

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC SAFETY COMMITTEE

HIS WORSHIP, THE MAYOR  
AND ALDERMEN

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, 1985 October 29 at 6:00 p.m.

PRESENT: Alderman A.H. Emmott, In the Chair  
Alderman Egon Nikolai  
Alderman L.A. Rankin  
Mr. William Anderson, Senior Citizens Representative  
Mr. W.B. Bennett, Metro Transit Representative  
Mr. B.J. Jones, School Board Representative  
Mrs. A.L. Smith, Parent Teacher Council  
Mr. John Woods, Citizens Representative  
Mr. Rob Weston, B.C. Motor Transport Association

ABSENT: Mr. K.R. Beedie, Burnaby Chamber of Commerce  
Mr. Stuart Richardson, B.C. Safety Council

A. CAMERON STREET/ERICKSON DRIVE INTERSECTION

RECOMMENDATION:

1. THAT a semi-actuated vehicle/pedestrian traffic signal be installed on Cameron Street and Erickson Drive.

(CARRIED UNANIMOUSLY)

R E P O R T

The Traffic Safety Committee, at their meeting held on 1985 October 29 heard two delegations being Mr. Hans Holst, Chairman, Burnaby Parks and Recreation Commission and Freeman Doug Drummond, representing the Cameron Seniors' Society (The Trendsetters) regarding the safety of pedestrians crossing Cameron Street in front of the Cameron Recreation Centre and requesting installation of a pedestrian operated traffic signal on Cameron Street at Erickson Drive.

Further, a letter dated 1985 October 18 was received from the Chairman of the Burnaby Public Library Board advising that Library Board Trustees remain concerned about traffic safety problems on Cameron Street and requested their concerns be forwarded to the Traffic Safety Committee in the hope that further investigation will bring out an improvement to the existing situation.

The Traffic Supervisor advised the Committee that the subject intersection does not meet the required warrants for signal installation and therefore the Engineering Department could not support the requests of the delegations and the correspondent.

As a result of your Committee's consideration regarding this matter, the abovementioned recommendation is submitted.

INTERNAL DISTRIBUTION:

: - AGENDA 1985 SEPTEMBER 30  
: - COPY - MUNICIPAL MANAGER  
: - DIRECTOR ENGINEERING

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**B. INTERSECTION OF BOUNDARY ROAD AND WELLINGTON AVENUE**

RECOMMENDATION:

1. THAT Mr. Colin A. Pearson, 3655 Rae Avenue, Vancouver, B.C., V5R 2P6 receive a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1985 August 29 was received whereby the writer advised of a fatal accident on 1985 August 28 on Boundary Road at Wellington Avenue. The writer felt that this accident could easily have been avoided if a crosswalk or stop lights had been present. In conclusion, Mr. Pearson enquired as to the course of action the residents should take to assist in the solution of traffic control when crossing Boundary Road.

A report dated 1985 October 08 was received from the Director Engineering responding to Mr. Pearson's concerns, the contents of which are contained hereunder:

"The City of Vancouver has in the past been responsible for all signal installations and maintenance on Boundary Road. Under normal circumstances the City would be the authority who would determine the justification (warrant) for a signal and if warranted would contact the other road authorities (Burnaby and/or the Provincial Ministry of Transportation and Highways) for cost sharing. In the case of the subject location it would be a cost sharable item between Vancouver and Burnaby. Warrants do not exist at the subject intersection for the installation of traffic signals. We will, however, comment on some of the statements made in Mr. Pearson's letter.

1. 'This accident could easily have been avoided if a crosswalk or stop lights had been present.'

According to police reports alcohol may have been a contributing factor which, if involved, would make doubtful the effectiveness of any control. As the Committee is aware from previous reports regarding marked crosswalks and traffic signals, there is substantial evidence to indicate that these forms of control can in some instances increase the probability of an accident.

2. 'It is quite probable that Boundary Road will also be widened. Is the public's safety being considered with regard to traffic in the area?'

Boundary Road will be widened. Currently the Municipality and the City are awaiting approval of a cost sharing arrangement with the Provincial Government. If approved, construction could commence in the very near future. Sidewalks and improved street lighting will definitely be included in the final standard of Boundary Road. Crosswalks and/or traffic signals would only be installed if the locations met the existing warrants for such controls.

3. 'What course of action do you suggest the residents take to assist in the solution of traffic control?'

The best course of action that anyone can take in regard to traffic safety is to exercise due care and attention at all times, regardless of what controls, if any, are present.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT Mr. Pearson receive a copy of this report."

**C. INTERSECTION OF MAYWOOD STREET AND WILLINGDON AVENUE**

**RECOMMENDATIONS:**

1. THAT the R.C.M.P. be requested to monitor the speed of traffic on Willingdon Avenue at Maywood Street.
2. THAT S. Gallinger, #1205 - 4134 Maywood Street, Burnaby, B.C., V5H 4C9 receive a copy of this report.

(CARRIED UNANIMOUSLY)

**R E P O R T**

A letter dated 1985 August 12 was received whereby the writer requested reduction of the speed limit on Willingdon and the enforcement of same; closing off of Maywood Street at Patterson Avenue; limiting parking on Willingdon Avenue to improve visibility for the traffic from Maywood Street and the installation of traffic lights at Willingdon Avenue and Maywood Street.

A report dated 1985 October 09 was received from the Director Engineering responding to the writer's requests, the contents of which are contained hereunder:

"As stated in the letter of S. Gallinger, '...this matter is currently under study'. This report is an interim report only until such time as the study, as requested by the Planning Department, is complete. The purpose of the study is to determine which end, if any, of Maywood Street between Patterson and Willingdon Avenues should be closed.

The 'Community Plan Two' adopted in 1975 proposed the closure of Maywood Street at Patterson Avenue as suggested by the current correspondent. Since 1975 Council approved the construction of Willingdon Avenue south of Kingsway to a 'Major Collector' (industrial/commercial) standard to reflect this route's importance as a Metrotown access. This change in designation combined with the retention of Patterson Avenue through to Willingdon Extension has resulted in reconsideration of the closure of Maywood Street at Patterson Avenue. The study, consisting of turning movement counts, origin-destination studies and automatic counts, is intended to determine if Maywood should be closed, and if so at which end of the block.

Three of the four corners of Willingdon Avenue at Maywood Street have existing stopping restrictions in excess of the minimum 6 m specified under the Street and Traffic Bylaw. On the southeast corner parking is banned completely to Imperial Street. On the northeast corner there is a bus zone with stopping restricted approximately 35 metres away from the intersection. On the northwest corner the parking is banned as per Council policy regarding approaches to wheelchair drops, i.e., approximately 20 metres. Only on the southwest corner is the parking restricted the usual 6 m from the intersection and is signed as such.

Of the seven accidents reported at the subject intersection since the temporary four-way stop was removed on 1985 03 11, five of them have been 'head-on left turn' accidents involving both vehicles on Willingdon Avenue. Only two accidents, both within the first month after the change to two-way stop were right-angle collisions and both occurred during periods of relatively low traffic volumes. These accident statistics do not indicate that limited visibility is a problem but excessive speed may have been a contributing factor to all accidents reported.

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The current speed limit on Willingdon Avenue is 50 km/h and to post a lower speed limit on what is a designated major collector street would not reduce the speeds but only increase the number of violators. We are recommending to the Committee that the R.C.M.P. conduct surveillance of this section of Willingdon Avenue.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the R.C.M.P. be requested to monitor the speed of traffic on Willingdon Avenue at Maywood Street.
2. THAT S. Gallinger of #1205 - 4134 Maywood Street receive a copy of this report."

**D. REQUEST FOR PEDESTRIAN CROSSING ON KINGSWAY BETWEEN PATTERSON AND WILLINGDON AVENUES**

RECOMMENDATION:

1. THAT Mr. Fred Runge, #205 - 6018 Wilson Avenue, Burnaby, B.C., V5H 2R6 be sent a copy of this report and a copy of the letter of 1985 July 19 from the Ministry of Transportation and Highways.

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1985 September 30 was received whereby the writer commented that there is not one safe crossing on Kingsway between Patterson Avenue and Willingdon Avenue for the residents and office employees in the area.

A report dated 1985 October 09 was received from the Director Engineering responding to the writer's concerns, the contents of which are contained hereunder:

"The writer's request is one which the Committee has dealt with previously, most recently on 1985 January 15 and 1984 October 19. Since these reports we have had further correspondence with the Ministry of Transportation and Highways who is responsible for Kingsway. The M.O.T.H., as stated in their letter of 1985 July 19, are still not prepared to install a signal at Kingsway and Wilson Avenue due to the relatively low number of pedestrians. Like the Ministry, we can only advise that we will continue to monitor the situation and report any significant changes to them.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT Mr. Runge be sent a copy of this report and a copy of the letter of 1985 July 19 from the Ministry of Transportation and Highways."

**E. BLOCKED VISIBILITY AT ENTRANCE TO GOLETA PLACE**

RECOMMENDATIONS:

1. THAT the existing 40 foot parking restriction not be extended as requested.
2. THAT Mr. J.P. Daem, Property Manager, The Bradson Group, c/o Montecito 2000, 5618 Imperial Street, Burnaby, B.C., V5J 1E9 receive a copy of this report.

(CARRIED UNANIMOUSLY)

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R E P O R T

A letter dated 1985 September 26 was received from Mr. J.P. Daem, Property Manager, The Bradson Group, on behalf of The Owners of Strata Plan NW 128, Montecito 2000 advising of continued concerns regarding blocked visibility at the entrance of Goleta Place. As a result of the parking on the north side of Halifax Street, as well as the campers which are now located along the roadway, visibility is extremely difficult.

A report dated 1985 October 15 was received from the Director Engineering responding to the writer's concerns, the contents of which are contained hereunder:

"The complaint location has been checked a number of times over the last few years, the last time in September of 1984. This situation then, as it is today, is the parking adjacent the south curb of Halifax Street being prohibited by signing for 12 metres (40 feet) on the approach side of Goleta Place and on the farside of the intersection of Phillips Avenue. The previous requests have asked that the 40 foot clearance to this driveway be increased to approximately 90 feet. We have in the past refused to extend this parking restriction for the following reasons:

1. The present restriction is 30 feet longer than the bylaw requirement.
2. The subject section of Halifax Street is straight with a flat grade.
3. To extend the parking restriction to 90 feet infers that all driveways should have parking restricted in a similar manner.
4. The vehicles parking on the south side of Halifax Street west of Goleta Place are mostly owned by the residents of Goleta Place. Where will they park if we restrict more parking, in front of someone else's property?

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the existing 40 ft. parking restriction not be extended as requested.
2. THAT the Bradson Group, 5618 Imperial Street, Burnaby, B.C., V5J 1E9 receive a copy of this report."

Respectfully submitted,

Alderman A.H. Emmott  
Chairman

Alderman Egon Nikolai  
Member

Alderman L.A. Rankin  
Member

