

ITEM	10
MANAGER'S REPORT NO.	28
COUNCIL MEETING	1983 04 18

RE: LETTER FROM NORMAN THYER WHICH APPEARED ON THE AGENDA FOR THE
1983 APRIL 11 MEETING OF COUNCIL (ITEM 3a)
PEDESTRIAN SAFETY

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Engineering be adopted.

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TO: MUNICIPAL MANAGER

83 04 11

FROM: DIRECTOR ENGINEERING

SUBJECT: SUBMISSION OF N.H. THYER - 3222 DOUGLAS ROAD,
BURNABY, B.C., V5G 3N9

RECOMMENDATION:

1. THAT Mr. N.H. Thyer of 3222 Douglas Road, Burnaby, B.C.,
V5G 3N9, be sent a copy of this report.

REPORT:

The subjects contained in the captioned submission will be answered in order presented.

1. Definition of a crosswalk:

Section 115, Motor Vehicle Act - "Crosswalk means 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 extensions 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."

Burnaby Street & Traffic Bylaw - "Crosswalk includes that portion of a roadway included within the prolongation of the edge of a roadway and the property line at intersections other than lane intersections and any portion of a roadway indicated for pedestrian crossing by lines or other markings."

The City of Vancouver's Traffic Bylaw gives a definition for a crosswalk worded exactly as Burnaby's.

(cont'd)

Under the Burnaby Bylaw and the City of Vancouver Bylaw there is no question that every intersection in these two Municipalities contain legal crosswalks. Under Section 181 (1) of the Motor Vehicle Act a vehicle must yield to a pedestrian in a crosswalk.

2. The traffic signal at the intersection of Gilmore Diversion and Canada Way has a full actuated controller. The main street dwell is on the Canada Way through green which means that unless there is a call to Gilmore Diversion or a call to Canada Way left turns the light will remain on green for Canada Way. The dwell starts with a "WALK" across Gilmore only if called for then a "DON'T WALK" indication. During the guaranteed dwell period and if there is no call on the cross street or left turn a pedestrian later call will be accepted and the "WALK" will reappear. However if there has been a call on the cross street or left-turn a "WALK" will not be accepted during the main street dwell until the controller has responded to the opposing call and returned to the main street at which time the "WALK" will appear.
3. The "WALK" has not been programmed to appear on each phase without call as a single vehicle call on a cross street takes less signal time than a pedestrian call.

The signal at Willingdon Avenue and Canada Way is owned and operated by the Ministry of Transportation and Highways and has a quad left controller. Details of its operating characteristics can be obtained from the Ministry of Transportation and Highways.
3. In regard to the question of why there were no sidewalks constructed along Wayburne Drive, we would advise that at the time of construction the road facility was to be a major arterial and recognizing that the majority of property along the east side was a cemetery while the remainder had a frontage road (Westminster Avenue) a sidewalk was not justified. The only development on the west side at the time was B.C.I.T. and P.V.I. which had its own internal road system. Most students without vehicles would be utilizing transit services on Willingdon Avenue which is provided with sidewalks. Even today, there are very few pedestrians who walk along Wayburne Drive and the need for provision of a sidewalk is very doubtful.
4. In response to the last paragraph of Mr. Thyer's submission concerning the amount B.C.I.T. and P.V.I. students contribute to the economy of Burnaby, we would advise that the prevalent practice of students parking in the adjacent residential neighbourhoods is a continuing source of complaint. Anywhere from 50 to 100 student vehicles, many of them four-wheel drive, violate the law by being driven over the curb on Beta Avenue north of Canada Way and parking in a muddy field. When they leave they track mud all over the roadway which is a cost to the Municipality to clean up. As to the number who walk to campus, many are walking from the previously mentioned parked vehicles and are doing so without the benefit of sidewalks or legally constituted crosswalks, (for example, students parking along the entire west side of Willingdon Avenue between Canada Way and Moscrop Street). The Traffic Section of the Engineering Department has observed over a lengthy period of time that the vast majority of students parking on the west side of Willingdon Avenue, when leaving their vehicles, jaywalk directly across Willingdon Avenue at points not constituted as legal crosswalks even though there are four signalized crossings at their disposal.

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Further, students also park bumper-to-bumper on both sides of Woodsworth Street east of Wayburne and along Westminster Avenue north of Woodsworth Street, a direct intrusion into this adjacent neighbourhood. Many of them park into the corner clearances at intersections, seriously affecting sight distances. Pedestrians are effectively denied the use of the road shouldered and are forced to walk on the travelled portion of the roadway.

For many years we have tolerated the use of our neighbourhood streets as adjunct facilities to those provided at B.C.I.T. and P.V.I. A complete review of the traffic and parking situation in this entire area appears to be warranted; we are certainly mindful of the needs and attitudes of the local property-owners. We will examine how we can fit this review into our work program.


DIRECTOR ENGINEERING

EEO/HB/ch

c.c. () Traffic Supervisor

