

REPORT
REGULAR COUNCIL MEETING
1984 March 05
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

A meeting of the Traffic Safety Committee was held in the Council Chamber, Municipal Hall, on Tuesday, 1984 February 28 at 18:00 h.

PRESENT:

Alderman A.H. Emmott, Chairman
Alderman Egon Nikolai
Alderman L.A. Rankin
School Trustee B.J. Jones, School Board Representative
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:

Mr. K.R. Beedie, Burnaby Chamber of Commerce
Mr. Ray Hunt, B.C. Motor Transport Association

A. Request for a Three Way Light at the Intersection of Delestre Street (Coquitlam) and North Road and Vicinity of Rochester Street and North Road

Recommendations:

1. "THAT, due to a lack of warrants, a signal not be installed at Delestre Street and North Road.
2. THAT, due to a lack of warrants and the detrimental affect of a pedestrian or vehicular signal in the vicinity of Rochester Street, the request for such a signal be refused.
3. THAT Andy Molloy, General Manager of CAPCO Realty Services Inc., #301-1867 W. Broadway, Vancouver, B.C., V6J 4W1 be sent a copy of this report.
4. THAT Mr. R.E. Little, General Manager, Best Western Coquitlam Motor Inn, 319 North Road, Coquitlam, B.C., V3K 3V8, be sent a copy of this report."

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1983 November 18 was received from Mr. R.E. Little, General Manager, Best Western Coquitlam Motor Inn, 319 North Road, Coquitlam, B.C., V3K 3V8 requesting the installation of a three way traffic light at the intersection

:- AGENDA 1984 MARCH 05
:- COPY-MANAGER

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A report dated 1984 February 02 was received from the Director Engineering regarding this matter, the contents of which are contained hereunder:

"A submission from Mr. R.E. Little, General Manager of the Coquitlam Motor Inn, has been received and also a subsequent submission from Andy Molloy, General Manager of CAPCO Realty Services Inc., requesting a pedestrian operated traffic signal be installed on North Road in the vicinity of Rochester Street.

The two submissions have both requested the same thing, a traffic signal on North Road between the Lougheed Highway and Delestre Street. The request of Mr. R.E. Little is for a full vehicle/pedestrian signal at the intersection of North Road and Delestre Street while the request of Mr. Molloy is for a pedestrian operated signal at a location just south of the shopping development addressed as 341 North Road.

1. NORTH ROAD & DELESTRE STREET

The warrants for a traffic signal at the captioned intersection require a minimum vehicle volume of 900 vehicles per hour (V.P.H.) on North Road for each of eight hours of an average day. During the same eight hours there must be an approach volume on the minor or cross street (Delestre Street) of 75 V.P.H.

While the rate of 900 V.P.H. can be met on North Road, the required rate of 75 V.P.H. cannot be met on Delestre Street. From visual counts taken during the evening rush period (the P.M. rush on North Road is higher than the A.M.) we found the approach volumes in the range of 25 - 30 V.P.H. Of this volume, 70% made a right turn, a movement that does not require a signal. Those that did make a left turn were able to do so in under one minute.

Very few pedestrians were observed in the P.M. period and the majority (eight in one hour and 45 minutes) that crossed between Delestre Street and about 20 metres north of the Best Western property crossed in the north portion of this zone. As the warrant requires a minimum of 150 pedestrians per hour for eight hours to justify a pedestrian signal, we have failed to meet this warrant, at least during the rush period.

During one P.M. observation period, 1984 January 24, from 16:05 to 17:45 h, we made the following observations.

Weather - Raining, visibility limited due to rain and darkness.

Traffic - Southbound North Road left turns into Best Western driveway were made from a designated left turn lane. A total of 71 vehicles made the turn. The longest wait to complete the turn was 59 seconds, with the average wait of 10.5 seconds.

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Left turns out of the Best Western numbered 13. The longest wait was 34 seconds, the average 18.5 seconds.

The northbound lanes on North Road, while heavy, did not experience any undue delays. The few times that they did back up to Delestre Street they cleared again within a minute or two.

The suggestion that a signal placed at Delestre Street would solve access and egress problems to the commercial properties along North Road is not necessarily valid. For one thing, the volumes of traffic entering North Road from Delestre Street wishing to make a left turn (the only vehicle movement we would signal for) occur so very seldom that they would not be stopping the North Road traffic more than once every 10 minutes or so. When they did stop North Road it may be at the end of a backup from the Loughheed signal so the only thing you would accomplish would be to create a backup of the southbound North Road traffic from Delestre Street, thus creating further congestion at driveway accesses.

In summary, we found that the warrants for either a full vehicle signal or a pedestrian operated signal were not met.

2. REQUEST FOR PEDESTRIAN SIGNAL - VICINITY OF 341 NORTH ROAD

In response to this request we conducted visual observations of traffic and pedestrian crossings of North Road from the Loughheed Highway to a point 100 metres south of Rochester Street.

Pedestrian crossings in the above noted area were quite light, the highest volume being between 16:00 and 17:00 h when 18 pedestrians were observed. Of these, four crossed within 40 metres of the signal at Loughheed. Most pedestrians waited for a gap in the traffic to cross to the raised median between Rochester Street and Loughheed, or if south of Rochester Street, to the painted dual left turn lane, then waited for a gap in the remaining half of the road to complete their crossings. Left turning vehicles entering and leaving both driveways and Rochester Street took advantage of gaps in one direction of traffic to get to the painted left turn storage then merged with the next gap in the direction of travel.

From our observations, left turners crossing or merging with the southbound flow experienced the least problem as there were ample and longer gaps in this flow. The north-bound flow was continually stopped for the traffic signal at Loughheed and temporarily blocked for the traffic exits from the Coquitlam side of North Road. Any signal placed in the area of this backup would not assist exits from the Coquitlam side and would block exiting from the Burnaby side. A signal placed in the vicinity of Rochester Street would also back up traffic onto the Loughheed.

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In regard to the comment of increasing traffic on North Road, we would advise that traffic volumes have been declining over the past two years. In counts taken just south of Delestre the count for 1981 December was 27,000 V.P.D., 1982 December was 26,000 V.P.D. and 1983 December was 25,000 V.P.D. While the commuter flow has declined, local business may have generated an increase in customer trips.

In summary, from the information we have gathered we must advise that the warrants for a pedestrian signal have not been met. Furthermore, any signal placed on North Road in this general area will only create a serious congestion problem while being of minimum benefit to the pedestrian.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT, due to a lack of warrants, a signal not be installed at Delestre Street and North Road.
2. THAT, due to a lack of warrants and the detrimental affect of a pedestrian or vehicular signal in the vicinity of Rochester Street that the request for such a signal be refused.
3. THAT Andy Molloy, General Manager of CAPCO Realty Services Inc., be sent a copy of this report.
4. THAT Mr. R.E. Little, General Manager, Best Western Coquitlam Motor Inn, 319 North Road Coquitlam, B.C., V3K 3V8, be sent a copy of this report."

B. Gilpin Elementary School - Eglington Street

Recommendations:

1. "THAT the request for an improved walking facility on the west side of Royal Oak Avenue from Gilpin Street to Eglington Street be approved.
2. THAT the Gilpin Elementary School provide a school patrol to supervise the unpainted but signed legal crosswalk across Royal Oak Avenue at Eglington Street.
3. THAT the request for a pedestrian operated traffic signal be denied.
4. THAT I. Gergie, Principal of the Gilpin Elementary School, 5490 Eglington Street, Burnaby, B.C., be sent a copy of this report."

(CARRIED UNANIMOUSLY)

R E P O R T

A report dated 1984 January 13 was received from the Director Engineering regarding a request received for a signed school crossing on Royal Oak Avenue at Eglington Street, a walkway along the west side of Royal Oak Avenue from Gilpin Street to Eglington Street, and a pedestrian operated traffic signal at the requested crossing.

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The contents of the Director Engineering's report is contained hereunder:

"The Burnaby School Board have forwarded to us a letter from the Principal of the Gilpin Elementary School requesting the establishment of a signed school crossing of Royal Oak Avenue at Eglington Street, a walkway along the west side of Royal Oak from Gilpin Street to Eglington Street, and a pedestrian operated traffic signal at the requested crossing.

WALKWAY ON WEST SIDE OF ROYAL OAK - GILPIN TO EGLINGTON STREETS

The subject of providing a chip walk on the west side of Royal Oak from Gilpin to Eglington Streets and then a patrolled crosswalk across Royal Oak was a recommendation of a 1980 November 13 report to the Traffic and Safety Committee. The Committee at its 1980 November meeting did not support this recommendation but instead recommended that a student school sign be installed on the west side of Royal Oak north of Gilpin.

In regard to this latest request we would advise that the Engineering Department is still in favour of providing a chip walk along the west side of Royal Oak and having the children cross Royal Oak at Eglington Street under the supervision of a patrol. The cost of providing this chip walk has been estimated at \$7,500.00.

PEDESTRIAN ACTUATED TRAFFIC LIGHT - ROYAL OAK & EGLINGTON STREET

The warrant for a pedestrian operated traffic signal as suggested in the manual of Institute of Transportation Engineers requires a pedestrian volume of at least 150 pedestrians per hour for eight hours of an average day. During the same eight hour period there must be at least 600 vehicles per hour over the subject crosswalk.

The conditions required to meet the above warrant, particularly the pedestrian volumes have not been met.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the request for an improved walking facility on the west side of Royal Oak from Gilpin Street to Eglington Street be approved.
2. THAT the Gilpin Elementary School provide a school patrol to supervise the unpainted but signed legal crosswalk across Royal Oak at Eglington Street.
3. THAT the request for a pedestrian operated traffic signal be denied.
4. THAT I. Geggie, Principal of the Gilpin Elementary School be sent a copy of this report."

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C. Lochdale School - Crossing of Duthie Avenue

Recommendations:

1. "THAT the Board of School Trustees, School District No. 41 (Burnaby) be advised of the action being taken in regard to routing and signing.
2. THAT the Board of School Trustees, School District No. 41 (Burnaby) be requested to consider the placement of an adult crossing guard at this intersection of Duthie Avenue and Kitchener Street to ensure the safety of the children crossing."

(CARRIED UNANIMOUSLY)

R E P O R T

A report dated 1984 February 07 was received from the Director Engineering regarding two pieces of correspondence received related to Lochdale Elementary children who must cross Duthie Avenue on their way to and from school.

The contents of the Director Engineering's report is contained hereunder:

"We have received two pieces of correspondence related to Lochdale Elementary children who must cross Duthie Avenue on their way to and from school.

In responding to the parents concerns, we have prepared a route to school plan for all Lochdale students living to the east of Duthie Avenue. While not all the streets have constructed sidewalks, we have designated the best available routing. We will be supplying to the school for distribution a routing map displaying all routes that lead to a crossing of Duthie Avenue at Kitchener Street.

We will sign the Duthie approaches to the intersection with the standard school pentagon sign and be prohibiting parking 25 metres along the approach to the intersection for better sight distance. This parking ban will be from 8 A.M. to 4 P.M. on school days.

This crossing location would, because of the volumes on Duthie Avenue, normally meet the warrants for a school patrol. However, because of the distance of this intersection from the school the provision of the normal school patrol is not practical. The alternative would be for the school to consider the placement of an adult crossing guard at this crossing point.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the School Board be advised of the action being taken in regard to routing and signing.
2. THAT the School Board be requested to consider the placement of an adult crossing guard at this intersection of Duthie Avenue and Kitchener Street to ensure the safety of the children crossing."

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Respectfully submitted,

Alderman A.H. Emmott,
Chairman

Alderman Egon Nikolai
Member

Alderman L.A. Rankin,
Member

