

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. Bus Stop Relocations requested by the Metro Transit Operating Company

- (a) "THAT Council approve the relocation of the northbound Boundary Road bus stops at Laurel Street and Regent Street to westbound Laurel Street nearside Boundary Road, and to northbound Boundary Road far-side Grandview Highway respectively.
- (b) THAT Council approve the establishment of bus zones at the new locations.
- (c) THAT the Metro Transit Operating Company, 850 South West Marine Drive, Vancouver, B.C., V6P 5Z1, be informed of Council's decision."

R E P O R T

A letter dated 1982 July 22 was received from J.L. Bates, Transportation Service Assistant, Metro Transit Operating Company, requesting the relocation of the bus stops on Boundary Road at Laurel and Regent Streets for safety reasons.

The Director Engineering prepared the following report in response to these requests, namely:

"These stops are currently located at northbound Boundary Road between Laurel Street and Canada Way and northbound Boundary Road farside Regent Street. The requested relocations are to be westbound Laurel Street between Boundary Road and the lane east of Boundary Road, and to northbound Boundary Road between Grandview Highway and Regent Street respectively.

Both these proposed stops would be non-standard bus stops within the Council adopted 'Selective Stop Policy' which promotes farside intersection stop locations. Nonetheless, both existing stops result in problems, due to their close proximity to arterials, that the farside stops were intended to eliminate. As stated in the letter from M.T.O.C. the farside Laurel Street stop results in conflict with vehicles right-turning onto Schou Street destined for Canada Way, and the farside Regent Street stop results in conflict with right-turning vehicles destined for the Freeway on-ramp at Boundary Road.

The proposed northbound Boundary between Grandview and Regent would, due to an existing marked crosswalk and a residential driveway, become a midblock bus stop requiring the establishment of a bus zone and the removal of one legal on-street parking stall.

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:- COPY - MANAGER

This parking stall is currently in front of a residence and is within an existing 'No Stopping 7 - 9 a.m. and 4 - 6 p.m.' restriction. The adjacent residence has available off-street parking.

The proposed stop for westbound Laurel Street between Boundary Road and the lane east is adjacent the visitor parking lot for the Hanna Medical Clinic and a required bus zone would result in the removal of three existing legal on-street parking stalls. The former 'No Stopping Bus Zone' on Boundary Road would be replaced with a 'No Parking Any-time' zone that would prohibit parking but allow stopping for the purposes of off loading passengers, a possible benefit for the Clinic.

Our investigation of these requested relocations concurs with the stated reasons and agrees with the proposed stop locations, therefore, we are recommending the Committee's approval.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT the Committee approve the relocation of the northbound Boundary bus stops at Laurel Street and Regent Street to westbound Laurel Street nearside Boundary and to northbound Boundary farside Grandview Highway respectively, and
  - (ii) THAT the Committee approve the establishment of bus zones at the new locations, and
  - (iii) THAT the Metro Transit Operating Company be informed of the Committee's decision."
2. Request to Close Lane immediately east of Glynde Avenue between Empire Drive and Pandora Street

Recommendations:

- (a) "THAT Council approve the barricading of the lane parallel to Glynde Avenue, and between Empire Drive and Pandora Street at Empire Drive, and at the north side of the lane parallel to Pandora Street.
- (b) THAT this lane be graded and levelled before it is barricaded.
- (c) THAT Mr. S. Manhas, 5216 Pandora Street, Burnaby, B.C., V5B 1L6, be informed of Council's decision."

R E P O R T

A petition and letter dated 1982 July 12 was received from S. Manhas, 5216 Pandora Street, Burnaby, B.C., V5B 1L6, requesting the closure of the lane immediately east of Glynde Avenue between Empire Drive and Pandora Street.

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

"The captioned lane is currently unpaved and serves as an access to three of the four adjacent properties, as shown on the sketch accompanying Mr. Manhas's application for closure. All adjacent properties, including those with access to the lane, have signed the petition.

The average grade on this lane, measured from the north curb on Empire Drive to the south edge of pavement on Pandora Street is approximately 16%. With this steep grade and a gravel surface it would be very difficult for any vehicle using this lane to not create dust and 'spin' their tires. Also, the steepness of the grade would result in reduced visibility to northbound vehicles, i.e. uphill, at the intersection with the lane paralleling Pandora Street and with Pandora Street.

Due to the existence of a combined sanitary-storm sewer in part of the lane and water and gas lines in the entire length of the lane, right-of-way must be maintained for purposes of service vehicles. As the requested barricading, while eliminating some of the problems being experienced, would not unduly restrict service vehicle access we are recommending that the lane be barricaded as requested.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT the Committee approve the barricading of the lane parallel to Glynde Avenue, and between Empire Drive and Pandora Street, at Empire Drive and at the north side of the lane parallel to Pandora Street.
- (ii) THAT Mr. Manhas be informed of the Committee's decision.

3. McKay Avenue and Kingsway - Pedestrian Signal Walk Phase

Recommendations:

- (a) "THAT no changes be made to the present signal timing.
- (b) THAT F.M. Runzer, 6507 Silver Avenue, Burnaby, B.C., V5H 2Y3, be sent a copy of this report as a explanation of the signal timing and sequence."

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A letter dated 1982 July 13 was received from F.M. Runzer, 6507 Silver Avenue, Burnaby, B.C., V5H 2Y3, requesting that the signal walk phase for pedestrians at Kingsway and McKay Avenue be increased.

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

"Although the above intersection is controlled by the Ministry of Transportation and Highways, we have checked the timing ourselves and we can address the concern expressed by Mrs. F.M. Runzer in her letter of 82 07 13 regarding the length of the walk signal.

The national standard for pedestrian signal timing is to allow at least 7 seconds of walk time. This walk time, which is indicated by a white 'walking man' symbol is intended only as an indication to the pedestrians to start crossing the street. The walk interval is followed by a clearance interval. This clearance interval varies with the width of the street and is based on a walking speed of 1.2 m per second. This time, which is indicated by either a flashing or steady orange 'hand' symbol, is intended to allow a pedestrian that enters the crosswalk at the end of the walk interval enough time to safely cross the street before the opposing traffic is allowed to move.

At Kingsway and McKay Avenue, as at most traffic signals, the walk signal for pedestrians crossing Kingsway comes on simultaneously with the northbound vehicle green light. The walk signal terminates after 7 seconds and a flashing don't walk symbol comes on. This flashing symbol continues for 14 seconds until the vehicle signal turns amber. The flashing symbol turns steady as soon as the amber light comes on. This provides an additional 4 seconds of clearance. The don't walk symbol remains steady until the next time the walk and green signals come on for northbound traffic. The total time available for pedestrians crossing Kingsway is 25 seconds which should be adequate for elderly pedestrians, particularly if they start to cross at the beginning of the 'walk'.

This signal sequence and timing is as outlined in the 'Uniform Traffic Control Devices' for Canada's manual which is distributed by the Roads and Transportation Association of Canada.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT no changes be made to the present signal timing.
- (ii) THAT Mrs. F.M. Runzer of 6507 Silver Avenue, Burnaby, B.C., V5H 2Y3, be sent a copy of this report as an explanation of the signal timing and sequence."

4. Intersection of Sixth Street and Twelfth Avenue

Recommendations:

- (a) "THAT the request for a pedestrian actuated signal for the intersection of 12th Avenue and Sixth Street be denied because of insufficient warrants.
- (b) THAT Mrs. Ingram of the Normana Rest Home, 7979 - 12th Avenue, Burnaby, B.C., V3N 2K8, be sent a copy of this report."

R E P O R T

In response to a telephone request received from Mrs. Ingram of the Normana Rest Home requesting the installation of a pedestrian actuated traffic signal at the intersection of 12th Avenue and Sixth Street, the Director Engineering prepared the following report:

"In response to a request from Mrs. Ingram of the Normana Rest Home, 7979 - 12th Avenue, Burnaby, for an investigation of the signal warrants at the captioned intersection we placed automatic traffic counters on all legs of this intersection. When this data, combined with accident statistics, is used to calculate the R.T.A.C. traffic signal warrant the result is a less than seven (7) percent warrant for a traffic signal.

This very low warrant is due in part to the low accident frequency, average of four per year for each of the last three years, which produces a negative value for accident priority points within the warrant. Also, the close proximity of the existing signal at Sixth Street and Tenth Avenue produced a negative value for the 'Crossing Gaps, Progression, Delay and Vehicle Stops' section of the warrant for the east leg of the intersection. If only those accidents considered correctable by a standard traffic signal intersection were included within the warrant the calculated value would have to be reduced to zero.

A previous attempt at a manual pedestrian count during the off-peak period was terminated after one hour of a scheduled two hour survey as in the first hour there was only one pedestrian who crossed within the intersection, a postman, who crossed diagonally from the southeast to northeast corners. Since this count the only significant change in the vicinity of the subject intersection has been the construction of the Ministry of Transportation and Highways Regional Offices on the northeast corner. This facility does not generate sufficient pedestrian volumes to either increase the R.T.A.C. warrant significantly nor meet the I.T.E. 'Minimum Pedestrian Volume' warrant.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT the request for a pedestrian actuated signal for the intersection of 12th Avenue and Sixth Street be denied because of insufficient warrants.

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- (ii) THAT Mrs. Ingram, of the Normana Rest Home, 7979 -  
12th Avenue, Burnaby, be sent a copy of this report."

Respectfully submitted,

Alderman D.N. Brown,  
Chairman

Alderman E. Nikolai,  
Member

RDS:sw