

REPORT  
Regular Council Meeting  
1988 November 14

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC SAFETY COMMITTEE

HIS WORSHIP, THE MAYOR  
AND ALDERMEN

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, 1988 November 08 at 6:00 p.m.

PRESENT:

Alderman J. Young, In the Chair  
Alderman L.A. Rankin  
Mr. D.S. McDonald, B.C. Safety Council  
Mrs. L. Brown, District Parent Committee  
Mr. T. Hulme, I.C.B.C. Traffic Safety Education  
Mrs. F. Zumpano, Citizens Representative  
Mrs. G. Evans, Citizens Representative  
Mr. W. Anderson, Senior Citizen Representative  
Mr. R. Weston, B.C. Trucking Association

ABSENT:

Aldermen E. Nikolai  
Mr. W.B. Bennett, B.C. Transit  
Mr. W.B. Roxburgh, Citizens Representative  
Mr. C. Beedie, Burnaby Chamber of Commerce  
School Trustee S. Shapiro

A. ALPHA AVENUE AND ALBERT STREET

Recommendation:

1. THAT the motion adopted by Council at the regular Council meeting held 1988 September 19 being "THAT the recommendations of the Traffic Safety Committee be adopted", be RESCINDED.
2. THAT a four way stop be installed at the intersection of Alpha Avenue and Albert Street complimented with stop warning signs on Albert Street on the approach to the intersection.
3. THAT staff be requested to conduct a review of Hastings Street, Albert Street and Pender Street between Boundary Road and Delta Avenue in terms of traffic patterns, traffic controls and accident history.

R E P O R T

Background

The Traffic Safety Committee, at its meeting held 1988 July 05 received a letter and petition from Ms. Wendy Mah, referred to the Committee by Barry Jones, M.L.A. Burnaby North, requesting a four way stop at the intersection of Alpha Avenue and Albert Street. The Director Engineering also submitted a report in response to this item of correspondence for the Committee's consideration. The Committee, at that time, requested more time to examine the intersection and therefore TABLED the matter.

INTERNAL DISTRIBUTION:

: - AGENDA 1988 NOVEMBER 14  
: - COPY - MUNICIPAL MANAGER  
: - COPY - DIRECTOR ENGINEERING  
: - COPY - DIRECTOR PLANNING AND BUILDING INSP.

The Traffic Safety Committee, at its meeting held 1988 September 13 lifted the matter from the table and adopted the recommendation of the Director Engineering, that being:

"THAT the request for a four way stop at Alpha Avenue and Albert Street be denied."

The Committee subsequently gave consideration to alternate means of keeping commuter traffic off of Albert Street and agreed that Albert Street was only a very small section of the major traffic problems being experienced in the North Burnaby area. Therefore the following motion was adopted:

"THAT staff be requested to conduct a review of Hastings Street, Albert Street and Pender Street between Boundary Road and Delta Avenue in terms of traffic patterns, traffic controls and accident history."

A report was submitted to Council at the regular Council meeting held 1988 September 19 with the above two recommendations contained therein which Council subsequently adopted.

#### Current Situation

The Traffic Safety Committee, at its meeting held 1988 November 08 agreed that the subject intersection warranted further consideration. Therefore a presentation was received from Mr. Barry Jones, M.L.A. Burnaby North who had originally referred this matter to the Committee. Mr. Jones stressed the necessity for the four way stop control owing to the heavy vehicular/pedestrian traffic throughout the area. Mr. Jones apprised the Committee of the various facilities available to Burnaby citizens of all ages in the immediate vicinity of the intersection, i.e., McGill Library, Confederation Park, Confederation House Seniors recreation facility, Offices of the Association for Mentally Handicapped, and offices of Burnaby Family Life Institute to name a few.

In retrospect, the Committee agreed that the installation of the requested four way stop would serve as an interim measure to alleviate the problems being experienced until such time as staff have had the opportunity to conduct the review of the area.

B.

#### "SAFE DRIVING WEEK"

##### Recommendations:

1. THAT His Worship, Mayor Copeland be requested to proclaim 1988 December 01 to 07 inclusive as "Safe Driving Week" in the Municipality of Burnaby.
2. THAT Council be requested to officially recommend that all Burnaby residents attend the Defensive Driving Course sponsored by the British Columbia Safety Council.
3. THAT Burnaby's support for the "Safe Driving Week" Campaign be increased in 1988 to \$2,000.00 thus ensuring a productive and successful campaign.

#### R E P O R T

##### Background

In 1986 the Traffic Safety Committee received a request from the British Columbia Safety Council for a grant in the amount of \$1,500.00 to support the "Safe Driving Week" Campaign for that year. This request was subsequently referred to the Grants and Publicity Committee who in turn recommended to Council that a grant in the amount requested be approved. Council adopted the Grants and Publicity Committee's recommendation.

In 1987, the British Columbia Safety Council forwarded a request directly to the Grants and Publicity Committee for a grant in the amount of \$1,500.00 to support the "Safe Driving Week" Campaign for that year. The Grants and Publicity Committee so recommended to Council and Council subsequently adopted the Committee's recommendation.

Current Situation

The Traffic Safety Committee, at its meeting held 1988 November 08 received a presentation from the British Columbia Safety Council requesting continued support of the campaign for 1988.

The theme of this year's campaign is "The Great Canadian Challenge". The B.C. Safety Council maintain that traffic safety is indeed a great challenge for all communities and that traffic safety initiatives generally involve education, enforcement and engineering. However, education still remains to be the ultimate key to safer city streets. Based on that fact, the B.C. Safety Council propose to expand the availability of the program beyond what has been offered in the previous two years to encompass more Burnaby residents. A series of courses will be offered throughout "Safe Driving Week" and continuing for the balance of December. Shell Canada has assisted in this initiative by distributing 100,000 invitations throughout the Lower Mainland. Participation in the program is expected to exceed 1,000 drivers with the target group being experienced drivers in need of defensive driving training.

Alderman Rankin, in his capacity as Chairman of the Grants and Publicity Committee, advised the Committee that funds in the Grants and Publicity Committee budget are depleted.

Therefore, the Committee agreed to place the recommendations before Council for consideration.

C. DELTA AVENUE - HASTINGS STREET TO LOUGHEED HIGHWAY

Recommendations:

1. THAT the classification of Delta Avenue as a local residential collector street between Hastings Street and Lougheed Highway be implemented through the installation of stop signs on all intersecting local residential streets and the painting of a centreline on Delta Avenue.
2. THAT the intersection of Delta Avenue and Union Street be converted to a four way stop controlled intersection.

R E P O R T

A report dated 1988 November 02 was received from the Director Engineering regarding Delta Avenue from Hastings Street to Lougheed Highway, the contents of which are contained hereunder:

"The Traffic Safety Committee, at its meeting of 1987 January 13 adopted the Director Engineering's recommendation to request the Transportation Committee to consider the reclassification of the subject section of Delta Avenue to a residential collector street. The Transportation Committee approved Delta Avenue south of Hastings Street as a local residential collector street and this approval was ratified by Council at its meeting of 1988 April 25.

Implementation of this classification requires that all intersecting streets with Delta Avenue that are of a lesser classification, i.e. local residential streets, are to be stop sign controlled. Between Hastings Street and Lougheed Highway, Delta Avenue crosses two streets which are not of a lesser category; Union Street and Parker Street. The latter intersection is now controlled by an actuated traffic signal, whereas Union Street currently has the assigned right-of-way.

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Union Street is a designated local residential collector street and, as such, it was given the right-of-way over Delta Avenue, with stop signs on Delta Avenue. This designation of Union Street as a collector street was reviewed previously and the decision was to declassify Union Street to the local residential street standard of 8.5m, including the block of Union Street between Alpha and Beta Avenues in 1986.

In view of the current classification of Delta Avenue and the declassification of Union Street, we are recommending that the intersection become a four way stop. This four way stop should be considered as an interim control pending further construction of Union Street to its 8.5m pavement width standard on the blocks on either side of Delta Avenue.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the classification of Delta Avenue as a local residential collector street between Hastings Street and Loughheed Highway be implemented through the installation of stop signs on all intersecting local residential streets and the painting of a centreline on Delta Avenue.
2. THAT the intersection of Delta Avenue and Union Street be converted to a four way stop controlled intersection."

Respectfully submitted,

Alderman J. Young  
Chairman

Alderman L.A. Rankin  
Member