

REPORT  
Regular Council Meeting  
1989 January 03

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, 1988 December 13 at 6:00 p.m.

PRESENT:

Alderman J. Young, In the Chair  
Alderman R.G. Begin  
Mr. William Anderson, Senior Citizens' Representative  
Mr. Colin Beedie, Burnaby Chamber of Commerce  
Mrs. Lorraine Brown, Parent Teacher Council  
Mrs. Gerd Evans, Citizens Representative  
Mr. Tony Hulme, ICBC, Traffic Safety Education Dept.  
Mr. D. Spencer McDonald, B.C. Safety Council  
Mr. Tim Roxburgh, Citizens' Representative  
Mr. Rob Weston, B.C. Trucking Association  
Mr. Mac Christie, Citizens' Representative

ABSENT:

Alderman Egon Nikolai  
School Trustee Stan Shapiro  
Mr. W.B. Bennett, B.C. Transit Representative

A. SIXTEENTH AVENUE AT FIRST STREET -  
REQUESTS FOR TRAFFIC CONTROLS

RECOMMENDATIONS:

1. THAT a 30 km/h speed limit not be installed on Sixteenth Avenue adjacent Second Street School.
2. THAT a no stopping restriction be placed on the west side of Sixteenth Avenue from the crosswalk at 50 metres south of the crosswalk.
3. THAT the existing street light on the east side of Sixteenth Avenue south of the crosswalks be relocated to the crosswalk and replaced with a sodium vapour light.

R E P O R T

The Traffic Safety Committee at its meeting held on 1988 October 18 heard a delegation being Mr. and Mrs. Kim Emerson who had come to the Committee with concerns regarding traffic volumes and speed along Sixteenth Avenue in front of Second Street Community School. It was the delegations opinion that the existing problem would escalate with the opening of the Cariboo Extension and an additional four hundred housing starts proposed for the area.

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  - DIRECTOR ENGINEERING
  - DIRECTOR PLANNING & BUILDING INSPECTION

The delgation spoke on behalf of the Second Street Community School Council who had unanimously endorsed the following recommendations:

- (a) Installation of a pedestrian actuated traffic signal at the intersection of Sixteenth Avenue and First Street;
- (b) Installation of "No Stopping" signs adjacent Second Street Community School;
- (c) Implementation of a 30 km/h speed zone along Sixteenth Avenue, and
- (d) Enforcement of the requested signing and speed zone.

The Traffic Safety Committee, as a result of the presentation of Mr. Emerson, directed that a letter be sent to the Board of School Trustees, School District No. 41 - Burnaby supporting the implementation of an adult crossing guard at the crosswalk at Sixteenth Avenue and First Street, and further requested staff to investigate and report to the Committee on the recommendations as submitted by the delegation on behalf of the Second Street Community School Council.

Mr. Kim Emerson again appeared before the Traffic Safety Committee at the meeting held 1988 December 13 expressing his disappointment with regard to the staff report that was before the meeting responding to the recommendations previously put. Mr. Emerson felt that each traffic situation should be assessed on its own merit given the fact that there are no two identical situations for comparison. Second Street Community School has taken some positive steps towards traffic safety, i.e. they have been in communication with the Insurance Corporation of British Columbia's Traffic Safety Education Department to formulate a pamphlet to be distributed to the students and parents of the school promoting traffic safety and providing suggestions for same. They have also been in contact with the R.C.M.P. who will be visiting the school early January to speak to the children regarding traffic safety related matters. As a result of these positive steps that have been taken, the delegation requested the Traffic Safety Committee now do its part to ensure the safety of pedestrians in the area.

A report dated 1988 December 09 was received from the Director Engineering in response to the recommendations made by the delegation at the 1988 October 18 meeting of the Traffic Safety Committee.

The Director Engineering reported as follows:

"In response to the requests made by Mr. and Mrs. Emerson at the Committee meeting of 1988 October 18, we conducted several different studies to determine the existing situation and the requirements for changes in traffic control if warranted. Included in our studies were: a 24-hour automatic vehicular volume count on 16th Avenue; manual pedestrian and vehicular counts during peak school children crossing periods; gap counting and measuring; review of accident statistics; and general observations.

All data gathered, together with a completed "Adult Crossing Guard Request Form", was forwarded to the School Board for their consideration of the request for an adult crossing guard. The adult guard form is usually filled out by the Principal of the school but, in this case, was filled out by ourselves to expedite matters. The decision of the School Board was to implement a temporary adult guard at this crossing starting in January 1989.

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The Institute of Transportation Engineers' warrant for a traffic signal installation at an established school crossing is based upon the number of adequate gaps, eight seconds or longer, in traffic during the period when the children cross the street. The gap studies we conducted determined that the minimum number of required gaps was exceeded in both the a.m. and p.m. periods.

Subsequent to the presentation at the Committee meeting, Mrs. Emerson contacted the Acting Traffic Supervisor to relay additional information regarding the use of the subject location crosswalk. Second Street School is designated as a "Community School" which means that its use is not restricted to normal school hours and days. Mrs. Emerson provided a schedule indicating the number and variety of "after school" activities currently taking place within the school.

In view of this additional information, we expanded our study to include a pedestrian and vehicle traffic count and a gap study on a Tuesday afternoon from 1600h to 1800h. This time was chosen as it encompassed five different activities that involved children who would either be leaving, or arriving at, the school during this period. The results of this latter study are summarized as follows:

<u>15 Mins. Ending</u>	<u>No. of Gaps</u>	<u>Longest Gap</u>	<u>No. of Pedestrians</u>	<u>No. of Vehicles</u>
1615h	26	29	7 (4)	138
1630h	19	50	7 (2)	157
1645h	21	32	0	163
1700h	19	31	1 (1)	160
1715h	23	34	3	145
1730h	26	23	2	167
1745h	28	33	4	136
1800h	26	28	5	132
TOTALS	188		29 (7)	1198

NOTE: Pedestrians include all pedestrians and cyclists. Figures in brackets represent jaywalkers crossing away from the intersection.

Of the twenty-nine pedestrians/cyclists crossing within the intersection, all five cyclists and three pedestrians were children and four of the seven jaywalkers were children. Based upon this observation period, a signal is not required at this location.

What we do feel is required is an improvement in the level of street lighting at the crosswalk. We are recommending that the existing mercury vapour street light 17m south of the crosswalk be relocated closer to the crosswalk and replaced with a sodium vapour light. This brighter light at the new location will increase the night-time visibility of the crosswalk and the pedestrians and is estimated to cost approximately \$1,500. The funds for this relocation are available within our street lighting maintenance budget.

We conducted speed studies on Sixteenth Avenue which is a 50 Km/h zone and compared the results with Duthie Avenue, a 30 Km/h zone. The Duthie Avenue zone has, in addition to oversize speed limit signs under the school pentagons, the speed limit painted on the pavement in both directions. The following table is a comparison of the speeds measured in these two zones during a period when school children were present:

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SPEED	DUTHIE AVENUE (30 Km/h)		SIXTEENTH AVENUE (50 Km/h)	
	WITHOUT PATROL	WITH PATROL	WITHOUT PATROL	WITH PATROL
50th percentile	46	40	49	
85th percentile	55	52	55	
Average	45.2	41.6	48.5	
Maximum	73	58	64	
Minimum	23	25	25	
Percent Exceeding Limit	94.5	15.4	41.6	

We feel from these statistics two things are apparent; the posting of a reduced speed limit does not result in traffic travelling at or below the posted speed, and the presence of a school patrol does result in reduced speeds. The reason for the observed speeds varying with the presence of a school patrol and not with the posting of a speed limit is that the average motorist drives at a speed with which he feels comfortable. The presence of a school patrol produces, in the average motorist, the awareness of a potential hazard and thereby causes them to drive accordingly.

None of the vehicles observed on Sixteenth Avenue would have been ticketed, whereas almost 40% of the vehicles on Duthie Avenue would have been ticketed. The concern of the Engineering Department is that the posting of a 30 Km/h zone on Sixteenth Avenue will not result in reduced speeds but in increased violations. Only through rigid enforcement will the speed of traffic be reduced through the installation of a 30 Km/h zone on Sixteenth Avenue.

The suggestion that this location be subjected to enforcement every seven to ten days could result in other locations receiving less than necessary enforcement. There are 32 public and 3 private elementary schools in Burnaby with posted 30 Km/h zones on at least one street adjacent the school.

During the first set of observations taken on 1988 October 19, it was noticed that there was not a posted "no stopping anytime" zone on the northbound approach to the marked crosswalk on Sixteenth Avenue at First Street. No stopping anytime signs were installed from 3m south of the lane south of First Street to 6m south of First Street, a distance of approximately 40m on 1988 October 31. Prior to the posting of these signs, only one vehicle was observed to have stopped in this area obstructing the view of the school patrol. After the signs were installed, three vehicles stopped in violation of these signs.

These signs were not those requested by the Emersons but were installed to meet the current practice of the Engineering Department to ensure adequate sight distance for patrolled crosswalks. The Emersons' request was for the posting of no stopping restrictions on the school side of Sixteenth Avenue. We would concur that the stopping of vehicles on the school side of Sixteenth Avenue should be prohibited from First Street to beyond the lane on the opposite side in order to improve the visibility of the school patrol. To post no stopping restrictions along the entire Sixteenth Avenue frontage of the school we feel would result in parents picking up and dropping off their children on the opposite side of the street and the children jaywalking across Sixteenth Avenue.

In summary, the School Board has approved an adult crossing guard for the crosswalk commencing in January 1989. There is no established warrant for a pedestrian operated traffic signal nor for a reduced speed limit and no stopping signs have been installed on the northbound approach to the crosswalk and are recommended for the southbound departure for a distance of 50 metres. Also, we are recommending the improvement of the street lighting at the crosswalk by relocating a lamp standard and replacing the mercury vapour light with a sodium vapour light.

SUMMARY OF DATA COLLECTED FOR 16TH AVENUE  
ADJACENT SECOND STREET SCHOOL  
1988 OCTOBER 19, NOVEMBER 02 AND 28

1. NUMBER OF PEDESTRIANS (average of two counts)

- a) A.M. 0830 - 0900 87 including all pedestrians and cyclists.  
b) P.M. 1500 - 1530 112 including all pedestrians and cyclists.

2. VEHICLE VOLUMES THROUGH MARKED CROSSWALK (average of two counts)

- a) A.M. 0830 - 0900 285  
b) P.M. 1500 - 1530 256

3. VEHICLE VOLUMES ON 16TH AVENUE SOUTH OF CUMBERLAND STREET

- a) 1985 - 5847 peak hour 1600 - 1700 - 572  
b) 1988 - 5859 peak hour 1700 - 1800 - 567

4. VEHICLE SPEEDS (50 Km/h unposted limit)

	<u>With Patrol</u>	<u>Without Patrol</u>
a) A.M. 0800 - 0900	85th % 48.5	54.5
	50th % 40	49
	Highest 58	64
	Lowest 25	25
	Average 41.6	48.5
b) P.M. 1430 - 1530	85th % 49	58
	50th % 40	49
	Highest 55	70
	Lowest 19	31
	Average 40.5	48.8

5. GAPS IN TRAFFIC FLOW IN EXCESS OF 8 SECONDS

(5 Mins. Ending)	<u>No. of Gaps</u>	<u>Longest Gap</u>	<u>Number of</u>	
			<u>Pedestrians</u>	<u>Vehicles</u>
a) A.M. 0835	8	31 seconds	13	36
0840	4	40 seconds	8	41
0845	4	26 seconds	9	36
0850	8	30 seconds	24	44
0855	2	14 seconds	25	43
0900	6	26 seconds	11	46
b) P.M. 1500	9	36 seconds	6	36
1505	4	10 seconds	31	41
1510	4	32 seconds	30	61
1515	6	17 seconds	17	46
1520	8	32 seconds	3	27
1525	9	24 seconds	18	49
1530	10	24 seconds	6	32

NOTE: These gaps were naturally occurring gaps and did not include any created by the school patrol.

6. ACCIDENT STATISTICS (ATTACHED) 1976 TO PRESENT

- a) Total - 19
- b) 6 occurred during normal school crossing periods.
- c) 1 pedestrian accident

7. GENERAL OBSERVATIONS (4 separate observation periods  
two a.m. and two p.m. periods)

- a) Patrol operated reasonably well - no incidents of non-compliance observed.
- b) Actions of parents in vehicles picking up and dropping off children left a lot to be desired:
  - i) One parent picked up child in school parking lot then backed out into 1st Street, up 1st Street, then into the lane before turning right and heading towards 17th Avenue. vehicle was a blue pick-up truck.
  - ii) Green Volvo sedan was observed both a.m. and p.m. periods. In a.m. pulled up beside school on 16th Avenue and discharged two children, one of whom got out on the driver's side into traffic. In the p.m. this same vehicle was parked on the opposite side of 16th Avenue on the gravel shoulder with two children standing on the travelled portion of the road talking to the driver. A third child jaywalked to join this group, stayed a few moments then jaywalked back. The two children standing in the roadway did so for a couple of minutes before climbing into the car, one of them on the driver's side and opened the door in front of an approaching vehicle.
  - iii) One vehicle stopped within 6m of the crosswalk northbound and obstructed the view of the patrol. Having made this observation on the first study, I had a "no stopping zone" installed from the crosswalk to south of the lane, a distance of approximately 47 metres. After the signs were in place, I made a second set of observations and saw three vehicles stop between the signs, two more than without the signs.
  - iv) Two vehicles southbound 16th Avenue stopped adjacent the school then left-turned from the shoulder into the lane on the east side of 16th Avenue.
  - v) One vehicle northbound pulled on the opposite side of the road to drop his child off.
  - vi) One parent escorted three or more children across 17th Avenue to a waiting vehicle by jaywalking.
- c) In the a.m. period the majority of crossings were made in naturally occurring gaps in traffic. Even when the patrol did create a "gap", it was often unnecessary had they waited momentarily until the approaching vehicles had passed.
- d) No speeding problem noted during casual observations and this was confirmed by radar study.
- e) Children's habits when crossing the road should be improved, e.g. one child (Grade 1?) while crossing 16th Avenue after the patrol had left looked to his left at a stopped vehicle until he reached the centreline then looked straight ahead - he never looked to his right.

- f) Two young children, probably heading to John Knox School, riding their bicycles entered the crosswalk without first stopping. By the time the lead cyclist stopped, he was already in the path of approaching traffic. Fortunately, the driver was going slow enough to stop without heavy breaking.
- g) Several times motorists stopped to allow children to cross 16th Avenue when no patrol was present.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

- 1. THAT a pedestrian operated traffic signal not be installed at the intersection of First Street and Sixteenth Avenue, and
- 2. THAT a 30 Km/h speed limited not be installed on Sixteenth Avenue adjacent Second Street School, and
- 3. THAT a no stopping restriction be placed on the west side of Sixteenth Avenue from the crosswalk at 50 metres south of the crosswalk, and
- 4. THAT the existing street light on the east side of Sixteenth Avenue south of the crosswalks be relocated to the crosswalk and replaced with a sodium vapour light."

NOTE: With respect to recommendation no. 1 as contained in the Director Engineering 's report your Committee wish to advise that this matter is still under consideration.

B. GILLEY AVENUE - PORTLAND STREET  
TO MARINE DRIVE

RECOMMENDATION:

- 1. THAT Ms. Mary-Anne Smith of 8049 Gilley Avenue, Burnaby, B.C., V5J 4Y6 and Mrs. C. Satchwell, 7987 Gilley Avenue, Burnaby, B.C. V5J 4Y4 be sent a copy of the report.

R E P O R T

A letter dated 1988 November 22 was received from Ms. Mary-Anne Smith in response to the recent decision made concerning parking on the west side of Gilley Avenue from Portland Street to the lane south of Patrick Street. As a resident of 8049 Gilley Avenue who would be directly affected by this parking prohibition Ms. Smith advised of her opposition to this action. The writer felt that this action would completely inconvenience the family and her fellow neighbours who reside along the affected area.

A report dated 1988 November 30 was received from the Director Engineering in response to the writer's concerns, the contents of which are contained hereunder:

"At its meeting of 1988 October 18 the Traffic Safety Committee adopted the following recommendations contained in the Director Engineering's report:

- 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, and
- 2. THAT the residents whose property abuts the sections of Gilley Avenue affected by this prohibition be informed of the reasons for its implementation, and

3. THAT Ms. Karen Watson of 8201 Brynlor Drive be sent a copy of this report.

A letter has been received from Mary-Anne Smith of 8049 Gilley Avenue who is opposed to recommendation #1 above and who has raised several concerns regarding our previous report on this subject. The following items, numbered to correspond to the numbering within Ms. Smith's letter, are our responses to these concerns:

1. In matters of traffic safety our concern is not where does the complaint or request come from, but is the complaint valid.
2. The legal speed limit on Gilley Avenue is 50 Km/h with advisory 30 Km/h warnings on the southbound approach to McKee and Patrick Streets due to the limited visibility of the intersection and the curve respectively. Our concern is that traffic conditions are such that vehicles can be forced to cross the centreline.  

We feel the steepness of the hill and the three changes in direction of the roadway are themselves deterrents to excessive speed. We will request the R.C.M.P. to monitor this area and issue violation notices as required which is the most effective method of controlling the speed of traffic.
3. It is recognized that on-street parking is considered desirable for a residential street, however unfortunately it cannot be guaranteed and may be removed for several safety or public convenience reasons, e.g. fire zones, bus stops, etc.
4. The minimum 8.8 metres pavement width required to relocate the centreline includes 5.5 m on the west side from the existing curb face to a relocated centreline and the remaining 3.3 metres on to east side. This standard would allow for a 2.5 m parking lane and 3.0 m travel lane on the west side. When one considers that vehicles up to 2.6 m wide are legally allowed to park and travel on Gilley Avenue without any special permit, a 2.5 m parking lane and a 3.0 m travel lane leaves only .3m for passing without crossing centreline. To reduce this minimal safety margin even further also increases the probability of an accident.  

Measurements of the pavement and lane widths were taken at numerous locations along the subject section of Gilley Avenue. The range of measurements was from 4.6 metres, on the north leg of the Gilley-Patrick intersection, to 5.6 metres in front of 8617 Gilley Avenue. The question of concern to ourselves is not how much of Gilley Avenue was at the lowest end of this scale, but how much was below our minimum standard of 5.5 m. The answer to our question is that portion for which we recommended the parking be restricted.
5. The cost of widening would be several times that of sign installation to accomplish the same degree of traffic safety. The construction of Gilley Avenue to its ultimate 11m standard, curb to curb, would probably not occur until after the declassification of Gilley Avenue as a truck route.
6. We do not keep track of all accidents reported to the R.C.M.P., only those reported as having occurred at intersections. Our records show the most recent accident at an intersection within the subject section of Gilley Avenue as having occurred in 1987.



7. This oversight was remedied and a copy of the "Appendix 'A'" was forwarded to Ms. Smith.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT Ms. Mary-Anne Smith of 8049 Gilley Avenue be sent a copy of this report."

NOTE: A letter has also been received from Mr. and Mrs. C. Satchwell regarding various problems on Gilley Avenue, including their opposition to the parking prohibition. Therefore, your Committee agreed that a copy of this report be sent to the Mr. and Mrs. Satchwell for information purposes.

C. SALISBURY AVENUE - IMPERIAL STREET  
TO EDMONDS STREET

RECOMMENDATIONS:

1. THAT Council support the proposed reclassification of Salisbury Avenue from Imperial to Edmonds Streets as a local collector street.
2. THAT the Transportation Committee be sent a copy of this report and the Traffic Safety Committee's recommendations pertaining thereto.

R E P O R T

A report dated 1988 November 21 was received from the Director Engineering regarding Salisbury Avenue from Imperial Street to Edmonds Street, the contents of which are contained hereunder:

"Appearing on the 1988 November 08 Agenda was an item advising this Committee of the Ministry of Transportation and Highways' decision to convert the existing pedestrian actuated traffic signal at Kingsway and Salisbury Avenue to a full traffic actuated signal. This conversion may result in additional traffic using Salisbury Avenue and in doing so they may be driving Salisbury as if it were a collector street.

Salisbury between Imperial and Elwell Streets is currently stop sign protected and constructed to an 11 metre (36 foot) standard. Elwell Street has been assigned the right-of-way over Salisbury Avenue through the installation of stop signs on Salisbury. From Elwell Street to Kingsway, Salisbury Street is an 11 metre standard intersected by three streets, all of which form "T" intersections with Salisbury. This type of intersection is usually "self-controlling" as traffic on the stem of the "T" approaching the intersection tends to yield to through traffic across the top.

Between Kingsway and Twenty-First Street, Salisbury is constructed to an 11 metre standard except across the B.C. Hydro right-of-way south of Beresford Street. From Twenty-First Street to Edmonds Street, Salisbury is still a 6 metre (20 foot) interim pavement cap. Beresford forms a 4-leg intersection with Salisbury although the west leg currently deadends approximately 60 metres (200 feet) west of Salisbury and the east leg is only 100 metres long to its "L" intersection with Acorn Avenue. Twenty-First Street intersects Salisbury at a "T" intersection. The attached sketch shows the subject section of Salisbury; its existing controls, pavement widths, bus route and bus stops.

In addition to Salisbury Avenue being a bus route and its pending connection to a traffic actuated signal, it also abuts Middlegate shopping centre on the east side between Kingsway and Collier Street. This major traffic generator, combined with the numerous apartment blocks in the vicinity, result in the volume of traffic on Salisbury being greater than a local street.

Our most recent traffic count on Salisbury between Kingsway and Arcola recorded approximately 3,200 vehicles which falls between the recorded volumes of the existing designated collectors of Griffiths and Walker Avenues west and east respectively, of Salisbury Avenue.

The conversion of the traffic signal at Kingsway and Salisbury Avenue we feel should also include the designation of Salisbury Avenue from Imperial Street to Edmonds Street as a local collector street. This designation should include the installation of stop signs at all intersecting streets of a lesser classification, including the reversal of the existing stop signs at Elwell Street and Salisbury Avenue. The reversal is accomplished through the interim installation of a four-way stop followed by the removal of the original stop signs. Therefore, our recommendation to this Committee is that it refer this report to the Transportation Committee, together with this Committee's support for the proposed reclassification of Salisbury Avenue from Imperial Street to Edmonds Street as a local collector street.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE

1. THAT the Traffic Safety Committee support the proposed re-classification of Salisbury Avenue from Imperial to Edmonds Streets as a local collector street, and
2. THAT the Transportation Committee be sent a copy of this report and the Traffic Safety Committee's recommendations pertaining thereto."

D. MARINE DRIVE - TENTH TO TWELFTH AVENUES

RECOMMENDATIONS:

1. THAT the ditches along Marine Drive from Tenth to Twelfth Avenues be eliminated.
2. THAT at the same time the ditches are eliminated barricades be installed on the north side of Marine Drive between Twelfth Avenue and 3 properties to the east.
3. THAT the elimination of ditches and installation of barricades be slated as a priority item in 1989 January.
4. THAT Mrs. N. Burkell of 6533 - 12th Avenue, Burnaby, B.C., V3N 2J4 be sent a copy of the report.

R E P O R T

A letter dated 1988 October 30 was received from Mrs. N. Burkell bringing to the Committee's attention what she perceived as a dangerous stretch of road between Tenth and Twelfth Avenues on the north side of Marine Drive. Mrs. Burkell advised that during the winter months this stretch of road is for the most part in the shade thereby creating black ice. Mrs. Burkell felt R.C.M.P. records would indicate that many a vehicle has slid into the ditch. Mrs. Burkell's request was to have the ditches covered and because so many vehicles slide in that direction that barriers be placed between Tenth and Twelfth Avenues along the north side of Marine Drive for the protection of the pedestrian.

A report dated 1988 December 09 was received from the Director Engineering in response to Mrs. Burkell's request, the contents of which are contained hereunder:

As reported to this Committee on 1988 November 08, the elimination of the ditches along the subject section of Marine Drive was to be included in the 1989 Provisional Budget. At this time we also advised the Committee that we would be installing three 'chevron' arrow signs around the curve. These signs were installed on 1988 November 09.

Barricades as requested by Mrs. Burkell could not be installed prior to the ditches being filled in. After the ditches are filled in, there may not be the need for barricades depending upon the shoulder width, the location of the footpath and whether or not the roadway is changed. Therefore, we are recommending that this location be reviewed after the ditches are eliminated to determine if barricades may be required.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the request for barricades on the north side of Marine Drive between 10th and 12th Avenues be reviewed after the ditches have been eliminated, and
2. THAT Mrs. Burkell of 6533 - 12th Avenue be sent a copy of this report."

NOTE: Arising out of your Committee's consideration regarding the recommendations as submitted by the Director Engineering, it was agreed that the installation of barricades was required for the protection of the pedestrians and that should Council approve of the recommendations as submitted that the work on this project be expedited.

Respectfully submitted,

Alderman Jim Young,  
Chairman

Alderman R.G. Begin,  
Member