

ITEM 27
MANAGER'S REPORT NO. 3
COUNCIL MEETING Jan. 17/77

Re: LETTER FROM MRS. L.E. MANN THAT APPEARED ON THE AGENDA FOR THE
JANUARY 10, 1977 MEETING OF COUNCIL (ITEM 4i)
TRAFFIC ON CAMERON STREET

Appearing on last week's agenda was a letter from Mrs. L.E. Mann in which several inquiries were made in regard to traffic on Cameron Street. Comments on these inquiries are contained in the following report from the Municipal Engineer and the attached reports from the Chief Public Health Inspector and the R.C.M.P.

RECOMMENDATIONS:

1. THAT a copy of this report be sent to Mrs. L.E. Mann.

* * * *

TO: MUNICIPAL MANAGER

6 January, 1977

FROM: MUNICIPAL ENGINEER

SUBJECT: CAMERON STREET

Reference the letter from Mrs. L.E. Mann of 9637 Cameron Street dated 28 December, 1976.

In Mrs. Mann's latest submission she has listed ten comments related to her concerns on the present traffic situation on Cameron Street. The majority are just general comments and would require little or no input, nevertheless we will reply to each in the order submitted.

1. True.
2. The standard of Cameron Street is 36 feet between curbs, which is intended to provide for two-way single lane traffic with parking on both sides.
3. Noise meter readings would be required to determine the extent of any noise.
4. This could apply to any street carrying high volumes of traffic.
5. Quite possible.
6. Route plans were prepared for the Cameron Street School that required the majority of pupils to cross at the intersection of Noel and Cameron, which is controlled by a four-way stop. The remaining pupils from east of the school on Cameron were instructed to cross in the legal unmarked crosswalk at Erickson Drive. Many do not follow the route plan but cross from a trail system mid-block on Cameron Street. To give sight distance to these children we have removed the parking on both sides of Cameron Street in this location. Children darting between cars can only refer to those who will not comply with any directive.

(cont'd)

As for the marking of crosswalks we have not found this to be the answer to the pedestrian crossing problem. In fact, marked crosswalks in many cases increase the hazard to pedestrians because of the sense of fake security they impart.

7. We have tried to play down the role of Cameron as a collector street and have, therefore, not given it a clear right-of-way over intersecting streets. The intersection is a "T" intersection, a type that seldom requires the use of stop signs as its geometrics are self-controlling. We have never had a reported accident involving a vehicle from Erickson Drive. The only accident within the intersection involved a "U" turner on Cameron Street.
8. This is reserved for designated collector and arterial street systems.
9. This is an enforcement problem.
10. This is also an enforcement problem.

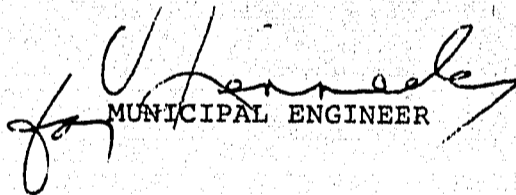
In regard to the request for traffic counts, we would advise that some were taken on Cameron Street, west of North Road, in the week before Christmas. These counts when compared with our previous counts show a continuing increase in traffic volumes. However, it must be borne in mind that the December count will be influenced by the Christmas shoppers to the Louheed Mall.

January 1976	July 1976	December 1976
7,600	10,100	12,000

While we are showing a continual increase in the daily volume of traffic on Cameron Street, we do expect that those vehicles that are commuters will switch to the Broadway route when that is finished and opened.

RECOMMENDATION:

THAT a copy of this report be sent to Mrs. Mann.


MUNICIPAL ENGINEER

HB:cmg

- c.c. () Secretary,
Traffic Safety Committee
() R.C.M.P.
() Planning Director
() Chief Public Health Inspector
() Traffic Supervisor

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January 13, 1977.

Mr. M.J. Shelley
Municipal Manager
Corporation of Burnaby

Dear Sir:

Re: LETTER FROM MRS. L.E. MANN OF
9637 CAMERON STREET DATED DECEMBER 28th, 1976

Perusal of the above-noted letter reveals that of the ten (10) points listed, three, namely statements #3, 4 and 5, involve this Department.

We would report as follows on these statements:

STATEMENT #3

"3. The noise level day and night as a result of this mass of traffic is deafening."

Two noise surveys were conducted on Cameron Street. The particulars are as follows:

Thursday, January 6th, 1977
7:30 - 8:30 p.m.

The survey established the ambient or background noise level to be 58 dBA. The traffic noise level alternated between 59 and 66 dBA with only one vehicle reaching the level of 66 dBA. One random traffic count revealed 87 vehicles passing the monitoring station in a ten minute period. (Both directions).

Friday, January 7th, 1977
10:45 - 11:15 a.m.

This survey revealed an ambient or background noise level of 58 dBA. The traffic noise level alternated between 59 - 70 dBA with only one vehicle reaching 70 dBA. One random traffic count revealed 61 vehicles passing the monitoring station in a ten minute period. (Both directions).

..2

We would not consider the results of two surveys to be conclusive, but would point out that the traffic level of noise emission was well below the vehicular noise emission requirements as set forth in the Burnaby Noise or Sound Abatement By-law. (16 - 18 dBA below vehicular standard of noise emission).

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Standards

- G.V.W. over 6000 lbs. - 88 dBA
- G.V.W. under 6000 lbs. - 80 dBA

Further noise surveys will be conducted in this area.

For your information, we are attaching the two pertinent recording graphs and would state that the location of the monitoring station was 20 feet from the curb directly in front of Mrs. Mann's address 9637 Cameron Street.

STATEMENTS #4 & #5

- "4. Fumes from this traffic volume constitute a health hazard."
- "5. Traffic is so badly congested at times it moves at a snail's pace creating even more pollution."

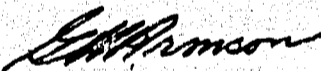
The above-noted statements refer to Air Quality and as Air Quality is the responsibility of the Greater Vancouver Regional District, we have discussed, briefly, the subject with an official of the Greater Vancouver Regional District Air Quality Division. As a result of our discussion, we are forwarding Mrs. Mann's letter to the Greater Vancouver Regional District authorities, who will contact Mrs. Mann.

We are attaching a copy of our letter to the Greater Vancouver Regional District Air Quality Division.

RECOMMENDATION

THAT a copy of this report be forwarded to Mrs. Mann.

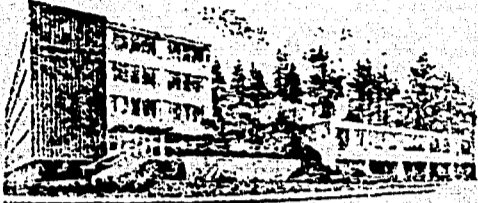
Respectfully submitted,


G.H. Armson, C.P.H.I. (C)
CHIEF PUBLIC HEALTH INSPECTOR

GHA/pm
Atts.

- c.c. () Municipal Engineer
- () S/Sgt A. Marchuk
Traffic Section, R.C.M.P.

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THE CORPORATION OF THE DISTRICT OF BURNABY

MUNICIPAL HALL
WEST BUILDING
6161 GILPIN STREET
BURNABY, B.C. V5G 4A3
TELEPHONE 294 7260

HEALTH DEPARTMENT

S.L. HEMMING, M.B., D.P.H., F.R.C.P. (C)
~~XXXXXXXXXXXXXXXXXXXXXXXX~~
Medical Health Officer

January 13, 1977.

Our File: 3-1-77.

Greater Vancouver Regional District,
Air Quality Division,
2294 West 10th Avenue,
Vancouver, B.C.

Dear Sirs:

Attached is a copy of a letter as received from Mrs. L.E. Mann, 9637 Cameron Street and relating, among other subjects, to air quality of the area in which she resides.

We would direct your attention to statements 4 and 5 of her letter with the request that you contact Mrs. Mann in this regard.

We would take this opportunity of thanking you for your consideration in this matter.

Yours truly,

G.H. Armson, C.P.H.I. (C)
CHIEF PUBLIC HEALTH INSPECTOR

GHA/pm
Att.



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JANUARY 11, 1977

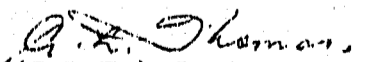
TO: MUNICIPAL MANAGER
 FROM: N.C.O. IN CHARGE BURNABY TRAFFIC SECTION
 SUBJECT: CAMERON STREET (Our File 509/77)

In reply to the latest submission from Mrs. L.E. MANN, 9637 Cameron Street, Burnaby, B.C. dated December 28, 1976, my comments refer to points 9 and 10.

Mrs. MANN complains of blockage by parked cars of the driveway to her property. It may be pointed out in this regard that this area is constantly patrolled by the Burnaby By-Law Enforcement Officers as well as the regular Mounted Police members and at no time did they find any vehicles parked contrary to Burnaby By-Law 4299 Sec. 13(2)(d).

Regarding point 10, speed limits are constantly enforced, including the Cameron Street School zone. It may be pointed out that traffic does not travel at extremely high rates of speed in this area due to the parking of vehicles on both sides of the street as outlined in Mrs. MANN's letter, point 2 (permitting parking on both sides is advantageous to a residential area and is a natural barrier to reduce speeds of vehicles). The high speed recorded on Cameron Street during the month of December was a 43 MPH violation at 10 A.M. At that time there were very few parked cars on the street. The average speed on Cameron Street is between 26 MPH and 37 MPH depending on the number of parked cars. On one hour radar operations in the Cameron School zone an average of 7.3 tickets were issued for vehicles exceeding the 20 MPH speed zone. These speeds were anywhere between 28 and 38 MPH. Eighteen one-hour radar operations were conducted during last period of November and during Dec. Constant enforcement is and will be maintained in this area.


 (A. Marchuk) S/Sgt.
 N.C.O. i/c Traffic Section


 (C.L.T.) Supt.
 O. i/c Burnaby Detachment