

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, 1987 February 24 at 6:00 p.m.

PRESENT:

Alderman A.H. Emmott, In the Chair  
Alderman L.A. Rankin  
Alderman S.G. Veitch  
Mr. William Anderson, Senior Citizens Representative  
Mrs. A.M.J. Bailey, School Board Representative  
Mr. W.B. Bennett, B.C. Transit Representative  
Mrs. Lorraine Brown, District Parent Committee Representative  
Mr. D. Spencer McDonald, B.C. Safety Council  
Ms. Joan Stephens, Traffic Safety Education, ICBC  
Mr. John Woods, Citizens Representative

ABSENT:

Mr. K.R. Beedie, Burnaby Chamber of Commerce  
Mr. Rob Weston, B.C. Motor Transport Association

A. VARIOUS TRAFFIC PROBLEMS IN METROTOWN AREA

RECOMMENDATION:

1. THAT Mr. A. G. Miller, 801 - 6555 Bonsor Avenue, Burnaby, B.C., V5H 3E9 receive a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1987 January 07 was received from Mr. A. G. Miller, 801 - 6555 Bonsor Avenue, Burnaby, B.C., V5H 3E9 advising of several traffic and parking related problems in the vicinity of Metrotown Centre and the Metrotown Skytrain Station. In particular, the writer outlined his concerns with the following: parking on Central Boulevard, pedestrian crossings of Central Boulevard at the Skytrain Station, traffic control at Bennett Street and Bonsor Avenue and lack of street lighting on Bonsor Avenue.

A report dated 1987 January 15 was received from the Director Engineering responding to Mr. Miller's concerns, the contents of which are contained hereunder:

"The submission has noted a number of concerns that we will respond to in the order submitted.

**INTERNAL DISTRIBUTION:**

: - AGENDA - 1987 MARCH 02  
: - COPY - MUNICIPAL MANAGER  
          - DIRECTOR ENGINEERING  
          - DIRECTOR PLANNING & BUILDING INSPECTION

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**1. Parking on Central Boulevard**

Mr. Miller's concern about the number of vehicles being parked on Central Boulevard is well taken. However, the blanket removal of parking on a street is not always acceptable unless it can be clearly established that its removal is beneficial to the safe operation of traffic. The present volumes on Central Boulevard are not yet high enough to warrant two moving lanes of traffic in each direction.

What we are doing is monitoring the streets in the Metrotown area and removing parking that is an impediment to safe vehicle operation. This monitoring has already resulted in the removal of the parking on the north side of Central Boulevard east of Bonsor Street, the area noted in Mr. Miller's submission.

**2. Pedestrian Crossings of Central Boulevard at Skytrain Station**

Pedestrians are now crossing Central Boulevard from the Skytrain to the existing bus loop and to the Cal Sears shopping centre. The majority of these pedestrians, particularly those going to the shopping centre, cross Central Boulevard in a dispersed pattern, many walking down the roadway rather than on the walking area provided.

B.C. Transit and the developers of the Cambridge shopping centre are in the process of relocating the bus loop to the east of its present site. In conjunction with this relocation, we will be providing a marked crosswalk across Central Boulevard in an effort to channelize all the pedestrian crossings to one location. This marked crossing will be supplemented with overhead amber flashers and pedestrian signage.

**3. Traffic Control at Bennett Street and Bonsor Avenue**

The subject intersection is a "T" intersection, and is controlled by a stop sign on the single Bonsor Avenue leg. At the time of this writing, we had recorded no accidents within the intersection. The speeding problem mentioned by Mr. Miller is a matter of enforcement and will be referred to the R.C.M.P.

**4. Bonsor Avenue Street Lighting**

Prior to the development of Central Boulevard and Bennett Street, there were two lease lights on Bonsor Avenue. One was at the corner of Central Boulevard and the other at the corner of Brief Street. The light at the corner of Central Boulevard was removed when ornamental lighting was installed along Central Boulevard. The light at the corner of Brief Street is still in place. In addition to the above, ornamental lighting has been installed along Bennett Street, actually improving the total lighting along Bonsor.

The section of Bonsor Avenue between Brief Street and Central Boulevard is presently without lighting except for driveway lighting at 6555 Bonsor Avenue. However, at the proposed second phase of the Cal-Sears shopping centre we require that they install street lighting along their Bonsor Avenue frontage. The remainder of Bonsor Avenue street lighting will have to be installed under a future local improvement.

**STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:**

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

B. CROSSWALK AT METROTOWN STATION

RECOMMENDATION:

1. THAT Council concur with the proposed actions described in the report of the Director Engineering.

(CARRIED UNANIMOUSLY)

R E P O R T

A memorandum dated 1987 February 05 was received from the Director Engineering regarding installation of a crosswalk across Central Boulevard from the Metrotown Skytrain Station, the contents of which are contained hereunder:

"The Municipality has received numerous requests to paint a crosswalk across Central Boulevard from the Skytrain station to the B.C. Transit bus loop.

We have been observing the area and would advise that the pedestrian crossing patterns are more complicated than just crossing between the two transit points. Many pedestrians crossing Central Boulevard from the Skytrain station are going to the Cal-Sears site. These pedestrians cross Central Boulevard in a dispersed pattern along a 50 metre section of the roadway.

In an effort to organize the pedestrians to cross Central Boulevard at one location, we are proposing to install a marked and signed crosswalk. The signing, which will be mounted on overhead davits as well as curb mounted, will be supplemented by flashing amber lights.

This project is being delayed, however, as the Transit Company and the Cambridge Development people are in the process of relocating the bus loop. Once this bus loop has been relocated, in about two months, we will have the crosswalk installed. Its location will be approximately 60 metres east of the Skytrain station. Walking facilities will be provided along the south side of Central Boulevard to the crosswalk and again along the north side of Central Boulevard in front of the new bus loop.

In the interim period we will be placing signing in advance of the crossing area advising motorists of the pedestrian crossings. We will also be reducing the existing 50 kph speed limit to 30 kph. The interim measurers will be removed when we have the marked and signed crosswalk in place.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the Committee concur with the above action."

C. ELGIN AVENUE AND IRVING STREET

RECOMMENDATION:

1. THAT stop signs be placed on Irving Street assigning the right of way to Elgin Avenue.

(CARRIED UNANIMOUSLY)

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R E P O R T

A memorandum dated 1987 February 19 was received from the Director Engineering regarding installation of stop signs on Irving Street at Elgin Avenue, the contents of which are contained hereunder:

"The subject intersection is presently classified as an uncontrolled minor residential intersection. The Irving Street legs have been improved to their final 8.5 metre curbed standard. The Elgin Avenue legs are constructed to an interim 6 metre asphalt cap pavement with gravel shoulders.

The intersection has recorded a long history of accidents over the past dozen years. This has been attributed to the misuse of Irving Street as a local collector. With the construction of Oakland Street it was felt that a good portion of the traffic on Irving Street would switch to Oakland Street. This apparently is not happening and we are continuing to record an undesirable high accident rate for this type of intersection.

The right angle collisions recorded over the past five years, 1986 to and including 1982, have been five, eight, six, two and two, respectively.

The warrant adopted by the Traffic and Safety Committee states a stop sign is warranted under the following accident conditions:

- 1) Three reported accidents per year of a type correctable by stop sign control, for three consecutive years, involving a vehicle approach from the same leg of the intersection, or
- 2) Five reported accidents per year of a type correctable by stop sign control, for three consecutive years.

The subject intersection has met warrant #2 for the installation of stop signs.

It is our opinion that the existing grid layout of the area street system would dictate that the suggested stop signs be placed on Irving Street giving Elgin Avenue the right of way.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT stop signs be placed on Irving Street assigning the right of way to Elgin Avenue."

D. PEDESTRIAN CROSSWALK AT BOUNDARY ROAD AND BURKE STREET

RECOMMENDATION:

1. THAT the Joyce Station Area Planning Advisory Committee be sent a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1987 February 10 was received from the Chairperson of the Joyce Station Area Planning Advisory Committee requesting that the Burnaby Traffic Safety Committee indicate its support for installation of a pedestrian crossing at Boundary Road and Burke Street.

A report dated 1987 February 20 was received from the Director Engineering in response to the writer's request, the contents of which are contained hereunder:

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"The request of the Joyce Station Area Planning Advisory Committee is that the Committee '...support installation of a pedestrian crosswalk at Boundary and Burke.' The Committee's current policy regarding marked crosswalks is to not install them except at signalized intersections or school patrolled crossings at locations not otherwise a legal crosswalk. Signalization of the subject intersection would be the responsibility of the City of Vancouver and would have to meet their warrants.

Our accident records for this location show 14 accidents reported to the Burnaby R.C.M.P. since 1982. The last year for which we have City of Vancouver statistics is 1983, and they did not record an accident at Burke and Boundary in that year. Of the 14 accidents we have recorded, only three of the accidents would have been considered correctable by the installation of a traffic signal.

The above accident history produces a negative value in the R.T.A.C. signal warrant evaluation. Also, as a "T" intersection, Burke and Boundary is evaluated on the basis of only one minor approach and two major approaches with the approach volumes being less than 1,000 on Burke Street and over 24,000 on Boundary Road. The resulting warrant calculation was that only 50% of the minimum warrant was met.

As the subject location does not currently meet the Burnaby Traffic Safety Committee's policy for a marked crosswalk, nor does it meet the warrant for a traffic signal, we feel the Committee should not support the applicant's request.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the Joyce Station Area Planning Advisory Committee be sent a copy of this report."

Respectfully submitted,

Alderman A.H. Emmott,  
Chairman

Alderman L.A. Rankin,  
Member

Alderman S.G. Veitch,  
Member

