

REPORT  
REGULAR COUNCIL MEETING  
1982 June 21

File:ao-2

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. Request to remove or relocate the "No Parking" signs in the 5500 block Mavis Street

Recommendations:

- (a) "THAT the requested relocation or removal of the existing parking prohibition on the south side of the 5500 block Mavis Street be denied.
- (b) That W. Martin, Vancouver Elevator Maintenance Limited, 5542 Mavis Street, Burnaby, B.C., V5J 1K5, K. Rahemtulla, Noors Auto Service Limited, 5558 Mavis Street, Burnaby, B.C., V5J 1K5, B. Bamford, Gordons Heating and Sheet Metal Limited, 5566 Mavis Street, Burnaby, B.C., V5J 1K5, and G. Bromley, Westgate Mechanical Contractors, 6860 Antrim Avenue, Burnaby, B.C., V5J 4M4, be sent a copy of this report."

R E P O R T

A petition dated 1982 April 15 was received from W. Martin, Vancouver Elevator Maintenance Limited, 5542 Mavis Street, Burnaby, B.C., V5J 1K5, and signed by four (4) other businesses, three located on Mavis Street and one on Antrim Avenue, three requesting the removal or the relocation of the no parking signs in the 5500 block Mavis Street.

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

"The captioned 'No Parking' signs were installed originally in 1980 November in response to complaints received by this department. The complaints were from commercial truck drivers who, while attempting to make deliveries in the vicinity, were unable to maneuver within the limited right-of-way due to vehicles parked on both sides of the roadway.

Mavis Street is a 10 meter right-of-way with a 6 meter interim standard pavement centered within the right-of-way. This makes it almost impossible for any vehicle to park on either side of the roadway without encroaching on the travelled portion of the road.

- AGENDA 1982 JUNE 21

- COPY - MANAGER

REPORT  
REGULAR COUNCIL MEETING  
1982 June 21

-2-

With vehicles parked on both sides two-way traffic involving larger vehicles, which are common to commercial areas such as the subject street, is impossible. Also, these same larger vehicles encounter extreme difficulty in attempting to maneuver into any of the commercial driveways due to cars parked on the opposite side of the street or encroaching on the restricted driveway clearance.

Our decision to ban the parking on the south side of the street, i.e. adjacent the commercial premises, was based on the fact that there existed only three legal parking stalls on this side. Parking on the remainder of the south side of the street is restricted due to: corner clearances (6 m from intersections); driveway clearances (3 m nearside and 1.5 m farside); and open ditches (requires vehicle to park on asphalt roadway). On the north side there are five available spaces, the restrictions on which are the existing '3 hour Bylaw' and that the vehicles be parked as far off the travelled portion of the roadway as is practicable without obstructing traffic.

The '3 hour Bylaw' of the Burnaby Streets and Traffic Bylaw states:

'No person shall, between the hours of eight o'clock in the morning and six o'clock in the afternoon, park any vehicle on any street abutting any premises used for residential or commercial purposes for more than three hours unless such premises are the property or residences of such person or of his employer'.

The effect of this time limiting Bylaw is to restrict the parking on the north side of the street to 'Customer' parking rather than 'Employee' parking. The provision of employee parking is the responsibility of the individual businesses and, where possible, we attempt to cater to short term or customer parking.

In summary, the parking was banned on one side of the 5500 block Mavis Street because the 10 metre right-of-way width is inadequate to permit parking on both sides. The south side of the street was chosen to be banned over the north side as it had fewer available legal parking spaces. To relocate the existing ban to the north side of the street would result in a net loss of approximately two parking spaces.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT the requested relocation or removal of the existing parking prohibition on the south side of the 5500 block Mavis Street be denied, and
- (ii) THAT each of the five petitioners be sent a copy of this report."

2. Parking problems on the south side of the 3700 block Imperial Street

Recommendations:

- (a) "THAT the suggestions of Mr. R.C. Robinson not be implemented.
- (b) That Mr. R.C. Robinson, 3786 Imperial Street, Burnaby, B.C., V5J 1A1, be sent a copy of this report."

R E P O R T

Mr. R.C. Robinson, 3786 Imperial Street, Burnaby, B.C., V5J 1A1, appeared as a delegation before the Traffic Safety Committee on 1982 May 18 and put forward a number of suggestions which he felt would help to alleviate the parking problems being experienced on the south side of the 3700 block Imperial Street.

These solutions were referred to the Director Engineering who reported as follows:

"At the Traffic Safety Committee meeting of 82 05 18 several suggestions were proposed to alleviate parking problems on the south side of the 3700 block Imperial Street. The Director Engineering's comments on these suggestions are as follows:

- (a) Eliminate the right turns Off Boundary Road onto Imperial Street during a red light.

The banning of right turns on red is usually only applied in Burnaby where there has been a problem of conflict between pedestrians and right-turning vehicles. As this is not the situation here we can only assume that the intent is to reduce traffic volumes. If this is the intent we feel it will be ineffective in that during peak volumes a right-turn on red is almost impossible due to the high through volumes on Imperial Street.

- (b) That the inside lane of Imperial Street at Boundary Road on the Vancouver side be restricted to right-turns only thus allowing only one lane to proceed into Burnaby.

This would be the responsibility of the City of Vancouver but we do not support a request to initiate such a restriction. Imperial Street is, under the Council adopted Conceptual Transportation Plan, a designated primary arterial and as such it will in the future be carrying four lanes of traffic from Boundary Road to Kingsway. To restrict 49th Avenue eastbound traffic to a single through lane would probably result in more traffic being diverted to Rumble Street where the residents there have already expressed the concerns over increasing commuter traffic.

REPORT  
REGULAR COUNCIL MEETING  
1982 June 21

-4-

- (c) Eliminate left turns from the entrance to Central Park onto Imperial Street.

While there are certain benefits to traffic safety and efficiency to be gained through the elimination of left turns to and from arterial streets, in this case the adverse effect will outweigh the benefits. If a park user were to be prohibited from exiting to the east directly their alternatives would be to go 'around the block'. In this case around the block means either Imperial to Boundary to Kingsway then Patterson or Imperial to Boundary to Rumble then Patterson.

To get to the intersection of Imperial and Patterson from the Imperial Street park exit with a left turn prohibition would result in an additional 2.6 kilometers by using the former above route and 1.9 kilometers using the latter route.

We feel there is insufficient evidence to indicate a problem at this location to justify inconveniencing park users with the proposed left turn prohibition.

- (d) That the parking restrictions on the south side of Imperial across from Central Park be removed.
- The existing parking restrictions on the south side of Imperial Street opposite Central Park are as follows:

(i) Boundary Road to approximately 88 meters east of Boundary Road. Installed 81 11 02 to increase the 'merge' lane for eastbound traffic entering from the two lane approach of 49th Avenue to the existing single lane on Imperial. This lengthening of the merge lane was done for reasons of improved traffic safety.

(ii) Joffre Avenue to approximately 20 meters west of Joffre Avenue. Installed 82 04 23 in response to complaints from residents of the neighbourhood who use Joffre Avenue as their point of access and egress. The complaints were that due to vehicles parked on the south side of Imperial Street west of Joffre Avenue the sight distance of eastbound traffic was restricted, creating a potentially hazardous condition.

These parking restrictions resulted in the removal of five legal on-street parking stalls. The complainant, Mr. Robinson, still has available currently one on-street parking stall in front of his property. We say 'available currently' due to the primary arterial designation of Imperial Street which, in the future, will see peak hour parking restrictions. Ultimately four lane traffic, when traffic growth warrants, will be required.

REPORT  
REGULAR COUNCIL MEETING  
1982 June 21

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT the suggestions of Mr. Robinson not be implemented,  
and  
(ii) THAT Mr. Robinson be sent a copy of this report."

3. Request for stop sign control at the intersection of  
Fell Avenue and Winch Street

Recommendations:

- (a) "THAT an advanced intersection warning sign be placed  
on Fell Avenue, south of Winch Street.  
(b) THAT the Director Engineering pursue the removal of  
the view obstruction at the intersection of Fell Avenue  
and Winch Street.  
(c) THAT Mrs. P. Olson, 1591 Holdom Avenue, Burnaby,  
B.C., V5B 3V7, be sent a copy of this report."

R E P O R T

An undated letter was received from Mrs. P. Olson,  
1591 Holdom Avenue, Burnaby, B.C., V5B 3V7, requesting  
a stop sign control for the intersection of Fell Avenue  
and Winch Street.

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

"The two streets forming the captioned intersection are  
classified as minor residential streets. They have both  
been improved to their final 8.5 meter (28') curbed  
standard with abutting concrete walks on all sides. As  
a minor residential intersection it is not controlled  
by any traffic control devices and the rules of yielding  
to the motorists on your right apply.

From a field examination of the intersection we found that  
the two north quadrants were fairly open as it relates  
to sight distance. The two south quadrants had some  
view problems, particularly the southwest corner where  
fairly large bushy trees were planted about one metre  
behind the back of the concrete walk along both Fell  
Avenue and Winch Street. This puts the trees on the  
boulevard about three metres from the property line.  
The tall ornamental shrubbery on the southeast corner  
is all located just inside the property line.

Since 1979 January 01, we have recorded a total of eight  
accidents. Of the eight, seven involved one vehicle that  
was approaching from the south. It would appear that the  
northbound vehicles were approaching this intersection too  
fast for existing conditions or were unaware that it  
existed.

REPORT  
REGULAR COUNCIL MEETING  
1982 June 21

We have checked our warrants for the installation of stop signs at minor residential intersections and found they were not met. While it will be noted that we are close to this warrant, one accident in 1980, three in 1981 and one so far in 1982, we must express a concern for establishing a right-of-way on a minor residential street as it encourages speeding and commuter short-cutting.

Alternative solutions that could be taken would be to remove the trees and shrubs causing the sight problem. This course of action will take time as there is bound to be opposition from the homeowners concerned to any tree removal that reduces their privacy. The other action would be to place the standard intersection ahead warning sign on Fell Avenue south of Winch Street.

Previous applications of this sign have reduced high intersection accident rates where a view problem has been the cause.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT an advance intersection warning sign be placed on Fell Avenue south of Winch Street.
- (ii) THAT staff pursue the removal of the view obstruction.
- (iii) THAT Mrs. Olson be sent a copy of this report."

4. Intersection of Cumberland Street and Tenth Street

Recommendations:

- (a) "THAT the Burnaby Detachment, Royal Canadian Mounted Police and the New Westminster Police be requested to monitor the speeds of traffic on Tenth Avenue, the compliance with the stop sign on Cumberland Street, and the parking at the intersection.
- (b) THAT G. R. Gravlin, 8467 - 15th Avenue, Burnaby, B.C., V3N 1Y1, be sent a copy of this report."

R E P O R T

A letter dated 1981 November 30 was received from Mr. G.R. Gravlin, 8467 - 15th Avenue, Burnaby, B.C., V3N 1Y1, expressing concern about the intersection of Cumberland Street and Tenth Avenue.

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

"As stated in our report of 82 05 18 pertaining to Sixth Street and Sixteenth Avenue, Mr. Gravlin's concerns of the captioned intersection required further investigation. This report summarizes the results of that investigation.

REPORT  
REGULAR COUNCIL MEETING  
1982 June 21

Tenth Avenue at Cumberland Street is a designated 'Major Collector (residential)' and Cumberland Street is a 'Minor Collector residential'. As such the existing traffic control at this intersection consists of stop signs on Cumberland Street. In the 12 month period from 82 04 30 to 81 05 01 inclusive, there have been nine reported accidents at this intersection. Six of these nine accidents were 'right-angle' collisions, one of these involving a pedestrian crossing Tenth Avenue.

This frequency of accidents meets the accident portion of the Institute of Transportation Engineers (I.T.E.) warrant for four-way stop sign installation. The other portion of the warrant, though, is not met, i.e. the traffic volumes on the two streets are not equal. The May 1982 approach volumes to the subject intersection are: 11,400 vehicles per day on Tenth Avenue and 3,400 vehicles per day on Cumberland Street.

To install four-way stops with an imbalance in traffic volumes such as these would only result in additional traffic problems. These problems would be similar to those experienced at Holdom Avenue and Parker Street prior to its conversion from four-way stop to full signalization. Holdom and Parker has an imbalance of traffic volumes, with the volume on Parker approximately twice that of Holdom which, while the four-way stop was in existence, produced complaints of; vehicles crossing the intersection two abreast during peak periods; extra hazards to pedestrians due to driver impatience as a result of lone line-ups; speeding on the exiting side of the intersection; and commuter short-cutting through adjacent residential neighbourhoods.

Using the collected data we also calculated the R.T.A.C. warrant for signalization of the subject intersection and found it to be only 33.4 percent of the minimum statistical warrant. Regardless of the warrant figure we would be opposed to signalization of this intersection in that it would serve to 'attract' additional commuter traffic to Cumberland Street as a bypass to the congestion on Tenth and Eighth Avenues and McBride Boulevard. This would be contradictory to the Council adopted policy of protecting residential neighbourhoods from through traffic.

The above discussion does not specifically address the concerns expressed by Mr. Gravlin, rather it summarizes our investigation of the intersection in general. The hedge which Mr. Gravlin refers to is located on the north-west corner of the intersection in violation of the Burnaby Zoning Bylaw, Section 6.13, which states, in part, that '... no hedge, bush, shrub, tree or other growth shall be maintained or allowed to grow so as to obstruct vision clearance in the area bounded by:

REPORT  
REGULAR COUNCIL MEETING  
1982 June 21

-8-

The intersecting lot lines at a street corner and a line joining points along said lot lines 9.0 meters from their point of intersection.'

On 80 07 18, in response to a previous complaint resulting from a number of right angle collisions at the corner, we sent the registered property owner, on whose property the offending hedge is located, a 'vision obstruction' letter stating the above Bylaw and requesting their compliance with it. The owners cooperated by trimming the hedge and the result was a reduction in the number of right angle accidents, involving vehicles approaching from the north and west, from seven in 1979 to two in 1980. One of the latter two accidents occurred before the letter was received by the property owner. Since the end of 1980 there have been four right angle collisions, one a pedestrian vehicle accident, involving this corner.

A site visit to the subject intersection found that the real estate sign has been removed, the hedge is trimmed, although still a technical violation of the aforementioned Bylaw, and that legally parked vehicles do not present undue problems. In view of the above discussion, our recommendation is to request both the Burnaby R.C.M.P. and the New Westminster Police to monitor the parking of vehicles at the intersection, the speed of traffic on Tenth Avenue, and the compliance with the stop signs on Cumberland Street.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

(i) THAT the Burnaby R.C.M.P. and the New Westminster Police be requested to monitor the speed of traffic on Tenth Avenue, the compliance with the stop sign on Cumberland Street and the parking at the intersection, and

(ii) THAT Mr. Gravlin be sent a copy of this report."

5. Barricades - Parklawn Drive, Dellawn Drive and Halifax Street

Recommendations:

- (a) "THAT Mrs. E. Pettenon's request for the removal of one of the Brentwood area barricades be denied.
- (b) THAT Mrs. E. Pettenon, 1522 Taralawn Court, Burnaby, B.C., V5B 3H3, be sent a copy of this report."

R E P O R T

An undated letter was received from Mrs. E. Pettenon, 1522 Taralawn Court, Burnaby, B.C., V5B 3H3, requesting the removal of one of the Brentwood area barricades.



REPORT  
REGULAR COUNCIL MEETING  
1982 June 21

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

"The barricades at Halifax Street and Woodway and at Dellawn Drive and Springer Avenue were installed, at the direction of Council, in July 1976. As the result of these initial barricades the previously shortcutting commuter traffic volumes shifted to Parklawn Drive which generated further complaints from the residents there. An origin-destination study by this Department confirmed the relocation of the problem of commuter traffic and subsequently Council, in November 1976, approved the third barricade at Parklawn Drive and Springer Avenue.

The completion of the barricading of the above three streets produced a series of complaints from residents who, like the current correspondent, Mrs. Pettenon, were concerned about emergency vehicle access to and bad weather egress from the area bounded by Delta-Springer-Parker-Lougheed. The May 1977 report from the Planning Department summarized the results of a survey conducted within the neighbourhood regarding the barricades. In the January 1979 Planning Department report is stated, "... Council indicated that the existing road closures constitute, within the complex circumstances, the appropriate solution to meet the needs and concerns of the Brentwood residents'.

The barricades at Halifax and Woodway was replaced with a 'Fire Gate' in July 1981 to permit the Fire Department, including the inhalator truck, to have access through this gate. Ambulances and Police do not have access but both Departments have been made aware of the existence of the barricades which have now been in place for over five years.

Mrs. Pettenon lives on the cul-de-sac end of Taralawn Court and may not have been aware of the problems being experienced by those residents of that section of Taralawn between Dellawn and Halifax. To remove any one of the existing barricades would only result in another request to have them reinstalled. While hope that the Pettenons, or any other resident, never require the services of an emergency vehicle, if a repeat of the incident ever does arise we would advise that she call the Fire Department Inhalator who are equipped to handle such emergencies and who have access through the existing 'Fire Gate' at Halifax and Woodway.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT Mrs. Pettenon's request for the removal of one of the Brentwood area barricades be denied, and
- (ii) THAT Mrs. Pettenon be sent a copy of this report."

REPORT  
REGULAR COUNCIL MEETING  
1982 June 21

6. Request for four way stop sign control at the intersection of Pender Street and Gilmore Avenue

Recommendations:

- (a) THAT a four-way stop sign control be installed at the intersection of Gilmore Avenue and Pender Street.
- (b) THAT the shrub on the boulevard on the south side of Pender Street west of Gilmore Avenue be removed.
- (c) THAT Mr. R.J. Davenport, 4094 Pender Street, Burnaby, B.C., V5C 2L8, be sent a copy of this report."

R E P O R T

A letter dated 1982 May 17 was received from Mr. R.J. Davenport, 4094 Pender Street, Burnaby, B.C., V5C 2L8, requesting the installation of four-way stop sign control at the intersection of Pender Street and Gilmore Avenue.

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

"The Institute of Transportation Engineers (I.T.E.) warrant for a four-way stop sign installation is based on two parts; an accident history correctable by four-way stop installation, traffic volumes on all approaches average at least 500 vehicles per hour for any eight hours of an average day, and that the volumes on each street be approximately equal. The accident statistics for the subject intersection are as follows:

	<u>Right Angle</u>	<u>Other</u>	<u>Total</u>
1982 (to date)	5	3	8
1981	4	4	8
1980	8	1	9
1979	9	2	11

The vehicle volume statistics for the subject intersection are as follows:

Time	Gilmore			Pender		
	NB	SB	Sub Total	EB	WB	Sub Total
07:00 - 08:00	165	153	318	28	225	253
08:00 - 09:00	208	168	376	63	195	258
09:00 - 10:00	195	151	346	68	101	169
10:00 - 11:00	229	187	316	69	179	268
11:00 - 12:00	244	206	450	88	170	258
12:00 - 13:00	248	200	448	105	195	300
13:00 - 14:00	231	219	460	100	201	301
14:00 - 15:00	264	224	488	123	193	316
15:00 - 16:00	299	251	550	148	207	355
16:00 - 17:00	369	347	716	238	230	468
						1,184

REPORT  
REGULAR COUNCIL MEETING  
1982 June 21

17:00 - 18:00	264	259	523	227	190	417	940
18:00 - 19:00	216	167	383	92	132	224	607
TOTALS		<u>5,374</u>		<u>3,587</u>		<u>8,961</u>	

From the volume statistics the 500 vehicles per hour for any eight hours is met and the volumes on Pender Street are two thirds that of the volumes on Gilmore Avenue. In view of this we feel that the installation of a four-way stop at the intersection of Pender Street and Gilmore Avenue is warranted.

The possible detrimental aspects of a four-way stop at this location are increased traffic volumes on Pender Street, due to increased opportunity of crossing Gilmore Avenue, and increased congestion at the intersection of Gilmore and Hastings. This latter may occur due to the close proximity, 74 meters, of the two intersections but our most recent manual count at the intersection of Hastings and Gilmore does not indicate this to be a problem. The possibility of increased traffic volumes on Pender Street is to be expected due to its 'local collector' designation and the increased development tentatively proposed for the 3800 and 3900 blocks Pender Street.

In addition to the recommendation that the existing two-way stop be converted to a four-way stop we are also recommending the removal of a shrub on the boulevard on the south side of Pender Street west of Gilmore Avenue.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT a four-way stop sign control be installed at the intersection of Gilmore Avenue and Pender Street, and
- (ii) THAT the shrub on the boulevard on the south side of Pender Street west of Gilmore Avenue be removed, and,
- (iii) THAT Mr. R.J. Davenport of 4094 Pender Street, Burnaby, be sent a copy of this report."

7. Truck Traffic - Joffre Avenue

Recommendation:

"THAT the Burnaby Detachment, Royal Canadian Mounted Police be directed to investigate the allegations of Mrs. L.I. Morden with respect to the illegal use of Joffre Avenue by trucks in excess of thirty thousand G.V.W. (30,000 G.V.W.)."

R E P O R T

Mrs. L.I. Morden, 8275 Joffre Avenue, Burnaby, B.C., V5J 3L4, appeared as a delegation before the Traffic Safety Committee on 1982 June 15, and expressed concern about the illegal use of Joffre Avenue by trucks in excess of 30,000 G.V.W.

-12-

REPORT  
REGULAR COUNCIL MEETING  
1982 June 21

Arising out of the discussion with respect to this matter, your Committee has formally requested that the Burnaby Detachment, Royal Canadian Mounted Police be directed to investigate this matter, and if found to be the case, the appropriate action be taken to halt this practice.

Respectfully submitted,

Alderman D.N. Brown,  
Chairman

Alderman G.H.F. McLean,  
Member

Alderman E. Nikolai,  
Member

RDS:sw