

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. Intersection of Beresford Street and Wilson Avenue

Recommendation:

"That Council authorize the replacement of the existing yield signs on Wilson Avenue at Beresford Street with stop signs."

R E P O R T

The Director Engineering prepared a report with respect to the intersection of Beresford Street and Wilson Avenue which reads as follows:

"While checking our records for locations where the number of reported accidents indicated the possibility of a warrant for additional traffic control the captioned intersection came to light. This intersection currently is controlled by yield signs on Wilson Avenue. In spite of this control the accident history, is such that the adopted warrant for stop signs has been met.

In view of the warrant for stop signs being met and the increases in traffic, on both streets, due to new developments in the area we are recommending that the existing yield signs on Wilson Avenue be replaced by stop signs.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

THAT the Committee approve the replacement of the existing yield signs on Wilson Avenue at Beresford Street with stop signs."

2. Intersection of Curtis Street and Kensington Avenue

Recommendations:

- (a) "That Council authorize the installation of a semi-actuated traffic signal, with pedestrian controls, at the intersection of Curtis Street and Kensington Avenue.
- (b) That Miss Donna Wong, 5467 Heathdale Court, Burnaby, B.C., V5B 2H7, be informed of Council's decision with respect to this matter."

:- AGENDA 1982 JANUARY 25

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R E P O R T

A letter dated 1981 April 23 was received from Miss Donna Wong, 5467 Heathdale Court, Burnaby, B.C., V5B 2H7, expressing concern about the hazardous traffic conditions at the intersection of Curtis Street and Kensington Avenue.

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

"In response to Miss Donna Wong's letter of 81 04 23 we investigated the warrants for a traffic signal at the captioned location. The Roads and Transportation Association of Canada warrant system yielded a point rating of 172 points where 100 points indicate that a signal may be warranted.

Due to the known fact that most signal installations usually result in an increase in the number of traffic accidents, we further investigated by comparing with the Institute of Transportation Engineers warrant system. The results of these warrants were as follows:

Warrant #1: Minimum Vehicular Volume

Meets the warrant of 8 hours when the minor street volume, single approach, exceeds 150 vehicles per hour when the major street volume, both approaches, exceeds 500 vehicles per hour.

Warrant #2: Interruption of Continuous Traffic

Meets the warrant of 8 hours when the minor street volume, single approach, exceeds 75 vehicles per hour when the major street volume, both approaches, exceeds 750 vehicles per hour.

Warrant #6: Accident Experience

Warrant met.

In view of the increasing accident trend, the meeting of both the R.T.A.C. and I.T.E. warrants, and the expected traffic volume increases on both Curtis Street and Kensington Avenue, we are recommending the installation of a semi-actuated traffic signal, with pedestrian actuations, at the subject intersection. We would like to point out that this signal will not necessarily alleviate the problem encountered by Miss Wong that prompted her request for an investigation. This could only be accomplished through the provision of exclusive left turning phases which are not warranted due to the relatively low volume of left turning vehicles from Curtis Street onto Kensington Avenue.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

THAT the Committee approve the installation of a semi-actuated traffic signal, with pedestrian controls, at the intersection of Curtis Street and Kensington Avenue, and

THAT Miss Donna Wong of 5467 Heathdale Court be informed of the Committee's decision."

3. Intersection of Byrne Road and Marine Drive

Recommendations:

- (a) "That Council authorize the installation of a traffic signal at the intersection of Byrne Road and Marine Drive.
- (b) That Mr. O.R. Houston, Walkem & Wing Machinery Ltd., 4623 Byrne Road, Burnaby, B.C., V5J 3H6, and Mr. K.G. Nichols, Vice-President, Commonwealth Construction Company Ltd., 4599 Tillicum Street, Burnaby, B.C., V5J 3J9, be informed of Council's decision with respect to this matter."

R E P O R T

Letters dated 1981 November 05 and 1982 January 11 were received from Mr. O.R. Houston, Walkem & Wing Machinery Ltd., 4623 Byrne Road, Burnaby, B.C., V5J 3H6 and Mr. K.G. Nichols, Vice-President, Commonwealth Construction Company Ltd., 4599 Tillicum Street, Burnaby, B.C., V5J 3J9 respectively expressing concern of the lack of traffic control for the intersection of Byrne Road and Marine Drive.

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

"The request of O.R. Houston for a traffic signal installation at the captioned intersection is the latest of several received by this Department and the Committee. Previously, on 79 02 20, the Committee received a report from the Director Engineering recommending a signalization of this intersection. Subsequent to this report the Committee recommended that the signal not be installed due to the uncertainty of the final alignment of the proposed Byrne Road - Tenth Avenue connector and the lack of a firm completion date for Marine Way.

Currently the Planning Department is investigating alternative connections between Marine Way and Tenth Avenue at a more easterly alignment than that of Byrne Road and the most recent estimate for completion of Marine Way to the Queensborough Bridge is mid-1985. Even if the Planning Department's recommendation is to retain the proposed Byrne Road connector it will be several years before it is constructed. In the almost three years since our previous report we have recorded increases in traffic volumes, on both Byrne Road and Marine Drive, traffic accidents, and the R.T.A.C. statistical signal warrant. These increases are tabulated as follows:

	<u>1981</u>	<u>1978</u>	<u>Percent Increase</u>
Vehicle Volumes			
Byrne Road			
NB	2706	1509	79%
SB	2081	1572	32%

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	<u>1981</u>	<u>1978</u>	<u>Percent Increase</u>
Vehicle Volumes			
Marine Drive			
EB	9208	8425	9%
WB	10000	8865	13%
Accidents (12 month period)	13	6	117%
R.T.A.C. Warrant			
Total Priority Points	148.0	102.8	44%
Accident Priority Points	14.0	-7.0	300%

The increases in traffic statistics at the subject intersection are directly related to the increased development which has occurred in the 'Big Bend' area. For example the Commonwealth Construction Company's new offices on Tillicum Street now contain 235 employees.

In our report of 79 02 20 we estimated the cost of a traffic signal installation at this location at \$25,000. The current estimated costs, based on our two most recent signal installations, at Nelson and Rumble and Holdom and Parker, would be approximately \$40,000. If a signal installed at this location were to become redundant after the opening of Marine Way, the majority of the hardware, such as poles, 'signal heads', controller, etc., would be recoverable. While approximately \$20,000 worth of labour, including salvaging time, and materials would be 'lost' this would amount to less than \$7,000 per year for the minimum expected life of the signal.

The two most detrimental aspects of the signalization would be the loss of volume capacity on Marine Drive resulting in additional delays to traffic, and the possible increase in the number of accidents, as usually experienced in signalized intersections. The latter may be minimized through the provision of an eastbound advance warning sign incorporating amber flashers, which is included in the estimated cost. The additional delay to Marine Drive traffic could be reduced through the widening or redesign of the Marine Drive approaches to the intersection. As the west approach is currently a 14 m pavement width, only lane markings would be required while the east leg may require some additional pavement widening. These factors are not considered by us to outweigh the benefits to Byrne Road traffic gained by the signalization of the subject intersection.

Our recommendation in this report is to install a traffic signal at the intersection of Byrne Road and Marine Drive. This recommendation is based on the same two previous considerations, i.e. meeting with R.T.A.C. warrant and desirability to develop the 'Big Bend' area, combined with the increased traffic statistics for the intersection.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

THAT the Traffic Safety Committee approve the installation of a traffic signal at the intersection of Byrne Road and Marine Drive.

THAT Mr. O.R. Houston be informed of the decision of the Committee."

4. Centaurus Circle - Parking

Recommendation:

"That parking ban be instituted around Centaurus Circle as outlined in appendix 'A' attached to this report."

R E P O R T

Arising out of the presentation of Mr. F. Roycroft, #206 - 8750 Centaurus Circle, Burnaby, B.C., V3J 7E7, at the 1981 December 15 Traffic Safety Committee meeting concerning parking around Centaurus Circle, the Director Engineering prepared the following report, namely:

"At its meeting of Tuesday, 1981 December 15, Mr. F. Roycroft, #206 - 8750 Centaurus Circle, representing the Co-operative Housing association, appeared before the Traffic Safety Committee to request the posting of parking restrictions at the intersection of Centaurus Circle with Centaurus Drive, Aquarius Drive and the westerly Centaurus Drive.

As we had planned to prohibit parking on Centaurus Drive in the vicinity of three pathways within the central park site we were requested to produce a plan showing the various parking proposals. Attached to this report as appendix "A" is a sketch outlining the extent of these parking restrictions."

5. Intersection of McKay Avenue and Hurst Street

Recommendations:

- (a) "That the request for 'Yield' signs at McKay Avenue and Hurst Street be denied.
- (b) That Mrs. M. Darbey, 7061 McKay Avenue, Burnaby, B.C., V5J 3S3, be sent a copy of this report."

R E P O R T

A letter dated 1981 December 04 was submitted by Alderman D.N. Brown on behalf of Mrs. M. Darbey, 7061 McKay Avenue, Burnaby, B.C., V5J 3S3, requesting the installation of yield signs at the intersection of McKay Avenue and Hurst Street.

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

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"In response to Mrs. Darby's letter dated 81 12 04 this Department has further investigated the intersection of McKay Avenue and Hurst Street. In her letter Mrs. Darby requests 'Yield' signs be erected at McKay Avenue and Hurst Street in hopes of alleviating the traffic hazard at this intersection. As this matter has been investigated before on numerous occasions this Department would like to point out that since the previous report the number of recorded accidents has reduced from a high in 1978 of five accidents to three in 1981. This reduction is due in part to the removal of shrubs and trees causing a vision obstruction which was removed at the request of this Department as the result of our previous investigation.

Mrs. Darbey referred to the intersection of Victory Street and McKay Avenue in her letter as an example of where 'Yield' signs on Victory have been successful in reducing the hazard or accident rate. This Department investigated the accident statistics at the intersection of Hurst Street and McKay Avenue and Victory Street and McKay Avenue and found that the number of accidents was lower at Hurst Street and McKay (three in 1981) than at Victory and McKay (four in 1981). This supports our Department's growing concern that the installation of 'Yield' signs does not necessarily reduce the number of severity of accidents. Not that 'Yield' signs are not an appropriate traffic control device at minor volume intersections but that the average vehicle driver either doesn't know or care what his responsibility is when approaching one.

In November 1981 McKay Avenue from Greta Street to Imperial Street, which includes the Hurst Street intersection, was completed to its present 8.5 m curb standard under a Local Improvement Project (L.I.P.). This standard of roadway is intended for residential streets which are not designated a collector street and helps to reduce the speed and volume of traffic using those streets.

Prior to the L.I.P. this section of McKay Avenue was a 6 m interim standard pavement width with gravel shoulders. Vehicles parked here usually were off the paved surface allowing two vehicles to pass unobstructed. With an 8.5 m pavement between curbs and vehicles legally parked on both sides there is insufficient clearance for two vehicles to pass safely. We expect the traffic volumes on McKay Avenue to decrease as a result of this increased inconvenience to through traffic.

In addition to this the installation of a semi-actuated traffic signal at Sussex Avenue and Imperial Street, within the next two to three months, should reduce the traffic volume presently on McKay Avenue by attracting them to the designated local collector, Sussex Avenue. In view of the decrease in the number of reported accidents and the expected decrease in volumes we do not see the need for any additional traffic control at this intersection. This is further substantiated by the probable negative effects of a 'Yield' or 'Stop' sign installation, as outlined in our previous report.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

THAT Mrs. Darbey's request for 'Yield' signs at Hurst Street and McKay Avenue be denied, and

THAT Mrs. Darbey be sent a copy of this report and its attachments."

6. Intersection of Forglen Drive and Buxton Street

Recommendations:

- (a) "That the request for stop signs at the intersection of Forglen Drive and Buxton Street be denied.
- (b) That Mr. W.N. Brett, 5538 Forglen Drive, Burnaby, B.C., V5H 3L1, be sent a copy of this report."

R E P O R T

A letter dated 1981 December 07 was received from Mr. W.N. Brett, 5538 Forglen Drive, Burnaby, B.C., V5H 3L1, requesting the installation of stop signs at the intersection of Forglen Drive and Buxton Street.

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

"The two streets comprising the subject intersection are at present classified as minor residential. They are presently constructed to an interim 20 foot asphalt cap standard with grass boulevards. The intersection is fairly open with the exception of the property on the northeast corner which has some ornamental trees along the Forglen property line.

The intersection does not have a high accident history, nine accidents in the past twenty years. However, three of the nine accidents occurred in 1981 which could give the impression that the intersection is dangerous. The three latest non-injury accidents all involved south-bound and westbound vehicles who would have had a slight view problem with the previously mentioned ornamental trees. However, three of the six drivers involved lived within five blocks of the intersection and should have been familiar with the intersection.

Because of the long standing low accident history of the intersection we do not feel the installation of stop signs is warranted at this time. We feel the intersection should be kept under observation and if accidents continue related to the same quadrant of the intersection then steps should be taken to have the existing trees removed.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

THAT the request for stop signs at the intersection of Forglen Drive and Buxton Street be denied.

THAT W.N. Brett of 5538 Forglen Drive be sent a copy of this report."

7. Barricading of Greenwood Street and Loughheed Highway

Recommendation:

"That the Municipality of Burnaby initiate the appropriate steps to restrict Greenwood Street at the Loughheed Highway to right turns

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in and out only, and that this matter be pursued with the Ministry of Transportation and Highways in order that their approval can be obtained."

R E P O R T

A letter dated 1981 November 22, including 52 questionnaires, was received from K.F. & S.L. Leipert, 7475 Kilrea Crescent, Burnaby, B.C., concerning the barricading of Greenwood Street at Lougheed Highway.

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

"During the rezoning considerations for the original subdivision of the then referred to 'Camrose Park' subdivision one of the conditions of approval was that there was to be no vehicular access to the Lougheed Highway. As the first phase of the subdivision was immediately adjacent the Lougheed Highway the only point of vehicular access that could be provided was to the Lougheed. An access to the Lougheed at Greenwood was approved subject to an undertaking by the developer, North American Contractors Ltd., that when a second access was made available to either Phillips Avenue or to Broadway the Greenwood Street link to the Lougheed would be permanently closed.

In the Summer of 1978 the final link in the Lawrence Drive connection was completed opening the way for the complete closure of Greenwood Street at the Lougheed Highway.

This work was to have been done in the Fall of 1981 but has been delayed pending the completion of an extension of the subdivision to the west of Greenwood Place. If the subject access was closed the large trucks used in building the roads would be required to enter via Lawrence Drive and Broadway. Once the road work to this present extension to the subdivision is complete it would be our intention to then make the final closure of Greenwood Street at the Lougheed Highway.

A plan of the Camrose Park subdivision also shows two other subdivisions on the south side of the Lougheed. As can be seen from this plan, the policy is to restrict the number of accesses to this very important east/west Provincial arterial to locations spaced such that future traffic controls can be instituted that will impose a minimum inconvenience and capacity reduction to commuter traffic thus encouraging them to use the Provincial arterials rather than Municipal streets.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

THAT the Municipality proceed with the complete closure of Greenwood Street at the Lougheed Highway.

THAT Klaus and Sharon Leipert, 7475 Kilrea Crescent, Burnaby, B.C., V5A 3N8 be sent a copy of this report."

8. Barriers at the entrance to Casewell, David and Sullivan Streets
from North Road

Recommendations:

- (a) "That the present barricades in the Sullivan Heights area remain in place.
- (b) That Mr. E.E. Cave, 3070 Astor Drive, Burnaby, B.C., V3J 1K3, be sent a copy of this report."

R E P O R T

A letter dated 1981 December 04 was submitted by Alderman D.N. Brown on behalf of Mr. E.E. Cave, 3070 Astor Drive, Burnaby, B.C., V3J 1K3, expressing concern about the barricades at the entrance to Casewell, David and Sullivan Streets from North Road.

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

"As background information we will first bring the Committee members up-to-date on the history of the road closures existing in the Sullivan Heights Area.

Prior to 1975 commuter traffic that normally travelled down North Road and Austin Avenue began to filter through the street system of the Sullivan Heights Area. They did this to avoid the congestion that was starting to build up on the arterial streets and also because it was a short cut to the Lougheed Highway and the Lake City Industrial Park.

The Sullivan Heights Ratepayers Association organized a citizen protest over the increasing commuter traffic in their neighbourhood and demanded that all street accesses to North Road be completely closed. After many meetings with this Committee a recommendation was forwarded to Council that all streets entering North Road north of Cameron Street be closed to vehicular traffic. This recommendation was approved and the barricades were installed on 1975 January 06.

In response to the present request to open these streets to exit to North Road only, we would advise that this was tried for a short time prior to the complete closures but was deemed by the Sullivan Heights Ratepayers Association as unsuccessful as the commuter return trips were still coming through the area. The restriction from entering off North Road was also found to be a problem and required continued enforcement, which unfortunately cannot be provided.

The request for exits to North Road from within the Sullivan Heights Area have been made to overcome what has been assumed will be a problem if and when left turns are banned at the intersection of Bell Avenue and the Lougheed Highway. If so it can only be related to southbound Bell Avenue to eastbound Lougheed Highway movement. We have found this movement to be very light and most certainly is very dangerous, particularly during peak traffic periods. We would suggest that such trips be made via Cameron Street and North Road where there is a traffic signal.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

THAT the present barricades in the Sullivan Heights Area remain in place.

THAT Mr. Ernie E. Cave of 3070 Astor Drive, Burnaby, B.C., V3J 1K3, be sent a copy of this report."

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Respectfully submitted,

Alderman D.N. Brown, Chairman

Alderman G.H.F. McLean, Member

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