

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC DIVISION)

HIS WORSHIP, THE MAYOR  
AND ALDERMEN

A. SCHOOL SAFETY PATROL INCENTIVE GRANT

RECOMMENDATION:

1. THAT a grant in the amount of \$2,500 be awarded to School District No. 41 - Burnaby for its School Safety Patrol Incentive Program.

R E P O R T

A letter dated 1990 July 18 was received from Mr. Robert D. Ingram, Secretary-Treasurer, School District No. 41 - Burnaby advising that during the school year 1989/90, 26 elementary schools in the District operated school patrols which involved a total of 1,100 students. In support of this program, the Corporation of the District of Burnaby has, in past years, forwarded a grant in the amount of \$2,500.00 which is distributed to the schools on the basis of the number of pupils participating.

B. TRAFFIC SAFETY ON THE RECONSTRUCTED CARIBOO ROAD

RECOMMENDATIONS:

1. THAT Council approve the installation of a traffic signal at the intersection of 16th Avenue and Cariboo Road.
2. THAT the petitioners be sent copies of this report.

R E P O R T

Council, at its regular meeting of 1990 July 09 received and subsequently referred to the Traffic Division a petition from residents of the 7400 block Cariboo Road. The petition listed several items of concern arising since the reconstruction of Cariboo Road. The following report from the Assistant Director Engineering - Engineering and Traffic Systems will address those concerns.

"1.0 REQUEST FOR TRAFFIC SIGNAL - CARIBOO ROAD AT 16TH AVENUE

When Cariboo Road was reconstructed the street was pre-ducted for future signals at it's intersection with Armstrong/Holmes, 16th Avenue, and Jasmine Terrace (as yet unconstructed). Our initial intent was to first signalize the Armstrong/Holmes signal and then the 16th Avenue signal when warranted. We have monitored the operation of the 16th/Cariboo junction since it opened.

In 1990 January, data obtained at this intersection was run through the Roads & Transportation Association of Canada traffic signal warrant. At that time the intersection fell just short of warranting a traffic signal.

INTERNAL DISTRIBUTION:

- : - AGENDA - 1990 OCTOBER 01
- : - COPY - MUNICIPAL MANAGER
  - DIRECTOR ENGINEERING
  - DIRECTOR PLANNING & BUILDING INSPECTION
  - O.I.C., R.C.M.P.

Staff reviewed the signal warrants again as a result of this recent petition. Their finding is that this location now meets the statistical warrants for a traffic signal. Accordingly, staff concur with the petitioners in recommending a traffic signal. The expectation is that the signal would be funded from Land Assembly and Development (Cariboo Subdivision).

2.0 REQUEST FOR 30 KM/H ZONE FOR CARIBOO ROAD NORTHBOUND

The correspondents recommend a 30 km/h zone on the Cariboo Road approach to Briar which is downhill. They are concerned with the visibility at the Briar Road junction with Cariboo Road. This intersection has visibility problems because of topography and the fact that Briar enters Cariboo Road on the inside of a bend. Staff have been concerned with this in the past and have improved safety by placing curve warning and a concealed side road warning sign on Cariboo Road. Additionally, staff have painted curbside lane lining with reflectorized studs through the intersection. This lane lining has been designed to squeeze Cariboo Road traffic toward the median dropping its speed through the intersection while allowing stopped Briar traffic to advance to a point where Cariboo Road traffic is visible. These measures are shown on attached Appendix 'A'. Staff have checked this lane marking periodically and replaced the reflectorized markers as required.

The recommended traffic signal at 16th Avenue will help to further alleviate the concern with vehicles speeding downhill. In the interim staff will place a 40 km/h advisory tab on the concealed intersection warning sign.

3.0 DELAY IN STREET LIGHTING ENERGIZATION

The street lighting on the lower portion of Cariboo Road, 16th Avenue to the freeway, took some time to become operational but they are now energized and functional.

C. RELOCATION OF BUS STOP AT 4902 HASTINGS STREET

RECOMMENDATIONS:

1. THAT Council approve the relocation of the bus stop at 4902 Hastings Street to 5010 Hastings Street.
2. THAT BC Transit receive a copy of this report.

R E P O R T

BC Transit has written requesting the relocation of the bus stop in front of 4902 Hastings Street. Citing operational difficulties and safety concerns, they propose the stop be relocated approximately 90m to the east in front of 5010 Hastings Street.

Staff have reviewed this request and concur with BC Transit's recommendation. The relocation of this stop will improve the site distance for the bus drivers as well as eliminate possible traffic conflicts due to the proximity to the Hastings/Pender/Delta intersection.

As this relocation will result in a mid-block stop, it will be necessary to sign a 125 foot bus zone. This standard will allow adequate distance for bus pull-in and pull-out. The bus zone will directly affect two apartment properties, with 85 feet on the zone in front of 5010 Hastings and 40 feet in front of 5030 Hastings. Staff would notify the managers of the two buildings of the proposed changes in advance of implementation.

D. MAYWOOD STREET - WILLINGDON AVENUE

RECOMMENDATION:

1. THAT Mr. Wilfred Biles of #1405, 4165 Maywood Street, Burnaby, B.C., V5H 4E3 be sent a copy of this report.

R E P O R T

The Assistant Director Engineering - Engineering and Traffic Systems submitted the following report to the Committee:

"Appearing on the Council agenda for the meeting on 1990 July 23 was a letter from Mr. Wilfred Biles regarding the need for a pedestrian traffic signal at the intersection of Maywood Street and Willingdon Avenue. This letter was referred to the Traffic & Transportation Committee for report.

At the 1989 September 18 Council meeting, Council received and adopted the recommendations of a report from the Traffic Safety Committee that a fully actuated traffic signal be installed at Willingdon Avenue and Maywood Street and that a fully landscaped cul-de-sac be constructed at the west end of 4100 Maywood Street.

At the regular Council meeting on 1990 February 19, Council received a report from the Traffic Safety Committee regarding the removal of the barricade at the west end of 4100 Maywood Street. Council chose to refer this matter to the Transportation Committee for a review of the transportation plan for the area bounded by Willingdon-Patterson-Beresford-Maywood. The installation of the approved traffic signal has been placed on hold pending the completion of this review and the final location of the Maywood Street closure as it directly affects the design of the signal."

E. CENTRELINING OF 1ST STREET BETWEEN 12TH AVENUE AND 16TH AVENUE

RECOMMENDATIONS:

1. THAT a centreline be painted on 1st Street between 12th Avenue and 16th Avenue.
2. THAT Mr. Harvey Elder of 8251 14th Avenue, Burnaby, B.C., V3N 2C1, be sent a copy of this report.

R E P O R T

A letter dated 1990 May 29 was received from Mr. Harvey Elder, President of the East Burnaby Ratepayers' Association, requesting the painting of a centreline on 1st Street between 12th Avenue and 16th Avenue.

The Assistant Director Engineering - Engineering and Traffic Systems provided the following response to Mr. Elder's request:

"On 1990 July 09, staff sent out letters to the owners of the 29 properties asking whether or not they were in support of the proposed painting. A ballot and stamped, addressed return envelope was included with the letter. A reply was requested by 1990 August 27. Replies were received from 14 properties of which 9 were in favour of the painting and 5 were opposed. Staff is assuming that the remaining properties are indifferent to the proposed centreline. Based on the replies received, staff has recommended that the marking of the centreline proceed."

F. 5200 - 5600 BLOCKS CLINTON STREET

RECOMMENDATIONS:

1. THAT the Manager of Lower Mainland Operations, Burnaby-New Westminster Area Office, B.C. Transit, 3750 Kitchener Street, Burnaby, B.C., V5C 3L6 be sent a copy of this report.
2. THAT the petitioners be sent a copy of this report.

R E P O R T

1.0 BACKGROUND

Council at the regular Council meeting held on 1990 received a petition from the residents of 5200-5600 blocks Clinton Street regarding traffic problems on Clinton Street between Royal Oak Avenue and Gilley Avenue and referred same to The Traffic & Transportation Committee. AUGUST 27

The Assistant Director Engineering - Engineering and Traffic Systems provided the following report to the Committee in response to the petition:

"Problems of Speeding

The concerns of the residents relative to speeding and enforcement were referred to the R.C.M.P.

A memorandum dated 1990 September 10 from S/Sgt. Melanson, N.C.O. I/C Traffic Section, Burnaby Detachment, reported the following:

Patrols have been made to the 5200-5600 block Clinton Street over the last two weeks. Violations were issued to 4 drivers and another 15 received warnings. Speeds ranged from 50 to 71 km/h and the speeds of Transit buses ranged from 35 to 50 km/h.

Keeping in mind that our resources are deployed to high incident (accident and complaint) areas, this general area is not a major concern at this time. Clinton Street will continue to receive enforcement in the future. If it is learned that the condition deteriorates in this area, appropriate action will be taken.

Request for 4 Way Stops - Clinton Street at Buller Avenue, Clinton Street at MacPherson Avenue

Clinton Street between Royal Oak Avenue and Gilley Avenue functions as a local collector. The street is stop sign protected and serves as a bus route.

Staff has reviewed the accident history at the two intersections and found that neither meets criteria established by the Institute of Transportation Engineers to warrant the conversion of the existing 2 way stops to 4 way stops.

A recent traffic count indicated a volume of approximately 950 vehicles per day using Clinton Street. This volume is not high for a local collector. Staff was unable to analyze volume growth because of the lack of previous count data for comparison.

Request for Additional School Zone Signing

The existing school children warning signs (blue pentagon) are on the same block as the school.

Staff concur that the eastbound sign should be relocated to the preceding block giving motorists more advance warning that school children may be walking along or crossing over the roadway. An advance school crosswalk ahead sign located on Clinton Avenue east of Buller Avenue provides adequate warning for westbound traffic.

Conclusions

The traffic problems referred to in the residents' petition primarily stem from a perception of excessive speed on Clinton Street. An enforcement program conducted by the R.C.M.P. has shown that a major problem does not exist at this time.

Staffs investigation has indicated that the intersections of Clinton Street at Buller Avenue and Clinton Street at MacPherson Avenue do not meet warrants for 4 way stop control. The conversion of a 2 way stop to a 4 way stop is based on the need to resolve an accident problem. Staff advise that this type of control may initially reduce speeds approaching intersections, but may actually serve to increase midblock speeds, as motorists attempt to make up lost time. Speeding problems are better resolved through continued enforcement.

Staff will be relocating the existing eastbound blue pentagon sign in order to give motorists more advance warning that a school is in the area.

Buses are inherently noisy because of their automatic transmissions and diesel engines. Although it was not substantiated that bus drivers speed along Clinton Street, staff advise that it would be appropriate that B.C. Transit receive a copy of this report so that they are aware of the residents' concerns."

**G. 17TH AVENUE - MARY AVENUE TO CANADA WAY**

RECOMMENDATIONS:

1. THAT Council approve the installation of warning signs as outlined in this report.
2. THAT Mr. Kenneth Young of 7511 17th Avenue, Burnaby, B.C., V3N 1L6 be sent a copy of this report.

R E P O R T

The Assistant Director Engineering - Engineering and Traffic Systems provided the following report to the Committee:

"1.0 BACKGROUND

Two petitions were received by the Secretary, Traffic & Transportation Committee, from Mr. Kenneth Young of 7511 17th Avenue requesting the following:

1. Installation of stop signs on 17th Avenue at Mary Avenue.
2. Implementation of a "One Side Parking Policy" from 7591-7623 17th Avenue.

These petitions were forwarded to Engineering for investigation and report.

2.0 INVESTIGATION

2.1 Petition for Stop Signs - 17th Avenue at Mary Avenue

Staff have reviewed the accident history at the intersection and found that it does not meet the Committee adopted warrant for isolated stop sign control.

The majority of accidents at the intersection have involved vehicles approaching south westerly on 17th Avenue. Staff noted that a row of ornamental trees adjacent 7460 Mary Avenue were in violation of Burnaby's Zoning Bylaw, Section 6.13, 'Vision Clearances at Intersection'. To ensure adequate sight distance for motorists entering the intersection, staff have requested the property owner to trim the trees so as to comply with the bylaw.

2.2 Petition for 'One Side Parking Policy'  
From 7591-7623 17th Avenue

Staff were unsuccessful in contacting Mr. Kenneth Young regarding this request. Staff based their investigation on the presumption that the 'One Side Parking Policy' referred to on the petition was a request for a 'No Parking' restriction. As the location is on a curvilinear section of 17th Avenue, staff presume the request stems from concerns relating to hazardous speed and sight distance problems.

Observations by staff did not indicate any obvious traffic safety problems. A parking ban would cause hardship for the two property residents whose frontage would be directly affected. These residents did not sign the petition.

3.0 CONCLUSIONS AND RECOMMENDATIONS

The intersection of 17th Avenue at Mary Avenue does not meet the Committee adopted warrant for the installation of isolated stop sign control. The residents of Mary Avenue have in the past registered complaints pertaining to traffic volumes and speeds on their street. Staff advise that if stop signs were to be installed on 17th Avenue, these concerns may again arise.

The accident history at the intersection, however, indicates that some action is appropriate to curb the number of right angle collisions occurring. Staff recommend that intersection warning signs with slow tabs be installed on all four approaches to the intersection. This should serve to increase driver's awareness, decrease travel speed through the intersection and consequently improve reaction time.

Staff presume the request for a parking restriction from 7591-7627 17th Avenue is predicated upon resident concerns regarding the curvilinear section of the block. If a parking ban is instituted there will be a widening of the travel portion of the road and motorists may tend to drive this section at a higher rate of speed. This would be undesirable as 17th Avenue is a residential street.

As an alternative, staff recommend that 'S' curve warning signs with advisory 30 km/h warning tabs be installed. This should help reduce vehicular speed and alert unaware motorists that they are travelling along a potentially hazardous section of road."

H. B.C. SAFETY COUNCIL

RECOMMENDATIONS:

1. THAT the Corporation of the District of Burnaby join the B.C. Safety Council as a full member.
2. THAT Peeter Liivamagi, Assistant Director Engineering, Traffic & Engineering Systems, be listed as the Organization Contact to the B.C. Safety Council.

R E P O R T

A copy of a letter to Mayor Copeland from the B.C. Safety Council requesting that Burnaby consider joining the organization is attached as Appendix 'B'.

The B.C. Safety Council has participated actively in the business of the Burnaby Traffic & Transportation Committee for many years. Although their mandate covers a broad range of safety topics Province wide, their programs are of direct benefit to the citizens of Burnaby. Full membership would allow Municipal staff and Committee members to receive full utilization of the B.C. Safety Council programs and services at discount rates as outlined in the letter.

It is staff's recommendation that Burnaby provide support to this organization through their application for membership. It would also be appropriate for staff to liaise with this organization on the Corporation's behalf. In this regard, the Committee also recommended that the Assistant Director Engineering, Traffic & Engineering Systems, be the contact between Burnaby and the B.C. Safety Council. Cost of annual membership would be \$500.

**I. CROSSWALK ON RUMBLE STREET IN FRONT OF SUNCREST SCHOOL**

RECOMMENDATIONS:

1. THAT the R.C.M.P. Traffic Section conduct periodic enforcement for truck-off-truck-route violations and monitor motorist behaviour as appropriate.
2. THAT Mrs. Wendy Durrant, Secretary-Treasurer for the Parent Advisory Committee, Suncrest School, 3883 Rumble Street, Burnaby, B.C., V5J 1Z5, be sent a copy of this report.

R E P O R T

1.0 BACKGROUND/DISCUSSION

A letter regarding traffic safety concerns was received from the Suncrest School Parent Advisory Committee. The Assistant Director Engineering - Engineering and Traffic Systems responded to this correspondence as follows:

"Some of the concerns outlined in the letter were as follows:

1. That general traffic and truck traffic on Rumble Street has increased dramatically since the Alex Fraser Bridge opened.
2. That a pedestrian operated traffic signal is required at the crosswalk on Rumble Street west of Greenall Avenue.
3. That street lighting on Rumble Street does not provide adequate lighting for safe crossing at night.
4. That there is need for a reduced speed zone at the school site.

Staff have obtained additional data over the past few months to properly evaluate the concerns and requests outlined above.

To compare vehicle volumes to previous years, sample counts were taken 1990 June 19 and 20. A pedestrian count was conducted 1990 June 21 at the crosswalk in front of Suncrest School. General observations were also taken during the pedestrian count.

2.0 INVESTIGATION OF SAFETY CONCERNS

2.1 Traffic Volumes

Rumble Street is a designated major collector and has served as such during the past 20 years. Vehicle volumes reflect this.

Below are the recorded vehicle volumes from 1980-1990.

Table I: 24 Hour Vehicle Totals, East and West Bound Between Patterson/Joffre

1980 06/12	1980 08/13	1983 09/08	1986 05/21	1988 09/29	1989 10/28	1990 06/19
11076	10383	9621	9680	9576	10470	10165

It can be seen that traffic volumes declined marginally during the recession but are now 'recovering'. There has been no dramatic increase or decrease in traffic volumes over the past ten years, and the opening of the Alex Fraser Bridge in September of 1986 appears to have had little impact on traffic.

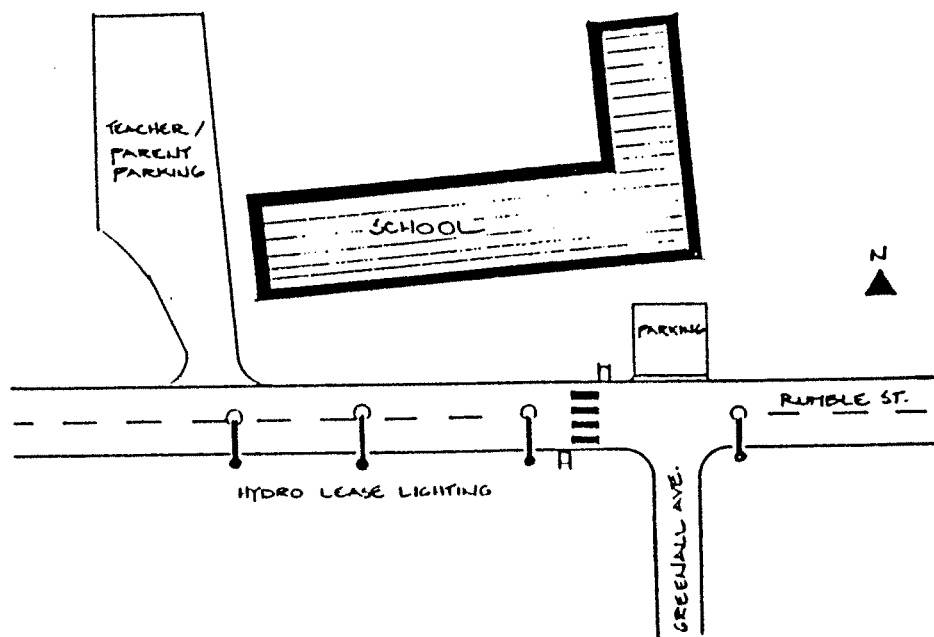
2.2 Crosswalk Upgrade

By September of 1989 the crosswalk on Rumble Street in front of Suncrest School was upgraded to the new standard for school crosswalks installation. The additional signing and zebra striping enhances crosswalk visibility. Staff confirmed that all signing is visible to approaching motorists.

2.3 Existing Street Lighting

Upon site inspection it was found that extra street lighting exists on Rumble Street in front of the school and on both sides of the crosswalk. While the lighting is interim (pending finishing of the street through local improvement), it exceeds normal standards reflecting the importance of this location. See Figure 1 below.

Figure 1: Existing Street Lighting at Suncrest School



2.4 Speed Limit

The current speed limit on Rumble Street is 50 km/h. The adopted policy of Council, as recommended by this Committee, is that on major streets reduced speed limits are inappropriate and crossing students should be served by a marked crosswalk, patrols, and if required, an adult crossing guard. This policy approach accords with most Canadian jurisdictions including neighbouring ones. The speed limit issue is being revisited by staff in the context of a review of playground signing and regulation. That review will be placed before the Committee shortly.



3.0 PEDESTRIAN VOLUMES AT CROSSWALK

The following peak hour pedestrian count was recorded 1990 June 21 in front of Suncrest School, and includes all pedestrians using the crosswalk on Rumble Street at Greenall Avenue.

Table 2: Pedestrians Crossing Rumble at Greenall

Time	8:00-9:00hrs	12:00-13:00hrs	15:00-16:00hrs
Volume	60	49	57

The lunch hour count 12:00-13:00hrs includes a classroom excursion with teachers and parents present. These volumes, when coupled with traffic volumes, are insufficient to warrant the installation of a signalized pedestrian crossing.

4.0 CONCLUSIONS

The pedestrian safety needs have been reviewed along Rumble Street in front of the Suncrest School. Observations have confirmed that there are a number of trucks (over 10,000 gvw) using Rumble Street both east and west bound. Approximately 15 trucks per hour were noted during the 3 hour peak period counts. Accordingly, a memo dated 1990 June 18 was sent to R.C.M.P. Traffic Division requesting assistance in enforcement of the truck route bylaw.

The data in Table 1 shows that Rumble Street between Patterson Avenue and Boundary Road has had a stable traffic pattern over the past ten years. This may be attributed to the fact that more desirable through routes exist, e.g. Marine Way, Imperial Street, etc.

Staff observation was that the majority of drivers showed a high level of courtesy for the school children when the crosswalk was occupied, and the majority of drivers also slowed to a lower rate of speed when entering the marked school zone.

On the basis of the staff investigation, it is concluded that:

1. The existing crosswalk serves as a safe means by which students cross to the school grounds and that installation of a pedestrian signal is not warranted at this time.
2. In keeping with Committee's policy on collector streets, the speed limit should not be changed to 30 km/h.
3. The R.C.M.P. Traffic Division should carry out periodic enforcement of the truck route bylaw and monitor driver behaviour as required."

J. 2ND STREET/17TH AVENUE INTERSECTION

RECOMMENDATION:

1. THAT Council receive this report for information purposes.

R E P O R T

At the Traffic and Transportation Committee meeting (Traffic Division) held on 1990 September 18 Barbara Bradey, 7450 2nd Street, appeared as a delegation requesting a 4-way stop sign be placed at the corner of 2nd Street and 17th Avenue which is currently an uncontrolled intersection. Ms. Bradey also requested the existing stop sign on 2nd Street at 18th Avenue be removed and placed on 18th Avenue at 2nd Street to bring speeding traffic to a stop. Finally Ms. Bradey urged the Committee to undertake a comprehensive traffic study of this whole area and present the results of the study at a community meeting.

The Committee directed that the concerns raised by the Barbara Bradey delegation be referred to staff for consideration of short term measures such as additional signs and long term measures such as a community transportation plan to alleviate traffic problems in the area. In the interim, the Committee requested increased R.C.M.P. enforcement of speeding in the area and that the crossing guard be maintained at the 2nd Street/17th Avenue intersection until staff have had an opportunity to report back to the Committee.

It is recommended that the Municipality send a letter to the Burnaby School Board requesting that the crossing guard be maintained until staff report back to the Committee.

Respectfully submitted,

Alderman J. Young  
Chairman

Alderman R.G. Begin  
Member

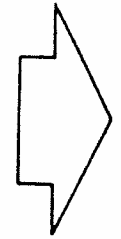
Alderman L.A. Rankin  
Member

CARIBOO ROAD

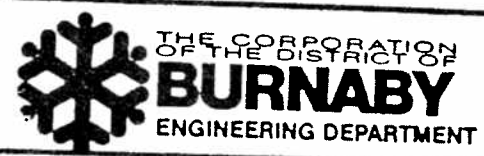
$\delta$  CURVE WARNING  
 $\delta$  HIDDEN INTERSECTION

LANE LINING

BRIAR RD.



DATE	REVISION



CARIBOO RD. — BRIAR RD. INTERSECTION  
INCLUDING LANE LINING + WARNING SIGNS

DESIGNED BY:	SCALE: N.T.S.
DRAWN BY: E.J. / D.R.C.	DATE: 90-09-12
CHECKED BY:	<b>L</b> 2202
APPRVD BY:	



# British Columbia Safety Council

July 6, 1990

RECEIVED

JUL - 9 1990

MAYOR'S OFFICE

Bill Copeland  
Mayor Corporation of Burnaby  
4949 Canada Way  
Burnaby, BC V5G 1M2

Dear Bill Copeland:

We're writing to ask you to invest in a B.C. Safety Council membership, and join the ranks of the most safety conscious organizations in the province. This is the perfect time to join our organization. For half off, you can enjoy the benefits of B.C.S.C. membership for the rest of this year. Here's why membership will work for you . . .

Programs and services offered by the B.C. Safety Council are effective and valuable to your organization. That's why you use them. You know the quality of our programs because your people have talked about their experiences with us and, perhaps, you've met some of our staff. You've invested in our programs, wisely I might add, for the benefit of your organization but you can get even more value as a B.C.S.C. member!

Industry, and government, across the province recognize the B.C. Safety Council as a leader in traffic, industrial, and community safety. Our department managers are active members of municipal, provincial, and national traffic and industrial safety committees, who advise the government and industry on safety policy and safety regulation. The B.C.S.C. takes an active role in promoting safety with the provincial government, with the work force, and with the general public. We all benefit.

At the B.C. Safety Council, we want you to continue taking advantage of our expertise; we want to help you save some money doing it; and we need your participation and support through membership. Membership is vital to our ongoing efforts to develop new safety education and training programs for industry, to keep pace with a rapidly evolving environment. Your fees will also help us to refine present programs for even greater effectiveness in reducing the toll of accidents in your workplace, on the road, or at home.

In return, we guarantee discounts on all of our programs and services for every full member of our organization. Program and material discounts range from 5 to 20 per cent. Check your records to see how much money you could have saved last year. Discount savings can easily exceed membership dues and, since membership dues are tax deductible, there's an extra bit of savings.

Our members recognize the morale-building value of staff training in safety procedures and the reduced operating costs that go with lower

accident rates. Member fees also include an attractive membership certificate, subscription to "Safety First", the B.C. Safety Council's quarterly newsletter, and to "Living Safety" magazine. Many members attend our annual general meeting to take part in the process of making policy decisions, executive elections, reviewing our performance and, of course, the annual golf tournament and dinner the same day. All of our members have something to offer us to help us focus on and serve the safety needs of B.C.

So visit our office; tour our facilities; inspect our equipment; meet our staff. Find out what programs we're upgrading based on member suggestions from last year, and what new programs we're developing for the future. It might seem difficult to generate excitement about safety in the nineties. Watch us do it!

Better yet, Join In! Complete the Membership Application today. We'll be happy to invoice you.

Yours very truly,

Bryan Lowes  
General Manager

BL/gb