

REPORT
REGULAR COUNCIL MEETING
1985 April 29

File: F.F. 20-2

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 April 16 at 6:00 p.m.

PRESENT:

Alderman A.H. Emmott, Chairman
Alderman Egon Nikolai
Alderman L.A. Rankin
Mr. Rob Weston, B.C. Motor Transport Association
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
Mr. William Anderson, Senior Citizens Representative

A. PARKING HOURS ON GILMORE AVENUE BETWEEN HASTINGS STREET
AND ALBERT STREET

RECOMMENDATION:

1. THAT Mr. F.A. Ruddell of 4055 Union Street, Burnaby, B.C., V5C 2W9 receive a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1985 February 19 was received from Mr. F.A. Ruddell, 4055 Union Street regarding the recent changes to the parking hours on Gilmore Avenue between Hastings Street and Albert Street which the writer felt was causing traffic congestion on Gilmore Avenue between the hours of 4 p.m. and 6 p.m.

A report dated 1985 March 04 was received from the Director Engineering regarding Mr. Ruddell's concerns, the contents of which are contained hereunder:

"Prior to 1985 January 30 the west side of Gilmore Avenue between Hastings and Albert Streets was posted with a 'No Parking 7 - 9 p.m. and 4 - 6 p.m.' The remainder of the day between 9 a.m. and 4 p.m. was posted as a one hour limit zone. The peak hour restrictions were posted to cater to the increased rush hour flows generated mainly by commuter traffic avoiding the Cassiar/Hastings corridor.

INTERNAL DISTRIBUTION:

: - AGENDA 1985 APRIL 29
: - COPY - Municipal Manager
 - Director Engineering

REPORT
REGULAR COUNCIL MEETING
1985 April 29

-2-

Because of the continued pressure from the residential area to the north of Hastings Street (mainly the Oxford Street residents) Council has sought ways to discourage this commuter flow. This has resulted in the reversal of stop signs along Oxford Street and Albert Street. As the provision of two southbound lanes on Gilmore Avenue between Hastings and Albert Streets further assisted the commuter, the peak hour restrictions were lifted reducing Gilmore Avenue to a single lane facility. This standard of roadway meets the requirement of the Conceptual Transportation Plan which has not designated Gilmore Avenue north of Hastings Street as a major residential collector.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT Mr. F.A. Ruddell of 4055 Union Street, Burnaby, B.C. receive a copy of this report."

B. BURRIS STREET AND BUCKINGHAM AVENUE

RECOMMENDATIONS:

1. THAT Council concur with the actions of the Engineering Department staff.
2. THAT Mr. D.S. Hunter, 5411 Buckingham Avenue, Burnaby, B.C., V5E 1Z9 receive a copy of the report.

(CARRIED UNANIMOUSLY)

R E P O R T

A memorandum dated 1985 March 01 was received from the Director Engineering with respect to correspondence received concerning the boulevard landscaping on the southwest corner of Burris Street at Buckingham Drive, the contents of which are contained hereunder:

"Copies of correspondence were received regarding the berm on the southwest corner of the captioned intersection which is the subject of Mr. Hunter's complaint. Mr. Cafik of 7591 Burris Street requested permission to landscape the boulevard area adjacent his property. In our reply to this request we stated 'The Municipality, as a matter of policy, expects the property owner to maintain any adjacent boulevards.' In view of this no permit per se is required but we did inform Mr. Cafik that any landscaping installed must meet the following conditions:

1. Not interfere with the normal passage of pedestrian or vehicular traffic.
2. Not create a vision obstruction to vehicles, or pedestrians, on intersecting streets.
3. Not be the responsibility of the Municipality to replace in the event of Municipal works within the boulevard, or to maintain or repair.

In our opinion, based upon site visits in response to complaints received, the subject landscaping does not interfere with normal traffic nor does it create a vision obstruction. During one recent visit we observed a medium sized vehicle exiting from Buckingham Avenue with its rear wheels ahead of the stop bar stopped waiting for a gap in traffic. In this position the vehicle had a good sight distance in both directions and was well clear of the travelled portion of Burris Street.

REPORT
REGULAR COUNCIL MEETING
1985 April 29

-3-

In fact, while stopped in this position, a southbound Burris vehicle stopped to left turn into Buckingham Drive and was legally passed on the right by two vehicles in succession.

Although, as stated, in our opinion the landscaping does not create a problem, we met with Mr. Cafik and suggested modifications that we felt would increase the sight distance for vehicles stopped further back than that referred to above. These modifications consist of replacing some of the small shrubs with 'ground cover', such as ivy.

The fact that even with these modifications a vehicle, after having initially stopped at the stop bar, will still have to move forward to get a good sight distance, will not be unique to this location. Numerous locations require vehicles to enter intersections cautiously because of parked vehicles, fences and hedges, topography, etc.

Since Mr. Cafik completed the subject landscaping in 1980 there have been three accidents involving southbound Burris and eastbound Buckingham vehicles which may have been attributable to limited sight distance. In the five years prior to this landscaping there were five right angle accidents involving eastbound vehicles. All accidents since and two prior to the landscaping occurred on weekends, times of relatively low vehicle volumes. From these statistics the landscaping appears not to have created a hazard.

In summary, while we do not agree that the existing landscaping constitutes a hazard, we have requested the adjacent property owner to modify it to alleviate the concerns of the complainant.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the Committee concur with the actions of the Engineering Department staff.
2. THAT Mr. D.S. Hunter of 5411 Buckingham Avenue receive a copy of this report."

(CARRIED UNANIMOUSLY)

C. SPEEDING TRAFFIC ON DUNDAS STREET - WEST TO EAST

RECOMMENDATIONS:

1. THAT the requested stop signs on Dundas Street at Holdom, Howard and Sea Avenues not be installed.
2. THAT the applicant, Mr. Diullo of 5623 Dundas Street, be sent a copy of the report.

(CARRIED UNANIMOUSLY)

R E P O R T

A memorandum dated 1985 March 14 was received from the Director Engineering in response to a request from Mr. Diullo of 5623 Dundas Street for the installation of stop signs on Dundas Street where it intersects with Holdom, Sea and Howard Avenue, the contents of which are contained hereunder:



8

REPORT
REGULAR COUNCIL MEETING
1985 April 29

-4-

"Mr. Diullo of 5623 Dundas Street has requested stop signs be installed on Dundas Street at its intersections with Holdom, Sea and Howard. The intent of this request, to control speeding on Dundas Street, is almost identical to a previous request reported to the Committee in 1981 September.

In response to the recent request, we conducted speed and volume studies to ascertain if there were any significant changes since our previous report. The 24 hour two-way traffic volume on Dundas Street, when factored to Average Daily Traffic (A.D.T.), showed an increase of three percent (3%) since September 1981. The actual 1985 January count figure of 1044, with a P.M. peak hour of 99 between 4 - 5 P.M., is not considered high for what is a designated local collector street.

Using radar we conducted a speed study on Dundas between Holdom and Ellesmere Avenues during the P.M. peak period. Eighty-four vehicles, twenty-eight of them westbound, were clocked during the two hour period and the 85th percentile speed was 50 km/h. Only one vehicle exceeded the tolerance limits of the R.C.M.P. and this vehicle westbound, uphill, apparently was a local resident as he made a right turn into Ellesmere.

While conducting the speed study our staff member was approached but Mr. Diullo who discussed at some length his own observations. These included that he felt that there were only a 'handful' of speeders on Dundas, and these few included neighbourhood youths who occasionally 'drag race' in the early morning hours. When asked by our staff member to observe the obedience level of the existing stop signs in the vicinity, he concurred that a lot of people weren't stopping for them. This latter observation was similar to that of Cst. McCall of the R.C.M.P. who in 1981 September report, attached to the Committee report of the same month, stated:

'I feel they (stop signs) are not needed since I did observe that 95% of the vehicles crossing Dundas within my view, taxi stopped the existing signs. If my purpose was not to monitor speed, I could have issued numerous violations to residents for 187 M.V.A. (Stopping at Intersections)'.

Mr. Diullo's expressed opinion that the requested stop signs will slow the traffic is not shared by staff as studies have shown that stop signs are not effective as a speed control device. While motorists may slow down as they approach a stop sign, they don't always stop, they tend to accelerate to a higher speed after leaving the stop in order to compensate for lost time. Also, if the problem is one of 'drag racers' then these individuals who obviously already have a disregard for safety and the law will ignore the signs thereby creating a greater potential for a serious accident.

None of the intersections for which four-way stops have been requested meet the accident portion of the four-way stop warrant. Updating the accident statistics given in the 1981 September report we have recorded the following intersection accidents along Dundas from Delta to Fell:

Delta - 1981, vehicle rolled backwards into lamp standard.
Hythe - 1982, on right angle; 1984, 2 right angles

REPORT
REGULAR COUNCIL MEETING
1985 April 29

-5-

Glynde - 1981, one head on left turn
Ranelagh - none since previous report
Grosvenor - none since previous report
Howard - none since previous report
Ellesmere - none since previous report
Holdom - 1983, vehicle rolled backwards into another vehicle
Sea - 1982, one right angle; 1984 eastbound out of control
Warwick - none since previous report
Stratford - none since previous report
Fell - 1983, northbound out of control into parked car.

In summary, we have not identified any problems on Dundas Street between Delta and Fell Avenues that are considered correctible by the installations of additional traffic control devices. Therefore, we are recommending that the requested stop signs at Holdom, Sea, and Howard Avenues at Dundas Street not be installed.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the requested stop signs on Dundas Street at Holdom, Howard and Sea not be installed.
2. THAT the applicant, Mr. Diullo of 5623 Dundas Street, be sent a copy of this report."

D. HASTINGS STREET - BOUNDARY ROAD TO DELTA AVENUE

RECOMMENDATION:

1. THAT the following seven bus zones listed be removed as redundant to existing bus service.
 - i) Westbound farside Beta Avenue
 - ii) Westbound farside Rosser Avenue
 - iii) Westbound farside Carleton Avenue
 - iv) Westbound farside McDonald Avenue
 - v) Eastbound farside Carleton Avenue
 - vi) Eastbound farside Rosser Avenue
 - vii) Eastbound farside Alpha Avenue

(CARRIED UNANIMOUSLY)

R E P O R T

A memorandum dated 1985 April 09 was received from the Director Engineering regarding a recent review of bus stop spacings along Hastings Street from Boundary Road to Delta Avenue, the contents of which are contained hereunder:

"This Burnaby Engineering Department in conjunction with the B.C. Transit have undertaken a review of the bus stop spacings along the subject section of Hastings Street.

The review was prompted by recent changes in stop locations brought about by the left turn channelization on Hastings Street. These changes resulted in many stops being only 300 feet apart. It was therefore agreed by both parties that seven stops in total could be removed without seriously affecting the level of service to bus patrons. As each bus zone occupies the space for up to four vehicles, there is the additional benefit to the merchants of additional customer parking.

REPORT
REGULAR COUNCIL MEETING
1985 April 29

-6-

The bus zone locations felt to be redundant are:

1. Westbound farside Beta Avenue
2. Westbound farside Rosser Avenue
3. Westbound farside Carleton Avenue
4. Westbound farside McDonald Avenue
5. Eastbound farside Carleton Avenue
6. Eastbound farside Rosser Avenue
7. Eastbound farside Alpha Avenue

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the seven bus zones listed in this report be removed as redundant to existing bus service."

Respectfully submitted,

Alderman A.H. Emmott,
Chairman

Alderman Egon Nikolai,
Member

Alderman L.A. Rankin,
Member

