

REPORT
REGULAR COUNCIL MEETING
1984 May 22

File: F.F. 20-2

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

A meeting of the Traffic Safety Committee was held in the Council Chamber, Municipal Hall, 4949 Canada Way, Burnaby, B.C. on Tuesday, 1984 May 15 at 18:00 h.

PRESENT:

Alderman A.H. Emmott, Chairman
Alderman Egon Nikolai
Alderman L.A. Rankin
Mr. John Brucker, Burnaby Safety Council
Mrs. A.L. Smith, Parent Teacher Council
Mr. Gordon Mackie, Citizens Representative
Mr. B.J. Jones, School Board Representative
Mr. A.R. Carrell, Senior Citizens Representative

ABSENT:

Mr. Ray Hunt, B.C. Motor Transport Association
Mr. K.R. Beedie, Burnaby Chamber of Commerce
Mr. W.B. Bennett, Metro Transit Representative

STAFF:

Sgt. J.T.A.T. Dixon, R.C.M.P. Burnaby Detachment
Mr. H.G. Bacon, Traffic Supervisor
Mr. W.S. Scott, Transportation Planner
Mrs. M. Pasqua, Secretary

A. Eighteenth Street and Stride Avenue -
Request to Institute Patrolled Crosswalk

Recommendations:

1. "THAT Council concur with recommendation No. 1 as submitted by the Stride Avenue Community Council being, 'THAT a school patrol on Stride Avenue at Eighteenth Street be provided.'

(CARRIED

OPPOSED: Alderman Emmott, Messrs.
Brucker and Mackie)

2. THAT staff be requested to investigate the signing in the vicinity of Stride Avenue Community School."

(CARRIED UNANIMOUSLY)

R E P O R T

At the Traffic Safety Committee meeting held on 1984 March 20, a memorandum dated 1984 January 13 was received from the Director Engineering regarding a request received to institute a patrolled crossing of Stride Avenue at Eighteenth Street, the contents of which are contained hereunder:

"We have received a submission from the Principal of the Stride Avenue Elementary School to institute a patrolled crossing of Stride Avenue at Eighteenth Street.

- AGENDA 1984 MAY 22
- COPY - MANAGER

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As required under the recently adopted procedure of evaluating the need for a patrolled crosswalk the school staff have conducted an evaluation of the traffic conditions of the subject intersection.

From the count data supplied by the school, the A.M. hourly volume of traffic is 96 vehicles while the P.M. hourly volume of traffic is 124 vehicles.

The minimum hourly traffic volumes required to warrant consideration of a school patrol is 300 vehicles.

Based on the information received the Engineering Department must advise that a school patrol is not warranted.

STAFF RECOMMENDATIONS TO THE TRAFFIC AND SAFETY COMMITTEE:

1. THAT the recommendation of the school for a patrol be denied due to the absence of a warrant.
 2. THAT the Principal, Mr. D.B. MacDonald be so advised."
- It was the consensus of the Committee that this matter be postponed pending the appearance of Mr. D.B. MacDonald, Principal of Stride Avenue Community School, as a delegation regarding this request.

Mr. D.B. MacDonald, Principal of Stride Avenue Community School appeared as a delegation at the Traffic Safety Committee meeting held on 1984 May 15 to address the request for the patrolled crossing of Stride Avenue at Eighteenth Street, and as a result the aforementioned recommendations are submitted.

- B. Request for Controlled Crosswalk Light -
Intersection of McMurray Avenue and Kingsway

Recommendation:

1. "THAT a copy of this report be sent to Mr. L.T. Mills, Manager, Resources Protection Department, Dow Service Centre, Simpson Sears Ltd., 6560 Dow Avenue, Burnaby, B.C., V5H 3C8."

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1984 March 29 was received from Mr. L.T. Mills, Manager, Resources Protection Department, Dow Service Centre, Simpson Sears Ltd., advising that as a result of another serious pedestrian accident on 1984 March 23, a controlled crosswalk light should be installed at the pedestrian crosswalk which runs North and South at the intersection of McMurray and Kingsway.

A revised report dated 1984 March 15 was received from the Director Engineering, the contents of which are contained hereunder:

"The pedestrian crossings of Kingsway at the subject intersection are presently accommodated by a painted and signed crosswalk, installed and maintained by the Ministry of Transportation and Highways. The closest signalized crossing of Kingsway to the McMurray crossing is to the west at McKercher Avenue, a distance of 110 metres (360 ft.). A signalized crossing of Kingsway to the east exists at Nelson Avenue, a distance of 135 metres (440 ft.).

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Previous requests to signalize the McMurray Avenue crosswalk have been turned down by the Ministry of Transportation and Highways because of the proximity of alternate signalized crossings and because this additional signal would seriously affect the progression of traffic along Kingsway.

This particular area of Kingsway is, however, in the process of some major redevelopments related to Metrotown that will require alterations and changes to traffic control on Kingsway and other streets in the area. A comprehensive review of roads, access and circulation requirements in Metrotown, is currently being undertaken in connection with the redevelopment of the Metrotown area. As a result of this review, Burnaby staff will be making a submission to Sears' officials in the very near future involving their holdings as related to Metrotown road requirements.

Notwithstanding the preceding, the Engineering Department will be prohibiting the stopping of vehicles within 21 metres (70 ft.) of this marked crosswalk as set down in our policy and procedure for the marking of pedestrian crosswalks to improve the motorists' view of the pedestrian entering the crosswalk.

STAFF RECOMMENDATIONS TO THE TRAFFIC AND SAFETY COMMITTEE:

1. THAT a copy of this report be sent to Mr. L.T. Mills."

C. Silhouette Signs for School Crosswalks

Recommendation:

1. "That the conditions and procedures for the placement of silhouette signs, as set out in the Director Engineering's report, be approved."

(CARRIED UNANIMOUSLY)

R E P O R T

A report dated 1984 April 24 was received from the Director Engineering regarding silhouette signs for school crosswalks, the contents of which are contained hereunder:

"At its meeting of 1984 January 17 the Traffic and Safety Committee unanimously adopted the following motion:

' THAT this method be postponed in order for staff to submit a report to the Traffic Safety Committee providing a method of implementation of silhouette signs on a trial basis at several schools in the District of Burnaby.'

The following conditions are deemed necessary when considering the placement of silhouette school signs at crosswalk locations:

- i) The school crosswalk under consideration must be under the supervision of a school patrol who will be responsible for the proper placement of the silhouette signs.
- ii) Silhouette signs are not to be placed in the centre of the road or in any portion of a travelled lane. In the case of a two lane road the silhouette must be placed at least four (4) metres (13 feet) from the centre line.

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On multi-lane roads the silhouette sign must be placed at the curb edge. The silhouette should be placed at the approach side to the crosswalk.

- iii) Silhouette signs are not to be left unattended in the roadway but must be brought to the site and removed by the school patrol.

Three schools have been chosen for the evaluation of silhouette sign placement. These are:

- (a) Marlborough School crossing of Royal Oak at Sanders Street.
- (b) Cascades School crossing of Smith Avenue at Pine Street.
- (c) Stride Avenue School crossing of 19th Street at Stride Avenue.

Prior to the implementation of silhouette signs we will conduct speed checks of traffic approaching the crosswalk prior to the arrival of the school patrol and then during the presence of the school patrol. After we have obtained sufficient data for evaluation, silhouette signs will then be placed at the crosswalks. During this phase speed checks will again be taken prior to the arrival of the patrol and again during the patrol's presence when the silhouettes will be in place. Similar studies will be redone at about six week intervals to determine if any change in vehicle speeds is noted.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the above noted conditions and procedures for the placement of silhouette signs be approved."

Respectfully submitted,

Alderman A.H. Emmott,
Chairman

Alderman Egon Nikolai,
Member

Alderman L.A. Rankin,
Member