

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC SAFETY COMMITTEE

HIS WORSHIP, THE MAYOR  
AND MEMBERS OF COUNCIL

Madam/Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

1. Lane between 6800 block Union and Carnegie Streets

Recommendations:

- a) That Mr. C.L. Johnson, 6836 Union Street, Burnaby, B. C. V5B 1X4 be advised of the action to be taken.
- b) That Mr. G.A. Piggott, Hawthorne and Piggott, Barristers and Solicitors, P.O. Box 82070, Burnaby, B. C. V5C 5P4 be sent a copy of this report.

R E P O R T

Council on 1979 October 22, referred a petition from Mr. C.L. Johnson, 6836 Union Street, Burnaby protesting excessive and hazardous use of the lane behind the 6800 blocks Union and Carnegie Streets by trucks servicing Curtis Lumber, 840 Sperling Avenue, Burnaby to the Traffic Safety Committee for investigation and a subsequent Report to Council.

The Traffic Safety Committee on 1979 December 10, made the following recommendations to Council regarding this matter, namely:

- i) That Council approve the closure of the rear access to 840 Sperling Avenue, Curtis Lumber.
- ii) That the owner of 840 Sperling Avenue be notified of this closure and the reasons why it is being instituted.
- iii) That Mr. C.L. Johnson, 6836 Union Street, Burnaby, B. C. V5B 1X4 be sent a copy of the report.

Council subsequently requested that the owner of 840 Sperling Avenue be first notified of the proposed closure of the rear access to the property and tabled the matter until this had been accomplished.

A letter dated 1980 March 14, was received from Mr. G.A. Piggott, the solicitor acting on behalf of Brian and Sandra Kask, the owners of Curtis Lumber, advising that in order for Curtis Lumber to comply with Section 2.3.4.2(3) of the National Fire Code of Canada the lane access to the property was required as a second entry for emergency vehicles to Curtis Lumber.

This matter was referred to the Municipal Engineer who reported as follows:

"A field inspection was made to Curtis Lumber in the company of the Chief Fire Prevention Officer to ascertain the status of the vehicle accesses.

Curtis Lumber have at the present time three vehicle accesses, two to Sperling Avenue and one to the rear lane. The two Sperling accesses, however, are separated by the lumber store and

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office with only one crossing serving the lumber yard itself. To comply with Section 2.3.4.2(3) of the National Fire Code of Canada they will require the lane access as their second entry to the lumber yard. This requirement, however, is only for fire access and should not be necessary for the normal day to day operation of the lumber yard. The Fire Department is quite prepared to accept the closure of the lane access gates by means of a chain and lock which they could cut with bolt cutters in the event of an emergency. At the time of our inspection this gate was closed and locked by means of a chain and padlock.

While we were there at the site Curtis Lumber received two large semi-trailer loads of lumber. One vehicle backed into the yard off Sperling Avenue which did cause some delay to the Sperling traffic. Fortunately there was only one vehicle parked on the west side of Sperling. If the west curb was fully parked such a maneuver by a semi-trailer could take some time with added delays to the Sperling traffic. The driver of the other semi-trailer which parked adjacent the west curb removed the tie down straps from the loads of lumber and we must assume (we did not stay to watch) that they would unload this truck on the street by means of a forklift.

In returning to the original complaint, that of large trucks exiting down the captioned lane, we may resolve the complaint if we can obtain the assurance of Curtis Lumber that they will keep the lane access closed and locked except for cases of emergency.

The law firm of Hawthorne and Piggott was contacted in this regard who in turn contacted the owners of Curtis Lumber regarding the locking of the lane access gate. The owners have agreed to keeping the subject gate closed and locked except in cases of emergency."

## 2. Intersection of Patterson Avenue and Rumble Street

### Recommendations:

- a) That no additional traffic control devices be installed at the intersection of Patterson Avenue and Rumble Street at this time.
- b) That Mr. D.G. Llewellynn, 4169 Rumble Street, Burnaby, B. C. V5J 1Z9 be sent a copy of this report.

### R E P O R T

The Municipal Engineer prepared a report on this matter which reads as follows:

"In response to numerous requests for four way stop or traffic signal installation at the above intersection, we have conducted a study of the warrants for these controls at this location. The results of this study have been outlined below.

#### FOUR WAY STOP CONTROL

The warrants for a four way stop are as follows:

##### 1. Accident History

There must be an average of five or more accidents per

year over the past three year period of a type correctable by stop sign installation. Stop sign correctable accidents are normally defined as right angle collisions although some other types of accidents are considered.

Our accident records show a total of 15 accidents over the three year period from 77 01 01 to 79 12 31. Of these 15 accidents, 11 or an average of 3.7 per year could be considered correctable by four way stop installation.

## 2. Vehicular Volumes

The total vehicular volume entering the intersection must be at least 500 vehicles per hour for any eight hours during an average day and the volume on the minor street, in this case Patterson Avenue, must be at least 200 vehicles per hour during the same eight hours.

We collected traffic count data from all four legs of the intersection using our automatic traffic counters on 80 03 04. From this data we found that there is more than eight hours in the average day where the total traffic entering the intersection exceeds 500 vehicles per hour, but the traffic on Patterson Avenue exceeds 200 vehicles per hour for only four hours during the day.

We concluded that because the accident rate is below that required by this warrant and the volume on Patterson Avenue does not meet the warrant, four way stop signs are not warranted at this location.

## TRAFFIC SIGNAL CONTROL

The warrant for traffic signal installation is determined by using a point rating system developed by the Roads and Transportation Association of Canada. Points are calculated based on the total accident history over the past three years and the daily traffic volume. A total of 100 points or more is required before the warrant is met.

As previously stated, our accident records show a total of 15 accidents during the period from 77 01 01 to 79 12 31 or an average of five accidents per year.

We used the traffic count taken on 80 03 04. The daily volume on Rumble Street was 9,200 vehicles and the daily volume on Patterson Avenue was 3,300 vehicles.

Using these figures, the point rating of this intersection was found to be 64 which is well below the 100 points required for a signal to be warranted."

## 3. Request for Transit Improvements - Centaurus Circle

### Recommendations:

- a) That the petition of Ms. Isabel Button be forwarded to the Greater Vancouver Regional District, Chief Administrator - Planning, 2294 West Tenth Avenue, Vancouver, B. C. V5M 1Y2

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- b) That a copy of this petition be forwarded to the Metropolitan Transit Operating Company, Attention Mr. Vic Sharman, 850 South West Marine Drive, Vancouver, B. C. V6P 5Z1
- c) That Ms. Isabel Button, #105 - 8752 Centaurus Circle, Burnaby, B. C. V3J 7E7 be sent a copy of this report.
- d) That a copy of this report be referred to the Transportation Committee

R E P O R T

A petition and letter dated 1980 April 23, was received from Ms. Isabel Button, #105-8752 Centaurus Circle, Burnaby requesting transit improvements on Centaurus Circle.

This matter was referred to the Municipal Engineer who reported as follows:

"Arising out of a letter received from Mr. Svend Robinson, Member of Parliament, Burnaby, regarding bus service for Centaurus Circle, Council on 1980 May 05 adopted the recommendations as contained in Item 12, Municipal Manager's Report No. 34, 1980 May 05 which allowed for this matter to be referred to the new approving authority. This authority is now the responsibility of the Greater Vancouver Regional District, Chief Administrator - Planning."

4. Request for the Installation of Marked Crosswalks on Oxford Street at Madison and Rosser Avenues.

Recommendations:

- a) That the request for marked crosswalks on Oxford Street at Madison and Rosser Avenues be denied.
- b) That should the Municipal Engineer deem it desirable, this area be appropriately signed, giving motorists advance warning of school children crossing Oxford Street at Rosser and Madison Avenues.
- c) That Mr. P.S. Boyle, Secretary-Treasurer, Burnaby School Board, 5325 Kincaid Street, Burnaby, B. C. V5G 1W2 be sent a copy of this report.

R E P O R T

A letter dated 1980 April 14, was received from Mr. P.S. Boyle, Secretary-Treasurer, Burnaby School Board formally requesting the installation of marked crosswalks on Oxford Street at Madison and Rosser Avenues.

This matter was referred to the Municipal Engineer who reported as follows:

"A request has been received from Mrs. A. Smith via the Burnaby School Board to investigate the intersection of Rosser Avenue and Oxford Street and the intersection of Madison Avenue and Oxford Street to determine if there are warrants for the establishment of marked school crosswalks.

The two intersections in question are two blocks north of the school site. In checking with the school we are advised that approximately 35 students attending the Rosser Street School are required to cross Oxford Street. From field observations we found that these student crossings were evenly divided between the two intersections.

Traffic counts, taken during the period when 85% of the students cross, showed a rate of 575 vehicles per hour (V.P.H.) in the morning, 190 V.P.H. in the noon period and 300 V.P.H. in the afternoon period. The warrant used to determine if a marked crosswalk is warranted requires a volume of at least 500 V.P.H. during the period when 85% of the students cross. From the above observations only the A.M. crossing period meets this warrant.

As we have already mentioned, the student crossings were evenly divided between the two intersections. The site was visited a number of times and from our observations the pupils appeared to be experiencing little difficulty in crossing Oxford Street. Even during the higher morning period there were ample gaps in the traffic stream in which a crossing could be made safely. At a walking **speed of one** metre per second it would only take six seconds to cross the six metre wide pavement. In almost every minute there were gaps in excess of 15 seconds, ample time to cross the road safely, a condition created by the normal platooning of traffic.

We have checked the accident history of both intersections and would advise that in the past 19 years we have never recorded a pedestrian accident at either intersection. Vehicle accidents have been relatively light with seven at Rosser Avenue and 12 at Madison Avenue. The higher rated intersection's (Madison) accident rate has no peaks but is spread over the length of the period with only one reported accident in the past three years.

We have checked with the Principal of the Rosser School, Mr. Roxborough-Smith, regarding the provision of a school patrol should the decision be made to install marked crosswalks on Oxford Street. The Principal has advised that while he would like to assist in this regard, the school is already committed to providing a school patrol at Hastings and Madison Avenue that utilizes the majority of available students. It will, therefore, be necessary to provide the required school patrol in the form of an adult guard.

Again, if a marked and supervised crossing is to be provided we would suggest that it be at Madison Avenue. From this intersection the children have a concrete walk to within 200 feet of the school property. All parents whose children cross at Rosser Street should then be advised to direct their children's crossings to Madison Avenue.

In summary we would say that our observations of the traffic and the children's crossing habits, together with the lack of an accident history at the subject locations and knowing the accident potential of marked crosswalks, compels us to recommend against the installation of the requested crossings."

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5. School Board Request for Financial Assistance to conduct a Study on the Traffic Safety Problems in the District.

Recommendation:

- a) That this report be received for information purposes.

R E P O R T

Council on 1980 May 12 referred the School Board's request for financial assistance to conduct a study on the traffic safety problems in the district to the Traffic Safety Committee for investigation and a subsequent report to Council.

The Traffic Safety Committee met on 1980 May 13 to review this matter and deferred a decision until such time as the Municipal Engineer contacts the School Board and determines the terms of reference for the study. The Municipal Engineer has also been instructed to clarify those areas which the School Board has requested information which would be available from Municipal resources and offer his assistance in this regard.

Respectfully submitted,

Alderman G.D. Ast,  
Chairman

Alderman V.V. Stusiak,  
Member

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