

REPORT
REGULAR COUNCIL MEETING
1982 April 26

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. Improvements to the intersection of Holdom and Parker/
Curtis Streets

Recommendation:

"That Council delay the planned improvements to the intersection of Holdom Avenue and Parker/Curtis Streets until such time as the Traffic Safety Committee brings forward a further recommendation with respect to this intersection."

R E P O R T

On 1982 April 20, the Traffic Safety Committee entertained a delegation, Mr. B.H. Buchannon, 5588 Meadedale Drive, Burnaby, B.C., V5B 2E8, who expressed concern about the planned improvements to the intersection of Holdom Avenue and Parker/Curtis Streets, and also about the designated status and use of Parker/Curtis Streets.

Arising out of the delegations presentation, the Traffic Safety Committee directed the Director Engineering to prepare a report with respect to the use of Parker/Curtis Streets within the defined context of its designation in the Conceptual Transportation Plan. This report, when completed, will be given consideration by the Traffic Safety Committee, and a subsequent recommendation will be put forward for Council's consideration.

2. Traffic Conditions - Buckingham Heights Area

Recommendation:

"That a copy of this report be sent to Mr. D.E. McCutcheon, 6224 Gordon Avenue, Burnaby, B.C., V5E 3M1."

R E P O R T

An undated letter was received from Mr. D.E. McCutcheon, 6224 Gordon Avenue, Burnaby, B.C., V5E 3M1, expressing concern about the traffic conditions in the Buckingham Heights Area.

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

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"The restrictive traffic controls established in the Buckingham Heights Area were approved by Council in response to a petition for such controls from the majority of residents of the area bounded by Canada Way, Burris Street and the Deer Lake Park. Their basic complaint was the use of Sperling Avenue/Buckingham Street primarily by P.M.commuters who were diverting from the Provincial arterial, Canada Way. These restrictions were installed in 1979 March.

The opinion of the residents in the area in which Mr. McCutcheon lives was not sought as anyone living outside the aforementioned area was classified as a commuter and were expected to remain on Canada Way and until they came to Burris Street.

The stop sign solutions mentioned in Mr. McCutcheon's submission were considered at the time of the original request for traffic controls and was discarded as not being a deterrent to commuter traffic.

On Page 4 of the subject submission there are four questions which we will answer in the order submitted.

- (i) The R.C.M.P. have no quick method of establishing the number of tickets issued as they reference them by date.
- (ii) There is no summary of time logged at any particular location.
- (iii) A count taken in 1980 August showed a volume of 2,060 vehicles eastbound on Canada Way between 16:00 - 17:00 hours.
A count taken in 1981 December showed a count eastbound of 1,836 vehicles in the same hour.

The above figures show a drop of 224 vehicles or 11%. As the counts were taken in different months and the higher count was in August no definite conclusions can be made as to whether the average annual daily traffic is rising or falling.

- (iv) As we mentioned in the beginning of our report, the majority of the Buckingham Heights Area residents signed the petition. The volume of traffic eastbound on Buckingham varied throughout the year, caused by sporadic use of the Deer Lake Park facilities. It was estimated at that time from existing count data that about 1,200 vehicles per day running along Buckingham were commuters.

STAFF RECOMMENDATION TO TRAFFIC SAFETY COMMITTEE:

THAT A copy of the above report be sent to Mr. McCutcheon."

3. Parking Restrictions - Ledger Avenue

Recommendation:

"That Ms. Debbie Cann, #215 - 4946 Canada Way, Burnaby, B.C., V5G 4H7, be sent a copy of this report."

R E P O R T

A petition and a letter dated 1982 March 03 was received from Debbie Cann, #215 - 4946 Canada Way, Burnaby, B.C., V5G 4H7, expressing concern about the parking restrictions on Ledger Avenue.

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

"The 'No Parking Anytime' restriction on both sides of Ledger Avenue between Canada Way and Roberts Street was installed on 1977 June 22 because of the high volumes of turning traffic in the area.

The one hour parking on the west side of Ledger Avenue in front of the Deer Lake Centre development was installed on 1979 July 18 at the request of the Sandwich Tree Restaurant and the Royal Bank (the latter have since left) for customer parking.

The 'No Parking Anytime' restriction along the remaining section of the west side of Ledger Avenue was installed on 1980 June 17. This restriction was approved by Council at its meeting of 1980 April 21 as a result of complaints that vehicles parking on the 6 metre interim pavement were blocking the free flow of traffic. A present upgrading of a section of Ledger Avenue to an 11 metre standard will free about 150 metres to all day parking. All day parking is presently permitted along the east side of Ledger.

Grace Avenue is an unimproved gravel roadway that is used as an access to the homes noted on the sketch. These residents complained that the employees of the area were parking on both sides of Grace Avenue and were blocking their access. To resolve the complaints we banned the parking between 9:00 A.M. and 4:00 P.M.

The parking ban on the east end of Roberts Street was installed to cover a Fire Zone and to clear the cul-de-sac for turning around. The one hour parking restriction was installed on 1982 February 12 to resolve complaints of a lack of short term on-street parking, which in turn resulted in parking tickets for parking encroachments into driveways, fire zones and 'No Parking' zones and corner clearance zones.

We have checked with Marathon Realty who control both the Sperling Plaza and Deer Lake Centre developments.

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They advise that while all available parking has been assigned at the Sperling Plaza development there is a surplus of available parking at the Deer Lake Centre site in the form of 50 outside surface spaces at \$17.50 per month and about 75 underground spaces at \$30 per month. Visitors to the Sperling Plaza have a limited amount of free parking while those who must park on the Deer Lake Centre site must pay a \$1.00 parking charge for a 1 - 8 hour period.

As the petitioners are all from the Deer Lake Centre their complaint cannot be a lack of parking but the fact that they must pay for any parking on-site. The Municipality, on the other hand, allows free parking on the street when available but is not responsible to provide any parking. We also feel that on-street parking should, if available, serve the most people. This is accomplished by limited time zoning which gives greater use to individual parking spaces.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

THAT a copy of the above report be sent to Debbie Cann."

4. Request for Stop Signs - Madison Avenue and Napier Street

Recommendations:

- (a) "That the request for stop signs at the intersection of Madison Avenue and Napier Street be denied.
- (b) That Mrs. E.L. Styan, 4346 Napier Street, Burnaby, B.C., V5C 3G8, be sent a copy of this report."

R E P O R T

A letter dated 1982 February 22 was received from Mrs. E.L. Styan, 4346 Napier Street, Burnaby, B.C., V5C 3G8, requesting the installation of stop signs at the intersection of Madison Avenue and Napier Street.

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

"Our accident statistics show only six accidents having been recorded at the subject intersection since September 1977, none of which was a fatal accident. The frequency of accidents occurring at this intersection is less than that which has been adopted by the Committee as the minimum warrant for an isolated stop sign installation.

This warrant is:

- (i) Three reported accidents per year of a type correctable by stop sign control, for three consecutive years, involving a vehicle approaching from the same leg of the intersection.

In response to Mrs. Styan's most recent letter we placed automatic traffic counters on both Madison Avenue, south of Napier, and Napier Street, west of Madison. The result of these counts are as follows:

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	Total Volume Both Directions	Peak Hour Volumes	Peak Hour Time
Napier Street	1,000	160	14:00 - 15:30
Madison Avenue	673	71	16:30 - 17:30

As can be seen from these statistics the volumes on both streets are relatively low but the most important statistic is that the Napier Street peak hour occurs between 14:30 to 15:30, completely outside the normal peak hour periods of 16:00 to 18:00. If the problem of Napier Street being used as an alternative to Parker Street, during periods of congestion on the latter, were to exist then one would expect the peak hours on both streets to be coincidental.

In view of the low accident rate and the relatively low volumes of the intersecting streets of Madison Avenue and Napier Street we are recommending that the request for stop signs at this intersection be denied.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

(i) THAT the request for stop signs at Madison Avenue and Napier Street be denied, and

(ii) THAT Mrs. Styan be sent a copy of this report."

4. Lougheed Highway east of Willingdon Avenue

Recommendation:

"That Mr. D.H. Brown, 6283 Winch Street, Burnaby, B.C., V5B 2L4, be sent a copy of this report."

R E P O R T

A letter dated 1982 February 25 was received from Mr. D.H. Brown, 6283 Winch Street, Burnaby, B.C., V5B 2L4, expressing concern about the traffic situation on the Lougheed Highway east of Willingdon Avenue.

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

"We are presently working with the Ministry of Transportation and Highways on a proposal to close the Lougheed median at Alpha Avenue and directing related traffic movements to either the Willingdon Avenue intersection or the Beta Avenue intersection. It is further proposed to signalize the Beta Avenue intersection to accommodate the anticipated increase in traffic.

STAFF RECOMMENDATION TO TRAFFIC SAFETY COMMITTEE:

(i) THAT Mr. D.H. Brown, 6288 Winch Street, Burnaby, B.C., V5B 2L4, be given a copy of this report."

5. 9000 Block East BroadwayRecommendations:

- (a) "That a copy of this report be sent to the District Manager, Ministry of Transportation and Highways, 309 - 6th Street, New Westminster, B.C., V3L 3A7.
- (b) That a copy of this report be sent to Mary Ann Willey, 9939 East Broadway, Burnaby, B.C., V3J 1C3."

R E P O R T

Council, on 1982 April 05 referred correspondence from Mary Ann Willey, 9939 East Broadway, Burnaby, B.C., V3J 1C3, concerning traffic problems in the 9000 Block of East Broadway to the Traffic Safety Committee for investigation and a subsequent report to Council.

The Municipal Engineer prepared a report with respect to this matter which reads as follows:

"The subject section of Broadway was constructed to an interim two lane paved standard by the Provincial Ministry of Transportation and Highways in 1976. The total width of the pavement is approximately 9.8 metres (32 feet) which has been marked for two 3.6 metre (12') driving lanes with abutting 1 metre (4 feet) paved shoulders. Immediately behind the paved shoulder is a narrow gravel shoulder that appears to be used by pedestrians as a walking path.

While the Provincial Government did not wish to classify Broadway as a Provincial arterial highway, the Deputy Minister, in a letter dated 1975 June 17, advised that his Department was prepared to assume all costs for the interim road (the one now existing) and any future upgrading.

In order to upgrade Broadway to a satisfactory arterial standard as depicted in the Council adopted Conceptual Transportation Plan, substantial filling will be required to eliminate the present steep grade. This filling will preclude any private vehicle access to Broadway, meaning that the Provincial Government will be required to either purchase properties outright or provide alternate accesses. For those properties on the north side of Broadway it may require the Province to acquire the land necessary to complete the Rathburn subdivision thus providing vehicle access to Rathburn Drive.

Traffic counts taken in 1982 March show a two-way volume on Broadway of 17,600 vehicles per day (V.P.D.). When we compare this with a count taken in 1980 June of 14,700 V.P.D. we find an increase of 2,900 V.P.D. or 20% in a 21 month period.

In response to the complaint related to trucks using Broadway we would advise that Broadway, at the present time, is not classified as a truck route but is slated for such classification under the new Council adopted Conceptual Transportation Plan.

In the meantime we have started enforcement and have charged a number of truck operators with being off a designated truck route. The R.C.M.P. have also placed Broadway on their list for speed enforcement.

The Majority of accidents at the intersection of Broadway and Gagliardi Way are related to left turning movements off Gagliardi Way onto Broadway. We did, because of this accident picture, write to the Ministry of Transportation and Highways on 1981 October 07 regarding the need for a separate left turn phase for Gagliardi Way southbound to Broadway eastbound.

The fatal accident referred to in the submission involved a vehicle that left the road and struck Mr. De Fazio as he worked in his front yard. The driver of the vehicle was under the influence of alcohol at the time and has been charged under Section 203 of the Criminal Code (Criminal negligence causing death) and 204 of the Criminal Code (Criminal negligence causing injury).

In responding to the request that the existing traffic light at Broadway and North Road be replaced with a four-way stop we must advise that the signal is there because of the existence of a signal warrant. As the signal was installed under warrant in 1979 September, continuing traffic volume increases have most certainly increased the signal warrant. To now replace this signal with a four-way stop would most certainly be criticized by the majority of motorists who use this intersection.

In summary we must advise that any upgrading of Broadway between Gagliardi Way and North Road has already been accepted by the Provincial Government as their responsibility. From traffic count information available it is obvious the Ministry of Transportation and Highways should be giving serious consideration to upgrading Broadway to a higher volume facility. Similarly they should be giving some thought to providing left turn phasing for their signal operation at Broadway and Gagliardi Way to resolve an increasing accident condition.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT a copy of this report be sent to the District Manager, Ministry of Transportation and Highways, 309 - 6th Street, New Westminster, B.C., V3L 3A7.
- (ii) THAT a copy of this report be sent to Mary Ann Willey of 9939 E. Broadway, Burnaby, B.C., V3J 1C3."

6. Oxford Street

Recommendation:

"That Council initiate action to institute 'Parking Bans' on Hastings Street in order to relieve the traffic situation on Oxford Street."

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On 1982 April 12 the Traffic Safety Committee entertained a delegation, Mrs. M. Rivers, who was representing the Oxford Street residents.

Arising out of Mrs. Rivers presentation, it became apparent that the residents of Oxford Street are 'fed up' with the traffic situation on Oxford Street, and requested that barricades be installed immediately on Oxford Street.

The Traffic Safety Committee are of the opinion that barricades would only serve to move the problem to adjoining residential streets, and feel that prior to giving special consideration to the Oxford Street residents, that 'Parking Bans' must be initiated on Hastings Street.

7. Barricades - Mayfield Street

Recommendations:

- (a) THAT the present traffic controls on Mayfield Street not be altered.
- (b) That Mr. G. Ciarniello, 7730 Mayfield Street, Burnaby, B.C., V5E 2J6, be sent a copy of this report."

R E P O R T

A petition and undated letter was received from Mr. G. Ciarniello, 7730 Mayfield Street, Burnaby, B.C., V5E 2J6, requesting the removal of the barricades on and about Mayfield Street.

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

"On 1978 April 18 the Municipality installed barricades on Sixth Street immediately west of Edmonds and on Mayfield Street at Canada Way to prevent westbound commuter traffic from shortcutting through the local residential area. There were however, no closures or restrictions to prevent the eastbound commuter (primarily a P.M. movement) from cutting through the area except at Mayfield Street. The complete closure of Mayfield Street at Canada Way was requested by the area parents because of the alleged volume and speed of commuters on Mayfield Street. This concern is evidently not held by the school authority who have signed this recent petition to remove the Mayfield Street and lane barricades. The closure of the lane at Mayfield Street was to prevent the use of this lane as a shortcut to Goodlad Avenue and then to Canada Way by local traffic as well as the traffic that would be generated by the school, i.e. parents, teachers, and deliveries.

The partial closure of Sixth Street at Edmonds prevents the eastbound traffic from entering the area but allows westbound traffic to exit the area. This arrangement was at the request of the area residents who felt that exits to Canada Way for eastbound and southbound trips would be too hazardous.

The subject road closures and restrictions were the result of lengthy deliberations by this Committee and the residents of the whole area bounded by Edmonds, Canada Way, Mayfield Street and Fourth Street. It would therefore be appropriate for this Committee if it has any intention of altering the present arrangement of road closures to have an opinion vote of the entire neighbourhood to see if they would be in favour of removing the barricades at Mayfield Street and in the lane adjacent 7730 Mayfield Street.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT any alterations to the existing road closures only be undertaken with the majority consent of the whole area as defined in this report.
- (ii) THAT a copy of this report be sent to Mr. G. Ciarniello, 7730 Mayfield Street, Burnaby, B.C., V5E 2J6."

Respectfully submitted,

Alderman D.N. Brown,
Chairman

Alderman G.H.F. McLean,
Member

Alderman E. Nikolai,
Member

RDS:sw

