

ITEM	9
MANAGER'S REPORT NO.	34
COUNCIL MEETING	88/05/09

RE: LETTER FROM MS. FLORA R. MCINTYRE WHICH APPEARED ON THE AGENDA FOR THE
MAY 02ND MEETING OF COUNCIL (ITEM 3 C)
EDMONDS SKYTRAIN STATION

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 1988 MAY 02

FROM: DIRECTOR ENGINEERING

SUBJECT: EDMONDS SKYTRAIN STATION

RECOMMENDATION:

THAT a coy of this report be sent to Flora R. McIntyre,
6779 Bryant Street, Burnaby, B.C., V5E 1S7.

R E P O R T

Appearing on the Council Agenda of 1988 May 02 under
correspondence was a submission from Flora R. McIntyre, 6779
Bryant Street, Burnaby, B.C., V5E 1S7.

The question of directional signing to the various skytrain
stations was addressed in 1986 January in a number of meetings
with B. C. Transit and later through ongoing correspondence.
As a result of these discussions, a system of "trail blazer"
signs were erected by B.C. Transit at strategic intersections
directing people to the skytrain stations. During our
meetings and discussions with B. C. Transit, they put forth a
proposal to erect a pylon type of sign at the intersection of
19th Street and 18th Avenue. This sign was to be erected on
the municipal boulevard. The Municipality agreed in principal
to the placement of this pylon sign as long as it did not
create a sight problem for motorists. B. C. Transit however
did not pursue the issue and the pylon sign was never erected.

We will be writing to B. C. Transit to see if they are still
interested in the installation of a pylon sign. If they are
not, we will suggest that they place one of their trail blazer
signs at 19th Street and 18th Avenue directing motorists to
the Edmonds Skytrain Station.

In responding to the suggestion of erecting a three way stop
at the intersection of 19th Street and 18th Avenue, we would
advise that a signal has been approved for this intersection

and should be in operation this Summer. We would not recommend the installation of a four way stop (there are four legs to the intersection) as an interim measure as it would be too disruptive to the heavy flows of traffic using 19th Street. We should add that there have been no accidents recorded at this intersection this year nor were there any reported in 1987.

We have checked the directional signing on the Alex Fraser bridge and while it is true they do not identify Burnaby specifically, they do give direction to both 20th Street and to Marine Way. Unless we were desirous of attracting commuter traffic to a specific street system in Burnaby, the present signing should be sufficient as most tourists use the guidance of road maps when driving in unfamiliar territory. All road maps show Marine Way as running across the lower south slope of Burnaby and 20th Street entering Burnaby via the City of New Westminster.

We contacted the Ministry of Transportation and Highways and they advised that the normal practice in route signing is to name only the next city or municipality to be encountered on route. Once leaving that city or municipality, they then post directional signs giving the name of the next one on route. To try and name or give direction to more than one location would require either oversize signs or a series of signs. Both situations, from the standpoint of aesthetics, would be undesirable. The Ministry will permit Burnaby to erect its own entrance sign on Marine Way at the Burnaby boundary. As we have such signs at other major entrance points, we will apply for the necessary sign permit to place one on Marine Way.

We contacted Mrs. McIntyre by phone and discussed the points raised in her submission.

HB:ap

cc: Traffic Supervisor


DIRECTOR ENGINEERING