

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, 1988 April 12.

PRESENT:

Alderman J. Young, In the Chair
Mr. William Anderson, Senior Citizens' Representative
Mr. W.B. Bennett, B.C. Transit Representative
Mrs. Lorraine Brown, Parent Teacher Council
Mr. Tony Hulme, ICBC, Traffic Safety Education Dept.
Mr. D. Spencer McDonald, B.C. Safety Council
Mr. W.B. Roxburgh, Citizens' Representative
Mrs. Franca Zumpano, Citizens' Representative

ABSENT:

Alderman E. Nikolai
Alderman L.A. Rankin
Mr. K.R. Beedie, Burnaby Chamber of Commerce
Mr. Gordon Mackie, Citizens' Representative
School Trustee Stan Shapiro
Mr. Rob Weston, B.C. Trucking Association

A. BROADWAY AT HOLDOM AVENUE

RECOMMENDATIONS:

1. THAT a 30 km/h zone not be established on Holdom Avenue at Broadway.
2. THAT a four-way stop not be established at Broadway and Holdom Avenue.
3. THAT owners of Strata Plan N.W. 27 be sent a copy of this report.
4. THAT the Principals of Parkcrest Elementary School and Brentwood Park Elementary School be sent a copy of this report and be requested to encourage their students to cross Holdom Avenue in the marked and adult patrolled crosswalk at Halifax Street.

(CARRIED UNANIMOUSLY)

INTERNAL DISTRIBUTION:

- : - AGENDA - 1988 APRIL 18
- : - COPY - MUNICIPAL MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING & BUILDING INSPECTION

R E P O R T

A letter dated 1988 February 22 was received from the Property Manager of Strataco/Bradson, 302-4180 Lougheed Highway, on behalf of the Owners, Strata Plan N.W. 27 (Brentwood Gardens). The purpose of the correspondence was to request something be done to reduce the element of danger at the intersection of Broadway and Holdom, particularly for the school children attempting to cross.

The Director Engineering reported as follows:

"In their letter of 1988 February 22 the Owners of Strata Plan NW 27 express concern regarding children crossing Holdom Avenue and the subject intersection. Reduced speed zones on designated collector streets are ineffective, as previously demonstrated on Gilmore Avenue adjacent Gilmore School and Duthie Avenue adjacent Montecito School.

The usual procedure when dealing with children having to cross a collector street is to designate and control a crossing point. This has already been done with a marked and adult patrolled crosswalk across Holdom Avenue at Halifax Street, the street fronting the school. Children from south of Broadway and west of Holdom Avenue can cross Broadway, also a collector street, at Holdom Avenue because Broadway is stop sign controlled, and proceed to Halifax Street on existing concrete sidewalks.

The suggestion that a four-way stop be installed at the subject intersection with a view to improving pedestrian safety is not supported by this Department. Observations at other four-way stops have found that, particularly during periods of congestion, pedestrians are frequently ignored as the motorist tends to be watching other vehicles awaiting his opportunity to enter the intersection. On the current Committee agenda is a request for the conversion of the existing four-way stop at Duthie Avenue and Curtis Street to a signal. The request is from a pedestrian who is experiencing difficulty crossing the intersection. A school patrolled crosswalk was established at the intersection of Royal Oak Avenue and Eglington Street to get children away from the four-way stop controlled intersection of Royal Oak/Moscrop/Gilpin.

At this latter intersection there has been two reported pedestrian accidents since 1976 and none at the subject intersection during the same period. During six hours, 7 - 9 a.m., 11 p.m. - 1 p.m. and 4 - 6 p.m., of manual traffic counting at the subject intersection the number of pedestrians observed were children.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT a 30 km/h zone not be established on Holdom Avenue at Broadway.
2. THAT a four-way stop not be established at Broadway and Holdom Avenue.
3. THAT the owners of Strata Plan N.W. 27 be sent a copy of this report and its attachment."

B. INTERSECTION OF DOW AVENUE AND BERESFORD STREETRECOMMENDATION:

1. THAT the existing stop sign on Beresford Street at Dow Avenue be removed.

(CARRIED UNANIMOUSLY)

R E P O R T

A report dated 1988 March 28 was received from the Director Engineering who reported as follows:

"Prior to the start of construction on the Metrotown Centre Mall, Dow Avenue was one of the main access routes for traffic entering the Sears site from the south. Beresford Street formed a 'T' intersection with Dow Avenue and was controlled with a stop sign to assign right-of-way to Dow Avenue.

As a condition of the Mall construction, the north leg of Dow Avenue was closed forming an 'L' intersection at Beresford Street. The existing stop sign on Beresford Street is now redundant and should be removed.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the existing stop sign on Beresford Street at Dow Avenue be removed."

C. INTERSECTION OF MCKAY AVENUE AND BERESFORD STREET

RECOMMENDATION:

1. THAT the stop signs on Beresford Street at McKay Avenue be removed and a stop sign placed on McKay Avenue.

(CARRIED UNANIMOUSLY)

R E P O R T

A report dated 1988 March 30 was received from the Director Engineering who reported as follows:

"The above intersection was formerly a four leg intersection with right-of-way assigned to McKay Avenue by the placement of stop signs on Beresford Street. In conjunction with the construction of Central Boulevard, the north leg of McKay was closed at Beresford resulting in a 'T' intersection. The south leg of McKay now has a relatively minor movement compared to Beresford Street. To reflect the traffic flows now operating within this intersection the two existing stop signs on Beresford Street should be removed and a new stop sign placed on McKay Avenue. This arrangement of stop signing would also reflect the future function of Beresford Street as the major collector.

The method of stop sign reversal would be to place a stop sign on McKay Avenue designating the intersection control as a three way stop. After a period of 30 days, the two stop signs would be removed from Beresford Street.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the stop signs on Beresford at McKay be removed and a stop sign placed on McKay."

D. GRANGE STREET - ELSOM AVENUE TO WILLINGDON AVENUE

RECOMMENDATIONS:

1. THAT parking be removed from both sides of Grange Street between Elsom Avenue and Willingdon Avenue.
2. THAT the lane west of Elsom Avenue, north of Grange Street be barricaded at Grange Street.

(CARRIED UNANIMOUSLY)

R E P O R T

A report dated 1988 April 11 was received from the Director Engineering who reported as follows:

"1. Background

In conjunction with the construction of the Station Square Mall, McKay Avenue has been extended north from Kingsway to Grange Street. A traffic signal is being installed at Grange Street and will be ready for energization within the next two weeks. The location of this new signal has been indicated on Appendix I attached.

2 Lane Closure

The lane west of Elsom Avenue now intersects Grange Street inside the new intersection with McKay Avenue, just inside the proposed east crosswalk. Once the traffic signal commences operation, vehicles entering or exiting this lane would create a hazard for vehicles using the intersection. Vehicles turning left out of the lane would create an additional hazard for pedestrians due to the very steep angle that would be required to cross the east crosswalk. We are proposing to barricade this lane at Grange Street as indicated on Appendix I attached.

The lane provides access to one house and two small apartment buildings. The closure of the lane at the south end would require a detour of about one block via either Elsom Avenue or Pioneer Avenue. Left turns at either of these intersections will be much easier as the new signal will generate gaps in the traffic on Grange Street. The turns will be safer at these intersections as both intersections are 'T' intersections with no conflicting left turn movements to the south. Pioneer Avenue south of Grange Street is basically a lane with very light traffic flow.

In summary, the minor inconvenience to residents that use this lane for access will be greatly offset by the increase in safety at the new intersection of McKay Avenue and Grange Street. Once the barricade is installed, the sidewalk crossing will be removed.

3. Parking Ban

In order to facilitate traffic flow at the new traffic signal at McKay Avenue and Grange Street and between McKay Avenue and Willingdon Avenue, we will have to remove parking from both sides of Grange Street between Elsom Avenue and Willingdon Avenue and mark four lanes on this section of Grange Street. Parking is currently banned on the section of Grange Street between Willingdon and the lane east of Willingdon and on the south side between Willingdon and Pioneer as indicated on Appendix I attached. On this sketch, we have also indicated the proposed extension of this parking ban.

The parking ban on the north side is required to allow vehicles approaching McKay from the east on Grange to move past left turning vehicles and also to allow vehicles turning left on to Grange from McKay a transition section to move into the right lane to proceed north on Willingdon. The parking ban on the south side is required to provide right turn access to McKay Avenue for eastbound Grange traffic and to provide a merge lane for traffic making a right turn from McKay onto Grange.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

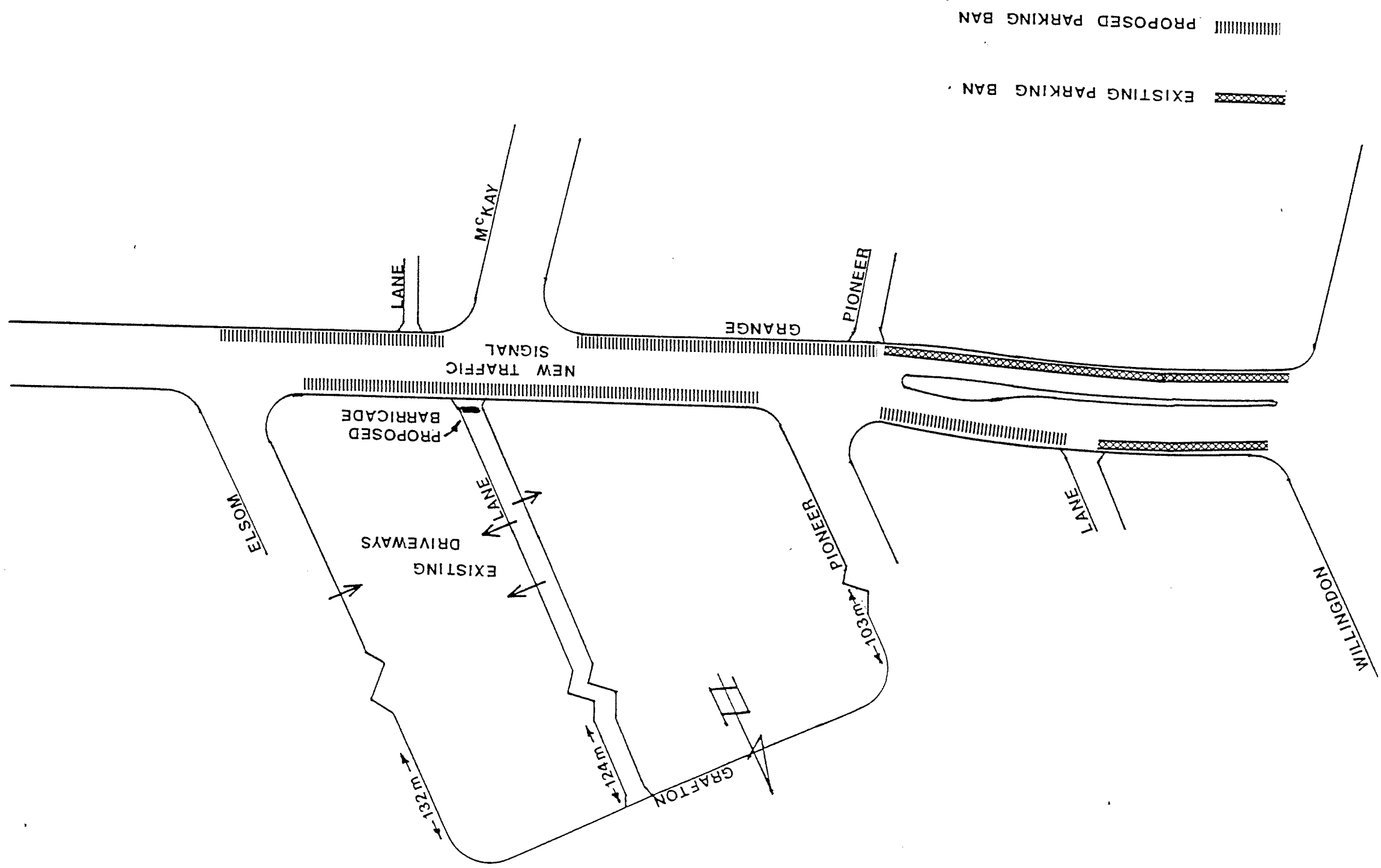
1. THAT parking be removed from both sides of Grange Street between Elsom Avenue and Willingdon Avenue.
2. THAT the lane west of Elsom Avenue, north of Grange Street be barricaded at Grange Street."

Respectfully submitted,

Alderman Jim Young
Chairman

Alderman Egon Nikolai
Member

Alderman L.A. Rankin
Member



APPENDIX I