

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. Empire Drive - Glynde Avenue to Capitol Drive

Recommendations:

- (a) "That the parking on the south side of Empire Drive from Glynde Avenue to Capitol Drive be prohibited.
- (b) That the centre line be off-set to provide a 3.3 metre wide lane on the south side of Empire Drive from Glynde Avenue to Capitol Drive."

R E P O R T

In response to concerns expressed by the Burnaby Fire Department regarding the difficulty encountered by emergency vehicles using Empire Drive from Glynde Avenue to Capitol Drive, the Municipal Engineer prepared the following report namely:

"In response to concerns expressed by the Burnaby Fire Department regarding the difficulty encountered by emergency vehicles using the captioned section of Empire Drive we have conducted an investigation of the existing situation. The difficulty is that the existing finished standard of the roadway is only 8.5 metres between curbs, with parking currently permitted on both sides, which results in opposing directions of traffic unable to pass simultaneously. The changes in both vertical and horizontal alignment of this section of roadway aggravate the difficulty by decreasing the sight distance so that vehicles approaching one another are not aware of the other's presence until they are 'trapped'.

Empire Drive is a designated collector street with the requisite center-line and stop signs on intersecting streets which means it is intended to carry two directional traffic without interoptions due to parked vehicles.

A check of the existing offstreet parking found that most abutting properties exceeded the minimum zoning bylaw requirement of one offstreet parking stall. The total number of legal on-street parking spaces affected is twenty-five (25) based on frontage less restrictions due to corner clearances or driveways. Of these spaces, usually only a few are occupied and frequently in a manner which is illegal under the Streets and Traffic Bylaw, i.e., vehicles parked astraddle the existing curb.

As the result of our investigation of the subject section of Empire Drive we are recommending that the parking on the south side of Empire Drive, from Capitol Drive to Glynde Avenue, be removed and that the center-line be offset to provide for a 3.3 metre travel lane on the south side. This will result in two unobstructed lanes of traffic.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT the parking on the south side of Empire Drive, from Glynde Avenue to Capitol Drive, be prohibited, and
 - (ii) THAT the centre-line be offset to provide a 3.3 metre wide lane on the south side of Empire Drive from Glynde Avenue to Capitol Drive."
2. Bus Stop Relocation to Douglas Road at Hardwick Street

Recommendations:

- (a) "That Council approve the relocation of the bus stop for northbound Douglas Road at farside Woodsworth Street to a farside Hardwick Street location.
- (b) That Mr. J.D. Booth, 5560 Hardwick Street, Burnaby, B.C., V5G 1R1, be sent a copy of this report."

R E P O R T

In response to a complaint received by the Metro Transit Operating Company from Mr. J.D. Booth, 5560 Hardwick Street, Burnaby, B.C., requesting the installation of 'No Stopping - Bus Zone' signs for the northbound Douglas farside Woodsworth Street bus stop, the Municipal Engineer prepared the following report:

"The Metro Transit Operating Company (M.T.O.C) received a complaint from Mr. J.D. Booth of 5560 Hardwick Street, in which he requests the installation of 'No Stopping - Bus Stop' signs for the northbound Douglas farside Woodsworth bus stop. The problems encountered by Mr. Booth are due to the parking generated by a small neighbourhood grocery store located on the same corner as the bus stop. Under the Streets and Traffic Bylaw this parking is illegal but due to the short duration and high turnover effective enforcement would be virtually impossible. Even the placement of signs as a deterrent would be of little value due to the lack of curb and the existence of the paved boulevard to the store front.

As an alternative to attempting to control the parking problems at the existing stop location ourselves and the M.T.O.C. looked at relocating the bus stop to a new site. To move the stop to the south would place it too close to the existing stop at Spratt Street. The relocation to a mid-block stop within the block between Woodsworth and Hardwick would not be practical in that there is insufficient shoulder and boulevard to provide for bus pull-off and passenger landing area.

The captioned location, approximately 105 metres north of the existing stop, has adequate shoulder and boulevard to accommodate the bus pull-off and passenger landing area. This new location is also within the maximum distance from the preceding stop at Spratt Street and is greater than the minimum distance to the next stop at Laurel Street. We also considered relocating this latter stop from its nearside Laurel position to the standard farside location but, again due to the physical limitations of the site, it would be impractical.

If the proposed relocation is approved we would be paving the bus pull-off and providing a passenger landing area and a refuse receptacle.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

(i) THAT the Committee approve the relocation of the bus stop for northbound Douglas Road at farside Woodsworth Street to a farside Hardwick Street location.

(ii) THAT Mr. J.D. Booth be informed of the decision of the Committee."

3. Jaywalking - 5000 Block Kingsway from Nelson Avenue to Marlborough Avenue

Recommendation:

(a) "That Mr. Don MacIntyre, Co-Chairman, British Columbia Telephone Safety and Health Committee, 5021 Kingsway, Burnaby, B.C., V5H 4A5, be sent a copy of this report together with appendix 'A'."

R E P O R T

A letter dated 1981 August 20 was received from Mr. D. MacIntyre, Co-Chairman, British Columbia Telephone Safety and Health Committee, 5021 Kingsway, Burnaby, B.C., V5H 4A5, advising of a hazardous jaywalking situation which exists in the 5000 Block Kingsway.

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

"In response to Mr. MacIntyre's letter of 81 08 20 requesting solutions to the above, we would advise that 'jaywalking' is covered within the Burnaby Streets and Traffic Bylaw when it occurs within one block of an existing signal. Section 19 of this Bylaw states:

"Within one block from an intersection at which traffic control signals are in operation no pedestrian shall cross the highway at any place except within a crosswalk'.

A crosswalk is, as defined under the Motor Vehicle Act:

(a) a portion of the roadway at an intersection or elsewhere distinctly indicated for pedestrian crossings by signs or by lines for other markings on the surface;
or

(b) the portion of a highway at an intersection that is included within the connection of the lateral lines

of the sidewalks 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 absence of curbs, from the edges of the roadway'.

Enforcement of Section 19 of the Streets and Traffic Bylaw is difficult in that there is no 'voluntary payment', as in the case of parking tickets, and any tickets issued require a court appearance to have a fine, if any, set. Nonetheless we have contacted the Burnaby R.C.M.P. and requested them to monitor the situation to determine the extent and severity of the problem.

Attached as appendix 'A' to this report, is a graphical summary of pedestrian/cyclist accidents by location, i.e. intersection or midblock, which was compiled in mid 1979 and up-dated to the end of 1979. The 1980 statistics are: mid-block accidents 44%; intersection accidents 56%; marked crosswalks 23% (43% of intersection accidents); and signalized intersection 20% (30% of intersection accidents). While these statistics are inconclusive they do indicate an increasing trend in the number of mid-block pedestrian/cyclist accidents.

As to a solution to stopping or reversing this trend, we are placing our hopes on the proposed legislation to re-introduce the fine system for violations of the Motor Vehicle Act. It is felt by both the Engineering and enforcement agencies that a 'meaningful deterrent', i.e. a monetary penalty, will result in improved driving and pedestrian habits with a subsequent reduction in the number and severity of accidents.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

(1) THAT Mr. MacIntyre be sent a copy of this report and its attachment."

4. Intersection of Mary Avenue and Rosewood Street

Recommendation:

"That Council approve the installation of stop signs on Rosewood Street at Mary Avenue."

R E P O R T

The Municipal Engineer prepared a report with respect to the intersection of Mary Avenue and Rosewood Street which reads as follows:

"The captioned intersection has been the subject of a lengthy investigation by the Engineering Department due to an unusually high accident rate. In mid 1979 when we first noticed the problem developing we sent view obstruction letters to two of the adjacent property owners with requests to trim their landscaping to improve the sight distances. The effect of these letters was not noticeable in that for the rest of the year the accident rate continued.

The following year, 1980, the accident rate dropped back to where it was prior to 1979.

At this point we thought that 1979 was an unusual year, possibly related to the 1978 December installation of a pedestrian operated traffic signal at Edmonds Street and Mary Avenue. In the first six months of this year we have recorded nine accidents at this intersection. All of the accidents referred to above are right angle collisions, a type considered correctable with the installation of stop signs.

The warrant for stop signs at an isolated intersection, as adopted by the Traffic Safety Committee, is '... three accidents per year in each of the past three years, of a type correctable by stop sign control, involving vehicles from the same leg of the intersection'. The statistics that meet this warrant for the subject intersection are:

1981 - 6 (in first 6 mos.)
1980 - 3
1979 - 9
1978 0 (in last 6 mos.)

which produces a 3 year average of 6 accidents per year.

After having established the statistical warrant for stop signs for the subject intersection we conducted automatic and manual traffic counts for the intersection. The volumes on Mary Avenue were around 2,000 vehicles per 24 hours and on Rosewood Street they were approximately 900 vehicles per 24 hours on the north leg, i.e. between Mary and Canada Way, and approximately 300 vehicles per day on the south leg. The manual traffic count substantiated these figures in that the majority of traffic on Mary Avenue was straight through traffic and the majority of traffic on Rosewood turned at the intersection.

Before recommending installation of stop signs at the subject intersection we checked the 'upstream and downstream' intersections of Mary Avenue and found that the intersection of Mary and Elwell has not recorded an accident since 1978, the intersection of Mary and Vista has not recorded an accident since 1971. Mary and Holly has not recorded an accident to date.

In view of the above discussion we are of the opinion that stop signs on Rosewood Street at Mary Avenue are warranted and that their installation would result in reduced accidents but with little adverse effects, such as increased speeds on Mary Avenue, within the neighbourhood.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

(1) THAT the Traffic Safety Committee approve the installation of stop signs on Rosewood Street and Mary Avenue.

5. Request For The Placement of a Traffic Barrier at the Intersection of Pender Street and Delta Avenue

Recommendations:

(a) "That the request for a barricade on Pender Street at Delta Avenue be denied.

(b) That the Royal Canadian Mounted Police place the 4700 Block Pender Street under periodic surveillance, particularly

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during the P.M. rush hours for speeding violations.

- (c) That Mr. C. Johannson, 4741 Pender Street, Burnaby, B.C., V5C 2N4, be sent a copy of this report."

R E P O R T

An undated letter was received from Mr. C. Johannson, 4741 Pender Street, Burnaby, B.C., requesting the placement of a traffic barrier at the intersection of Pender Street and Delta Avenue.

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

"In response to the captioned request of Mr. C. Johannson of 4741 Pender Street, we investigated some of the concerns expressed in his letter. An automatic traffic count taken 81 08 11 showed a decrease in volume of 120 vehicles per 24 hours from the previous count of 79 05 09. This decrease could be due to seasonal variations but it certainly does indicate that there has been no dramatic increase in the volume of traffic on Pender Street. That some traffic is using Pender Street as an alternative to Hastings Street is obvious from the fact that over 30% of the 24 hour volume uses Pender Street during the P.M. rush period of 16:00 to 18:00 hours.

The directional split for the most recent count was 977 eastbound and 93 westbound. Due to the placement of the automatic traffic counter it is not possible to determine how many, if any, of these westbound vehicles entered Pender Street from Delta Avenue. It is our opinion that due to the awkward and dangerous nature of a left turn from Delta to Pender and the existence of an easier alternative route i.e. via Frances Street, this maneuver would be made very infrequently.

The accident statistics for the intersection of Pender-Delta-Hastings do not show any accidents involving vehicles attempting the northbound to westbound movement. Of the 31 accidents recorded at the intersection since 1976 only 7 of them involved vehicles from Pender Street; one pedestrian accident, two rear end accidents, two accidents involving through traffic on Hastings Street, one involving a right turning vehicle from Hastings and one involving a right turning vehicle from Pender and a northbound vehicle on Delta.

Pender and Gamma has recorded 8 accidents since 1976, one pedestrian and seven right angle collisions, Pender and Beta has recorded only 3 accidents since 1976 and none since 1978. These statistics do not indicate the existence of an accident problem that requires any additional treatment to remedy.

On 81 09 10 we conducted a speed study of eastbound vehicles in the 4800 Block Pender Street. This study, using radar, recorded a maximum speed of 78 Km/h in the two hour period from 16:00 to 18:00 hours. Of the 358 vehicles checked, only 9 would have been ticketed for speeding. The mean, 85th percentile and maximum speeds for each half-hour during the two hour period were:

	<u>Mean</u>	85th percentile	<u>Max.</u>
16:00 - 16:30	52 Km/h	57 Km/h	78 Km/h
16:30 - 17:00	48	55	68
17:00 - 17:30	47	57	70
17:30 - 18:00	48	57	64

During the speed study one observation made was that vehicles were frequently backed-up from the intersection of Pender and Hastings Street. This back-up would account for the lower than expected volumes on Pender Street and also resulted in reduced speed as vehicles approached the back-up. We also observed that several vehicles, within the 4800 Block Pender Street, were illegally parked, i.e. 'double parked' or parked facing in the wrong direction.

Our findings, low vehicle volumes, few accidents, and few 'speeders', in this most recent investigation of Pender Street between Willingdon and Hastings are the same as our previous investigation and report to the Traffic Safety Committee. These findings combined with the recent N.D. Lea Engineering Consultants Report on the Hastings Corridor support our recommendation that the requested barricade be denied. In their report the consultants made the following statement:

'Traffic diversion schemes for the Burnaby Heights Area were reviewed and a suitable scheme was chosen. However, implementation of such a scheme should await improvement to Hastings Street.'

While this statement made specific reference to Burnaby Heights barricading schemes, the application is the same here, i.e. no changes to adjacent heighbourhoods before improvements to Hastings Street.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

- (i) THAT the request for a barricade on Pender Street at Delta Avenue be denied, and
- (ii) THAT the R.C.M.P. place the 4700 Block Pender Street under periodic surveillance, particularly during the P.M. rush hours, for speeding violations, and
- (iii) THAT Mr. C. Johannson of 4741 Pender Street be sent a copy of this report.

6. Gaglardi Way Interchange and Cariboo Road

Recommendations:

- (a) "That a copy of this report be sent to Mr. R.G. Stacey, 7256 Cariboo Road, Burnaby, B.C., V3N 4A7.
- (b) That a copy of this report also be sent to the Insurance Corporation of British Columbia and to the Ministry of Transportation, Communication and Highways."

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Council, on 1981 September 08 referred correspondence from Mr. Stacey regarding Cariboo Road and Gaglardi Way Interchange to the Traffic Safety Committee.

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

"Reference the submission from R.G. Stacey of 7256 Cariboo Road, Burnaby, B.C., V3N 4A7, dated 1981 August 24 addressed to the Insurance Corporation of B.C.

The subject interchange was constructed and signed by the Ministry of Transportation and Highways when they extended Gaglardi Way from the Lougheed Highway to the Trans Canada Highway. Upon completion of the interchange they turned the Cariboo leg over to the Municipality of Burnaby to maintain while they still held control of the Gaglardi Way intersection.

The intersection of Gaglardi Way and the Cariboo Road connection is experiencing an unusually high accident rate although our records do not indicate an accident every day as inferred in the submission. Since its opening on 1978 October 24 we have recorded a total of 61 accidents. These, of course, are only those accidents that are reported to the R.C.M.P. During the same period of time we have recorded a total of 26 accidents at the Cariboo/Stormont intersection.

The curve on Cariboo Road under the Gaglardi Way overpass is quite sharp and cannot be driven with safety at the normal street speed of 50 Km/h. We have, therefore, posted it for 30 Km/h. We also installed ornamental street lighting on Cariboo from the Trans Canada Highway to Avalon Avenue north of the Gaglardi Way overpass. To further assist the motorist to negotiate this curve we will be placing reflective markers on the centre-line as well as on the raised barricade along the Brunette River side of the roadway.

In response to the comment that the interchange is too complicated for strangers and that directional signing is totally inadequate, we would agree that strangers do have problems within the interchange as do many drivers who use it on a regular basis. We do not believe that it is because signing is inadequate as there are, if anything, too many signs. What does make driving within this interchange difficult for many, particularly strangers, is the compactness of the interchange. A driver no sooner sees a direction sign before he is at a point where he must make a decision while being confronted with another sign.

We note that R.G. Stacey has sent a copy of his submission to the Ministry of Transportation and Highways. As this Ministry was responsible for the design of the interchange they may have some plans for additional or revised traffic control.

In summary, we feel that the majority of concerns expressed in R.G. Stacey's submission are within the jurisdiction of the Ministry of Transportation and Highways and must be addressed by them.

RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT a copy of this report be sent to R.G. Stacey.
- (ii) THAT a copy also be sent to the Insurance Corporation of B.C. and to the Ministry of Transportation and Highways."

7. Intersection of Kingsway and Fourteenth Avenue

Recommendation:

- (a) "That Mr. Bill Engleson, Shop Steward, Ministry of Human Resources, 7621 Kingsway, Burnaby, B.C., V3N 3C7, and the Ministry of Transportation, Communication and Highways be sent a copy of this report together with appendix 'B'."

R E P O R T

A letter dated 1981 August 11 was received from Mr. Bill Engleson, Shop Steward, Ministry of Human Resources, 7621 Kingsway, Burnaby, B.C., expressing concern regarding traffic flows at the intersection of Kingsway and Fourteenth Avenue.

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

"As the result of the request from Bill Engleson of the Ministry of Human Resources at 7621 Kingsway, we conducted automatic traffic counts of the traffic approaching the captioned intersection. Attached as appendix 'B' to this report is a sketch which shows a summary of these counts. From this schematic representation it is obvious that the traffic volumes approaching the intersection on Fourteenth Avenue are not sufficient to warrant a full signal at this intersection.

Those drivers who leave their vehicles to push the pedestrian button in order to either cross or enter Kingsway are doing so illegally. Not only is their action illegal, it may be contributing to the number of rear end collisions on Kingsway which are usually associated with traffic signal operation.

The matter of pedestrians, usually students attending St. Thomas More School, crossing Kingsway at Twelfth Avenue has been dealt with by this Department previously. In discussions with the Principal of this school, who expressed similar concerns to those of Mr. Engleson, we pointed out that the existing signals on Kingsway at Fourteenth and at Tenth Avenue were within easy walking distance from the school. At least certainly for the age group attending this school.

Regardless of our opinion, the decision to either alter the signal at Kingsway and Fourteenth or install a signal at Kingsway and Twelfth is the responsibility of the Ministry of Highways, therefore our recommendation is to forward copies of this report, and its attachment, to Mr. Engleson and the Ministry.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

- (i) THAT Mr. Bill Engleson at 7621 Kingsway and the Ministry of Highways be sent copies of this report and its attachments."

8. Grant for School Safety Patrol Incentive Program

Recommendation:

- (a) "That a cheque be prepared in the amount of Two Thousand Dollars (\$2,000) and forwarded to Mr. P.S. Boyle, Secretary-Treasurer, Burnaby School District No. 41, for their School Safety Patrol Incentive Program."

R E P O R T

A letter dated 1981 June 04 was received from Mr. P.S. Boyle, Secretary-Treasurer, Burnaby School District No. 41, requesting a grant in the amount of Two Thousand Dollars (\$2,000) for their School Safety Patrol Incentive Program.

The amount of Two Thousand Dollars (\$2,000), for this purpose, is included in the budget of the Traffic Safety Committee for the current year.

Respectfully submitted,

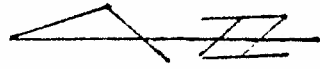
Alderman G.D. Ast,
Chairman

Alderman D.N. Brown

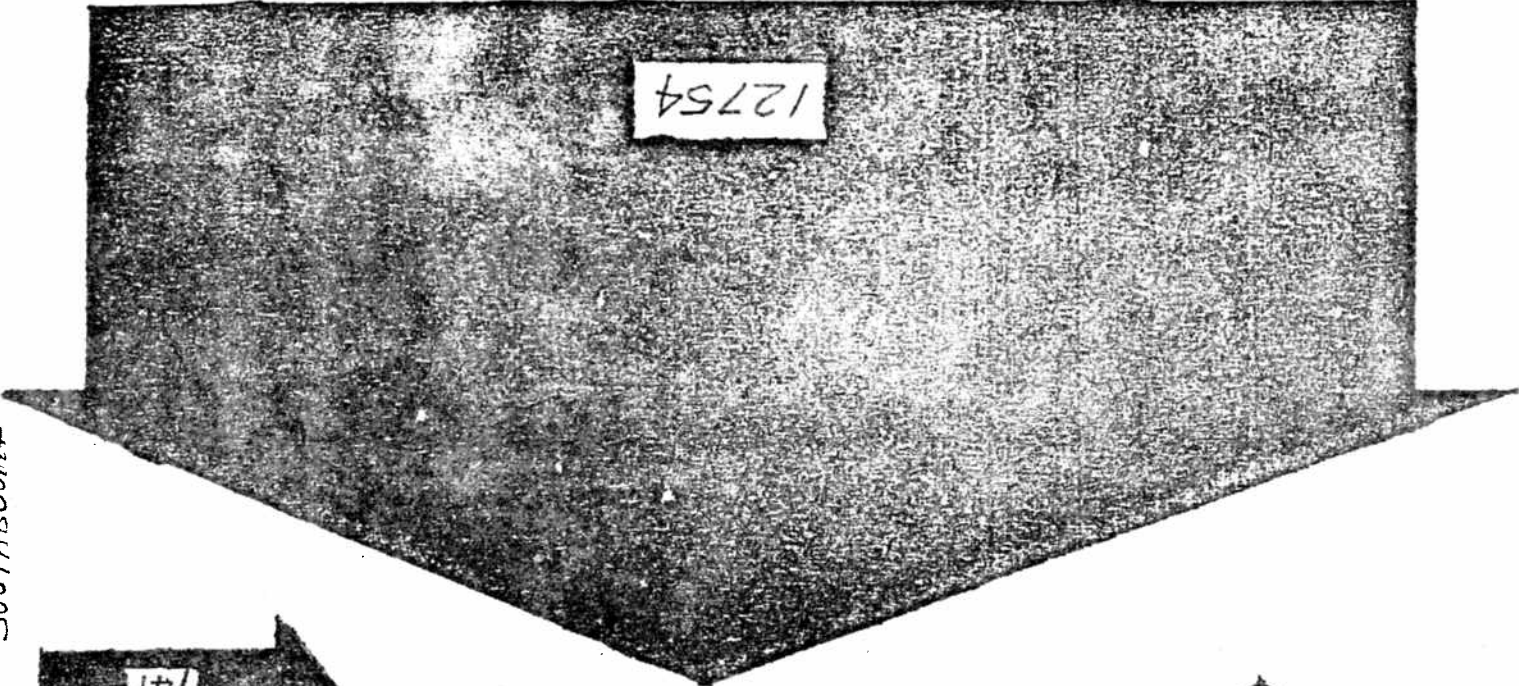
Alderman F.G. Randall

RDS:sw

146A AVE SOUTHBOUND

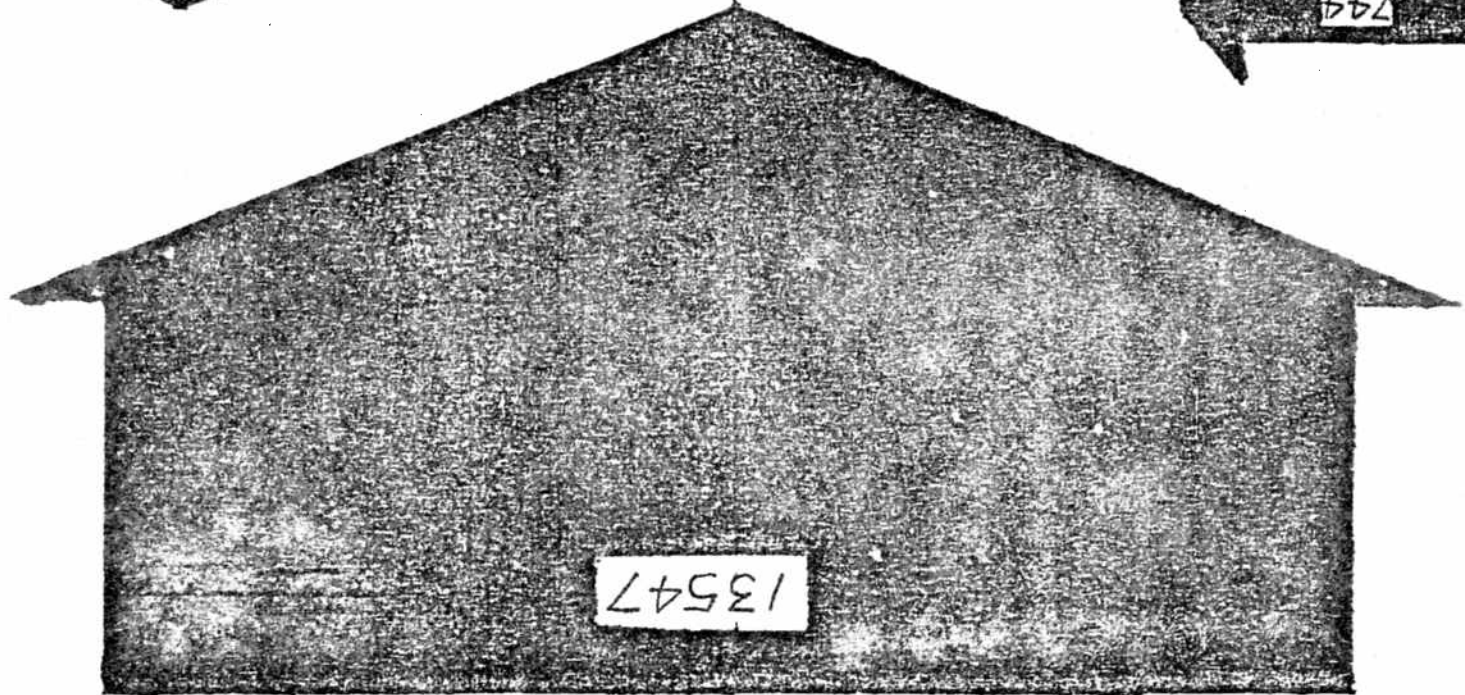


KINGSWAY WESTBOUND



12754

KINGSWAY EASTBOUND



13547

146A AVE NORTHBOUND



APPENDIX "B"

PEDESTRIAN/CYCLIST ACCIDENTS 52
BY LOCATION

