

REPORT
Regular Council Meeting
1989 June 19

THE CORPORATION OF THE DISTRICT OF BURNABY
TRAFFIC SAFETY COMMITTEE

HIS WORSHIP, MAYOR W.J. COPELAND
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, 1989 June 06 at 6:00 p.m.

A. MINISTRY OF TRANSPORTATION AND HIGHWAYS
OUTSTANDING TRAFFIC/TRANSPORTATION ITEMS

Recommendations:

1. THAT a copy of this report be sent to the Ministry of Transportation and Highways requesting immediate response as to when the projects referred to in the report will be resolved.
2. THAT a copy of this report be forwarded to the G.V.R.D. Task Force on Transportation, Dave Mercier, M.L.A. Burnaby-Edmonds, Elwood Veitch, M.L.A. Burnaby-Willingdon and Barry Jones, M.L.A. Burnaby-North.

R E P O R T

The Traffic Safety Committee has requested staff provide a list of transportation engineering issues, under the jurisdiction of the Ministry of Transportation and Highways, that are as yet unresolved. Following is the result of staff's investigation:

"The Ministry of Transportation and Highways is responsible for a number of initiatives arising from the Burnaby Comprehensive Transportation Plan. These are listed in the attached schedule shown as "APPENDIX 1" and can be also found in the Official Community Plan.

The Municipality has been pursuing the implementation of these M.O.T.H. projects with varying success. Most recently the M.O.T.H. has agreed to widen Broadway (east of Gaglardi) and on a partnership basis with the Municipality, improve the Kingsway/Imperial intersection and widen Kingsway between Boundary and Patterson.

There are a number of more specific items that have found their way to the Traffic Safety Committee in the past which remain outstanding. These projects are primarily intersection improvements and include the following:

INTERNAL DISTRIBUTION:
:-AGENDA 1989 JUNE 19
:-COPY - MUNICIPAL MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING AND BUILDING INSP.

1. Canada Way/Edmonds
2. Canada Way/Imperial
3. Canada Way/Burriss
4. Canada Way/Sperling
5. Kingsway/Edmonds
6. Loughheed/Madison
7. Kingsway/Royal Oak
8. Kensington/Sprott
9. Barnet Highway/Barnet Marine Park -
Left Turn Channelization."

B. REQUEST FOR PEDESTRIAN CROSSWALK - 5900 BLOCK KINGSWAY

Recommendation:

1. THAT a copy of this report be sent to:

Carol K. Curtis and Tona Howden,
Good and Welfare Committee, Deer Lake Jeep Eagle,
5965 Kingsway, Burnaby, B.C., V5J 1H1;

Dave Mercier, M.L.A. Burnby-Edmonds,
#3-7311 Kingsway, Burnaby, B.C., V5E 1G8; and

Mr. Ron Eikenberry,
6038 Imperial Street, Burnaby, B.C., V5J 5A5.

R E P O R T

A letter dated 1989 January 16 was received from Carol Curtis and Tona Howden, Good and Welfare Committee, Deer Lake Jeep Eagle requesting installation of a pedestrian activated crosswalk at 5965 Kingsway owing to the high accident rate and the difficulty pedestrians experience in attempting to cross Kingsway.

Further, a copy letter dated 1989 May 18 was received from Dave Mercier, M.L.A. Burnaby-Edmonds addressed to Mr. Ron Eikenberry responding to Mr. Eikenberry's request for a crosswalk and demand traffic light on Kingsway at Waltham.

A report dated 1989 May 12 was received from the Director Engineering who reported as follows:

"The 5900 block Kingsway extends along Kingsway from Imperial which is a signalized intersection to Waltham. The Kingsway/Imperial intersection is to be improved in the near future and we would expect pedestrian actuation and signal heads to be a part of that improvement.

There is a lengthy history of requests for a pedestrian crosswalk at Waltham. Because of the high traffic volumes and the width of Kingsway such a marked crosswalk should be signalized. The M.O.T.H., which is responsible for Kingsway, has resisted a pedestrian signal which could have a significant adverse effect on traffic flow along the highway. At the 1988 October 26 meeting of Council another crosswalk request was reviewed in a staff report. Arising from Council's discussion the following motion was adopted:

'THAT His Worship, Mayor W.J. Copeland, write to the Minister of Transportation and Highways requesting a pedestrian activated crosswalk be installed at Kingsway and Waltham...'

The Municipality has not yet received a response but we understand that the Ministry is pursuing the issue. The Ministry is considering proposing, in conjunction with the intersection improvements at Kingsway/Imperial, extending a median through the Waltham intersection. This median would provide a pedestrian 'refuge' within the center of the roadway thus allowing pedestrians to cross one direction of traffic at a time. The Municipality has not yet seen a plan of the proposed median or a crossing plan so we cannot comment on its adequacy but we will be reviewing the plans when they become available."

C. COMPLAINT OF VEHICLE TEST DRIVING - 7800 BLOCK 11TH AVENUE

Recommendation:

1. THAT a copy of this report be sent to Ms. Gail Braun, 7797 11th Avenue, Burnaby, B.C.

R E P O R T

A report dated 1989 May 16 was received from the Acting Director Engineering responding to a resident's complaint regarding the test driving, at excessive speed, of vehicles in the 7700 Block 11th Avenue.

The Acting Director Engineering reported as follows:

"We have received a resident complaint regarding a local car dealership test driving high powered vehicles (Corvettes and Harley Davidsons) on her residential street at high speeds. Apparently she and at least one of her neighbours has approached the management/staff of this firm asking them to exercise restraint. The proprietor(s) of the business have been sufficiently disagreeable that Ms. Braun would feel uncomfortable approaching them again. We have discussed the problem with the Chief Licence Inspector, Terry Johnston and R.C.M.P. Staff Sergeant Ron Poulter. Licence Department staff will be visiting the business firm to emphasize the need for good business practice to include good neighbourhood relations. The R.C.M.P. will be targeting enforcement as appropriate."

D. GRAFTON STREET AT PIONEER AVENUE

Recommendation:

1. THAT stop signs be installed on Pioneer Avenue giving the right-of-way to Grafton Street.

R E P O R T

A report dated 1989 May 23 was received from the Traffic Supervisor providing the results of an investigation of the accident history at the intersection of Grafton Street and Pioneer Avenue.

The Traffic Supervisor reported as follows:

"Over the last thirty-six (36) months, there have been nine reported right-angle collisions involving vehicles on the westbound approach. This meets the committee-adopted warrant for the installation of a two-way stop at an isolated intersection.

Most of these collisions involved northbound vehicles who were supposed to legally 'yield to the right' to the westbound vehicles. In view of this accident history, we are recommending stopping Pioneer Avenue in favour of Grafton Street."

E. BARNET HIGHWAY - LEFT TURN CHANNELIZATION AT BARNET MARINE PARK

Recommendations:

1. THAT the matter of left turn channelization off of Barnet Highway to Barnet Marine Park be added to the list of traffic engineering issues, under the jurisdiction of the Ministry of Transportation and Highways, that are as yet unresolved.
2. THAT Mrs. Hazel L'Esrange, 5125 Empire Drive, Burnaby, B.C., V5B 1N1 be sent a copy of this report.

R E P O R T

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A report dated 1989 May 24 was received from the Traffic Supervisor providing a status report on the issue of left turn channelization at the Barnet Marine Park entrance.

The Traffic Supervisor reported as follows:

"The Director Planning and Building Inspection has recently researched the chronology behind this project. His report is as follows:

'1977 JUNE 06 - Letter forwarded to Ministry of Transportation and Highways advising of need to provide channelization for access to the park in conjunction with the future multi-laning improvements.

1980 MAY 30 - Further letter to M.O.T.H. providing additional information on specifics of access design and advising that the Parks and Recreation Commission, at its 1980 May 21 meeting, discussed the need to protect vehicle turning movements.

1980 NOVEMBER 12 - Letter to M.O.T.H. noting agreement on provision of channelization by Ministry on points of access. Noted need to provide turning lane into developed portion of park as soon as possible to alleviate a potentially dangerous situation. Requested consideration to construction of this component prior to overall road project.

1980 NOVEMBER 20 - Received letter from M.O.T.H. advising that Ministry has not, in the past, considered channelization of this intersection prior to the reconstruction of the highway. Requested traffic counts or projections.

1980 DECEMBER 30 - Letter to M.O.T.H. providing projections. Concluded that, regardless of the total number of left turning movements, we believe channelization is required for safety reasons.

1981 APRIL 28 - Letter from M.O.T.H. to Engineer advising of tendering for Barnet Highway paving and suggesting consideration be given to putting in left turn slot prior to paving. Requested 50 percent contribution (\$46,000).

1981 MAY 05 - Engineer's letter to M.O.T.H. agreeing that left turn slot is required for safety reasons. Notes that highway is a Provincial arterial and cites responsibility for M.O.T.H. to pay.

1981 MAY 12 - Engineer received letter from M.O.T.H. regarding responsibility for traffic line, channelization marking, etc. Advises Ministry will not be proceeding with provision for left turn slot.

1981 MAY 20 - Receive Barnet widening plans from M.O.T.H. for review.

1981 MAY 27 - Letter from Engineer to M.O.T.H. noting provision of channelization to private and public facilities, asking if private concerns are required to share 50 percent. Summarizes by stating that left turn slots are essential for safety reasons and to maintain capacity of proposed 4-lane facility.

1981 SEPTEMBER 30 - Letter to M.O.T.H. providing comment on widening plans. Refers to need for further meetings.'

The files do not contain any subsequent correspondence. However, M.O.T.H. staff have recently discussed the matter with Municipal staff on an informal basis. The M.O.T.H. is reviewing the need for channelization in the context of the longer term widening of the Barnet Highway as well as the shorter term need. To assist them in the review they were looking to the Municipality for traffic counts as well as accident statistics. We had neither type of information available but agreed to do further research into traffic accidents while the Ministry pursued the collection of traffic counts."

F. PEDESTRIAN SIGNAL HEADS AT SIGNALIZED INTERSECTIONS

Recommendation:

1. THAT Council received this report for information purposes.

R E P O R T

A report dated 1989 May 25 was received from the Traffic Supervisor providing details on the number of intersections lacking pedestrian signal heads and the proposed scheduled upgrading of these signals.

The Traffic Supervisor reported as follows:

"We have reviewed the traffic signal locations in Burnaby and found that of the forty-two (42) existing signals owned and operated by the municipality, six (6) have no pedestrian heads and six (6) have pedestrian heads for crossing the main street only. The six intersections without pedestrian heads are controlled by fixed time electro-mechanical controllers. They are at the following locations:

1. Curtis Street at Sperling Avenue, installed 75 01 21
2. Gilley Avenue at Rumble Street, installed 76 05 906
3. Imperial Street at Nelson Avenue, installed 73 04 16
4. Imperial Street at Royal Oak Avenue, installed 71 07 27
5. Parker Street at Willingdon Avenue, installed 71 05 28
6. Royal Oak Avenue at Rumble Street, installed 67 01 23

The intersections with pedestrian heads crossing the main street only are at the following listed locations. The first four installations are controlled by semi-actuated electro-mechanical controllers. The fifth and sixth intersections are also semi-actuated but controlled by solid state controllers.

1. Canada Way at Smith Avenue - heads for pedestrians crossing Canada Way only, installed 79 08 23
2. Curtis Street at Kensington Avenue - heads for pedestrians crossing Curtis Street only, installed 83 01 13
3. Curtis Street/Parker Street at Holdom Avenue - heads for pedestrians crossing Curtis and Parker only, installed 81 10 29
4. Imperial Street at Sussex Avenue - heads for pedestrians crossing Imperial Street only, installed 82 05 25
5. Halifax Street at Willingdon Avenue (solid state controller) - heads for pedestrians crossing Willingdon only, installed 78 02 29
6. Dawson Street at Willingdon Avenue (solid state controller) - heads for pedestrians crossing Willingdon only, installed 82 06 11.

At the time these traffic signals were installed, standard practice was to not install pedestrian heads at intersections with fixed time controllers unless high pedestrian volumes were anticipated. In the absence of separate indications, pedestrians may legally cross with the green signal. The length of the green has been calculated in each case to ensure that at least enough time is allowed for pedestrians to safely cross before the yellow light appears.

At the semi-actuated intersections, the electro-mechanical controller has a special key that stops the cycle so that the signal will remain green on the main street until a vehicle or pedestrian approaches on the crossing street. At these intersections, push buttons and pedestrian heads were provided to allow pedestrians to actuate the signal in the absence of vehicles to cross the main street. Upon actuation the walk signal would appear with the green signal followed by the flashing don't walk pedestrian clearance interval. The flashing don't walk interval is the standard indication to pedestrians to not enter the intersection as they will have insufficient time to complete the crossing before the change to the opposing green light. To cross in the direction without pedestrian heads, the same procedure as outlined for fixed time intersections is followed.

As noted previously, the intersections of Halifax Street-Willingdon Avenue and Dawson Street-Willingdon Avenue are semi-actuated but controlled by a solid state device. Each intersection has pedestrian heads and push buttons for pedestrians crossing Willingdon only and operated in a manner similar to the electro-mechanical controllers.

As a point of interest, Burnaby also has four pedestrian traffic signals. These signals also have signal heads only for pedestrians crossing the main street but are not designed to provide any signalized control for side street vehicles. These signals are the type that remain flashing green on the main street until the pedestrians push the button. Upon actuation the signal advances to red and the pedestrian receives the walk signal to proceed followed by the don't walk clearance. Cross street vehicle traffic is stop sign controlled, eliminating the need for separate pedestrian control. The four sites where pedestrian signals are currently located are:

1. Sixth Street at Sixteenth Avenue, installed 78 06 29
2. Edmonds Street at Mary Avenue, installed 78 12 21
3. Sardis Street at Willingdon Avenue, installed 79 09 04
4. Willingdon Avenue at B.C.I.T. (midblock), installed 78 12 08.

The remaining twenty-seven (27) intersections have pedestrian heads and push buttons facing each crosswalk unless the pedestrian movement has not been permitted for safety or operational reasons. All new traffic signals are also provided with pedestrian heads as required. The microprocessor based traffic signal controllers now in common use allow for the setting of longer minimum green times upon pedestrian actuation to provide adequate walk and flashing don't walk times to safely move pedestrians across intersections.

The absence of pedestrian heads, although not illegal, is no longer considered desirable. As such, we will be scheduling the upgrading of several intersections annually until we have modernized each of the twelve signals listed above. Three of the intersections will be upgraded later this year in conjunction with the proposed traffic signal control system in the Metrotown area included in the 1989 Capital Budget. These intersections are Imperial Street at Royal Oak Avenue, Imperial Street at Nelson Avenue and Imperial Street at Sussex Avenue. The modifications required to the Dawson Street at Willingdon Avenue are minor and will be performed in June.

We are planning to budget for the reconstruction of four of the remaining intersections per year for the next two years to upgrade the remaining eight signals. Upgrades will be scheduled in relation to the age and condition of the controller. We are anticipating reconstruction costs to be \$35,000 per intersection."

G. STRIDE AVENUE TRUCK ROUTE

Recommendation:

1. THAT a copy of this report be sent to the Burnaby School District, 5325 Kincaid Street, Burnaby, B.C., V5G 1M2.

R E P O R T

A letter dated 1989 May 11 was received from the Director of Administration, Burnaby School District No. 41 advising that the Board of School Trustees, at its meeting of 1989 May 09 indicated concern regarding possible designation of Stride Avenue as an alternate truck route. The Board would not be in favour of an alternate truck route which reduced the safety to students and park users.

A report dated 1989 May 24 was received from the Traffic Supervisor responding to the concerns expressed by the School Board; the report states as follows:

"The School Board refers to the 'possible' designation of Stride Avenue as an alternate truck route. There is the implication that Stride Avenue is not a truck route now. This is not the case - Stride Avenue southwest of 19th Street is a truck route at present and has been so for many years. Similarly 19th Street/20th Street diversion is also a designated truck route. However, there is no intention to designate Stride Avenue northeast of 19th Street adjacent to the Stride School a truck route.

As Council has resolved to delete Gilley Avenue from the truck route network the alternate existing truck routes including Stride Avenue and 19th Street will be required to carry the added traffic. However, this will not necessarily have an adverse impact on the Stride Community School and park.

Attached as 'APPENDIX 2' is a plan of proposed revisions to the community plan for the area showing a closure of Stride Avenue adjacent to the school. The community plan was discussed at a public meeting at the Stride School on 1989 May 10. As the Stride Avenue cul-de-sac was non contentious we would expect it to be recommended by Planning staff to Council. Council has already approved the installation of a traffic signal at the Stride Avenue/19th Street junction. This signal will control vehicle and pedestrian movements so as to minimize delay and risk to all users.

The signal and the Stride Avenue cul-de-sac are viewed by us as positive improvements relative to the school and park and should offset any adverse impact from added truck traffic. It should also be noted that the Stride Avenue truck route function will in any case cease when the Marine Way/10th Avenue project is completed."

H. GRANGE STREET

Recommendation:

1. THAT Council receive this report for information purposes.

R E P O R T

A report dated 1989 June 05 was received from the Traffic Supervisor advising of pending "No Stopping" restrictions on Grange Street.

The Traffic Supervisor reported as follows:

"Grange Street is a secondary arterial that also functions as part of a road network providing access to the Metrotown core area developments. Traffic flows on Grange Street between Royal Oak Avenue and Willingdon Avenue have reached a level (15,000 v.p.d.) where additional traffic management techniques need to be employed.

Traffic signals are in place at Royal Oak Avenue, McMurray Avenue and Willingdon Avenue. Traffic signals are currently being installed at Nelson Avenue and at Sussex Avenue and should be energized by the end of 1989 July.

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Before these signals come on stream, it is the intent of staff to install no stopping restrictions between Royal Oak Avenue and Willingdon Avenue in order to provide two travel lanes in each direction between signalized intersections. This will also provide unencumbered curbside travel lanes at intersections where right-of-way constraints did not allow enough width to provide left turn channelization.

Traffic flows on Grange Street between Willingdon Avenue and Patterson Avenue are now at a level where two travel lanes in each direction are needed during daytime hours. Therefore, staff, unless otherwise directed, will be installing no stopping restrictions in effect between 7:00 a.m. and 6:00 p.m. along this portion of Grange Street

Notification will be given to the property residences who may be affected by these changes."

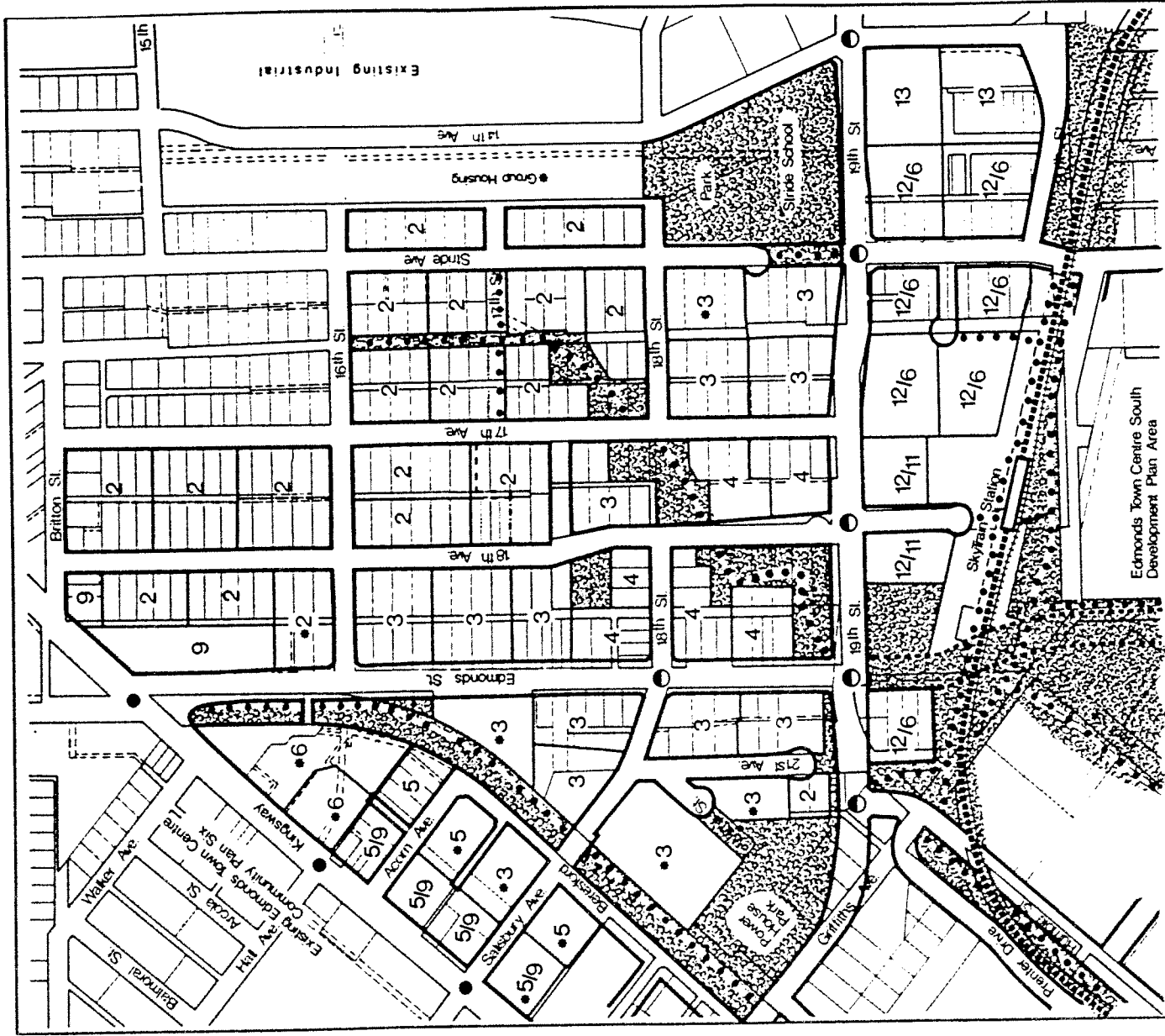
Respectfully submitted,

Alderman Jim Young
Chairman

Alderman Gary Begin
Member

CORRIDOR		TYPE	FROM	TO	1987	1988	1989	1990	1991
A. PROJECTS CONSIDERED A B.C. TRANSIT RESPONSIBILITY									
A.1	North Burnaby	Area Plan							
A.2	Longer Term Projects - Subject to Further Study								
	Skytrain	Extension							
	C.P. Rail	Commuter							
B. PROJECTS CONSIDERED A M.O.I.H. RESPONSIBILITY									
B.1	Traffic Mgmt. and Widening of Congested Intersection Approaches		N.E. Sector	Lougheed T.C. Downtown					
	Kingsway		Boundary						
	Lougheed		Boundary						
	Canada Way		Kensington						
	Hastings		Boundary						
	10th Ave.		McBride						
	Grandview		Boundary						
B.2	Major Road Projects								
	Freeway		Stormont						
	Hastings/Gagliardi	Widening	Inlet Dr.						
	Stormont/McBride	New Link	McBride						
	Broadway	New Link	Gagliardi						
	Kensington	Widening	Sprott						
	Sprott	Widening	Kensington						
		Widening							
B.3	Longer Term Projects - Subject to Further Study								
	Lougheed	Widening	Boundary						
	Barnet	Widening	Inlet Dr.						
	10th Ave.	Widening	McBride						
	Waterfront Rte.	New Link	Inlet Dr.						
C. PROJECTS CONSIDERED A BURNABY RESPONSIBILITY									
C.1	Traffic Mgmt. and Widening of Congested Intersection Approaches								
C.2	Major Road Improvements								
	Metrolink Related Projects								
	S. Beresford	Improvement	Patterson						
	S. Beresford	Widening	Royal Oak						
	Bonsor	Improvement	Central Blvd.						
	Boundary	Widening	Thurston						
	Central Blvd.	New Link	Olive						
	Grange	Intersection	Royal Oak						
	Hazel	New Link	McMurray						
	Kingsborough	New Link	Wilson						
	Kingsborough	Intersection	Patterson						
	Kingsway	Improvement	Boundary						
	Kingsway	New Link	Imperial						
	Nelson	Improvement	Kingsway						
	McKay	New Link	Wayburne						
	Moscrop/Gilpin	Improvement	Canada Way						
	Royal Oak	New Link	Kingsway						
	Wilson	New Link							
	Marine Way/10th & Stride Area Related Projects								
	Byrne/Edmonds	New Link	Marine Way						
	Edmonds	Widening	Kingsway						
	Griffiths/19th	Improvement	Kingsway						
	Marine Way/10th	New Link	Byrne/Edmonds						
	Big Bend Area Projects								
	Byrne Road	Widening	Marine Way						
	Big Bend Loop	New Link	Marine Way						
	North Burnaby Projects								
	Gilmore	Widening	Lougheed						
	Phillips/Bainbridge	Improvement	Underhill						
	Broadway	Improvement	Douglas						
	BNR Overpass	New Link							

BURNABY COMPREHENSIVE TRANSPORTATION PLAN IMPLEMENTATION



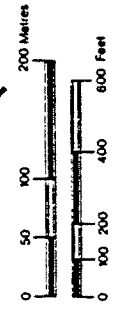
DRAFT — PROPOSED AMENDMENTS — 1989 FEB.

LEGEND:

- 2 ▶ Low Rise Multi Family Residential — (RM2 — 40 UPA)
- 3 ▶ Low Rise Multi Family Residential — (RM3 — 50 UPA)
- 4 ▶ High Rise Multi Family Residential — (RM4 — 80 UPA)
- 5 ▶ High Rise Multi Family Residential — (RM5 — 100 UPA)
- 6 ▶ Institutional
- 9 ▶ Commercial — (C3)
- 11 ▶ Commercial — (C1)
- 12 ▶ Low / Medium Density Office — (M5 Guidelines)
- 13 ▶ Light Industrial — (M5 Guidelines)

APPENDIX 2

- ▨ Park, School, Trail And Ravine Areas
- Walkways/Trails
- Developed
- Existing Traffic Signals
- Potential Traffic Signals



Edmonds Station Area Plan