

REPORT
REGULAR COUNCIL MEETING
1985 January 14

File: F.F. 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

A meeting of the Traffic Safety Committee was held in the Council Chamber, Municipal Hall, 4949 Canada Way, Burnaby, B.C. on Tuesday, 1984 December 18 at 6:00 p.m.

PRESENT:

Alderman A.H. Emmott, In the Chair
Alderman Egon Nikolai
Alderman L.A. Rankin
Mr. K.R. Beedie, Burnaby Chamber of Commerce
Mrs. A.L. Smith, Parent Teacher Council
Mr. John Woods, Citizens Representative
Mr. B.J. Jones, School Board Representative
Mr. W.B. Bennett, Metro Transit Representative

ABSENT:

Mr. Rob Weston, B.C. Motor Transport Association
Mr. John Brucker, Burnaby Safety Council
Mr. William Anderson, Senior Citizens Representative

STAFF:

Sgt. J.T.A.T. Dixon, R.C.M.P., Burnaby Detachment
Mr. H.G. Bacon, Traffic Supervisor
Mr. W.S. Scott, Transportation Planner
Mrs. M. Pasqua, Secretary

**A. REQUEST FOR PEDESTRIAN SIGNALIZATION ON GRANGE STREET
BETWEEN WILLINGDON AVENUE AND PATTERSON AVENUE**

RECOMMENDATIONS:

1. THAT the request for a pedestrian operated traffic signal on Grange Street between Patterson and Willingdon Avenues be refused due to the absence of the necessary warrants.
2. THAT Council concur with the Director Engineering's request to the Ministry of Transportation and Highways to consider a traffic signal at Kingsway and Wilson Avenue.
3. THAT the R.C.M.P. be requested to monitor the speed of traffic on Grange Street between Patterson and Willingdon Avenues.
4. THAT Mr. W.R. Dickinson of #215 - 4275 Grange Street, Burnaby, B.C., V5H 4A9, receive a copy of this report.

(CARRIED UNANIMOUSLY)

INTERNAL DISTRIBUTION:

: - AGENDA 1985 JANUARY 14
: - COPY - Municipal Manager
 - Director Engineering

REPORT
REGULAR COUNCIL MEETING
1985 January 14

-2-

R E P O R T

Council, at the regular Council meeting held on 1984 July 09 received a letter from Mr. W.R. Dickinson, #215 - 4275 Grange Street, Burnaby, B.C., V5H 4A9, requesting pedestrian signalization on Grange Street between Willingdon Avenue and Patterson Avenue, and referred this matter to the Director Engineering for report to the Traffic Safety Committee.

A report dated 1984 October 19 was received from the Director Engineering regarding Mr. Dickinson's request, the contents of which are contained hereunder:

"The Kingsway portion of the captioned request would require approval from the Ministry of Transportation and Highways. We have formally requested the Ministry to consider the establishment of a pedestrian operated, or possibly semi-actuated, signal at the intersection of Kingsway and Wilson Avenue. While we used Mr. Dickinson's letter as the incentive, this location has been one for which we have felt that a signal may be required upon occupancy of the new office tower on the southeast corner.

The Ministry is awaiting data on pedestrian and vehicle volumes which we have said we will provide when traffic patterns return to normal after the transit strike is over. In our correspondence to the Ministry we have been emphasizing the future development of Metrotown, including the current proposal to relocate Chaffey Avenue between Grange and Kingsway to create a four legged intersection at Kingsway and Wilson. This relocation, if implemented, would also create a new intersection of Wilson Avenue with Grange Street which, in view of Grange Street's classification as a secondary arterial, may eventually warrant a traffic signal.

The I.T.E. warrant for a pedestrian traffic signal is a two part warrant requiring minimum pedestrian and vehicular volumes for each of any eight hours of an average day to be 150 and 600 respectively. At no time during an average day does the current volume of traffic on Grange Street exceed 600 vehicles within an hour. The highest recorded hourly volume was 435 vehicles which translates into an average of only one vehicle every 8.3 seconds. Considering the existence of signals at Patterson-Kingsway and Grange-Willingdon which tend to 'platoon' traffic, there would probably be at least one gap per minute in which the gap in vehicular traffic would be sufficient for a pedestrian to cross Grange Street. Random observations made over a period of several weeks verified that there are frequent gaps in traffic of sufficient duration to permit a safe crossing of Grange Street between Patterson and Willingdon.

If excessive speed is a problem, which our random observations did not observe, then this should be controlled through enforcement.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the request for a pedestrian operated traffic signal on Grange Street between Patterson and Willingdon Avenues be refused due to the absence of the necessary warrants.
2. THAT the Committee concur with our request to the Ministry of Transportation and Highways to consider a traffic signal at Kingsway and Wilson Avenue.
3. THAT the R.C.M.P. be requested to monitor the speed of traffic on Grange Street between Patterson and Willingdon Avenues.
4. THAT Mr. W.R. Dickinson of #215 - 4275 Grange Street, Burnaby, B.C., V5H 4A9, receive a copy of this report."

-3-

**B. TRAFFIC LIGHT AT DELESTRE (COQUITLAM
AND NORTH ROAD**

RECOMMENDATIONS:

1. THAT due to the lack of the necessary warrants, a traffic signal not be installed at the intersection of Delestre and North Road.
2. THAT Mr. R.E. Little, General Manager, Coquitlam Motor Inn, 319 North Road, Coquitlam, B.C., V3K 3V8, receive a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1984 October 09 was received from Mr. R.E. Little, General Manager of the Coquitlam Motor Inn, 319 North Road, Coquitlam, B.C. requesting the Committee's reconsideration for the installation of a traffic light at the intersection of Delestre and North Road. The writer requested reconsideration as a result of a recent rezoning of the property at 329 North Road to accommodate 68,000 square feet of commercial area which a traffic study indicated would attract 540 vehicles per hour into the area.

A report dated 1984 October 23 was received from the Director Engineering regarding this request, the contents of which are contained hereunder:

"The Engineering Department submitted a report to the Traffic Safety Committee dated 1984 February 02 of its investigation of the warrants for a traffic signal at the captioned intersection.

In responding to the request to reconsider the installation of a traffic light at the intersection of Delestre and North Road, we must advise that there have been no changes in traffic that would warrant a traffic signal.

The volumes of 540 vehicles mentioned in Mr. Little's submission were noted in a consulting engineer's report done for London Drugs who will be redeveloping the old Columbian Newspaper site. The volume refers to the peak hour only and is the total of all traffic entering and leaving by two points of access, one on North Road and the other on the Loughheed Highway.

In summary, we must advise that the development of the property at 329 North Road will have no effect on the traffic signal warrant at Delestre and North Road.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT due to the lack of the necessary warrants, a traffic signal not be installed at the intersection of Delestre and North Road.
2. THAT Mr. R.E. Little, General Manager, Coquitlam Motor Inn, 319 North Road, Coquitlam, B.C., V3K 3V8, receive a copy of this report."

REPORT
REGULAR COUNCIL MEETING
1985 January 14

-4-

C. BEAVERBROOK/NOEL INTERSECTION

RECOMMENDATION:

1. THAT Mrs. A.V. McCormack, 2955 Astor Drive, Burnaby, B.C., V3J 1K2 receive a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1984 November 05 was received by both the Traffic Safety Committee and His Worship, Mayor Lewarne from Mrs. A.V. McCormack, 2955 Astor Drive, Burnaby, B.C., V3J 1K2 requesting a four way stop control at the intersection of Beaverbrook Drive and Noel Drive, and further, advising that the visibility is very poor.

A report dated 1984 November 21 was received from the Director Engineering responding to Mrs. McCormack's request, the contents of which are contained hereunder:

"Council at its meeting of 1984 October 29 approved an Engineering report to have the municipally owned house on the southwest corner of Beaverbrook Drive and Noel Drive removed or demolished. This action will serve two purposes:

- i) Remove a much complained about view problem.
- ii) Allow the Engineering Department to straighten out the curb alignment of the west curb of Beaverbrook Drive between Noel Drive and Stoney Creek.

Once the above has been completed, we have then been directed to study the traffic patterns again to determine if further controls are required.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT Mrs. A.V. McCormack, 2955 Astor Drive, Burnaby, B.C., V3J 1K2, receive a copy of the above report."

D. REQUEST FOR A FOUR WAY STOP - INTERSECTIONS OF UNION STREET AND MADISON AVENUE AND UNION STREET AND CARLETON AVENUE

RECOMMENDATIONS:

1. THAT the four way stop at Gilmore Avenue and Union Street be converted to a two way stop with stops on Union Street.
(CARRIED UNANIMOUSLY)
2. THAT staff report to the Traffic Safety Committee in six months on the effects of implementing recommendation #1.
(CARRIED UNANIMOUSLY)
3. THAT Mr. & Mrs. George Steinmann, 4206 Union Street, Burnaby, B.C., V5C 2X4, be sent a copy of this report.
(CARRIED UNANIMOUSLY)

REPORT
REGULAR COUNCIL MEETING
1985 January 14

-5-

R E P O R T

A petition containing 45 signatures and dated 1984 October 18 was received from Mr. and Mrs. George Steinmann, 4206 Union Street, Burnaby, B.C., V5C 2X4, requesting an investigation into automobile and property damage caused by speeding and careless drivers in the 4200 Block Union Street. As a measure of safety for children and pedestrians alike, the petitioners recommended the placement of a four way stop control at the captioned intersections.

A report dated 1984 November 14 was received from the Director Engineering responding to the petitioner's concerns, the contents of which are contained hereunder:

"Neither of the captioned intersections meet the accepted warrants for the installation of a four way stop control. One part of the two part warrant requires five accidents per year of a type considered correctable by this form of control. The intersections of Carleton and Madison Avenues with Union Street have recorded 15 and 8 right angle accidents respectively since 1976 with peak years of 3 and 2 right angle accidents, also respectively.

The petition containing the captioned request stated that there had been '...three serious accidents where parked car and property have been damaged' within the past six months. A check of police records found reports for three mid-block accidents on the subject section of Union Street, one of which we feel was not accidental but was deliberate. The circumstances for this particular 'incident' would not have been correctable through the requested stop sign controls, nor would the other two accidents, both in the 4200 Block Union Street been correctable because of the major contributing factor appearing to have been alcohol, as both resulted in Criminal Code charges.

The use of stop signs as speed control devices is not recommended as studies have indicated that they result in a high disobedience rate and increased speeds between stop signs. For example, in our own study conducted on Oxford Street between Madison and Willingdon Avenues after the stop signs at Oxford and Madison were reversed the median, average, highest and lowest recorded speeds were all increased from those recorded before the reversal. Only the 85th percentile speed was reduced and this by an insignificant 0.6 km/h.

Some of the other adverse effects of using stop signs for other than their intended purpose, i.e. to correct accident histories or to designate collector streets, were reported to the Committee on 84 06 26. We could expect similar results in the subject neighbourhood if the requested stop signs were installed.

It has been the stated intent of both the Planning and Engineering Departments to declassify Union Street from a local collector street to a residential street. The existence of Parker Street as a collector street two blocks south of Union Street makes the latter superfluous as a collector.

Towards this end we constructed, under an L.I.P. Project, Union Street from Boundary Road to Gilmore Avenue to an 8 metre (28 foot) standard and cooperated with the City of Vancouver in the restriction of the median opening on Boundary Road at Union Street to northbound left turns only. This latter improvement was primarily intended to correct an accident problem but also served to reduce the traffic volumes on Union Street.

REPORT
REGULAR COUNCIL MEETING
1985 January 14

-6-

Prior to the restriction in the Boundary Road median the volumes on Union Street east of Boundary were approximately 2,500 vehicles per day. After the restriction the volumes dropped by over 50% to less than 1,200 vehicles. This lower volume has held fairly constant since with the most recent count showing an increase which may have been attributable to the transit strike.

To complete the declassification of Union Street as a local collector street we need to construct, to an 8 metre standard, those remaining sections of Union Street which are still an interim standard. We have received requests from the subject section of Union Street, Gilmore to Willingdon, and also for Union Street, Alpha to Beta for inclusion in a Local Improvement Program. The latter section may go forward in 1985 but the subject section may not go forward until 1986 at the earliest.

Upon completion to the final standard of pavement the next step in declassification is the removal of stop signs controlling the intersecting north/south streets. This removal of assigned right-of-way, from Union Street, would act as a further deterrent to through traffic and to speeding traffic as it places the onus on all drivers approaching the uncontrolled intersection to be prepared to stop and yield if there is traffic on their right.

Unfortunately the average motorist tends to be a habitual driver and the removal of stop signs could produce undesirable results. In order to minimize the possible adverse effects we will be staging the implementation of the final step in the declassification. The first stage would be the conversion of the existing four way stop at Gilmore Avenue and Union Street to a two way stop with the assigned right-of-way to Gilmore Avenue, a designated collector street. Hopefully this would result in a further reduction in traffic volumes on Union Street, which if successful would allow us to proceed with the second stage, removal of stop signs at the remaining north/south streets.

While the latter part of this report appears to have gotten away from the original request and, in fact, could be viewed as going in the opposite direction, i.e. removal of existing stop signs vs installation of additional stop signs, we feel that the ultimate standard will have the same effect, reduced speeds and volumes. The above mentioned first stage in the final step of declassification, the conversion of Gilmore-Union to a two way from a four way stop could be accomplished without the remainder of the works being completed. 'APPENDIX I' attached outlines the procedure that is to be followed in making this changeover.

The only experience we have with the conversion of a four way stop to a two way stop was at Cliff Avenue and Halifax Street where we reversed the original two way stop from Halifax to Cliff with a six month interim four way stop. The only accident reported since the conversion was a sideswipe collision considered not correctable by stop sign control. In view of this we are recommending the removal of the north/south stop signs on Gilmore Avenue at Union Street and that we report back to the Committee in six months. This report to include the effects of this removal and the possibility of proceeding with the next stage of declassification of Union Street between Boundary Road and Gilmore Avenue.

REPORT
REGULAR COUNCIL MEETING
1985 January 14

-7-

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the requested four way stops on Union Street at Madison and Carleton Avenue not be installed.
2. THAT the four way stop at Gilmore Avenue and Union Street be converted to a two way stop with stops on Union Street.
3. THAT staff report to the Committee in six months on the effects of implementing recommendation #2.
4. THAT Mr. & Mrs. George Steinmann, 4206 Union Street, Burnaby, B.C., V5C 2X4, be sent a copy of this report."

NOTE:

With respect to Recommendation No. 1 abovenoted, the votes were recorded as being equal both FOR and AGAINST the question, therefore, the question was declared negatived and LOST.

(FOR: Aldermen Emmott and Rankin, Messrs. Beedie and Bennett

OPPOSED: Alderman Nikolai, Mrs. Smith, School Trustee Jones and Mr. Woods)

E. EXTENSION OF BEAVERBROOK DRIVE AND INTERSECTION OF EASTLAKE AND PRODUCTION WAY

RECOMMENDATIONS:

1. THAT the intersection of Beaverbrook Drive and Noel be retained as a two way stop pending removal of the house on the southwest corner and a future assessment report on any traffic changes.
2. THAT the request for a time restricted turn at the intersection of Bell Avenue and the Loughheed Highway be denied.
3. THAT a four way stop control be approved for the intersection of Eastlake Drive and Production Way.
4. THAT Robert Davies, Chairman, NW65, 3004 Carina Place, Burnaby, B.C., V3J 1B5 and John Coburn, Chairman, NW39, 3030 Carina Place, Burnaby, B.C., V3J 1B5, each receive a copy of the report.

(CARRIED UNANIMOUSLY)

R E P O R T

Council, at the regular Council Meeting held on 1984 October 29 received correspondence from Mr. R. Davies, Chairman of Strata Plan NW 65 and Mr. John Coburn, Chairman of Strata Plan NW39 regarding the extension of Beaverbrook Drive and further, the intersection of Eastlake and Production Way and referred this matter to the Director Engineering for report to the Traffic Safety Committee.

REPORT
REGULAR COUNCIL MEETING
1985 January 14

-8-

A report dated 1984 November 19 was received from the Director Engineering regarding this matter, the contents of which are contained hereunder:

"The subject submission deals with three items:

- i) The purchase and removal of the house on the southwest corner of Beaverbrook and Noel Drive to improve the sight distance.
- ii) Restriction on right turn movements from westbound Loughheed Highway to northbound Bell Avenue.
- iii) Request for a four way stop at the intersection of Eastlake Drive and Production Way.

i) This item has been resolved in part in that the Municipality owns the house and Council at its meeting of 1984 October 29 approved an Engineering report to have it demolished or removed. Steps are now underway to comply with this directive of Council.

ii) In dealing with the requests to prohibit right turns off the Loughheed Highway into Bell Avenue during rush hour periods we first counted the number of vehicles to assess the extent of the problem. Between 7 a.m. and 9 a.m. a total of 130 vehicles made this turn. When one considers the area development it is quite possible that many of these vehicles have a legitimate reason for turning into Bell Avenue. One we can think of right away, is the parents of children who attend both the Lynhurst and Stoney Creek Elementary Schools and who live in the Rathburn subdivision north of Broadway. These parents, who are driving their children to school, come down North Road, are denied an entrance at Cameron Street because of an a.m. ban on right turns, and must proceed to Austin, the Loughheed Highway and then right turn into Bell Avenue. If the Municipality prohibits right turns in at Bell Avenue then the next available entrance will be at Production Way. For this reason alone, we would not be prepared to support the request for a right turn ban off the Loughheed into Bell Avenue.

iii) Eastlake and Production Way is presently controlled by a two-way stop that assigns the right-of-way to Production Way. This reflects the Council adopted transportation plan which classifies Production Way as a major collector (industrial) and Eastlake as a major collector (residential).

The accident history of the intersection, which is quite open, but wide, has for the years 1984, 1983, 1982 been six, two, six respectively. These accidents were right angle and are of a type correctable by four way stop control. The accident warrant for a four way stop is five accidents in a 12 month period correctable by a four way stop.

REPORT
REGULAR COUNCIL MEETING
1985 January 14

-9-

The second part to this warrant is a requirement that the total volume approach to the intersection be at least 500 vehicles per hour (VPH) for eight hours of an average day. Of these, at least 200 VPH should approach from the minor leg.

Recent traffic counts indicate the required volumes for seven of the eight hours and close on the eight. When we combine the accident history and the volumes counts, we would say that the intersection has met a warrant for a four way stop.

While we are prepared to recommend the installation of the requested four way stop which will make it easier for the complainants to pass through the intersection, the same will be true for the commuter, which has also been expressed as a concern.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the intersection of Beaverbrook Drive and Noel be retained as a two way stop pending removal of the house on the southwest corner and a future assessment report on any traffic changes.
2. THAT the request for a time restricted turn at the intersection of Bell Avenue and the Loughheed Highway be denied.
3. THAT a four way stop control be approved for the intersection of Eastlake Drive and Production Way.
4. THAT Robert Davies, Chairman, NW65, 3004 Carina Place, Burnaby, B.C., and John Coburn, Chairman, NW39, 3030 Carina Place, Burnaby, B.C., each receive a copy of this report."

F. REQUEST FOR PARKING STICKERS - BARKER AVENUE

RECOMMENDATIONS:

1. THAT the request for parking stickers be denied.
2. THAT Mrs. Alice Lutz of 5821 Barker Avenue, Burnaby, B.C., V5H 2P2, receive a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A letter and petition containing 22 signatures and dated 1984 August 28 was received from the residents of the 5800 Block Barker Avenue regarding the condition of their street and an ongoing problem of not being able to park their own vehicles in front of their places of residence. The petitioners were of the opinion that parking problems will increase considerably as the A.L.R.T. station just off Patterson Avenue is put into operation, and, as a possible solution, suggested each resident with a vehicle be issued a special parking tag or sticker to display from inside their vehicle and only those vehicles displaying such a sticker or tag will be permitted to park in that area.

A report dated 1984 October 24 was received from the Director Engineering regarding the petitioner's concerns, the contents of which are contained hereunder:

REPORT
REGULAR COUNCIL MEETING
1985 January 14

-10-

"The captioned request also contained a complaint regarding the condition of the street which is a 6 m interim pavement cap with gravel shoulders. The usual procedure for improving a street is through a Local Improvement Project which is a cost sharing arrangement between the Municipality and the abutting property owners. As the subject section of Barker Avenue is within the Metrotown area and is undoubtedly destined for redevelopment, it is unlikely that the residents would be willing to embark on an L.I.P. at this time. Nonetheless, if they do wish to initiate an L.I.P. project, they may do so by making formal application to the Engineering Department.

The vacant lot on the southeast corner of Barker Avenue at Kingsway is currently being used as a fill storage area for excavated material from the construction site on the southwest corner. The unsightliness is primarily due to the old tires and other miscellaneous items used as weights to hold down the plastic intended to prevent the fill material from washing away in the rain. This is a temporary situation and will be improved when the construction is completed.

Burnaby does not have a parking sticker program and it is doubtful that initiating one would be desirable. The 5800 Block of Barker Avenue has, in addition to the ten single dwelling units, two apartment buildings and a church which, if all residents of, and visitors to these premises were entitled to a sticker, the number of stickers issued would probably far exceed the number of available parking spaces. Also, if we have to issue a different sticker for each block in Burnaby, legitimate visitors to several locations would have to carry a sticker collection around with them.

Even if stickers were issued to residents only there would be multiple problems associated with them; who's entitled to them, and how many, enforcement, which would probably continue to be by complaint only, the costs involved in issuing and administering the stickers, etc. The Municipality has a Bylaw commonly referred to as the 'Three Hour Bylaw', which states:

'No person shall, between the hours of 8:00 o'clock in the morning and 6:00 o'clock in the afternoon, park any vehicle on any street abutting any premises used for residential or commercial purposes for more than three hours unless such premises are the property or residence of such person or the property of his employer.'

The effect of this Bylaw is to give the abutting resident a measure of control over the available on-street parking. Enforcement of this Bylaw is upon receipt of a complaint from the resident.

In response to the subject request we did a check of the parking in the 5800 Block Barker. This check consisted of a morning and an afternoon survey of the license plates of vehicles parked on the street. We did not include those vehicles parked at right angles adjacent the construction site on the southwest corner in that they obviously belonged to the construction site workers and therefore would not violate the above Bylaw. In the remainder of the block there are approximately thirty-five legal parking spaces. Fourteen and eleven of these were vacant within the morning and afternoon periods respectively. Fifteen spaces were occupied by the same vehicles on both visits, all of which would be liable to prosecution under the above Bylaw if they were not parked in front of their own residence. Another three vehicles were observed at both times but their locations changed within the block.

REPORT
REGULAR COUNCIL MEETING
1985 January 14

-11-

From this brief parking study on what we would consider an average day, it would appear that there is ample space available for on-street parking. This is in addition to the available off-street parking much of which, in the case of the single dwelling units, appears to be unused. If there is little or no space available during the evening periods then this additional demand is probably due to resident and visitor parking exceeding the capacity of the street, which would not be corrected by the requested stickers.

The probability of 'Park and Ride' users of the A.L.R.T. does exist, although we are hoping that the feeder buses will be able to minimize this. If 'Park and Ride' does become a problem, then the aforementioned Bylaw is adequate to control it.

In view of our parking study which observed available on-street parking, the problems and costs inherent in a parking sticker program and the existence of the 'Three Hour Bylaw', we are not recommending any changes in our existing policy. The condition of the roadway can be improved if the abutting property owners are willing to participate in a Local Improvement Project. Upon completion, the construction on the southwest corner of Kingsway and Barker Avenue will result in an improvement over what existed previously.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the request for parking stickers be denied.
2. THAT Mrs. Alice Lutz of 5821 Barker Avenue, Burnaby, B.C., V5H 2P2, receive a copy of this report."

G. REQUEST FOR STANDARD LIGHT AT INTERSECTION
OF SALISBURY AVENUE AND KINGSWAY

RECOMMENDATION:

1. THAT Mrs. Joan Wyenberg of #704 - 7235 Salisbury Avenue, Burnaby, B.C., V5E 4E6, receive a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A copy of a letter dated 1984 October 31 was received from the Ministry of Transportation and Highways, addressed to Mrs. J. Wyenberg, #704 - 7235 Salisbury Avenue, Burnaby, B.C., V5E 4E6, written in response to Mrs. Wyenberg's correspondence to the Ministry requesting the existing pedestrian signal at Salisbury Avenue and Kingsway be converted to a full pedestrian/vehicular signal.

A report dated 1984 November 26 was received from the Director Engineering regarding this matter, the contents of which are contained hereunder:

"Mrs. Joan Wyenberg of #704 - 7235 Salisbury Avenue, Burnaby, B.C., V5E 4E6, wrote to the Ministry of Transportation and Highways dated 1984 August 27, copy of Burnaby Council, requesting the existing pedestrian signal be converted to a full pedestrian/vehicular signal.

The Ministry of Transportation and Highways responded to Mrs. Wyenberg by letter dated 1984 October 31, and explained their position on her request.

REPORT
REGULAR COUNCIL MEETING
1985 January 14

-12-

The new set of traffic signals mentioned in the Ministry's letter would be placed at the intersection of Kingsway and Griffiths Avenue, one block to the west.

Other than pointing out the intersection for the new signal, we feel there is little we can add to the Ministry's letter.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

- 1. THAT Mrs. Joan Wyenberg of #704 - 7235 Salisbury Avenue, Burnaby, B.C., V5E 4E6, receive a copy of this report."

H. GILMORE AVENUE - HASTINGS STREET TO ALBERT STREET

RECOMMENDATIONS:

- 1. THAT the existing no stopping 7 - 9 a.m. and 4 - 6 p.m. on the west side of Gilmore Avenue between Hastings and Albert Streets be removed.
- 2. THAT a one hour parking limit 9 a.m. - 6 p.m. be posted on the west side of Gilmore Avenue between Hastings and Albert Streets.

(CARRIED UNANIMOUSLY)

R E P O R T

Council, at the regular Council Meeting held on 1984 July 09 referred the matter of parking regulations on Gilmore Avenue between Hastings and Albert Streets to the Traffic Safety Committee for information regarding traffic counts and turning patterns.

A report dated 1984 November 27 was received from the Director Engineering concerning this matter, the contents of which are contained hereunder;

"The peak hour restrictions that were placed on Gilmore Avenue more than fifteen years ago were warranted by high peak hour volumes. While these volumes were no doubt generated in part by short cutting commuters, it was the practice then to try, if the road was wide enough, to provide an extra travelling lane. Today we would be looking at the mix of traffic and if it was composed of traffic elements that we were attempting to discourage (commuters on residential street systems) then we would not be trying to further encourage their use of these residential streets by providing additional capacity.

The restricting of commuter traffic on residential streets has been accomplished in Burnaby by barricades, diverters, one way streets and, in the case of Oxford Street, by reversing stop signs.

The suggestion, in a previous Traffic Safety Committee report to Council, was to reduce the southbound two lane approach of Gilmore Avenue to Hastings Street to a single lane. As pointed out, it would be another step in impeding the commuter's trip through this residential area and at the same time providing additional on-street customer parking to the Hastings Street merchants.

REPORT
REGULAR COUNCIL MEETING
1985 January 14

-13-

We took new approach volume counts in July of 1984 and the peak volumes were in the range of 300 vehicles per hour. This volume on a minor leg of a signalized intersection would normally warrant a two lane approach. However, in keeping with this Committee's desire to discourage commuter traffic use of residential streets, we are suggesting removal of the peak hour parking restrictions on Gilmore Avenue.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the existing no stopping 7 - 9 a.m. and 4 - 6 p.m. on the west side of Gilmore Avenue between Hastings and Albert Streets be removed.
2. THAT a one hour parking limit 9 a.m. - 6 p.m. be posted on the west side of Gilmore Avenue between Hastings and Albert Streets."

I. REQUEST FOR TWO HOUR PARKING LIMIT IN FRONT OF 5221 RUMBLE STREET

RECOMMENDATIONS:

1. THAT the requested two hour parking limit in front of 5221 Rumble Street not be installed.
2. THAT Mrs. Eaton, 5149 Keith Street, Burnaby, B.C., V5J 3C3, receive a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

His Worship, Mayor Lewarne received a letter dated 1984 October 31 from Mrs. Joan Eaton, Proprietor of "Just the Two of Us" Hair Salon, 5221 Rumble Street, Burnaby, B.C., V5J 2B7, requesting a two hour parking limit in front of her place of business. Mayor Lewarne referred this matter to the Traffic Safety Committee for investigation and report.

A report dated 1984 October 31 was received from the Director Engineering regarding this matter, the contents of which are contained hereunder:

"This Department received the same captioned request on 1984 03 08 from Mrs. Eaton. In response to this original request we conducted our usual studies for time limited parking zones. These studies consist of two parts; the first, a license plate check of vehicles parking within the study area to determine their length of stay, and the second part a survey of affected property occupants to determine if a consensus supporting the request exists.

On 'APPENDIX II' attached we have shown the study area which incorporates both sides of Rumble Street between Royal Oak and Roslyn Avenues and Royal Oak between Irmin and Neville Streets. The reason for this study area extending well beyond the applicant's premises is that the policy is to limit the parking by the block to minimize motorist confusion and to recognize that discouraging long term parking in one area may just shift the problem to an adjacent area.

The results of the license plate check, also known as a parking turnover study, were that while there were several (approximately 18) 'all day' parkers, there were also several vacant stalls available during each of the five different times of observation.

REPORT
REGULAR COUNCIL MEETING
1985 January 14

-14-

The average number of vacant stalls observed during the study was 33, out of a total of 67. 'APPENDIX II' attached further shows the number of legal parking stalls which, due to 'cramming', is less than the number of actual stalls observed. The maximum distance any one of these vacant stalls could be from the captioned premises would be 200 metres and the minimum observed distance to a vacant stall averaged approximately 17 metres.

Of the 29 commercial businesses within the area that were surveyed, 14 favoured a one hour time limit, only 3 favoured a two hour limit, 5 were indifferent, 5 were opposed to any changes and 2 felt no changes were required. During this part of the survey we determined that the majority of the 'all day' parkers were employees or owners of the businesses in the area. Even the applicant parks her vehicle, readily identifiable by its' personalized plate, on the street within the commercial area. Mrs. Eaton's vehicle and several of the other long term parked vehicles were liable to charges under Section 13 (6) of the Street and Traffic bylaw which states:

'No person shall, between the hours of 8:00 o'clock in the morning and 6:00 o'clock in the afternoon, park any vehicle on any street abutting any premises used for residential or commercial purposes for more than three hours unless such premises are the property or residence of such person or the property of his employer.'

As the majority of long term parked vehicles could be, if a complaint was registered, charged under this Bylaw and there being numerous vacant stalls available during every study period, we decided against the installation of time limited parking zones within the study area. This decision was also based upon the belief that, if installed, time limited parking would force those existing long term parkers into the surrounding residential areas resulting in complaints from the residents. If the Committee wishes to implement time limited parking within the study area, then it should be a one hour limit as only three businesses, versus fourteen in favour of one hour limit, favoured the requested two hour limit.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the requested two hour parking limit in front of 5221 Rumble Street not be installed.
2. THAT Mrs. Eaton, 5149 Keith Street, Burnaby, B.C., FV5J 3C3, receive a copy of this report."

J. BEAVERBROOK DRIVE FROM NOEL DRIVE TO CAMERON STREET

RECOMMENDATION:

1. THAT Hazel T.B. Emerson, 3007 Astor Drive, Burnaby, B.C., V3J 1K2, be sent a copy of this report.

(CARRIED UNANIMOUSLY)

REPORT
REGULAR COUNCIL MEETING
1985 January 14

-15-

R E P O R T

A letter dated 1984 November 21 was received from Mrs. Hazel T.B. Emerson, 3007 Astor Drive, Burnaby, B.C., V3J 1K2, who expressed a concern regarding a vision obstruction at Beaverbrook and Noel Drive due to:

- i) the proximity of buildings on the west side;
- ii) rise of the land to the East. Traffic comes over the hill at a rate much in excess of 50 km/h and cannot be seen approaching.

A report dated 1984 December 03 was received from the Director Engineering responding to Mrs. Emerson's concern, the contents of which are contained hereunder:

"In responding to Ms. Emerson's letter of 1984 November 21, we would advise that the building mentioned in item #1 was removed on 1984 November 26. This has improved the sight distance to the west wall past the Stoney Creek bridge.

The concern expressed in item #2 of speeds much in excess of 50 km/h is an enforcement problem and has been referred to the R.C.M.P. We have checked the profile of Beaverbrook Drive between Noel Drive and Cameron Street, visually, and have found that there is adequate sight distance for the existing speed limit.

STAFF RECOMMENDATION TO TRAFFIC SAFETY COMMITTEE:

1. THAT Hazel T.B. Emerson, 3007 Astor Drive, Burnaby, B.C., V3J 1K2, be sent a copy of this report."

K. CAMBRIDGE STREET AND ESMOND AVENUE

RECOMMENDATIONS:

1. THAT a diverter be placed across the intersection of Dundas Street and Esmond Avenue directing eastbound traffic to a northbound movement.
(CARRIED
OPPOSED: Mr. Bennett)
2. THAT Mr. Dwayne S. McNee, 3786 Cambridge Street, Burnaby, B.C., V5C 1G1, receive a copy of this report.
(CARRIED UNANIMOUSLY)

R E P O R T

At its meeting of 1984 October 16 the Traffic Safety Committee heard a delegation, Mr. Dwayne S. McNee, 3786 Cambridge Street, Burnaby, B.C., V5C 1G1. Mr. McNee was requesting the placement of stop signs or diverters on Cambridge Street assigning the right-of-way to Esmond Avenue. This request was prompted by a recent increase in the accident rate at the subject intersection.

The Traffic Safety Committee referred this matter to the Engineering Department for a report.

A report dated 1984 December 07 was received from the Director Engineering regarding this matter, the contents of which are contained hereunder:

"The subject intersection is classified as a minor uncontrolled residential and has been improved to its final 28" curb standard.

REPORT
REGULAR COUNCIL MEETING
1985 January 14

-16-

While its alignment along Cambridge Street leads directly into the 46" standard, Cambridge Street in Vancouver, a heavily used commuter route, its volume of traffic in Burnaby was approximately 1,000 vehicles per day V.P.D. The bulk of the commuter traffic on the Vancouver section of Cambridge Street, if continuing through Burnaby in an east/west direction, usually diverted to Oxford Street which was a collector street between Boundary Road and Willingdon Avenue. The volumes on Oxford Street did reach a high of approximately 6,500 V.P.D.

The residents along Oxford Street have for many years protested the use of Oxford Street by commuters and have requested some form of physical action to reduce this flow. While there have been ongoing investigations and public meetings to deal with this problem, no satisfactory solution was found that would not impact on the remainder of this residential area that was relatively free of commuter traffic.

This Committee, however, did respond to continued pressure from the Oxford Street residents and recommended to Council that the stop signs then existing along Oxford Street be reversed at every second intersection. It was felt by the Committee that this action would discourage commuter use of Oxford Street and reduce the speed of those that remained. Council approved the recommendation of the Traffic and Safety Committee and the two way stops at the intersection of Oxford Street and Ingleton Avenue and at Oxford Street and Madison Avenue were reversed on 1983 May 12.

The immediate effect appeared to be a reduction in the volume of traffic on Oxford Street which reached a low in 1983 July of 4400 V.P.D. Since then the volume has shown a steady rise and when last recorded in 1984 September was 5,200 V.P.D.

Some of the traffic volume that was discouraged from using Oxford Street dispersed to other east/west streets in the area. For example, the previous volume of 1,000 V.P.D. on Cambridge Street rose to 1,600 + V.P.D.

On 'APPENDIX III' attached we have shown the accident history eighteen (18) months before and eighteen (18) months after the stop sign reversal on Oxford Street and the two adjacent parallel streets, Cambridge and Dundas. As noted, the accident rate on Cambridge went from nine accidents before to twenty-eight (28) after, more than three times as high. Dundas Street went from eight (8) before to nineteen (19) after, more than a double increase in accidents.

In reviewing the basic cause of the sudden increase in the accident rate along Cambridge Street we are of the opinion that the placement of stop signs at Esmond Avenue may only further frustrate east/west drivers. This frustration could be reflected in an accelerated accident rate in intersections further east along Cambridge. To place stops at additional Cambridge intersections will only disperse traffic further into the neighbourhood. To make Cambridge the local collector to replace Oxford Street is out of the question, as half of its length has already been constructed to a final 28' curb standard.

In order to resolve the present accident problem on Cambridge Street, we see two courses of action open to the Committee:

REPORT
REGULAR COUNCIL MEETING
1985 January 14

-17-

- i) Reverse the stops on Oxford Street back to their positions prior to 1983 May 12. The only problem here is once traffic has been dispersed to other streets, how do you channel it back again?
- ii) Place a diverter across the intersection of Cambridge and Esmond as indicated on 'APPENDIX IV' attached. This would cut off the commuter from ease of access along Cambridge Street and should reduce the present high accident rate.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT Mr. Dwayne S. McNee, 3786 Cambridge Street, Burnaby, B.C., V5C 1G1, receive a copy of this report with the Committee's recommendation."

• • • • • Respectfully submitted,

Alderman A.H. Emmott,
Chairman

Alderman Egon Nikolai,
Member

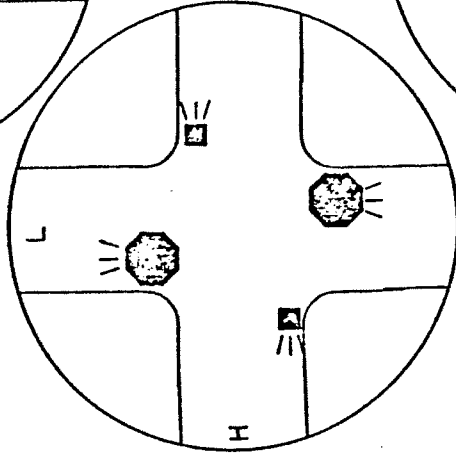
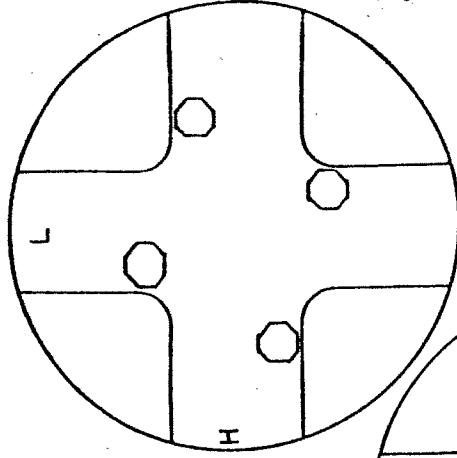
Alderman L.A. Rankin
Member

PROCEDURE FOR THE CONVERSION OF FOUR-WAY STOP SIGN CONTROL AT A CROSS INTERSECTION OF TWO STREETS TO TWO-WAY STOP SIGN CONTROL.

Let 'L' and 'H' represent the streets and the respective 'Lower' and 'Higher' approach volumes.

Start procedure on a typical week.

Condition of intersection under consideration prior to conversion.



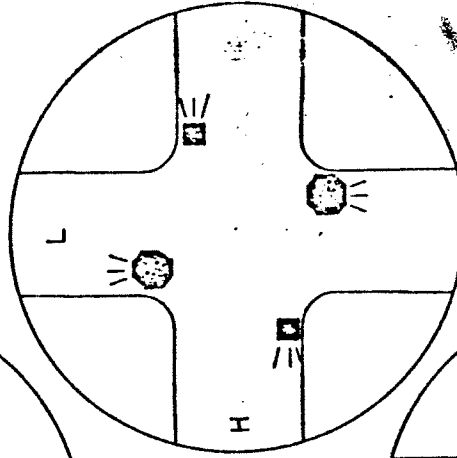
FIRST DAY (MONDAY)

Replace existing 24" STOPS on 'L' with 30" STOPS and attach red flashers.

Replace existing 24" STOPS on 'H' with amber flashers. Remove 4-way tabs from all posts. Install 2-way tabs on 30" STOPS, including MONDAY of the following week.

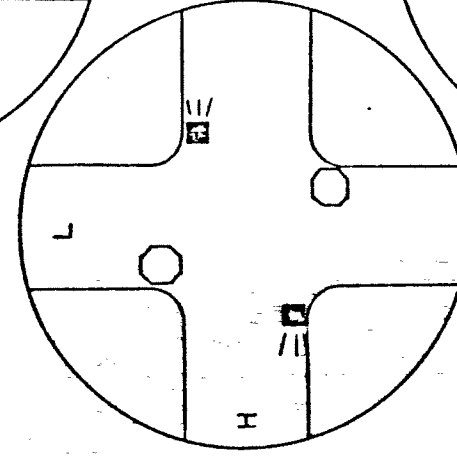
EIGHTH DAY (TUESDAY)

Replace 30" STOPS on 'L' with regular 24" STOP signs. Retain red flashers.



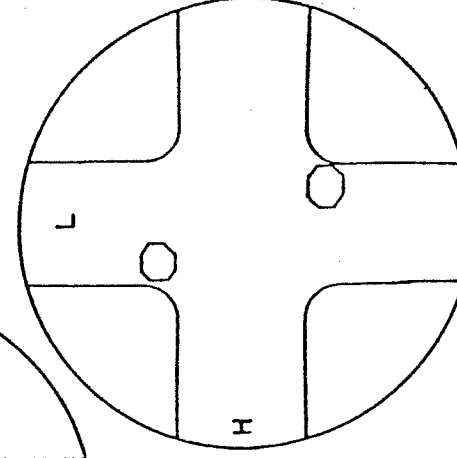
FOURTEENTH DAY (MONDAY)

Remove red flashers from 'L'.



TWENTY-FIRST DAY (MONDAY)

Remove amber flashers and posts from 'H'.
Remove 2-way tabs from STOPS.



TOTAL CONVERSION PERIOD 21 DAYS

TRAFFIC PROCEDURE 4

CONVERSION OF 4-WAY STOP TO

2-WAY STOP CONTROL

"APPENDIX I"

REVISION

No. DATE

CORPORATION OF THE DISTRICT OF BURNABY
ENGINEERING DEPARTMENT
TRAFFIC DIVISION

DESIGNED BY H.G. BACON

DRAWN BY M.G. REED

CHECKED BY

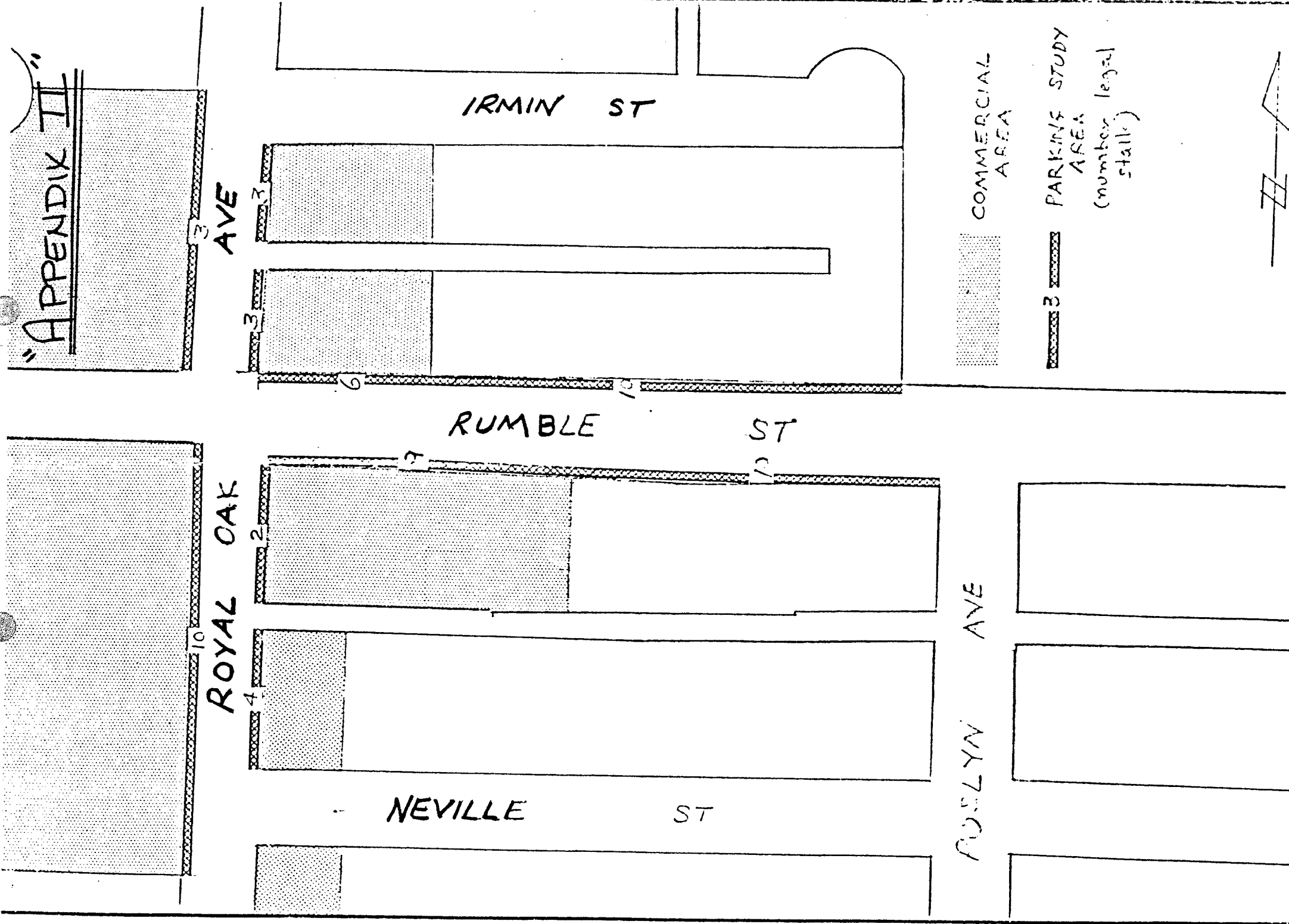
APPROVED BY

SCALE

DATE APRIL 1974

DWG. NO.

"APPENDIX II"



"APPENDIX II"

NO. _____ DATE _____ REVISION _____
 CORPORATION OF THE DISTRICT OF BURNABY
 ENGINEERING DEPARTMENT
 TRAFFIC DIVISION

ROYAL OAK - RUMBLE
 PARKING STUDY
 AREA

DESIGNED BY _____
 DRAWN BY D. EVANS
 CHECKED BY _____
 APPRVD BY _____

SCALE 1" = 100'
 DATE 9-11-26
 DRWG NO 35
 L.

APPENDIX III

36

RESERVOIR SITE

MCGILL ST

ETON ST

CAMBRIDGE ST

OXFORD ST

DUNDAS ST

TRIUMPH ST

PANDORA ST

ALBERT ST

HASTINGS ST

PENDER ST

SCHOOL SITE

CARLTON AVE

GILMORE

MADISON

ROSSER

WILLINGDON

ALPHA

X 18 MONTHS BEFORE STOPS REJECTED
O AFTER

APPENDIX III

PENZANCE DRIVE

CAMBRIDGE + 211%
OXFORD - 57%
DUNDAS + 137%
AREA + 71%

BOUNDARY ROAD

ESMOND AVE

INGLETON AVE

MACDONALD

GILMORE

CARLTON AVE

MADISON

ROSSER

WILLINGDON

AVE

ALPHA

APPENDIX IV

STREE

C/W

4.971

4.952

4.915

4.832

4.920

4.956

4.921

4.962

4.878

4.918

CAMBRIDGE

TP - 15'4"

TP - 16'4"

END CURB WALK AT BC

DIVERTED

0+70

1+00

C/W

4.2326

ASP. 6.11

4.2141

4.2108

SCREENAGE WALK

4.2274

4.2281

4.2347

4.2377

4.2376

6.04

TP - 18'4"

4.2255

4.2277

4.2300

ESMOND AVE.

ESMOND

4.2285

HYD

4.2274

4.2332

4.2338

4.2345

END CURB WALK AT BC

-2+00

4.2337

-2+50

20

APPENDIX IV

