 'No Parking' sign be approved.
- c) That Mr. H.J. Jensen, Manager, United Terminals Limited, 7890 Express Street, Burnaby, B. C., V5A 1T4, be sent a copy of this report."

R E P O R T

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

"The correspondence received from Hans Jensen of United Terminals Ltd. requests additional traffic control, i.e. stop signs, center lining and parking restrictions, within and adjacent to the captioned intersection. Our accident statistics for this intersection show six accidents reported since 1973 October, only four of which are considered correctable by stop sign control. The warrant for an isolated stop sign, as established by the Committee, is that there be at least three reported accidents for each of the past three years, from the same leg, of a type correctable by stop sign control. Therefore, this intersection does not meet this warrant.

As an argument in favour of stop signs Mr. Jensen referred to the speed of vehicles travelling along Lake City Way. If a stop sign was to be placed on Express Street we would expect the speeds to increase on Lake City Way. The same result would be expected if Lake City Way was centerlined, which is intended to designate a through street. Speeding problems are correctable through enforcement.

Mr. Jensen also requests a 'No Parking' sign to be erected '... at least 20 feet from the intersection ...'. The Burnaby Streets and Traffic Bylaw, Section 13(2)(c) states 'No person shall stop or stand a vehicle within 20 feet of the street-line of any intersecting street excepting lanes', therefore, the requested sign would only serve to inform drivers of an existing regulation. As a matter of policy the Engineering Department does not sign general regulations such as this one in that there are so many of them which are applicable throughout the Municipality. Also, to sign these regulations removes the onus from the driver to be familiar with the Motor Vehicle Act and the various Municipal Bylaws which would result in difficulties in enforcement. Any violation of the aforementioned Bylaw or of the existing speed limits is a matter of enforcement and Mr. Jensen should contact the Burnaby R.C.M.P. directly.

In summary, we have found no established warrant for any of the requests; stop sign, center lining or signed parking restriction, contained in Mr. Jensen's letter.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

1. That the requests of Mr. Jensen be denied, and
 2. That Mr. Jensen be sent a copy of this report."
5. School Zone Signing - Pitt Street between Canada Way and Gordon Avenue

Recommendations:

- a) "That Council concur with the installation of a school zone sign and 30 km/h tab for southbound Pitt Street south of Canada Way traffic.
- b) That the request for a speed reduction sign within the 6100 - 6200 Blocks Canada Way be denied.
- c) That Mr. K.W. Doiron, 6209 Canada Way, Burnaby, B. C., V5E 3P1, be sent a copy of this report."

R E P O R T

A letter dated 1980 August 25, was received from Mr. K.W. Doiron, 6209 Canada Way, Burnaby, B. C. requesting the placement of speed reduction signs in the vicinity of the Buckingham Elementary School.

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

"We will be installing a standard school zone sign with the 30 Km/h tab on Pitt Street south of Canada Way. The existing sign at the corner of Gordon Avenue and Buckingham Drive, is in such a position that it will serve for both Gordon Avenue and Buckingham Drive westbound traffic.

Section 8(3) of the Burnaby Streets and Traffic Bylaw 4299 states:

'No person may drive or operate a motor vehicle in excess of 20 Km/h upon a lane'.

Therefore, to post a lane as a school zone would in effect be increasing the legal speed limit to 30 Km/h. If K.W. Doiron is concerned about the speed of vehicles within the lane behind his property, then we would suggest that he apply for the installation of speed bumps within this lane. Council policy is that the Municipality will install speed bumps within lanes at the expense of the adjacent property owners. To formally request speed bumps Mr. Doiron should contact the Traffic Section of the Engineering Department at 294-7440.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. That the Traffic Safety Committee concur with the installation of a school zone sign and 30 Km/h tab for southbound Pitt Street south of Canada Way, and
2. That the request for speed limiting signs within the 6100 - 6200 Blocks Canada Way lanes be denied, and
3. That K.W. Doiron be sent a copy of this report."

6. Request for Pedestrian access across Moscrop Street to Wesburn Park

Recommendations:

- a) "That the request for additional traffic control on Moscrop Street adjacent Wesburn Park be denied.
- b) That the Royal Canadian Mounted Police be requested to monitor the subject section of Moscrop Street for violations of the Motor Vehicle Act, specifically Section 169.
- c) That Ms. Darlene Collins, 4494 Carlton Avenue, Burnaby, B. C., V5G 3B9, be sent a copy of this report."

R E P O R T

A letter dated 1980 September 11, was received from Ms. Darlene Collins, 4494 Carlton Avenue, Burnaby, B. C. requesting that pedestrian access across Moscrop Street to Wesburn Park be provided.

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

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"Attached to this report as appendix 'A' is a sketch plan which shows the existing signing placed in the vicinity of Wesburn Park to warn drivers of the park's existence. The P3 signs are the standard black and yellow advance warning playground signs and the P4 signs are the black and white 30 Km/h speed limiting signs. As a matter of policy the Engineering Department does not install speed limiting signs for parks or schools on streets designated as 'collector' streets, such as Moscrop Street.

An example of a contradiction to this policy is Patterson Avenue on the west side of Wesburn Park where we have both a designated collector street and a reduced speed limit. This anomaly is the source of many complaints from drivers who feel it is a speed trap. The protected right-of-way; i.e., all intersecting streets stop sign controlled, and the center-lining give the motorists the impression that they are travelling along a relatively major route, as is the intent. The reduced speed limit beside the park is unusual and, as a result, unexpected which produces a very high disobedience rate of the posted speed limit. To attempt similar reduction of speeds through signing on Moscrop Street would be ineffective for these same reasons.

A check of our records indicate that there is no park within Burnaby that has a marked pedestrian crosswalk provided due to the existence of the park alone. The policy regarding the installation of marked crosswalks is that the Engineering Department will not mark crosswalks unless they are provided with some additional control such as school patrol or a pedestrian operated traffic signal. The reason for this policy is that statistics, Burnaby's and numerous other areas, indicate that marked crosswalks are more hazardous than unmarked crosswalks. The apparent reason for this is that the two painted lines give the pedestrian a false sense of security.

The Institute of Transportation Engineers 'Minimum Pedestrian Volume' warrant for a traffic signal requires that:

'... for each of any eight hours of an average day, the following traffic volumes exist:

1. On the major street, 600 or more vph (vehicles per hour) enter the intersection (total of both approaches) ... and,
2. During the same eight hours ... there are 150 or more pedestrians per hour on the highest volume crosswalk crossing the major street ...'.

The most recent traffic count for Moscrop Street adjacent the park, taken for this report on 80 09 23, recorded seven hours with vehicle volumes in excess of 600 vph. While we have not conducted a count of the pedestrians crossing Moscrop Street we do not expect any one hour of an average day to exceed 150 pedestrians crossing within the vicinity of Wesburn Park.

Regardless of this lack of a warrant for a pedestrian signal the pedestrian still has the right-of-way when crossing Moscrop Street within an intersection, i.e. at Patterson, Carlton or Barker. This right-of-way is covered within the Motor Vehicle Act, Section 169 which states, in part:

'... where traffic control signals are not in place or not in operation when a pedestrian is crossing the highway within a crosswalk ... the driver of the vehicle shall yield the right-of-way to the pedestrian'.

Crosswalk is defined within the Motor Vehicle Act as:

'... (b) the portion of a highway at an intersection that is included within the connection of the lateral lines of the sidewalk on the opposite sides of the highway, or within the extension of the lateral lines of the sidewalk on one side of the highway, measured from the curbs or, in the absence of curbs, from the edges of the roadway;'.

While having the right-of-way under the law does not guarantee that all motorists will respect it, the answer to this disrespect is not in the placement of additional controls but in the enforcement of existing regulations. We recognize that enforcement of the aforementioned Section 169 is difficult in that to be effective it would require almost continuous policing which is not possible. The same, though, would apply to any additional controls if implemented.

We also checked our pedestrian/cyclist accident statistics for Moscrop Street from Smith to Willingdon Avenues inclusive. In the last four complete years, 1976 - 1979, and to date in 1980 we have recorded five pedestrian and one cyclist accident. The following is a summary of the information available on these accidents:

<u>LOCATION</u>	<u>DATE</u>	<u>DIRECTION PED.</u>			<u>COMMENTS</u>
		<u>PED.</u>	<u>VEH</u>	<u>AGE</u>	
Moscrop at Smith	76-11-27	NB	EB	21	Cyclist, wet, dark, rain, 2-way stop.
Moscrop at Willingdon	77-10-29	SB	WB	20	Ped crossed against signal, wet, dark, rain.
Moscrop at Willingdon	78-05-10	VK	VK	68	Veh turning; dry cloudy day.
Moscrop at Smith	79-07-12	VK	VK	25	Hit & run, dry, clear day, 4-way stop.
Moscrop at Willingdon	80-02-14	NB	EB	20	Within marked x-walk, clear, wet, dark.
Moscrop at Willingdon	80-06-04	WB	N-E	14	Veh turning; wet, rain, day.

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No pedestrian accidents were reported at any of the intersections between Smith and Willingdon Avenues nor at any midblock location between these two streets. These statistics show the fallibility of traffic control devices. That is, one accident occurred at a two-way stop, another at a 4-way stop and four occurred at the signalized intersection of Moscrop and Willingdon.

In view of the lack of a warrant, based on low pedestrian volumes and no pedestrian accident history, for any additional traffic controls to cater to pedestrians we are recommending that no changes be made to the existing controls and that the R.C.M.P. monitor the vicinity of Wesburn Park for violations of aforementioned Section 169 of the Motor Vehicle Act.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. That the request for additional traffic control on Moscrop Street adjacent Wesburn Park be denied, and
2. That the R.C.M.P. be requested to monitor the subject section of Moscrop Street for violations of the Motor Vehicle Act, specifically Section 169, and
3. That Ms. Darlene Collins of 4494 Carlton Avenue, Burnaby, B.C., V5G 3B9, be sent a copy of this report."

7. Annual Dinner Meeting

Recommendation:

"That Council authorize the Traffic Safety Committee to hold a Dinner Meeting on Thursday, 1980 December 04."

R E P O R T

Council, on 1976 May 10, passed a resolution which states, in part, that:

"All Committees, Boards and Commissions within the jurisdiction of Council on which volunteers serve ... may hold an Annual Dinner if they firstly so request of Council and the Council concurs."

The Traffic Safety Committee requests from Council authority to hold a Dinner Meeting on Thursday, 1980 December 04. It is anticipated that the cost of the dinner will be approximately \$550.00.

Funds for this dinner are included within the Civic Receptions and Miscellaneous budget number 40-00001-0007-5150.

Respectfully submitted,

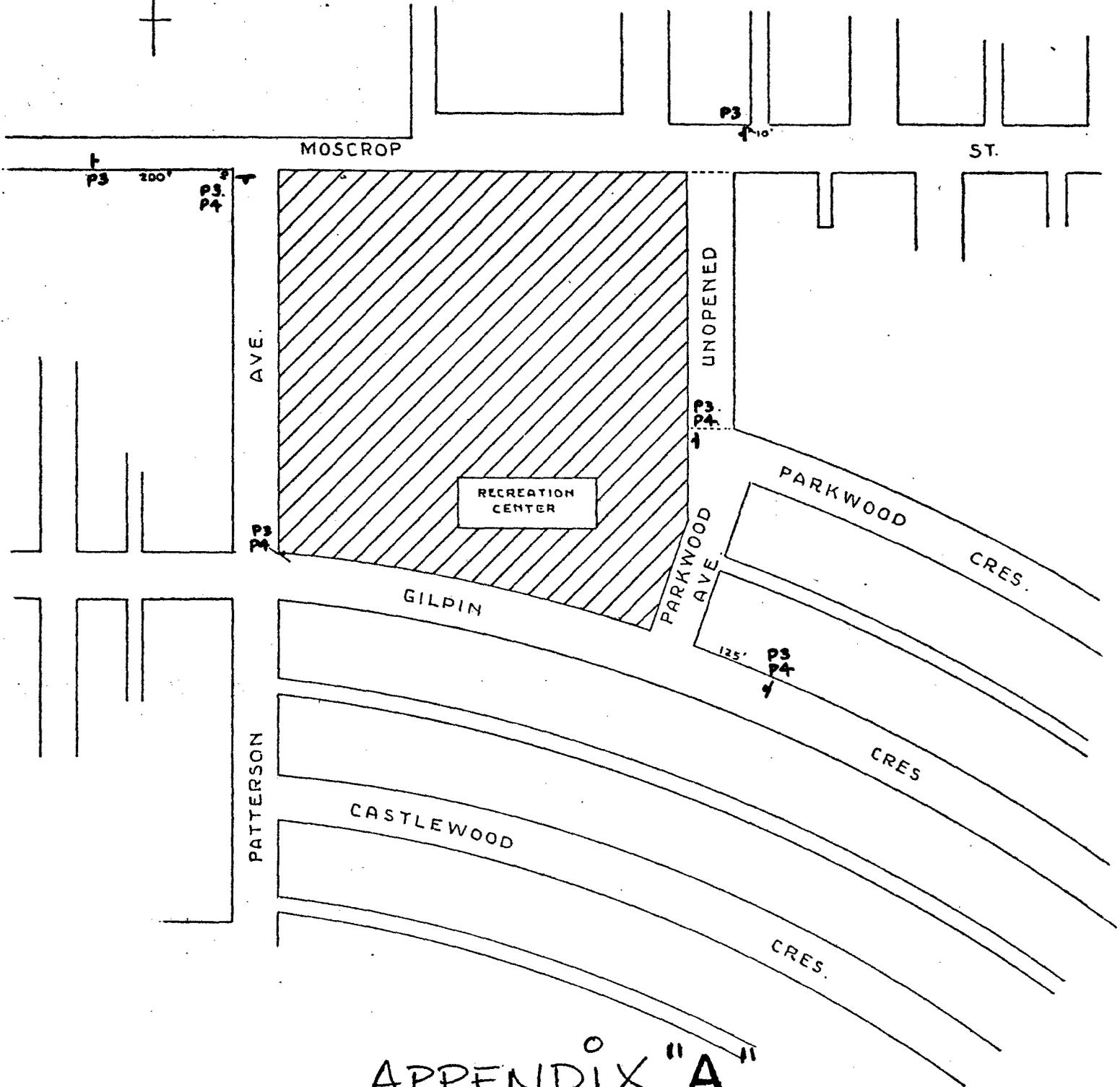
Alderman G.D. Ast,
Chairman

Alderman W.A. Lewarne,
Member

Alderman V.V. Stusiak,
Member

RDS:ef

WESBURN PARK



APPENDIX "A"

