

REPORT
REGULAR COUNCIL MEETING
1983 October 31
File: 20-2

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC SAFETY COMMITTEE

HIS WORSHIP, THE MAYOR
AND MEMBERS OF COUNCIL

Madam/Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

1. Traffic hazard at the intersection of Portland Street and Sussex Avenue

Recommendation:

- (a) "THAT a portion of the laurel hedge which encroaches onto civic property on Sussex Avenue at Portland Street be removed."

REPORT

The Traffic Safety Committee at its meeting held on 1983 October 25 heard a delegation, Mr. Richard C. Lupton, 7938 Edson Avenue, Burnaby, B.C., V5J 3W7 regarding an obstruction of vision created by a laurel hedge which encroaches onto civic property on Sussex Avenue at Portland Street.

As a result of your Committee's consideration respecting this matter, the abovementioned recommendation is submitted.

2. Pender Street - Willingdon Avenue to Delta Avenue Roundabouts

Recommendation:

- (a) "THAT permanent roundabouts be installed at the intersections of Pender Street and Gamma Avenue, Pender Street and Alpha Avenue and Pender Street and Beta Avenue."

REPORT

The Traffic Safety Committee at its meeting held on 1983 October 25 heard a delegation, Mr. Frank Still, 4637 Pender Street, Burnaby, B.C., V5C 2N2 who advised that the experimental roundabouts on Pender Street at Gamma, Alpha and Beta Avenues have proven to be effective and requested that permanent roundabouts be now installed.

A report dated 1983 September 29 was received from the Director Engineering respecting this matter, the contents of which is contained hereunder:

"Council at its meeting of 1983 February 21, when considering the recommendation of the Traffic Safety Committee that roundabouts be installed on Pender Street between Willingdon Avenue and Delta Avenue, adopted the following amended recommendation:

'That roundabouts be placed on an experimental basis, at the intersection of Pender Street and Gamma Avenue, Pender Street and Alpha Avenue, Pender Street and Beta Avenue.'

REPORT
REGULAR COUNCIL MEETING
1983 October 31

-2-

Arising out of Council's consideration of this item of the Traffic Safety Committee report the following motion was adopted:

'That the subject of policies and warrants regarding traffic islands be referred to staff for their consideration with a report back to Council.'

As the Committee is aware the recommendation to install roundabouts on Pender Street was made in response to a petition and presentation from a Mr. Frank Still, 4637 Pender Street, Burnaby, B.C., V5C 2N2.

The experimental roundabouts were installed at all three interections on Pender Street on 1983 March 08.

Prior to the installation of the above roundabouts we had occasion, because of previous complaints from Mr. Still, to investigate volumes and speeds on Pender Street. The findings are summarized below:

<u>Date</u>	<u>Vol. E/Willingdon</u>	<u>Vol. W/Delta</u>	<u>85th Percentile</u>
1979 May	2,400 V.P.D.	1,190 V.P.D.	1981 Sept. 56 Km/h
1983 Feb.	2,680 V.P.D.	1,350 V.P.D.	1983 Feb. 57 Km/h

Following the installation of the roundabouts the volumes on Pender Street east of Willingdon dropped to approximately 2,300 V.P.D. and the 85th percentile is averaging about 52+ Km/h.

In checking the accident history in the period six months before the roundabouts to six months after we find a total of one right-angle collision before and one right-angle collision after installation of the roundabouts. Both of these accidents were recorded at the intersection of Alpha Avenue and Pender Street.

From on-site observations we did note that from time to time a motorist would, if making a left turn, pass on the wrong side of the island rather than going around it as directed by signing. We have received criticism that we should paint arrows on the pavement to make it clear to the motorist what he should do. We spent some time observing the roundabouts in Vancouver's west end and we noted that if the traffic was light left turners would sometimes turn on the wrong side of the island to save time. Vancouver did paint arrows on the pavement. In summary, some motorists will always, if the opportunity is available, take the shortest and most direct route. Some delivery trucks have no alternative but to go around the wrong side of the island when making a left turn as they cannot make it around the legal way because of their size.

The temporary roundabouts that have been in place for more than six months now have been a continual source of vandalism. In addition to the vandalism it would appear from the damage being inflicted on the sandbags on the circumference of the roundabouts that many motorists are not swinging wide enough and are hitting them. If this was a solid curb, as would be the case with a permanent roundabout, these vehicles could receive damage and possibly be thrown off course.

REPORT
REGULAR COUNCIL MEETING
1983 October 31

-3-

In attempting to deal with the motion of Council 'That the subject of policies and warrants regarding traffic islands be referred to staff for their consideration with a report back to Council' we feel that we must first identify the magnitude of the problem that would require or justify the placement of roundabouts on any street. If we were to accept that the roundabouts placed on Pender Street on the recommendation of the Traffic and Safety Committee were warranted, then we would have to be prepared to place similar roundabouts on virtually every intersection of every collector street in Burnaby as the majority have higher volumes of traffic and as high if not higher 85th percentile speeds. Many also have much higher accident records.

Rather than trying to establish policies and warrants for the placement of this particular type of roundabout, which are not true traffic control devices but rather gimmicks to frustrate and hopefully discourage drivers from using a particular street, we feel we should be setting a policy that would establish those types of streets on which we WOULD NOT PLACE ROUNDABOUTS. This criteria would be:

1. Streets that have been designated as collector or arterial. (To do so only forces traffic to adjacent minor streets which defeats the purpose of designating a street for a collector function.)
2. Streets which function as transit routes. (Buses have to swerve off line to pass roundabouts. Buses are too large to make left turns through an interection with a roundabout.)
3. Streets adjacent to Commercial corridors. (Commercial vehicles must often use the adjacent street to a commercial corridor for circulation and access to rear loading areas.)
4. Intersections which have steep grades on any approach leg - in excess of 6%.

In regard to the setting of criteria that would establish a need to place roundabouts within an intersection we would suggest that each application would have to be treated on its own merits. One of the main criteria would have to be its acceptability to the neighbourhood.

In summary we have found from our observations of the existing roundabouts that their presence has had minimal affect on the volume and speeds of traffic on Pender Street, to the extent that we could not see a way to justify the expense of installing permanent ones.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE

1. THAT the existing experimental roundabouts on Pender Street between Willingdon and Delta Avenues be removed.
2. THAT permanent roundabouts not be installed to replace the existing roundabouts.
3. THAT future roundabouts not be installed on street intersections covered under Items 1 - 4 of this report.
4. THAT Mr. F. Still, 4637 Pender Street, Burnaby, B.C., V5C 2N2, be sent a copy of this report.

REPORT
REGULAR COUNCIL MEETING
1983 October 31

-4-

3. Halifax Street - Sperling to Phillips Avenues

Recommendations:

- (a) "THAT Halifax Street be designated as a major collector residential street through the placement of stop signs on:
- (a) Yeovil Avenue
 - (b) Moore Avenue
 - (c) Cliff Avenue
 - (d) Blaine Avenue
 - (e) Sherlock Avenue
 - (f) Pepperidge Court
 - (g) Augusta Avenue
- (b) THAT six months after the installation of the stops at the Cliff Avenue intersection the two stops on Halifax Street be removed.
- (c) THAT Mr. A. Dalkin of 1891 Cliff Avenue, Burnaby, B.C., V5A 2K7 be sent a copy of this report."

REPORT

A report dated 1983 October 11 was received from the Director Engineering, the contents of which are contained hereunder:

The Engineering Department is in receipt of a request from a Mr. A. Dalkin of 1891 Cliff Avenue to reverse the existing stop signs at the intersection of Cliff Avenue and Halifax Street. He is hopeful that the reversal of the stop signs will discourage the use of Cliff Avenue as a commuter route and also reduce the speed that traffic is travelling. While we are opposed to the use of stop signs as speed control devices and have doubts about such a reversal of stops reducing traffic volumes, we advised Mr. Dalkin that as our Conceptual Transportation Plan calls for the designation of Halifax Street as a major collector (residential) that in time the existing stops on Halifax Street at Cliff Avenue would be reversed to Cliff Avenue.

As a result of the request of Mr. Dalkin we had traffic counts taken on Halifax Street and on Cliff Avenue to see if the present traffic volumes justified the reversal at this time of these stops that would then designate Halifax Street as a major collector in accordance with the Conceptual Transportation Plan. On a sketch we have indicated the complete section of Halifax (Sperling to Phillips Avenue) that is slated for a collector function as well as the approximate volumes of traffic on Halifax Street and its cross streets. As noted there is very little difference in the volumes of either Cliff or Halifax, with Halifax Street having a slightly higher volume. The remaining Avenues that enter Halifax Street, with the exception of Duthie Avenue, are classified as minor residential and have been or will be improved to a 8.5 metre (28 foot) curb standard. Duthie Avenue, while not on the Conceptual Transportation Plan as a major collector, has been improved to an 11 metre (36 foot) curb standard and serves a collector function. The minor residential streets are all similar in that they enter from one side only, forming a 'T' intersection with Halifax Street. These minor streets also carry very low volumes of traffic.

REPORT
REGULAR COUNCIL MEETING
1983 October 31

Traffic accident history over the past five years has been indicated on the volume sketch and as noted is quite low for the minor street. The accident history of both the Cliff Avenue and Duthie Avenue intersection while a little higher is not unexpected bearing in mind the volumes of traffic involved.

In addition to the above we would also advise that Halifax Street between Sperling Avenue and Phillips Avenue is a bus route for the #36 Kitchener service.

In view of the above report and in keeping with the designation as set down in the Conceptual Transportation Plan we would be prepared to recommend the designation of Halifax Street as a major collector residential street terminating at the existing stop signs at Sperling Avenue and at Phillips Avenue. In addition we would recommend the retention of the Duthie Avenue right-of-way over Halifax Street until such time as the volumes of Halifax Street exceed those on Duthie Avenue.

Any reversal of stop signs should be handled in two stages:

1. The new stop signs should be installed leaving the existing stops in place, thus making a four-way stop.
2. The four-way stop control should remain in effect for six months at which time the two redundant stops should be removed.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT Halifax Street be designated as a major collector residential street through the placement of stop signs on:

- (a) Yeovil Avenue
- (b) Moore Avenue
- (c) Cliff Avenue
- (d) Blaine Avenue
- (e) Sherlock Avenue
- (f) Pepperidge Court
- (g) Augusta Avenue

2. THAT six months after the installation of the stops at the Cliff Avenue intersection the two stops on Halifax Street be removed.

3. THAT Mr. A. Dalkin of 1891 Cliff Avenue, Burnaby, B.C., be sent a copy of this report."

4. Request for improved safety measures - Piper Avenue and Government Street.

Recommendation:

- (a) "THAT staff meet with the parents and staff of Seaforth Elementary School to discuss their concerns with respect to improving safety measures at Piper Avenue and Government Street and further that a report be submitted to the next meeting of the Traffic Safety Committee regarding the outcome of this meeting."

REPORT
REGULAR COUNCIL MEETING
1983 October 31

-6-

REPORT

A memorandum dated 1983 September 30 was received from the Municipal Clerk advising that at the regular Council meeting held on 1983 September 26, Alderman Constable submitted a petition (containing approximately 235 signatures) on behalf of Seaforth Elementary School requesting improved safety measures at Piper Avenue and Government. Council referred this matter to the Traffic Safety Committee.

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

"A report was submitted to this Committee dated 1983 March 10 related to a request for additional traffic controls at the subject intersection.

In response to this latest request we again investigated the traffic conditions as they pertain to the subject intersection.

On the morning of 1983 October 12 visual observations were made of the traffic within the intersection area of Government Road and Piper Avenue. The observations commenced at 08:15 h. The first elementary pupils observed to cross Government Road at the Piper Avenue intersection crossed at 08:25 h. From 08:25 until 09:00 h a total of 29 elementary children crossed Government Road. Of the 29, 10 arrived in the company of an adult at 08:58 h.

During the period 08:25 to 09:00 h a total of 132 vehicles crossed the west crosswalk of Piper Avenue. Many of these vehicles were generated by the school itself and included school staff and parents coming to drop pupils off. During the period 08:45 to 09:00 h about 60% of the Government Road traffic was generated by the school. The majority of this traffic turns at Piper Avenue although some continues west to Jensen Place where the parents drop them off at the west side of the school building. This latter traffic returns along Government and is recounted as part of the 132 vehicles observed.

During the observation period we did not observe any high speed vehicles although the majority were exceeding the 30 kmh speed restriction.

Because of the relatively low volumes of traffic there were ample gaps for the pedestrian to safely cross Government Road. The only observed problem during the 45 minutes was at 08:50 h when a sudden rush of parents' vehicles arrived and departed, creating a congestion of turning vehicles at the intersection and along Piper Avenue adjacent the school.

Along Government Road adjacent the school sign and speed restriction we have recently repainted the large letters on the pavement 'SCHOOL'.

In summary we were unable to identify any problems of safety to the pupils other than the operation of vehicles by the parents and staff of the school. The straight through traffic on Government Road was quite light and although not observing the posted 30 kmh limit did leave adequate gaps in traffic for safe pedestrian crossings.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT a copy of this report be sent to the Principal of the Seaforth Elementary School."

5. Traffic Safety at Cascade Heights Elementary School

Recommendation:

- (a) "THAT Council request the Board of School Trustees, School District No. 41 - Burnaby to examine the feasibility and desirability of using silhouette signs adjacent school property as a means of increasing safety measures for school children, and further, to consider a design that would be considered acceptable by municipal staff."

REPORT

A letter dated 1983 October 13 was received from Mrs. J. Wild, Traffic Committee, Cascade Heights Parent Council, 4719 Patterson Avenue, Burnaby, B.C., V5G 3A5 requesting a thorough review of the dangerous traffic/pedestrian situation in the vicinity of Cascade Heights Elementary School.

A report from the Director Engineering respecting this matter will be available for the next scheduled meeting of the Traffic Safety Committee.

As a result of your Committee's consideration respecting this matter, the abovementioned recommendation is submitted.

Respectfully submitted,

Alderman A.H. Emmott,
Chairman

Alderman G.H.F. McLean,
Member

Alderman E. Nikolai,
Member

