

REPORT  
REGULAR COUNCIL MEETING  
1982 March 22

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC SAFETY COMMITTEE

File: F.F. 20-2

HIS WORSHIP, THE MAYOR  
AND MEMBERS OF COUNCIL

Madam/Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

1. Intersection of Canada Way and Beta Avenue

Recommendations:

- (a) "That the request for a marked crosswalk, with amber flashing light overhead, at the intersection of Canada Way and Beta Avenue be denied.
- (b) That Mr. E.N. Veitch, Executive Director, Finance and Administration, Pacific Vocational Institute, 3650 Willingdon Avenue, Burnaby, B.C., V5G 3H1, be sent a copy of this report."

R E P O R T

A letter dated 1982 December 07 was received from Mr. E.N. Veitch, Executive Director, Finance and Administration, Pacific Vocational Institute, 3650 Willingdon Avenue, Burnaby, B.C., V5G 3H1, requesting the installation of a marked pedestrian crossing and flashing amber light at the intersection of Canada Way and Beta Avenue.

This matter was referred to the Director Engineering who reported as follows:

"In response to the request of Elwood Veitch for the captioned traffic control devices we conducted an investigation of the intersection of Canada Way and Beta Avenue. This investigation consisted of a review of the accident statistics and the collection of traffic flow data, both manually and with automatic traffic counters. As the current policy is not to install a marked crosswalk unless there is some additional form of control we used this data to check the warrant for the installation of a pedestrian operated signal.

The R.T.A.C. warrant yielded eighty percent (80%) of the minimum required warrant and none of the I.T.E. warrants were met for this location. Under the R.T.A.C. warrant the section pertaining to 'Crossing Gaps, Progression, Delay and vehicular Stops' produced a negative five point six (-5.6) value due to the extreme detrimental effect of a signal to traffic flows on Canada Way.

:-- AGENDA 1982 MARCH 22  
:-- COPY-MANAGER

-2-

REPORT  
REGULAR COUNCIL MEETING  
1982 March 22

The ratio of traffic volumes, including pedestrians, on Canada Way to those on Beta Avenue and Carey Road (driveway access to PVI and BCIT) is seven (7) to one (1).

The total pedestrian traffic crossing Canada Way during the three peak periods counted, 07:00 - 09:00 h, 11:00 - 13:00 h and 15:00 - 17:30 h were 55, 35, and 20 respectively, including jay walkers. Of these pedestrians only 34, 2, and 3 originated from the bus stops on Canada Way adjacent the subject intersection.

The distance from the bus stop on Canada Way just east of Willingdon, to the nearest primary pedestrian accesses, by way of the existing signalized intersection at Canada Way and Willingdon is less than 300 metres. This may seem like a long distance when compared to the distance from the Beta Avenue stop (60 metres) to the nearest entrance but when the distances to the 'centroid' of PVI are compared there is very little difference (60 metres). In view of this we feel it is not unreasonable to expect those students using the bus to use the stops closest to Willingdon Avenue and the existing traffic signal nearby.

Of the pedestrians crossing Canada Way who were not using the buses the majority were obviously students from the PVI - BCIT complex crossing to or from their vehicles parked either along Beta Avenue or within the 'Imperial Square' development on the northeast corner of the subject intersection. This parking in all probability will not be available to these students for much longer as the development 'fills-up' and its own demand for parking forces others out. As a result we would expect the pedestrian volumes to stay the same, or possibly decrease, during the near future.

The above information dealt primarily with the observations made and has not specifically addressed the request of Mr. Veitch for a marked crosswalk and amber flashing light. The Engineering Department policy of not installing marked crosswalks at uncontrolled locations, except by the requirements of the Motor Vehicle Act, is that the pedestrian tends to get a false sense of security from the existence of two painted lines. Even the existence of a flashing amber light does not 'control' the traffic it only serves as a warning and thereby still puts the majority of the onus on the pedestrian to exercise due care and attention.

The City of Vancouver has several of these devices, i.e. flashing amber lights over marked crosswalks, and their experience has been mixed with a few high accident rates being replaced by pedestrian operated signals. An example of a location at which an existing amber flashing light over a marked crosswalk was replaced with a pedestrian operated signal is Hastings Street at Slovan Street where between 1974 to October 1979 (inclusive) the intersection recorded 31 vehicle accidents, 11 pedestrian accidents, including one fatal pedestrian accident.

The intersection of Delta Avenue, Hastings Street and Pender Street has an amber flasher, installed by the Ministry of Highways, over a marked crosswalk and has received 3 pedestrian accidents although none of the pedestrians struck were within the marked crosswalk. By comparison the subject intersection has, since 1976, recorded 19 vehicle accidents and no pedestrian accidents.

In view of the lack of a warrant for any additional standard traffic control devices we are recommending that the request be denied.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT the request for a marked crosswalk, with amber flashing light overhead, at the intersection of Canada Way and Beta Avenue, be denied, and
- (ii) THAT Mr. Elwood Veitch of the Pacific Vocational Institute be sent a copy of this report."

2. "No Parking" signs - 7377 Salisbury Avenue

Recommendation:

"That Mrs.E.V. Easton, #205 - 7377 Salisbury Avenue, Burnaby, B.C., V5E 4B2, be sent a copy of this report."

R E P O R T

A petition and letter dated 1982 February 22 was received from Mrs. E.V. Easton, #205 - 7377 Salisbury Avenue, Burnaby, B.C., V5E 4B2, concerning the lack of parking facilities in the area adjacent to the building at 7377 Salisbury Avenue.

This matter was referred to the Director Engineering who reported as follows:

"The 'No Stopping' restriction adjacent 7377 Salisbury Avenue was posted at the direction of the Fire Prevention Officer. The 'No Parking' zone across Salisbury Avenue from 7377 Salisbury was placed there to alleviate complaints from the owner and resident of 7350 Salisbury of vehicles parking along the east curb blocking his driveway and vision when entering or leaving his property.

The residents and/or visitors to 7377 Salisbury can still park in those portions of the local streets not restricted, except when parking adjacent other properties for more than three hours between 08:00 to 18:00 h (Section 6 of the Burnaby Street and Traffic Bylaw) they must have the owner's permission.

-4-

REPORT  
REGULAR COUNCIL MEETING  
1982 March 22

In regard to on street parking we wish to emphasize to the petitioners that it is not the responsibility of the Municipality to provide on street parking. Developers are required under the Burnaby Zoning Bylaw to provide a certain number of parking spaces related to the size and type of development. Should a developer feel the need of additional parking then the onus is on him to provide it on site.

STAFF RECOMMENDATION TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT a copy of the above report be sent to E.V. Easton,  
#205 - 7377 Salisbury Avenue, Burnaby, B.C., V5E 4B2."

Respectfully submitted,

Alderman D.N. Brown,  
Chairman

Alderman G.H.F. McLean,  
Member

Alderman E. Nikolai,  
Member

RDS:sw