

REPORT  
Regular Council Meeting  
1991 January 14

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR  
AND ALDERMEN

A. CROSSWALK AT ENTRANCE TO BURNABY HOSPITAL

RECOMMENDATIONS:

1. THAT a marked crosswalk be installed on Sanderson Way between the east entrance to the Burnaby Hospital and MacDonald Avenue.
2. THAT Mr. Norman K. Barth, President of Burnaby Hospital be sent a copy of this report.

REPORT

Council's agenda for its meeting of 1990 November 13 included correspondence from Norman K. Barth, President of Burnaby Hospital, requesting the installation of a pedestrian crosswalk on Sanderson Way. The letter was referred to the Traffic and Transportation Committee (Traffic Safety Division).

The Assistant Director Engineering - Engineering and Traffic Systems provided the following report to the Committee in response to the correspondence from Burnaby Hospital:

1.0 INVESTIGATION

Staff investigation of this intersection included peak hour vehicle and pedestrian volumes, and general observations.

1.1 Crosswalk

Hospital staff, patients and visitors generate the majority of pedestrian crossings on Sanderson Way, and on Kincaid Street at MacDonald Avenue. The majority of pedestrians cross 'rid block' just east of and west of the Hospital entrance shown in Exhibit A, attached.

In many respects, the crossing situation here is similar to the one at the Burnaby Municipal Hall bus loop. Some pedestrians and motorists may believe that this driveway is a street intersection and hence the crossing point is a legal crosswalk, as defined by the Motor Vehicle Act while others may not.

1.2 Bus Stop

The existing bus stop is located on Sanderson Way east of MacDonald Avenue. This location together with a curb cut on the north side of Sanderson Way, invites pedestrians to cross at this location.

INTERNAL DISTRIBUTION:

- : - AGENDA - 1991 JANUARY 14
- : - COPY - MUNICIPAL MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING & BUILDING INSPECTION
- O.I.C., R.C.M.P.

## 2.0 VEHICLE AND PEDESTRIAN VOLUMES

The peak hour vehicle and pedestrian volumes observed on Sanderson Way/Kincaid Street were as follows:

### 3.1 Vehicle Volumes (1990 November 21)

<u>Time</u>	<u>Volume</u>	<u>Direction of Travel</u>
07:00-09:00	180	Westbound
07:00-09:00	408	Eastbound
15:30-17:30	454	Westbound
15:30-17:30	295	Eastbound

### 3.2 Pedestrian Volumes (1990 November 21)

<u>Time</u>	<u>Volume</u>	<u>Location</u>
07:00-09:00	22	West of Hospital Driveway
07:00-09:00	1	East of Hospital Driveway
15:30-17:30	25	West of Hospital Driveway
15:30-17:30	24	East of Hospital Driveway

## 3.0 CONCLUSIONS

With the conclusion of this investigation, staff concur that vehicle volumes on Sanderson Way/Kincaid Street are normal for a residential collector street. Under normal circumstances, given observed pedestrian volumes staff would not recommend the installation of a marked crosswalk.

However, the location at which the majority of crossings occur on Sanderson Way is considered mid block. Since the installation of the bus stop, sidewalks and curb cut a number of years ago, this has become a convenient and obvious location for pedestrians to cross.

To remove any ambiguity, staff propose that a legal crosswalk be installed on Sanderson Way, as shown on Exhibit A, attached. This would help eliminate the occurrence of 'jay walking'. The proposed crosswalk would be a typical one as shown in Exhibit B, attached with the exception of an added pedestrian sign mounted on the first lamp standard west of the proposed crosswalk. The additional sign would be located higher than normal to give early warning to eastbound motorists cresting the hill.

Additional modifications would also include extension of the existing concrete pad at the bus stop and installation of a curb drop at the south end of the proposed crosswalk."

## B. PEDESTRIAN SIGNAL - CANADA WAY

### RECOMMENDATIONS:

1. THAT pedestrian warning signs be installed along Canada Way on approach to the most critical section of pedestrian activity, specifically between Douglas Road and Norland Avenue.
2. THAT a copy of this report be sent to Jack Boardman, President, and Peter Forrest, 1st Vice President, of Branch No. 148, the Royal Canadian Legion, 4356 E. Hastings Street, Burnaby, B.C., V5C 2J9.

REPORT

At its last meeting, the Traffic & Transportation Committee received the attached staff report (Exhibit C) outlining staff's investigation of a request for a signal controlled pedestrian crosswalk on Canada Way, between Spruce and Kincaid. After discussion, the Committee referred the report back to staff with the direction:

'THAT the report be referred back to staff with directions to provide accident statistics for the Douglas/Canada Way and Norland/Canada Way intersections and the areas between the intersections; to examine the feasibility of other measures including installation of a median on this section of Canada Way; and to embark on a traffic safety education program for seniors in the area as soon as possible.'

The following report from the Assistant Director Engineering - Engineering and Traffic Systems addresses these issues:

"1.0 ACCIDENT HISTORY

Staff have reviewed the pedestrian accident history along this section of Canada Way for the ten year period to October of this year. The results of the research are summarized below.

Table 1: 10 Year Pedestrian Accident History  
Canada Way: Douglas to Norland/Deer Lake Place

Location (Eastward Ordered)	Year	Age of Pedestrian	Severity of Injury	Comments
@ Douglas <sup>1</sup>	1984	29	Fatal	Dry/Day
	1987	8	Minor	Rainy/Day
"East of Douglas"	1985	80	Severe	Snowing/Day
@ Kincaid	Ø			
@ Spruce	1981	54	Severe	Dry/Dark
@ Norland <sup>2</sup>	1981	22	Minor	Wet/Dark
@ Deer Lake Place <sup>2</sup>	1983	23	Severe	Dry/Day

(1) This intersection was reconfigured in 1985 May.

(2) The intersection of Canada Way/Norland/Deer Lake Place was re-configured and signalized in 1986 November.

The above history does not identify this section of Canada Way as a 'black spot'. That crossing Canada Way in this stretch is perceived (rightly) to be hazardous no doubt results in most pedestrians exercising the appropriate level of caution.

2.0 OTHER MEASURES

In staff's previous report they proposed installing pedestrian warning signs as described below on the approach to the section of Canada Way which is the subject of concern.



60 x 60 cm

PEDESTRIAN (Warning)

Pedestrians may be walking along or crossing the highway at any time.

Colour: Black on yellow reflectorized background.

To further underscore the warning, staff also contemplated installing an explanatory tab sign stating 'Seniors'. Staff continue to believe that this signing would be helpful and worth trying.

Staff have reviewed the alignment and standard of Canada Way in this section with the Design Engineer. The Canada Way roadway is 46 feet wide curb to curb and carries two moving lanes of traffic in each direction. The roadway, with abutting sidewalks was initially constructed within a 66 foot right-of-way. Since then, through redevelopment, the Municipality has garnered an additional 10 feet of right-of-way on the north(east) side. This would allow the roadway to be widened on that side for the purpose of inserting a central median. The median would serve to segregate traffic by direction and provide a refuge for crossing pedestrians. However the cost of widening would be high - significantly greater than normal because of utility relocation requirements and the need to provide extensive back of sidewalk retaining walls. It is staff's view that widening, solely to provide a median of uncertain utility, is not cost effective.

3.0 TRAFFIC SAFETY EDUCATION

Staff have prepared and circulated a general notice to each of the seniors facilities in the Canada Way/Sprott/Norland triangle to heighten pedestrian safety awareness. This letter is attached as (Exhibit D). Staff have also delivered large scale maps, which display 'safe routes' across Canada Way specifically indicating the way to the south east bound bus stops. These maps have been plastic laminated so that they can provide a durable notice-board display."

C. CROSSWALK AT WALTHAM AVENUE AND KINGSWAYRECOMMENDATIONS:

1. THAT a high priority be placed on the improvement of the signal controlled intersection of Kingsway and Imperial, which amongst other things includes provision of a pedestrian refuge at Waltham Avenue on Kingsway.
2. THAT a copy of this report be sent to:
  - i) The Honorable Rita M. Johnston, Minister of Transportation and Highways,
  - ii) Dave Mercier, MLA, Burnaby Edmonds,
  - iii) Dave Cunliffe, P. Eng., Regional Highways Engineer, Ministry of Transportation and Highways.

3. THAT staff work with the residents' association of Doug Drummond Manor to promote pedestrian safety awareness pending intersection improvements.

REPORT

Council at its regular Council meeting held on 1990 October 01, requested that the Traffic and Transportation Committee re-initiate the request to the Minister of Transportation and Highways to install a crosswalk at Waltham and Kingsway.

The following report from the Assistant Director Engineering - Engineering and Traffic Systems addresses Council's request:

"There is a lengthy history of complaints/requests from the residents of Doug Drummond Manor for a pedestrian signal/cross-walk at this location. The residents wish to cross at Waltham to gain access to the bus stop, fast food restaurant, etc. on the south side of Kingsway.

As Kingsway is a Provincial arterial the crosswalk requests have been referred to the Ministry of Transportation & Highways (MOTH). The MOTH has found that pedestrian/traffic volumes do not meet warrants for a signalized crosswalk. In addition MOTH staff have expressed concern that a signal at this location would be disruptive to signal coordination along the Kingsway corridor. It is noted that Waltham is only 200m from the signalized intersection at Imperial.

Burnaby Council have in the past made representations for a pedestrian signal to the Province. It is staff's understanding that the MOTH are now proposing to address the Kingsway/Waltham crossing issue in conjunction with improvements to the Kingsway/Imperial intersection. The improvements will include construction of a median with left turn storage on the approaches to Imperial. The median taper would extend back beyond Waltham and could thus provide a pedestrian refuge. This would allow pedestrians to cross Kingsway more readily as they would only have to deal with one direction/three lanes of traffic at a time.

The improvement however is contingent upon securing added right-of-way along Kingsway. As a result of an agreement made some years ago the Municipality is responsible for acquiring the right-of-way while the Ministry is responsible for construction of the improvement. All of the requisite right-of-way has been secured except frontage from one key parcel. Staff understand that negotiations for outstanding property have been suspended because of an impasse.

It would however be appropriate if a high priority be given to the implementation of this project which has wider benefits, particularly with respect to Metrotown access. Staff propose to continue to pursue this course which amongst other things responds to the crossing safety concerns of Doug Drummond Manor residents. In the interim staff also propose working with the residents' association on pedestrian safety education.

It would be appropriate if a copy of this report be forwarded to the the Minister of Transportation and Highways and the area MLA, as both have corresponded on this issue in the recent past."

D. CROSSWALK AT THE MUNICIPAL HALL ENTRANCE

RECOMMENDATIONS:

1. THAT a marked crosswalk be installed on Deer Lake Place at the Municipal Hall entrance (bus loop).
2. THAT Ms. Kathryn Small of the Burnaby Health Department and Mr. John Mercer, Principal, Burnaby Central School, be sent a copy of this report.

REPORT

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

"1.0 BACKGROUND

Earlier this year, staff had discussions with the principal of Burnaby Central regarding a number of issues including jaywalking by students. One concern that surfaced was the volume of students crossing in the vicinity of the Municipal Hall and the potential for managing this demand with a crosswalk. Related to this matter was the absence of sidewalks along Deer Lake Place. Both these concerns have been reiterated in correspondence from Ms. Kathryn Small and are discussed below.

2.0 SIDEWALKS

When the Deer Lake Place roadway was constructed, sidewalks were not included. Since then, the street has been realigned at Gilpin and Canada Way and, with the new work, sidewalks were provided on the west side at either end, leaving a gap in the middle. Recently, staff filled this gap on an interim basis with a chipwalk so that there is now a continuous pedestrian way from Gilpin to Canada Way.

On the east side of Deer Lake Place, the original curb line has remained untouched by road improvements. Along most of this side, immediately behind the curb, is mature landscaping, which screens the Municipal Hall parking lot and fleet compound. The boulevard strip is narrow, and consequently the insertion of a sidewalk would compromise the viability of the landscaped screen.

Because of the landscaping, the completion of an alternate walkway on the west side, the uncertainty associated with the extent of Moscrop/Gilpin project, and the potential for disruption associated with the Municipal Hall reconstruction, staff do not propose further sidewalk work at this time. It is noted that the crosswalk discussed below provides access to the Municipal Complex walkway system for east side pedestrian access.

3.0 CROSSWALK

Students travelling between the bus loop at the Municipal Hall and the high school generate much of the pedestrian crossings along Deer Lake Place. The Municipal Hall and the bus loop are also destinations for residents. The crossing activity however occurs mid-block although some motorists and pedestrians may assume that there is a 'legal' crosswalk at the Municipal Hall driveway. It is noted the Motor Vehicle Act defines a 'crosswalk' as follows:

- 'a) a portion of the roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by signs or by lines or other markings on the surface; or

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- b) the portion of a highway at an intersection that is included within the connection of the lateral lines of the sidewalks on the opposite sides of the highway, or within the extension of the lateral lines of the sidewalk on one side of the highway, measured from the curbs, or in the absence of curbs, from the edges of the roadway;'

In order to resolve this ambiguity and marshal pedestrians to a single crossing point, staff recommend the installation of a marked pedestrian crosswalk as shown on Exhibit E.

The design proposed is similar to that shown on the application guideline on Exhibit F except that there is no left turn lane in this case. The 4 lane marking which presently exists on the approach/departure at Canada Way will be maintained through the crosswalk area with lane changing prohibited as indicated.

4.0 CONCLUSION

The introduction of a mid block crosswalk on Deer Lake Place at the bus loop would address concerns regarding pedestrians crossing in this vicinity. It would be appropriate if the principal of Burnaby Central and Ms. Kathryn Small who have raised these concerns be sent a copy of this report."

E. LIP IMPROVEMENTS: HYTHE AVENUE AT CAPITOL DRIVE

RECOMMENDATION:

1. THAT a copy of this report be sent to Mr. V. Vahi, 342 S. Delta Avenue, Burnaby, B.C., V5B 3C5.

REPORT

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

"Staff have received a petition from residents of the 200/300 block Delta Avenue and Hythe Avenue who share a north/south lane as shown on the location plan attached as Exhibit G. Hythe Avenue was recently constructed to final standard through LIP.

The residents' concern lies with the relationship of the southern exit of their lane to Hythe Avenue and the reconstruction of the triangular traffic island shown on Exhibit H attached.

The previous island was constructed with asphalt curbs and was placed to channel traffic at what would otherwise be a vast confusing intersection that would include the lane as one leg. With its painted gore area the old island was, if anything, more restrictive than the current one. However this is a relatively quiet, lightly trafficked area and staff understand that lane users habitually circumvented the intent of the channelization, by ignoring the gore area marking.

These issues were discussed with Mr. Vahi, organizer of the petition, by telephone and subsequently on site on 1990 September 10. Mr. Vahi was most concerned with the fact that the northward extension of the island required him to make a more pronounced U turn than before when entering the lane. The petition also outlines difficulties for traffic exiting the lane and wishing to go east.

It is noted that this lane has two alternate unrestricted access points at the northern end. Alternatives to the existing design would involve potentially significant construction costs and diminish the overall level of safety at the intersection. On balance, staff cannot support either altering the size of the island channelization in order to facilitate its circumvention or substantially reconstructing the whole intersection in order to allow for all movements at the lane."

F. BUS STOP IN FRONT OF 986 DUTHIE AVENUERECOMMENDATION:

1. THAT Mr. Leo D'Alfonso of 986 Duthie Avenue be sent a copy of this report.

REPORT

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

"There is currently a bus stop located on the east side of Duthie Avenue north of Curtis Street in front of 986 Duthie Avenue. There is a bus shelter at this location, however it is situated 1 property to the south; approximately 80 feet away, in front of 996 Duthie Avenue as shown on the attached Exhibit I. This situation does not promote an effective use of the bus shelter and staff have had a number of complaints regarding the siting.

None of staff's records are clear as to why the location of the bus stop and the shelter differ. Former staff recollect that it was necessary to relocate the stop away from the intersection to facilitate the right turn from Curtis Street. Presumably there was an oversight in not concurrently relocating the shelter.

Mr. Leo D'Alfonso has objected to the relocation of the shelter to in front of his house and has stated that he or his lawyer would be writing to object. Some months have gone by and staff have postponed moving the shelter pending receipt of any letter. Staff feel it is now appropriate to relocate the shelter to line up with the bus stop. Staff note that this stop has been designated as one suitable for use by buses equipped with wheelchair lifts."

G. BANNING OF PARKING ON WILSON AVENUERECOMMENDATION:

1. THAT this report be received for information purposes.

REPORT

At the regular Council meeting held on 1990 November 13, Council REFERRED the issue of 'no parking signs' on the newly constructed Wilson Street to the Traffic Safety Division for review. The following report from the Assistant Director Engineering - Engineering and Traffic Systems addresses this issue.

"Wilson Avenue was recently opened to traffic between Kingsway and Grange Street. The pedestrian traffic signal at Kingsway and Wilson Avenue was converted to a full vehicle/pedestrian signal to accommodate vehicle movements on the new road. As part of the Wilson Avenue project, a traffic signal was installed at Grange Street, providing a signalized link to Grange Street from the rapidly developing area south of Kingsway.

Just prior to the activation of the traffic signal at Grange Street, staff noted during a site inspection that vehicles were parking right up the curb returns on both sides of Wilson Avenue at Grange Street and Kingsway, interfering with turning movements at the intersections and encroaching on the vehicle detectors for the signals in a manner that would adversely affect their operation.



To correct this situation and allow for safe operation of the intersections, staff determined that a 30m parking ban would be required on the approach and departure of each intersection. 30m of lane markings will also be provided during the next centre lining season in the spring of 1991 to allow for the separation of right turning and left turning traffic at these intersections.

The parking ban installed on the east side of Wilson Avenue extending north of Kingsway was extended beyond the driveway to the adjacent development to avoid the creation of a small zone that could encourage violation of the driveway clearance and result in a vision obstruction for vehicles exiting this driveway. These installations were completed 1990 November 13."

H. TRAFFIC ISSUES - 2ND STREET COMMUNITY SCHOOL AREA

RECOMMENDATION:

1. THAT Ms. Barbara Bradey of 7450 2nd Street, Burnaby, B.C., and Janet Lim of 8248 18th Avenue, Burnaby, B.C., be sent a copy of this report.

REPORT

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

"1.0 BACKGROUND

At its meeting of 1990 September 18 the Committee heard from Barbara Bradey who appeared as a delegation to present concerns regarding the number of accidents occurring at the intersection of 2nd Street-17th Avenue and addressing other traffic safety issues in the vicinity of 2nd Street Community School (see location map Exhibit J). Those matters were referred to the Engineering Department for investigation and report.

The delegation was supported by a petition and also made reference to a previous petition dated 1990 August 28. That petition was received by the Municipality some 30 days after 16th Avenue between 2nd Street and 4th Street was closed for construction through LIP. Due to this closure, motorists were using 2nd Street and 17th or 18th Avenue as an alternative route. The Burnaby School Board was then contacted and an adult crossing guard placed at the intersection of 2nd Street and 17th Avenue to facilitate added safety for the school children while the 16th Avenue closure was in effect. 16th Avenue was reopened to traffic 1990 September 15 and traffic patterns in the area have returned to pre-construction norms.

2.0 RELATED IMPROVEMENTS:

Although the recent increase in traffic volumes and speeds was a direct result of the 16th Avenue closure, the petitioners believe that more traffic is short cutting through the area on a regular basis to avoid traffic delays on 16th Avenue, Edmonds Street and Canada Way. They attribute traffic safety problems in the neighbourhood to this non-local traffic.

A number of transportation improvements have already been approved for implementation in 1991 that should reduce this traffic. The improvements include:

- a) The conversion of the pedestrian actuated signal at 6th Street-16th Avenue to vehicular actuation. This will tend to 'keep' traffic on 16th which is a major collector.

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- b) The reconstruction of the Canada Way-Edmonds Street intersection by the Ministry of Transportation & Highways to provide additional capacity. Commuters and local motorists reputedly now use a variety of shortcuts to avoid this heavily laden intersection.
- c) The traffic measures outlined in the 'Lakeview Area Community Transportation Plan' were adopted by Council 1990 November 26. The changes should deter commuters from using the 2nd Street School neighbourhood street system as a rat run to the current 4th and Lakeview short cut.

3.0 INVESTIGATION - ACTION REQUESTS

The following items were specifically requested by Ms. Bradey in her delegation presentation and supporting petition.

3.1 Stop Signs - 2nd Street at 17th Avenue and at 18th Avenue

The petitioners requested a four way stop at the intersection of 2nd Street at 17th Avenue and a reversal of the existing two way stop on 2nd Street at 18th Avenue.

Analysis of the 2nd Street/17th Avenue intersection accident records over the past three year period, excluding the rash of accidents that occurred during the construction closure, failed to establish a warrant for stop sign control.

The two way stop on 2nd Street at 18th Avenue was installed in 1977. Since then, there have been only four reported accidents in thirteen years. Based upon the low accident frequency, one could speculate that a reversal of the stop signs and consequent confusion might well decrease overall safety at the intersection.

The basic purpose of stop signs is to assign right-of-way. Stop sign installation is not a recommended measure for speed control or addressing through traffic problems. Speeding problems are better resolved through targetted enforcement and driver education.

Installation or reversal of stop signs at these two intersections would not necessarily deter speeding or short cutting traffic. Indeed such ad hoc measures may result in a traffic problem being moved from one street to another in the area.

3.2 Comprehensive Traffic Study

Staff propose carrying out a traffic study during the next year. This would include collection and analysis of traffic data before and after the implementation of the transportation improvements previously mentioned in Section 2.0. The data collected would yield an objective measure of the problem and provide the basis for a comprehensive review of traffic management for the neighbourhood in conjunction with area residents.

3.3 Request for a Barricade - 18th Avenue at Newcombe

This request was previously submitted in a petition dated 1990 August 24 from Janet Lim of 8248 18th Avenue. The petition referred to problems of speeding and accidents as the primary reasons behind the request.

Under the Conceptual Transportation Plan, 18th Avenue was supposed to be cul-de-saced at Newcombe in conjunction with the acquisition right-of-way of and construction of the Stormont-10th Connector. There is presently insufficient right-of-way to construct a properly designed cul-de-sac. The intent of the cul-de-sac was to preclude 18th Avenue from traffic using the proposed link to the Freeway. As it appears that the Stormont-Newcombe Connector will not be constructed in the near future, the closure is not yet required.

Recent traffic counts taken in the 8200 block 18th Avenue showed relatively low volumes (780 vehicles per day). Analysis of intersection accident records did not indicate an accident problem.

However the closure would be one of the items evaluated in any comprehensive traffic management plan for the area.

#### 4.0 CONCLUSIONS/DISCUSSION

Staff's review leads to the following conclusions:

1. The intersection of 2nd Street-17th Avenue does not meet warrants for stop sign installation.
2. The stop signed priority at the intersection of 2nd Street-18th Avenue should not be reversed to 18th Avenue because of its low accident rate.
3. Speed problems should be resolved through targeted enforcement. Installation or reversal of the stop signs at the two intersections may result in an undesirable travel pattern change within the neighbourhood.
4. A traffic study should be conducted in 1991 to determine the impact of transportation improvements at 6th/16th and Canada Way/Edmonds Street and changes arising from the Lakeview Area Plan. Data will be gathered before and after the proposed improvements.
5. The request to barricade 18th Avenue at Newcombe should be reviewed when the above traffic study is completed.
6. Staff have had ongoing discussions with officials at the 2nd Street School to ensure that traffic regulations in the vicinity of the school accord with adopted policy for Traffic Safety at elementary schools."

#### I. 5200 - 5600 BLOCKS CLINTON STREET

##### RECOMMENDATIONS:

1. THAT 30 km/h signs be posted on Clinton Street contiguous to Clinton Elementary School.
2. THAT B.C. Transit, Manager - Lower Mainland Operations, Burnaby-New Westminster Area Office, 3750 Kitchener Street, Burnaby, B.C., be sent a copy of this report.

##### REPORT

Council, at the regular Council meeting held on 1990 August 27 received correspondence and a petition from the residents of the 5200-5600 blocks Clinton Street regarding traffic problems on Clinton Street between Royal Oak Avenue and Gilley Avenue and REFERRED same to the Traffic and Transportation Committee (Traffic Safety Division) for investigation and review.

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At its meeting on 1990 September 18, the Traffic Safety Division received a report from the Assistant Director Engineering - Traffic and Engineering Systems regarding traffic problems on Clinton Street. The Committee adopted a motion recommending that a copy of the report be sent to B.C. Transit, Manager-Lower Mainland Operations, Burnaby-New Westminster Area office.

Council, at the regular Council meeting held on 1990 October 01 received the Traffic Safety Division's report regarding traffic problems on Clinton Street (Copy attached as Exhibit K) and REFERRED same back to the Committee pending the appearance of a delegation at a forthcoming Committee meeting.

Mr. Jim Willows, 5537 Clinton Street, Burnaby, B.C., V5J 2L9 appeared as a delegation at the 1990 December 11 Traffic Safety Division meeting and as a result the Committee adopted a motion recommending that 30 km/h signs be posted on Clinton Street contiguous to the Clinton Elementary school. Further to this, the Committee then tabled motions recommending that four way stops be installed at the Clinton Street/MacPherson Avenue and Clinton Street/Buller Avenue intersections pending a staff report including traffic counts.

In the interim, the Committee agreed to send a copy of this report to the Clinton Street residents that signed the petition, the School Board, the parent representative at Clinton School and the principal of Clinton School. The Committee also directed that the R.C.M.P. conduct increased enforcement of speeding on Clinton Street and report the results back to the Committee.

Respectfully submitted,

Alderman J. Young  
Chairman

Alderman L.A. Rankin  
Member

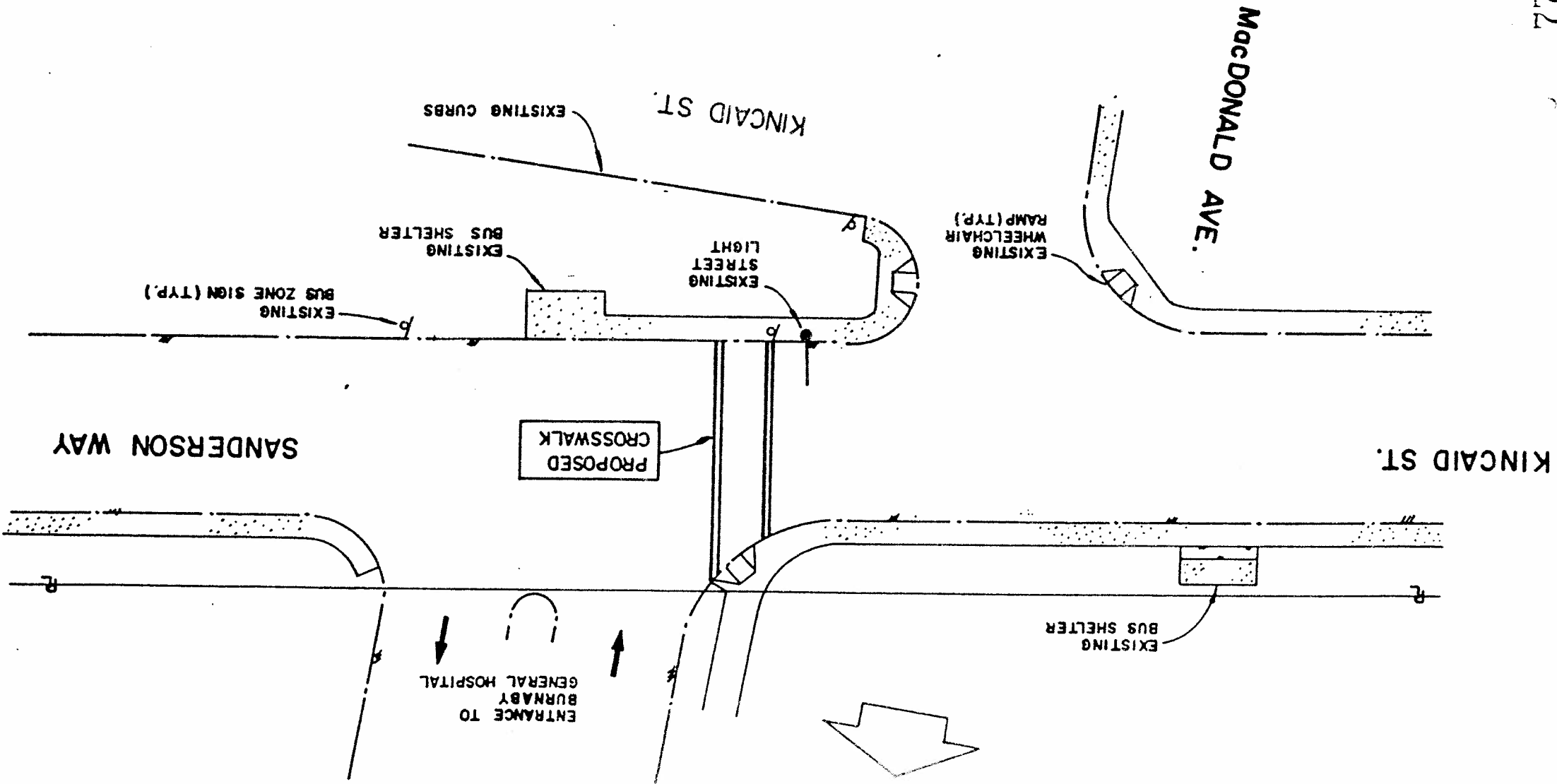


THE CORPORATION OF BURNABY  
ENGINEERING DEPARTMENT

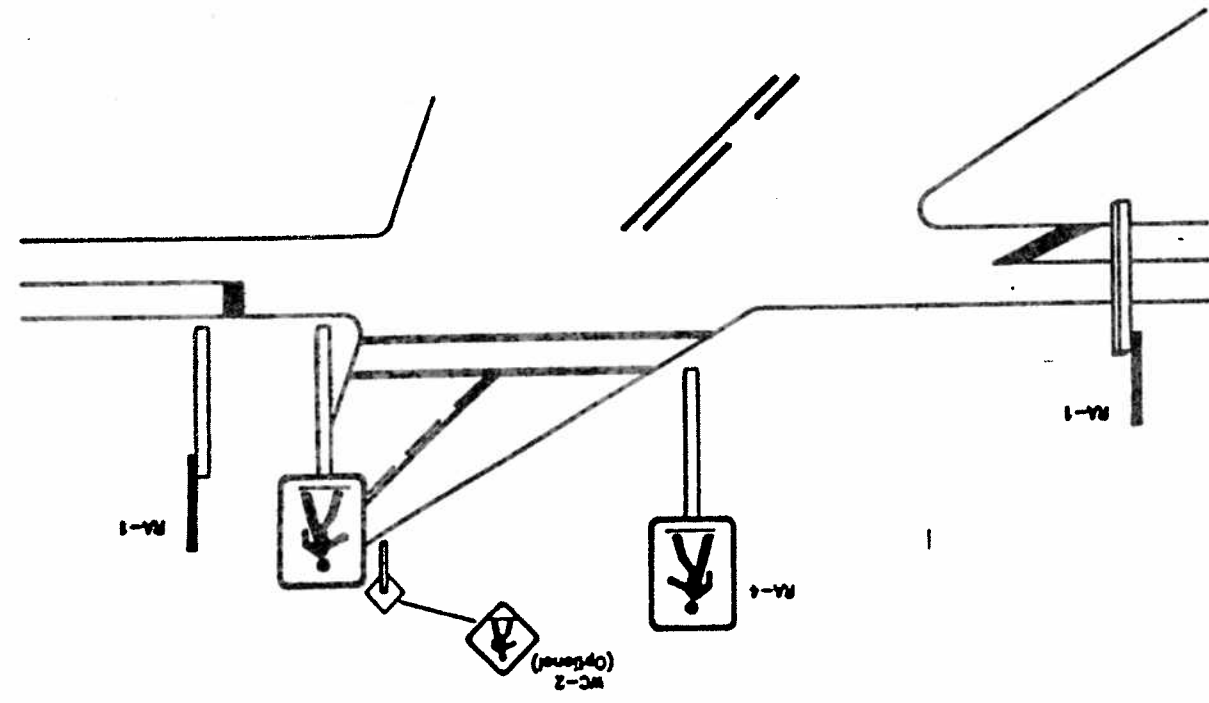
PROPOSED CROSSWALK  
AT BURNABY GENERAL HOSPITAL

DATE	REVISION

DESIGNED BY: DR Colicaro	SCALE: N.T.S.
CHECKED BY: [Signature]	DATE: 90-11-22
APPROVED BY: [Signature]	L 2209



PEDESTRIAN CROSSWALK  
SIDE MOUNTED SIGNS  
(SEE SECTION 1 GUIDELINE TEXT)



APPROACH SPEED km/h	DIMENSION A (m)
50	65
60	85
70	110
80	140

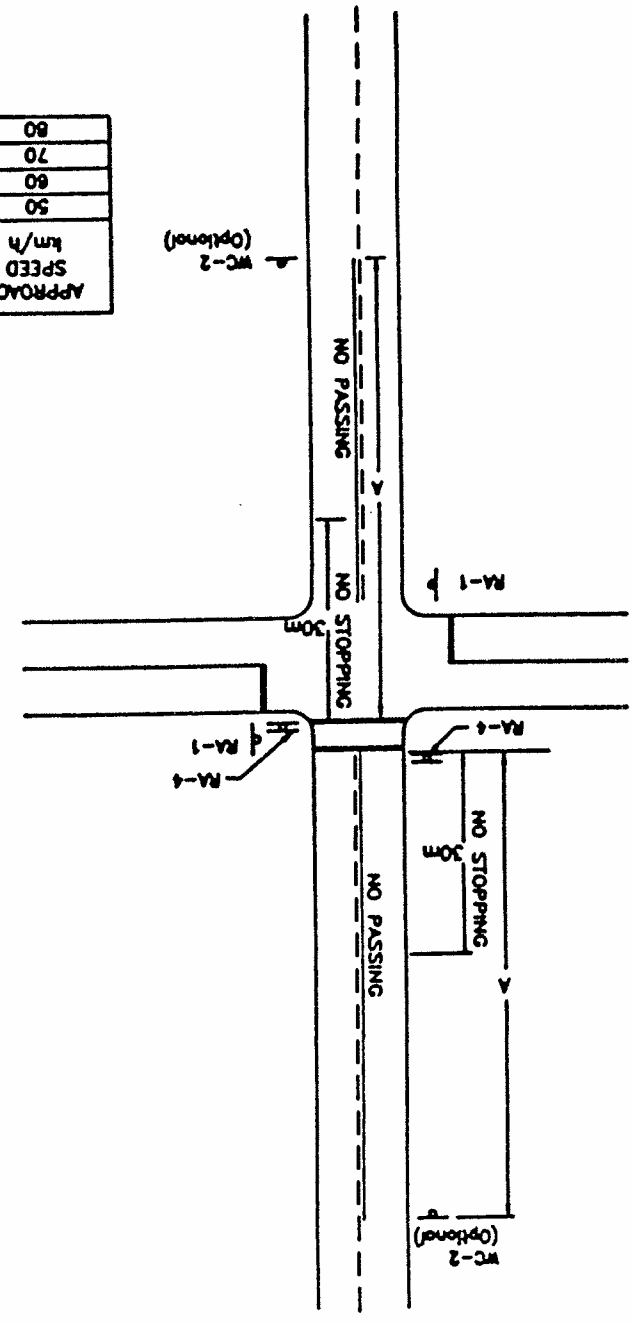


EXHIBIT "B"

INTER-OFFICE COMMUNICATION

TO: SECRETARY, TRAFFIC & TRANSPORTATION COMMITTEE

FROM: ASST. DIRECTOR ENGINEERING, TRAFFIC & ENG. SYSTEMS

SUBJECT: PEDESTRIAN SIGNAL - CANADA WAY

PURPOSE: To respond to the petition submitted by the Royal Canadian Legion No. 148 requesting the installation of a pedestrian controlled traffic signal on Canada Way between Douglas Road and Norland Avenue.

RECOMMENDATIONS:

1. THAT a letter outlining safe routes across Canada Way be sent to the concerned managers of seniors' housing facilities in the Canada Way/Douglas/Norland triangle for posting.

2. THAT pedestrian warning signs be installed along Canada Way on approach to the most critical section of pedestrian activity.

3. THAT a copy of this report be sent to Jack Boardman, President, and Peter Forrest, 1st Vice President, of Branch No. 148, the Royal Canadian Legion.

REPORT

1.0 INTRODUCTION

A petition dated 1990 July 20 was received from the Royal Canadian Legion Branch No. 148 requesting the installation of a pedestrian actuated traffic signal on Canada Way between Douglas Road and Norland Avenue.

Staff have been concerned with the safety of pedestrians crossing this section of Canada Way for some time. Most recently in the spring of this year, Alderman Young, a representative from the New Chelsea facility and the Traffic Supervisor met on site to discuss the concerns.

2.0 THE PROBLEM

The alignment of Canada Way between Norland Avenue limits visibility for crossing pedestrians as well as approaching motorists. A small number of pedestrians, predominantly seniors, typically cross this stretch of Canada Way at about the midway point between the signal controlled intersections. Most cross here in order to access the south (east) bound bus stop on Canada Way (across the south side of the bus stop (southbound Canada Way (across Deer Lake Place) is about 400m away. Others, residents from the south side, cross Canada Way to reach the north/westbound bus stop located at the apex of the curve by the New Chelsea facility.

3.0 ALTERNATIVES CONSIDERED

We have considered a number of measures that address the pedestrian safety issue. These include the following.

3.1 Bus Stop Relocation

It has been suggested that the safety problem could be obviated by eliminating the bus stop that is attracting the crossing pedestrians. Our view is that such a measure would be an unnecessary inconvenience to others who use the stop in safety. Similarly, we have reviewed and discounted the possibility of re-routing southbound buses via Sport/Norland.

3.2 Pedestrian Crossing Prohibitions

Most of those who cross Canada Way along this stretch "jaywalk", i.e. they do not cross at an intersection. According to the Motor Vehicle Act "when a pedestrian is crossing a highway at a point not in a crosswalk, he shall yield the right of way to a vehicle". We have considered posting pedestrian crossing prohibitions along this stretch of road but they would have to be "enforced" by lengthly stretch of guard rail. That rail would be broken at the bus stop on the north east side of Canada Way - a point of convenience for crossing pedestrians. For this and other reasons we do not recommend attempting to prohibit pedestrians from crossing.

3.3 Marked Crosswalk

By installing a marked crosswalk we would be increasing the burden of responsibility to motorists according to the Motor Vehicle Act. However by installing a marked crosswalk here we would be inviting pedestrians to cross where it is hazardous to do so. By installing a false sense of security for the pedestrian a marked crosswalk will compound rather than alleviate the risk.

Pedestrians Crossing Canada Way, Kincaid to Spruce 1990 08 09

Time of Day	wards to bend		Total
	Kincaid, south-	Spruce, north-	
07:00-09:00	10	7	17
11:00-13:00	20	7	27
16:00-18:00	29	6	35
Total Peak 6 Hours			79
Average Per Hour			13

It was observed that most pedestrians did not cross at the two intersections (which are "legal" crosswalks) which defined the limits of the crossing study.





APARTMENT RESIDENTS  
4800-4900 Block Canada Way  
Burnaby, B.C.

Dear Residents:

Re: Pedestrian Safety on Canada Way

The Traffic and Transportation Committee at its last meeting asked engineering staff to "embark on a traffic safety education program for seniors in your area."

With the approach of winter, the weather conditions and fewer daylight hours make it more difficult for pedestrians to see and be seen on the roadway.

To increase awareness staff would like to focus on a number of ways in which residents would participate in a safety program.

**INFORMATION**

Building managers have been supplied with copies of "Walk Alert" on information guide issued by ICBC. The brochure emphasize pedestrian safety for older adults. Please see your manager for a copy of "Walk Alert".

**EDUCATION**

Through its community programs, ICBC offers a Traffic Safety Education program. Mr. Tony Hulme of the ICBC Traffic Safety Education Department has kindly agreed to speak with community groups regarding pedestrian safety. Please call Mr. Hulme at ICBC, 661-6420 for more information.

**SAFE ROUTE**

A "Safe Route" map has been provided which outlines the safest route for pedestrians crossing Canada Way. The suggested bus stop for southwest bound passengers to (dis)embark is located on the far side of Canada Way at Norland. We would urge pedestrians to cross at the signalized location whenever possible.

(Cont'd.)

It is important for pedestrians to wear light coloured clothing in conditions of poor visibility. Carrying a flashlight and/or wearing a reflectorized armband would help and both these items are available in most department stores at nominal prices.

**CLOTHING**

**CONTACT PEOPLE**

For more information on pedestrian safety the following numbers can be called:

ICBC, Traffic Safety - Tony Hulme - 661-6420 or 661-6651  
Traffic Dept., Municipal Hall - Henry deJong - 294-7455  
R.C.M.P. Traffic Division - Staff Sgt. Melanson - 294-7621

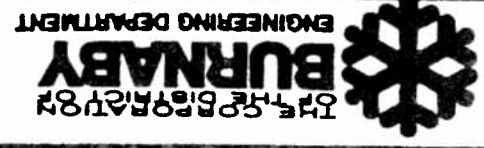
Yours truly,

W.C. Sinclair, P. Eng.,  
DIRECTOR ENGINEERING

by: P. Liviavaggi, P. Eng.,  
ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENG. SYSTEMS

Hedjar

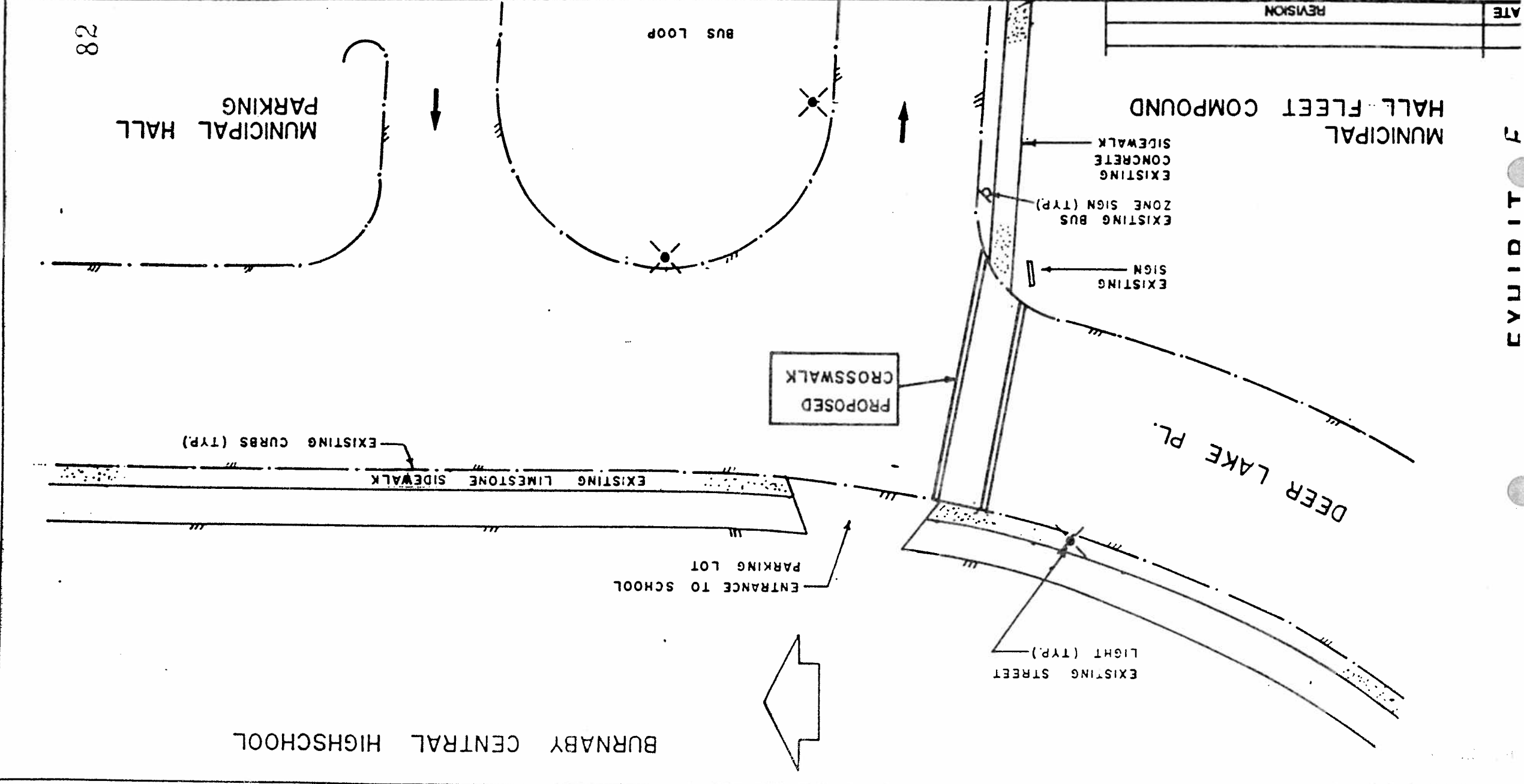
cc: ASST. Director Eng., Traffic & Eng. Systems  
RCMP: Traffic Division (attn. Staff Sgt. Melanson)  
ICBC: Traffic Safety (attn. Mr. Tony Hulme)



DATE	REVISION

PROPOSED CROSSWALK AT THE MUNICIPAL HALL BUS LOOP

DESIGNED BY: N.T.S.	SCALE: N.T.S.
DRAWN BY: G.FUNK	DATE: 90-11-22
CHECKED BY:	
APPROVED BY:	

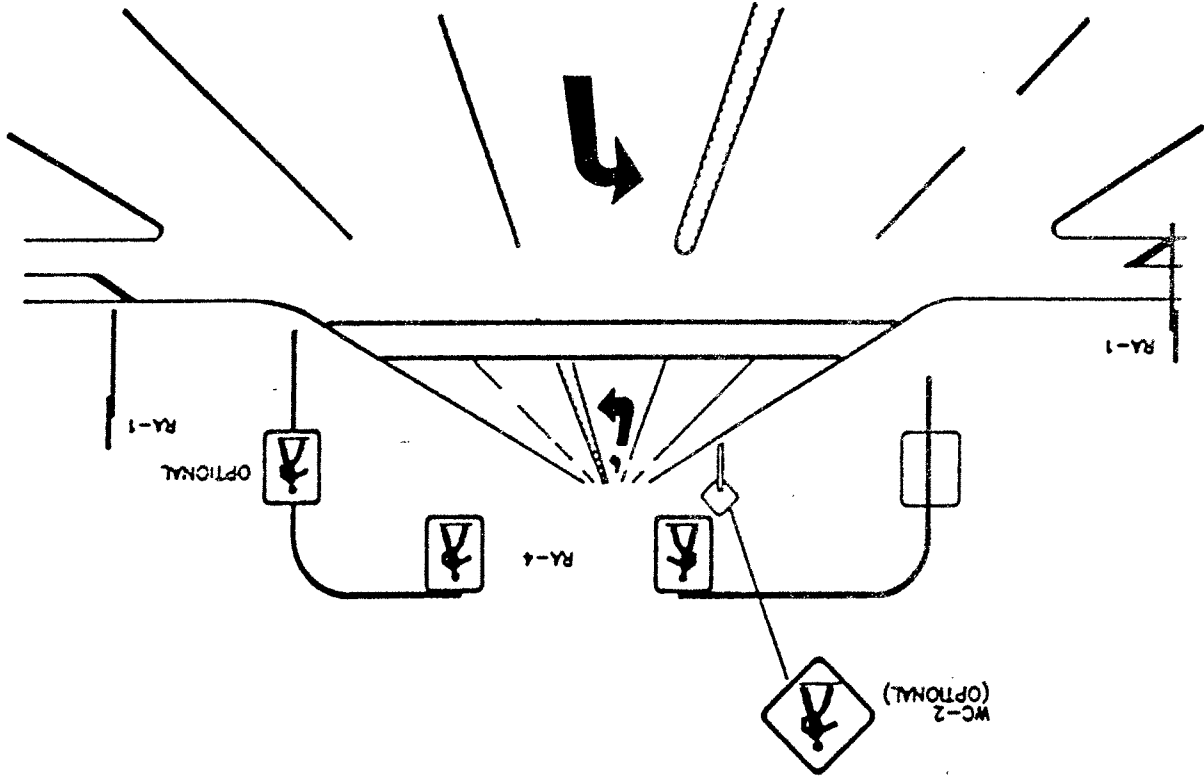


82

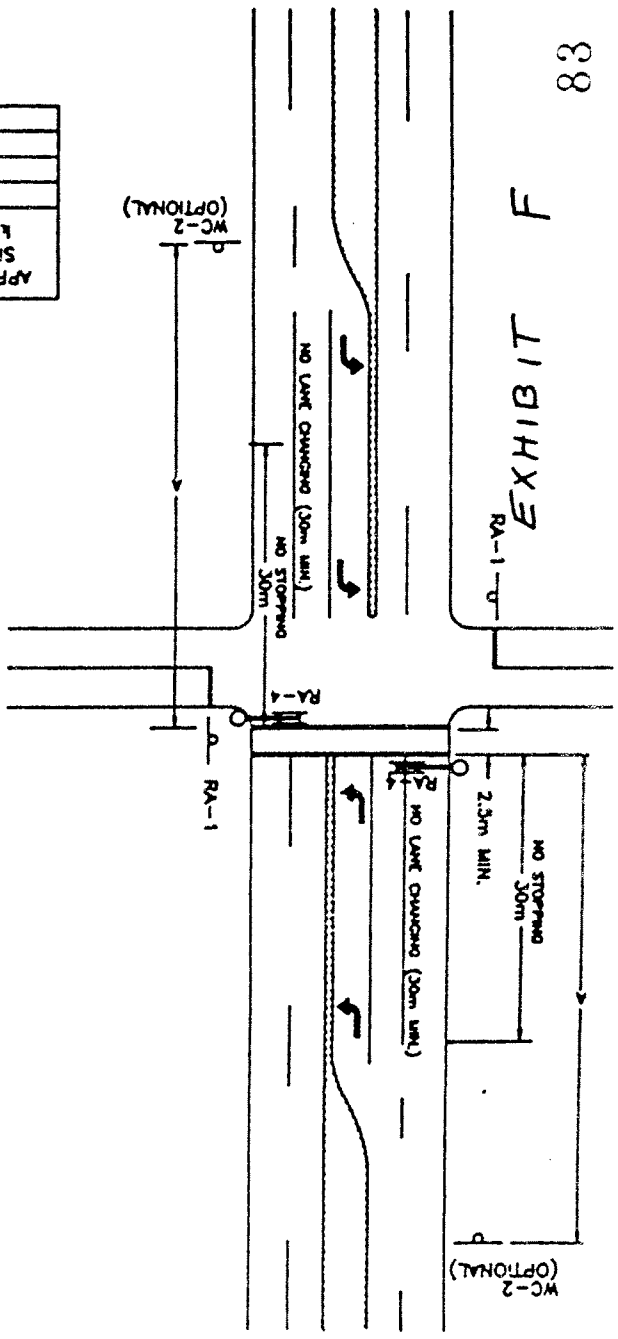
BURNABY CENTRAL HIGH SCHOOL

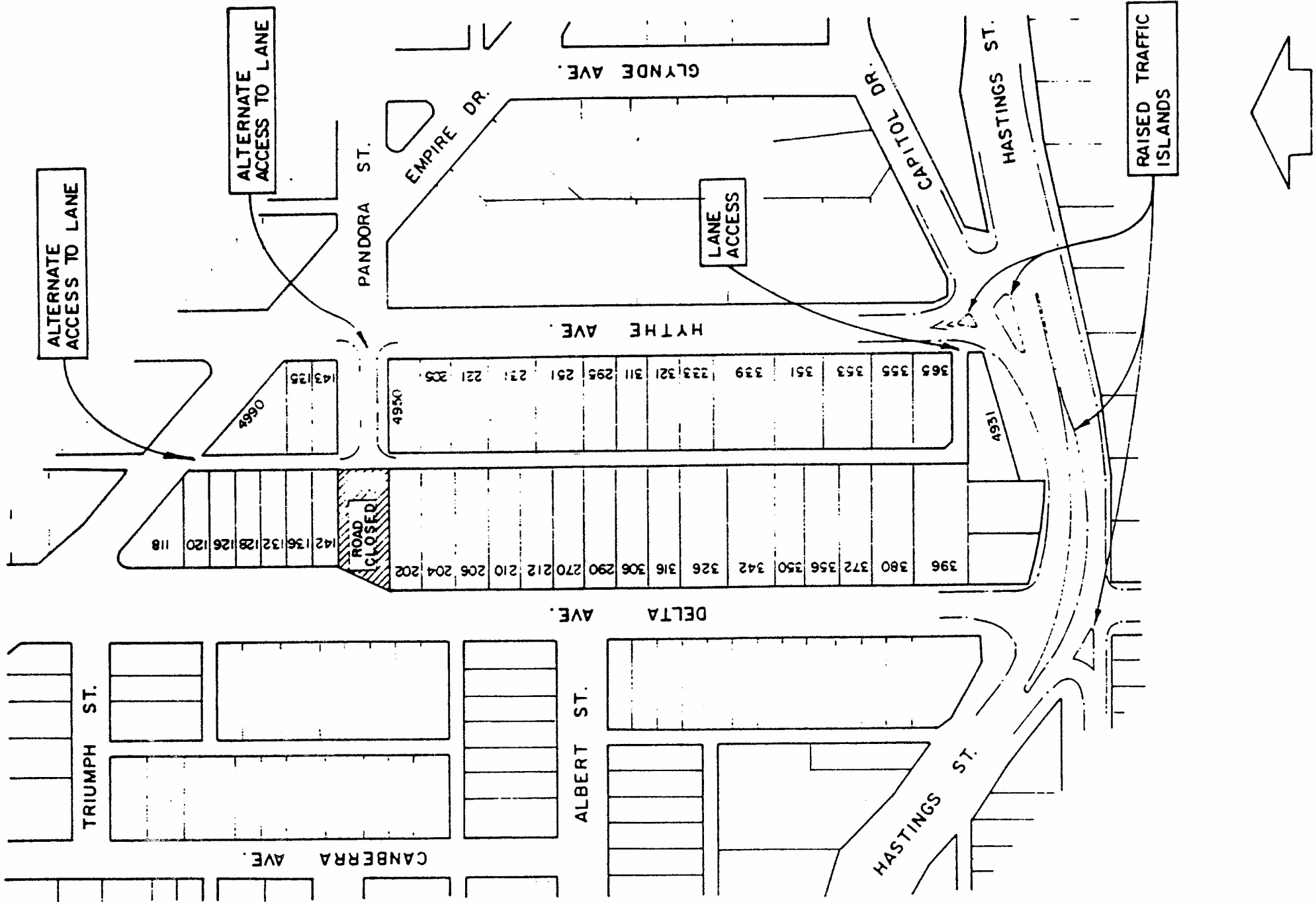
# PEDESTRIAN CROSSWALK (4 LANE)

(SEE SECTION 2 GUIDELINE TEXT)



APPROACH DIMENSION A (m)	SPEED km/h
50	65
60	85
70	110
80	140



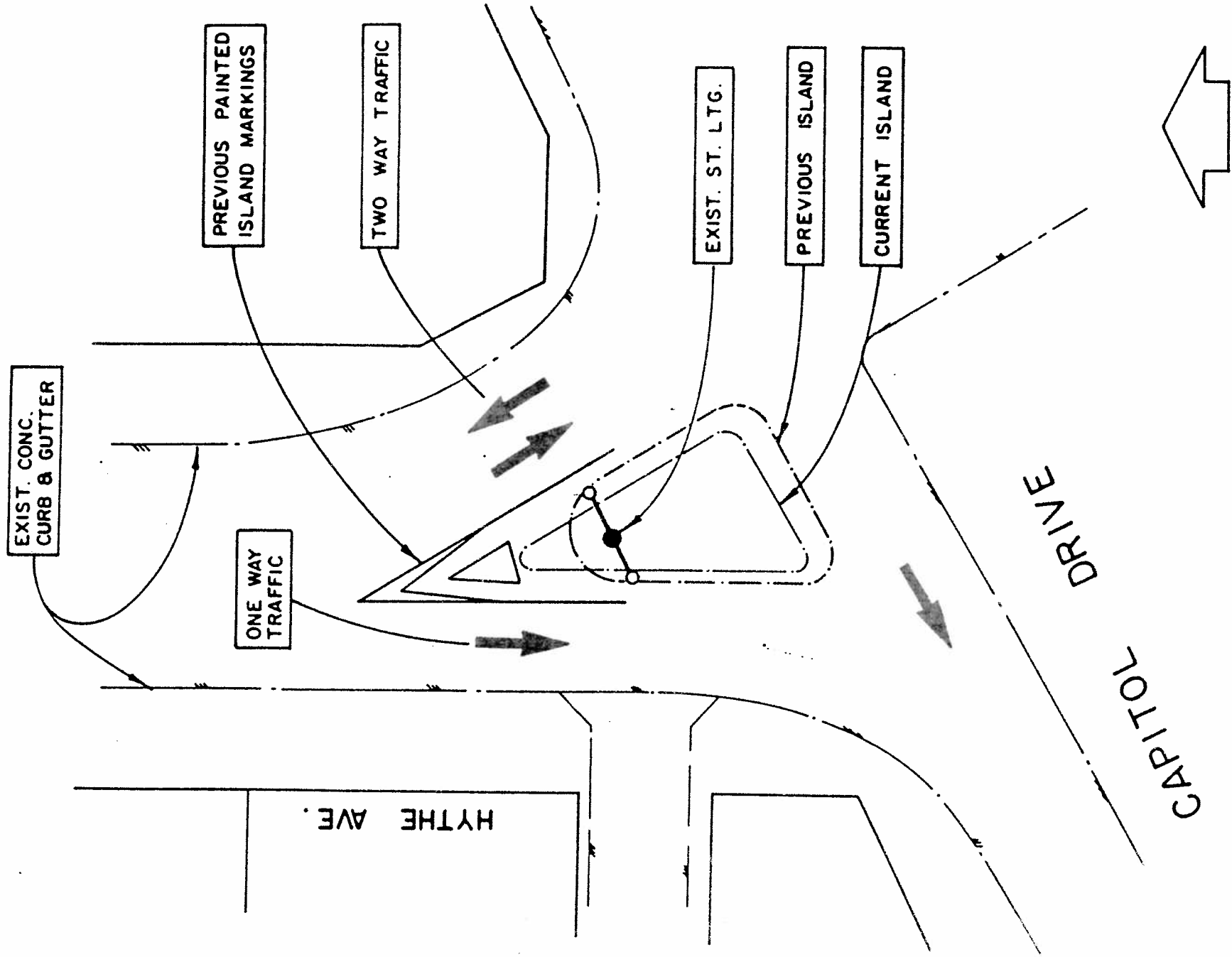


NO.	DATE	REVISION



EXHIBIT G  
 DELTA AVE. / HYTHE AVE.  
 LANE  
 - NORTH OF HASTINGS ST.

DESIGNED BY: DRAWN: D.R. Calocero SCALE: 1:2000



NO.	DATE	REVISION

85



EXHIBIT H

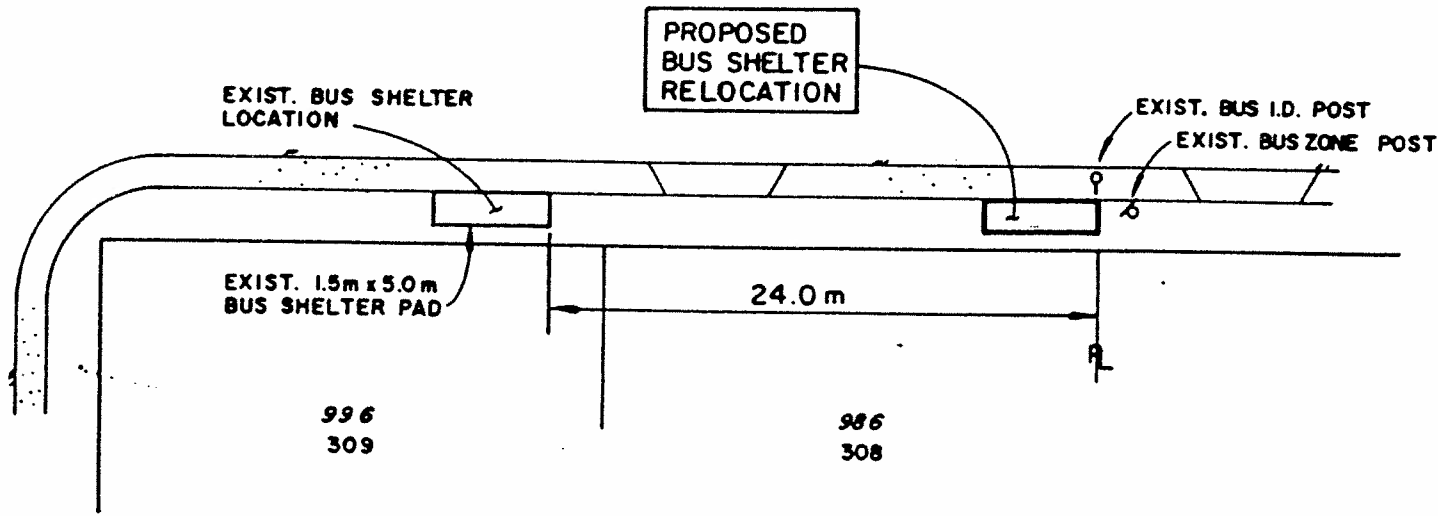
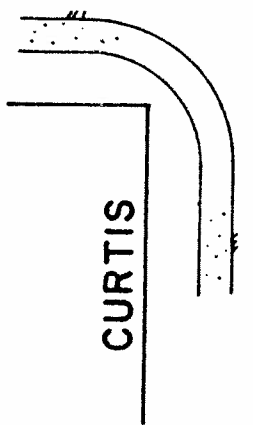
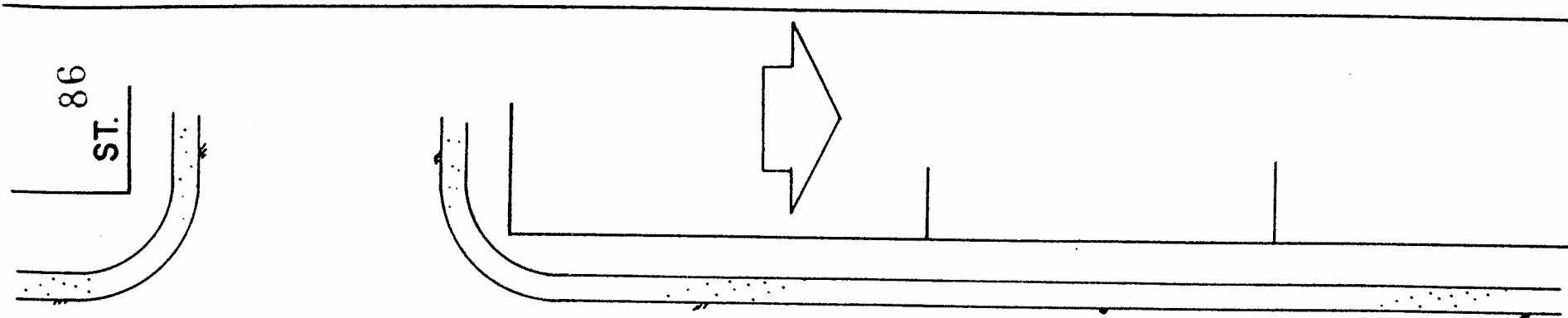
HYTHE AVE./CAPITOL DR.  
INTERSECTION  
- RECENT IMPROVEMENTS

DESIGNED BY:  
APPRVD BY:

DRAWN BY: DR.Colocero  
CHECKED BY:

SCALE: 1:250  
DATE: 90-10-03

**L** 2205



DUTHIE AVENUE

EXHIBIT I

O. DATE	REVISION



PROPOSED BUS SHELTER RELOCATION  
FROM 996 DUTHIE AVE. TO 986 DUTHIE AVE.

DESIGNED BY:	SCALE: N.T.S.
DRAWN BY: DRColocero	DATE: 90-11-28
CHECKED BY:	L 2213
APPRVD BY:	

2nd STREET COMMUNITY SCHOOL AREA

DESIGNED BY:

DRAWN BY: D'Colocero

DATE: 90-11-29

SCALE: N.T.S.

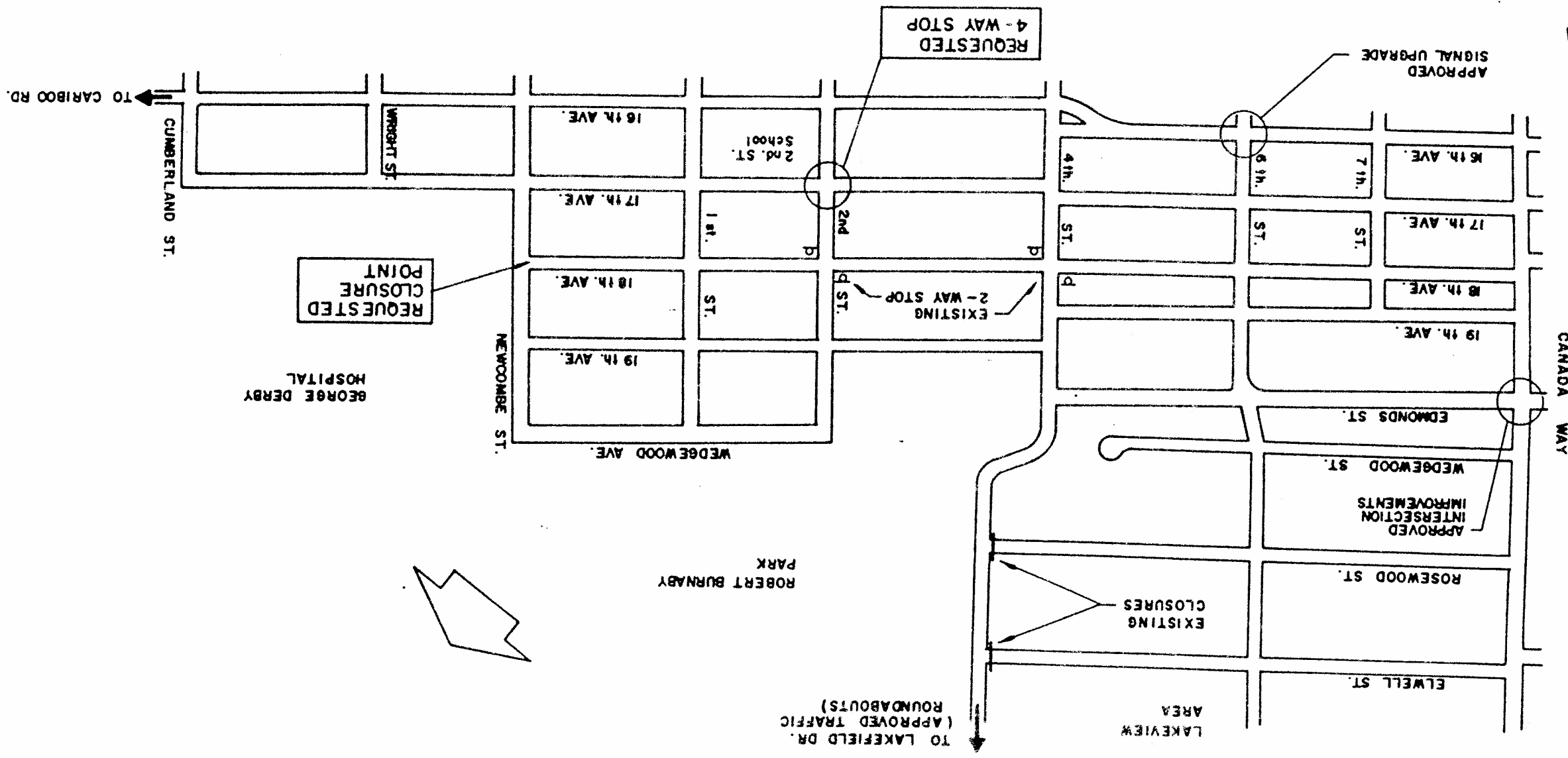
2214

APPROVED BY:

CHECKED BY:

DATE	REVISION

EXHIBIT J



The Corporation of the District of BurnabyINTER-OFFICE COMMUNICATION

**TO:** SECRETARY, TRAFFIC & TRANSPORTATION COMMITTEE      **DATE:** 1990 09 12

**FROM:** ASST. DIRECTOR ENGINEERING, TRAFFIC & ENG. SYSTEMS      **FILE:** CLINTON ST

**SUBJECT:** 5200-5600 BLOCKS CLINTON STREET

**PURPOSE:** To respond to concerns raised in a petition to Council.

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RECOMMENDATION:

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

REPORT1.0 BACKGROUND

A petition to Council was received from the residents of 5200-5600 blocks Clinton Street regarding traffic problems on Clinton Street between Royal Oak Avenue and Gilley Avenue. This was placed on the 1990 September 18 agenda of the Traffic & Transportation Committee and referred to Engineering for investigation and report.

2.0 INVESTIGATION2.1 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."

**EXHIBIT K**

(Cont.)



2.2 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.

We have 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. We were unable to analyze volume growth because of the lack of previous count data for comparison.

2.3 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.

3.0 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.

Our 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. 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, it would be appropriate that B.C. Transit receive a copy of this report so that they are aware of the residents' concerns.



ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENG. SYSTEMS

AH:je

**EXHIBIT K**

