

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR  
AND COUNCILLORS

A. TRAFFIC IN THE KENSINGTON PLAZA  
SHOPPING CENTRE AREA

RECOMMENDATIONS:

1. THAT Council approve the installation of a barricade on Grove Avenue at Frances Street for a six month trial period.
2. THAT a copy of this report be sent to Mr. Shaffin Poonja, 595 Sperling Avenue, Burnaby, B.C., V5B 4H4.

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

R E P O R T

"BACKGROUND

At its November meeting, the Committee received a report relating to excessive traffic in Kensington Plaza Shopping Centre area. That report was written in response to concerns raised by Mr. Shaffin Poonja, an area resident, who on behalf the neighbourhood, has suggested measures to limit access to the shopping centre via Grove and Frances. The option to close Grove Avenue at Frances Street was recommended by the Engineering Department after consideration of resident input. However, the issue was referred back to staff for a further review of the effect on area circulation and for Fire Department input.

EFFECT ON FIRE DEPARTMENT

The Fire Department has been contacted and would not foresee any serious effect on accessibility as a result of a closure. They note that the fire hydrant located at the intersection of Frances and Grove would still be accessible from either side of the proposed barricade. The mall is equipped with on site fire plugs and if this additional hydrant was required only a short back up from the mall driveway would be required.

:--COPY - CITY MANAGER  
- DIRECTOR ENGINEERING  
- DIRECTOR PLANNING & BUILDING  
- O.I.C., R.C.M.P.

### EFFECT ON AREA CIRCULATION

As was noted in the previous report we do not feel that closing Grove Avenue at Frances Street will have a major effect on area circulation. On the attached map (Appendix I) we have indicated the probable route the immediate neighbourhood would take to access the mall. As can be seen, Kensington Avenue will act as access route to the mall. Residents of Union, Carnegie, Dunnedin and Brooklyn will be required to travel west rather than having the Grove option. Frances and Grove residents will have a short backtrack but judging from the survey results this is preferable to excessive traffic. Georgia residents will have the option of using the lane or circling the block. Exiting the mall to return back to the neighbourhood should also not be inconvenient. If a left turn from the mall to Kensington Avenue or to Hastings Street is not desirable accessing Hastings via a driveway or Grove Avenue en-route to Sperling is possible. This will allow easy access back to the neighbourhood.

For people coming from further afield, Kensington will provide the primary access for those who now travel to the mall via Sperling, Frances, and Grove. For those who now exit the mall via Grove, Frances, and Sperling, the logical route would be Hastings, Sperling. The additional travel distance for this latter movement is minimal while entering the mall via Kensington would increase travel distance by about 250m on average.

While we expect diverted traffic to use Sperling, Hastings or Curtis, Kensington, there may be an increase of traffic on Union Street. Some of the immediate local traffic will use Union on their route to the mall, but this increase should be marginal. There may also be a percentage of drivers who choose to use Union Street between Sperling and Kensington rather than Curtis. Accordingly, traffic flow on Union will be monitored during the trial period of the barricade installation.

### DISCUSSION AND CONCLUSION

Our conclusion after this further review remains essentially unchanged from our previous report which is paraphrased below.

"After considering various options as well as opinions both for and against this option and its impact on traffic flow, we believe Option 1 (the barricade of the north leg of Grove at Frances) is a viable solution. It will certainly eliminate the through traffic while not hindering the access for the immediate neighbourhood as the Kensington Avenue entrance is just as convenient. Any extraneous traffic will be required to use another more major mall entrance such as one on Hastings Street or again off Kensington. We do not feel that the installation of a barricade will seriously affect mall patronage. The Grove Avenue access was to be a minor outlet but was being utilized by short-cutting traffic not wanting to use busier roadways. Residential streets are not for this purpose. The Grove entrance will still be

available but, as with the other entrances, will have to be accessed via the major roads. However, because of the concerns expressed by the mall, its tenants, and customers (by way of a 600 signature petition), as well as a minority of area residents, we are proposing to implement Option 1 on a six month trial basis.:"

B. ENHANCED TRAFFIC CONTROL MEASURES

RECOMMENDATIONS:

1. THAT the Province consider devices and signing including flashing lights that would identify reduced speed limits along roadways during specified times.
2. THAT a copy of this report be sent to Lorne Holowachuk, P. Eng., Director, Highway Safety, Highway Safety Branch, Ministry of Transportation & Highways, 940 Blanshard Street, Victoria, B.C., V8W 3E6.

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

R E P O R T

"At its last meeting the Committee adopted the following motion:

"THAT staff prepare a report requesting that the Province consider devices and signing including flashing lights that would identify reduced speed limits along roadways during specified times."

The Committee's request was prompted by a community-wide perspective that unacceptable driver behaviour is increasing and traffic safety is consequently deteriorating. A special concern relates to the safety of child pedestrians. The City supports school based safety initiatives (such as the safe routes to school program and school patrols) through provision of marked school crosswalks and on busier routes, pedestrian signals. Recently, the City has expanded deployment of 30 km/hr school zones to include secondary schools and major collector streets. In doing so, the City has gone beyond the typical application standards practiced by its Lower Mainland civic neighbours.

Nonetheless, there is a community wide demand to do more to enhance safety. In this regard, members of the Traffic Safety Committee have been favourably impressed by a traffic control installation at a school in Blaine, Washington. This installation consists of a series of amber flashing lights related to signs specifying a reduced speed limit 'when the lights are flashing'. The flashing lights are activated by a timer that is programmed by the school staff. The school selects the timing to coincide with children coming to and leaving school. The primary benefit of the Blaine installation is that it focuses the reduced speed limit on the times when the need is greatest. By contrast, B.C. Motor Vehicle Act regulations

state that when a 30 km/hr tab sign is "used below the 'School Children (warning) sign' this tab establishes a maximum speed zone of 30 km/hr between 8:00 a.m. and 5:00 p.m. on school days". Given the absence of any reference to it in the Motor Vehicle Act regulations, an installation such as that in Blaine would appear to be not legal as a speed control device. In addition, the School Board staff have concerns regarding the liability implications of having the school control the activation of the device.

The Committee and City staff are cognizant of the need for traffic control devices to conform with National standards, Provincial regulations, and the practice of neighbouring local authorities. Accordingly, it would be most appropriate if the Provincial Government, which influences National standards through the Transportation Association of Canada and establishes regulations through the Motor Vehicle Act, spearhead the examination of new traffic control devices such as the one in Blaine. City staff would be willing to assist in this, both through discussion and participation in experimentation."

#### C. SCHOOL ZONE SIGNS

##### RECOMMENDATION:

1. THAT this report be received for information.

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

#### R E P O R T

##### "INTRODUCTION

Arising out of discussion in the New Business portion of the 1993 October 05 meeting, the Committee adopted the following motion:

"THAT staff review the school zone signs in Burnaby."

##### BACKGROUND

The school zone area warning sign consists of a white silhouette logo of walking children carrying books on a blue background. The sign blank is bordered in white and the unique five sided shape is evocative of a pitched roof school building. The Provincial Motor Vehicle Act regulation and the Canadian Manual of Uniform Traffic Control Devices both specify the sign, its colour, shape, requirement for reflectivity, and standard dimensions (60 x 60 cm).

When a 30 km/hr tab sign is placed below the pentagon a reduced maximum speed zone is defined in accordance with the Motor Vehicle Act which states:

"This tab establishes a maximum speed zone of 30 km/hr between 8:00 a.m. and 5:00 p.m. on school days. The back of the sign assembly erected for the opposite direction of travel designates the end of the restricted zone."

SIZE OF SIGNS

Last year when the Committee approved a 30 km/hr zone on Gilpin at the Seventh Day Adventist (private) school the zone was implemented with oversize (75 x 75 cm) pentagon signs in response to Committee concern. Although the surface area of the oversize sign was almost 60% greater than standard, we received no feedback relative to sign size.

Subsequently after Committee direction to review sign size, we tested the larger pentagon signs with enlarged tab signs at an existing school zone on Delta adjacent Brentlawn Park Elementary School. Our research hypothesis was that speeds would be beneficially reduced when the larger signs were substituted but that this beneficial effect would erode over time.

In fact, we found no statistically discernible difference between the pattern of speed before and after the larger signs were substituted, as summarized in the table below.

Table 1: Vehicle Speeds with Larger School Zone Signs  
(8:00 a.m. to 5:00 p.m. % of Vehicles)

Speed (km/hr)	Wednesday October 20 ("Before")	Wednesday October 27 ("After")
> 60	3.52%	3.50%
45-60	17.93%	18.00%
30-45	50.87%	53.19%
< 30	<u>27.67%</u>	<u>25.34%</u>
	100.00%	100.00%

DISCUSSION

Notwithstanding our brief research into the effect of sign size, we recognize the importance attached by Committee members to the need to highlight new regulations. Accordingly, we have implemented the new speed zones at secondary schools with standard size pentagon signs, an oversize 30 km/hr tab, and an additional tab with eye catching cross-hatching that says NEW REGULATION. The "new regulation" tab will be removed after a learning period and re-used in future installations. The signs discussed in this report will be displayed at the Committee meeting.

We note that there are currently major research initiatives underway to determine how North American road signs can be improved to accommodate our aging driver population with deteriorating vision. We anticipate changes to signing standards as that work progresses."

Arising from the discussion of this report, the Committee requested that oversized pentagon signs, oversized 30 km/hr tab signs and new regulation signs with cross hatching be used on all future installations.

D. SCHOOL CROSSWALK AT AUBREY ELEMENTARY SCHOOL

RECOMMENDATIONS:

1. THAT Council approve the installation of a mid-block crosswalk on Stratford Avenue, at the main entrance to Aubrey Elementary School.
2. THAT a copy of this report be sent to the following:
  - a) Ms. Bruna Gazzola, 1060 Stratford Avenue, Burnaby, B.C.; and
  - b) Morley Jameson, Head Teacher, Aubrey Elementary School, 1075 Stratford Avenue, Burnaby, B.C., V5B 3X9.
3. THAT the "no stopping at any time" signs be amended to read "no stopping between 8:00 a.m. and 5:00 p.m. on school days."

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

R E P O R T

"BACKGROUND

On 1993 October 19, Engineering Department staff received a telephone call from Morley Jameson, Head Teacher at Aubrey Elementary School. Mr. Jameson was calling to request a school crosswalk on Stratford Avenue in front of the school.

A site visit was made by Engineering Department staff on 1993 October 28. At this time, discussions with Mr. Jameson revealed the existing pedestrian patterns. Presently, students are crossing Stratford Avenue at Aubrey Street and also mid-block at the main entrance to the school. There are no marked pedestrian crosswalks at either location, but student patrols and orange safety cones are used to facilitate safe crossing. This procedure does not meet the usual standard for school crosswalks found throughout Burnaby. The installation of a marked crosswalk at the mid-block location would provide pedestrians with the regulatory protection of the Motor Vehicle Act, eliminating ambiguity for drivers and enhance safety.

The mid-block location is the school's preferred location for crosswalk installation, since it is at the main entrance to the school. If the crosswalk was situated at Aubrey Street, students walking from north of the school would not likely walk past the school to cross there. Crosswalks at both Aubrey Street and Curtis Street are not desirable due to the high volume of traffic on Curtis Street and the probability that students walking from south of the school will not walk past the school entrance to cross the street and double-back. It is preferable to consolidate crossing movement at one location that is readily monitored by school staff.

#### DISCUSSIONS WITH MS. GAZZOLA

During the site visit, Engineering Department staff also spoke to Ms. Bruna Gazzola, resident of 1060 Stratford Avenue, as installation of a crosswalk at the school's preferred location would result in the loss of on-street parking in front of her residence. She was given an explanation of the School's request for a crosswalk, and also the process available to her should she choose to oppose the crosswalk installation. The role of the Traffic & Transportation Committee (Traffic Safety Division) was described and she was requested to contact the Engineering Department if she planned to "appeal" the decision to the Committee. This would ensure that the crosswalk installation would not go ahead without her having the opportunity to express her point of view.

Ms. Gazzola's concern was that having a parking ban in front of her house would be a hardship, should she have visitors. She runs a business out of her home and felt her customers would be inconvenienced also.

On 1993 November 02, Ms. Gazzola contacted the Engineering Department, requesting that a supervisor meet with her to discuss the proposed crosswalk location. Two members of the Traffic Division met with Ms. Gazzola and she once again questioned the need for a school crosswalk at that location. After extensive discussion that did not lead to a resolution, she was given the name of the Chairperson of the Traffic Safety Committee.

On 1993 November 03, Mr. Jameson was called by staff and advised of these developments. He too expressed interest in attending the Traffic Safety Committee meeting when the crosswalk issue was to be dealt with.

#### SUMMARY

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 continuation of the school crosswalk patrol program, which will help to ensure a safe environment for children using the crosswalk. The children will be crossing at one central location, sufficiently marked, rather than at the two sub-standard crossing locations currently being used.

In order to address Mr. Gazzola's concerns over loss of parking for visitors, Mr. Jameson has agreed that the school will look at the possibility of removing the chain across the school parking lot after school hours, thereby providing additional parking.

Discussions have taken place between Engineering Department staff and Aubrey School staff concerning the overall traffic safety concerns around Burnaby schools. Recommendations have been made to implement a formal Safe Route to School Program, and the school (like others in Burnaby) has been encouraged to continue the process of having the parents of the students take increased responsibility for ensuring pedestrian safety around the school."

Arising from the discussion of the report, the Committee requested that the "no stopping at any time" signs be amended to read "no stopping between 8:00 a.m. and 5:00 p.m. on school days". In addition, the Committee requested that the Traffic Engineering Department, R.C.M.P., Burnaby School Board and Aubrey School staff and parents investigate methods to alleviate the problems created by vehicles when children are dropped off and picked up at the school.

MEMBERS:

Respectfully submitted,

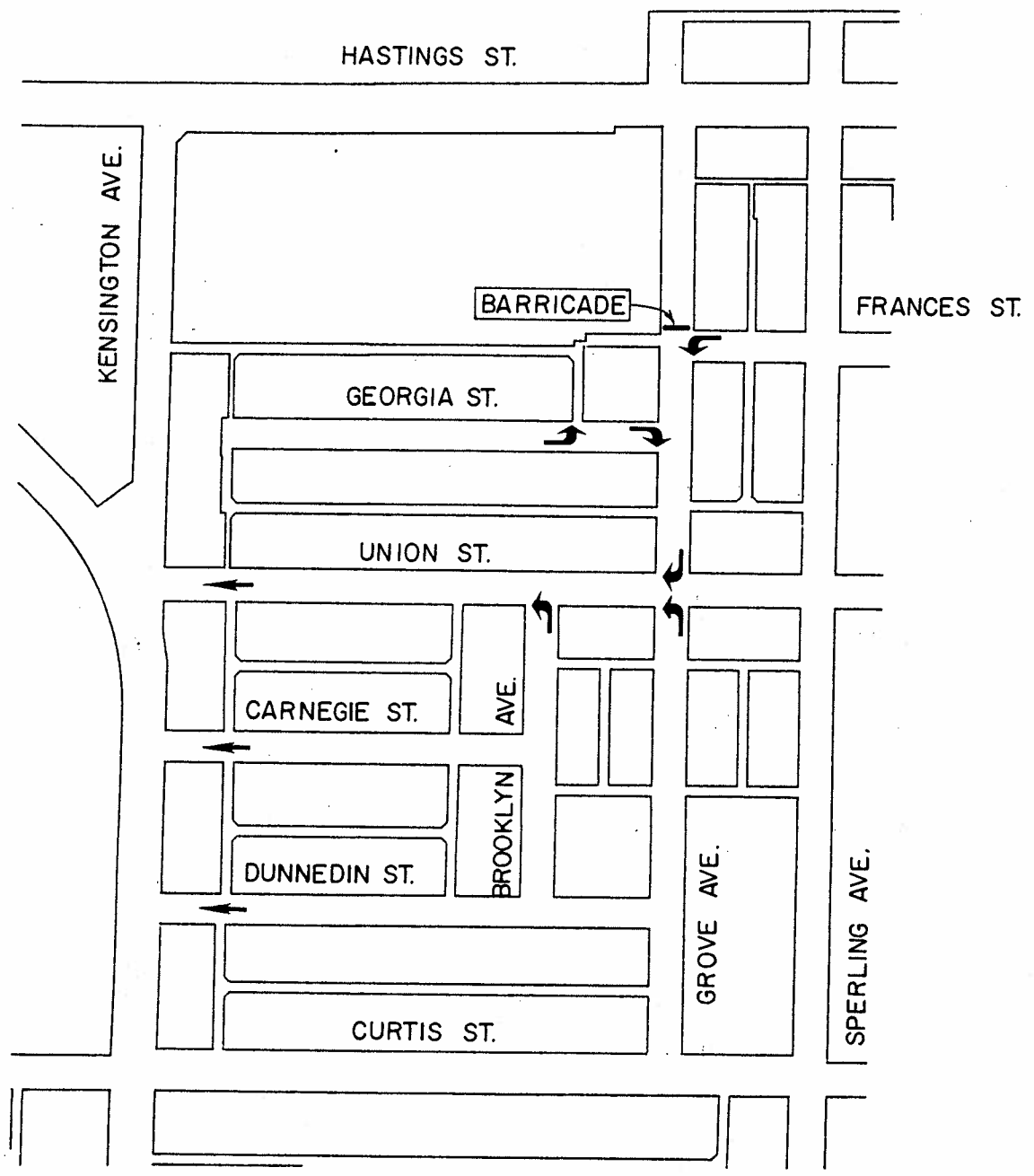
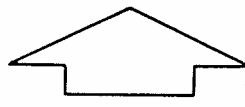
Mr. D. Rankin  
Mr. W.B. Bennett  
Mr. M. Bloomfield  
Mrs. L. Brown  
Mrs. M. Canessa  
Mrs. G. Evans  
Mr. T. Hulme  
Mr. E. Fourchalk  
Mr. D. Ramsbotham  
Mr. W.B. Roxburgh  
Mr. R. Weston

Councillor J. Young  
Chairman

Councillor D. Evans  
Member

Councillor C. Redman  
Member





NO.	DATE	REVISION



FIGURE 1  
SHOWING TURNING  
MOVEMENTS  
APPENDIX 1

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DESIGNED BY:	DRAWN BY: H. LOUIE	SCALE: N.T.S.
APPRV'D BY:	CHECKED BY:	DATE: 93.12.20

**A 296**

VANCAL - 60378

