

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC SAFETY COMMITTEE

F.F. 20-2

HIS WORSHIP, THE MAYOR  
AND MEMBERS OF COUNCIL

Madam/Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

1. Lane connecting Baytree Court to Royal Oak Avenue

Recommendations:

- (a) "That the lane south of Gilpin Street between Royal Oak Avenue and Baytree Court be barricaded at Royal Oak Avenue.
- (b) That Mr. J.D. Fawdrey, 4823 Baytree Court, Burnaby, B.C., V5G 4H1, be informed of Council's decision in this regard."

R E P O R T

Mr. J.D. Fawdrey, 4823 Baytree Court, Burnaby, B.C., V5G 4H1, appeared as a delegation before the Traffic Safety Committee on 1982 May 18 expressing concern about the misuse of the lane connecting Baytree Court to Royal Oak Avenue.

The Director Engineering prepared a report in response to the misuse of this lane which reads as follows:

"In response to the request from Mr. J.D. Fawdrey for an investigation of the captioned lane due to commuter traffic short-cutting through the lane we made observations which substantiated the concerns of Mr. Fawdrey. In addition we also observed that vehicles entering and exiting this lane at Royal Oak Avenue frequently interfered with the traffic flows on Royal Oak.

The solution to both the observed problems would be to close the lane by the means of barricades placed at the Royal Oak end. As some of the residents who take access from this lane and the intersecting lane paralleling Royal Oak may find this solution to be too great an inconvenience, we conducted a door-to-door survey of all properties with vehicular access to the lane. Of the 19 properties with lane frontage three have no lane access and one is a vacant lot. One house was vacant at the time of the survey, two residents were opposed to the barricading, one did not respond and the remaining eleven property owners were in favour with the majority adamantly in favour.

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In view of the benefits to both the neighbourhood and the adjacent street system we are recommending that the lane south of Gilpin Street between Royal Oak and Baytree Court be barricaded at Royal Oak Avenue.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT the lane south of Gilpin Street between Royal Oak Avenue and Baytree Court be barricaded at Royal Oak Avenue, and
- (ii) THAT Mr. J.D. Fawdrey be informed of Council's decision in this regard."

2. Joffre Avenue - Marine Drive to Rumble Street

Recommendations:

- (a) "That the intersection of Joffre Avenue and Marine Drive be altered and turning restrictions imposed as noted on the attached sketch #2 on a trial basis using removable barricades.
- (b) That the sign on Rumble Street advising traffic to use Joffre Avenue as an alternate route to Boundary Road be removed.
- (c) That staff continue discussions with the City of Vancouver regarding installation of a traffic signal for the intersection of Boundary Road and Rumble Street."

R E P O R T

Mr. L.M. Van Hatten, 8110 Joffre Avenue, Burnaby, B.C., V5J 3L3, appeared as a delegation before the Traffic Safety Committee on 1982 May 18 and advised that the residents on Joffre Avenue favoured alternative #3 as noted in the Director Engineering's report dated 1982 May 10.

The report of the Director Engineering reads as follows:

"As directed by the Committee we did meet with the resident spokesman, Mr. Van Hatten, at the intersection of Joffre Avenue and Marine Drive. The purpose of this meeting was to determine the actual turning radii of a Metro Transit bus as it turned off Marine Drive. The investigation confirmed our previously submitted plan showing the possible geometric changes to the intersection in question.

Further to the Committee's direction we wrote to the City of Vancouver on 1982 04 05 requesting their comments on three items:

- 1. Turn restrictions at Joffre Avenue and Marine Drive to discourage access to Joffre Avenue.

2. A traffic signal at Boundary Road and Rumble Street to encourage commuter traffic to use the arterials.
3. The barricading of the east end of the Marine Drive bridge.

In response to our letter they advised that:

1. As the turn restrictions were in Burnaby it did not concern the City of Vancouver.
2. From a Vancouver standpoint a signal at Boundary Road and Rumble Street would encourage crossing of Boundary by Rumble traffic and have a potential for increasing the amount of through traffic from Burnaby within the Champlain Heights area. Vancouver has suggested however that we have further discussions on a signal option.
3. The City cannot recommend closing this million dollar overpass that has just recently been built. It is a considerable investment that was made to ensure arterial mobility and is planned to be a transit route.

From our traffic count data it would appear that the volumes of traffic on Joffre Avenue are slowly increasing from a count of 1,355 vehicles per day (V.P.D) in 1981 November to a recent count of 1,642 V.P.D. in 1982 April. This increase of 287 V.P.D is distributed throughout the day with the normal 07:00 - 09:00 h, 16:00 - 18:00 h commuter traffic only increasing by 57 vehicles.

We have been requested to look at the suggested controls submitted by the petitioners as well as possible alternate methods of traffic control that would reduce the attractiveness of Joffre Avenue as a commuter shortcut. Following is a list of measures and their effectiveness that Council may wish to consider to resolve the concerns of the petitioners:

1. BLOCK MARINE DRIVE IMMEDIATELY EAST OF THE BOUNDARY ROAD BRIDGE.

This measure while not favoured by the City of Vancouver is the most effective in that it would totally eliminate all Joffre Avenue traffic that uses this bridge.

2. ALTER THE INTERSECTION OF JOFFRE AVENUE AND MARINE DRIVE AS SHOWN ON ATTACHED SKETCH #1.

This would not necessarily discourage the use of Joffre Avenue by Marine Drive traffic but it would have the tendency to slow down the speed at which traffic enters and leaves the intersection. This is particularly true of eastbound Marine Drive left turners who are prone to taking this corner at fairly high speeds.

3. ALTER THE INTERSECTION AND IMPOSE TURNING RESTRICTIONS AS SUGGESTED BY PETITIONERS.

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The petitioners have shown this channelization by means of concrete barricades. We have prepared Sketch #2 showing a finished curbed intersection. This sketch is similar to Sketch #1 in layout except that the Joffre Avenue approach right turns are prohibited as is the Marine Drive eastbound left turns. The centre median shown on Marine Drive if raised (it could be painted) imposes a severe access problem to 3806 Marine Drive as they would be restricted to right turns in and out only. We have also received verbal complaints from Banting Place residents who feel that such restrictions impose added inconvenience to their access to Burnaby and in particular to their elementary school situated on Rumble Street just east of Joffre Avenue. The alternative round trip is 1.8 kilometres. It should also be noted that in our licence plate checks taken over 4½ hours of the peak traffic periods, 164 trips involving the suggested restricted turns were made by the petitioners. We have however been advised by their spokesperson that the petitioners are aware that they will also be required to obey any posted restrictions.

In regards to compliance and effect in reducing the flows on Joffre Avenue it is our opinion that it will require a fairly constant enforcement effort to make motorists obey a regulation that they perceive is not a safety or operational requirement but only intended to prevent them using a public street. An example of this is North Road and Cameron Street where motorists (including local residents) continue to violate the 'No Right Turn' restriction that was imposed for an identical reason. The left turn restriction can be overcome by 'U' turning between Joffre Avenue and Greenall Avenue although the number in previous experiences has been relatively small and usually the local residents.

4. TRAFFIC - SIGNAL - BOUNDARY AND RUMBLE

As we mentioned in the beginning of this report the City of Vancouver is prepared to discuss a signal option with us but advise that any signal installation would not mean the removal of their barricade system.

It is questionable whether a signal installation that would permit a controlled left turn onto Boundary Road would pull traffic off Joffre Avenue now that it has established this route. What it may do however is to reduce the number of southbound motorists from seeking alternate routes such as Joffre Avenue.

In summing up we feel that the Engineering Department can only support option #2 which involves a geometric change to the intersection of Joffre Avenue and Marine Drive and further discussions with the City of Vancouver on option #4, a traffic signal at Boundary Road and Rumble Street."

3. Peak hour parking restrictions on Hastings Street between Boundary Road and Delta Avenue

Recommendation:

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"That Council approve the posting of 'No Stopping' restrictions along Hastings Street between Boundary Road and Delta Avenue during the following periods:

- (i) North side of Hastings Street between 06:00 - 09:00 h.
- (ii) South side of Hastings Street between 15:00 - 18:00 h."

Council, on 1982 April 26 referred Item 6 of the Traffic Safety Committee's report on Oxford Street in which it was recommended that Council initiate action to institute parking bans on Hastings Street in order to relieve the traffic situation on Oxford Street, back to the Director Engineering to prepare a further report in response to this recommendation.

The Director Engineering prepared the following report in response to this matter:

"Subject: Hastings Street - Boundary Road - Delta Avenue Peak Hour Parking Restrictions

Recommendation:

That Council approve the posting of 'No Stopping' restrictions along Hastings Street between Boundary Road and Delta Avenue during the following periods:

- (a) North side of Hastings between 06:00 - 09:00 h.
- (b) South side of Hastings between 15:00 - 18:00 h.

Report:

At its meeting of 1982 April 26, Council, when considering Item #6 of the Traffic and Safety Committee's report on Oxford Street, requested that a further report be submitted related to the recommendation "That Council initiate action to institute 'Parking Bans' on Hastings Street in order to relieve the traffic situation on Oxford Street."

We wrote to the Ministry of Transportation and Highways on 1982 January 06 regarding traffic management strategies along Hastings Street, some of which included peak period parking restrictions. In their reply to use dated 1982 January 28 they have advised that they would be prepared to consider the requested posting of parking restrictions on the condition that we can obtain some form of guarantee that there will be no outcry from the local merchants.

As it would be impossible for us to obtain such a guarantee no further action has been taken at a staff level to date.

In considering the Traffic and Safety Committee's recommendation noted above it is our opinion based on the traffic volumes on Hastings and parallel streets north of Hastings that such restrictions should be posted as follows if it is to encourage commuters to use Hastings Street:

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North side Hastings Street between 06:00 - 09:00 h  
South side Hastings Street between 15:00 - 18:00 h

In the past any consideration of posting peak hour prohibitions on Hastings, particularly in the P.M. period, has been strongly opposed by the merchants on Hastings Street. In an effort to soften the loss of this source of customer parking we did extend time limited parking on the north/south Avenues between Pender and Albert Streets. The Municipality also improved some municipal property on the southeast corner of Hastings Street and MacDonald Avenue that provided an additional 35± two hour limit parking stalls as well as about 20+ all day parking stalls. These stalls are presently heavily used by shoppers in the area.

While the aforementioned off-street parking provided on municipal property will one day be removed when the property is developed, the merchants over the past year or so have been provided with a substantial increase in available free customer parking while still retaining on-street Hastings parking. As a further cushion to the removal of peak hour parking on Hastings Street we will be posting the north side of Pender Street between MacDonald and Esmond Avenues for two hour parking. This will provide an additional 45 parking spaces. While we realize that there will be objections related to the distance customers will have to walk we feel that in time as parking becomes more acute the distance will not be a big factor.

Further to the above we have been advised by the Ministry of Transportaion and Highways that once the question of parking restrictions has been resolved they will investigate the installation of some form of progression for the traffic signals along the section affected by the parking controls."

4. Intersection of Holdom Avenue and Curtis/Parker Streets

Recommendations:

- (a) "That the previously approved widening of Parker Street immediately west of Holdom Avenue be reaffirmed.
- (b) That no barricades be erected on Curtis Street at Duthie Avenue."

R E P O R T

Mr. B.H. Buchannon, 5588 Meadedale Drive, Burnaby, B.C., V5B 2E8, appeared as a delegation before the Traffic Safety Committee on 1982 April 20 expressing concern about the planned improvements to the intersection of Holdom Avenue and Parker/Curtis Streets.

The Traffic Safety Committee at that time, referred the matter back to staff to review and report on the defined use of Curtis/Parker Streets within the context of its designation in the Conceptual Transportation Plan for Burnaby, and also to investigate the feasibility of placing a barricade on Curtis Street at Duthie Avenue.

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The report of the Director Engineering in response to this matter reads as follows:

"The Curtis/Parker Street corridor between Boundary Road and Sperling Avenue has been designated as a Major Collector (residential) under the Council adopted Comprehensive Transportation Plan for Burnaby. The entire length of this designated section has been constructed to a finished curb standard. The section from Boundary Road to Holdom Avenue is an 11 metre (36 feet) width except for the approaches to the Willingdon Avenue intersection where the width has been expanded to 14 metres (46 feet) to allow for a two lane approach and departure. The remaining finished section between Holdom and Sperling Avenue has a width between curbs of 13.4 metres (44 feet).

While the Curtis/Parker Streets corridor has only been classified as a Major Collector (residential) between Boundary Road and Sperling Avenue it does extend in a straight line eastward to connect to Gaglardi Way. The major portion of this extension is improved only to a 6 metre (20 foot) interim paved standard.

From traffic counts taken in 1980 December and 1982 January we know that the Curtis/Parker Streets corridor is not only carrying the traffic that it is intended to but is also carrying substantial volumes of commuter traffic that should rightly be travelling on a Provincial arterial. As an example, up to 36% of the volume on Parker Street west of Holdom Avenue would appear to be traffic coming up Gaglardi Way. This traffic will hopefully in the future be diverted to a new Hastings Street extension. However, we must face the fact that this is not going to happen for some time and this traffic will continue to increase and to use the Curtis/Parker corridor. Such volumes as those existing even today are forcing themselves into two lane approaches at the captioned intersection. With the existing pavement width on the eastbound approach this traffic is limited to nine foot lane widths. For safety reasons we require a minimum of ten feet but preferably eleven feet before we will stripe a lane line.

Even were we able to eliminate those commuters now entering the subject corridor from Gaglardi Way the continuing growth in the Phillips Avenue area which will be tributary to Curtis Street, will bring traffic to sufficient volumes to justify two lane approaches at all signalized intersections, particularly during peak periods. For this reason we feel that the road should be widened at this time to provide a safe two lane approach and departure. Such a policy of widening the approaches at signalized intersections along designated major collector routes would follow Council's directives that the use of traffic management techniques be used to encourage traffic on collector streets to keep to these routes rather than find shortcuts. In the case of this particular location we have already received complaints from residents along the Meadedale/Howard Avenues route that potential eastbound right turners at Holdom Avenue are becoming frustrated with delays and are using their streets as shortcuts to get back to Holdom Avenue at Halifax Street. As an example, on our count in 1980 October, 382 or 25% of the 16:00 - 18:00 h eastbound Parker Street approach traffic turned right at Holdom Avenue.

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At the Traffic and Safety Committee meeting the question was raised on the feasibility and effect of placing a barricade on Curtis Street in alignment with the west property line of Duthie Avenue.

Eastbound traffic of course would probably continue eastward until the last opportunity to use the corridor which would be at the intersection of Cliff Avenue where they could turn either right or left. The shorter route to access the corridor again would be via Cliff Avenue, Union Street, and Duthie Avenue.

Westbound traffic could probably return via the previously mentioned route. Some traffic may elect to continue north to Hastings Street but access would be difficult during rush hours. It is our opinion that very little traffic would go south to the Loughheed Highway.

In summary, any traffic barricade placed on Curtis Street would only disperse these high volumes of traffic to adjacent minor uncontrolled residential streets resulting in possible speeding and a definite increase in traffic accidents.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT the previously approved widening of Parker Street immediately west of Holdom Avenue be reaffirmed.
- (ii) THAT no barricades be erected on Curtis Street at Duthie Avenue."

5. Intersection of Sixth and Sixteenth Avenue

Recommendations:

- (a) "That the Royal Canadian Mounted Police be requested to monitor the intersection of Sixth Street and Sixteenth Avenue with a view to correcting the two problems described in Mr. G.R. Gravlin's letter.
- (b) That Mr. G.R. Gravlin, 8467 15th Avenue, Burnaby, B.C., V3N 1Y1, be sent a copy of this report and any future report on 10th Avenue and Cumberland Street."

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 intersections of Sixth Street and Sixteenth Avenue and Cumberland Street and 10th Avenue.

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

"The two specific problems at Sixteenth Avenue and Sixth Street described in Mr. Gravlin's letter, involve driver disregard for existing controls and regulations. Drivers who leave their vehicles and push the pedestrian button to activate the traffic signal are violating both the Motor Vehicle Act and the Burnaby Streets and Traffic Bylaw which prohibits the leaving of a vehicle unattended.



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While the traffic on Sixth Street is controlled by the pedestrian operated signal, Sixteenth Avenue traffic is controlled by a stop sign which requires the drivers on Sixteenth Avenue to yield to Sixth Street traffic.

The pedestrian actuated signal was installed at the captioned intersection and became operational 78 06 79. In the twelve months preceding the installation of the signal there were eleven accidents which consisted of 3 rear-end, 1 sideswipe, 1 out-of-control, 4 right-angle and 2 unknown movement accidents. In the past twelve months there have been 13 accidents: 5 head-on left turns, 6 right-angle, 1 rear-end and 1 sideswipe. There has been a slight decrease (8% on Sixth Street between Sixteenth and Seventeenth Avenues and less than 1% on Sixteenth Avenue between Fourth and Sixth Streets) in traffic volumes since the signal installation.

Mr. Gravlin did not suggest any remedial action for the problems described but we feel the two possibilities are enforcement of existing regulations or conversion of the existing pedestrian operated signal to a semi-actuated signal. The latter solution though we feel would be contradictory to Council's adopted policy of protecting residential streets from commuter traffic.

Using the recently collected volume data and the current accident statistics the R.T.A.C. warrant for a full signal at this location is 144 points. Eliminating those accidents which are considered not correctable by a standard two phase signal and the volume of right-turning vehicles on Sixteenth Avenue, which normally do not require a signal to enter the flow of traffic, the R.T.A.C. warrant drops to 45 points. If a full signal were to be installed at the subject intersection the majority of the approximately 2,500 right-turning vehicles at this intersection would proceed straight as they are headed towards the intersection of Canada Way and Edmonds.

The current volume on the west leg of Sixteenth Avenue is approximately 800 vehicles per day whereas on the east leg there are approximately 5,800 vehicles per day. With a full signal the volumes on the west leg would no doubt increase substantially. Also the turning movements currently occurring at Sixteenth and Canada Way resulting in increased problems at that intersection.

In summary, we feel that the solution to the problems described in Mr. Gravlin's letter, at Sixth and Sixteenth lies in increased enforcement of existing regulations. Mr. Gravlin also expressed concerns regarding the intersection of 10th Avenue and Cumberland. Our initial investigation of this intersection indicates the need to collect more detailed data before we can make a recommendation regarding a possible solution to the observed problems. A further report will be forthcoming when our investigation is complete.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT the R.C.M.P. be requested to monitor the intersection of Sixteenth Avenue and Sixth Street with a view to correcting the two problems described in Mr. Gravlin's letter, and
- (ii) THAT Mr. Gravlin be sent a copy of this report and any future report on 10th Avenue and Cumberland Street."

6. Oxford Street from Boundary Road to Willingdon AvenueRecommendation:

"THAT the area bounded by Edinburgh Street to the north, Hastings Street to the south, Boundary Road to the west and Willingdon Avenue to the east be canvassed to determine if the residents would favour a one way street system for their area which would designate Gilmore Avenue as the dividing line, and designate the streets between Boundary Road and Willingdon Avenue 'one way only' as noted on the attached sketch #3."

R E P O R T

Mrs. M. Rivers, 3815 Oxford Street, Burnaby, B.C., V5C 1C2, once again appeared as a delegation before the Traffic Safety Committee on 1982 May 18, and put forward a further proposal to discourage commuter traffic from travelling on Oxford Street.

This latest proposal consists of placing eighteen inch diverters half way across Oxford Street at the intersections of Boundary Road south side, Gilmore Avenue north and south sides and Willingdon Avenue north side.

Arising out of the discussion with respect to the delegations proposal, your Committee agreed to seek Council approval to canvass the area bounded by Edinburgh Street to the north, Hastings Street to the south, Boundary Road to the west and Willingdon Avenue to the east to determine if the residents would favour a one way street system for their area which would designate Gilmore Avenue as the dividing line, and designate the streets between Boundary Road and Willingdon Avenue "one way only" as noted on the attached sketch #3.

The intent of this proposal is to discourage commuter traffic from travelling on the residential streets, while allowing the residents to move freely within their area.

Respectfully submitted,

Alderman D.N. Brown,  
Chairman

Alderman E. Nikolai,  
Member

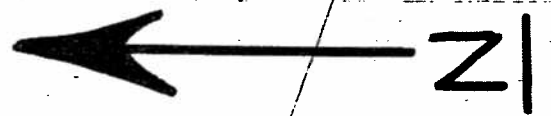
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132

Sketch

#1

3901



John Avenue

STOP

sign

DRIVE

MARINE

DRIVE

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Sketch #2

Tofre Avenue

Maxine Drive

Keep right sign

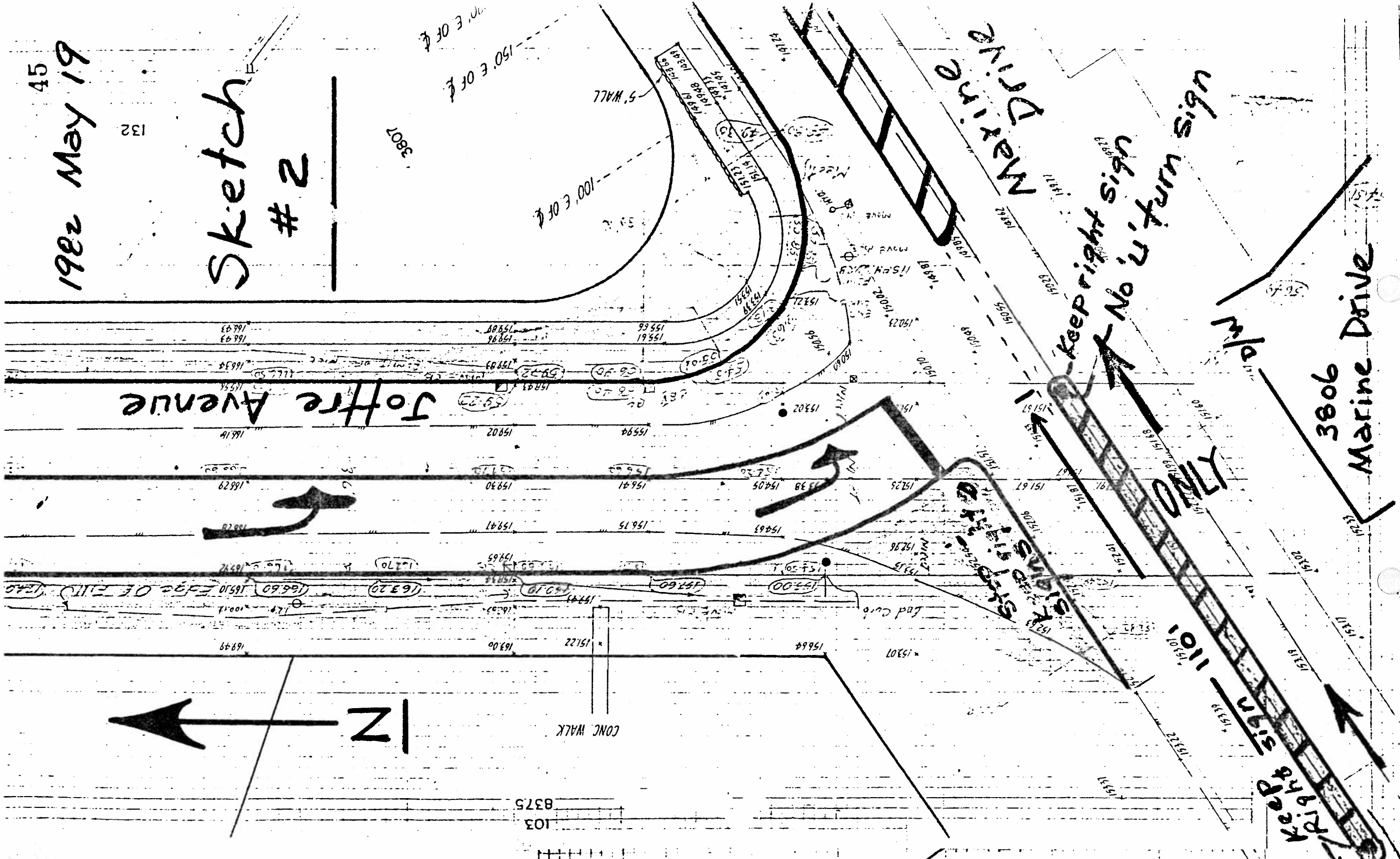
No U-turn sign

3806 Marine Drive

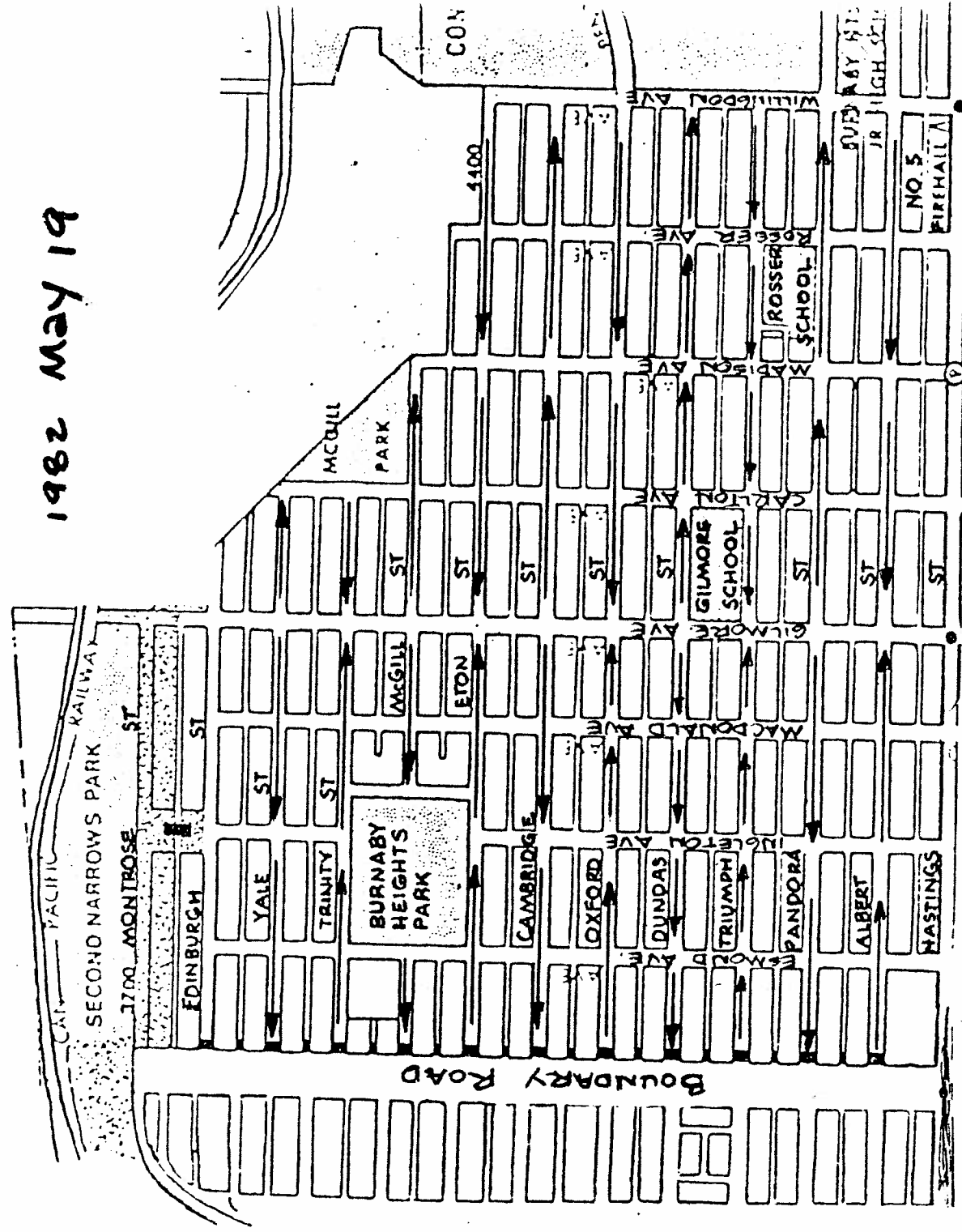
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CONC WALK

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Sketch # 3



