

REPORT  
Regular Council Meeting  
1988 October 24

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 October 18 at 6:00 p.m.

PRESENT:

Alderman L.A. Rankin, In the Chair  
Mr. D.S. McDonald, B.C. Safety Council  
Mrs. L. Brown, District Parent Committee  
Mr. W.B. Bennett, B.C. Transit  
Mr. T. Hulme, I.C.B.C. Traffic Safety Education  
Mr. W.B. Roxburgh, Citizens Representative  
Mrs. F. Zumpano, Citizens Representative  
Mrs. G. Evans, Citizens Representative

ABSENT:

Alderman J. Young, Chairman  
Aldermen E. Nikolai  
School Trustee S. Shapiro  
Mr. W. Anderson, Senior Citizen Representative  
Mr. R. Weston, B.C. Trucking Association

A. SIXTEENTH AVENUE BETWEEN FIRST AND SECOND STREETS

Recommendation:

1. THAT a letter be sent to the Board of School Trustees of School District No. 41-Burnaby supporting the implementation of an adult crossing guard at the crosswalk on Sixteenth Avenue at First Street.

R E P O R T

Mr. and Mrs. Kim Emerson appeared before the Traffic Safety Committee as a delegation on 1988 October 18 to discuss concerns with respect to traffic volumes and speed along Sixteenth Avenue in front of Second Street Community School. It was the delegation's opinion that this problem will escalate with the opening of the Cariboo Extension and an additional 400 housing starts proposed for the area.

With respect to Mr. Emerson's request for an adult crossing guard, Mr. Emerson acknowledged that the School District is the party responsible for assigning this duty but hoped the Traffic Safety Committee would support the request. The delegation assured that the school patrol were doing an admirable job but the children do not have the respect of the drivers they encounter.

INTERNAL DISTRIBUTION:

- : - AGENDA 1988 OCTOBER 24
- : - COPY - MUNICIPAL MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING AND BUILDING INSP.
- O.I.C., R.C.M.P.

In conclusion, the delegation advised that he had received unanimous endorsement from Second Street Community Council to present traffic safety related issues to the Committee and subsequently made the following requests:

- installation of a pedestrian actuated traffic signal at the intersection of Sixteenth Avenue and First Street
- installation of "No Stopping" signs adjacent Second Street Community School
- implementation of a 30 kmh School Speed Zone along Sixteenth Avenue
- enforcement of the requested signing and speed zone.

For Council's information, the Traffic Safety Committee have directed staff to examine the requests as put forward by the delegation which will be the subject of a further report to the Committee at a later date.

B. PEDESTRIAN/VEHICULAR ACCESS TO LAKEVIEW SCHOOL

Recommendations:

1. THAT the bush area at the end of Seventh Street be entirely cleared, immediately.
2. THAT Council include the extension of Seventh Street in the 1989 Provisional Budget.

R E P O R T

Ms. Denise Bemister, Chairman of the Lakeview School Access Committee appeared before the Traffic Safety Committee as a delegation on 1988 October 18 to discuss problems associated with access to Lakeview Elementary School for children attending the school and their respective parents transporting them to and from.

The main concerns of the Lakeview School Access Committee were stated as follows:

- "a) The designated road at the end of Seventh Street. This is municipal property and is bushy and dangerous for young children to pass by or play near.
- b) Lighting on Berkley Street is inadequate and lighting of the unfinished bushy area of Seventh Street is non-existent. This is particularly critical for the children's safety during the dark winter days.
- c) At present, families must turn left onto and off of Canada Way at peak traffic hours to bring preschoolers and kindergarten children to classes.
- d) Access from the southern (above the school) approach (Elwell, Goodlad, Rosewood and the Wedgewood lane) is closed to local traffic. Mayfield has not been developed to the west.
- e) As many of the school staff access the school from Coquitlam, they use the southern approach and are now unable to do so forcing them into the already bottlenecked traffic caused by the Canada Way, Edmonds intersection."

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In conclusion, the delegation circulated to Committee members photographs of the specific area where children access the school and requested the following remedial actions be taken:

- access through Seventh Street to Lakeview Elementary School be implemented as soon as possible;
- clearing of the bush area at the foot of Seventh Street; and
- proper path material be put across the B.C. Hydro line as soon as possible.

The Traffic Safety Committee, in considering the concerns of the delegation, agreed that the bush area at the foot of Seventh Avenue did in fact create a dangerous situation and that access to the school by vehicle was not satisfactory. Therefore, the Committee's recommendations are submitted for Council's consideration.

C.

GILLEY AVENUE - PORTLAND STREET TO MARINE DRIVE

Recommendations:

1. THAT Council approve of the installation of a parking prohibition on the west side of Gilley Avenue from Portland Street to the lane south of Patrick Street and from a point 38 metres south of Keith Street to the west property line of 8579 Gilley Avenue.
2. THAT the residents whose property abuts the sections of Gilley Avenue affected by this prohibition be informed of the reasons for its implementation.
3. THAT Ms. Karen Watson, 8201 Brynlor Drive, Burnaby, B.C., V5E 4E2 be sent a copy of this report.

R E P O R T

A report dated 1988 October 11 was received from the Director Engineering in response to a citizens concern regarding parking on the west side of Gilley Avenue between Portland Street and Marine Drive.

The Director Engineering reported as follows:

"On 1988 September 13 we were contacted by Karen Watson of 8201 Brynlor Drive who expressed concern that vehicles parked on the west side of Gilley Avenue caused southbound vehicles to cross over the centerline. Ms. Watson's concern specifically identified the curve in Gilley Avenue between Portland and McKee Streets as being a critical section due to the curve and its resultant limited sight distance.

In response to these concerns, we conducted a preliminary investigation which consisted of taking a few measurements of the distances between the existing curb and centerline. This investigation confirmed that the concerns were valid as the measurements showed that the distance between the curb and centerline around the curve between Portland and McKee Streets was as little as 4.6 metres. The minimum distance between curb and centerline to allow for a travel lane and a parking lane should be 5.5 metres.

As the result of this preliminary investigation, we requested our Survey Section to provide us with a series of measurements along the captioned section of Gilley Avenue to indicate the distances between west curb edge, centerline and east pavement edge. We wanted the full pavement width to determine whether a resolution of the problem could involve a relocation of the centerline rather than the requested parking ban. In order to relocate the centerline, we would require a minimum of 8.8 metres of pavement width.

The results of this more detailed survey identified a majority of Gilley Avenue between Portland Street and Marine Drive as being of inadequate width to accommodate two travel lanes, one in each direction, and a single parking lane. The available options to remedy this situation are, in order to decreasing costs; improve Gilley Avenue to its ultimate 11 metre finished standard; widen the existing pavement and relocate the centerline; or install parking prohibitions in those areas where required.

Our recommendation is to install the parking restrictions as it is the quickest, easiest and least costly means of alleviating the inherent hazard in the existing situation. While this hazardous condition has existed for several years without apparent incident, we feel that now that we are aware of the accident potential we have a responsibility to mitigate it as soon as possible. Also, one-street parking on Gilley Avenue is minimal due to the adjacent properties having available off-street parking space. Portions of Gilley Avenue in the affected areas already have existing parking restrictions due to the existence of bus stops. The attached sketch, identified as APPENDIX "A" shows the areas where the proposed parking restriction is recommended and the location of the existing bus stops.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE

1. THAT the Committee approve of the installation of a parking prohibition on the west side of Gilley Avenue from Portland Street to the lane south of Patrick Street and from a point 38 metres south of Keith Street to the west property line of 8579 Gilley Avenue.
2. THAT the residents whose property abuts the sections of Gilley Avenue affected by this prohibition be informed of the reasons for its implementation.
3. THAT Ms. Karen Watson of 8201 Brynlor Drive be sent a copy of this report."

D. INTERSECTION OF CUMBERLAND STREET AT SIXTEENTH AVENUE

Recommendation:

1. That a four way stop control be installed at the intersection of Cumberland Street and Sixteenth Avenue.

R E P O R T

A report dated 1988 October 12 was received from the Director Engineering advising of imminent changes to the traffic patterns through the intersection of Cumberland Street and Sixteenth Avenue which is currently controlled by a two way stop.

The Director Engineering reported as follows:

"The subject intersection is currently a two way stop with the right-of-way assigned to Cumberland Street. The major movements through the intersection are northbound Sixteenth Avenue right turning to eastbound Cumberland Street and westbound Cumberland Street to southbound Sixteenth Avenue; see attached sketch identified as APPENDIX "B". The routes used by this traffic are Armstrong Avenue from Cumberland Street to Cariboo Road and Cumberland Street from Sixteenth to Tenth Avenues.

The extension of Sixteenth Avenue through to Cariboo Road by the end of this year will probably result in some of the traffic currently using Armstrong Avenue switching to Sixteenth Avenue. This reassignment of traffic should decrease the volume of traffic on Cumberland Street approaching Sixteenth Avenue from Tenth Avenue and increase the volume of traffic approaching Cumberland Street from Cariboo Road on Sixteenth Avenue.

The most recent traffic volumes are indicated on APPENDIX "B" attached and the expected volumes, after the opening of Sixteenth Avenue, including traffic generated by Cariboo Heights subdivision and George Derby Hospital, are shown in brackets beside the existing volumes. As can be seen from these figures, there will be a significant change in the traffic patterns through the intersection of Cumberland Street and Sixteenth Avenue.

The existing major movements did not produce a high percentage of conflicting movements as indicated by the accident history. Since 1976, this intersection has recorded only 16 accidents; four of which were right angles; five were head-on left turns; four rear-enders; two involving parked cars; and one out-of-control single vehicle accident. With the change in traffic pattern the number of conflicting movements increases and therefore the potential for accidents increases.

In view of these imminent changes in the traffic patterns through the intersection of Cumberland Street and Sixteenth Avenue, we are recommending that a four way stop control be installed at this location. We feel this control should be implemented as soon as possible to allow time for the traffic that will not be rerouting to adapt to the new control.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. That a four way stop control be installed at the intersection of Cumberland Street and Sixteenth Avenue."

E.

WESTERN CANADA TRAFFIC ASSOCIATION CONFERENCE

Recommendation:

1. THAT Council authorize Traffic Safety Committee members and one or two staff representatives to attend the Western Canada Traffic Association Conference in Whitehorse, Yukon from 1989 September 26 to 29 inclusive.

R E P O R T

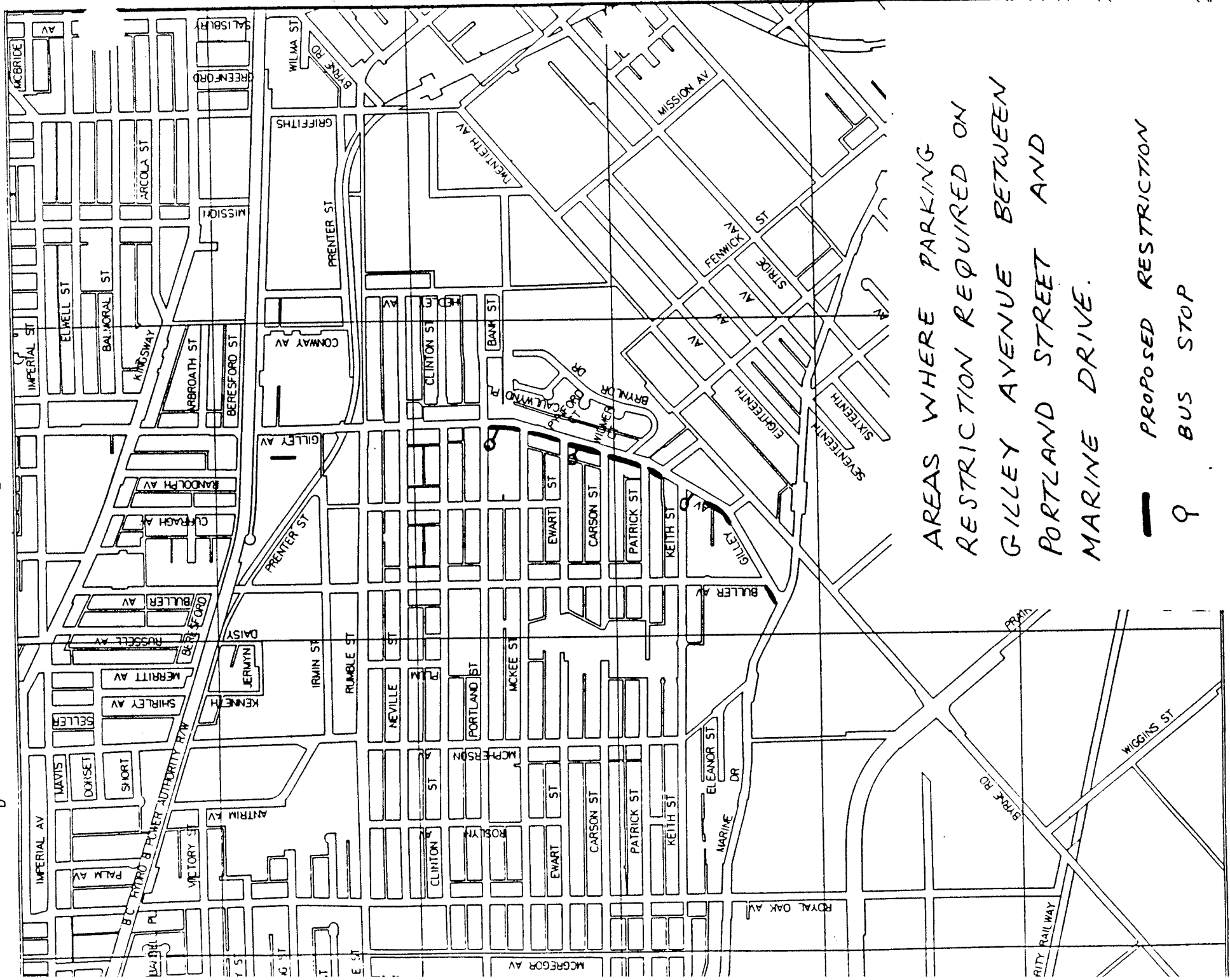
Four members of the Traffic Safety Committee have just recently returned from the 1988 Western Canada Traffic Association Conference held in Calgary, Alberta. Although time did not permit the Committee to discuss the Conference at length, a written report was distributed providing a detailed account of the activities which took place during the event. The meeting agreed that a copy of this report be forwarded to Council members for information purposes.

Mr. Bill Bennett, B.C. Transit Representative to the Traffic Safety Committee was elected Vice President, Province of B.C. during the Annual General Meeting of the 1988 Conference. It is then formality for Mr. Bennett to automatically become President upon conclusion of the 1989 Conference in Whitehorse which would then see Burnaby as host for the 1990 Western Canada Traffic Association Conference.

The Traffic Safety Committee will be preparing a proposal to present to Council within the next few months with respect to the Western Canada Traffic Association Conference in 1990.

Respectfully submitted,

Alderman L.A. Rankin  
Acting Chairman



AREAS WHERE PARKING  
RESTRICTION REQUIRED ON  
GILLEY AVENUE BETWEEN  
PORTLAND STREET AND  
MARINE DRIVE.

— PROPOSED RESTRICTION

○ BUS STOP

88-10-11

DE

— APPENDIX "A" —

# - APPENDIX "B" -



## LEGEND

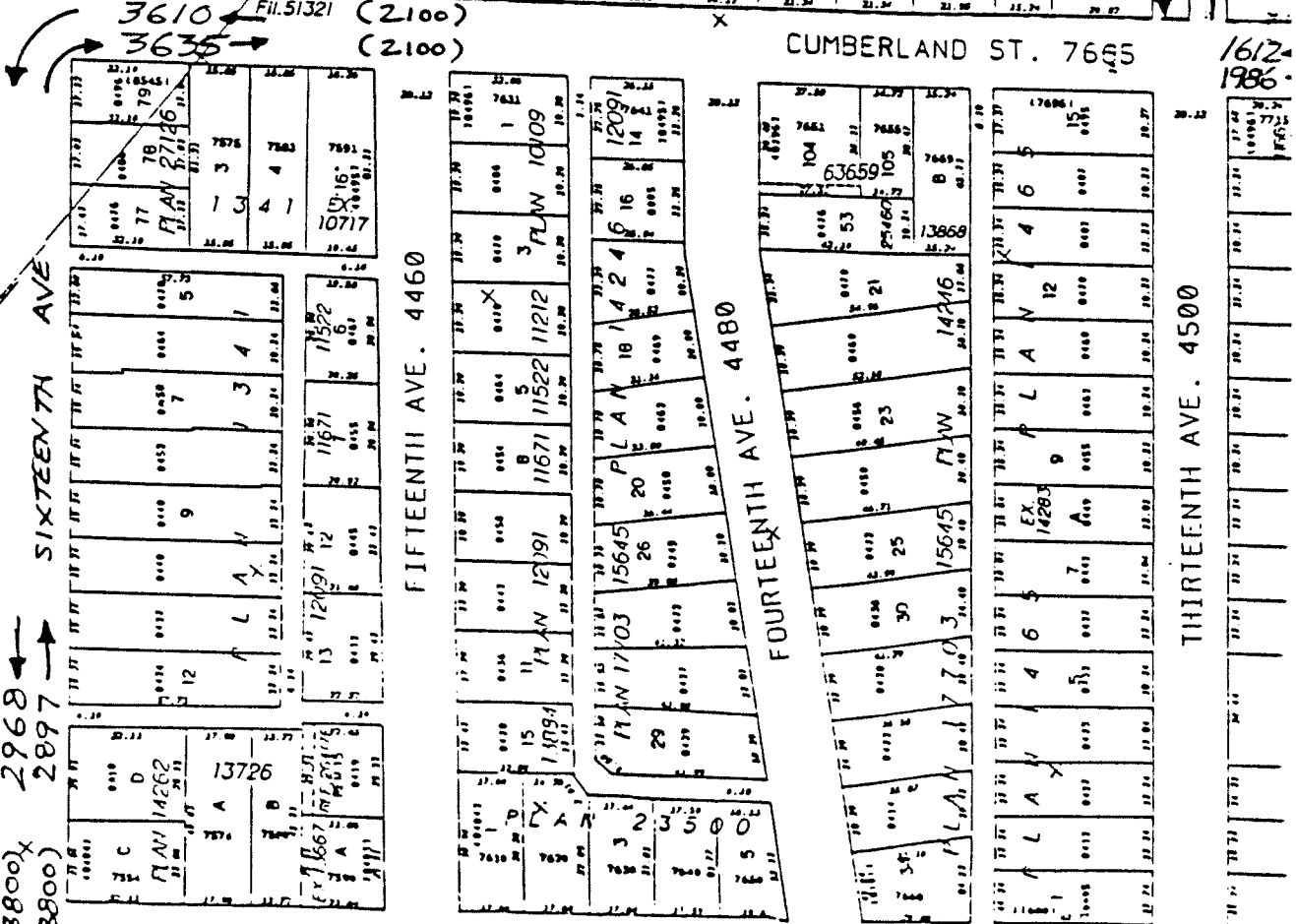
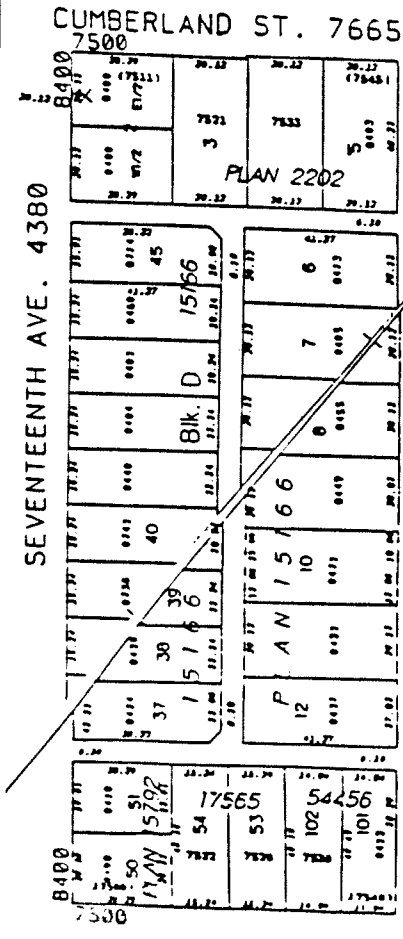
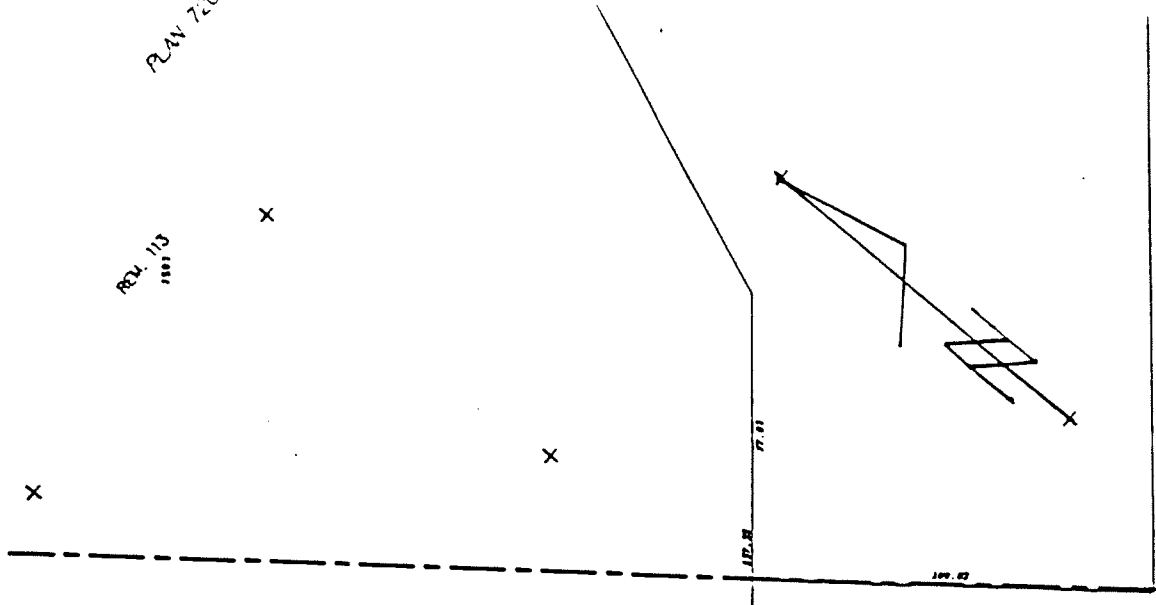
↪ MAJOR MOVEMENT THROUGH THE INTERSECTION OF CUMBERLAND - 16TH AVE

→ DIRECTION OF TRAVEL

2968 MOST RECENT VEHICLE VOLUME COUNT

(2500) PROJECTED VEHICLE VOLUME

PLAN 722



(2500)  
(2500)

3610 Fil. 51321 (2100)  
3635 (2100)

3477 (2000)  
3110 (1700)

1612  
1986

