

REPORT
Regular Council Meeting
1986 March 03
File: 1760

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, 1986 February 25 at 6:00 p.m.

PRESENT:

Alderman A.H. Emmott, In the Chair
Alderman E. Nikolai
Alderman L.A. Rankin
Mr. William Anderson, Senior Citizens Representative
Mrs. A.M.J. Bailey, School Board Representative
Mr. K.R. Beedie, Burnaby Chamber of Commerce
Mr. W.B. Bennett, B.C. Transit Representative
Mrs. Larraine Brown, Parent Teacher Council
Mr. D. Spencer McDonald, B.C. Safety Council
Mr. Rob Weston, B.C. Motor Transport Association
Mr. John Woods, Citizens Representative

A. FOURTEENTH AVENUE - KINGSWAY TO NINETEENTH STREET

RECOMMENDATIONS:

1. THAT Council approve of the implementing of Fourteenth Avenue from Kingsway to Nineteenth Street as a collector street.
2. THAT Council approve the installation of stop signs on Thirteenth Street at Fourteenth Avenue.
3. THAT Council approve the painting of a center line from Kingsway to Nineteenth Street.

(CARRIED UNANIMOUSLY)

R E P O R T

A memorandum dated 1986 January 24 was received from the Director Engineering regarding Fourteenth Avenue from Kingsway to Nineteenth Street, the contents of which are contained hereunder:

"Effective 1986 March 07 the captioned street will become a bus route as previously approved by Council at its 1985 May 21 meeting (Item 6, Manager's Report No. 35). While investigating the need for bus passenger landing area improvements and bus zone signing, we noted that the intersection of Thirteenth Street with Fourteenth Avenue is an uncontrolled intersection.

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REPORT
 Regular Council Meeting
 1986 March 03

- 2 -

As a 'T' intersection, with Thirteenth as the stem, it tends to be self-controlling. Nonetheless the Motor Vehicle Act would require a northbound vehicle on Fourteenth Avenue to yield to traffic on Thirteenth Street.

A stop sign would not be warranted under the Committee adopted warrants but it would be required if Fourteenth Avenue was a designated collector street. Fourteenth Avenue has been built to two standards, 13.4 metres between Nineteenth and Fifteenth Streets and 11 metres between Fifteenth Street and Kingsway. Both these standards are collector street standards and were constructed to reflect the neighbourhood plan which designates Fourteenth Avenue as a collector street.

Fifteenth and Eighteenth Streets are currently stop sign controlled and are the only other intersections along the subject section of Fourteenth Avenue. Due to this, the self-controlling nature of the Thirteenth Street intersection, and the width of the roadway, most motorists are currently using Fourteenth as if it were already a designated collector. Therefore we are recommending that Council approve the installation of stop signs for Thirteenth Street at Fourteenth Avenue and the painting of a center line on Fourteenth Avenue from Kingsway to Nineteenth Street.

We do not anticipate increased volumes or speed of traffic as a result of implementing the collector street function at this time.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

1. THAT the Committee approve the implementation of Fourteenth Avenue from Kingsway to Nineteenth Street as a collector street.
2. THAT the Committee approve the installation of stop signs on Thirteenth Street at Fourteenth Avenue.
3. THAT the Committee approve the painting of a center line from Kingsway to Nineteenth Street."

B. SARDIS STREET AND WILLINGDON AVENUE - PEDESTRIAN CROSSWALK ON SOUTH ALIGNMENT OF SARDIS STREET

RECOMMENDATIONS:

1. THAT Council approve the painting of a second crosswalk along Willingdon Avenue on the north alignment of Sardis Street.
2. THAT Mr. W.J. Wallace, Principal of Chaffey Burke School, 4404 Sardis Street, Burnaby, B.C., V5H 1K7 receive a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A memorandum dated 1986 February 17 was received from the Director Engineer regarding the pedestrian crosswalk on the south alignment of Sardis Street at the intersection of Sardis Street and Willingdo Avenue, the contents of which are contained hereunder:

"At the request of Mr. Beattie, chairperson of the Chaffey Burke School parent group, we met with the parents to discuss their concerns related to the captioned crosswalk signal.

REPORT
Regular Council Meeting
1986 March 03

- 3 -

They expressed two main concerns:

1. The problem of some motorists running the red light. They wanted to know if the signal timing could be adjusted to provide a delay between the red light and the walk indication. They also wanted to know if they could get a longer walk phase.

We advised that this would be no problem and that we would make the signal adjustments in the next week or so. This work has been done and Mr. Beattie was notified in a letter dated 1986 February 03.

2. The parents expressed concern regarding the two wood poles, one at either side of the marked crosswalk, which they felt hid their children from the view of the motorist. We checked the poles and they do present a concern, particularly if the children who are hidden by a pole should make a sudden move into Willingdon Avenue. We have considered relocating the poles, particularly the Hydro pole on the east side of Willingdon Avenue. However, because of the limited right-of-way available, it is not a practical solution.

To resolve the concerns of the parents we are suggesting the marking of another crosswalk on the north alignment of Sardis Street. This new crosswalk would be equipped with pedestrian heads and push buttons. We would also pave an extended waiting area on the northeast corner to accommodate the children as they waited to cross.

The school principal, in a letter dated 1986 February 06, has concurred with the above proposal.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the Committee approve the painting of a second crosswalk along Willingdon Avenue on the north alignment of Sardis Street.
2. THAT Mr. W.J. Wallace, Principal of Chaffey Burke School, 4404 Sardis Street, Burnaby, B.C., V5H 1K7 receive a copy of this report."

C. McDONALD AVENUE - HASTINGS STREET TO PENDER STREET

RECOMMENDATION:

1. THAT the direction of flow for the McDonald Avenue parking lot be changed to entrance from Pender Street and exit to Hastings Street.

(CARRIED UNANIMOUSLY)

R E P O R T

A memorandum dated 1986 February 24 was received from the Director Engineering regarding the parking lot on McDonald Avenue between Hastings Street and Pender Street, the contents of which are contained hereunder:

"In 1984 May the municipality developed a parking lot within the existing McDonald Avenue right-of-way between Hastings and Pender Streets. This work was done on Council approval to provide additional customer parking to replace parking removed from Hastings Street in front of existing merchants.

REPORT
 Regular Council Meeting
 1986 March 03

- 4 -

At the time of the development of this parking arrangement the merchants were asked for their input. When it was pointed out that the lot would operate as single direction flow they indicated a preference to have the entrance from Hastings Street and the exit to Pender Street.

The merchants have now approached us with a request that the direction of flow be changed. They have found that many of their customers first try to park in front of the stores, then if there is no vacancy they would like to circle the block and enter the parking lot from Pender Street.

We can see no operational problem with this report other than the changing of signing at the Pender and Hastings Street inter-sections. On Hastings, the Ministry of Transportation and Highways would have to permanently prohibit westbound left turns and eastbound right turns into McDonald Avenue. The Ministry has been contacted and has agreed to these changes.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the direction of flow for the McDonald Avenue parking lot be changed to entrance from Pender Street and exit to Hastings Street."

D. GILLEY AVENUE AND GRANGE STREET (FORMERLY OAKLAND)

RECOMMENDATIONS:

1. THAT the suggested street modifications in the Gilley Avenue and Grange Street area not be approved.
2. THAT Mr. Guenter W. Hoppe, 6020 Gilley Avenue, Burnaby, B.C., V5H 4B3 be sent a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A memorandum dated 1985 October 31 was received from the Director Engineering regarding possible changes to the street patterns in the Gilley Avenue and Grange Street area.

In Alderman Nikolai's absence, this item was postponed at the meeting of the Traffic Safety Committee held on 1986 January 21 in order to allow him the privilege of addressing the Director Engineering's report upon his return.

The Director Engineering reported as follows:

"Alderman Nikolai has presented for comment, three sketches of possible changes to the street patterns in the captioned area.

Sketch #1 proposed a cul-de-sac at the north end of Gilley Avenue. The purpose of the cul-de-sac is to prevent access to Oakland Street.

Oakland Street was built as a local collector to reflect the Council adopted Conceptual Transportation Plan that calls for a collector street to service the residential area south of Oakland Street.

REPORT
Regular Council Meeting
1986 March 03

- 5 -

The need for such a collector was recognized some years ago to alleviate the short cutting of traffic in this neighbourhood. Prior to Oakland Street, area traffic ran a circuitous and hazardous routing on streets such as Irving, Bryant, Waltham and Stanley to name a few. Such a closure of Gilley Avenue would only force this traffic from collector standard streets back into the area's minor residential street system.

The Engineering Department therefore cannot endorse such a proposal.

Sketch #2 involved a raised centre median on Oakland Street. Its purpose would be to prevent left turns into and out of Gilley Avenue. This scheme, like scheme #1 is going to force a portion of Gilley Avenue traffic onto minor residential streets in the area to get back to Gilley Avenue. If constructed, it would no doubt generate requests for similar treatment at Walker Avenue. To resolve the resulting use of other streets connecting to Oakland Street the same treatment would also be requested at Malvern, Denbigh, Elgin, Dufferin, Brantford, etc.

Sketch #3 had, in addition to the raised median on Oakland Street, indicated the use of roundabouts at the intersection of Gilley/Imperial and at Brantford/Oakland.

The intersection of Gilley Avenue and Imperial Street is the junction of two collector streets; Imperial being designated as a major collector and Gilley Avenue serving the function of minor collector. The intersection at Oakland Street and Brantford Avenue is the junction of a major residential collector (Oakland Street) and a minor residential street (Brantford).

The Engineering Department is of the opinion that the placement of roundabouts on major collector streets is a potential hazard to traffic and an impediment to its collector function.

The suggested street modifications are impediments to the Council intended function of the street system and cannot be supported by the Engineering Department.

RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the suggested street modifications noted above, not be approved."

Respectfully submitted,

Alderman A.H. Emmott
Chairman

Alderman Egon Nikolai
Member

Alderman L.A. Rankin
Member

11

