

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, 1986 August 19 at 6:00 p.m.

PRESENT:

Alderman A.H. Emmott, In the Chair  
Alderman E. Nikolai  
Mr. William Anderson, Senior Citizens Representative  
Mr. K.R. Beedie, Burnaby Chamber of Commerce  
Mr. John Woods, Citizens Representative  
Mr. D. Spencer McDonald, B.C. Safety Council

ABSENT:

Alderman L.A. Rankin  
School Trustee A.M.J. Bailey  
Mr. Rob Weston, B.C. Motor Transport Association  
Mrs. Lorraine Brown, Parent Teacher Council  
Mr. W.B. Bennett, B.C. Transit Representative

A. TRAFFIC SITUATION - INTERSECTION OF GILLEY AVENUE AND IMPERIAL STREET

RECOMMENDATIONS:

1. THAT Council approve the installation of a four way stop at the intersection of Gilley Avenue and Imperial Street.
2. THAT Windsor School Parent Committee and Windsor School Staff, 6166 Imperial Street, Burnaby, B.C., V5J 1G5 and Windsor Re-Entry Program, c/o 5325 Kincaid Street, Burnaby, B.C., V5G 1W2, receive a copy of the report.

(CARRIED UNANIMOUSLY)

R E P O R T

Letters dated 1986 May 22 were received from Windsor School Parent Committee, Windsor School Staff and Windsor Re-Entry Program expressing concerns regarding the safety of students when crossing at the intersection of Gilley Avenue and Imperial Street. Concerns arise from a perceived increase in traffic volume and accidents.

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

"Using 1986 traffic volume figures and accident statistics for the 12 month period from 1985 July 03 to 1986 July 02 the R.T.A.C. warrant is 91% of the minimum warrant for consideration of the installation of a traffic signal at the captioned intersection. Other factors to consider, though, include the effects that the installation of a signal may have on traffic. For example, a signal at the subject location may result in an increase in the number of reported accidents as has sometimes been the experience elsewhere. The accident types, however, change from the more severe right angle to the less severe rear enders. Also, a signal

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at this intersection would probably significantly increase the traffic volumes on Gilley Avenue which is already a source of concern from the local residents.

The intersection meets the accident portion of the Committee's adopted warrant for the installation of a four way stop control. The accident statistics for the intersection of Imperial with Gilley, Sperling and Walker Avenues for the past twelve months are as follows:

	<u>Total</u>	<u>Right Angle</u>
Gilley	12	9
Sperling	8	5
Walker	5	2

The volume portion of the warrant, though, is not met in that the approach volumes on Gilley Avenue (4800 vehicles per day) are less than half the approach volumes on Imperial Street (11,300 vehicles per day). As a comparison the existing four way stops on Imperial at Sperling and at Walker Avenues have approach volumes as follows:

Imperial Street	8,500	Sperling Avenue	6,600
Imperial Street	7,000	Walker Avenue	7,000

The I.T.E. warrant for a four way stop includes an intersection where a traffic signal may be warranted. In view of the 91% warrant for a signal, the increase in accident statistics, even after extensive sight distance improvements on the northeast corner, and the increasing traffic volumes on Gilley Avenue, we are recommending the installation of a four way stop at the intersection of Gilley Avenue and Imperial Street. We are making this recommendation with the intent of improving the safety of the intersection, while at the same time recognizing that a four way stop may result in a further traffic volume increase on Gilley Avenue.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the Committee approve the installation of a four way stop at the intersection of Gilley Avenue and Imperial Street.
2. THAT the correspondents requesting an investigation of the intersection receive a copy of this report."

**B. LANE 50 FEET NORTH OF CENTRAL BOULEVARD BETWEEN MCKAY AND CASSIE AVENUES**

RECOMMENDATION:

1. THAT Margaret H. Pringle, 6108 McKay Avenue, Burnaby, B.C., V5H 2W6 be sent a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1986 April 30 was received wherein the writer requested a sign be erected requiring motorists to come to a full stop before entering onto McKay Avenue from the lane 50 feet north of Central Boulevard between McKay and Cassie Avenues, and further, advising of trees on the B.C. Soccer Association's property which are creating a view obstruction.

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

"The requests contained in the letter dated 1986 April 30 were responded to by the Engineering Department on 1986 May 13. Copies of our reply to the correspondent and of our request to the Soccer Association for compliance with the Zoning Bylaw are on file. In response to our request, the Soccer Association removed the tree closest to the lane which greatly improved the sight distance, particularly of pedestrians on the sidewalk.

As stated in our reply to the correspondent, we do not install stop signs at the intersections of lanes with streets. Regardless of this policy we would comment on the subject location with the following information.

The subject lane has existed since prior to 1965, as shown on aerial photographs of this date, and together with an encroachment on the B.C. Hydro right-of-way from Cassie to Willingdon Avenues was the outlet for Cassie Avenue south of Kingsway. In 1984, the traffic volumes on McKay Avenue north of Beresford was in excess of 4200 vehicles. In 1985 when McKay Avenue was closed at the railway tracks, the volumes dropped to less than 700 vehicles.

Since the opening of Central Boulevard between Willingdon Avenue and the former Sussex Avenue, the volumes on McKay Avenue have probably increased, but we doubt if they would be near the 1984 volumes due to the new Willingdon Avenue crossing of the tracks. Cassie Avenue now connects directly to Central Boulevard, therefore the subject lane is no longer required as an 'exit' from Cassie Avenue and we would expect that the volume of lane traffic is down significantly.

The Municipality is currently reviewing plans for the redevelopment of McKay Avenue that would result in the closure of the subject lane's access to McKay Avenue. While we do not know if this current proposal will proceed, and if so when, we do anticipate that the subject lane will be ultimately closed.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT Ms. Pringle be sent a copy of this report."

C. KITCHENER STREET - HOLDOM AVENUE TO FELL AVENUE

RECOMMENDATIONS:

1. THAT a red flasher be mounted on a steel pole in a position to warn westbound Kitchener Street traffic of the requirement to stop at Holdom Avenue.
2. 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 the report.

(CARRIED  
OPPOSED: Mr. Beedie)

R E P O R T

At the Traffic Safety Committee meeting held on 1986 June 24 a Public Meeting was held for the purpose of hearing the views of those residents in the vicinity of the Holdom Avenue and Kitchener Street intersection regarding the following options which were provided for traffic changes on Kitchener Street:

- barricading
- making Kitchener a one way street eastbound
- cul-de-sac just prior to Holdom Avenue.

Arising out of the Public Meeting were a number of concerns which the Director Engineering was subsequently requested to investigate and report back to the Traffic Safety Committee.

Results of the Director Engineering's investigation were reported as follows:

"1. Report on Rumble Strip Treatment

Rumble strips are a pavement treatment that may be used to make inattentive drivers aware of a potential traffic hazard. The rumble strip is normally a raised strip of asphalt laid across the pavement at right angles to the path of travel. In other cases it is a strip of different pavement texture. The vehicle when passing over the rumble strip creates a change in road noise and if spaced at reducing intervals along the vehicle path gives the sensation of increasing speed. This normally has the tendency to slow vehicles down.

This treatment was used on Kitchener Street but because of the grade was only placed in the path of the westbound vehicle. The daily users of Kitchener Street soon became aware of this and began travelling on the wrong side of the road to avoid the rumble strips. Because of the restricted sight distance this was considered to be a hazardous practice. The rumble stripping was subsequently removed.

Critics of the rumble strip treatment felt that they were placed too close to the corner of Holdom Avenue and should have been placed further to the east. While it would be possible to reinstall them a little further to the east one must be careful that they are not too far away from the intersection otherwise the driver may not relate the rumble strip to the potential hazard.

2. What is the future plan for Charles Street east of Fell Avenue

The Approving Officer responded to our memo enquiring about the future of Charles Street by advising that a subdivision <sup>was</sup> recently approved for the southeast corner of Charles and Fell which created two lots fronting Fell Avenue. The balance of the property was dedicated for the future construction of Charles Street, with monies being deposited 'in trust' for this purpose. It was intended that upon subdivision to the immediate north, the balance of the road would be dedicated and constructed to its full finished standard. The Approving Officer concluded by advising that, in light of recent concerns regarding traffic in this general area, should an application for subdivision to the north be submitted, consideration would be given to also take monies 'in trust' for Charles Street, pending the outcome of the Traffic Safety Committee's review of the traffic problems in the area.

3. Flashing light at Holdom Avenue and Kitchener Street

The Municipality has already advised the Rizzo's and the Ciapponi's that we would be prepared to install a flashing red light on a 16 foot pole. This light would be placed on the west Holdom boulevard and directed to approaching Kitchener Street traffic. The complainants, while not refusing the offer, expressed the opinion that it was not satisfactory and that they would only settle for a closure of Kitchener Street or a prohibition of a westbound movement on Kitchener Street.

4. Four Way Stop at Fell Avenue and Kitchener Street

Both Fell Avenue and Kitchener Street have been constructed to a final 8.5 metre (28 foot) minor residential standard. The intersection is presently controlled by yield signs on Fell Avenue that assign the right-of-way to Kitchener Street.

The accident history over the period 1982 to end 1985 was reported at eleven accidents. These accidents occurred fairly evenly at 2, 3, and 3 in each year. In December of 1985 we placed advance warnings of the yield signs. In the eight months since we have received no reports of any accidents.

In responding to the suggestion of a four way stop we must advise that this minor residential intersection does not meet the required warrants for such control. The changing of the existing yield signs to stop signs may not be warranted if the above noted reduction in accidents continues.

In view of the above we feel that no changes should be made in the traffic control at this time.

In summarizing the outcome of the public meeting it was clear that the majority of the residents of the area were opposed to:

- (a) the physical closure of Kitchener Street between Holdom and Fell Avenues.
- (b) the restricting of traffic on Kitchener Street to an eastbound movement only.

The only action available and one that we feel is more than adequate for the concerns of the complainants is to install the aforementioned flasher. This flasher could be further supplemented by the reinstallation of the rumble strips across the full pavement.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT a red flasher be mounted on a steel pole in a position to warn westbound Kitchener Street traffic of the requirement to stop at Holdom Avenue.
2. THAT the complainants be sent a copy of the report."

D. WESTERN CANADA TRAFFIC ASSOCIATION'S 29TH ANNUAL CONFERENCE

RECOMMENDATION:

1. THAT Alderman A.H. Emmott, Chairman, Traffic Safety Committee and Mr. H.B. Bacon, Traffic Supervisor, be authorized to attend the 29th Annual Conference of the Western Canada Traffic Association in Brandon, Manitoba from 1986 October 07 to 10 inclusive.

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1986 July 31 was received from the President of the Western Canada Traffic Association extending an invitation for members of the Traffic Safety Committee to attend the captioned Conference. This year's conference will include topics which will stimulate interest in not only the technical and enforcement areas but also at the political level. The President advised that it was important that all three levels keep abreast of the challenges and technical innovations in the field of traffic safety, particularly as it relates to the areas of liability and pedestrian safety.

The total approximate cost for Alderman Emmott and Mr. Bacon to attend the Conference is \$2700.00. Funds are available in the 1986 Operating Budget for this purpose.

E. INTERSECTION OF MARY AND EIGHTEENTH AVENUES

RECOMMENDATIONS:

1. THAT stop signs be installed on Mary Avenue at Eighteenth Avenue.
2. THAT Mr. F.S. Lacey, 7493 Eighteenth Avenue, Burnaby, B.C., V3N 1H8 be sent a copy of the report.

(CARRIED UNANIMOUSLY)

R E P O R T

The Director Engineering is in receipt of a petition containing 31 signatures of the residents surrounding the intersection of Mary and Eighteenth Avenues, the contents of which are contained hereunder:

"We the residents surrounding the intersection of Mary Avenue and 18th Avenue are extremely concerned about the unusually large number of accidents at this corner. Due to the pedestrian light at the corner of Edmonds and Mary, commuters are avoiding the lineup for the traffic signals at Edmonds and Canada Way, thus creating a very high volume of traffic, especially during rush hours. Moreover, many of these drivers are not treating the intersection as a courtesy corner but are travelling through at an unreasonable rate of speed, exactly at the times when students are on their way to and from the Edmonds Schools.

Therefore, we demand that steps be taken to curb this problem before there is a serious injury or death involved."

In responding to the petitioners concerns, the Director Engineering reported as follows:

"The petition requests some additional form of traffic control at the captioned intersection. The Committee adopted warrant for the installation of an isolated stop sign is as follows:

'Three reported accidents per year of a type correctable by stop sign control, for three consecutive years, involving a vehicle approach from the same leg of the intersection...

The captioned intersection recorded 13 right angle accidents involving southbound Eighteenth Avenue within a 36 month period. This accident history meets the above warrant, therefore, we are recommending the installation of stop signs on Mary Avenue at Eighteenth Avenue.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT stop signs be installed on Mary Avenue at Eighteenth Avenue.
2. THAT Mr. F.S. Lacey of 7493 - 18th Avenue be sent a copy of this report."

Respectfully submitted,

Alderman A.H. Emmott,  
Chairman

Alderman Egon Nikolai  
Member

/mp