

REPORT
Regular Council Meeting
1989 February 13

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC SAFETY COMMITTEE

HIS WORSHIP, THE MAYOR
AND ALDERMEN

REPORT OF THE TRAFFIC SAFETY COMMITTEE

A. SAFE DRIVING CAMPAIGN FOR BURNABY

RECOMMENDATION:

1. THAT Council endorse a Safe Driving Campaign in Burnaby as detailed in the following report.

R E P O R T

The Traffic Safety Committee, at its meeting held 1989 February 07 received a delegation being the Chairman of Community Affairs, Burnaby-Hastings Rotary Club regarding a proposal for a safe driving campaign in Burnaby.

The purpose of the campaign as explained by the delegate would be to acknowledge those drivers found to be using good driving habits, and at the same time, increase and promote safe driving awareness. This could be accomplished by taking the following actions:

- a) Having Burnaby RCMP note one good driver a week.
- b) Hold a special monthly luncheon at the Burnaby-Hastings Club for the award winning drivers and having ICBC, RCMP, the Mayor or his representative and the media on hand to help in drawing attention to the idea of safe driving.
- c) Having this program run for a four or six month period - possibly May through October and repeat annually.
- d) If this program proves successful, promote it throughout the province with cooperation of the Rotary Clubs, local police forces, ICBC offices and local media agencies.

The delegate concluded by advising a commitment of support has been received from the Traffic Safety Education Division of the Insurance Corporation of British Columbia and local news media for the promotion of safe driving awareness.

Your Committee wishes to advise that it fully supports the endeavour of the Burnaby-Hastings Rotary Club and so recommends same to Council.

B. WILLINGDON AVENUE - SARDIS TO MOSCROP STREET

RECOMMENDATION:

1. THAT a fully actuated traffic signal be installed on Willingdon Avenue at Burke Street.

INTERNAL DISTRIBUTION:

: - AGENDA - 1989 FEBRUARY 13
: - COPY - MUNICIPAL MANAGER
 - DIRECTOR ENGINEERING
 - DIRECTOR PLANNING & BUILDING INSPECTION
 - O.I.C., R.C.M.P.

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R E P O R T

The Traffic Safety Committee, at its meeting held 1988 December 13 heard a delegation who advised that pedestrians are afraid to cross Willingdon Avenue at any location between Sardis and Moscrop Streets due to the speed and volume of traffic.

The delegation suggested that because of the steep grade on Willingdon, and because vehicles heading northbound travel at excessive speed, a traffic signal is required in order to slow traffic and allow gaps for pedestrians to cross safely.

At that same meeting, staff were directed to review the intersections of Willingdon/Grassmere and Willingdon/Burke to determine which would be the most suitable location for a pedestrian operated traffic signal.

The Traffic Safety Committee, at its meeting held 1989 February 07 received a report from the Director Engineering in response to the Committee's direction, the contents of which are contained hereunder:

"The following three locations (see Appendix I attached) were considered for the reasons listed thereafter:

1. Grassmere Street and Price Crescent
 - a) requested location
 - b) approximate midpoint between existing signals
2. Burke Street
 - a) designated local collector street
3. Bond Street
 - a) designated local collector street
 - b) bus route

Of these three locations, we feel that the second one, Burke Street at Willingdon Avenue, would be the best one at which to install a traffic signal. The following tabulation of some of the factors in our analysis of the three locations illustrates the comparative merits of each location:

	<u>Grassmere/Price</u>		<u>Burke</u>		<u>Bond</u>	
Collector Street	No	Yes	Yes	Yes		
Increase Traffic			Maybe	Yes		
Approach Grades (approximate)	10%	10%	8%	5%		
Accident Totals (1976-1988)	28	28	34	29		
Right-Angle Accidents	8	8	13	6		
Side Street Approach						
Volumes (approximate)	400	400	900	1,000		
Distance to Moscrop (metres)	480	480	660	840		
Distance to Sardis (metres)	540	540	360	180		
Percent R.T.A.C. Warrant	64	64	85	48		

Of this above information, the most important factors are the percent R.T.A.C. warrant and the approach grade. The Burke-Willingdon intersection comes closest to meeting one of the established warrants for a traffic signal and the 8% approach grade is an acceptable grade, albeit at the upper limit.

While a traffic signal at the Burke-Willingdon intersection may be the most suitable of the three locations analysed, it is still unwarranted using the standard warrants and may not accomplish the desired effects, i.e., reduction in speed on Willingdon Avenue and the creation of gaps in the traffic flow at downstream locations."

Your Committee, in acknowledging the concerns of the delegation, and foreseeing an increase in the already heavy volumes of traffic a result of the opening of Station Square and Eaton's Centre in Metrotown recommend the installation of a fully actuated traffic signal on Willingdon Avenue at Burke Street.

A recommendation for the placement of advance warning signals for northbound Willingdon traffic has been referred to staff to determine the necessity of the warning signals and cost estimates that would be associated.

C. CENTRAL BOULEVARD AT MCKAY AVENUE

RECOMMENDATION:

1. THAT Mr. John Mandziak, 302-4250 Maywood Street, Burnaby, B.C. V5H 2J3 be sent a copy of this report.

R E P O R T

A letter dated 1989 January 23 was received from Mr. John Mandziak suggesting a pedestrian crossing at McKay Street and Central Boulevard is needed, particularly since the opening of Station Square.

A report dated 1989 February 03 was received from the Director Engineering who reported that the subject intersection is scheduled to have a full traffic signal in operation this Spring. This signal will incorporate pedestrian actuation and control which will address the concerns of Mr. Mandziak.

D. 12TH AVENUE - CUMBERLAND TO SIXTH STREET

RECOMMENDATIONS:

1. THAT the request for a four way stop at the intersection of Newcombe Street and 12th Avenue be denied.
2. THAT Mrs. B. Izatt, 8276 - 12th Avenue, Burnaby, B.C., V3N 2L5 be sent a copy of this report.

R E P O R T

Council, at the regular Council meeting held 1988 November 28 received correspondence from Mr. Simon Aravjo and Mr. William Northey regarding parking and traffic concerns on 12th Avenue from Cumberland to Sixth Street.

Council referred this matter to both the Traffic Safety Committee and the Transportation Committee for review.

The Traffic Safety Committee, at its meeting held 1988 December 13 heard a delegation who appeared on behalf of Mr. Aravjo and Mr. Northey requesting a four way stop on 12th Avenue at Newcombe.

A report dated 1989 January 04 was received from the Director Engineering at the Committee meeting held on 1989 January 10 in response to the delegation's request, the contents of which are contained hereunder:

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"Arising out of the discussion following the presentation of the delegation at the 1988 December 13 meeting of the Traffic Safety Committee was the following recommendation:

'THAT the request for a four way stop at 12th Avenue and Newcombe Street and the feasibility of 12th Avenue retaining its collector status be referred to staff for investigation and report.'

The warrant for a four way stop is a two part warrant, the first part is that there be an accident history comprised of at least five right angle collisions within the preceding 12 month period and that the vehicular volumes on each of the intersecting streets be approximately equal.

Neither of the two parts of this warrant are met at the intersection of Newcombe Street and 12th Avenue with only five right angle accidents reported at this intersection in over 17 years and the volumes on 12th Avenue being approximately 4 times those on Newcombe Street.

The review of 12th Avenue as a collector street has been referred to the Transportation Committee for their consideration. Staff will be reporting directly to the Transportation Committee and will include the recommendation that the Traffic Safety Committee receive a copy of the report and any decisions reached by the Transportation Committee.

Also arising out of the discussion of the subject location was a request to review the signing adjacent to private schools within Burnaby to determine if it is consistent with that adjacent public schools. Staff checked their records of this signing and found the standards to be the same for both private and public schools. Nonetheless it was noted that one sign for the John Knox Christian School was not located in the most effective location and this will be rectified as soon as possible.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE

1. THAT the request for a four way stop at the intersection of Newcombe Street and 12th Avenue be denied.
2. THAT Ms. Barb Izatt be sent a copy of this report."

The Traffic Safety Committee subsequently **TABLED** this matter pending receipt of a report from the Transportation Committee regarding classification of 12th Avenue as a residential collector street.

The Traffic Safety Committee, at its meeting of 1989 February 07, received a memorandum dated 1989 January 30 from the Transportation Committee confirming its continued support for the retention of 12th Avenue as a collector street.

NOTE: A REPORT TO COUNCIL FROM THE TRANSPORTATION COMMITTEE REGARDING CLASSIFICATION OF 12TH AVENUE APPEARS ELSEWHERE ON THE COUNCIL AGENDA FOR THE COUNCIL MEETING 1989 FEBRUARY 13

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Therefore, the Traffic Safety Committee lifted the matter from the table and adopted the recommendations of the Director Engineering.

Respectfully Submitted,

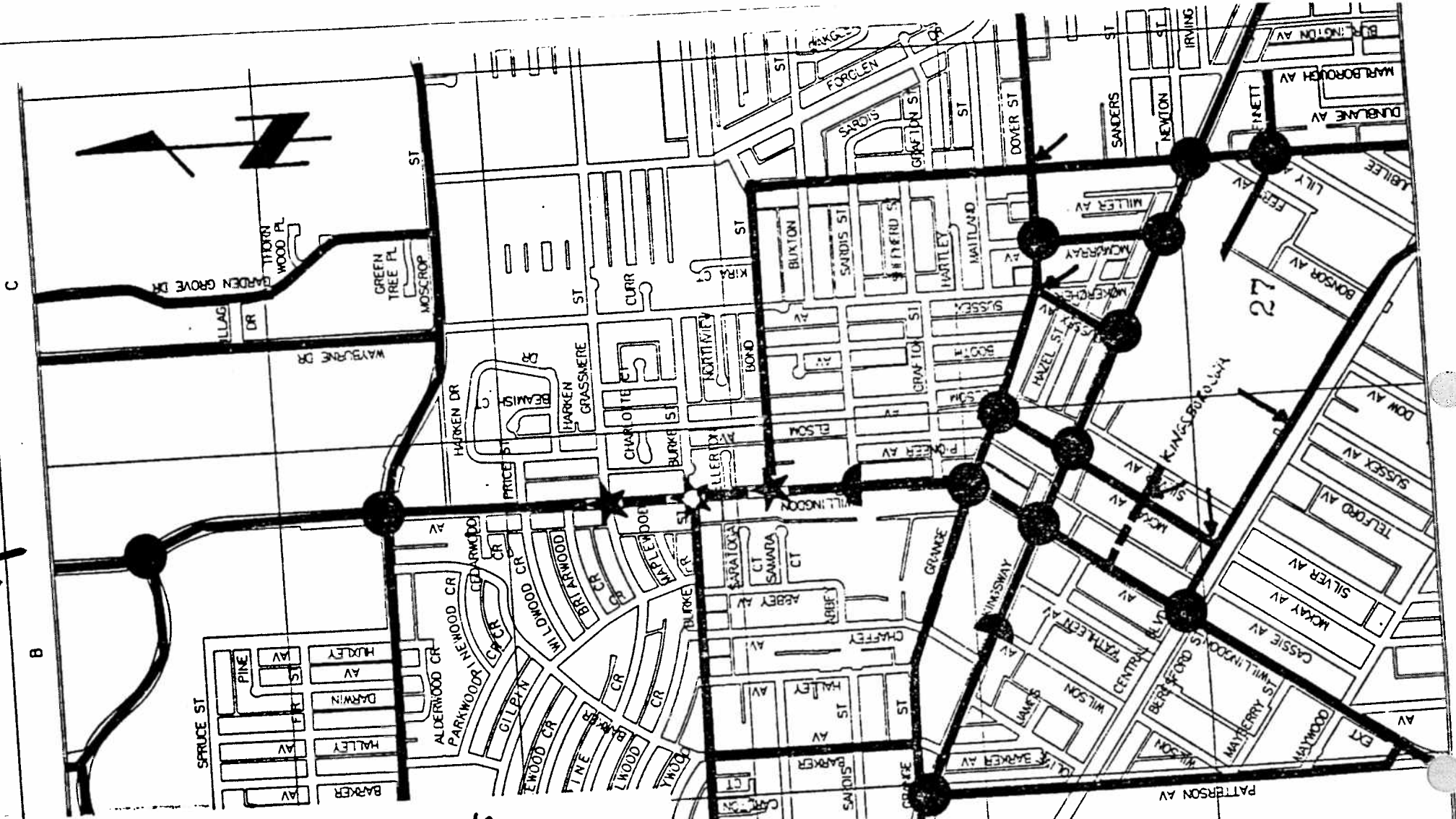
Alderman Jim Young
Chairman

Alderman Egon Nikolai
Member

Alderman R.G. Begin
Member

APPENDIX "I"

- LEGEND**
- REVIEWED LOCATIONS
 - MOST SUITABLE
 - EXISTING SIGNALS
 - ▲ EXISTING PED-OP SIGNALS
 - ARTERIAL AND COLLECTOR STREETS
 - SIGNALS ON ORDER



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