

REPORT
REGULAR COUNCIL MEETING
1984 January 23
File: 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

The Traffic Safety Committee wishes to advise that, at their meeting held on 1984 January 17, it was agreed that the resulting vote taken on the recommendations submitted to the Committee and subsequently submitted to Council within the Traffic Safety Committee Report will be recorded, in parenthesis, for Council's information.

Therefore, it is now necessary to indicate to Council the members of the Traffic Safety Committee present and absent at the meeting held on 1984 January 17.

PRESENT:

Alderman A.H. Emmott, Chairman
Alderman L.A. Rankin
School Trustee B.J. Jones, School Board Representative
Mr. K.R. Beedie, Burnaby Chamber of Commerce
Mr. John Brucker, Burnaby Safety Council
Mrs. A.L. Smith, Parent Teacher Council
Mr. Gordon Mackie, Citizens Representative
Mr. W.B. Bennett, Metro Transit Representative
Mr. A.R. Carrell, Senior Citizens Representative

ABSENT:

Alderman Egon Nikolai
Mr. Ray Hunt, B.C. Motor Transport Association

1. Request for Crosswalk at Century Park Way across Gilpin Street and removal of the "No Parking" Restriction outside the Park East of Century Park Way on Gilpin Street

Recommendations:

- (a) "THAT the request for a marked crosswalk at Gilpin Street and Century Park Way be denied.
- (b) THAT the existing parking ban on Gilpin Street and Deer Lake Avenue be retained.
- (c) THAT Mr. Bernard Bellingher, President, Burnaby Arts Council, 6450 Gilpin Street, Burnaby, B.C., V5G 2J3 be sent a copy of this report."

(CARRIED UNANIMOUSLY)

:- AGENDA 1984 JANUARY 23
:- COPY - MANAGER

REPORT
REGULAR COUNCIL MEETING
1984 January 23

-2-

R E P O R T

A letter dated 1983 November 22 was received from Mr. Bernard Bellinger, President, Burnaby Arts Council, 6450 Gilpin Street, Burnaby, B.C., V5G 2J3 requesting the installation of a crosswalk at Century Park Way across Gilpin Street, and further, removal of the 'no parking' restriction outside the Park east of Century Park Way on Gilpin Street.

A report dated 1983 December 05 was received from the Director Engineering regarding this matter, the contents of which are contained hereunder:

"The current Council adopted policy regarding marked crosswalks is that they are not to be installed except at either signalized locations or patrolled school crosswalks at locations other than legal crosswalks as defined under the Motor Vehicle Act. The reasons for this policy are manifold but center around two erroneous premises, that the two painted lines provide protection to the pedestrian and that motorists assume that the pedestrian only has the right-of-way within marked crosswalks.

There are, at Century Park Way and Gilpin Street, a 'T' intersection, three legal crosswalks as defined by the Motor Vehicle Act in which the pedestrian has the right-of-way. In the six years since the beginning of 1978 there has not been any recorded accidents involving pedestrians.

According to the recent 'Central Area Transportation Planning Study' pedestrian volumes in the vicinity are light and the preferred pedestrian corridor is not the intersection of Century Park Way and Gilpin Street but opposite the existing pedestrian pathway between the Municipal Hall and the Justice Building.

This corridor has the pedestrians crossing at the crest of the hill with good sight distance to the east, adequate to the west, and on a straight section of the road. Also this corridor, as is the subject intersection, is within a posted 30 km/h speed zone which is frequently enforced.

The requested removal of the parking ban is not supported by the Engineering Department as the roadway is an interim standard 6 m pavement cap with narrow shoulders and open ditches. To allow parking would either result in encroachments on the travelled portion of the roadway or damage to the ditch or boulevard which would require continuing maintenance. The existing parking ban was requested by the Recreation and Cultural Services Department to allow easy access for the large tour buses that frequently visit the Heritage Village Museum.

The maximum number of vehicles that could be legally parked between the existing driveways to the Arts Center and the James Cowan Theatre, where the shoulder is wide enough, is six (6).

REPORT
REGULAR COUNCIL MEETING
1984 January 23

As there are 178 off street parking spaces available immediately adjacent these facilities an additional 3.4% parking spaces is not going to alleviate any currently experienced parking problems. The designated overflow parking is within the Municipal Hall complex with over 250 spaces available outside working hours. While this overflow parking is removed from the Century Park area by using the abovementioned pedestrian corridor it is still within a relatively short walking distance.

We looked at alternative on street parking on that section of Gilpin Street between Century Park Way and Deer Lake Place which is currently finished to an 11 m standard with curbs on both sides. Due to the existence of several driveways, including three to the Justice Building, two to Century Park, one to the West Building, and one to a private residence, and the steep approach grades from both directions we feel that on street parking in this section could create traffic safety problems.

The Council adopted 'Conceptual Transportation Plan' includes the proposal that Gilpin-Century Park Way be replaced by the Moscrop-Gilpin-Deer Lake Place route which if and when implemented would eliminate the traffic volumes currently passing through past Century Park on Gilpin. The Director Recreation and Cultural Services has requested that the Canada Way-Deer Lake Place-Norland Avenue intersection redesign, which is an integral part of this scheme, be implemented as soon as possible due to the potential benefits to Century Park.

One of these benefits when completed would be to divert a large percentage of the traffic from the Century Park Way-Canada Way intersection to the new intersection because it will be signalized.

In summary we do not support either request for a marked crosswalk due to its not meeting the established policy nor for the removal of an existing parking ban due to the problems of safety and circulation that it would create.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the request for a marked crosswalk at Gilpin Street and Century Park Way be denied.
 2. THAT the existing parking ban on Gilpin Street and Deer Lake Avenue be retained.
 3. THAT Mr. Bernard Bellingher of the Burnaby Arts Council be sent a copy of this report."
-
2. School Crosswalk on Royal Oak Avenue at Arrow Street for Marlborough School

Recommendations:

- (a) "THAT the existing marked crosswalk on Royal Oak Avenue at Arrow Street be relocated to Royal Oak Avenue at Sanders Street, north leg.

(CARRIED UNANIMOUSLY)

REPORT
REGULAR COUNCIL MEETING
1984 January 23

-4-

(b) THAT all pavement markings and signing associated with the above crosswalk be installed at the new location.

(CARRIED UNANIMOUSLY)

(c) THAT the requests for a pedestrian operated traffic signal and a 30 km/h speed limit be denied.

(CARRIED

OPPOSED: School Trustee Jones,
Mrs. Smith & Mr. Carrell)

(d) THAT the R.C.M.P. be requested to monitor the speeds on Royal Oak Avenue, particularly during school hours, and to issue violation notices where required.

(CARRIED UNANIMOUSLY)

(e) THAT a fully actuated traffic signal be installed on Royal Oak Avenue at Dover Street.

(CARRIED UNANIMOUSLY)

(f) THAT Mr. J.H. Gurney, c/o Marlborough Parent Advisory Committee, 6269 Denbigh Avenue, Burnaby, B.C., V5H 3R6 be sent a copy of this report."

(CARRIED UNANIMOUSLY)

R E P O R T

The Traffic Safety Committee, at its meeting held on 1983 October 25, heard a delegation, Mr. J.H. Gurney, Marlborough Parent Advisory Committee, 6269 Denbigh Avenue, Burnaby, B.C., V5H 3R6. Mr. Gurney expressed his concerns regarding a serious safety problem associated with the school crosswalk on Royal Oak Avenue adjacent to Marlborough Elementary School. Arising out of Mr. Gurney's presentation, Traffic Safety Committee members requested staff to provide additional information respecting this matter.

As a result of the above, a report dated 1984 January 04 was received from the Director Engineering, the contents of which are contained hereunder:

"Arising out of a presentation by Mr. J.H. Gurney regarding the captioned subject, the Committee requested additional information as follows:

(a) Number of students enrolled at Marlborough Elementary School.

We did not acquire the total number of students attending this school but rather the number of students living east of Royal Oak Avenue who would be potential users of the subject crosswalk.

REPORT
REGULAR COUNCIL MEETING
1984 January 23

On a map we indicated the residences of those students, broken down into grades attended. The number of students, by grade and map colour code, is as follows:

| | | |
|----------------------|---|---------------------------|
| Grade 7 (Yellow) | - | 6 students (1 not on map) |
| Grade 6 (Orange) | - | 6 students |
| Grade 5 (Lt. Green) | - | 8 students (1 not on map) |
| Grade 4 (Red) | - | 8 students (1 not on map) |
| Grade 3 (Blue) | - | 10 students |
| Grade 2 (Dk. Green) | - | 10 students |
| Grade 1 (Purple) | - | 8 students |
| Kindergarten (Brown) | - | 8 students |

64 students

Those students not shown on the map are from well outside the catchment area of the school and could not be reasonably shown on a map of this scale.

(b) Number of students using crosswalk on Royal Oak Avenue at Dover Street.

The existing marked crosswalk is actually located at Arrow Street south of Dover Street and our manual count was of this marked crosswalk, the Sanders Street intersection and south of Sanders Street. The results of this study were as follows:

| | A.M. | P.M. | TOTAL |
|-------------------------|------|------|-------|
| Marked X-walk | 11 | 29 | 40 |
| Sanders Street | 0 | 4 | 4 |
| South of Sanders Street | 3 | 7 | 10 |
| TOTAL | 14 | 40 | 54 |

Of the 40 pedestrians counted in the P.M. period, 8 were adults and one child was a preschooler accompanied by an adult.

In addition to the above statistics, the following observations were made during the times of the study:

- a. School patrol arrived at 08:35 and stayed until 08:45. Two children crossed after the patrol left.
- b. In the P.M. the patrol left at 15:01, after which 19 children crossed unescorted.
- c. One parent dropped two small children off on the east side of Royal Oak, thus requiring them to cross, before the school patrol arrived. This has been observed on several days by a member of the Department who uses Royal Oak Avenue on a regular basis.

While video taping the existing situation on Royal Oak between Sanders and Dover Streets, we observed several parents driving their children to the school. Many made improper turns at Royal Oak and Sanders and two failed to stop at the stop sign on Sanders Street.

REPORT
REGULAR COUNCIL MEETING
1984 January 23

-6-

(c) Projected cost for the installation of a pedestrian actuated signal at the intersection of Royal Oak Avenue and Sanders Street.

The estimated cost for a pedestrian only actuated signal is \$30,000 and for a semi-actuated full signal is \$35,000.

In his presentation Mr. Gurney made five specific requests for improved safety measures. These requests and our comments are as follows:

a) Relocate the crosswalk further south to the intersection of Sanders Street and Royal Oak Avenue.

Based upon the catchment area and the distribution of the students within this area, this request is one with which we concur. The recommended new location is across the north leg of Royal Oak at Sanders Street which requires the children to cross only one street. This recommendation is subject to the existing school patrol being retained, with improved timing, and the children being directed to use the relocated crosswalk instead of the Arrow and Dover-Oakland Street crosswalk.

b) The installation of a pedestrian actuated signal light at the relocated crosswalk.

The intersection of Sanders Street and Royal Oak Avenue does not meet any established warrant for the installation of either a pedestrian or vehicle actuated traffic signal. The I.T.E. pedestrian warrant requires a minimum of 150 pedestrians per hour for each of eight hours in which there are at least 600 vehicles per hour. At no time during the day are there 150 pedestrians within an hour, in fact, there may not even be 150 pedestrians using this intersection to cross Royal Oak within a day, based upon casual observation.

We did not do a complete R.T.A.C. warrant evaluation for this intersection but considering it has only three legs and a negative 21 accident priority point rating, we doubt that it would come even close to meeting the minimum point rating to consider a traffic signal. If a traffic signal were installed we could expect some adverse effects would probably include: increased accident frequency, a phenomenon associated with traffic signals in most instances; increased traffic volumes on Sanders Street; and in conjunction with the increased volumes, increased pedestrian-vehicle conflicts as all vehicles entering/exiting Sanders Street are required to turn within the intersection due to its 'T' intersection configuration.

The increased volumes would probably occur as motorists would use any signal, even a pedestrian only operated signal, to access Royal Oak Avenue rather than the intersection of Dover-Oakland which currently experiences traffic congestion during peak periods. This latter intersection is to be improved, with signalization, under the Council adopted 'Conceptual Transportation Plan'. No date for this improvement has yet been set.

REPORT
REGULAR COUNCIL MEETING
1984 January 23

(c) Place a 30 km/h school zone limit in the area.

Royal Oak Avenue is currently a major collector street within the street hierarchy system and under the 'Conceptual Transportation Plan' will become a secondary arterial. A reduced speed limit on Royal Oak Avenue would be contrary to the intended designation and as has been proven elsewhere, unworkable. For example Gilmore Avenue adjacent Gilmore School, also a collector street, was posted 30 km/h and studies have shown that speeds remained virtually as before.

We conducted two speed studies on Royal Oak between Sanders and Oakland using automatic velocity recorders which we were testing for possible purchase. These recorders allowed us to record velocities over a 24 hour period. The results of these studies were as follows:

24 Hours

NORTHBOUND

60 km/h
54 km/h
56
15

SOUTHBOUND

85th Percentile 50.4 km/h
50th Percentile 45.2 km/h
Vehicles 75 km/h+ 4
Vehicles 25 km/h- 267

The differences between directional speeds is due to the grade with the slower speeds in the uphill direction. We also noted a reduction in speeds during those periods when school children were present as summarized below:

08:00 - 09:00

NORTHBOUND

58
51
0
3

SOUTHBOUND

85th Percentile 52
50th Percentile 44
Vehicles 75 km/h+ 0
Vehicles 25 km/h- 24

14:30 - 16:30

SOUTHBOUND

48.5 km/h
41.5 km/h
1
43

85th Percentile
50th Percentile
Vehicles 75 km/h+
Vehicles 25 km/h-

15:00 - 16:00

NORTHBOUND

57 km/h
50 km/h
2
2

85th Percentile
50th Percentile
Vehicles 75 km/h+
Vehicles 25 km/h-

If the north and southbound data were combined the result would be that Royal Oak Avenue is typical of collector streets and, therefore, would not warrant special treatment to attempt to control the speeds.

REPORT
REGULAR COUNCIL MEETING
1984 January 23

d) The designation of a parking prohibition along Royal Oak Avenue in the vicinity of the relocated crosswalk.

The Council adopted policy regarding marked crosswalks includes the designating of a parking prohibition adjacent the crosswalk which would be implemented if the crosswalk is relocated.

e) Enforcement of speeding traffic.

The above mentioned speed study found the greatest numbers of vehicles within the enforceable speed range between 07:00 and 08:00 and between 17:00 - 20:00. The lowest percentage speeders occurred between 08:00 - 09:00 in the A.M. period and between 15:00 - 17:00 in the P.M. period. These two periods of low percentage of speeders coincided with the periods of greatest number of children present. This is not just a coincidence but is a generally observed condition that reflects the average drivers extra caution when children are present.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the existing marked crosswalk on Royal Oak Avenue at Arrow Street be relocated to Royal Oak Avenue at Sanders Street, north leg.
2. THAT all pavement markings and signing associated with the above crosswalk be installed at the new location.
3. THAT the requests for a pedestrian operated traffic signal and a 30 km/h speed limit be denied.
4. THAT the R.C.M.P. be requested to monitor the speeds on Royal Oak Avenue, particularly 07:00 - 08:00 h and 17:00 - 20:00 h, and to issue violation notices where required.
5. THAT the Marlborough Parent Advisory Committee be sent a copy of this report."

At the Traffic Safety Committee meeting held on 1984 January 17, Mr. J.H. Gurney, Marlborough Parent Advisory Committee appeared as a delegation and addressed several points made in the Director Engineer's report of 1984 January 04.

3. Traffic Safety Report for the Intersections of Union and Grove, Grove and Curtis

Recommendations:

- (a) "THAT stop signs be installed on Union Street at Grove Avenue giving the right-of-way to Grove Avenue.
- (b) THAT Mr. Ralph Bruno, 6641 Union Street, Burnaby, B.C., V5B 1W7 be sent a copy of this report."

(CARRIED UNANIMOUSLY)

R E P O R T

A memorandum dated 1983 December 05 was received from Mayor William A. Lewarne advising that Mr. Ralph Bruno had contacted him by telephone regarding a tree which is obstructing a sign and the accident frequency, both at the intersection of Union Street and Grove Avenue, and deficient lighting at the intersection of Grove Avenue and Curtis Street.

A report dated 1984 January 06 was received from the Director Engineering regarding this matter, the contents of which are contained hereunder:

"1. Union & Grove

The intersection of Grove Avenue and Union Street is the crossing of two minor residential streets. Over the years the accident frequency of this intersection has been well above that normally experienced at minor uncontrolled intersections and is attributed to the use of the intersecting streets by shortcutting commuter traffic. This is reflected in the fact that about 60% of the intersection accidents occur between 16:00 and 18:00 hours.

In an effort to resolve the accident frequency and at the same time retain the minor residential status of the intersection we have, in the past, directed our efforts at the removal of corner view problems. Apparently these efforts have met with little success as the accident frequency continues to exist.

The sign referred to in the Mayor's memo was checked out and found to be unobscured by any tree.

While the volumes during the day are not high, there is a sudden increase in the 16:00 - 18:00 h period generated by rat running commuters; the very nature of this type of driver is one of impatience which is resulting in the present accident problem. The only solution left is to require one of these streets to stop. We are suggesting that Union Street stop, giving the right-of-way to Grove Avenue.

2. Grove & Curtis

At the present time we are unable to resolve the complaint of a deficiency in lighting as the areas electrical requirements are serviced off the areas leaving no poles on which to mount temporary or lease lighting. The only solution to the lack of lighting will be through the installation of ornamental lighting which is installed under a Local Improvement and, therefore, must be requested by the property owners who will be paying for it.

-10-

REPORT
REGULAR COUNCIL MEETING
1984 January 23

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT stop signs be installed on Union Street at Grove Avenue giving the right-of-way to Grove Avenue.
2. THAT Mr. Ralph Bruno of 6641 Union Street be sent a copy of this report."
4. Request for Installation of Traffic Lights - Kingsway and Marlborough Avenue

Recommendation:

- (a) "THAT the Ministry of Transportation and Highways be requested to provide a report on the current status of their investigation into Council's request of 1983 September 27."

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1983 December 12 was received from Ms. Donna Barker, B.C. Telephone Company, Health and Safety Committee, Burnaby DAISY, #210 - 5021 Kingsway, Burnaby, B.C., V5H 4A5 advising of a recent accident involving a vehicle and a pedestrian and requesting the installation of traffic lights at the intersection of Kingsway and Marlborough Avenue.

A report dated 1984 January 10 was received from the Director Engineering regarding this matter, the contents of which are contained hereunder:

"The request for a traffic signal at the captioned location was most recently dealt with by this Committee on 83 09 20 and subsequently by Council on 83 09 26. Council adopted the Committee's recommendation and resulting correspondence to the Ministry of Transportation and Highways was sent. To date we have not received a reply from the Ministry.

A check of the R.C.M.P. accident report did not locate the alleged 83 11 12 pedestrian accident report and a phone call to the current correspondent revealed that the accident was not reported to the police. The injuries received were of a minor nature, i.e. a bruise, but still constitute a personal injury and legally required a report to be filed.

Ms. Barker, the current correspondent, was to request the victim to contact this Department with details of the accident but, as yet, we have not heard from the victim.

In 1983 there were nine reported pedestrian/vehicle accidents along the section of Kingsway between Nelson and Royal Oak Avenues, including these intersections. There were two each at the signalized intersections with Royal Oak and with Nelson, one and two, respectively, at the unsignalized intersections with Burlington and with Marlborough and two mid block accidents between Nelson and Marlborough.

Of the above two accidents reported at Kingsway and Marlborough, one involved a cyclist on Kingsway being struck by a vehicle entering from Marlborough Avenue, time of accident 6:01 h. The other accident, occurring at 12:16 h, involved a pedestrian who, according to the accident report, failed to yield the right-of-way. That this latter pedestrian was deemed to be at fault in the accident indicates that the pedestrian was either not crossing within the legal crosswalk or that the pedestrian did not give the motorist sufficient warning of his intent to cross the street.

The above accident statistics, including the unreported one, do not create a warrant for a traffic signal at this location. The Institute of Transportation Engineers cautions against using accident statistics as a warrant due to the fact that '...the traffic signal does not always succeed as a safety device.' The four pedestrian accidents at the existing signals at Nelson and at Royal Oak are examples of this.

Regardless of which warrant, if any, is met for a signal at this location the decision as to whether or not to install a signal rests with the Ministry of Transportation and Highways. Our recommendation, therefore, is to request a status report of their investigation of the Council's previous request.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the Ministry of Transportation and Highways be requested to provide a report on the current status of their investigation into Council's request of 83 09 27."

5. Lakeview Elementary School -
Request for Signing on Imperial Street

Recommendations:

- (a) "THAT the request for 'School Patrol Crossing' or 'Right Turns Must Yield to Pedestrians' signing be denied.
- (b) THAT the request for a final copy of the School Board's report on safety in traffic using school patrols be referred to the Burnaby School Board, School District No. 41 - Burnaby, 5325 Kincaid Street, Burnaby, B.C., V5G 1W2.

- (c) THAT Mrs. Laurel Gorman, Vice President, Lakeview Parents Auxiliary, c/o 6648 Her sham Avenue, Burnaby, B.C., V5E 3K8 be sent a copy of this report."

(CARRIED
OPPOSED: School Trustee Jones)

-12-

REPORT
REGULAR COUNCIL MEETING
1984 January 23

R E P O R T

A report dated 1984 January 12 was received from the Director Engineering regarding Lakeview Elementary School, the contents of which are contained hereunder:

"We have received correspondence from the School Board related to two items of concern to the parents' auxiliary of the Lakeview Elementary School.

(i) Request for a sign on the Imperial Street leg of the Canada Way intersection with the wording 'School Patrol Crossing' or 'Right Turns Must Yield to Pedestrians'.

(ii) A copy of the final report of a study done by the Burnaby School Board on the safety in traffic, using school patrols.

(1) While there are numerous Sections in the Provincial Motor Vehicle Act giving the pedestrian the right-of-way over vehicles on the highway, particularly at intersections, Section 183 M.V.A. gives a fairly condensed coverage.

Section 183. Notwithstanding Sections 180, 181, and 182, a driver of a vehicle shall

- (a) exercise due care to avoid colliding with a pedestrian who is on the highway.
- (b) give warning by sounding the horn of the vehicle when necessary.
- (c) observe proper precaution on observing a child or apparently confused or incapacitated person on the highway.

We visited the site and noted that a vehicle on Imperial Street approaching Canada Way to turn right has a clear, unobstructed view of the marked crosswalk across Canada Way used by children who, for the most part, are controlled by a school patrol.

In summary, it is our opinion that a sign advising motorists what is obvious and covered by legislation is unnecessary.

(2) The Engineering Department has not been involved in any study by the School Board related to safety in traffic using school patrols and therefore must refer this item back to the School Board.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the request for 'School Patrol Crossing' or 'Right Turns Must Yield to Pedestrians' signing be denied.

2. THAT the request for a final copy of the School Board's report on safety in traffic using school patrols be referred to the Burnaby School Board.
3. THAT Mrs. Laurel Gorman, Vice President, Lakeview Parents Auxiliary, c/o 6648 Hershaw Avenue, Burnaby, B.C., V5E 3K8, be sent a copy of this report."

6. Montecito School

Recommendations:

- (a) "THAT the request for a 30 km/h speed zone on Duthie Avenue be denied.

(CARRIED
OPPOSED: Mrs. Smith & Mr. Carrell)
- (b) THAT the R.C.M.P. be requested to monitor truck traffic and speeds on both Duthie Avenue and Montecito Drive.

(CARRIED UNANIMOUSLY)
- (c) THAT a painted crosswalk be installed for the school patrol on Montecito Drive at Dorman Drive.

(CARRIED
OPPOSED: Alderman Emmott, Messrs.
Brucker & Mackie)
- (d) THAT Mrs. Lorraine Brown, Chairperson, Montecito Parent Advisory Committee, 7132 Paulus Court, Burnaby, B.C., V5A 1N2 be sent a copy of this report."

(CARRIED UNANIMOUSLY)

R E P O R T

The Traffic Safety Committee, at its meeting held on 1984 January 17, heard a delegation, Mrs. Lorraine Brown, Chairperson, Montecito Parent Advisory Committee, 7132 Paulus Court, Burnaby, B.C., V5A 1N2. Mrs. Brown requested the posting of a 30 km/h speed zone on Duthie Avenue in front of Montecito Elementary School or, failing that the installation of a pedestrian actuated traffic light, and also the posting of 'no stopping' signs adjacent to the school.

A report dated 1984 January 12 was received from the Director Engineering regarding this matter, the contents of which are contained hereunder:

"We have received correspondence from Mr. W. Wescott, Administrative Services Officer, Burnaby School Board, listing a number of requests from the Montecito Parents Advisory Committee. Copies of this correspondence are addressed in this report.

REPORT
REGULAR COUNCIL MEETING
1984 January 23

Speed Zones on Duthie Avenue

Under Sec. 152(1) of the Provincial Motor Vehicle Act a municipality can post a 30 km/h speed limit on streets adjacent a school if they deem such a reduced speed limit is necessary.

SEC 152(1) Every person driving between the hours of 8 a.m. and 5 p.m. on a day school is regularly held, a vehicle on a highway where signs are displayed stating a speed limit of 30 km/h or on which the numerals '30' are prominently shown, shall drive at a rate of speed not exceeding 30 km/h while approaching, passing or in the vicinity (as indicated by the signs) of the school to which the signs relate.

The Municipality of Burnaby along with most other traffic jurisdictions did, many years ago, abolish the posting of 30 km/h limits on collector or arterial streets as such limits were very seldom complied with by the motoring traffic. On streets where such reduced limits are posted no noticeable reduction in speed has been observed.

No Parking on Either Side of Crosswalk on Duthie

A no stopping restriction was posted on the west side of Duthie Avenue 70' north of and 35' south of the centre of the existing marked crosswalk at Montecito Drive on 1983 December 06.

Duthie Avenue at the present time serves the function of a local collector street. While a street in this classification should not carry excessive volumes of traffic, Duthie Avenue was from a count taken in 1983 July carrying volume in excess of 8,000 vehicles per day (V.P.D.). This heavy use of Duthie Avenue can be attributed in part to the lack of parallel major collector streets. Under the Burnaby Conceptual Transportation Plan, Phillips Avenue, about 1/4 kilometer to the east and parallel with Duthie Avenue is to serve the function of a major residential collector. This function however will not be realized until Phillips Avenue is extended south from Montecito and connected to Bainbridge Avenue. When this is done we would expect to see some reduction in the volumes of traffic on Duthie Avenue.

In regard to its use by commercial vehicles we would point out that Duthie Avenue is not a truck route and therefore, the only large trucks that should be observed are those that have an origin or destination in the immediate area.

From our observations many of the trucks appear to be in violation of our street and traffic bylaw and should not be on Duthie Avenue. This however is an enforcement issue that should be referred to the R.C.M.P.

Montecito-Duthie Intersection

Duthie Avenue as noted in Ms. Brown's submission does rise in elevation from Broadway, however the rise is slight and does not present a sight problem. Duthie Avenue from well north of Montecito drive south to Gibson Street has a grade of about 2%. Montecito Drive's approach to Duthie Avenue has a grade of 8% from its crest at about Dorman Avenue.

The Engineering Department conducted visual counts and observations on Montecito in response to the concern of short cutting traffic. While we did note reasonable volumes of traffic we did not observe high enough volumes that would have given a warrant for a school patrolled crossing on Montecito. The volumes should exceed 300 V.P.H. to meet a minimum warrant. The actual volumes counted were:

| | | |
|------|-------------|-----------|
| 8 | - 9 A.M. | - 170 VEH |
| 12 | - 1 P.M. | - 132 VEH |
| 2:30 | - 3:30 P.M. | - 147 VEH |

Of the volumes counted, six were transit buses and five were single axle trucks. While no large trucks were observed during the count period this does not mean to say that Montecito is not used from time to time by large trucks. Again these trucks would have to be travelling in conformity to our Street and Traffic Bylaw.

During the period of observation 49 parent vehicles either picked up or dropped off children. Of the 49 vehicles 21 made a 'U Turn' on Duthie Avenue.

For the information of the Committee we have provided a plan of the school site and its adjacent streets.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the request for a 30 km/h speed zone on Duthie Avenue be denied.
2. THAT the R.C.M.P. be requested to monitor truck traffic and speeds on both Duthie Avenue and Montecito Drive.
3. THAT Ms. Brown be sent a copy of this report.

Respectfully submitted,

Alderman A.H. Emmott,
Chairman

Alderman L.A. Rankin,
Member

