

THE CORPORATION OF THE DISTRICT OF BURNABY

FILE: F.F. 20-2

TRAFFIC SAFETY COMMITTEE

HIS WORSHIP, THE MAYOR
AND MEMBERS OF COUNCIL

Madam/Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

1. Request for Parking Prohibition on the West Side of Sussex Avenue South of Imperial Street

Recommendations:

- (a) "THAT Council concur with the proposed installation of a concrete curb and 'No Stopping Anytime' restriction on the west side of Sussex Avenue between Imperial Street and the lane immediately south of Imperial Street.
- (b) THAT Ms. Lorella Gilpin of 4549 Watling Street, Burnaby, B.C., V5I 1V9, be sent a copy of this report."

R E P O R T

A letter dated 1982 July 30 was received from Ms. Lorella S. Gilpin, 4549 Watling Street, Burnaby, B.C., V5I 1V9, requesting that parking be banned on the west side of Sussex Avenue south of Imperial Street.

The Director Engineering prepared the following report in response to Ms. Gilpin's request:

"The captioned request, received from Ms. Gilpin, is to remedy a problem which has been under investigation since the signal became operational on 82 05 25. Our observations concur with those as described in Ms. Gilpin's letter. In addition to the difficulties encountered by through traffic on Sussex, including buses, caused by vehicles parked at right angles on the paved boulevard, vehicles which are in the process of parking or departing interfere with the normal flow of traffic.

The width of the subject boulevard can only accommodate a vehicle parked at right angles if the vehicle is parked with its bumper almost touching the existing building, which would leave no room for pedestrians. Also, vehicles parked at an angle between 90° and 45° would project into the roadway even with their bumpers touching the building. A right angle parked vehicle requires a maneuvering aisle of approximately 7.5 metres, which in the subject location includes both the southbound lane and the northbound through and left-turn lane. Therefore, a right angle parked vehicle attempting to back out is unable to do so if there are any vehicles stopped at the light and must wait until the light changes.

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Usually at this point there are southbound vehicles coming through the intersection which, due to the skewness of the intersection, are not always visible to vehicles parked on the south leg.

Prior to the signalization there existed space for two vehicles legally parked parallel to the roadway. As the boulevard had been paved to control erosion, drainage and gravel coming onto the roadway, vehicles would park on this boulevard perpendicular to the roadway which is in violation of both the Motor Vehicle Act and the Burnaby Street and Traffic Bylaw. In order to deter this a sign was installed directing people to parallel park only. Based on our observations, and those of Ms. Gilpin, this sign is being ignored.

It is our intention to install a concrete curb and a 'No Stopping Anytime' restriction between Imperial Street and the lane south of Imperial Street. As mentioned above, this does not result in the removal of any existing legal parking. The commercial premises immediately adjacent the proposed 'No Stopping' restriction has at least four off street parking spaces available which access from the lane at the rear.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

(1) THAT the Committee concur with the proposed installation of a concrete curb and 'No Stopping Anytime' restriction on the west side of Sussex Avenue between Imperial Street and the lane immediately south of Imperial Street.

(ii) THAT Ms. Lorelle Gilpin, 4549 Watling Street, Burnaby, B.C., V5I 1V9, be sent a copy of this report."

2. Request for "Advance Warning Stop Ahead" signs on the North and South side of Springer Avenue at Union Street

Recommendations:

- (a) "THAT the request for additional unwarranted advanced warning signs be denied.
- (b) THAT the R.C.M.P. be requested to increase their enforcement of growing driver disrespect of traffic control devices in particular stop signs and red lights.
- (c) THAT Mrs. Margaret Smith of 875 Springer Avenue, Burnaby, B.C., V5B 3L4, be sent a copy of this report."

R E P O R T

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A letter dated 1982 June 11 was received from Mrs. Smith, 875 Springer Avenue, Burnaby, B.C., V5B 3L4, requesting that "Advance Warning Stop Ahead" signs be located on both the north and south side of Springer Avenue at Union Street.

The Director Engineering prepared the following report in response to Mrs. Smith's request:

"The intersection of Springer Avenue and Union Street is controlled by two oversized stop signs, 30" as compared to the normal 24", giving the right-of-way to Union Street. These signs were found to be unobstructed and could easily be seen from a distance of two blocks both north and south-bound. The painted stop bars referred to in Mrs. Smith's letter have been repainted.

To date this year we have recorded three right angled collisions in the intersection, all involving a south-bound vehicle on Springer Avenue. Two of these drivers claimed to have stopped for the stop sign before proceeding into the intersection while the third driver stated, 'It's my fault. I come this way all the time and this time I didn't see the stop sign and hit the other car.'

In checking the accident reports we found that all three southbound drivers live within three blocks north of the intersection and can be assumed to travel this route quite frequently. We are therefore convinced that it is not a case of not seeing the stop sign which is quite visible but is more related to drivers who when continually using low volume streets tend to ignore stop signs. These type of drivers, when not paying attention to their driving, subconsciously ignore traffic control devices and end up striking other vehicles.

In summary, we are of the opinion that it is not a case of the need of additional controls but is related more to driver attitudes.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT the request for additional unwarranted advance warning signs be denied.
 - (ii) THAT the R.C.M.P. be requested to increase their enforcement of growing driver disrespect of traffic control devices in particular stop signs and red lights.
 - (iii) THAT Mrs. Margaret Smith of 875 Springer Avenue, Burnaby, B.C., V5B 3L4, be sent a copy of this report."
3. Parking turnover study - South side of the 3700 Block East Hastings Street

Recommendation:

- (a) "THAT Mr. Owen of King Sheet Metal, 3702 East Hastings Street, Burnaby, B.C., V5C 2H5, be sent a copy of this report."

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R E P O R T

At a meeting between the Hastings Street merchants and staff members Mr. Owen of King Sheet Metal located at 3702 East Hastings Street, Burnaby, B.C., V5C 2H5, expressed concern regarding the existing parking situation along Hastings Street.

The Director Engineering prepared the following report in response to the concerns expressed by Mr. Owen:

"At a meeting between the Hastings Street merchants and staff members regarding the proposed peak hour parking restrictions, Mr. Owen of King Sheet Metal, 3702 E. Hastings Street, expressed a concern regarding the existing parking situation, i.e. the lack of available customer parking. The Engineering Department conducted a parking turnover study on 1982 August 24 which consisted of a licence plate check approximately every 1½ hours during the day on five separate occasions from 09:00 to 15:30 hours inclusive.

Mr. Owen stated that there was a lack of parking due to the 'monopolizing' of the existing time limited parking on the south side of the 3700 block E. Hastings by persons destined for the new office complex on the north side of the 3700 block E. Hastings Street. Our results indicated as follows:

1. There were three vehicles observed on more than one spot check which were obviously parked longer than the posted time limit. Out of these three vehicles one vehicle was parked in the same spot for five hours or more. The other two vehicles were parked in excess of 1½ hours in the same spot.
2. At no time during the survey was there a lack of vacant parking stalls. The least number of stalls available was five and the average number of vacant stalls was eight.

In conclusion we found no evidence of all day parking in this 3700 block E. Hastings Street. In addition to this, there did not appear to be a lack of parking stalls available to the customers of the business. A lack of vacant parking stalls would have indicated a parking turnover problem. Nonetheless we have requested the R.C.M.P. to monitor the situation.

STAFF RECOMMENDATION TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT Mr. Owen of King Sheet Metal, 3702 E. Hastings, Burnaby, B.C., V5C 2H5, be sent a copy of this report."
4. Intersection of Buchanan Street and Rosser Avenue

Recommendation:

- (a) "THAT Council approve the installation of stop signs on Buchanan Street and Rosser Avenue."

R E P O R T

The Director Engineering prepared the following report after reviewing the accident frequencies at uncontrolled intersections:

"While reviewing accident frequencies at uncontrolled intersections we noted that the intersection of Buchanan Street and Rosser Avenue has met the warrant, as adopted by the Committee, for the installation of stop signs. To date in 1982 we have recorded five right angle accidents involving north and eastbound vehicles. For 1981 and 1980 the figures for eastbound vehicles involved in accidents were 8 and 9 respectively and for northbound vehicles the figures were 4 and 6 respectively. These statistics readily exceed the 3 per year for each of the past 3 years approaching from the same direction that are required for an isolated stop sign installation.

Having determined that the intersection meets the warrant for a two-way stop installation we placed automatic traffic counters on both streets to determine the major traffic volume street. The results of these counts were that Rosser Avenue carries approximately 2,200 vehicles per day and Buchanan Street carries approximately 1,200 vehicles per day. Based on these volumes Buchanan Street should be stopped in favour of Rosser Street. This would also be consistent with the current plan for the area which has Buchanan Street as a cul-de-sac at Willingdon Avenue and Rosser Street accessing directly to Loughheed Highway.

Metro Transit Operating Company has tentatively scheduled the often delayed implementation of the King Edward Avenue 'Crosstown' bus service for December 1982. This bus service will use Rosser Avenue from Loughheed to Halifax, in the northbound direction. The installation of stop signs on Buchanan at Rosser would also benefit this service although it is not a requirement prior to implementation of the service.

STAFF RECOMMENDATION TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT the Committee approve the installation of stop signs on Buchanan Street at Rosser Avenue."

5. Intersection of Canada Way and Wayburne Drive

Recommendations:

- (a) "THAT Council concur with the actions of the Director Engineering.
- (b) THAT Mr. D.C. Macintyre of B.C. Telephone Company be sent a copy of this report."

R E P O R T

REPORT
REGULAR COUNCIL MEETING
1982 October 04

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A letter dated 1982 August 06 was received from Mr. D.C. Macintyre, Co-Chairman Safety and Health Committee, Safety Department, British Columbia Telephone Company, 5th Floor, 3777 Kingsway, B.C., V5H 1Y4, requesting an investigation of the possibility of reducing an apparent traffic hazard at the Wayburne Drive and Canada Way intersection.

The Director Engineering prepared the following report in response to Mr. Macintyre's request:

"The captioned intersection has been the subject of previous reports to the Committee, the most recent 82.01 07. Due to the short time which has elapsed since the last report we did not conduct a full investigation as the information contained within this report is still valid. We did investigate the specific concern of lack of visibility for vehicles from Wayburne Drive and Westminster Avenue.

As a result of a site visit we have notified the owner of the property on the southwest corner of a violation of the Burnaby Zoning Bylaw, Section 6.13, Vision Clearance at intersections. Also in this letter, we requested the trimming of another tree which, while not a violation of any existing Bylaw, was judged to be a hindrance to the visibility. The vision obstruction on the northeast corner was referred to in the aforementioned previous report. Since this previous report there have been no accidents involving southbound and westbound vehicles which could be attributable to a vision obstruction on the northeast corner.

There have been four accidents involving northbound and eastbound vehicles which may have been attributable to the existence of the above-mentioned vision obstruction on the southwest corner. We have been contacted by the property owner on the southwest corner, in response to our letter, and they have indicated they will be cooperating with our request. Hopefully this will alleviate some of the problems being experienced at this location.

The matter of speed of traffic has been referred to the Burnaby R.C.M.P. for surveillance and enforcement where required.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

- (i) THAT the Committee concur with the actions of the Director Engineering, and
- (ii) THAT Mr. D.C. Macintyre of B.C. Telephone Company be sent a copy of this report."

Respectfully submitted,

Alderman D.N. Brown,
Chairman

Alderman E. Nikolai,
Member