

RE: TRAFFIC PROBLEM AT KITCHENER AND HOLDOM  
LETTER FROM FLAVIO S. CRESTANI  
1983 JULY 25

ITEM 11  
MANAGER'S REPORT NO. 50  
COUNCIL MEETING 1983 07 25

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendations of the Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 83 07 18  
FROM: DIRECTOR ENGINEERING  
SUBJECT: HOLDOM AVENUE AND KITCHENER STREET

RECOMMENDATIONS:

1. THAT no further action be taken on the submission of Flavio S. Crestani.
2. THAT Flavio S. Crestani of 1 - 2519 E. Hastings Street, Vancouver, B.C., V5K 1Z2, be sent a copy of this report.

REPORT:

Reference the submission from Flavio S. Crestani dated 1983 July 06 related to the captioned intersection.

We have reviewed the noted submission and offer our comments to the various numbered paragraphs:

1. The checkerboard installed by the Municipality is oversized, measuring 122 cm x 122 cm whereas the standard checkerboard for an urban area as set down in the Canadian Manual measures 75 cm x 75 cm. This checkerboard is mounted behind the sidewalk on the west side of Holdom Avenue directly in line with an approaching vehicle on Kitchener Street. In addition the Kitchener Street approach to Holdom Avenue has been treated with a ripple bar feature.
2. We would have to disagree with their position as the checkerboard is right in line with the approaching driver whereas the stop sign is off to one side. The accident referred to was evidently not reported to the R.C.M.P. as there is no record in their files.
3. The first petition was taken by the Rizzo's and included four properties on the west side of Holdom Avenue. The second petition was taken by a resident on Kitchener Street who was concerned about the ramifications of any change in the traffic pattern on Kitchener Street. The four properties on the west side of Holdom Avenue were not considered in either petition as the suggested restrictions being requested on Kitchener Street would not directly inconvenience them on a daily basis in perpetuity. The homes on Holdom Avenue would not be inconvenienced at all and would only receive a perceived benefit in that a vehicle may be prevented from striking their homes in the future.
4. This report is part of that reevaluation.

(cont'd)

5. We know of no method or process where we could become involved in what would be accepted by both sides as an unbiased petition.
6. Any public hearing would be at the direction of Council and would have to include more than the residents of Kitchener Street as adjacent east/west streets would experience changes in their traffic volumes resulting from any action taken on Kitchener Street. One of the streets may also have to accept a bus route and bus stops.
7. Other streets in Burnaby where physical restraints have been imposed have only been done at the request of the area residents. In each case the area residents directly affected by the proposed restraints petitioned Council. The majority of requests were related to high volumes of commuter traffic that was shortcutting the neighbourhood but many also used the subjective argument that it would cut down on accidents and possibly save a life.

The suggestion that a cul-de-sac be placed at the top of the hill has a number of problems associated with it:

  - (a) From the Fell Avenue end it would mean a cul-de-sac street about 240 m long (800 feet).
  - (b) The proposal would require two cul-de-sacs, one from each direction. As there is not enough right-of-way on Kitchener Street on which to construct a cul-de-sac, property would have to be acquired.
  - (c) With the suggested cul-de-sac at the top of the hill there would still be the possibility of a vehicle either occupied or unoccupied running down the hill into the intersection without stopping for the stop sign.
8. Vehicles approaching Holdom Avenue on Kitchener Street are required to STOP, not just slow down enough to make the corner.
9. It is our opinion that any driver who now runs across Holdom Avenue is not only careless but negligent.
10. Firstly, an unfamiliar driver usually drives more cautiously than one familiar with the street. Secondly, there are plenty of warnings to an unfamiliar driver that he is approaching a controlled "T" intersection. This driver has a sight distance of 80 metres (260 feet) to the stop sign after cresting the hill and an unobstructed sight distance of 95 metres (310 feet) to the oversized checkerboard. The grade of the approach hill is 13%, which is not unusually steep in Burnaby, and requires a sight stopping distance of 64 metres (210 feet) at 50 km/h. This calculation was based on wet pavement and would be less on dry pavement.
9. We do not know the condition of all drivers who have failed to stop for the stop sign. The last one that hit the Rizzo's home was charged with being impaired.
11. Such a course of action is available to any citizen.
12. It is our opinion that the Municipality has taken more than the required actions to inform an intentive sober driver of the conditions and geometrics of the roadway ahead; in fact even a slightly impaired driver is bound to recognize the added controls, in our opinion.

13. The ripple strips are placed fairly uniformly down the hill and are not all at the bottom with one at the top as inferred. We see no need to add any more. If drivers are still having trouble negotiating the corner then they must be ignoring the stop sign, a condition that calls for enforcement, not more controls.
14. We had already noted some westbound drivers driving over to the south side of the pavement to avoid the painted ripple strips that only went to the centre of the road. We have had the width of the ripple strip painted right to the south curb giving the impression that the ripple strip goes to the south curb also. We did not take the ripple strip right across as it may have an adverse affect on vehicles climbing the hill in winter.
- The suggestion that parking be removed on the north side of Kitchener Street is not felt to be warranted, particularly with the large checkerboard on Holdom Avenue. It would be more logical to ban the parking on Holdom Avenue to insure the checkerboard is always visible.

HB/ch

c.c. ( ) Traffic Supervisor



DIRECTOR ENGINEERING

