

REPORT
REGULAR COUNCIL MEETING
1985 September 30
File: 1760

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 September 17 at 6:00 p.m.

PRESENT:

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

ABSENT:

Alderman A.H. Emmott, Chairman
Mr. Rob Weston, B.C. Motor Transport Association

A. INTERSECTION OF KITCHENER STREET
AND HOLDOM AVENUE

RECOMMENDATIONS:

1. THAT Staff be directed to review the concern's expressed regarding the intersection of Kitchener Street and Holdom Avenue.
2. THAT a survey be conducted to determine the opinion of the residents with respect to the implementation of barricades or a one way street eastbound on Kitchener Street, the boundaries of such survey to be determined by staff.
3. THAT Mr. and Mrs. F. Ciapponi, 1403 Holdom Avenue, Burnaby, B.C., V5B 3V5 and Mr. and Mrs. G. Rizzo, 1387 Holdom Avenue, Burnaby, B.C., V5B 3V5 be sent a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

BACKGROUND

Council, at the regular Council meeting held on 1983 May 24 received a report from the Traffic Safety Committee regarding the intersection of Kitchener Street and Holdom Avenue and adopted the following recommendations:

INTERNAL DISTRIBUTION: : - AGENDA 1985 SEPTEMBER 30 : - COPY - MUNICIPAL MANAGER : - DIRECTOR ENGINEERING

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- (a) THAT the request for barricades in front of 1387 Holdom Avenue be denied.
- (b) THAT the Municipality erect a checkerboard sign on the west side of Holdom Avenue facing westbound Kitchener Street traffic.
- (c) THAT staff investigate an appropriate form of ripple bar treatment and that it be installed on the westbound approach from Kitchener Street to Holdom Avenue.
- (d) THAT Mr. R. Rizzo, 1387 Holdom Avenue, Burnaby, B.C., V5B 3V5, Mr. F. Ciapponi, 1403 Holdom Avenue, Burnaby, B.C., V5B 3V5 and Mr. F.S. Crestani, Barrister and Solicitor, #1-2519 East Hastings Street, Vancouver, B.C., V5K 1Z2 be sent a copy of this report.

EXISTING SITUATION

The Traffic Safety Committee, at the meeting held on 1985 September 17 heard a delegation being Mrs. Valeriano Ciapponi, 1403 Holdom Avenue who apprised the Committee of several traffic incidents that have taken place since the implementation of the checkerboard sign on the west side of Holdom Avenue and ripple bar treatment on the westbound approach from Kitchener Street to Holdom Avenue.

The delegation felt that an adequate period of time has passed in which to determine whether or not the implemented traffic controls were effective. Mrs. Ciapponi stated that, even though they have not been subjected to any further property damage, there has not been any clear indication of a decrease in the potentially dangerous incidents taking place.

The delegation concluded by again requesting that Kitchener Street become a one way street for vehicular traffic heading in an east-bound direction.

As a result of your Committee's consideration of the delegation's concerns, the aforementioned recommendations are submitted.

B. CONDITIONS EXISTING ON SOUTHWEST CORNER OF BURRIS STREET AND BUCKINGHAM AVENUE

RECOMMENDATION:

1. THAT the berm vegetation on the corner of Burris Street and Buckingham Avenue be trimmed back three to four feet for the purpose of improving the sight distance for pedestrians and motorists.
2. THAT Mr. D.S. Hunter, 5411 Buckingham Avenue, Burnaby, B.C., V5E 1Z9 be sent a copy of this report.

(CARRIED
OPPOSED: Mr. Bennett)

R E P O R T

BACKGROUND

A letter and petition containing 52 signatures dated 1985 May 25 was received from Mr. D.S. Hunter, 5411 Buckingham Avenue, Burnaby, B.C., V5E 1Z9 regarding the berm on the municipal boulevard at the subject intersection. The writer queried if and why staff issued a permit for the construction of the berm.

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The contents of the petition is contained hereunder:

"We the undersigned support the following:

That the berm and the vegetation planted thereon be removed from the boulevard area of the property known as 7591 Burris Street, located at the southwest corner of Buckingham Avenue and Burris Street, and that the boulevard area be returned to the same grade-level as it was prior to the construction of this berm."

EXISTING SITUATION

The Traffic Safety Committee, at their meeting held on 1985 September 17 heard a delegation being Mrs. Beatrice G. Hunter, 5411 Buckingham Avenue, appearing on behalf of her husband, Mr. D.S. Hunter.

Mrs. Hunter advised that they have been trying for some time to have the berm removed from the boulevard at the subject intersection as it creates a vision obstruction. In order to have an unobstructed view to the right when making a left hand turn off of Buckingham towards Canada Way, a vehicle must advance into the intersection thereby creating an obstruction to a north bound vehicle wishing to make a left hand turn into Buckingham.

Consideration of this item of correspondence was postponed at the Traffic Safety Committee meeting held on 1985 June 25 due to the absence of a quorum.

A report dated 1985 June 05 was received from the Director Engineering responding to Mr. Hunter's concerns, the contents of which are contained hereunder:

"We have displayed, in Council Chambers, enlargements of photographs taken on 85 February 27 and 85 May 31. These photographs, taken in response to Mr. Hunter's complaints, show the berm as it existed on the respective dates, the view from the driver's seat looking to the right and the relative position of the vehicle when the previous pictures were taken.

From these photographs the Committee can see why it is we are of the opinion that the berm does not create a problem. The sight distance to the right is in excess of 250 metres (800 feet). At 50km/h, the posted speed, it would take a vehicle 18 seconds to reach the intersection from the point where it first could be seen.

As a comparison we also took a photograph at a point north of the subject intersection at which a southbound vehicle first becomes visible to a vehicle stopped as shown in the photographs. This point is only 135 metres (440 feet) from the subject intersection. In our previous report we stated that since the completion, in 1980, of the subject landscaping, '----there have been three accidents involving southbound Burris and eastbound Buckingham vehicles which may have been attributable to limited sight distance.'. In view of the aforementioned sight distances, one could assume that it would be the limited sight distance to the north which would be the contributing factor.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the Committee concur with the findings of the Engineering Department staff.
2. THAT a copy of this report be sent to the petitioner, Mr. D.S. Hunter."

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As a result of the recommendations submitted by your Committee, the recommendations of the Director Engineering, contained within the above report were not considered.

C. HUMPHRIES AVENUE AT VISTA CRESCENT

RECOMMENDATIONS:

1. THAT Council concur with the actions and decisions of the Engineering staff.
2. THAT Ms. Tammy Hutton of 7463 Vista Crescent, Burnaby, B.C., V5E 2C9 and Mr. R. Lloyd of 6707 Fulton Avenue, Burnaby, B.C., V5E 3G9 each receive a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A report dated 1985 June 21 was received from the Director Engineering regarding recent vehicular accidents at the subject intersection.

The contents of the Director Engineering's report are contained hereunder:

"There has been a recent 'rash' of accidents at the captioned intersection, four accidents within thirty-two days between 1985 April 27 and 1985 May 29 inclusive. These accidents have prompted two phone enquiries to the Engineering Department regarding the possibility of the placement of additional traffic control, either stop or yield signs are desirable at this location.

If installed the signs should be on Vista Crescent assigning right-of-way to Humphries Avenue. This would probably have the detrimental effect of increasing the speed of traffic on Humphries Avenue which, one block to the west, runs past Richmond Park with a posted 30 km/h playground zone.

A check of the directions of travel of the vehicles involved in the accidents occurring at the subject intersection shows that the southwest corner appears to be the one most frequently a possible contributing factor. With this information we checked the location and found a privet hedge on this corner that was in violation of the Burnaby Zoning Bylaw, Section 6.13, Vision Clearance at Intersections. As the Municipality owns the subject property, we had the hedge removed by our crew such that the landscaping now conforms with this Bylaw.

Both the northeast and northwest corners of the subject intersection have hedges and landscaping which are in violation of the Burnaby Street and Traffic Bylaw, i.e., the landscaping is within the public right-of-way and is creating an obstruction. We have displayed in Council Chambers enlargements of photographs of these two corners, and the southwest corner, taken on 1985 May 31. We do not have an enlargement of an 'after' photograph of the southwest corner but small Polaroid prints taken 1985 June 19 are available showing the results of our removal of the hedge on 1985 June 14.

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We have notified the owners of the properties on the other two corners with vision obstructions and requested their compliance with Municipal Bylaws. Considering the age and extent of the landscaping on these corners we do not expect full cooperation in this regard. We are not recommending that the Municipality remove, or insist on the removal of the other obstructions at this time as the accident statistics do not indicate that these obstructions are necessarily a contributing factor. Hopefully the removal of the hedge from the southwest corner will reduce the previous trend in accident rate.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the Committee concur with the actions and decisions of the Engineering staff.
 2. THAT Ms. Tammy Hutton of 7463 Vista Crescent and Mr. R. Lloyd of 6707 Fulton Avenue each receive a copy of this report."
- D. SPEED BUMPS OR POSTED SPEED SIGNS - LANE BEHIND 6700 BLOCK HERSHAM AVENUE**

RECOMMENDATION:

1. THAT Mr. D. Reid, 6814 Hersham Avenue, Burnaby, B.C., V5E 3K8 be sent a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A petition containing 71 signatures and dated 1985 May 25 was received from Don and Julie Reid, 6814 Hersham Avenue, regarding excessive speeding in the lane behind the 6700 block Hersham Avenue.

The contents of the petition are contained hereunder:

"We are concerned residents of Hersham Avenue, Noelani Place and Ulster Street petitioned the Corporation of Burnaby in 1982, to have a barricade placed on the back lane corner of 6842 Hersham Avenue. This petition was denied and instead a no right turn sign was erected from the gas station/car wash at Canada Way and Ulster. Our problem is still with us and vehicles using the lane do so with excessive speed.

We therefore petition the Corporation of Burnaby Traffic Safety Committee to have another look at the traffic pattern in the lane. We are requesting SPEED BUMPS or a least POSTED SPEED SIGNS at each entrance to the lane."

A report dated 1985 July 02 was received from the Director Engineering responding to the request for speed bumps on posted speed limits, the contents of which are contained hereunder:

"SPEED SIGNS

The speed limit in all lanes in the Municipality is 20 km/h and is covered under the Burnaby Street and Traffic Bylaw. As such there is no requirement to post the speed limit for enforcement.

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SPEED BUMPS

Under a Council policy, speed bumps will be placed in lanes at the cost of the adjacent property owners. In this regard we have written to Mr. Reid and have advised him of the costs to treat the lanes covered by his petition.

STAFF RECOMMENATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT Mr. D. Reid, 6814 Her sham Avenue, Burnaby, B.C., V5E 3K8, be sent a copy of this report."

E. GILLEY STREET - IMPERIAL NORTH TOWARD OAKLAND

RECOMMENDATIONS:

1. THAT no traffic signal be installed at the intersection of Gilley Avenue and Imperial Street.
2. THAT Mr. & Mrs. R.D. Pennington of 6321 Bryant Street, Burnaby, B.C., V5E 1S4, be sent a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1985 June 18 was received from Mr. and Mrs. R.D. Pennington, 6321 Bryant Street requesting the placement of sidewalks on Gilley Avenue from Empire Street north to Oakland, and further, the installation of a traffic signal at Gilley Avenue and Imperial Street.

A report dated 1985 July 09 was received from the Director Engineering responding to these requests, the contents of which are contained hereunder:

"The improvements to Gilley Avenue as requested by Mr. and Mrs. R.D. Pennington are usually constructed as the result of a Local Improvement Project. Local Improvement Projects are implemented at the request of the adjacent property owners. We have had several residents of the subject section of Gilley Avenue enquire about Local Improvement Projects but to date no one has attempted to initiate such a program.

In 1983 the captioned intersection statisfied only 57% if the minimum R.T.A.C. warrant. Using our most recent traffic counts and 1984 accident statistics the warrant is now only 45% met. This reduction in percent warrant met is due to decreased volume on Imperial Street and lower accident statistics.

Casual observations consisting primarily of frequent monitoring of the Oakland/Gilley route by a staff member who uses it as a 'commuter route' for the purpose of assessing the alleged problems, has failed to note any congestion at the subject intersection. The delay experienced in crossing Imperial Street was usually minimal and on average probably less than the delay that could be expected at a traffic signal.

The school crossing, patrolled by an adult guard, is located mid-block on Imperial Street between Randolph and Waltham Avenues. Any Windsor Elementary School children having to cross Imperial Street should be doing so at this patrolled crosswalk not at the subject intersection.

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Since 1976 there has been one pedestrian accident and one cyclist accident which occurred at 2: p.m. and 9 a.m., respectively, on Sundays, which are periods of low traffic volumes. Only one of three accidents reported this year and two of five reported last year would have been considered correctable through traffic signalization. In view of this low accident frequency, particularly of correctable accidents, the relatively brief delays during peak periods and the probable detrimental aspects of a signal at this location we are recommending against any signalization of the subject intersection.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT no traffic signal be installed at the intersection of Gilley Avenue and Imperial Street.
2. THAT Mr. and Mrs. R.D. Pennington of 6321 Bryant Street, be sent a copy of this report."

F. REQUEST FOR TRAFFIC MEASURES TO SLOW TRAFFIC ON RESIDENTIAL STREETS

RECOMMENDATIONS:

1. THAT T. Crew of 6793 Elwell Street, Burnaby, B.C., V5E 1K1, receive a copy of this report.
2. THAT the R.C.M.P. be requested to monitor the 6700 block Elwell Street for speed violations.

(CARRIED UNANIMOUSLY)

A letter dated 1985 September 04 was received from Teresa Crew, 6793 Elwell Street enquiring if it would be possible to place speed bumps on a street, and, failing that, enquired as to what measures could be taken to reduce speed on a residential street.

A report dated 1985 September 11 was received from the Director Engineering in response to the writer's concerns, the contents of which are contained hereunder:

"Speed bumps are not installed within streets primarily for two reasons: Emergency vehicle response times would be severely affected if they had to slow for bumps within the street. Also there is a concern that if a vehicle were to hit a bump and lose control they could do more damage than if allowed to proceed unhindered. For example, an out-of-control vehicle could leave the roadway and enter into a yard where a child might be playing.

Enforcement of existing speed limits is the only remaining way of effectively reducing the speed of traffic within the 6700 block Elwell. When we say 'only remaining way' we are referring to the fact that this section of Elwell Street is a finished 8.5 metre standard. This standard is designed to restrict traffic to a single travel lane when vehicles are legally parked on both sides, thereby slowing traffic.

One frequently requested means of reducing speeds, although not proven effective, is the installation of stop signs at all intersections. The subject section of Elwell Street already has stop signs at both ends of the block, at Sperling and Griffiths Avenues.

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The usual procedure when we receive a telephone request for a written response from us, is to ask the applicant to put their request in writing. This procedure is intended to ensure that our written response accurately answers their enquiry. It also gives us a file copy of both the request and answer for future reference.

STAFF RECOMMENDATIONS TO TRAFFIC SAFETY COMMITTEE:

1. THAT T. Crew of 6793 Elwell Street receive a copy of this report.
2. THAT the R.C.M.P. be requested to monitor the 6700 block Elwell Street for speed violations."

Respectfully submitted,

Alderman Egon Nikolai,
Acting Chairman

Alderman L.A. Rankin,
Member