

Re: LETTER FROM MR. F. A. INTIHAR WHICH APPEARED ON THE AGENDA FOR THE OCTOBER 31, 1977 MEETING OF COUNCIL (ITEM 5(f)) PHILLIPS AVENUE/WINSTON STREET INTERSECTION

Appearing on last week's agenda was a letter dated October 24, 1977 from Mr. F. A. Intihar regarding the intersection at Phillips Avenue and Winston Street.

The attached report from the Municipal Engineer contains a proposal that would remedy the existing problem involving the movement of buses that egress from Phillips Avenue onto Winston Street. With respect to Mr. Intihar's reference to possible fence construction and resulting obstruction of view, the Director of Planning advises as follows:

"The Burnaby Zoning By-law contains provisions designed to provide adequate vision clearance at intersections in order to minimize hazard to pedestrians and motorists at such points. Section 6.13 of the By-law, "Vision Clearance at Intersections", prohibits the construction of fences or walls greater than 3½ feet in height and the maintenance of hedges, bushes and the like in such a manner as to obstruct vision, in an area bounded by the intersecting lot lines at a street corner and a line joining points on those lines 30 feet from their point of intersection. Moreover, the 30 foot front yard setback associated with the R1 District, in which the properties at the northeast corner of the intersection of Phillips and Winston are situated, precludes the construction of principal or accessory buildings or the construction of fences or walls greater than six feet in height within the front yards under Section 6.14 of the By-law. There was no requirement for screening involved with the subdivision that created these lots that would conflict with the operation of these sections of the By-law. As a result, any fence or wall legally constructed on the referenced sites in the vicinity of the intersection and its associated sight lines would be restricted to a maximum of 3½ feet in height, and any hedges in these areas would be required to adhere to the vision clearance regulations."

RECOMMENDATIONS:

1. THAT Council approve the proposal as outlined in the Engineer's report to increase the radius of the curb return as a more favourable solution to the problem involving the movement of buses at the intersection of Phillips Avenue and Winston Street; and
2. THAT a copy of this report be sent to Mr. F. A. Intihar, 7542 Chutter Street, Burnaby (V5A 2A3); and
3. THAT a copy of this report be sent to the Traffic Safety Committee.

* * * * *

ITEM 3
MANAGER'S REPORT NO. 77
COUNCIL MEETING Nov. 7/77

117

31 October, 1977

TO: MUNICIPAL MANAGER
FROM: MUNICIPAL ENGINEER
SUBJECT: LETTER FROM F. INTIHAR REGARDING PHILLIPS AVENUE AT
WINSTON STREET.

In Mr. Intihar's letter he refers to his conversations with the Engineering Department concerning the problems encountered by turning buses at the captioned intersection. In response to these calls we investigated his complaint and his suggested remedy, consisting of a right turn slot onto Winston Street from the north leg of Phillips Avenue. Initially we contacted B.C. Hydro Transit to enquire if the bus drivers were concerned about the turning radius at this location. Hydro's answer was that they were unaware of any complaints from their drivers pertaining to this intersection.

We then made a site visit to the intersection at which time we observed a bus making the maneuver as described by Mr. Intihar, i.e. having to cross the center line on Winston Street in order to turn right from the north leg of Phillips. As this maneuver is unsafe we considered corrective measures, including the proposal suggested by Mr. Intihar. Our decision has been to increase the radius of the curb return on the northwest corner to 30 feet from the existing 20 feet which will permit a bus to make a right turn without either crossing the center line or mounting the curb. A sketch showing this proposal is attached.

.../2

| | |
|----------------------|-----------|
| ITEM | . 3 |
| MANAGER'S REPORT NO. | 77 |
| COUNCIL MEETING | Nov. 7/77 |


- 2 -

The suggested changes submitted by Mr. Intihar were discounted for a number of reasons:

1. The layout as suggested is normally associated with higher speed facilities where it is desirable to have merging traffic accelerate to merge with the highway traffic. Such conditions are not normally desirable on an urban street.
2. A check of our accident records since Winston was built has failed to indicate a single accident involving a southbound Phillips to westbound Winston vehicle.
3. The angle back for the merging driver is approximately 150 degrees.
4. Immediately upon entry onto Winston Street the Phillips Avenue vehicle must make a lane change because of parked vehicles. This could be alleviated somewhat by removal of some parking.

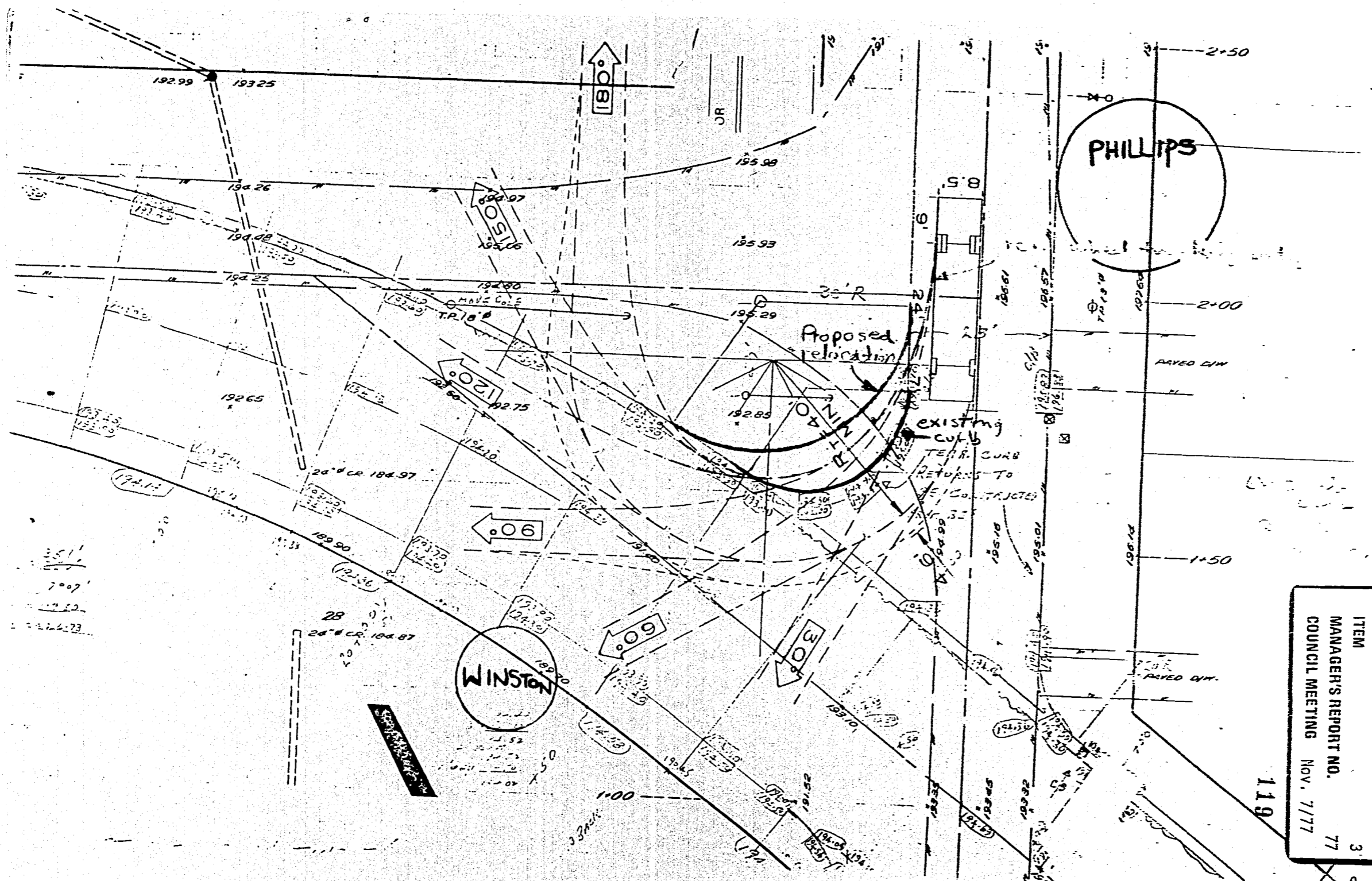
RECOMMENDATIONS

1. THAT Council concur with our proposal to increase the radius of the curb return as a more favourable solution to the described problem.
2. THAT Mr. Intihar be sent a copy of this report.


MUNICIPAL ENGINEER

HB:cc

Att.



11.51
 11.52
 11.53
 7.07
 11.54
 11.55

ITEM
 MANAGER'S REPORT NO. 77
 COUNCIL MEETING NOV. 7/177
 119
 3