

THE CORPORATION OF THE DISTRICT OF BURNABY

FILE: 20-2

TRAFFIC SAFETY COMMITTEE

HIS WORSHIP, THE MAYOR
AND MEMBERS OF COUNCIL

Madam/Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

1. Formby and Mayfield Streets at Canada Way and Gordon Avenue at Imperial Street

Recommendations:

- a) That no further action be taken on this request.
- b) That M. J. Hunter, 6690 Gordon Avenue, Burnaby, B.C. be sent a copy of this report.

R E P O R T

A letter dated 1980 June 10, was received from M. J. Hunter, 6690 Gordon Avenue, Burnaby, B.C. advising of alleged increased traffic volumes within her neighbourhood.

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

"In response to the letter from Mary J. Hunter of 6690 Gordon Avenue in which she alleges increased traffic volumes within her neighbourhood, we placed an automatic traffic counter on Gordon Avenue at Imperial Street. This location would serve to detect vehicles in either direction trying to bypass the traffic signal at Imperial and Canada Way or generated by the 24 hour Merit Gas Station on Canada Way between Formby and Ulster Streets. The summary of this count shows a 24 hour volume of 855 vehicles with a peak hour from 07:00 to 08:00 h of 123 vehicles.

While these volumes indicate that there is traffic in excess of that generated by the residents the actual volume of 855 vehicles is not considered excessive for a residential street. A check of our accident statistics did not find any indication of an identifiable problem correctable by traffic control devices. The most recently recorded accident occurred 80 05 31 at 03:00 h which may have resulted in the current request for "...an alternative traffic pattern..."

This request is interpreted by us to imply either some form of restrictive signing or barricading. Restrictive signing is ineffective unless subjected to continuous enforcement, which is impractical. In view of the low volumes we feel that barricades would create more problems for the local residents than they would resolve."

2. Grant for School Safety Patrol Incentive Program

Recommendation:

"That a cheque be prepared in the amount of \$2,000.00 and forwarded to Mr. P. S. Boyle, Secretary-Treasurer, Burnaby School District #41, for their School Safety Patrol Incentive Program."

AGENDA 1980 09 29
COPY-MANAGER

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R E P O R T

A letter dated 1980 July 10 was received from Mr. P. S. Boyle, Secretary-Treasurer, Burnaby School District #41, requesting a grant in the amount of \$2,000.00 for their School Safety Patrol Incentive Program.

The amount of \$2,000.00, for this purpose, is included in the budget of the Traffic Safety Committee for the current year.

3. 5649 Canada Way

Recommendations:

- a) That Council concur with Mrs. Taylor's request to have the visual impediments (trees) removed to improve sight distance at 5649 Canada Way.
- b) That the barricade on Haszard Street be moved back sufficiently from Canada Way to provide emergency pull-off from Canada Way.
- c) That this portion of Haszard Street be signed "Emergency Pull-Off Only".
- d) That a copy of this report be sent to Mrs. M. Taylor, 5649 Canada Way, Burnaby, B.C., V5E 3N5.

R E P O R T

At the Traffic Safety Committee meeting held on 1980 July 15, Mrs. M. Taylor, 5649 Canada Way, Burnaby, B.C., appeared as a delegation and requested the Committee to investigate the view problem created by a large maple tree to the west of Mrs. Taylor's driveway and what action could be taken to alleviate the problem and also investigate the feasibility of relocating the existing barricade on Haszard Street at Canada Way to a position back on Haszard Street to sufficiently allow for emergency parking.

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

"At the Traffic Safety Committee meeting of 1980 July 15, Mrs. M. Taylor of 5649 Canada Way, appeared as a delegation. Arising out of her presentation was a request from the Committee that we:

1. Check into alleged view problem created by a large maple tree to the west of Mrs. Taylor's driveway and what action could be taken to alleviate the problem.
 2. Comment on the request to relocate the existing barricade on Haszard Street at Canada Way to a position back on Haszard Street sufficient to allow for emergency parking.
1. A site visit was made to the captioned address and together with Mr. Taylor the concerns of the Taylors' were reviewed. The maple tree in question is quite large with a trunk just under a metre in diameter. It is situated behind the existing concrete walk within the seven foot road widening. The existence of this tree does reduce the distance one can see to the west when exiting the driveway at 5649 Canada Way. To improve the sight distance would require the removal of this tree as well as a .7 metre stump and two smaller maples to the west in addition to trimming back the earth embankment that both trees are growing on.

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The above work, estimated at \$1,000 would improve the present sight distance of about 35 metres an additional 20 metres.

2. At the present time the barricade on Haszard Street at Canada Way is in line with the back of the walk on Canada Way. Should the barricade be relocated further back on Haszard Street as is being suggested it will place it out of sight of traffic on Canada Way because of the high banks and tree growth on both sides of Haszard together with the narrowness of the street itself.

It is our opinion that motorists could mistakenly turn into Haszard Street thinking that it was continuous only to be blocked and having to back out again. The argument that disabled vehicles could use the area as a pull-off assumes that all vehicles or the vast majority break down convenient to the Haszard Street right-of-way. It could also be argued that if vehicles break down between Haszard Street and Rugby Street and could then proceed to Haszard Street they could also proceed to Burris Street. In short we feel that the only vehicles that would use a pull-off at Haszard Street are those that break down right at Haszard Street and we have no information on how many this would be.

The above is for the information of the Committee.

4. British Columbia Hydro Request for the Installation of Stop Signs at the Marshland Avenue Railway Crossing

Recommendations:

- a) That the request for stop signs on Marshland Avenue at the British Columbia Hydro Railway crossing be denied.
- b) That a copy of this report be sent to Mr. J. C. Stobie, B.C. Hydro Railway Division, 260 - 12th Street, New Westminster, B.C., V3M 4H3.

R E P O R T

At the Traffic Safety Meeting held on 1980 April 15, Mr. J. C. Stobie, appeared on behalf of British Columbia Hydro Railway and requested the Committee to give consideration to the installation of stop signs at the Marshland Avenue railway crossing as well as other uncontrolled Hydro railway crossings in the Municipality.

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

"On 1958 October 3, the Municipal Manager's office received a written request from the Sidney Roofing and Paper Company Ltd., for the removal of existing stop signs on both the B.C. Hydro track on Tenth Avenue and the C.N.R. track on Wiggins Street. This request was initiated by their employees who have been receiving tickets for not complying with the existing stops, which they feel are not warranted.

On 1958 November 17, the Council concurred with the Traffic and Safety Committee's recommendation of 1958 November 04, that these stop signs be removed and replaced with reflectorized railway advance warning signs some 150' in advance of the tracks. This removal was subsequently carried out.

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Since 1958 we have received a number of requests from the B.C. Hydro to replace the stop signs at the subject location, the last one being the submission of 1980 April 15.

Whether the replacement of the stop signs would be effective in reducing any potential for accidents between vehicles and trains is a moot point. At the present time our observations of existing stops at seldom used railway routes is that very few motorists comply with the stop signs, one good example being the stops on the subject rail line at Byrne Road, where on recent observations only about 5% of the approaching vehicles stopped. The Committee is also familiar with the number of requests received to have the existing stops at Nelson Avenue and the B.C. Hydro Central Park line removed because of non-compliance. From our on-site observations the only justification for the placement of stop signs is the view obstruction created by Bestwood Industries who have stacks of wood products on their property adjacent the railway right-of-way and Marshland Avenue. Whether this was the cause of any of the accidents noted in the Hydro submission is unknown as we have been unable to obtain any details from the B.C. Hydro nor from our own or the R.C.M.P. files. As noted in the Hydro submission the Bestwood Industries were reluctant to remove the offending view obstruction because of the shortage of storage space on the site.

We will be approaching them however to move back their stockpile of wood pallets to improve sight distance down the track. They are required under the Zoning Bylaw to keep their 20 foot front yard clear and we are hopeful that we can persuade them to extend this clearance at the railway corner.

In addition to the above we would advise that in conjunction with the construction of Marine Way a number of existing crossings of this particular rail line are to be eliminated and the traffic rerouted to Marshland Avenue. This will of course place added volumes of traffic onto Marchland Avenue. For this reason we have in previous correspondence to the Ministry of Transportation and Highways made reference to the need for road-rail crossing warning devices at the B.C. Hydro Railway. We feel that a signal device is a vital requirement at that time as any stop sign combined with the anticipated high volumes of vehicular traffic will generate backups onto the new Marine Way. With a signal these backups will be eliminated by controlled storage of vehicles.

Respectfully submitted,

Alderman W. A. Lewarne,
Acting Chairman

Alderman V. V. Stusiak,
Member.