

Re: Petition from Mr. Michael Sears and Residents on Haszard Street and Gordon Avenue
Request for Closure of Haszard Street

Appearing on the Agenda for the September 9, 1974 meeting of Council is a petition from Mr. Michael Sears and others who wish to have the 7600 Block of Haszard Street closed to through traffic.

The following report from the Municipal Engineer recommends that the entire area should be studied on the basis of overall effect before action is taken on a request for closure of a specific street. The attached report from the Director of Planning suggests a method by which the closure of Haszard Street can be accomplished if it is determined that such closure will not have an adverse effect on other streets in the neighbourhood (a sketch of the area is attached to the Director of Planning's report).

RECOMMENDATIONS:

THAT consideration of street closures be done on the basis of an evaluation of the entire neighbourhood street pattern; and

THAT the Engineering Department be directed to undertake such an evaluation and report to the Traffic Safety Committee; and

THAT this entire matter be referred to the Traffic Safety Committee; and

THAT a copy of this report be sent to the petitioners.

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TO: MUNICIPAL MANAGER SEPTEMBER 5, 1974
FROM: MUNICIPAL ENGINEER
RE: PETITION TO CLOSE 7600 BLOCK HASZARD STREET AT CANADA WAY.
(PETITION FROM MR. M. SEARS, 7647 HASZARD STREET).

On replying to the request for a road closure of Haszard Street at Canada Way we would say that the intersection at Canada Way does present sight distance problems related to the eastbound Canada Way movement. About 150' west of Haszard Street, Canada Way has both a horizontal and a vertical change in alignment. In spite of this we have only recorded one right angle collision at this intersection in the past 13 years that involved an eastbound Canada Way vehicle. In the same period of time we have recorded four rear enders, three out of control vehicles and one turning accident involving eastbound Canada Way traffic. Some of these rear enders could have involved backups from the Burris traffic signal.

As part of our investigation of the subject request we placed automatic traffic counters on Haszard Street just south of Canada Way and also on Rugby Street, which would then be a possible alternate route for the local residents should Haszard be blocked. The section of Rugby Street referred to runs between Gordon Avenue and Rugby Street north and is only constructed to a narrow single lane width.

The count data recorded is listed below.

1. Haszard Street

- (a) Average daily traffic - 173 vehicles
- (b) Peak hour a.m.; 7:00 a.m. - 8:00 a.m. - 9 vehicles
- (c) Peak hour p.m.; 4:00 p.m. - 5:00 p.m. - 15 vehicles

2. Rugby Street

- (a) Average daily traffic - 189 vehicles
- (b) Peak hour a.m.; 7:00 a.m. - 8:00 a.m. - 5 vehicles
- (c) Peak hour p.m.; 5:00 p.m. - 6:00 p.m. - 18 vehicles

In regard to the complaint of a sight distance problem and speeding on Hazzard Street we would advise that a slight vertical curve in the Hazzard pavement would present a bit of a sight problem especially if a vehicle was speeding. As the petition mentions speeding we are requesting observations by the R.C.M.P.

Conclusion

While it may be very desirable to close Hazzard Street at Canada Way it could result in a transfer of additional traffic to Rugby Street which at the present time is not only below standard but carries a slightly heavier load than Hazzard Street. If this happened we could receive complaints from those residents living on Rugby Street. We should also point out that we have been receiving requests from the residents along Beckingham Street to install road closures to eliminate commuter traffic from that street system.

RECOMMENDATIONS:

THAT in view of the fact that existing traffic volumes on Hazzard Street are very low and that a closure of this street could compound the complaints we are receiving from other streets in the area that any consideration of street closures be done on the basis of an evaluation of the whole neighbourhood street pattern.

THAT Mr. Michael Sears be given a copy of this report.

for 
MUNICIPAL ENGINEER

HB:plm

cc: () R.C.M.P.
() Traffic Supervisor
() Director of Planning

ITEM 3

MANAGER'S REPORT NO. 59

COUNCIL MEETING Sept. 9/74

TO: MUNICIPAL MANAGER

FROM: DIRECTOR OF PLANNING

RE: PROPOSED CLOSURE OF INTERSECTION OF CANADA WAY AND
HASZARD STREET

PLANNING DEPARTMENT
SEPTEMBER 3, 1974

BACKGROUND:

The Planning Department is in receipt of a petition (copy attached) from the residents of the 7600 block Haszard Street and the 5600 block Gordon Avenue requesting that the 7600 block Haszard Street be closed to thru traffic.

EXISTING SITUATION:

A site visit to the area has determined that Haszard Street is paved to an 18 foot interim standard with no gravel shoulders. The site distance west on Canada Way is poor as the horizontal alignment curves approximately 100 west of the intersection. Vehicles eastbound on Canada Way must travel up the hill on Canada Way and approach the intersection very quickly around this curve. While the posted speed limit is 30 miles per hour, during the site visit it appeared that the majority of the vehicles were travelling faster.

The main point of concern of the Planning Department is, therefore, not the thru traffic on Haszard Street, but the turning movements of vehicles entering Canada Way from Haszard.

PROPOSED SOLUTION:

We propose, therefore, that Haszard Street be closed to thru traffic and that a cul-de-sac be constructed to facilitate local traffic. Inasmuch as the existing right-of-way is only 33 feet in width, this proposal would require the acquisition of additional right-of-way. This right-of-way would generally be acquired at the time of subdivision of the adjacent properties. However, in this instance a solution should be found now whereby the requisite right-of-way can be obtained.

To this end, we would propose that Council authorize the introduction of a highway exchange by-law as shown on the attached sketch. This exchange would permit the construction of a temporary asphalt turn around and would allow the private land owner to create a residential lot at the end of Haszard Street. Upon subdivision of the balance of the private lands in the future, additional right-of-way would be dedicated for the full cul-de-sac and the pavement upgraded to the normal standard. This would appear to be an equitable solution as the Municipality would acquire the right-of-way necessary for a turn around at this time and the private owner could create one residential lot now with a minimum of interference with their existing dwelling.

Should the right-of-way not be obtained, the Planning Department could not recommend that Haszard Street be closed as there would be no provision for local vehicles to turn around other than private driveways.

RECOMMENDATION:

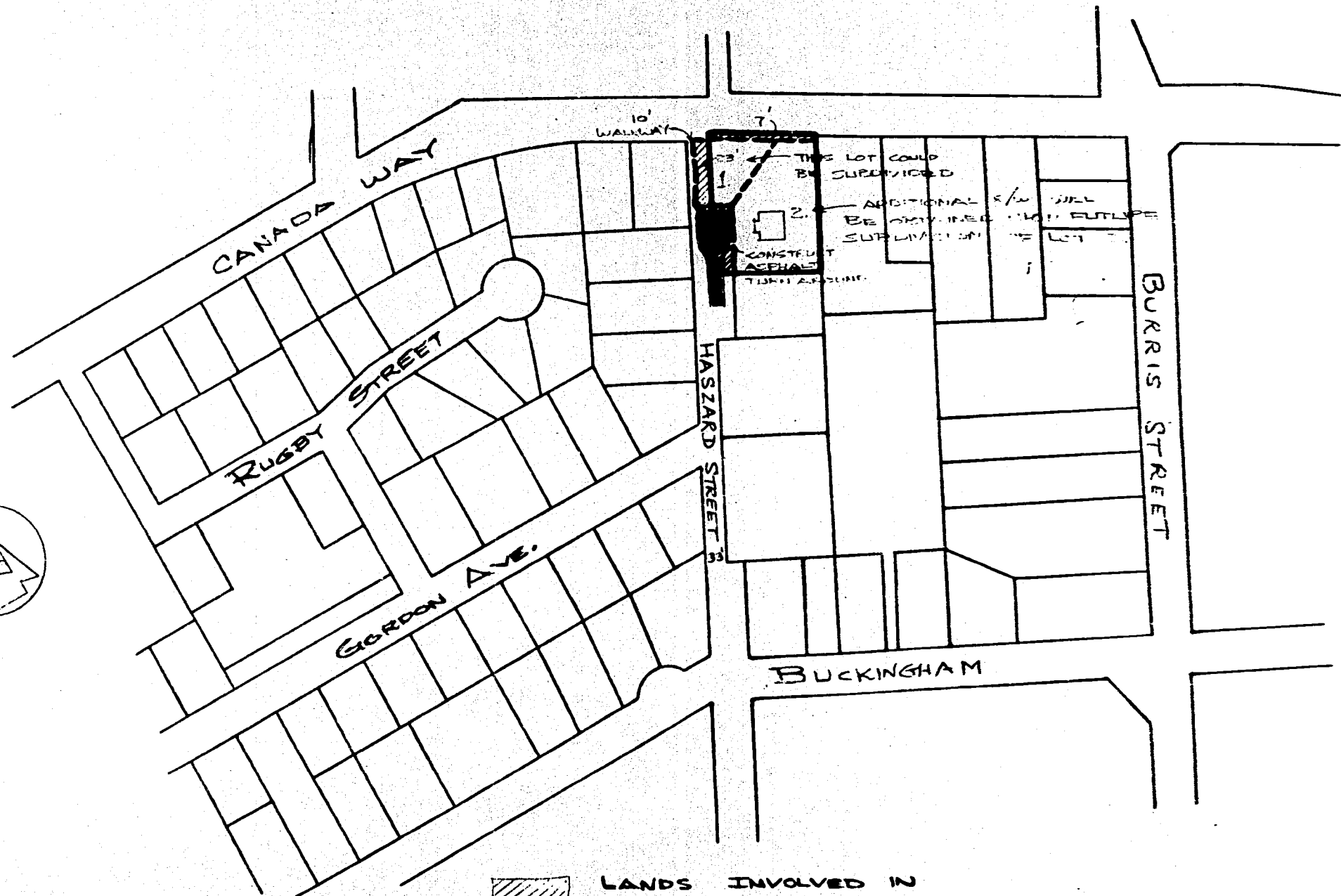
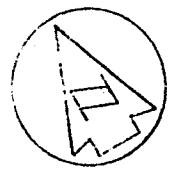
THAT the Council authorize the Planning Department to contact the owner of the private lands at the south-east corner of the intersection of Haszard Street and Canada Way with a view towards the introduction of a Highway Exchange By-law as shown on the attached sketch; and

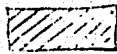
THAT, given the consent of the aforementioned private land owner, the proposed Highway Exchange be introduced and, upon its completion, the asphalt turn around be constructed.

PB:cr
Attchmts.


A. L. Parr
DIRECTOR OF PLANNING

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 LANDS INVOLVED IN PROPOSED EXCHANGE

1" = 200' PB
Sept. '74

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