

ITEM	25
MANAGER'S REPORT NO.	12
COUNCIL MEETING	1979 02 12

RE: NORTH-EAST BURNABY COMMUNITY CENTRE
TRAFFIC CONDITIONS AND RELATED MATTERS ON CAMERON STREET

RECOMMENDATIONS:

1. THAT no action be taken on the following recommendation contained in Item 21, Report No. 12, dated 1979 February 12 because the Municipal Engineer has already reviewed traffic conditions on Cameron Street as noted more specifically below:

"THAT recommendations 2, 3, and 4 in the attached report from the Parks and Recreation Administrator be referred to the Engineering and planning Departments for study and comment."

2. THAT a copy of this report be sent to the Parks and Recreation Commission and the Library Board.

REPORT

Appearing on the agenda for tonight's meeting of Council is a report pertaining to the calling of tenders on the subject project. This item (No. 21 on Pages 178-186) includes reference to matters that the Parks and Recreation Commission would like to have done with respect to traffic conditions on Cameron Street. They are as follows:

"Traffic problems: It is considered that the existing and assumed increase in traffic volumes on Cameron Street poses a hazard to Centre users and that, therefore, certain steps should be considered to improve the situation. The Commission requested the following actions.

1. A re-design of the parking lot at the west end of the building to include a turn around drop off point for patrons being driven to the building.
2. 'No parking' restrictions along the front of the building once it is constructed.
3. Continuation of the restriction on turning movements from the North Road on to Cameron Street until Cameron Street is widened.
4. Consideration of the Widening of Cameron Street immediately.
5. Consideration of the installation of a pedestrian operated stop light at the corner of Cameron Street and Erickson Avenue.

The Municipal Engineer has provided the following comments relative to a review on the aspects of traffic on Cameron Street:

"Cameron Street at the present time has been developed to a finished curb standard of 11 metres between curb faces. This standard will accommodate two moving lanes of traffic with parking adjacent the curb. The present volumes taken on a Thursday, which is influenced by the late opening of the Lougheed Mall, runs about 8,000 vehicles per day (V.P.D.). The a.m. peak hour was found to be about 330 vehicles while the p.m. peak was approximately 750 vehicles. The higher p.m. volume is in part related to the influence of the Lougheed Mall and its patrons.

In checking the accident history of the intersection of Cameron and Erickson Drive we found that in the past ten years we had recorded only three vehicular accidents, all involving a turning movement. No pedestrian accidents were recorded:

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In addressing ourselves to the question of what changes may occur with the proposed development and if we would expect to see an increase in accidents we can only say even a slight future accident picture if compared with the past accident history would indicate an increase. We will therefore look at the potentials for accidents and their possible solutions.

Traffic volumes along Cameron Street adjacent the proposed site are bound to increase in the future particularly as the Beaverbrook extension alternative chosen connects to Cameron Street west of this site. Had it passed to the north of the site and then connected to Cameron Street in the vicinity of the Lougheed Mall access, volumes on Cameron could have been reduced significantly. As it stands now, the proposals are to widen the Cameron Street pavement to 14 metres between curbs which will then accommodate four moving lanes of traffic. Cameron Street in front of the site has a vertical curve, cresting at Erickson Drive, which will cause some sight distance problems at the vehicular accesses which will generate some accident potentials, particularly for exiting left turns. The main pedestrian crossing will occur at the Erickson Drive intersection which affords good sight distance in either direction. From a pedestrian safety point this is probably the best place to cross. To further enhance the safety of the pedestrian, parking should be prohibited on the north side of Cameron opposite Erickson Drive and on the south side of Cameron a short distance east and west of Erickson Drive. At this time we can see no warrants for a pedestrian signal.

In summary we find that the area has not experienced any serious accident problems. We believe even with the continued high volumes on Cameron Street that the pedestrian crossing location is in the safest location. The vehicular accesses, particularly the westerly access has some accident potential due to limited sight distance."

Staff, in accordance with established procedure, would monitor the traffic situation in the vicinity of the North-East Burnaby Community Centre following construction to determine if some form of action is necessary to correct any problems that results from the use of this facility.

The current C.I.P. contains a sum of money only for acquisitions that are required for the widening of Cameron Street. It contains no money for construction which is scheduled for 1980. A revised plan calling for the construction to be done in two phases in 1981 and 1982 will be submitted to the C.I.P. committee for consideration in the near future.