

REPORT
Regular Council Meeting
1987 June 22

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 May 26 at 6:00 p.m.

PRESENT:

Alderman A.H. Emmott, In the Chair
Alderman L.A. Rankin
Mr. William Anderson, Senior Citizens Representative
School Trustee A.M.J. Bailey, School Board Representative
Mrs. Lorraine Brown, District Parent Committee
Mr. D. Spencer McDonald, B.C. Safety Council
Mr. John Woods, Citizens Representative

ABSENT:

Alderman S.G. Veitch
Mr. K.R. Beedie, Burnaby Chamber of Commerce
Mr. W.B. Bennett, B.C. Transit Representative
Ms. Joan Stephens, ICBC, Traffic Safety Education Dept.
Mr. Rob Weston, B.C. Motor Transport Association

A. CROSSWALK ON CENTRAL BOULEVARD AT METROTOWN STATION

RECOMMENDATIONS:

1. THAT a pedestrian traffic signal not be installed at the present crosswalk location.
2. THAT Margaret H. Pringle, 202 - 4194 Maywood Street, Burnaby, B.C., V5H 4E9 be sent a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1987 May 03 was received from Margaret H. Pringle, 202 - 4194 Maywood Street, Burnaby, B.C., V5H 4E9 advising of the recent installation of a crosswalk on Central Boulevard at Metrotown Station. The writer had noticed a number of pedestrians "straggling" across Central Boulevard and interrupting the flow of traffic and therefore questioned the feasibility of putting in a pedestrian operated signal. The writer realized that there will eventually be an overpass from the Metrotown Station to the Cambridge Development but felt that this would serve as an interim measure to avoid any potential problems.

This matter was referred to the Director Engineering who reported as follows:

INTERNAL DISTRIBUTION:

- : - AGENDA - 1987 JUNE 22
- : - COPY - MUNICIPAL MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING & BUILDING INSPECTION

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"The location of the existing painted crosswalk, which is supplemented by signing and flashing amber lights, is where the main entrance to the underground parking garage of the Cambridge Development will be located. This access will accommodate two inbound and two outbound lanes of traffic. Because of the high volumes of traffic to be generated by this future access, it will meet the necessary warrants for signalization. This signal will be constructed and energized just prior to the opening of the parking garage.

The present crosswalk has been installed as an interim measure for a number of reasons:

1. The location does not meet the warrants for signalization.
2. A signal operation would be disruptive and confusing to the present bus and construction traffic entering and leaving the site at this general location.
3. A traffic signal would increase delay to both motorists and pedestrians.

In expanding on reasons noted, we have observed the crossing location and have found that there are ample gaps in the Central Boulevard traffic to cross. We also noted that 10-15% of the crossings are not made within the designated crosswalk. It is our opinion, based on years of experience, that an unwarranted pedestrian signal, which at times will delay the pedestrian for periods of up to 30 seconds, will only encourage a further disobedience to the device. This disobedience will be compounded at this location by pedestrians who are rushing to catch a skytrain. This attitude on the part of the pedestrian could be a potential for accidents as motorists will not be expecting a pedestrian crossing against a light.

In summary, we would have to say that while a portion of motorists are going to be delayed by the random arrival of pedestrians, the present crossing control can be more readily accepted by both motorists and pedestrians.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT a pedestrian traffic signal not be installed at the present crosswalk location.
2. THAT Margaret H. Pringle of 202 - 4194 Maywood Street, Burnaby, B.C., V5H 4E9 be sent a copy of this report."

PROPOSED PARKING RESTRICTIONS - 3700 BLOCK CANADA WAY

RECOMMENDATION:

1. THAT Council approve the prohibition of stopping of vehicles on the north side of Canada Way between Smith Avenue and Boundary Road.

(CARRIED UNANIMOUSLY)

R E P O R T

A report dated 1987 May 14 was received from the Director Engineering regarding parking restrictions along the 3700 Block Canada Way, the contents of which are contained hereunder:

"Burnaby's parking patrolmen notified ourselves of errors in the existing signing for parking and stopping regulations within the captioned block. While investigating the situation, we were approached by a local merchant enquiring as to the purpose of our investigation. He was of the opinion that we were there to ban additional parking in an attempt to alleviate the congestion caused by the lengthy back-ups from the signal at Canada Way and Boundary Road. Further discussion with the merchant resulted in his expressing a desire to see more parking banned for safety reasons.

As a result of the merchant's concerns, we conducted a parking study to determine the extent of the current parking and also to observe the congestion. Based upon our study, we are recommending that the stopping of vehicles on the north side of Canada Way from Smith Avenue to Boundary Road be banned. This ban will result in the elimination of a maximum of 15 parking stalls which are currently limited to 1 hour - 9 a.m. to 4 p.m. and No Stopping 7 a.m. - 9 a.m. and 4 p.m. - 6 p.m. During our study, no more than 6 vehicles were observed parked on the north side of Canada Way.

The Esmond Avenue right-of-way north of Canada Way has been designated as a Municipal time limited parking lot and during the study had sufficient available space to accommodate all the vehicles, except the three semi-trailers observed, that were parked on the north side of Canada Way. Also there were spaces available on the south side of Canada Way to accommodate additional vehicles. The three semi-trailers, observed at different times, were apparently customers of the coffee shop on the north side of Canada Way and with the proposed ban would not have alternative parking.

The congestion occurring in the 3700 Block Canada Way is due to the back up from the traffic signal at Schou Street and Boundary Road. Since the prohibition of westbound left turns at Grandview Highway and Boundary Road, some of the traffic that used to turn left there is now using the Schou - Boundary intersection. The left turn storage is inadequate to accommodate the volume of left turning vehicles resulting in the overflow blocking the through lane. We do not have sufficient roadway to extend the left turn storage bay, nor can additional 'green time' be added to the left turn phase of the signal at this time. We contacted the City of Vancouver, who is responsible for the signal, and were advised that changes in the signal may be possible after its connection to their computer system in several months' time.

We considered banning the parking only between Smith Avenue and approximately to the west property line of 3737 Canada Way but this would result in limited sight distance due to the curvature of the roadway at that point. The merchant who brought the subject problem to our attention felt that the existing parking had resulted in several near accidents due to the two westbound lanes having to merge into one. Therefore our recommendation is to completely ban the stopping of vehicles on the north side of Canada Way between Smith Avenue and Boundary Road.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the Committee approve the prohibition of stopping of vehicles on the north side of Canada Way between Smith Avenue and Boundary Road."

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C. PARKING - ASH GROVE CRESCENT

RECOMMENDATION:

1. THAT the existing parking restriction on the north side of Ash Grove Crescent be relocated to the south side of Ash Grove Crescent, and at the same time extended to Forest Grove Drive.

(CARRIED UNANIMOUSLY)

R E P O R T

A report dated 1987 May 15 was received from the Director Engineering responding to correspondence received concerning a parking problem on Ash Grove Crescent.

The Director Engineering reported as follows:

"We have received a letter from the executive of Strata NW 2408, 9000 Ash Grove Crescent requesting that parking be prohibited on one side of the street. This they feel will improve sight distance and safety.

We have made a number of visits to the area during a normal week day and found very little parking on the street. However, during the evening and on weekends a fair number of vehicles could be parked on Ash Grove Crescent. If this occurs, then there would be a restriction in sight distance for vehicles travelling around the curve at the easterly end of Ash Grove Crescent.

Ash Grove Crescent has been built to an 8 metre curb standard (28') and is classified as a minor residential street. With vehicles parked on both sides of the street there is only a 3.6 metre (12') lane for traffic. Vehicles entering the curve would be unable, if the curb was fully utilized by parked vehicles, to see an approaching vehicle. To resolve this concern of the complainants, we would need to prohibit parking along the west inside curb of Ash Grove Crescent for the entire length of the curve. This condition is indicated on Appendix I attached.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT parking be prohibited along the inside curb of Ash Grove Drive from Strata NW 2408 to point approximately 45 metres east of Forest Grove Drive."

NOTE:

Arising out of your Committee's consideration regarding this matter, it was agreed that the parking restriction be extended along the inside curb of Ash Grove Crescent to Forest Grove Drive for the purpose of improving site distance at the intersection.

**D. INTERSECTION OF GAMMA AVENUE,
EMPIRE DRIVE AND CAMBRIDGE STREET**

RECOMMENDATION:

1. THAT Mr. Kenneth Pullar of 4840 Bessborough Drive, Burnaby, B.C., V5C 1L1 be sent a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1987 April 14, addressed to His Worship, Mayor Lewarne was received wherein the writer and petitioners advise of a potentially dangerous condition which exists at the intersection of Gamma Avenue, Empire Drive and Cambridge Street.

The writer felt that when six streets come together it is impossible to check in all directions when approaching this intersection. The writer concluded by requesting that the situation be investigated and that appropriate actions be taken.

This matter was referred to the Director Engineering who reported as follows:

"With only eleven (11) recorded accidents at this intersection, two of them not considered correctable, within the past ten years, the intersection does not meet the Committee's adopted warrant for the installation of stop signs. This warrant requires three (3) correctable accidents per year for each of the past three years involving vehicles approaching from the same direction. As a comparison, the existing stop sign controlled four legged intersection of Delta Avenue and Empire Drive has, in the same period, recorded ten accidents, eight of which are usually considered preventable by stop sign controls.

The above accident statistics do not indicate the need for any additional form of control or warning device nor do they indicate the existence of an identifiable hazard. In view of this, we are not recommending any changes in the traffic control at the subject intersection.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT Kenneth Pullar of 4840 Bessborough Drive be sent a copy of this report."

E. 3700 BLOCK MARINE DRIVE

RECOMMENDATIONS:

1. THAT approval be given to install no-post concrete guard rail along the edge of the travelled roadway in the 3700 Block Marine Drive.
2. THAT Mr. T.B. Barnes, 3717 Banting Place, Burnaby, B.C., V5J 3A2 be sent a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A report dated 1987 May 20 was received from the Director Engineering responding to a letter received from Mr. T.B. Barnes regarding the 3700 Block Marine Drive.

The Director Engineering reported as follows:

"The concerns of Mr. Barnes has been expanded by a recent fatal motor vehicle accident that occurred in the 3700 Block Marine Drive. This accident involved a single eastbound vehicle on Marine Drive that went out of control and left the road. The cause of this accident involving five teenagers, two of which were killed, was excessive speed.

It is being suggested by Mr. Barnes that the school bus which comes from the east on Marine Drive and turns up Joffre Avenue make a loop up to Banting Place. The bus company have been contacted and they are concerned that their buses would encounter difficulties with this suggestion. Firstly the entrance off Marine Drive is very narrow and would be difficult to turn into. Once on the narrow section, if they met another vehicle, someone may have to back up. On Banting Place they would require the use of a driveway to turn around. In short, Banting Place is considered unsuitable for a bus operation.

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While there is no actual sidewalk on Marine Drive the previously used slow lane has been set aside for pedestrian use. This suggested pedestrian walking area however has no physical separation from the westbound traffic lane and is only distinguished by painted cross hatching on the pavement. To afford a physical separation between the traffic and the pedestrian we are suggesting the placement of no-post concrete guard rail along the edge of the travelled roadway. This arrangement is depicted on Appendix II attached.

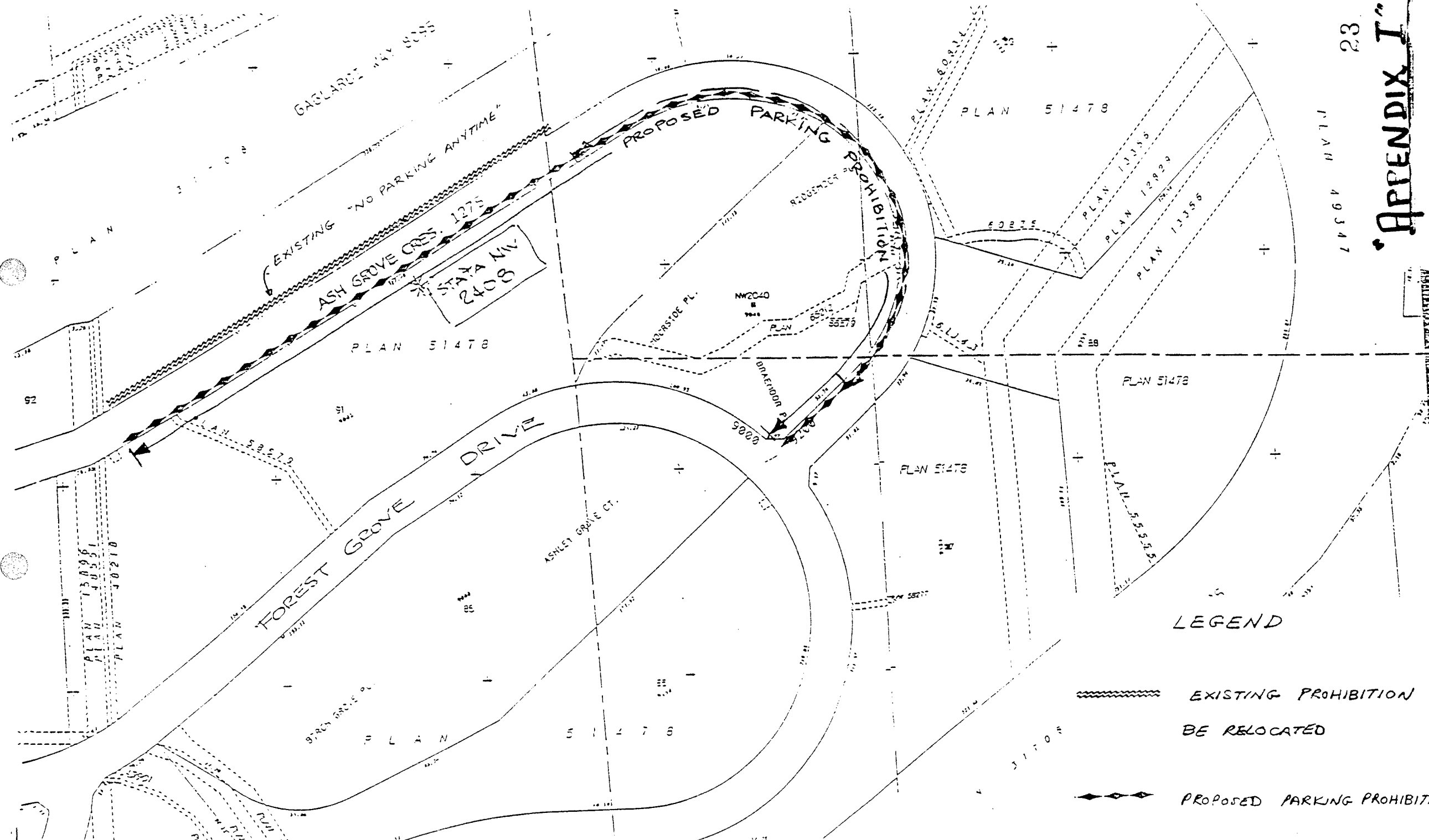
STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT approval be given to install the described no-post guard rail.
2. THAT Mr. T.B. Barnes be sent a copy of this report."

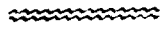

Alderman A.H. Emmott
Chairman

Alderman L.A. Rankin
Member

Alderman S.G. Veitch
Member



LEGEND

 EXISTING PROHIBITION TO BE RELOCATED
 PROPOSED PARKING PROHIBITION

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BOUNDARY

R.D.

BRIDGE

BAKTING PL.

EDGE PAVEMENT

MARINE DR.

PLACE TO POST
GUARD RAIL

JOFFRE

"APPENDIX II"

No. | DATE

REVISION

CORPORATION OF THE DISTRICT OF BURNABY
ENGINEERING DEPARTMENT

DIVISION

DESIGNED BY

SCALE