

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC SAFETY COMMITTEE

FILE: 20-2

HIS WORSHIP, THE MAYOR
AND MEMBERS OF COUNCIL

Madam/Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

1. 300 Block Willingdon Avenue between Albert Street
and the lane behind the Fire Hall

Recommendations:

- (a) "That the 'No Parking Anytime' ban on the west side of Willingdon Avenue between Hastings Street and the lane north be extended to Albert Street and the painted lane line be extended to Albert Street.
- (b) That Mr. B.E. Stigant, 7323 Capistrano Drive, Burnaby, B.C., V5A 1P7, be sent a copy of this report."

R E P O R T

A letter dated 1981 February 09, was received from Mr. B.E. Stigant, 7323 Capistrano Drive, Burnaby, B.C., regarding the 300 block Willingdon Avenue between Albert Street and the lane behind the Fire Hall.

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

"At the present time we have a two lane southbound approach on Willingdon Avenue between Hastings Street and the lane north. The lanes marked are substandard (10 feet wide) but sufficient for the time being. The added pavement width to accommodate the right hand lane was extended to Albert Street and it would only require lane lining and the banning of parking to provide a two lane approach for the full block between Hastings and Albert Streets.

The property flanking this section of Willingdon Avenue is occupied by a single family dwelling which has rear yard parking and available parking on Albert Street.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

THAT the 'No Parking Anytime' ban on the west side of Willingdon Avenue between Hastings Street and the lane north be extended to Albert Street and the painted lane line be extended to Albert Street.

THAT Mr. B.E. Stigant, 7323 Capistrano Drive be sent a copy of this report. "

:- AGENDA 1981 JUNE 22
:- COPY-MANAGER

2. Request for emergency vehicle entrance/exit from Woodway Place to Delta Avenue

Recommendations:

- (a) "That the Municipal Council concur with the action taken by the Municipal Engineer.
- (b) That Mrs. A.M. Warren, 1205 - 1985 Woodway Place, Burnaby, B.C., V5B 4T4, be sent a copy of this report."

A letter dated 1981 May 16, was received from Mrs. A.M. Warren, 1205 - 1985 Woodway Place, Burnaby, B.C., requesting the installation of a emergency vehicle entrance/exit from Woodway Place to Delta Avenue.

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

"The road closures in the Community Plan Area 'D' Brentwood Park were installed at the request of the Brentwood Park Ratepayers' Association to discourage the use of the local street system by commuters.

While it is possible to install a gate with a lock at any of the three locations, it would only service the Fire Department as they are the only emergency service that has access to the special security key used. In most emergency calls this is sufficient as the Fire Department are the first on the scene of all emergency calls other than acts of violence, i.e. robberies, break and entries, etc.

In the submission from Mrs. A.M. Warren reference is made to the one-way traffic pattern established on Sperling Avenue south of Canada Way. This system works reasonably well on Sperling Avenue as the major traffic flow was always southbound, the move now prohibited. The flows in the Brentwood area, however, were about equal in each direction and would not be controlled to the same extent as was accomplished on Sperling Avenue by the one-way system.

However, as the main concern is for access of emergency service the gate and lock should be adequate.

We have discussed the problem of access with the Fire Department and they have confirmed the confusion that arose from the call mentioned in Mrs. Warren's submission. Evidently an old house on Anola Place that was being demolished was set on fire. The Fire Department received a call that it was an address on the Lougheed Highway. When the apparatus arrived they found that access could not be gained from the Lougheed but had to be gained from the back.

Vehicles trying to enter off Delta via Halifax found their way blocked by barricades at all three locations, requiring them to travel via Delta, Parker, Springer and Ridgelawn to reach the fire.

In addition, we would advise that the high rises on the corner of the Loughheed and Delta Avenue are addressed on the Loughheed but can only be reached, at present, via Springer and Ridgelawn. Being addressed in such a manner could be confusing to any emergency call and delay arrival.

CONCLUSION:

To minimize the delay to emergency service to the Brentwood area and in particular the high density area south of Halifax Street, we have installed the steel gate and lock system that was formerly in use on Sperling Avenue. This has now given the Fire Department an alternative point of access to the area.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

THAT Council concur with the action taken.

THAT Mrs. Warren be sent a copy of this report."

3. Request for a 'No Parking' zone on Montecito Drive at the entrance to the Montecito Complex

Recommendations:

- (a) "That a 'No Parking Anytime' prohibition be posted on the north side of Montecito Drive as shown on the attached sketch #1.
- (b) That a copy of this report be sent to Mr. J.P. Daem, Property Manager, Bradson Management Services Inc., 5369 Kingsway, Burnaby, B.C., V5H 2G1."

R E P O R T

A letter dated 1981 May 21, was received from Mr. J.P. Daem, Property Manager, Bradson Management Services Inc., 5369 Kingsway, Burnaby, B.C., requesting the installation of a 'No Parking' zone on Montecito Drive at the entrance to the Montecito Complex.

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

"In response to the request for a parking restriction at the captioned location we had a check made of our accident files. We were unable to find a record of any reported accidents on Montecito Drive that could be related to the driveway entrances. We did check the parking in the area and did find a fair number of campers, mobile homes and detached trailers on Montecito Drive and Phillips Avenue that obviously belong to the residents of the Montecito complex.

At the two driveways in question there were a number of recreation vehicles parked in such a manner that they did limit exiting vehicles on the driveways to restricted sight of westbound Montecito traffic.

Vehicles were also encroaching into the existing bus stop area.

To resolve the complainant's concern we would suggest that parking be prohibited between the two lamp standards as shown on sketch #1, which forms part of this report.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

THAT a 'No Parking Anytime' prohibition be posted on the north side of Montecito Drive as shown on the attached sketch #1.

THAT a copy of this report be sent to Bradson Management Inc."

4. Intersection of Bryant Street and Waltham Avenue

Recommendation:

- (a) "That the present yield signs on Bryant Street be relocated to Waltham Avenue, thus giving the right-of-way to Bryant Street traffic."

The Municipal Engineer prepared a report with respect to this matter which reads as follows:

"The subject intersection approaches have been finished to a final curbed 28' (8.5 m) width. This standard is classified as a minor residential facility in that with parking permitted on both sides moving traffic is restricted to a single travelling lane. Bryant Street traffic is required by signs to yield to Waltham.

In spite of its classification as a minor residential intersection the traffic volumes are quite high, particularly along Bryant Street. This traffic follows a routing between Royal Oak on the west to Sperling Avenue on the east, travelling via Irving, Bryant and Stanley Streets.

A rather extensive origin destination study was submitted to the Traffic Safety Committee on 1979 September 21, recommending that the Transportation Committee, that was studying a conceptual transportation plan for Burnaby, look into the need to provide a collector route for the area, one that is presently lacking. As a result, the adopted Conceptual Transportation Plan has designated a major residential collector to follow a routing along the Oakland Street alignment. This collector is scheduled for construction in the 1983 C.I.P. budget.

In our investigation to determine if the subject intersection requires additional controls we had visual observations made during the A.M. and P.M. peak periods. During the four hours of observations we counted a total of 810 vehicle approaches on Bryant Street and 260 vehicle approaches on Waltham Avenue. We noted that a large percentage of the vehicles that approached the yield signs did so at speeds that would have negated their requirement to yield if required to do so. This together with the laurel hedges on the south approaches could be a factor in the number of accidents occurring in the intersection.

Also the fact that the larger volume of traffic is being required to yield breeds a non-compliance with such devices. It may be advisable to switch the yields to Waltham Avenue in the hope of receiving better driver compliance. This strategy was tried at the intersection of Gilpin Crescent and Barker Crescent and in comparing the accident history 22 months before the switch to 22 months after, the accident rate dropped from five to one or 80%.

Should the Traffic Safety Committee wish to replace the present yield sign control with stop signs these too should give the right-of-way to the larger volume of traffic.

ADVANTAGES:

1. Will probably reduce the number of accidents.

DISADVANTAGES:

1. Will increase the speed of traffic travelling along Bryant.
2. May give motorists the impression they are now on a collector street which could result in an increase in accidents at intersections further along Bryant. (This has been the experience at other isolated stop sign installations.)

If we replace the yield signs with stops in their present location, i.e. giving the right-of-way to lower volume on Waltham Avenue, we will probably experience the following:

ADVANTAGES:

1. Will probably reduce the number of accidents.

DISADVANTAGES:

1. Will increase speeds on Waltham Avenue.
2. Will force a larger number of vehicles to stop which will:
 - (a) Increase gas consumption in a time when we should be conserving energy.
 - (b) Increase the noise in the intersection from stops and starts.
 - (c) Encourage stop sign violations as the opposing cross street, Waltham Avenue, will have frequent large gaps in its traffic flow.

REPORT
REGULAR COUNCIL MEETING
1981 June 22

SUMMARY:

The present accident history of the subject intersection is related to a number of factors, the large volumes using Bryant because of a lack of adequate collector streets in the area, non-compliance by the higher volumes to the yield requirement and possibly to a lesser extent the view problems along the south corners. These problems will probably be resolved in the future when the Oakland connector is built.

STAFF RECOMMENDATION TO TRAFFIC SAFETY COMMITTEE:

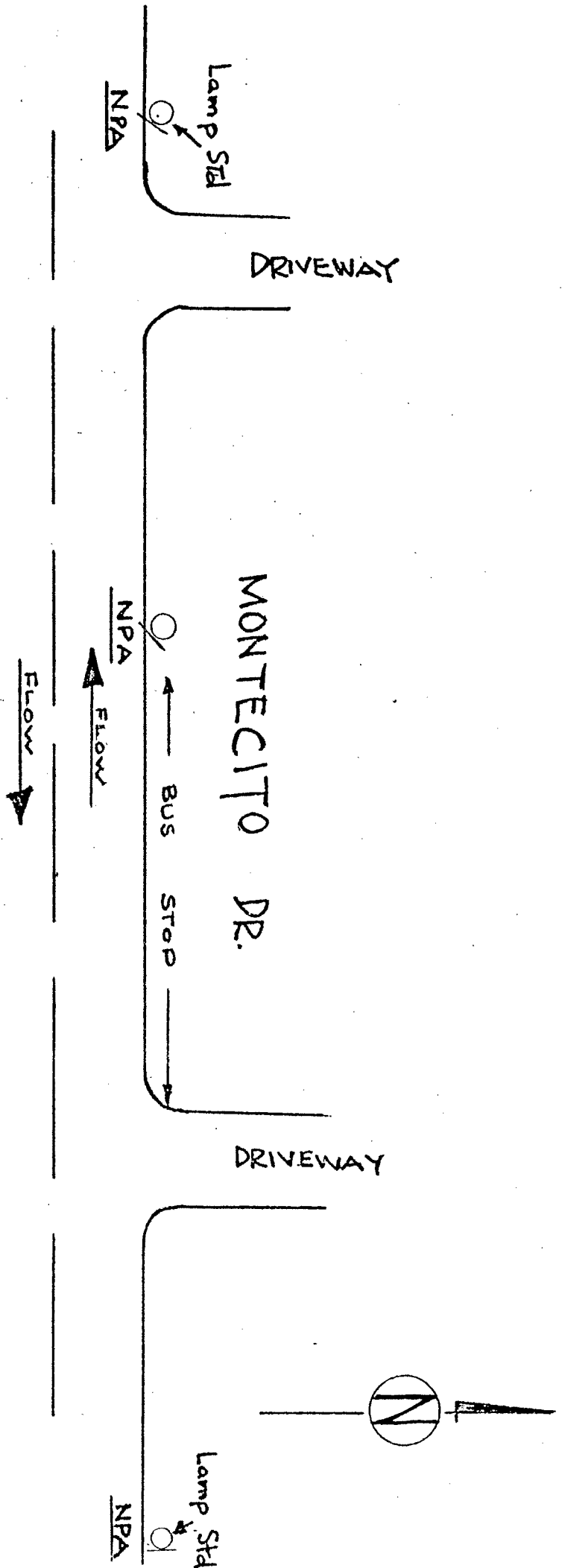
THAT the present yield signs on Bryant Street be relocated to Waltham Avenue thus giving the right-of-way to Bryant Street traffic."

Respectfully submitted,

Alderman G.D. Ast,
Chairman

Alderman D.N. Brown

RDS:sw



N.P.A. - PROPOSED NO PARKING SIGN

SKETCH # 1

