

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, 1989 January 10.

A. HASTINGS STREET AT GAMMA AVENUE

RECOMMENDATIONS:

1. THAT Council withhold approval of the conversion of the existing pedestrian actuated signal at Hastings Street and Gamma Avenue to a vehicle actuated signal subject to a further report on the Hastings corridor between Boundary Road and Delta Avenue.
2. THAT the Ministry of Transportation and Highways be sent a copy of this report.

R E P O R T

A letter dated 1988 December 22 was received from the Ministry of Transportation and Highways advising that review of a recent traffic count at the intersection of Hastings Street and Gamma Avenue indicated a full traffic signal is now warranted.

The Ministry stated it is prepared to convert the pedestrian actuated signal to a full traffic signal provided Burnaby is agreeable to cost share in the installation.

A report dated 1989 January 05 was received from the Director Engineering regarding the Ministry's offer, the contents of which are contained hereunder:

"The Ministry of Transportation and Highways requests the Municipality's concurrence with, and cost sharing in, the proposed conversion of the existing pedestrian actuated signal at Gamma Avenue and Hastings Street to a vehicle actuated signal. As has been stated to this Committee on previous occasions the Engineering Department feels that pedestrian actuated signals usually are less effective at reducing accidents than a full signal, i.e. vehicle actuated.

One suspected reason for pedestrian actuated signals not being as effective as vehicle actuated signals is that they are actuated less frequently which can create a complacency in motorists who seldom are required to stop. Another reason is that motorists on the cross street attempt to use the pedestrian actuated signal as if it were a full signal. Since the pedestrian actuated signal as amber warning light to alert them to a pending signal change they can be within the intersection when the through street is given the green light.

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Of the ten pedestrian actuated signals existing in Burnaby at the beginning of 1988, Kingsway-Wilson and Hastings-Ingletton were installed during the year, Hastings-Gamma ranked 7th in terms of number of reported accidents. Based on a 5 year average, Hastings-Gamma is currently ranked 4th amongst pedestrian actuated signals with a 5 year average of 7.8 reported accidents per year.

Whether the conversion of this pedestrian actuated signal to a full signal will result in a reduction in this average is doubtful. The reason we feel this is that one negative aspect of a full traffic signal at this location is that it would probably result in an increase in the volume of traffic using Gamma Avenue. In their letter, the Ministry states that their 1988 June 23 traffic count recorded 196 southbound vehicles left-turning from Gamma Avenue to eastbound Hastings Street. This volume of traffic is comprised mostly of commuter traffic using Albert Street to bypass existing congestion on Hastings Street.

A full signal at Hastings-Gamma would increase the attractiveness of Albert Street as an alternative route and would probably decrease the effectiveness of Hastings Street due to increased delay caused by a full signal. Therefore our recommendation to the Committee is to withhold approval of the requested conversion subject to completion by staff, and review by this Committee, of the previously requested report on the Hastings Street corridor from Boundary Road to Delta Avenue. This pending report will attempt to address in greater depth the existing situation and the impact of any currently requested changes in existing controls.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the Committee withhold approval of the conversion of the existing pedestrian actuated signal at Hastings Street and Gamma Avenue to a vehicle actuated signal subject to a further report on the Hastings corridor between Boundary Road and Delta Avenue.
2. THAT the Ministry of Transportation and Highways be sent a copy of this report and the Committee recommendations.

B. SIXTEENTH AVENUE AND FIRST STREET - REQUEST FOR PEDESTRIAN ACTUATED TRAFFIC SIGNAL

RECOMMENDATION:

1. THAT a pedestrian actuated traffic signal be installed at the intersection of Sixteenth Avenue and First Street.

R E P O R T

Council will recall at the regular Council meeting held 1989 January 03, the Traffic Safety Committee reported on a request for a pedestrian actuated traffic signal on Sixteenth Avenue at First Street.

At that time, Council adopted the recommendations of the Traffic Safety Committee as follows:

- "(a) THAT a 30 km/h speed limit not be installed on Sixteenth Avenue adjacent Second Street School.
- (b) THAT a no stopping restriction be placed on the east side of Sixteenth Avenue from the crosswalk to 50 metres south of the crosswalk.
- (c) THAT the existing street light on the east side of Sixteenth Avenue south of the crosswalk be relocated to the crosswalk and replaced with a sodium vapour light".

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The initial request for a pedestrian actuated signal was under review at the time the Committee last reported to Council. Your Committee now wishes to advise that, after due consideration, an agreement has been reached that the pedestrian actuated traffic signal is a necessary means of traffic control to ensure the safety of pedestrians, particularly the school children attending Second Street Community School.

Respectfully submitted,

Alderman Jim Young
Chairman

Alderman Egon Nikolai
Member

Alderman R.G. Begin
Member

