

REPORT
REGULAR COUNCIL MEETING
1980 NOVEMBER 24

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. Edmonds Street and Sixth Street

Recommendation:

"That a full vehicle signal not be installed at Sixth Street and Sixteenth Avenue."

R E P O R T

During the enquiry portion of the Council Meeting on 1980 October 20, Alderman Lawson reported that she had received a complaint that eastbound traffic on Edmonds Street was experiencing considerable difficulty in crossing Sixth Street during the morning rush hour. The suggestion was made that the traffic signal at Sixteenth Avenue and Sixth Street be placed on full operation during the morning rush hour in order to create gaps at Edmonds Street and Sixth Street.

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

"The subject intersection while having the geometrics of a four leg intersection has high volumes of traffic through only two of its legs, the westerly Edmonds leg and the southerly Sixth Street leg. The bulk of the traffic (approximately 23,000 vehicles per day V.P.D.) makes a right angle turn through the intersection from one of these legs to the other. Eastbound traffic on Edmonds must cross the traffic turning left off Sixth Street. Eastbound Edmonds traffic is not permitted to make a left turn because the north leg of Sixth Street is barricaded. Traffic wishing to cross Edmonds from the north leg of Sixth Street to travel south on Sixth Street must also cross this high volume flow.

The suggestion made was that the signal at Sixth Street and Sixteenth Avenue be made fully operational during the morning rush period.

AGENDA 1980 11 24
COPY-MANAGER
- ENGINEER

The existing signal referred to is a pedestrian operated signal that was installed as a N.I.P. project. During consideration of a signal at this location the N.I.P. committee were contemplating the installation of a full vehicle signal. When it was pointed out to them that Sixteenth Avenue east of Sixth Street had a daily volume in excess of 5,000 V.P.D., the bulk of which turned off or into Sixth Street because of the difficulty of crossing the high volumes of traffic on Sixth Street, would with a signal continue across Sixteenth Avenue to Canada Way which is their destination. To lessen this possibility they decided to install only a pedestrian signal. It should be pointed out that the present volumes on Sixteenth Avenue between Sixth Street and Canada Way are approximately 700 V.P.D.

In addition to the above we would advise that we have been unable to establish a warrant for any type of signalization for the intersection of Sixth Street and Sixteenth Avenue. The number of usable gaps that would result from a full signal operation would also depend on how much of the Sixteenth Avenue traffic decided to cross Sixth Street or continued to turn right onto Sixth Street.

The subject enquiry was raised on behalf of a resident of the 7900 Block Elwell (Mrs. Lila Reid, 7958 Elwell Street) therefore her concern must be exiting from her home onto Edmonds from Sixth Street. We can only suggest that during heavy traffic periods she turn right onto Edmonds and then left at the first available intersection.

STAFF RECOMMENDATION TO TRAFFIC SAFETY COMMITTEE

1. That a full vehicle signal not be installed at Sixth Street and Sixteenth Avenue."
2. Intersection of Douglas Road, Delta Street and the Lougheed Highway

Recommendation:

"That a copy of this report be sent to Mr. W.J. Booth, 5560 Hardwick Street, Burnaby, B. C., V5G 1R1."

R E P O R T

A letter dated 1980 August 02 was received from Mr. W.J. Booth, 5560 Hardwick Street, Burnaby, expressing concern regarding the safety of the subject intersection.

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

"As the requested additions to the traffic signal would be the responsibility of the Ministry of Transportation and Highways, we forwarded Mr. Booth's letter to them on 80 08 15 for comment and any action they deemed necessary.

We received a response from the Ministry of Highways on 1980 October 29 advising that they would install a 'Yield' and a 'Merging Traffic' sign on the small island in the entrance to Douglas Road covering the two movements of concern. In addition they have suggested that Burnaby widen the entrance into Douglas Road for a distance to allow a safer merge of the two conflicting movements. From our initial field check it appears that the land just to the south of the Douglas pavement drops off too steep to permit such a widening. To verify this opinion we will have our survey crews take some cross section elevations. Should the provision of an additional length of merging lane for the eastbound Lougheed to southbound Douglas Road traffic prove to be too expensive to provide, it may be hard to justify as our accident records for the intersection since 1978 January, while showing a total of 63 accidents, none involved the two movements of concern. The accident card summaries are attached for the Committee's information.

In the meantime we feel that the additional signing being erected by the Ministry of Highways will clarify who has the right-of-way.

STAFF RECOMMENDATION TO TRAFFIC SAFETY COMMITTEE

1. That a copy of the above report be sent to Mr. W.J. Booth of 5560 Hardwick Street."
3. Intersection of Ingleton Avenue and Kitchener Street

Recommendations:

- "1. That Council approve the installation of parking restrictions on the southwest corner of the intersection of Kitchener Street and Ingleton Avenue, fifteen (15) metres from the intersection.
2. That a copy of this report be sent to Ms. A.J. Marchesi, 3915 Kitchener Street, Burnaby, B. C., V5C 3L9."

R E P O R T

A letter dated 1980 October 20 was received from A.F. Marchesi, 3915 Kitchener Street, Burnaby, expressing concern regarding the number of accidents at the subject intersection.

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

"In addition to Ms. Marchesi's request for stop sign controls at the captioned intersection we also received a telephone complaint from Mr. Fred Grimm of B.C. Hydro whose work site is located on the northwest corner of this intersection. Both these complaints appear to have been the result of a recent accident within the intersection. This most recent accident, brings to four the number of accidents recorded at this intersection since the beginning of the year.

REPORT
REGULAR COUNCIL MEETING
1980 NOVEMBER 24

-4-

Previous years' statistics are: one accident in 1979, none in either 1978 or 1977, and three in 1976. These statistics do not meet the warrant, as established by the Committee, for an isolated intersection stop sign control.

There is no apparent physical reason for the sudden increase in accident frequency being recorded this year. Mr. Grimm in his phone call stated that recent construction on the northeast corner would increase the hazard at the intersection. As can be seen from the attached accident diagram none of the accidents recorded to date involved vehicles from the north and the east. Also, the recent construction involved, primarily, renovation and an upward extension and therefore did not significantly change the vision clearance.

Kitchener Street, Boundary Road to Douglas Road, was completed under a Local Improvement Project in 1977 and Ingleton, First Avenue to Kitchener Street, similarly in 1979. Kitchener was constructed to a 14 metre industrial standard while Ingleton was built to an 11 metre standard. It is possible that the street improvements have given the motorists the false sense that they are travelling along a protected route.

Neither Kitchener nor Ingleton are through streets in that they both only extend uninterrupted for relatively short distances; Kitchener, from Boundary to Douglas, and Ingleton from Second Avenue to a dead end north of Charles Street.

We contacted Kitchener School regarding the number of pupils who could be using the subject intersection enroute to school. Their answer was that they weren't aware of any in that the entire area is zoned Manufacturing and occupied accordingly.

A site visit to the subject intersection did not find any correctable view obstructions in violation of existing Burnaby Bylaws. This same visit did not observe any illegal parking which would result in restricted vision clearance nonetheless we feel that the parking on the southwest corner should be restricted 15 metres from the intersection. The reason for this restriction is that due to the grade on Kitchener Street northbound vehicles are obscured from eastbound vehicles by even legally parked cars on this corner.

In summary there does not exist the established warrant for the installation of stop sign controls at the intersection of Kitchener Street and Ingleton Avenue. Due to existing grades limiting the sight distance on the southwest corner we feel there is a requirement for parking restrictions on this corner.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE

1. That the Committee approve the installation of parking restrictions on the southwest corner of the intersection of Kitchener Street and Ingleton Avenue 15 metres from the intersection.
 2. That Ms. Marchesi be sent a copy of this report."
4. Intersection of Imperial Street and Sussex Avenue

Recommendation:

"That any signal approval for the intersection of Imperial Street and Sussex Avenue be dependent upon the approval of a progression system for the entire Imperial Street signal."

R E P O R T

A letter dated 1980 September 26 was received from Mrs. M. Tobin, 6909 Sussex Avenue, Burnaby requesting that additional studies be conducted regarding the traffic safety problem(s) experienced at the subject intersection.

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

"Further to the question of installing a traffic signal at the captioned intersection our investigation into the tying together of the existing signals on Imperial Street between Boundary Road and Kingsway indicate that while a signal warrant does not exist at Sussex Avenue it would be an advantage to signalize the intersection to keep traffic in progression as the distance between Patterson and Nelson Avenue is too far.

We are at the present time evaluating the various methods of providing progression to the system. When we have what we feel is an acceptable system we will be placing the project before Council as a Traffic Management item.

As the intersection of Imperial Street and Sussex Avenue at present does not warrant a signal and as a signal in isolation may raise the accident rate we would recommend against any signal installation except as part of a progression system for Imperial Street.

STAFF RECOMMENDATION TO TRAFFIC SAFETY COMMITTEE

1. That any signal approval for the intersection of Imperial and Sussex Avenue be dependent upon the approval of a progression system for the entire Imperial Street signal system."

5. Intersection of Gilpin Street and Royal Oak Avenue

Recommendations:

- "1. That a student school crossing sign be installed on the west side of Royal Oak Avenue north of Gilpin Street.
2. That Mrs. D. MacDonald, 4575 Garden Grove Drive, Burnaby, B. C., V5G 3Y6, be sent a copy of this report."

R E P O R T

Arising out of a letter received via the Mayor's Office from Mrs. D. MacDonald, 4575 Garden Grove Drive, Burnaby, requesting an investigation of the subject intersection as it relates to pedestrian crossings, the Municipal Engineer prepared the following report, namely:

"We have received a letter via the Mayor's Office from Mrs. D. MacDonald of 4575 Garden Grove Drive requesting an investigation of the subject intersection as it relates to pedestrian crossings.

The subject intersection which is the crossing of two fairly heavy traffic volume streets is presently controlled by four stop signs. Not only are the approach volumes, particularly during the peak periods, quite heavy, but a high percentage of the traffic entering the intersection is making either a right turn or a left turn. The turning movements, however, are concentrated on the east, west and south legs with very few turns entering or leaving the north leg, the leg children from the Greentree Village area must cross. We should also point out that the other three legs have two lane approaches while the north lane is a single lane approach, the geometrics therefore reflect the turning movements within the intersection.

In commenting on the remark in Mrs. MacDonald's letter related to safety at the four way stop, we have found from our accident statistics that heavy volume intersections controlled by four way stops record fewer accidents than those controlled by traffic signals. We must assume that this occurs because all vehicles must stop at a four way stop whereas at signalized intersections there are always vehicles passing through without the requirement to stop. As an example, since 1976 January the subject intersection has experienced 22 accidents which includes two pedestrians. In the same period an intersection of similar volumes but signalized, Royal Oak and Rumble, has experienced 41 accidents, two of which were pedestrians.

In returning to the concern of Mrs. MacDonald, that of children from the Greentree Village development having to cross the north leg of Royal Oak, we have looked at an alternate routing that, while not a stop signed crossing,

does not involve such a complexity of vehicle maneuvers. We would suggest that the existing trail along the west boulevard of Royal Oak should be upgraded to a chipwalk standard as far north as Eglinton Street. The children could then cross Royal Oak at Eglinton Street and continue east along the Eglinton Street sidewalk until they reach their destination which is the Gilpin Elementary School.

We have checked the vehicle volumes on Royal Oak at Eglinton Street and have established a warrant for a marked crosswalk. To recommend the establishment of a marked crosswalk will require a commitment from the school to provide a school patrol. When we checked with the principal of the Gilpin School, Mr. Taylor, he advised that he would be most willing to assist in the provision of the required patrol, however, he now has a school patrol at the marked crosswalk on Gilpin Street and Chapple Avenue and is finding it difficult to provide enough students for this crossing. In view of the above the provision of any supervision of a marked crossing may have to be handled with a paid adult.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE

1. That upon a commitment from the School Board to provide supervision at Eglinton and Royal Oak, the Municipality install a chipwalk on the west side of Royal Oak from Gilpin to Eglinton Street and then mark and sign a school crosswalk across Royal Oak on the south alignment of Eglinton St.
2. That Mrs. D. MacDonald of 4575 Garden Grove Drive be sent a copy of this report."

6. Annual Dinner Meeting

Recommendation:

"That Council authorize the Traffic Safety Committee to hold a Dinner Meeting on Thursday, 1980 December 18 for members and spouses."

R E P O R T

Council, on 1980 October 27 gave authority to the Traffic Safety Committee to hold a dinner meeting on Thursday, 1980 December 04 for members only.

At the Traffic Safety Committee meeting held 1980 November 18, the Committee requested that provisions be made to include spouses at this function.

The Traffic Safety Committee requests from Council authority to hold a dinner meeting for members and spouses on Thursday, 1980 December 18. It is anticipated that the cost of this dinner will be approximately \$800.00.

REPORT
REGULAR COUNCIL MEETING
1980 NOVEMBER 24

-8-

Funds for this dinner are included within the Civic
Receptions and Miscellaneous budget 40-00001-0007-5150.

Respectfully submitted,

Alderman G.D. Ast,
Chairman

Alderman W.A. Lewarne,
Member

Alderman V.V. Stusiak,
Member

RDS:ef