

SUPPLEMENTARY REPORT
Regular Council Meeting
1985 July 02

THE CORPORATION OF THE DISTRICT OF BURNABY
TRAFFIC SAFETY COMMITTEE

HIS WORSHIP, THE MAYOR
AND ALDERMEN

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, 1985 June 25 at 6:00 P.M.

PRESENT:

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

ABSENT:

Alderman L.A. Rankin
Mr. Rob Weston, B.C. Motor Transport Association

B. CAMERON STREET AND ERICKSON DRIVE

RECOMMENDATIONS:

1. THAT no changes be made in the traffic control at Cameron Street and Erickson Drive.
2. THAT monitoring of traffic volumes will continue to take place on Cameron Street from Beaverbrook to North Road and will be the subject of a further report to Council at a later date.
3. THAT S.L. McDonnell, 3651 Lynndale Crescent, Burnaby, B.C., V5A 3S5 be sent a copy of this report.

R E P O R T

Council, at the regular Council meeting held on 1985 May 06 received an item of correspondence from S.L. McDonnell, Staff Representative, Cameron Elementary School, 9540 Erickson Drive, Burnaby, B.C., V3J 1M9 requesting the placement of three way stop signs at the intersection of Cameron Street and Erickson Drive (opposite the Cameron Recreation Centre). Council referred this item of correspondence to the Traffic Safety Committee.

A report dated 1985 June 06 was received from the Director Engineering regarding the request for increased traffic controls, the contents of which are contained hereunder:

"After the opening of the Beaverbrook Extension, we received several calls from people expressing concern that the increased traffic on Cameron Street would necessitate the installation of a traffic signal at the intersection of

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Cameron Street and Erickson Drive. In response to these concerns and the 3-way stop request, we, on 1985 May 09, conducted our standard traffic studies to determine if a signal warrant is met. The results of these studies, consisting of turning movement counts, pedestrian volume counts, accident statistic analysis and observations of the existing situation are that a traffic signal is not currently warranted. In fact the percentage of warrant met has decreased over that previously calculated in 1982. Also there is no warrant for a 3-way stop installation.

That this decrease in percentage warrant met seems incongruous with the increase in traffic volumes on Cameron Street is explained by several reasons, some of which are as follows. The new intersection of Beaverbrook - Cameron must be considered as the nearest intersection to the west that may ultimately be signalized whereas in the previous calculation, Bell - Cameron - Noel was considered the most likely candidate for signalization. The new intersection is in closer proximity to the subject intersection and its signalization would probably have an adverse effect on a signal at the subject intersection and vice versa.

Similarly the current expansion of the Loughheed Mall makes the Loughheed Mall access a likely candidate for future signalization. In fact, just prior to the announcement of the proposed expansion, we were intending to conduct a signal warrant investigation of this intersection, but have postponed it until the expansion is complete.

The observers, during the manual traffic count, did not observe excessive back-ups on Erickson Drive during the peak periods nor did pedestrians appear to experience undue delay in crossing Cameron Street. In the AM, NOON and PM counts there were 23, 53 and 69 pedestrians respectively. This volume of pedestrian traffic, an average of only 24 pedestrians per hour, is well below the 150 per hour considered the minimum for consideration of a pedestrian actuated signal.

Those pedestrians who did cross Cameron Street usually did so in available gaps in the traffic flow, even during the peak periods. Seldom did a pedestrian have to wait any longer for a gap than one would normally wait for a pedestrian actuated signal to cycle through to the 'walk' phase.

While it has been alleged that there has been a pedestrian accident at the subject intersection, our records consisting of all accidents reported to the R.C.M.P., do not show any pedestrian accidents since the intersection came into existence over 12 years ago.

During the same period there were 15 vehicle accidents, only 4 of which would be considered correctable by a traffic signal, or 3-way stop. This frequency of accidents translates into approximately 0.3 accidents per million vehicle entries. An example of an intersection with approximately the same vehicle volumes and an existing signal would be Gilley and Rumble where the 1984 accident rate was 1.3 accidents per million vehicle entries. The reported accidents at the subject intersection produced a negative factor (-10) in the warrant analysis and would have been even lower (-21) if only correctable accidents were included.

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In view of the lack of a statistical warrant; low accident frequency, particularly correctable accidents, adequacy of gaps in traffic to serve the low pedestrian volumes; and no back-ups in traffic during peak periods we are recommending that no changes be made in the traffic control at Erickson Drive and Cameron Street.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT no changes be made in the traffic control at Cameron Street and Erickson Drive.
2. THAT S.L. McDonnell, 3651 Lynndale Crescent, Burnaby, B.C. be sent a copy of this report."

Respectfully submitted,

Alderman A.H. Emmott
Chairman

Alderman Egon Nikolai
Member

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- Director Engineering