

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC SAFETY COMMITTEE

HIS WORSHIP, THE MAYOR
AND MEMBERS OF COUNCIL

Madam/Gentlemen:

FILE: 20-2

REPORT OF THE TRAFFIC SAFETY COMMITTEE

1. 4100 Block William Street

Recommendations:

- (a) "That no changes be made to the 'No Parking Anytime' zone on the south side of William Street adjacent Willingdon Heights Park.
- (b) That a copy of Mr. S.J. Seney's letter be forwarded to The Royal Canadian Mounted Police for enforcement of Items 1, 3 and 4, and for comment on Item 7 in the letter.
- (c) That Mr. S.J. Seney, 4131 William Street, Burnaby, B.C., V5C 3J5, be sent a copy of this report."

R E P O R T

A letter dated 1981 October 29 was received from Mr. S.J. Seney, 4131 William Street, Burnaby, B.C., expressing concern regarding problems associated with traffic in the 4100 Block William Street.

This matter was referred to the Director Engineering who reported as follows:

"In his letter of 81 10 20 Mr. Seney mentioned several problems with traffic in the 4100 block William Street. We will answer each item in the order that they were listed in the letter.

1. We checked the signing on the south side of William Street and found that it meets Municipal standards. If vehicles are parking in this area the R.C.M.P. should be called in to enforce the signing.
2. William Street has been improved to the 28' (8.5m) residential standard. This road width is used on residential streets to discourage through traffic and speeding by allowing only one through lane of traffic between cars parked on both sides of the street. Our studies have shown that this policy is generally effective in reducing vehicle speeds.
3. 'No Stopping Anytime' signs would be much more restrictive than 'No Parking Anytime' signs. They would not allow drivers to stop and drop off passengers at the park as the current restriction is intended to do.

Parking is defined in the Burnaby Street and Traffic bylaw as '... the standing of a vehicle, whether occupied or not, upon a roadway otherwise than temporarily for the purpose of and while actually engaged in loading or unloading merchandise, discharging or taking on passengers, or in obedience to traffic regulations or traffic signs or signals'.

If the signs are enforced under the terms of this definition, 'No Stopping Anytime' signs are not necessary.

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- COPY - MANAGER

4. Speeding is an enforcement problem that should be referred to the R.C.M.P.
5. We placed an automatic vehicle counter in the 4100 block William Street on 81 12 01. We obtained a count of 998 vehicles on that day, which is within the limits of an average traffic flow for a residential street. We did not find any evidence of an excessive number of short-cutting vehicles.
6. Residents on the streets south of William and east of Willingdon Heights Park also have the option of using Carlton Avenue for access to their streets from the south. Vehicles coming into this area from the north may also use William Street to get past the park but the count we took on William Street did not indicate an excessive amount of traffic.
7. This matter should be referred to the R.C.M.P.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

THAT no changes be made to the 'No Parking Anytime' zone on the south side of William Street adjacent Willingdon Heights Park.

THAT a copy of Mr. Seney's letter be forwarded to the R.C.M.P. for enforcement of Items #1, 3 and 4 and for comment on Item #7 in the letter.

THAT Mr. Seney be sent a copy of this report."

2. Request for bus stop relocation - 425 Delta Avenue

Recommendations:

- (a) "That the request of Mr. B. Parhar, 425 Delta Avenue, Burnaby, B.C., for the relocation of the bus stop in front of his home be denied.
- (b) That Mr. B. Parhar, 425 Delta Avenue, Burnaby, B.C., V5B 3C9, be sent a copy of this report."

R E P O R T

An undated letter was received from Mr. B. Parhar, 425 Delta Avenue, Burnaby, B.C., requesting that the bus stop in front of his home be relocated.

This matter was referred to the Director Engineering who reported as follows:

"The existing bus stop in front of 425 Delta Avenue is established in accordance with the 'Selective Stop Policy' adopted by the Burnaby Traffic Safety Committee and Metro Transit Operating Company. This policy requires that bus stops be located on the 'farside' of the intersection, i.e. the bus stops after having passed through the intersection. This standard location was deemed to have greater safety and better operational characteristics.

The exact location of the bus stop I.D. post is located to conform to the Burnaby Streets and Traffic Bylaw, Section 13, 2(A), which states:

'No person shall stop or stand a vehicle on any highway at intersections where buses stop for the purpose of allowing passengers to either enter or alight therefrom, at a lesser distance than 80 feet from the near boundary of the intersecting highway measured along that side of the highway where such bus stop is situated'.

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The frontage of 425 Delta Avenue is 122 feet of which 80 feet has restricted parking due to the above Bylaw and a further 10 feet is restricted by Section 13(2)(d) because of the lane to the south of the property. This leaves 32 feet of the Delta Avenue frontage available for legal on-street parking which is sufficient for one vehicle.

An inspection of the property at 425 Delta Avenue found that an existing carport has been enclosed and evidence that the dwelling has been converted to a two family dwelling. A search of the Building Department records did not find any permits to cover either the enclosure of the carport or a conversion to a two family dwelling. It is a requirement of the Burnaby Zoning Bylaw, Section 800.4 that there be one off-street parking space per dwelling unit.

In view of the aforementioned 'Selective Stop Policy', the legal requirement for the location of the bus stop, the existence of one legal on-street parking stall and the apparently illegal alteration to the existing dwelling unit, we are recommending that the request be denied. Another major factor in our recommendation is that to acquiesce to this request would set a precedent and, regardless of where a bus stop is located, someone will probably be inconvenienced.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

THAT the request of Mr. Parhar, of 425 Delta Avenue, for the relocation of the bus stop in front of his home be denied.

THAT Mr. Parhar be sent a copy of this report."

3. Street sign post on the southeast corner of Imperial Street and McKay Avenue

Recommendations:

- (a) "That Council concur with the relocation of the stop sign on the southeast corner of Imperial Street and McKay Avenue.
- (b) That Mr. C.W. Bressler, 6909 Willingdon Avenue, Burnaby, B.C., V5J 3R3, be sent a copy of this report."

R E P O R T

A letter dated 1981 November 04 was received from Mr. C.W. Bressler, 6909 Willingdon Avenue, Burnaby, B.C. regarding the street sign post on the southeast corner of Imperial Street and McKay Avenue.

This matter was referred to the Director Engineering who reported as follows:

"The placement of stop signs, while not rigidly defined, is covered by three factors: legal requirements, visibility and clearance from passing traffic. The legal requirement is that a vehicle, at a stop controlled intersection, is required to stop before entering the intersection and the intersection is defined as the intersection of street lines (property lines) not curb faces.

Another factor is that the stop sign be located as close to the line of sight of the driver as is possible, such that the sign will always be within the range of a driver's vision.

The curvature of the curb is such that in order to stay within an accepted range the stop sign is located within the sidewalk. The third factor is that the sign be located clear of any passing vehicles which usually results in the sign being placed at least 45 cm from the curb face which in the case of a curbwalk or curb abutting walk again puts the sign within the sidewalk.

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The above discussion explains why the stop sign was placed in its existing location but there is no 'hard and fast' rule that states it must be there. While looking at the existing sign with a view to relocation we noted the fire hydrant just south of the intersection which would preclude a movement of the sign to a point away from the curb radius.

Mr. Bressler's suggestion of a new design for a post that cantilevers the sign over the sidewalk certainly has merit but we couldn't justify the additional cost involved. This cost would include extra material, a heavier gauge material, as that which we currently use would not be suitable, different mounting hardware, different sign blanks, etc., plus the need to maintain two separate stocks of materials as the current posts are used for all signs. As for the matter of mass production of the proposed sign posts reducing the cost, the number of new installations and relocations of stop signs per year is very small. Nor could we justify the cost of embarking on a program of relocating all existing signs situated under similar circumstances. Nonetheless the concerns of Mr. Bressler will be taken into account for installations and relocations of all signs in the future.

In summary, the sign at Imperial Street and McKay Avenue will be relocated clear of the sidewalk and we wish to thank Mr. Bressler for his concern for his fellow citizens, especially the handicapped.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

THAT the Traffic Safety Committee concur with the relocation of the stop sign on the southeast corner of Imperial Street and McKay.

THAT Mr. Bressler be sent a copy of this report."

4. Request for a pedestrian crossing of the Lougheed Highway, in the vicinity of the Lake City Industrial area

Recommendations:

- (a) "That a copy of the letter dated 1981 November 05 from Mr. R.A. Rockerbie, 7755 Jensen Place, Burnaby, B.C., V5A 2A7, be forwarded to the Ministry of Transportation and Highways, 940 Blanchard Street, Victoria, B.C., V8W 3E6.
- (b) That a copy of this report be sent to Mr. R.A. Rockerbie, 7755 Jensen Place, Burnaby, B.C., V5A 2A7, and the Ministry of Transportation and Highways, 940 Blanchard Street, Victoria, B.C., V8W 3E6.

R E P O R T

A letter dated 1981 November 05 was received from Mr. R.A. Rockerbie, 7755 Jensen Place, Burnaby, B.C., regarding the need for a pedestrian crossing on Lougheed Highway in the vicinity of the Lake City Industrial area.

This matter was referred to the Director Engineering who reported as follows:

"Lougheed Highway is a Provincial Highway and, therefore, the provision of any pedestrian crossing of it is their responsibility. We would certainly concur with the applicant, Mr. Rockerbie, that a surface crossing would be hazardous and, therefore, would not support any request to the Ministry of Highways for such a crossing. The construction of a grade-separated crossing, either overhead on or beneath the Lougheed, would be very expensive and would require a substantial number of pedestrians to justify the cost.

While we have not conducted a count of the actual numbers of persons crossing the Highway in this vicinity, we are of the opinion, based on random observations, that very few persons are crossing here. We have recorded one pedestrian accident at this location, in 1980, involving a transit user.

In his letter, Mr. Rockerbie states that some persons use the local bus service and then transfer to the Fast Bus at Loughheed Mall. There is also an alternative, to transfer at Loughheed Highway and Bainbridge Avenue where the local and Fast Bus routes meet. The local service bus stops are closer to Mr. Rockerbie's home on Jensen Place and do not require the crossing of a major arterial. While Mr. Rockerbie states that he feels this is undesirable due to the extra time and distance involved, it is essential to the efficient operation of a transit system. For example, a local bus service, with frequent stops, internal to a residential area which connects to a 'through' bus service on a main highway, with few stops, is analogous to a street hierarchy system of residential, collector and arterial streets.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

THAT a copy of Mr. Rockerbie's letter be forwarded to the Ministry of Highways.

THAT copies of this report be sent to Mr. Rockerbie and the Ministry of Highways."

5. Request for a "No Parking" zone on the north side of Douglas Road east of Carlton Avenue

Recommendations:

- (a) "That a 'No Parking Anytime' zone be established on the north side of Douglas Road from Carlton Avenue to 100 feet east of Carlton Avenue.
- (b) THAT Mr. S.J. Seney, 4131 William Street, Burnaby, B.C., V5C 3J5, be sent a copy of this report.

R E P O R T

A letter dated 1981 November 25 was received from Mr. S.J. Seney, 4131 William Street, Burnaby, B.C., requesting a "No Parking" zone on the north side of Douglas Road east of Carlton Avenue.

This matter was referred to the Director Engineering who reported as follows:

"We have investigated the above request in the 81 11 25 letter from Mr. S.J. Seney, 4131 William Street. Mr. Seney has requested this parking ban because he feels that vehicles, particularly large trucks, parked in that area are causing a serious vision obstruction for drivers turning left on to Douglas Road from Carlton Avenue.

During our site visits to this intersection we found that if only automobiles were parked in this location there was no real problem but we observed several semi-trailer trucks parked that did severely limit a driver's view of the approaching traffic on Douglas Road. For this reason we are recommending the banning of parking in this area for approximately 100 feet east of Carlton Avenue.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

THAT a 'No Parking Anytime' zone be established on the north side of Douglas Road from Carlton Avenue to 100 feet east of Carlton.

THAT Mr. S.J. Seney of 4131 William Street, Burnaby, B.C., be sent a copy of this report."

6. Intersection of Armstrong Avenue and Cariboo Road

Recommendation:

"That this report, together with Appendix A and B, be sent to the principal of the Armstrong Elementary School, 8757 Armstrong Avenue, Burnaby, B.C., V3N 2H8, in order that he may direct the pupils on the route to follow."

R E P O R T

The Director Engineering prepared a report with respect to the intersection of Armstrong Avenue and Cariboo Road, which reads as follows:

"The subject intersection is a 'T' type intersection that is presently controlled by a stop sign on Armstrong Avenue giving the right-of-way to Cariboo Road. Armstrong Avenue has been completed to a final 11 metre curbed standard with concrete sidewalks on both sides. Cariboo Road has not been completed to a final standard but has, at this time, an asphalt cap pavement that provides for two lanes south of Armstrong Avenue and three lanes north of Armstrong Avenue. The extra lane north of Armstrong is a southbound lane and is for slower vehicles. Upon its approach to Armstrong Avenue traffic in this slow curb lane is restricted to right turns only. There is a concrete sidewalk on the west side of Cariboo Road north from Armstrong Avenue and a short section of concrete walk on the east side of Cariboo Road from the north alignment of Armstrong Avenue to Holmes Avenue.

On the north leg of Cariboo Road, in an alignment with the sidewalk on Armstrong Avenue, we have painted a school crosswalk. In addition to the road side crosswalk signs, we have also placed, over the two southbound lanes, a davit mounted crosswalk sign. This crosswalk is supervised by an adult crossing guard.

We have, from time to time, received requests to improve the safety of this intersection as it relates to the school crosswalk. Some suggestions have been:

1. Install a traffic signal at the intersection.
2. Take some remedial action to lessen the confusion to motorists within the intersection caused by the angular leg of Holmes Avenue which enters immediately to the south.
3. Move the marked crosswalk north to cross at the intersection of Monroe Avenue.

In answer to the above, we offer the following comments:

1. Install a traffic signal at the intersection;
At this time we do not have a volume warrant for either a vehicular or a pedestrian signal. In vehicle accidents we have recorded 23 since January of 1980. Of these, 13 were of a type correctable by a traffic signal while 10 were of a type that normally are generated by a signal installation. Of the 13, 10 involved southbound Cariboo Road traffic and eastbound Armstrong Avenue traffic. These accidents are caused, in part, by the limited sight distance and by the misuse of the curb lane on Cariboo Road. It is our opinion that, while a signal may reduce the latter type of accident, it will in all likelihood increase the incidence of rear enders. In addition the steep grade on Cariboo Road (12.5%) would compound Winter driving if vehicles were required to stop for a red light.
2. Take remedial action to lessen the confusion to motorists within the intersection;

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From field observations we have noted that there is, particularly during heavy traffic periods, increased delay and erratic driving taking place within the intersection caused by vehicles either left turning into Holmes or Armstrong Avenue or crossing Cariboo to leave or enter either Avenue. This is caused by the alignment of the two streets. Attached as Appendix 'A' is a sketch which shows what we feel will be an improvement to traffic movements on Cariboo Road, between Armstrong and Holmes Avenues. This improvement will require the acquisition of a truncation from the residence on the southeast corner of Cariboo Road and Holmes Avenue. This work is going to be put forward as a Traffic Management Project.

3. Move the marked crosswalk north to cross at the intersection of Monroe Avenue;

We have investigated this suggestion and it is our opinion that this location has a number of features that would increase the hazard to the pedestrian.

(a) Vehicles travelling north on Cariboo Road would not see the pedestrian until they came over the crest of the hill at Armstrong Avenue, a distance of about 70 metres or 230 feet.

(b) Because of the steep grade on Cariboo, 12.5%, vehicles may have difficulty stopping in time, particularly during periods of ice and snow.

We feel that the present location of the crosswalk is the best in that it is right on top of the crest and can be seen from both approaches on Cariboo Road and the prevailing grades lend themselves to stopping.

The majority of children living to the east of Cariboo Road approach Cariboo Road on either Holmes Street or on Wilberforce Street. As there is a lack of a sidewalk on the east side of Cariboo Road between Wilberforce Street and Armstrong Avenue, we will be installing a chipwalk for pedestrian use. All children should be then directed to cross Cariboo Road at the marked and supervised crosswalk at Armstrong Avenue. Attached as Appendix 'B' is a planned route that children should use when walking to school.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

THAT this report, together with attachments, be sent to the Principal of the Armstrong Elementary School in order that he may direct the pupils on the route to follow."

7. Request to place speed and traffic control on Dundas Street from Delta Avenue to Fell Avenue

Recommendations:

- (a) "That the request for barricades and stop signs on Dundas Street between Fell and Delta Avenues be denied.
- (b) That the request for stop signs on lanes intersecting with Dundas Street be denied.
- (c) That the request for a stop sign on Capitol Drive at Sea Avenue be denied.
- (d) That Mr. G.R. Moore, 11 Sea Avenue South, Burnaby, B.C., V5W 3W7, be sent a copy of this report.
- (e) That the Burnaby Detachment, Royal Canadian Mounted Police, be requested to continue to monitor the traffic situation in the area.

R E P O R T

A petition containing 63 signatures dated 1981 August 16 was received from Mr. G.R. Moore, 11 Sea Avenue South, Burnaby, B.C., requesting the placement of speed and traffic control devices on Dundas Street from Delta Avenue to Fell Avenue.

This matter was referred to the Director Engineering who reported as follows:

"In response to the petition received with the captioned request we asked the Burnaby R.C.M.P. to monitor the existing situation. The report of the R.C.M.P. is attached as Appendix 'C' to this report. One of the observations made by the R.C.M.P., i.e. light traffic, was verified by automatic traffic counts taken at two locations - Dundas between Howard and Ellesmere and Dundas between Stratford and Fell. The results of these 24 hour counts were as follows:

1. Dundas Street, Howard to Ellesmere:

EB - 554
Peak Hour - 19:00 - 20:00
Peak Hour Volume - 65

WB - 611
Peak Hour - 19:00 - 20:00
Peak Hour Volume - 57

2. Dundas Street, Fell to Stratford:

EB - 229
Peak Hour - 15:15 - 16:15
Peak Hour Volume - 25

WB - 232
Peak Hour - 19:00 - 20:00
Peak Hour Volume - 23

We also checked the accident statistics at all intersections with Dundas Street between Delta and Fell Avenues. From the west end the accident statistics since 1976 are:

Delta - 1 right angle 1976, 1 out of control 1979.
Hythe - 2 right angle each 1980 & 1981 (traffic control changed 1979)
Glynde - 2 right angle 1977, 1 right angle & 1 rear end 1978,
 1 right angle 1979.
Springer - none since 1970.
Ranelagh - 1 left turn, head on in 1977.
Grosvenor - none since 1970.
Howard - none since 1971.
Ellesmere - 1 right angle 1981.
Holdom - 1 right angle and 1 rear end both 1980.
Sea - 2 right angle, 1 in 1978 involving cyclist, 1 in 1979.
Warwick - 1 right angle 1976.
Stratford - none reported since 1961 when records started.
Fell - 1 rear end and 1 out of control 1979, 1 rear end 1981.

The above information, including the R.C.M.P. report, does not indicate the need for any additional traffic control on Dundas Street between Fell and Delta Avenues. Nonetheless, we will address the specific requests of the petitioners.

1. Barricades at Dundas and Ellesmere and at Dundas and Fell 'to prevent high speed driving....'

Dundas Street is designated as the local collector street which means it is to be the route by way of which residents access their individual streets. The vehicle volumes are as expected for such a street designation. To barricade Dundas would force some of the traffic to either Cambridge or Pandora Streets neither of which are designated collector streets.

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1981 December 21

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2. 'Speed limit signs be posted on Dundas with a posted speed of 30 KPH (20 M.P.H.) every block...'

As stated in #1 above, Dundas Street is a designated collector street and as such we are attempting to attract neighbourhood traffic to this street so that it may be more easily controlled. The posting of a reduced speed limit would be contrary to the intent of the collector street designation and would probably have two effects - the use of Pandora and Cambridge Streets as a preferable alternative and an increase in the number of 'speeders'.

3. (a) Four-way stops on Dundas Street at Ranelagh Avenue, Holdom Avenue, and Sea Avenue.

The warrant for a 4-way stop is 5 accidents in one year of a type correctable by 4-way stop sign installation. None of the above three intersections meet this warrant.

- (b) 'Stop signs at alley ways entering on Dundas Street'.

Section 166(2) of the Motor Vehicle Act states in part:

'The driver of a vehicle about to enter or cross a highway from an alley, lane, driveway, building, or private road shall yield the right-of-way to traffic approaching on the highway so closely that it constitutes an immediate hazard.'

- (c) 'A stop sign at the junction of Capitol Dr. and Sea Ave. to control speed of traffic off Capitol Dr.'

This intersection is a three legged intersection with a stop on the Sea Avenue south leg as Capitol Drive and the north leg of Sea Avenue are designated collector streets. There has not been an accident recorded at this intersection since we started keeping statistics in 1961. Also the points of intersection of Capitol and Sea and of Dundas and Sea, which is currently stop sign controlled, are only 60 metres apart which means northbound traffic would be required to stop twice within that short distance.

The matter of stop signs for speed control has been dealt with on numerous occasions by the Committee. The recommendations to the Committee, by the Municipal Engineer, when a similar request has been made has been to deny the request, for several reasons, including:

1. high disobedience rate of unwarranted, by accident history, stop signs,
2. increased peak speeds between stop signs as frustrated drivers try to make up for lost time,
3. increased noise pollution due to revving engines and squealing tires as drivers accelerate away from stop signs,
4. increased energy consumption and air pollution due to stopping and starting of vehicles,
5. increased use of adjacent streets as drivers look for a less disruptive route.

For these same reasons and the lack of any evidence to indicate the need for additional traffic control on the subject section of Dundas Street we are recommending that the requests of the petitioners be denied.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

THAT the request for barricades and stop signs on Dundas Street between Fell and Delta Avenues be denied. .

THAT the request for stop signs on lane intersecting with Dundas Street be denied.

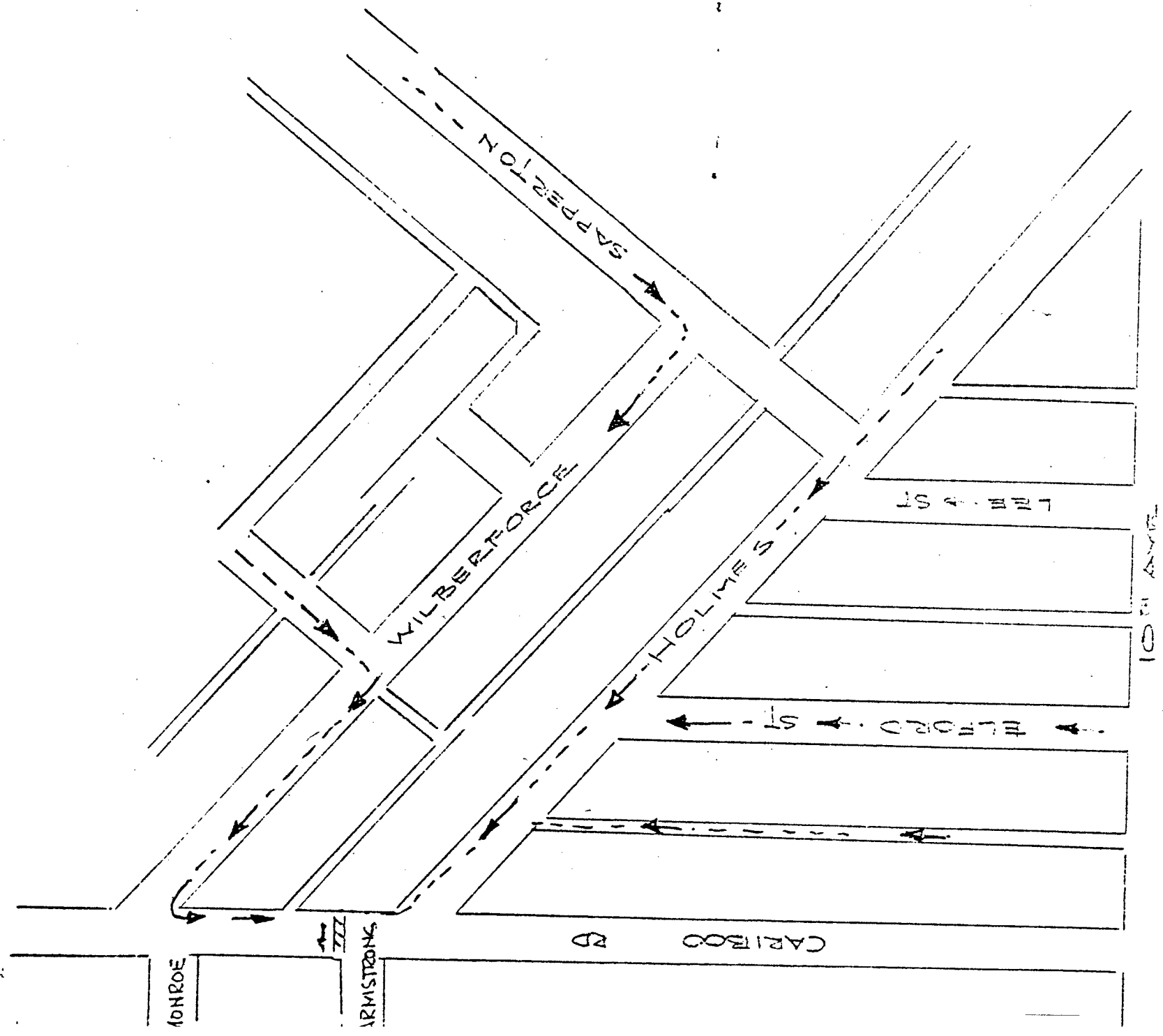
THAT the request for a stop sign on Capitol Drive at Sea Avenue be denied.

THAT Mr. G.R. Moore of 11 Sea Avenue South, be sent a copy of this report."

Respectfully submitted,

Alderman D.N. Brown, Chairman

Alderman E. Nikolai, Member



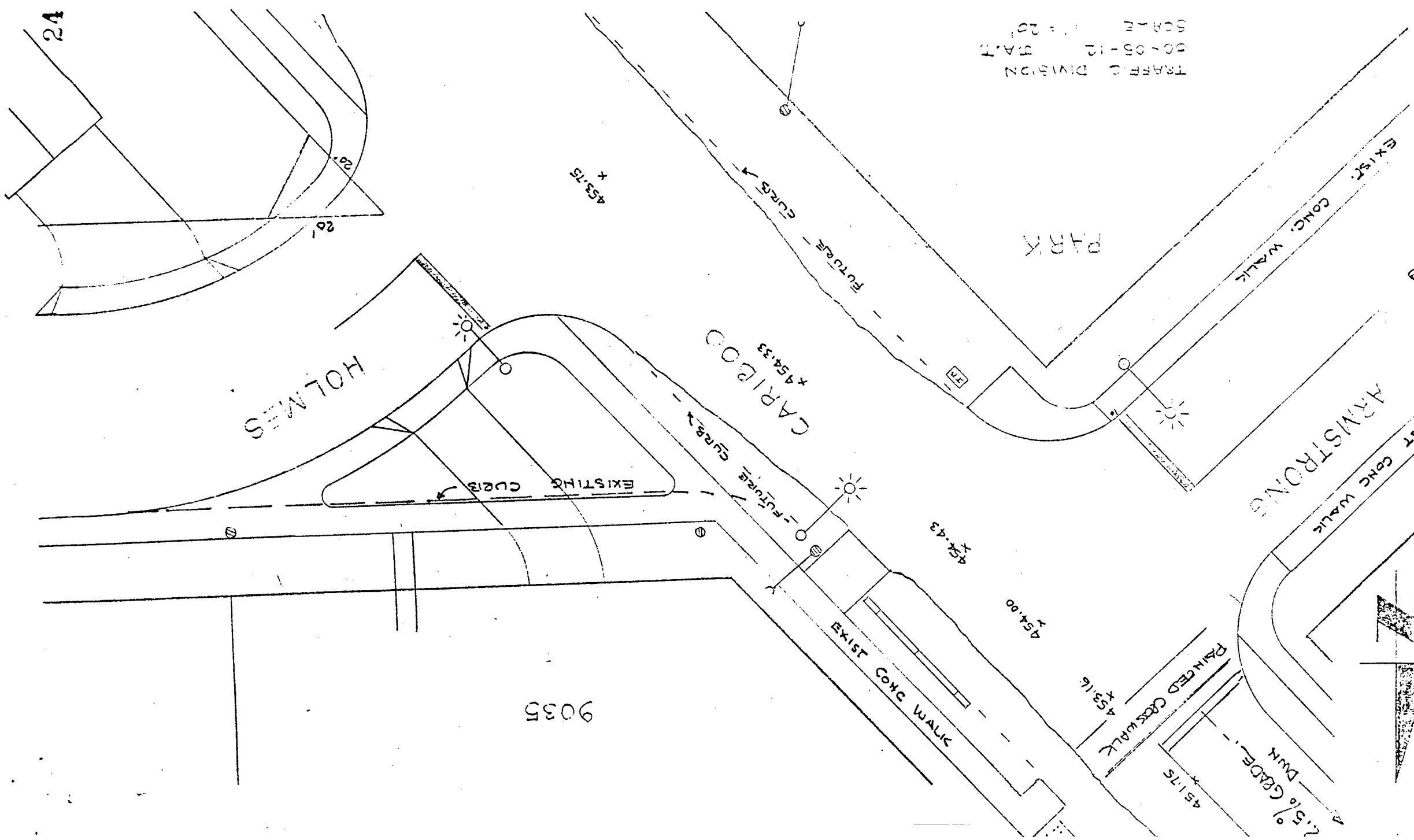
APPENDIX "A"

ARMSTONGS ELEMENTARY
 STOREY
 ROUTE MAP

NO.	DATE	REVISION	CORPORATION OF THE DISTRICT OF BURNABY ENGINEERING DEPARTMENT DIVISION
DESIGNED BY	DRAWN BY	CHECKED BY	
			SCALE
			DATE
			DRWG NO
			L.

24

TRAFFIC DIVISION
00703-12 4 P.M.
SEP 17 1952



HOLMES

CARIBOO

ARMSTRONG

PARK

9035

APPENDIX "B"

MEMORANDUM

NOTE DE SERVICE

RECEIVED IN
ENGINEERING DEPT.

MUNICIPAL ENGINEER

SEP 10 1981

Attn.: Dave EVANS

RECEIVED	NOTED	DATE
<i>HB</i>		

OIC BURNABY DETACHMENT

SECURITY - CLASSIFICATION - DE SECURITE
OUR FILE/NOTRE REFERENCE
81/33531
YOUR FILE/NOTRE REFERENCE
DATE
81-09-08

SUBJECT
OBJET

Complaint of Speeders - Dundas Street

1. Reference your correspondence dated 81-08-21, attached is a resume of the action taken by Cst. D.G. McCALL of our Traffic Section.

N.L. Fuchs for
 (N.L. Fuchs) Supt.
 O. i/c Burnaby Detachment

CONCLUDED HERE

APPENDIX "C"

**CONTINUATION RAPPORT DE
REPORT CONTINUATION**

RCMP CRC

OCCURRENCE No. — N° D'INCIDENT

Y-A
811 - 33531

BIN — BD

RE — OBJET: EVANS, Dave - Complaint of Speeders
Dundas Street

DATE	TIME HEURE	ACTION TAKEN — MESURES PRISES
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81-09-01 12:30 Location Alley-Holdom-Capitol Drive

81-09-01 13:00 Light traffic - No violations issued. Speeds averaged high
40 km/h - high speed 58 km/h

81-09-01 16:30 Same location - one violation issued while on route to radar
location. The subject was clocked at 70 in a 50 km/h zone.
81-09-01 17:00 Same average speeds 45-55 km/h.

81-09-02 23:20 Location Alley by N. Sea - Traffic very light - no violations
Speeds 50-60 km/h. WILLIAMSON & McCALL81-09-03 22:20 Location by N. Grosvenor - Traffic very light - no violations
81-09-03 23:30 Speeds 50 km/h. On route to Dundas I issued two violations
for 149(b) M.V.A. to two youngsters I chased from Hastings
after they had raced Sperling to Holdom at 100 km/h side by
side and blew two stop signs on Holdom.81-09-03 Dundas Street was worked for three hours using radar. In the
area of this complaint the average speeds recorded range from
45-55 km/h, the traffic is very light in the area.
The problem the writer feels this area has is the occasional
erratic driver who uses the area to race with friends or
accelerate from Delta to Fell Avenue, since it is a very
straight road with a sharp incline at Holdom Avenue. This
viewpoint is supported by the three violations the writer
issued.

The petitioners want a lot of stop signs erected on Dundas
Street. I feel they are not needed since I did observe that

<input type="checkbox"/> Concluded Enquête terminée	Date Complainant Notified Date d'avis au plaignant	SUI S.E.	D.D. — D.A.	<input type="checkbox"/> Consulted Consulté	<input type="checkbox"/> Alleged sur les lieux	<input type="checkbox"/> Advised avisé
Investigator — Enquêteur	Date	SUPERVISOR SUPERVISEUR		Signature		Date
COPIES TO: — COPIES À			Other — Autre			
<input type="checkbox"/> H.O. D.G.	<input type="checkbox"/> DIV.	<input type="checkbox"/> C.I.S. S.F.V.	<input type="checkbox"/> G.I.S. S.E.G.	PAGE		

RCMP CRC

CONTINUATION RAPPORT DE REPORT CONTINUATION

OCCURRENCE No. — N° D'INCIDENT
Y.A. 811 - 33531

RE — OBJET: EVANS, Dave - Complaint of Speeders Dundas Street		BIN — BD	
DATE	TIME HEURE	ACTION TAKEN — MESURES PRISES	

95% of the vehicles crossing Dundas within my view, taxi stopped the existing signs. If my purpose was not to monitor speed I could have issued numerous violations to residents for 187 M.V.A.

<input checked="" type="checkbox"/> Concluden Enquête terminée	Date Complainant Notified Date de l'avis au plaignant	SUI S.E.	D.D. — D.A.	<input type="checkbox"/> Consulted Consulté	<input type="checkbox"/> Attended sur les lieux	<input type="checkbox"/> Advised avisé
Investigator — Enquêteur (D.G. McCall) C.st.	Date 81-09-07	SUPERVISOR SUPERVISEUR (I.J. Hill) C.P.I.		Signature (I.J. Hill) C.P.I.		Date 81-09-08
COPIES TO: — COPIES A		Other — Autre		PAGE		
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