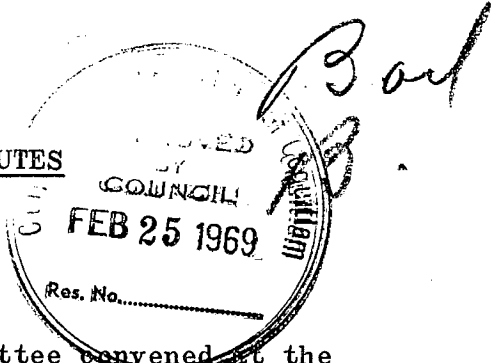


TRAFFIC AND SAFETY COMMITTEE MINUTES



Monday, February 17th, 1969

A meeting of the Traffic and Safety Committee convened at the Municipal Hall on Monday, February 17th, 1969 at 7:00 p.m.

Attending the meeting were: Alderman R.E. Boileau; Alderman C.W. McKenzie; Alderman L.A. Bewley, Alderman M.J. Butler; Mr. H.F. Hockey, Engineering Supervisor; Staff Sergeant Howarth; T. Klassen, Assistant Municipal Clerk; and Mr. J.D. Jacobson, the Director, Canadian Affairs for Rich's Soft-Cushion Bumper of Canada.

Mr. Jacobson showed a film to the meeting prepared by the Brigham Young University on Water Bumpers and Hi-Dro Cushion Cells. Mr. Jacobson then answered questions put to him by those present on costs and installations, and left several brochures for examination by the members of the Committee.

Ald. Boileau thanked Mr. Jacobson for his time in presenting the film to the Committee.

Mr. Hockey read his report on the 1969 Sidewalk Programme as revised by Ald. Butler, Staff Sergeant Howarth, Mr. E.K. Newson and Mr. Hockey.

This report recommended that the sidewalk proposed for Como Lake Avenue from Seymour Drive to Baker Drive be deleted from the list as revised by the Budget Committee on January 8th, 1969 and that two projects be added. These projects are:

1. Pipeline Road - City boundary to Glen Drive (East side).
2. Como Lake Avenue - Wasco Street to Poirier St. (North side).

The sidewalk programme as recommended by the Special Committee under Ald. Butler is as follows.

MAJOR CAPITAL WORKS PROJECTS

SIDEWALKS

<u>Project</u>	<u>Amount</u>	<u>Constructed By</u>	<u>In 5 Yr. Cap. Exp. Report</u>
1. Thermal Dr. - Como Lake Ave. to Pinecrest Ave. (east side)	\$ 33,453.00	Municipal Contract	Yes #95 (1969)
2. Laurtentian Cres. - Brunette Ave. to Seaforth Cr. (north side)	25,000.00	Municipal Contract	Yes #85 (1969)
3. Winslow Ave. - Gateensbury St. to Schoolhouse St. (south side)	9,170.00	Municipal Contract	Yes #96 (1969)
4. Winslow Ave. - Blue Mtn. St. to Porter St. (south side)	9,100.00	Municipal Contract	Yes #63 (1971)
5. Winslow Ave. - Porter St. to Gatensbury St. (south side)	8,990.00	Municipal Contract	Yes #90 (1969)

Monday, February 17th, 1969

<u>Project</u>	<u>Amount</u>	<u>Constructed by</u>	<u>In 5 Yrd. Cap. Exp. Report</u>
6. Como Lake Ave.- Thermal Drive to Seymour Drive (north side)	\$ 18,000.00	Municipal Contract	NO
7. Pipeline Road- City boundary to Glen Drive (east side)	12,000.00	Municipal Contract	Yes #65 (1972)
8. Spuraway Drive - Starlight Way to Pasture Circle (north side)	10,500.00	Municipal Contract	Yes #67 (1971)
9. Spuraway Dr. - Ranch Park Way to Como Lake Avenue (north side)	6,525.00	Municipal Contract	Yes #56 (1971)
10. Como Lake Ave. - Wasco St. to Poirier St. (north side)	4,001.00 \$ _____	Municipal Contract	Yes #92 (1969)
TOTAL	<u>\$136,739.00</u>		

Moved by Alderman Bewley,
Seconded by Alderman McKenzie -

That the sidewalk programme as revised by the meeting chaired by Ald. Butler on February 14th, 1969, be approved.

Carried

Moved by Alderman Bewley,
Seconded by Alderman McKenzie -

That the Engineer prepare plans and specifications for the sidewalk programme and that tenders be called.

Carried

Discussion arose with regard to a pedestrian underpass on Pipeline Road located to be convenient both to school and park. Staff Sergeant Howarth stated that he felt that this area is one of the areas where an underpass is most needed. He stated that pedestrian traffic in this area is heavy all year round whereas in other areas the use of an underpass would be just during the school term.

Ald. Boileau stated that Port Coquitlam indicated a year ago that they would be willing to participate in the construction costs of such an underpass.

Moved by Ald. Bewley,
Seconded by Ald. McKenzie -

That a cost estimate be made of the underpass proposal and that once this cost is known that the staff investigate the possibility of cost sharing with Port Coquitlam.

Carried

Monday, February 17th, 1969

Staff Sergeant Howarth was asked by the Committee to study the traffic situation on Spuraway Drive. Ald. Bewley asked that possibly the placing of a stop sign going down Spuraway at Starlight could be studied to slow down the traffic using this road. Also, the placing of an overhead crosswalk light and a crosswalk on Spuraway should be studied.

Discussion on the fatal accident on February 17th, 1969 on Bernatchey Street also arose and the Staff Sergeant was asked to study this intersection to see if anything could be done to improve it.

The practice of using school boy patrols at intersections was discussed and the Committee felt that the School Board may have to take a stand on this type of patrol as some schools use them and others do not.

The Staff Sergeant was asked if assistance in training and supervising the patrols could be obtained from the R.C.M.P., however, the Staff Sergeant stated that at present he does not have enough men to undertake this work.

A letter dated February 1st, 1969 from Mrs. Pocock, President of the Coquitlam Parent-Teacher Council was read to the Committee in regard to the provision of additional policing in the area.

Moved by Ald. Bewley,
Seconded by Ald. McKenzie -

That Mrs. Pocock be informed of the authorized increase of six men for the R.C.M.P. and also that this programme of increasing the Police Force strength will be continued in future years.

Carried

A letter from Mrs. Sanford of the Parkland P.T.A. was read to the Committee with regard to Adult Patrols at Como Lake and Poirier Street, Como Lake and Wasco Street and Poirier and Regan Street.

Moved by Ald. McKenzie,
Seconded by Ald. Bewley -

That the Safety Committee does not feel it can recommend to Council the expenditure of funds to provide Adult Patrols for school crosswalks and that the practice of using existing school boy patrols be continued.

Carried

A letter from Mr. J.D. Hayhurst, Principal of Alderson Elementary School, dated November 19th, 1968 requesting a sidewalk from the school to Loughheed Highway was read to the Committee.

Moved by Ald. Bewley,
Seconded by Ald. McKenzie -

That Ald. Butler bring in a report on Alderson Avenue for the Council meeting to be held February 25th, 1969.

Carried

A letter from Mr. A.J. Rhodes of 886 Thermal Drive dated November 18th, 1968 asking for the closing of Thermal Drive at the Coquitlam-Port Moody border was read to the Committee.

Monday, February 17th, 1969

Moved by Ald. McKenzie,
Seconded by Ald. Bewley -

That Mr. Rhodes be informed that Thermal Drive will not be closed but a sidewalk will be constructed on Thermal Drive in 1969 as well as along Como Lake from Thermal Drive to Seymour Drive. Also, that a traffic study report from our Consulting Engineers is expected by the end of February and that this may have some bearing on future traffic patterns.

Carried

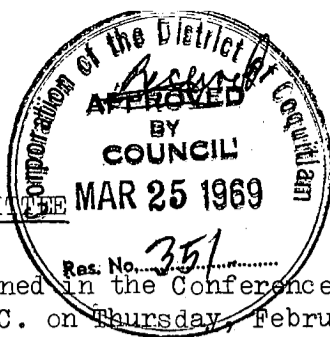
Moved by Ald. Bewley,
Seconded by Ald. McKenzie -

That the meeting adjourn.

Carried

Meeting adjourned at 9:30 p.m.

TRAFFIC AND SAFETY COMMITTEE



A meeting of the Traffic and Safety Committee convened in the Conference Room at the Municipal Hall, 1111 Brunette Avenue, Coquitlam, B.C. on Thursday, February 27th, 1969 with Alderman R.E. Boileau in the Chair. Present were Mayor L.J. Christmas, Alderman C. McKenzie, Staff Sergeant Howarth and two of his constables, the Engineering Supervisor H.F. Hockey, Mr. R. Gittins of the Provincial Highways Department and Mr. K. Fenton of Associated Engineering Services, Mr. Nelson of the School Board and the following representatives of the parents and ratepayers: Mr. Brownlee, Mrs. Hamilton, Sister Michaud and E. Parker.

The Chairman called on Mr. Hockey to explain the study that has taken place to date and recommendations.

The discussions followed the line of requests presented by the ratepayer organizations, that is:

1. Lights at crosswalks
2. Reduce speed to 30 mph.
3. Crosswalks painted, posted and patrolled
4. Block off Bernatchey at Lougheed Highway
5. Improve the engineering design at six intersections
6. Provide overpass to give safe crossing at Blue Mountain

The Chairman reminded the meeting that the purpose of this meeting was to explore those areas that could be met at this time and be prepared to report on those in which we have no power over or are unable to meet immediately.

Mr. Gittins, Mr. Fenton and Mr. Nelson explained certain phases of the patrol, traffic control, access to highways and control of children crossing rather than control of cars.

Mr. Hockey reported on a discussion with the City officials in New Westminster as to the operation of their six man crosswalk patrols now in operation.

Staff Sergeant Howarth stated that he would approve in principle the suggestion of an adult patrol and would do everything in his power to train and handle the force. It was suggested that the Manager proceed immediately to secure people and to organize it under the R.C.M.P. This eventually was changed to have all those knowing the names of suitable personnel to supply them to the Mayor and in turn be in touch with the Staff Sergeant. The following recommendations were considered for investigation:

1. Provision of an overhead neon lighted crosswalk sign at the crosswalk over the Lougheed Highway at Bernatchey Street. This recommendation came from the Coroners Jury inquiring into the circumstances touching upon the recent traffic fatality at this intersection.
2. Reduce the speed limit to 30 m.p.h. on the Lougheed Highway between North Road and Brunette Avenue. This was also recommended by the Coroner's Jury referred to in (1) above. It was also recommended by parent representatives from the Alderson Avenue and Fatima Schools.
3. A crosswalk be painted and posted on Bernatchey Street with a patrol. Again, this was a recommendation of the Coroners Jury.
4. Block off Bernatchey Street from the Lougheed Highway.
5. Improve the geometrics of the Lougheed-Thrift-Roderick-Bernatchey-Service Station intersection.
6. Provide an overpass across the Lougheed Highway in the vicinity of Alderson Avenue-Bernatchey Street.
7. A traffic light (pedestrian) on the Lougheed Highway at the crosswalk at Bernatchey Street.

8. Solid line (no passing) on the Lougheed Highway from North Road to Brunette Avenue.
9. Adult patrols at:-
 - (a) Blue Mountain Street and Alderson Avenue
 - (b) Alderson Avenue and Lougheed Highway
 - (c) Bernatchey Street and Lougheed Highway
10. Overhead, illuminated crosswalk signs at the intersections referred to in (9) above.
11. Move present crosswalk on the Lougheed Highway at Bernatchey Street westward to Roderick Avenue.
12. Provide a crosswalk over Roderick Avenue at its intersection with the Lougheed Highway and Bernatchey Street.
13. A crosswalk over Brunette Avenue at the intersection with Bernatchey Street (on easterly side).

His Worship addressed the following remarks to the School Superintendent Mr. Nelson and stated that Mr. Robinson, Principal of Lord Baden-Powell School, informed him that he was discontinuing the School Board patrol at Joyce and Rochester.

The request to Mr. Nelson was that he would prevail upon the Principal to continue until a study of this area is made.

Mr. Nelson made a suitable reply and stated that a study and review of the question was needed of what they called esprit-de-corp.

Mr. Nelson stated that the School Board on Tuesday expressed a desire for the construction of an overpass and would appreciate Council's consideration of same.

Staff Sergeant Howarth requested co-operation of the Principals in the area as an educational programme would be required before an adult patrol could take over and quickly control the situation. It should be explained to the pupils that they are to ignore the old crosswalks and obey the adult patrol in all matters. Mr. Brownlee then stated that he was representing developers of the area south of the highway and as this had not been yet approved by the departments or Planner, their offer to build an underpass would be premature.

The meeting then adjourned with the understanding that every effort would be made to have adult patrols on the crossing by Monday morning.

.....CHAIRMAN

Monday, September 8th, 1969



TRAFFIC AND SAFETY COMMITTEE MINUTES

A Meeting of the Traffic and Safety Committee convened at the Social Recreation Centre, 630 Poirier Street, Coquitlam, B.C. on Monday, September 8th, 1969 at 7.00 p.m.

Attending the meeting were Ald. M. J. Butler, Ald. C. W. McKenzie, Ald. L. A. Bewley, Mr. H. F. Hockey, Engineering Supervisor, Mr. D. C. Reed, Municipal Solicitor, Mr. G. H. Nelson, Superintendent of Schools, Mr. C. D. Jaques, President of the Coquitlam and District Safety Council, Cst. Peter Burleigh, Cst. Wayne Henke of the R.C.M.P. and Mr. T. Klassen, Assistant Municipal Clerk.

CROSSWALKS AND FOUR-WAY STOP SIGNS

The question of providing four-way stop signs at the intersection of Poirier and Eden as well as providing adult patrols at the crosswalk at this intersection was discussed by the Committee and a report from Mr. Hockey explaining the use of four-way stops at intersections was read at the meeting.

This report stated that three points should be met before a four-way stop is installed at an intersection. These are:

1. The traffic volume should be almost equal on all the intersecting legs.
2. There should be at least 500 vehicles per hour entering the intersection from all directions, for an eight hour period of an average day.
3. The accident occurrence should be five or more during a twelve month period.

Ald. Bewley stated that the intersection of Eden and Poirier could not be controlled by a school boy patrol because of the distance from Vanier School and the only alternative he could see would be an adult patrol.

Ald. McKenzie stated that he had made it a point to observe this intersection and that when adults appeared on the scene the situation improved considerably for two reasons:

1. Better direction was given to students when crossing the streets.
2. The motorists could see the students were being given proper direction.

The R. C. M. P. stated that they were not in favour of adult patrols for these crosswalks and it was their feeling that the parents were more upset because of the rate of speed of the vehicles proceeding along Poirier Street. However, they stated they had the radar in the 20 m.p.h. zone one morning and had laid only six speeding charges, none of these for excessive rates of speed.

The R. C. M. P. also stated that most of the cars using these streets are directly related to the schools in the area. Mr. Nelson stated that the crosswalk at Eden was beyond reasonable surveillance of the school and the school boy patrol could not look after this intersection. Also, he stated that only about 40 students going to Vanier cross at this intersection.

Mr. Nelson stated that he is interested in school boy patrols at King Albert and this will be done just as soon as possible.

Mr. Nelson also stated that the matters of school boy patrols is now before the Board, however, principals are authorized to institute such patrols if they feel they are necessary. Ald. McKenzie stated that he has noticed a change in the policy of the Board and they are now encouraging the institution of school boy patrols.

The R. C. M. P. stated that apparently there were no advance warning signs of the crosswalk at this intersection and that these should be installed. Also, they stated that they visit the area on an average of at least three times daily and that even with adult patrols accidents could happen.

Mr. Jaques stated that there were a great deal of new kindergarten children in this area and possibly the adults should organize themselves to lead the children across the street and to educate them.

Ald. Butler stated that because some adult patrols had been instituted in the District all areas were now wanting them.

The R. C. M. P. requested a period of time to resolve the situation at these intersections and promised to report back to Council. They also stated that they would be appealing to the Principal of Centennial School to caution his students to be more careful driving to and from Centennial School.

Mr. Nelson stated that a school boy patrol had now been initiated at King Albert Avenue and Poirier Street.

MOVED BY ALD. MCKENZIE
SECONDED BY ALD. BEWLEY:

That the Traffic and Safety Committee recommend to Council that the stop signs at Porter and Foster Street be changed so as to stop traffic proceeding on Porter Street rather than Foster Avenue and more adequate lighting be installed at this intersection.

CARRIED

COMMUNICATIONS TO COUNCIL FROM SCHOOL PRINCIPALS

Mr. Nelson informed the Committee that he has now recommended to principals that they refer to the School Board any problems which may require communication and action by Municipal Council and that in future communications would be coming from the School Board directly rather than from the individual principals.

ON STREET PARKING IN APARTMENT AREAS

The matter of apartment dwellers using the streets for parking rather than parking on apartment property was discussed at some length. It was felt that the cost of renting the parking space on the apartment site itself acted as a deterrent to the occupants to use this type of parking. As well, it is quite often easier to leave the car on the street rather than to park it in the building or in the lot.

Handwritten notes:
9/10/69
MCKENZIE
COUNCIL

Mr. Reed felt that the only solution to the problem was to force the cars off the street by way of restricting completely in some areas the use of the streets for parking and as well, the hours for parking.

MOVED BY ALD. MCKENZIE
SECONDED BY ALD. BEWLEY:

That the Traffic and Safety Committee recommend to Council that the Engineering Department conduct a survey of all apartment areas and make recommendations as to what parking restrictions are needed in each area.

CARRIED

TRAFFIC ON WOODLAND DRIVE - PIPELINE ROAD

A copy of a letter addressed to the Council of the City of Port Coquitlam from Mrs. Renate Roth of 2724 Larkin Avenue, Port Coquitlam was read to the Committee. This letter made certain requests with regards to the speed of trucks using this route.

Mr. Hockey stated that they had had a meeting with Mr. Pollock, Mr. Davies and an Alderman from the City of Port Coquitlam and they had asked that our Municipality undertake a study for an alternate route to Woodland Drive and that a letter would be forthcoming from the City of Port Coquitlam on this matter.

It was felt by the Committee that this matter should be left in abeyance until we hear further from the City of Port Coquitlam.

THERMAL DRIVE PETITION RE 20 M. P. H. ZONE

A letter from a Mr. Allan Liggins, 1024 Moray Street, Coquitlam, was read to the Committee and it requested that the 20 m. p. h. zone be extended to below the junction of Thermal Drive and Moray Street.

The R. C. M. P. stated that they do not feel that this area warrants a 20 m. p. h. zone as it is a wide road, curved and quite capable of traffic at 30 m. p. h. Const. Burleigh stated that he would give a letter to Council stating his reasons for objecting to a 20 m. p. h. zone in this area.

MOVED BY ALD. MCKENZIE
SECONDED BY ALD. BEWLEY:

That the R. C. M. P. submit their recommendations in writing to Council as to why a 20 m. p. h. zone should not be instituted in this area.

CARRIED

CURB PARKING AND TRAFFIC - NORTH ROAD IN FRONT OF TRAPP TOWN

A letter from Trapp Motors Ltd. dated September 1st, 1969 was read to the Committee in which they requested that "No Parking" signs be posted in front of their premises at 321 North Road because of the hazard of traffic coming to and leaving their premises.

See by Council

*Bewley
Mckenzie
Council*

MOVED BY ALD. MCKENZIE
SECONDED BY ALD. BEWLEY:

*copy
of
C.M.M.*

That a letter be sent to Trapp Motors Ltd. that it has been the intention of Council for some time to prohibit parking on the east side of North Road as soon as the reconstruction has been completed.

CARRIED

TRAFFIC AND SAFETY IMPROVEMENTS ON LOUGHEED
HIGHWAY, BRUNETTE AVENUE AND BERNATCHEY STREET

Mr. Hockey reported that a reply had been received from the Department of Highways to various queries which were sent to them as a result of recommendations from the Coroner's Jury, P. T. A. Groups and the Traffic and Safety Committee following the fatality on Bernatchey Street earlier this year.

The questions asked and answers received are as follows:

1. Q Reduce the speed limit on the Lougheed Highway from North Road to Brunette Avenue to 30 m. p. h.

A We do not think reducing the speed zone would reduce the traffic speed. The road surface, width and alignment are good, entrances are medium density and traffic volumes generally medium.
2. Q Disallow passing on the Lougheed Highway between North Road and Brunette Avenue.

A We do not believe that drivers will accept any device to disallow passing on the Lougheed Highway between North Road and Brunette Avenue.
3. Q Provide an overpass (or underpass) across the Lougheed Highway between Alderson Avenue and Bernatchey Street location to be such as to overcome the need for the present crosswalk at Alderson Avenue and at Bernatchey Street.
4. Q As an alternate to (3) above, the use of pedestrian crosswalk signals.

A These two items will need further study.
5. Q Use of illuminated overhead crosswalk signs over crosswalks on the Lougheed Highway at Bernatchey Street and Alderson.

A The overhead illuminated crosswalk signs are not standard.
6. Q The provision of a crosswalk over Brunette Avenue east of Bernatchey Street.

A We do not agree with a crosswalk at Bernatchey and Brunette. The children should walk to the signal at Lougheed and Brunette and cross to the north side of Lougheed, then go west to the schools.

Mr. Hockey also reported that the Department of Highways had stated that if the Municipality would undertake to construct a pathway on the south side of Lougheed Highway from Roderick to Alderson they will eliminate the crosswalks at Bernatchey and Alderson and place one at Gauthier Avenue and build a staircase down to the walkway.

The Department of Highways also informed Mr. Hockey that if the Municipality would close off Roderick Avenue on the south side of Lougheed Highway and close off Thrift and Roderick on the north side of Lougheed Highway, they would be willing to channelize and improve the intersection of Bernatchey Street and Lougheed Highway.

MOVED BY ALD. BEWLEY
SECONDED BY ALD. MCKENZIE:

That the Traffic and Safety Committee recommend that Council follow the recommendations of the Engineer and Department of Highways and implement the changes as set forth by the Department of Highways.

*Done
See p. 10
Carried*

CARRIED

INTERSECTION OF CLARKE ROAD
AND NORTH ROAD

Mr. Jaques brought up the matter of converging traffic as it enters Clarke Road off North Road and asked the R. C. M. P. as to which lane of traffic has the right of way in coming to this intersection.

The R. C. M. P. stated that in the absence of any signs directly regulating who has the right of way there are no specific regulations.

MOVED BY ALD. MCKENZIE
SECONDED BY ALD. BEWLEY:

That a sign be erected designating which line of traffic is to yield the right of way at this intersection.

*Done
See p. 10
Carried*

CARRIED

RE-DESIGN OF CLARKE ROAD

The matter of the reconstruction of Clarke Road was discussed together with re-design of traffic patterns in Burquitlam Plaza.

Ald. McKenzie felt that initial steps should be taken to ascertain from the owners of Burquitlam Plaza if they would be prepared to contribute the land necessary for the widening and improvement of Clarke Road as their contribution to this program.

Mr. Hockey felt that fundamental steps should be taken at this time towards the acquisition of land necessary and the design of the road following which a meeting of the Department of Highways should be held.

HYDRO POLE - CLARKE AND SMITH

Const. Burleigh mentioned the problem of the Hydro pole on the corner of Clarke and Smith restricting the view of traffic at this intersection.

The Committee requested that the Engineer look into the possibility of having this pole moved and the costs of moving the Hydro pole.

TRAFFIC AND SAFETY COMMITTEE

Ald. Bewley made reference to a number of committees dealing with traffic and safety in the District and he felt that Council should have one body to which they could refer all traffic problems which would act as an advisory board to the Council. He felt that such an Advisory Board now existed as being the Coquitlam Safety Council and felt that possibly representation of one alderman on this committee would be sufficient.

MOVED BY ALD. BEWLEY

SECONDED BY ALD. MCKENZIE:

That the Traffic and Safety Committee recommend to Council that the Safety Council be used as an Advisory Board and that the Traffic and Safety Committee of Council be abolished and that a representative from Council be appointed to attend the meetings of the Safety Council.

CARRIED

SAFETY INSPECTOR

Mr. Jaques stated that the Safety Council would like to see a Safety Inspector hired to service the schools within School District #43 whose duty it would be to establish safety programs as well as driver training courses within the District.

CAR TESTING STATIONS

The Committee asked that the matter of when car testing stations would be instituted be checked into.

MOVED BY ALD. BEWLEY

SECONDED BY ALD. MCKENZIE:

That the Meeting adjourn.

CARRIED

CHAIRMAN

*Bewley
Mckenzie
Carried*

Jaques