

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. Parking Restrictions - 4800 Block Imperial Street

Recommendations:

- (a) "THAT the parking restrictions as noted in #1 be approved.
- (b) THAT a one hour parking restriction be imposed on both sides of the 4800 Block Imperial Street and the 6800 Block Nelson Avenue between 09:00 - 18:00 h.
- (c) THAT Mr. Bruce Clark, Chicken Coop Restaurants, 4850 Imperial Street, Burnaby, B.C., V5H 3K9, be sent a copy of this report."

R E P O R T

The Traffic Safety Committee on 1982 November 16 entertained a delegation, Mr. Bruce Clark, Chicken Coop Restaurants, 4850 Imperial Street, Burnaby, B.C., V5H 3K9, who expressed concerns regarding the proposed parking restrictions at the intersection of Imperial Street and Nelson Avenue.

As directed by Council on 1982 October 25, the Director Engineering prepared the following report:

"The questions raised by the delegation will be answered in the order submitted.

- (i) The prohibition of parking 15:00 - 18:00 h limited to 15 m from the corner.

It is our proposal to ban the parking 07:00 - 09:00 h and 15:00 - 18:00 h for a distance of 32 m from the corner. This distance is required in order that we can paint a lane line designating a two lane approach with enough length to facilitate a lane change. Without a designated curb lane any vehicle passing to the right of vehicles stored in the centre would be in violation of Section 160 of the Motor Vehicle Act unless these vehicles were indicating a left turn.

- (ii) The merchants will endeavor to consolidate the solid waste collection bins to make more efficient use of the private parking area.

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: - COPY - MANAGER

The site was required under its building permit to provide 10 parking stalls and one loading stall. As of 1982 November 08 the garbage containers were still being stored in the required parking stalls of which there are only 10.

(iii) The Municipality will permit the merchants to use the publicly owned land, situated on the north side of Imperial Street, as a staff parking area. This measure will free up a good portion of our private parking for customer use, as well as taking the load off of the unrestricted parking places on Nelson Avenue and Imperial Street.

We have contacted the Recreation and Cultural Services Department who will be developing this Municipal property as an extension to the existing Bonsor Park and they have advised that the lane is zoned for park use and that they would not want to see it used for any private use. The Engineering Department concurs with the views of the Recreation and Cultural Services Department.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

- (i) THAT the parking restrictions as noted in #1 be approved.
- (ii) THAT Mr. Bruce Clark be sent a copy of this report."
- 2. Request to Barricade the 7600 Block Mayfield Street at Canada Way

Recommendations:

- (a) "THAT the requested barricading of Mayfield Street be denied.
- (b) THAT Mrs. Ebba Reiter, 6681 Canada Way, Burnaby, B.C., V5E 3P9, and the petitioners be sent a copy of this report and be advised that the Traffic Safety Committee will investigate other alternatives to alleviate the traffic situation on Gordon Street."

R E P O R T

A petition and letter dated 1982 September 07 was received from Mrs. Ebba Reiter, 6681 Canada Way, Burnaby, B.C., V5E 3P9, requesting the barricading of the 7600 Block Mayfield Street at Canada Way.

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

"In response to the captioned request we placed an automatic traffic counter on Mayfield Street between Gordon Avenue and Canada Way. The results of this traffic count were that the 24 hour volume was 489 vehicles, up from the 1979 count of 362 vehicles. While this may be a high percentage increase, 35%, the number of vehicles is relatively low. The peak hour of 77 vehicles, between 15:45 and 16:45, averages to one vehicle every 47 seconds. We do not feel that volumes of this low magnitude, regardless of their composition of commuters versus local residents warrants the treatment requested.

The Committee has dealt with two similar previous requests, one on Formby Street and the other on the lane off Ulster Street. Both these previous requests were denied due to low traffic volumes and the detrimental effect on the requested barricades on local traffic and the adjacent streets.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

- (i) THAT the requested barricading of Mayfield Street be denied, and
- (ii) THAT Mrs. Ebba Reiter of 6681 Canada Way be sent a copy of this report."

3. Traffic Barricades - Oxford Street

Recommendations:

- (a) "THAT the Director Engineering be directed to investigate alternative temporary schemes for reducing commuter traffic on Oxford Street which would be implemented in conjunction with the parking restrictions on Hastings Street and that a further report be submitted to the Traffic Safety Committee.
- (b) THAT Mr. R.A. Sward, 3766 Oxford Street, Burnaby, B.C., V5C 1B9, be sent a copy of this report."

R E P O R T

A report dated 1982 November 09 was prepared by the Director Engineering in response to a presentation from Mr. R.A. Sward, 3766 Oxford Street, Burnaby, B.C., V5C 1B9, at the 1982 October 26 Traffic Safety Committee meeting.

The report of the Director Engineering reads as follows:

"At its last meeting held on 1982 October 26 the Traffic and Safety Committee in response to a presentation from a Mr. R.A. Sward of 3766 Oxford Street, recommended to Council the placement of delta islands on Oxford Street at both the Boundary Road and the Willingdon Avenue intersections. In addition it was recommended that barricades be extended $\frac{1}{2}$ way across Oxford Street on both sides of Gilmore Avenue in such a manner that both legs of Oxford Street accommodate an exit movement only.

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As a result of the above recommendation of this Committee to Council, the G.V.R.D. Transit made a submission to Council expressing concern over the recommendation as it would require a relocation of #40 Eton bus route. The Director Engineering was directed to respond to the concern of the G.V.R.D. Transit which was done (Supplementary Item 10, Manager's Report No. 61, Council meeting 1982 11 01).

We have now looked into the costs involved in placing the proposed barricades and temporary islands (sand bagged) and have listed them below:

Oxford Street and Boundary Road

This arrangement will require the relocation and adjustments of the existing curb returns and sidewalk on Oxford Street as well as pavement flaring and catch basin relocation. \$11,200

Oxford Street and Willingdon Avenue

This arrangement will require widening and flaring the Oxford Street leg and the construction of a temporary sandbag island. 6,200

Oxford Street and Gilmore Avenue

Barricades and required signing. 1,050

Re-Route of #40 Eton Bus

Establish two new bus stops. 700
TOTAL \$19,150

In the event that the above proposal is not accepted by Council the Oxford Street delegation has submitted an alternative proposal using barricades only as shown on appendix 'B'. The proposal for the intersection at Gilmore Avenue is identical as the previous submission and needs no further input. The treatment suggested at Willingdon Avenue could be handled by simply posting Oxford Street as 'DO NOT ENTER' which requires the same degree of enforcement to work but at the same time eliminates the hazard of a barricade in the roadway. The treatment at Boundary Road in our opinion is extremely hazardous as it reduces the travelled lanes on Boundary to less than minimum widths.

In summary we must say that some of the proposals submitted have a hazard/accident potential (barricades) while those schemes involving raised delta islands, while very costly, could work if adequately enforced. The concerns that the Engineering Department have, and therefore must convey to Council is the affect that such proposals on Oxford Street will have on the rest of the neighbourhood. Firstly the area as a whole, in the traffic questionnaire, voted strongly in favour of leaving the street system as is. Secondly, if we are to de-classify the function of Oxford Street as a neighbourhood east/west collector, what street are we to transfer this function to.

While we are sympathetic to the problem of commuter traffic on Oxford Street we still feel the area needs its own internal collector street system, both in a north/south direction and in an east/west direction.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

(i) THAT the request for barricades and raised islands on Oxford Street be denied.

(ii) THAT Mr. R.A. Sward be sent a copy of this report."

4. Request for a four-way stop at the intersection of Gamma Avenue and Albert Street

Recommendations:

(a) "THAT the request for four-way stop control at Albert and Gamma be denied.

(b) THAT the Royal Canadian Mounted Police be requested to monitor the speeds of traffic on Gamma Avenue north of Hastings and the obedience of the existing stop signs on Albert Street at Gamma Avenue.

(c) THAT Ms. Margo Katcsma, 4801 Albert Street, Burnaby, B.C., V5C 2H2, be sent a copy of this report."

R E P O R T

A letter dated 1982 September 28 was received from Ms. Margo Katcsma, 4801 Albert Street, Burnaby, B.C., V5C 2H2, requesting a four-way stop at the intersection of Gamma Avenue and Albert Street.

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

"The Institute of Transportation Engineers warrants for four-way stops are as follows:

(i) Where traffic signals are warranted and urgently needed, the multiway is an interim measure that can be installed quickly in order to control traffic while arrangements are being made for the signal installation.

(ii) An accident problem as indicated by five or more reported accidents in a 12-month period of a kind susceptible to correction by a multiway STOP installation.

(iii) Minimum traffic volume:

a) The total vehicular volume entering the intersection from all approaches must average at least 500 vph for any 8 hour of an average day, and

- b) the combined vehicular and pedestrian volume from the minor street or highway must average at least 200 units per hour for the same 8 hour, with an average delay to minor street vehicular traffic of at least 30 sec per vehicle during the maximum hour, but
- c) when the 85th percentile approach speed of the major street traffic exceeds 40 mph (64km/h), the minimum vehicular volume warrant is 70 percent of the above requirements.

Warrant #1 above is not met, nor is #2 met as there were no accidents recorded at this intersection in 1981 and only one to date in 1982. Since 1976 there has been only eight accidents, two of which were not considered correctable through a four-way stop installation.

To check Warrant #3 we placed automatic traffic counters on the two busiest legs of the intersection, the west and south legs. Based on the results of these counts this warrant is not met either.

In her letter to the Committee Ms. Katcsma cites three reasons for her request, two of which are violations of existing controls and regulations. The existing signed controls consist of stop signs on Albert Street at Gamma Avenue and a reduced 30 km/h school speed zone on Gamma from Dundas to Albert Street. The usual remedy for violations of existing controls is not additional controls but enforcement of the regulations. The third concern of Ms. Katcsma, the safety of school children, is probably as the result of the first two and therefore reduction of these two through enforcement should alleviate the third concern.

During our investigation of the Hastings Street parking situation we observed that the pedestrian operated signal at Hastings and Gamma, one block south of the subject intersection, was being activated by motorists. These persons were using the signal to allow themselves to enter Hastings Street from Gamma which is obviously being used as a commuter bypass route. The establishment of an unwarranted four-way stop at the intersection of Albert and Gamma could cater to these commuters and therefore increase the volume of traffic through the intersection.

As a result of our observations at Gamma and Hastings we have requested the R.C.M.P. to monitor this situation for possible bylaw violations and the Ministry of Highways to increase the minimum cycle length of signal. Hopefully these two items, combined with the above-mentioned enforcement will result in reduced volumes on Gamma and greater compliance with the existing regulations.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

- (i) THAT the request for four-way stop control at Albert and Gamma be denied, and

- (ii) THAT the R.C.M.P. be requested to monitor the speeds of traffic on Gamma Avenue north of Hastings and the obedience of the existing stop signs on Albert Street at Gamma, and
 - (iii) THAT Ms. Margo Katcsma be sent a copy of this report."
5. Request for parking prohibition on the West side of Sussex Avenue South of Imperial Street

Recommendation:

- (a) "THAT Council concur with the installation of an asphalt curb on the west side of Sussex Avenue between Imperial Street and the lane south of Imperial Street."

R E P O R T

A memorandum dated 1982 October 05 was received from the Municipal Clerk advising that Council on 1982 October 04 received a report from the Traffic Safety Committee concerning a request for a parking prohibition of the west side of Sussex Avenue south of Imperial Street. Council referred this matter back to the Traffic Safety Committee for further consideration and investigation.

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

"Our previous report regarding this location, in which we recommended the installation of a concrete curb and 'No Parking' zone, was referred back to the Committee by Council for further consideration and investigation.

We have been asked to look into the possibility of installing the curb further back from the proposed curb line to allow parallel parking and still prevent illegal angle parking.

Attached to this report as appendix 'A' is a copy of a plan showing an asphalt curb 18 feet (5.5 m) from the existing painted center line from Imperial south to the lane. This offset is equivalent to the offset of the curb from the center line on an 11 m collector standard road. We would not recommend using a wider road standard because the extra offset may be enough to still encourage angle parking.

Due to an increasing number of complaints regarding angle parking since the traffic signal has been energized and the low cost of the curb, we have proceeded with the installation in advance of your approval. We have temporarily relocated the 'Parallel Parking Only' signs to the positions shown on the plan for a period of six months as a safety measure. We will then remove the signs as they will not be required. The curb should be sufficient to eliminate the angle parking. We may have to look at installing a time limited parking zone if all day parking becomes a problem.

One potential problem that has been mentioned by the tenant of the Trafalgar Market is the limiting of access to double wide pedestrian door at the side of the store that is used by small vans to load goods into the store. We have left a dropped area in the curb to allow the movement of loading dollies from the door to the parking lane where the truck could be parked while loading takes place.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

(i) THAT the Committee concur with the installation of an asphalt curb on the west side of Sussex Avenue between Imperial Street and the lane south of Imperial Street."

6. Intersection of Canada Way and Edmonds Street

Recommendation:

(a) "THAT the subject of the intersection of Canada Way and Edmonds Street be placed on the agenda for the upcoming meeting with the Ministry of Transportation and Highways on 1982 November 30."

R E P O R T

A memorandum dated 1982 November 16 was received from the Municipal Clerk advising that Council on 1982 November 15 referred the presentation of Ms. B. Gudmudson concerning the traffic hazards at the intersection of Canada Way and Edmonds Street to the Traffic Safety Committee for their consideration.

The Traffic Safety Committee on 1982 November 16 considered this matter and formulated the aforementioned recommendation.

7. Traffic Safety on Kingsway

Recommendations:

- (a) "THAT no signals be installed on Kingsway at either Elgin or Denbigh Avenues.
- (b) THAT Mr. J.G. Lorimer, M.L.A., Burnaby - Willingdon, #19 - 4429 Kingsway, Burnaby, B.C., V5H 2A1, and Dr. E.E. Froese, Superintendent of Schools, School District No. 41 - Burnaby, 5325 Kincaid Street, Burnaby, B.C., V5G 1W2, be sent a copy of this report."

R E P O R T

A letter dated 1982 September 28 was received from Mr. W.L. Wescott, Administrative Services Officer, School District No. 41 - Burnaby, 5325 Kincaid Street, Burnaby, B.C., V5G 1W2, advising that he had attached letters from Mr. J.G. Lorimer, M.L.A., Burnaby - Willingdon and Dr. E.E. Froese, Superintendent of Schools, concerning the matter of traffic safety on Kingsway.

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

"A visual traffic count was conducted in the vicinity of the intersection of Elgin Avenue and Kingsway to ascertain not only the number of pedestrians crossing Kingsway but the degree of difficulty they experienced in doing so. This count was taken between 08:00 and 09:00 h on Friday 1982 October 08, weather being dull and cloudy.

A total of 18 pedestrians crossed Kingsway at Elgin Avenue, all from north to south. Of the 18, ten appeared to be high school students. Four more students crossed midblock east of Elgin. A total of seven pedestrians crossed at Denbigh Avenue, again south to north. Of the seven, five appeared to be students.

None of the students appeared to be experiencing any difficulty in crossing Kingsway, taking advantage of the gaps that appeared in each lane of traffic. We contacted the school to inquire if they had received any concerns and they advised that no problems had been brought to their attention.

From our observations of pedestrian crossings we were unable to detect any problem or volumes of sufficient magnitude to warrant the installation of additional signals in the area. Those pedestrians who are fearful of crossing Kingsway without the assistance of a signal could and probably are crossing at signalized locations. The attached plan shows the location of existing signals.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

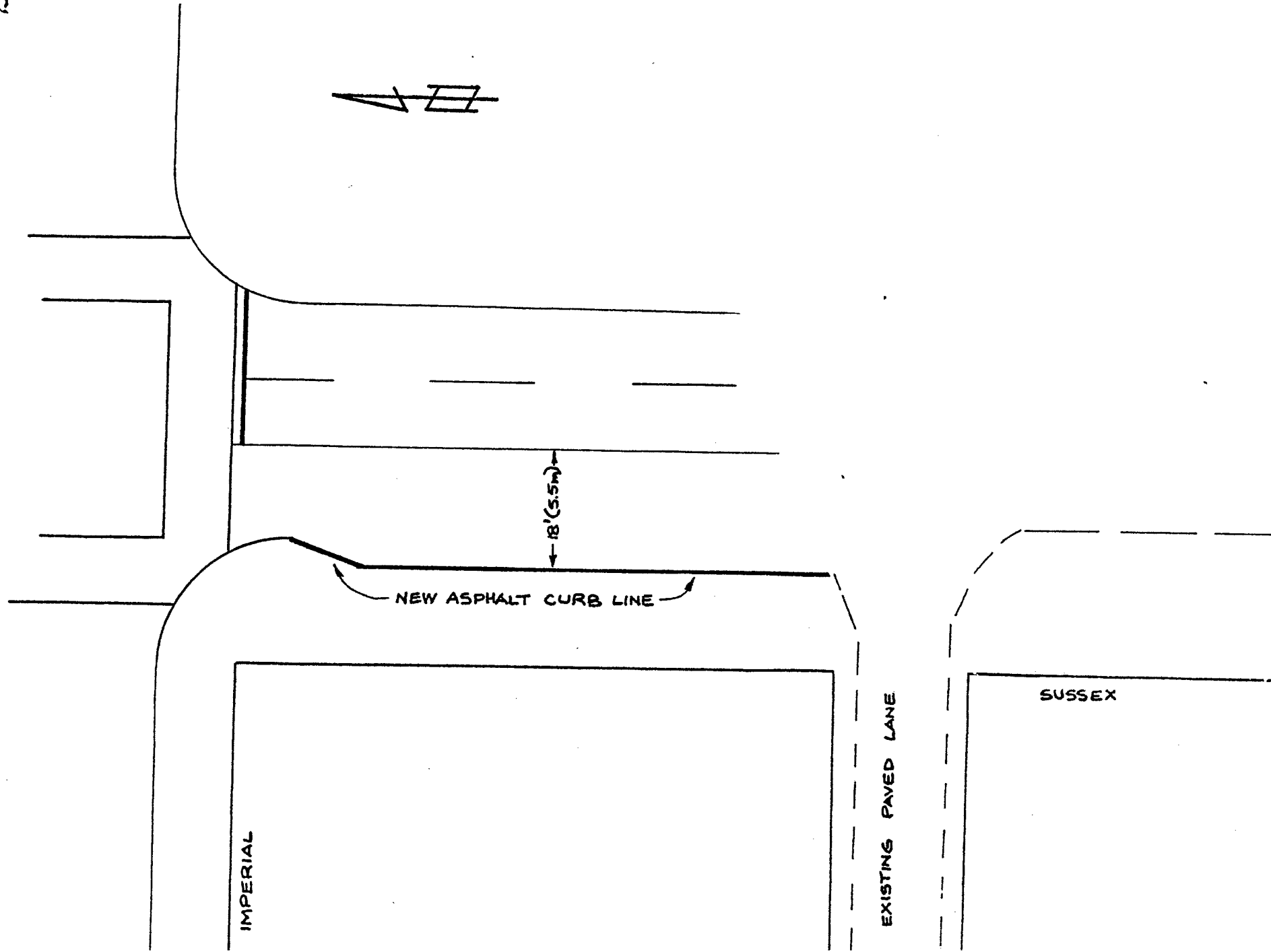
- (i) THAT no signals be installed on Kingsway at either Elgin or Denbigh Avenues.
- (ii) THAT James G. Lorimer, M.L.A., Burnaby, and Dr. E.F. Froese, Superintendent of Schools, be sent a copy of this report."

Respectfully submitted,

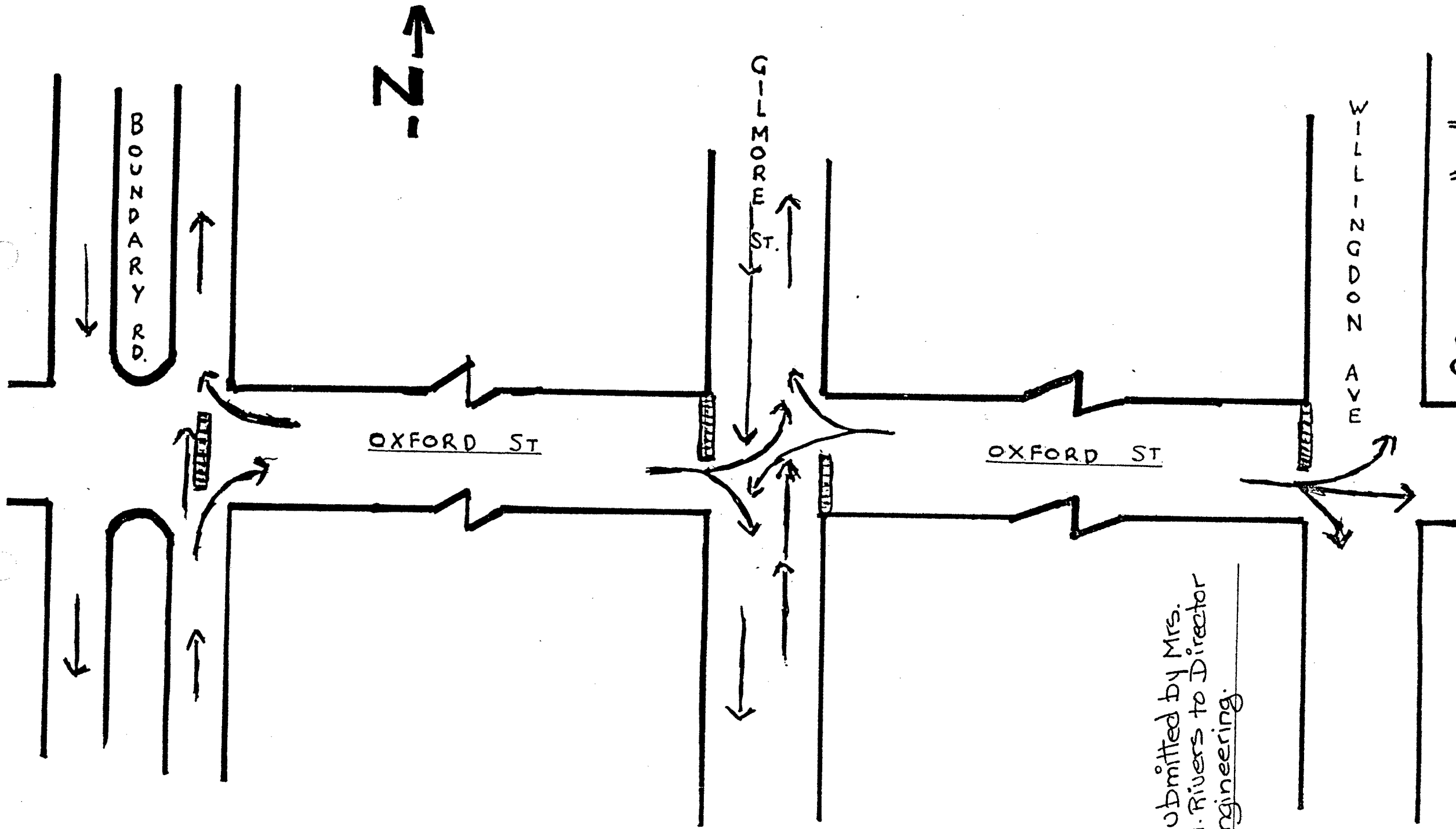
Alderman D.N. Brown,
Chairman

Alderman G.H.F. McLean,
Member

Alderman E. Nikolai
Member



APPENDIX "A"



Submitted by Mrs.
 M. Rivers to Director
 Engineering.

