

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR  
AND COUNCILLORS

A. SCHOOL CROSSWALK ON SMITH AVENUE AT BRANDON STREET

RECOMMENDATIONS:

1. THAT Council recommend that the school crosswalk on Smith Ave. at Brandon St. not be relocated to Burke St.
2. THAT a copy of this report be sent to the following:
  - a) Gordon Blair, Principal, Inman School, 3963 Brandon St., Burnaby, B.C., V5G 2P6; and
  - b) Robert M. Griggs, 5049 Smith Ave., Burnaby, B.C., V5G 2W6.

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

REPORT

"BACKGROUND

This report is provided as background information to the concerns raised by Mr. Griggs of 5049 Smith Ave. who is to appear as a delegation at the Traffic Safety Committee.

In November 1992, Engineering Department staff were contacted by Gordon Blair, Principal of Inman Elementary School which is located on the north side of Brandon Street to East of Smith. Mr. Blair requested that a marked crosswalk be installed at the intersection of Smith Ave. at Brandon St. (5000 Block of Smith Ave.). Mr. Blair confirmed that the existing school crosswalk patrol program would be expanded to include the new crosswalk.

: COPY - CITY MANAGER  
- DIR. ADMIN. & COMM. SERV.  
- DIRECTOR ENGINEERING  
- DIRECTOR PLANNING & BUILDING  
- OFFICER-IN-CHARGE. R.C.M.P.

During a site visit, Engineering Department staff assessed the most desirable location for the crosswalk. The usual policy is to locate the crosswalk on the same side of the street as the school (as in this case the north side) in order to provide a safer route by eliminating an additional crossing. The distance was measured from the north east corner of Smith Ave. and Brandon St. to the bus stop to the north, to ensure that the crosswalk would not be obstructed by buses pulling into the stop. A pedestrian study was also conducted, to determine present patterns. To enhance driver awareness of the crosswalk's location, additional warning signs would be installed for approaching Smith Ave. traffic. This was considered necessary because of the location of the crosswalk in relation to the crest of the hill.

Taking into consideration all the gathered information, Engineering Department staff, in consultation with Mr. Blair, concluded that the crosswalk be installed in the 5000 Block of Smith Ave., north of Brandon St. Although originally scheduled to be installed during the Christmas school break, due to inclement weather conditions, the work was not completed until January 1993.

After installation of the crosswalk, Mr. Griggs spoke to Engineering Department staff, expressing his concerns about the location. The procedure which staff had followed was explained to him and he was invited to contact the Engineering Department again if he wished to offer any suggestions for improvement of the existing crosswalk arrangement. Following this, Mr. Blair was contacted by staff, to ensure that the school was satisfied with the location of the crosswalk. He confirmed that this was so.

On 22 February 1993, Engineering Department staff received a letter from Mr. Griggs, proposing that the crosswalk be relocated to Smith Ave. at Burke St.

It was suggested to Mr. Griggs that he contact the secretary of the Traffic and Transportation Committee (Traffic Safety Division) if he wished to appear as a delegation, to discuss this matter further. More recently on March 27, staff, Mr. Blair and Mr. Griggs again reviewed the location on site while children were proceeding to school. At that time the principal reaffirmed that the location from his point of view (and staff's) was appropriate.

#### SUMMARY

It is the position of the Traffic Division of the Engineering Department that the present location of the crosswalk is the most viable. Concerns regarding the lack of sidewalk on the west side of Smith Ave. can be remedied in the short term by the installation of a limestone chipwalk. Ultimately, a concrete curbwalk would be desirable.

With the combined effort of parents, school staff, and the students themselves, a safe route to school via the existing crosswalk can be developed, maintained and encouraged. Although the majority of children now using the crosswalk live south west of the school, these statistics may change in the future, and the crosswalk location should not be considered only on this present situation. Staff recommend that the present crosswalk location be maintained. We would further consult with Mr. Griggs and neighbours to ensure that the chipwalk minimized encroachment on existing landscaping and balanced the need for an improved walkway with demand."

B. PEDESTRIAN SAFETY FOR STUDENTS OF WESTRIDGE ELEMENTARY SCHOOL

RECOMMENDATIONS:

1. THAT Council recommend the installation of a mid-block crosswalk at Duncan Ave., the main entrance of Westridge Elementary School as proposed.
2. THAT a copy of this report be sent to the following:
  - a) Mignonne Wood, Principal, Westridge Elementary School, 510 Duncan Ave., Burnaby, B.C., V5B 4L9
  - b) Joseph Crivici, 4031 Parker St., Burnaby, B.C., V5C 3B8

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

REPORT

"BACKGROUND

At its last meeting the Committee heard delegations regarding the proposal to place a crosswalk on Duncan mid block in front of the Westridge Elementary school. The crosswalk proposal was developed in conjunction with school officials in response to concerns expressed by parents.

On 1993 January 14, Engineering Department staff received a letter from the chairperson of the Westridge 'Parents' Association, requesting a school crosswalk on Duncan Avenue in front of the school. Some of the reasons for this request included:

- when dropping off and picking up their children, parents park on the west side of Duncan Ave. (across the street from the school)
- students are dismissed from their classrooms directly onto the Duncan Ave. frontage

- a number of physically challenged students attend the school, and it is difficult for them to walk the entire length of the block to cross at Union St.

On 1993 February 4, Engineering Department staff met with Mignonne Wood, Principal of Westridge Elementary School, to discuss the crosswalk request and determine its potential location. In deciding on a location adjacent to the walkway at the school's main entrance, it was noted that the parking in front of 615 Duncan Ave. would be affected. Due to the 'No Stopping' zone requirements on the approach to crosswalks, street parking directly in front of this property would be eliminated. Mrs. Wood was told that the property owners would be contacted and advised of the situation.

Ivan and Maria Crivici (4031 Parker St.), the property owners of 615 Duncan Ave., were called on 1993 February 05. They requested that Engineering Department staff contact their son and daughter-in-law who live in the Duncan Ave. house. Accordingly, Mrs. Crivici (owner's daughter-in-law) was contacted by staff the same day. After hearing of the proposed crosswalk location and its impact on street parking in front of her residence, she expressed concern over potential loss of property value. She also stated that it was unfair for her to lose the right to park in front of her house and said she would discuss it with her husband.

On 1993 February 8, Joseph Crivici (brother-in-law of Mrs. Crivici) called the Engineering Department to express his opposition to the crosswalk installation. During the discussion, it was suggested that he present his concerns to the Traffic & Transportation Committee (Traffic Safety Division). He was sent a diagram of the proposed crosswalk location and was assured that the crosswalk would not be installed in the meantime.

Mrs. Wood was called by staff and advised of these developments. She too expressed interest in attending the Traffic & Transportation Committee meeting.

#### DISCUSSION

In view of the location of the main entrance/exit of the school and the traffic patterns during the peak 'pick up and drop off' times, staff consider the proposed crosswalk location to be the most viable.

The school has agreed to the implementation of a school crosswalk patrol program, which will help to ensure a safe environment for children using the crosswalk. The crosswalk's close proximity to the school will also enable school staff and parents to informally monitor activities of both pedestrians and drivers.

Transportation Planning staff have suggested closing Duncan at Hastings in conjunction with the Hastings people mover project. This proposal would directly address the through traffic issue raised as a secondary concern and should be pursued. However we would continue to recommend the installation of the crosswalk now with the intent that its need could be further reviewed with the school and parents subsequent to an actual closure of Duncan."

C. KITCHENER STREET AND DUTHIE AVENUE

RECOMMENDATION:

1. THAT Council receive this report for information purposes.

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

REPORT

"1.0 BACKGROUND

In a report to Council at its meeting of 1992 December 14, Rezoning Reference #32/92 (1570-1632 Duthie Avenue) was discussed. The staff report noted that at the public hearing several traffic related issues were raised ranging from site access to parking on Duthie Avenue to traffic in general on Duthie Avenue.

These traffic issues were referred to the Traffic and Transportation Committee and subsequently to staff for review. Also raised at the Committee meeting was a request to review the existing traffic control at the intersection of Kitchener Street and Duthie Avenue due to its proximity to the site.

2.0 TRAFFIC ISSUES REFERRED TO STAFF

2.1 Traffic Volumes on Duthie Avenue

Recent traffic volumes were obtained on Duthie Avenue east and west of Kitchener Street on 1993 January 28, there were 5500 Vehicles on Duthie Avenue north of Kitchener and 6000 vehicles on Duthie Avenue south of Kitchener. These volumes are somewhat higher than typical for a collector road but will diminish in the future (see 2.5).

## 2.2 Truck Traffic on Duthie Avenue

Duthie Avenue is not a truck route. Sperling Avenue paralleling Duthie, is the designated north-south truck route between Hastings Street and Broadway. However due to the continuity of the street some truck traffic will risk a ticket and use this route. Enforcement is the best deterrent for this problem but the incidence of truck use may not warrant significant enforcement action. It should be noted that for any truck to access Duthie Avenue it would have already left a designated truck route and should have passed truck route informational signing. Further signing prohibiting trucks would be redundant and potentially misleading.

## 2.3 Street Lighting

Final standard street lighting is in place on Duthie only adjacent to recent re-development and will be installed adjacent this rezoning project. The remainder of Duthie Avenue between Broadway and Ridge Drive meets interim standard lighting requirements. Under council's policy for minimum light spacing, there is a least light at every intersection and no more than 700' between lights, providing an adequate B.C. Hydro pole is available. To upgrade lighting to City standard would require a petition for a Local Improvement project. To date, no requests are on file.

## 2.4 Parking Problems and Resident Parking Only

Observations indicate that on-street parking does not appear to be a problem. Currently, the majority of single family dwellings have ample on-site parking leaving street parking available. This situation should not significantly change as the new development is relatively small and on-site parking exceeds the minimum requirements. Thus 'resident only parking' should not be necessary.

## 2.5 Phillips Extension

It was earlier noted that traffic volumes on Duthie Avenue are high but not out of keeping with those on a collector road. The Burnaby Conceptual Transportation Plan indicates Phillips/Burnwood route being a future north south major collector. With through continuity that road will divert traffic from Duthie.

## 2.6 Traffic Control at Duthie Avenue and Kitchener Street

Recently an intersection analysis was conducted at the intersection of Kitchener Street and Duthie Avenue primarily to determine the feasibility of converting the intersection to a 4-way stop. Currently Duthie Avenue has the right-of-way. The results of our review lead us to conclude that a 4-way stop is not appropriate. 4-way stops are installed to control a developing accident problem or to improve flow at an intersection at which approach volumes are similar. These conditions are not met.

Our records indicate that the last reported accident was in November of 1990. Recent traffic counts of the location indicate at least 5 times the approach volumes on Duthie versus those on Kitchener Street. Observation did not note any difficulty in entering the intersection for Kitchener motorists. This rezoning should not affect this conclusion as access to the site will be from Duthie Avenue having no affect on the Kitchener Street volumes."

D. PEDESTRIAN SAFETY CONCERNS ON KITCHENER STREET AT CLIFF AVENUE

RECOMMENDATIONS:

1. THAT Council approve the installation of stop signs on Kitchener St. at Cliff Ave.
2. THAT copies of this report be sent to the following:
  - a) Doug Ibbott, Principal, Lochdale Community School, 6990 Aubrey St., Burnaby, B.C., V5B 2E5.
  - b) Matt Foley, 6990 Kitchener St., Burnaby, B.C., V5B 2J9

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

REPORT

"Engineering Department staff have been contacted by Lochdale Community School representatives and nearby residents, concerned with pedestrian safety at the intersection of Kitchener St. at Cliff Ave. Of particular concern is the safety of Lochdale Community School students attempting to cross Kitchener St. en route to and from school.

The action requested by the school representatives and the residents, is that the intersection be converted from the present 2-way stop to a 4-way stop. This would entail the installation of stop signs on Kitchener St.

In response to the requests, Engineering Department Staff researched the accident history of the intersection, conducted site visits, and gathered vehicle volume count data. Although the accident history alone does not warrant additional traffic control, it is noted that both Kitchener St. and Cliff Ave. are functionally local collectors. The proximity of the elementary school and reports of drivers' disregard for pedestrian safety adds weight to the argument for stop signs on Kitchener St.

Therefore, staff recommend the installation of stop signs on Kitchener St. at Cliff Ave., converting the intersection to a 4-way stop. Crosswalk road markings on all legs would be included in the installation."

E. BUS STOP FOR NORTHBOUND HYTHE FARSIDE EMPIRE DRIVE

RECOMMENDATION:

1. THAT a copy of this report be sent to Mr. and Mrs. Clingman, 106 S. Hythe Avenue, Burnaby, B.C., V5B 3H7.

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

REPORT

"The Committee will recall that late last year B.C. Transit requested the extension of a bus zone at its stop on N.B. Hythe Farside Empire. The request to have the zone extended resulted from difficulties experienced in aligning the bus with the curb immediately after the acute left turn to Hythe. This condition arose as a result of the City finishing Hythe to final standard concurrently with B.C. Transit starting to use larger vehicles. They initially proposed extension of the zone by about 30 meters which would have resulted in a parking ban extending through to about 92 Hythe. As a result of the parking bans the committee heard from a number of delegations and this matter was referred to staff. The elimination of a driveway crossing at 108 Hythe enabled the parking restriction to be reduced and this refined zone was approved by the committee. The zone as now implemented is shown on Appendix 2.

Unfortunately Mr. and Mrs. Clingman of 106 Hythe who attended the meeting were left with a misunderstanding of what was to be implemented as they outline in the attached correspondence (Appendix 1). They were misled because staff confused their property with that of their immediate neighbours to the north who had previously appeared as a delegation.

Staff have apologized to the Clingman's for promoting the misunderstanding but feel it important for the committee to have the benefit of the corrected facts. Unfortunately as the attached figure (Appendix 2) shows there is no scope for further fine tuning to restore parking in front of the Clingman residence which was immediately north of the pre-existing bus zone. The Clingman's who are in poor health are in the process of obtaining a handicapped decal for their vehicle. They have indicated that they would be pleased if we could reserve a disabled persons parking stall as close to their property as possible. We have undertaken to do this subject to further consultation with the residents of 104 and 98 Hythe.



While the contents of this report have been discussed with the Clingman's it would be appropriate to send them a copy. Staff very much regret the confusion that has resulted from our misunderstanding."

The Assistant Director Engineering - Traffic and Engineering Systems, at the Traffic Safety Division meeting held on 1993 April 06, advised that he met with Mrs. Clingman on-site and intended to further fine tune the bus zone with B.C. Transit through a field test.

F. HATS OFF DAY

RECOMMENDATION:

1. THAT Council authorize minor expenses up to \$400.00 to cover costs associated with the Traffic Safety Division's participation in the "Hats off Day" event.

REPORT

Hats off Day is on Saturday, 1993 June 05. The Traffic and Transportation Committee (Traffic Safety Division) and the Burnaby Safety Society intend to set up an information booth for the purpose of distributing traffic safety literature and paraphernalia to the citizenry. Committee members have volunteered their time to staff the traffic safety booth. The Committee is confident that participation in this type of localized initiative will provide a higher traffic safety profile in the community.

MEMBERS:

Respectfully submitted,

- Mr. D. Rankin
- Mr. W.B. Bennett
- Mr. M. Bloomfield
- Mrs. L. Brown
- Mrs. M. Canessa
- Mrs. G. Evans
- Mr. T. Hulme
- Mr. E. Fourchalk
- Mr. D. Ramsbotham
- Mr. W.B. Roxburgh
- Mr. R. Weston

Councillor J. Young  
Chairman

Councillor D. Evans  
Member

Councillor C. Redman  
Member

106 S. Hythe Ave  
Burnaby, B.C.  
V5B 3H7  
Feb. 22, 1993

The Burnaby City Council  
c/o Mr. Sid Cleave  
Burnaby, B.C.

Dear Mr. Cleave:

My wife and I wish to express our extreme concern and confusion over the apparent outcome of the problem regarding the parking situation in front of our home at 106 S. Hythe Ave., in Burnaby. As I mentioned in my letter to you and the Council of October 25, 1992 and in the two meetings of the Traffic Safety Committee where I was allowed to speak to the Committee, we are both retired and in poor health. We both have arthritis. Further, I have heart and blood pressure problems and quite limited mobility. I require a cane to walk. In bad weather we cannot park in back of our house and our parking is very important to us.

It was our clear understanding, at the January meeting of the Traffic Safety Committee, that we would be able to retain one parking place in front of our home. In fact, we both remember that a member of the Committee asked the question, "Does this mean that the Clingmans will be able to retain at least one parking place in front of their house?" The reply (it was, as I recall, from the representative of B.C. Transit and from the Assistant Director, Engineering Traffic and Engineering Systems) was "Yes, they will be left with at least one parking place in front of their house."

We were confused and dismayed, therefore, when on Monday, February 15th a work crew appeared and posted new parking regulations excluding not only parking in front of our home at 106 S. Hythe Ave., but also at the next house, at 104 S. Hythe Ave. This directly contradicts what we believe was the agreement reached at the January meeting of the Traffic Safety Committee.

We followed correct democratic procedure, as far as we know, for providing input to the Committee. To have this agreement overturned or overlooked in the implementation has been a real shock. If there was no intent of following

through and allowing us our badly needed parking space, it would have been much better if we had been told simply "No, that is not possible."

If an honest mistake has been made, it should be corrected. If this is not an error in implementation, we will have learned a hard lesson, namely that the word of "City Hall" is not to be trusted. I very much hope that this is not true!

It seems to us to be ironic that we and other home owners in this area will be paying for these "street improvements" for many years to come, while, partly because of these improvements, ALL the on-street parking privileges in front of our property are being lost. This is surely not just.

We would really appreciate it, Mr. Cleave, if you and the Committee would search your memory and notes for the January meeting of the Traffic Safety Committee. We were both present at the meeting and we remember clearly what was said.

We look forward to hearing from you regarding this matter. As I said at the last meeting, this may seem to be a small matter, but it is very important to us! Thank you for your attention and consideration.

Yours truly,

*Allen E. Clingman*

Allen E. Clingman

*Shirley L. Clingman*

Shirley L. Clingman

CORRESPONDENCE FROM  
MR & MRS CLINGMAN

9) 19	0143	0135	36.77	066	48.55	41.98	4991	36.77	0105	0103	0101	0055
9.08	10.06	1.49	1.49	8	8	20	(0115)	6.96	10.06	10.06	10.06	10.06

HYPHE AVE.

PARKING PROHIBITION

6.40	28.30	5031	40.27	0138	0108	0108	0108	0106	0104	0098	0092	0050	0038
6.10	6.10	36.85	36.85	10.06	10.06	10.06	10.06	10.06	10.06	10.06	10.06	10.06	10.06

(5011)

7.78	10.06	10.06	10.06	10.06	10.06	10.06	10.06	10.06	10.06	10.06	10.06	10.06	10.06
36.85	P L A N												

BUS STOP N.B. HYPHE - FAR SIDE

APPENDIX 2

