

Re: LETTER AND PETITION FROM MR. AND MRS. G. R. MACKIE WHICH
 APPEARED ON THE AGENDA FOR THE APRIL 12, 1977 MEETING OF
 COUNCIL (Item 4f)
 TRAFFIC CONDITIONS ON MEADEDAL DRIVE
 (Item 14, Report No. 29, April 18, 1977)

On April 18, 1977, Council received a report on the subject letter and petition from Mr. and Mrs. G. R. Mackie. The report made reference to speed bumps and advised that "in regard to the request for the barricading of Howard Street ... further information must be gathered before a report can be submitted on this request. This report will be ready for the Council meeting on April 25, 1977." The Municipal Engineer's results with respect to his review of these matters is contained in the following report.

RECOMMENDATIONS:

1. THAT the requests of the petitioners be denied; and
2. THAT Mr. and Mrs. Mackie and the petitioners be sent a copy of this report.

* * * * *

20 April, 1977

TO: MUNICIPAL MANAGER
 FROM: MUNICIPAL ENGINEER
 SUBJECT: PETITION FROM MR. AND MRS. G.R. MACKIE

In addition to this petition from Mr. and Mrs. Mackie, we received a telephone complaint in February 1976 of vehicles bypassing the intersection of Holdom Avenue and Parker Street by "short-cutting" through the neighbourhood bounded by Parker, Springer, Holdom and Halifax Streets. In response to this complaint we conducted an origin-destination survey, consisting of a licence plate check, during the P.M. rush, (as "short-cutting" is a rush hour phenomenon) at three locations--Springdale Court and Springer Avenue; Meadedale Drive and Parker Street, and Howard Avenue and Grant Street. Of the 109 vehicles observed entering the study area at Springdale Court, 21 also passed the count station at Howard Avenue and Grant Street. Some of these vehicles may have been destined for residences on Grant Street or Ellesmere Avenue and Howard Avenue south of Grant Street, which are within the neighbourhood.

Sixty-one vehicles exited at Springdale Court, of which eleven had passed the check point at Grant and Howard. Some of these vehicles may have originated within the neighbourhood, but outside the study area. Eleven of 55 vehicles southbound passed the station at Meadedale and Parker, and also went through Grant and Howard. In view of the low volume of vehicles which may have been "short-cutting" we did not feel that this is a problem in this area.

In their petition, the Mackies requested the permanent closure of Howard Avenue at Meadedale Drive. While a closure at this location would definitely eliminate any short-cutting, the benefit gained would probably be far outweighed by the inconvenience caused to the residents of the neighbourhood. In a

study conducted at another location in Burnaby to determine the number of trips generated by single-family residences we found that the average residence generated eleven trips per day. Assuming a similar trip generation for the area in question and that the trips are distributed equally between northbound and southbound, more residents than through traffic will be inconvenienced.

Using the eleven trips per day and fifty percent of these northbound, the fifty-two residences on Heathdale Drive, Heathdale Court and Tye Court would probably generate 286 trips / day through the intersection of Meadedale and Howard. A closure at this location would force these trips to detour via Grant Street and Holdom Avenue. Also, the 107 residences north of the barricade would probably generate 588 southbound trips / day through the intersection of Meadedale and Howard. These vehicle - trips would, upon closure of Howard, be forced to detour through the intersection of Holdom and Parker or onto Springer Avenue. Congestion at Holdom and Parker is the cause of vehicles using streets within this neighbourhood as a bypass, therefore any street closure that would force more traffic onto already congested routes would only tend to aggravate existing problems on these routes.

The barricades that have been installed recently on Halifax, Dellawn, and Parklawn have produced complaints from residents in the area that could be applicable here. These complaints concern the adverse affects that these barricades have had on the residents themselves, their visitors, delivery trucks destined for the area and also the potential adverse affect on emergency vehicles answering a call to the area. The most recent complaint came from a resident in the area whose child had been struck by a driver who became irate after his attempts to traverse the area had been thwarted by the barricades.

The second request in the Mackie's petition was for "some form of traffic control and enforcement." Apparently, the complaint pertains to speeders along Meadedale Drive. After the February 76' origin - destination study results had been tabulated we contacted the complainant to notify her of the results, which failed to indicate a "short-cutting" problem. At this time the complainant informed us that she was more concerned about the speed, rather than the volume, of traffic using Meadedale Drive. We requested the R.C.M.P. to conduct a speed check on Meadedale Drive. On February 25, 1976 from 2:30 - 4:00 p.m. the R.C.M.P. checked the speeds of vehicles on Meadedale and found no chargeable offences.

A check with the R.C.M.P. Traffic Section indicated that Meadedale Drive is patrolled for speed violations at least once a month and that in the four months prior to April 19, 1977 no chargeable violations were recorded. On April 19, 1977 two charges of "driving without due care and attention" were laid in connection with a "race" at 45 m.p.h. in the lane adjacent to Tye Court. One of those charged was a resident of the neighbourhood, the other a visitor to this resident's home.

During the investigation of proposed locations of speed bumps, as requested by Robert Bird in the petition, along the lane parallel to Meadedale, a member of this department met with one of the signers of the petition. This person suggested stop signs or speed bumps as a means of controlling the "speeders" on Meadedale Drive.

(cont'd)

Stop signs are not a speed control device and their use as such only contributes to the disrespect for the intended use of stop signs. Speed bumps on streets could create a greater problem, causing vehicles to out of control, than the speed they are intending to reduce, therefore we would not recommend installing them on streets.

Also during the conversation with the signer of the petition they indicated that some of the alleged offenders, breaking the speed limit were residents of the area. While the member of our department was investigating the location of speed bumps, he noticed one of the residents leaving in a manner that people in a residential neighbourhood usually consider offensive; ie. - rapid acceleration. These examples of residents being offenders of speed limits and other controls within their neighbourhoods is not uncommon and substantiates the statement that "familiarity breeds contempt." This contempt for controls present would also negate any additional controls such as advance curve warnings that could be placed on Meadedale Drive.

We checked the reported accidents in the vicinity of the 5300 and 5400 blocks Meadedale, as the Mackie's petition stated: "The speeds at which these people travel has caused several of them to lose control." In 1976 and to date in 1977 there have been no reported accidents, between Springdale Court and Howard Avenue, along this section of Meadedale Drive. There were two accidents recorded at the intersection of Howard Avenue and Meadedale Drive, one of which involved two residents of the neighbourhood. There were also two accidents recorded in the lanes paralleling Meadedale Drive, one on the lane that runs between Springdale Court and Meadedale, and the other on the lane between Howard Avenue and Meadedale. A field check of Meadedale from Springdale to Howard didn't find any evidence of property damaged due to vehicles leaving the roadway.

As stated previously in this report, Mr. Robert Bird requested in the petition, speed bumps in the lane to the north of Meadedale Drive. A similar request was received by the Engineering Department from another of the residents who signed the petition, Mrs. McCusker. Both Mr. Bird and Mrs. McCusker have been sent letters, see copy attached, stating the cost of speed bumps in the lane and that upon receipt of this amount the bumps will be installed by the Municipality.

In view of our findings we do not feel that there exists any problems in this area that would require any additional controls.

RECOMMENDATIONS:

1. THAT the requests of the petition be denied.
2. THAT Mr. & Mrs. Mackie be sent a copy of this report.


MUNICIPAL ENGINEER

DE/cj
cc: () Traffic Supervisor
() R.C.M.P. - Traffic Section
Attach.

15 April, 1977.

Mr. Robert Bird
5323 Meadedale Drive
Burnaby, B. C.
V5B 2E6

Dear Mr. Bird:

Re: Speed Bumps in rear lane between
5300 - 5400 Blocks Meadedale Drive
and Springdale Court.

In reply to your phone call regarding speed bumps in the above captioned lane, we would advise that in keeping with Council's policy related to the spacing of speed bumps, your requested treatment will involve seven bumps. This spacing of bumps, at approximately 120 foot intervals, discourages speeding between bumps, or from the last bump to the intersection or corner.

On the attached sketch we have indicated the approximate location of each asphalt bump, which is 18" wide and 3" high.

The cost of installation will be:

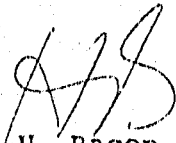
7 bumps	@	\$90.00	-	\$630.00
2 warning signs	@	\$45.00	-	\$ 90.00

\$720.00

Upon receipt of \$720.00, the Municipality will install the requested speed bumps. A copy of this letter has been sent to Mrs. McCusker of 5425 Meadedale Drive.

Yours truly,

E. E. Olson, P. Eng.
MUNICIPAL ENGINEER

by: 
H. Bacon
TRAFFIC SUPERVISOR

RB:cj
Attach.

cc: () Traffic Super.

NOTE: THIS SAME LETTER WAS SENT
TO MRS. MCCUSKER.