

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. Intersection of Bryant Street and Waltham Avenue

Recommendation:

- (a) "That a two way stop sign system be installed on Bryant Street at Waltham Avenue.
- (b) That Mrs. Kathy Richardson, 6058 Berwick Street, Burnaby, B.C., V5H 1W2, and Mr. K.A. Nichols, 6141 Bryant Street, Burnaby, B.C., V5H 1X8, be sent a copy of this report."

R E P O R T

Council, on 1981 November 23 referred the petition received from Mrs. Kathy Richardson to the Traffic Safety Committee and directed that a special committee meeting be held to once again review this matter.

The Traffic Safety Committee held a special meeting on 1981 November 26 to review this matter, and entertained two delegations representing the area residents, Mrs. Kathy Richardson and Mr. K.A. Nichols, who both advised that the area would support a two way stop system on Bryant Street at Waltham Avenue.

The Municipal Engineer had prepared a report in response to this matter which reads as follows:

"Following the Committee's direction we wrote to both property owners on the south side of Bryant Street requesting that they cut back their laurel hedges to improve the sight distance for approaching vehicles. As of 1981 November 09 the property on the southwest corner has trimmed its hedge to conform to the Burnaby Zoning Bylaw.

On Thursday, 1981 July 30 the Municipality relocated the yield signs previously located on Bryant Street to Waltham Avenue in an effort to reduce the number of traffic accidents occurring within this intersection. The strategy being that the lower volume street would now be required to yield to the higher volume street. This method had proven successful at a similar intersection in Burnaby with an accident reduction in a two year period of 80%.

- AGENDA 1981 NOVEMBER 30
- COPY - MANAGER

REPORT
REGULAR COUNCIL MEETING
1981 November 30

Since the change we have had the intersection monitored on a number of occasions both for compliance to the yields and for possible increases in speed on Bryant Street. We found that during the periods of observation that the majority of motorists were approaching the intersection at reasonable speeds. Radar checks of the speeds on Bryant Street have been monitored on numerous days and at different time periods. One station was in front of 6242 Bryant Street and a total of 340 vehicles were checked. The 85th percentile speed was 56.6 Km/h. This is the speed at which 85% of the vehicles drove at or below. The 50th percentile was 46.3 Km/h with the highest speed recorded at 73 Km/h. A second station was set up in front of 5793 Bryant Street where we checked a total of 416 vehicles. The 85th percentile speed was 53.7 Km/h while the 50th percentile was 43 Km/h. The highest speed recorded was 70 Km/h. The legal speed limit is 50 Km/h.

In addition to the speed checks made along Bryant Street, checks were made of the gaps in traffic over both the east and west Bryant leg crosswalks of the intersection. During the period 08:00 - 09:00 h the west crosswalk had the higher volume of traffic, 199 vehicles in the one hour period. During the same period a total of 20 pedestrians, 8 were elementary age, crossed in the crosswalk. Had the headway between vehicles been equal there would have been gaps of 18 seconds between vehicles. The headways, of course, are not equal as some vehicles come in groups of three and four or more which results in increased gaps between vehicles. A pedestrian walking at the normal speed of 3.5 feet per second requires 8 seconds to cross Bryant Street. Our observations confirmed adequate gaps in the traffic and no pedestrian problems were observed.

Since 1981 January 01 to 1981 November 09 we have had confirmed reports of nine accidents within the intersection. Of the nine, four occurred prior to July 30 when we reversed the yield signs from Bryant Street to Waltham Avenue. Four of the five that have occurred since then have involved eastbound and northbound vehicles while the fifth involved an eastbound and a southbound vehicle. As the yield signs are fully visible the only conclusion that can be made is that many motorists do not appreciate or care about their responsibility when approaching a yield sign.

In view of the above report and the observations made we feel that the intersection will have to be controlled by the more restrictive stop sign. The volumes of traffic, however, do not warrant or justify a four-way stop control. Bearing in mind the volumes on both legs the stops should be placed on Waltham Avenue giving the right-of-way to Bryant Street.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

THAT the existing yield signs on Waltham Avenue be replaced with stop signs giving the right-of-way to Bryant Avenue."

Respectfully submitted,

Alderman G.D. Ast,
Chairman

Alderman D.N. Brown,
Member