

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 January 21 at 6:00 p.m.

PRESENT:

Alderman A.H. Emmott, In the Chair
Alderman L.A. Rankin
Mr. Rob Weston, B.C. Motor Transport Association
Mr. K.R. Beedie, Burnaby Chamber of Commerce
Mr. D. Spencer McDonald, B.C. Safety Council
Mrs. Lorraine Brown, Parent Teacher Council
Mr. John Woods, Citizens Representative
Mr. William Anderson, Senior Citizens Representative

ABSENT:

Alderman E. Nikolai
Mrs. A.M.J. Bailey, School Board Representative
Mr. W.B. Bennett, Metro Transit Representative

STAFF:

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

A. HOLDOM AVENUE AND KITCHENER STREET

RECOMMENDATIONS:

1. THAT no action be taken on the request to either designate Kitchener Street as one way eastbound or to barricade Kitchener Street at some point between Holdom and Fell Avenue.
2. THAT the existing ripple bar treatment in the westbound lane of Kitchener Street be removed.
3. THAT Mr. and Mrs. F. Ciapponi, 1403 Holdom Avenue, and Mr. and Mrs. G. Rizzo, 1387 Holdom Avenue, Burnaby, B.C., V5B 3V5, each receive a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A memorandum dated 1985 November 08 was received from the Director Engineering responding to the direction of Council regarding the circulation of a questionnaire to the residents in the area bounded by Holdom Avenue, Fell Avenue, Grant Street and Charles Street, the contents of which are contained hereunder:

"In responding to the direction of Council we sent a letter and a returnable questionnaire to those residents in the area bounded by Holdom and Fell Avenues and by Grant and Charles Streets.

INTERNAL DISTRIBUTION:

- : - AGENDA 1986 JANUARY 27
- : - COPY - MUNICIPAL MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING AND BUILDING INSPECTION

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The results of the returned questionnaires are as follows:

Kitchener Street	No Change One Way Barricade	15 or 54% 5 or 18% 8 or 28%	<u>28</u>
Charles Street	No Change One Way Barricade	19 or 85% 2 or 9% 1 or 5%	<u>22</u>
Grant Street	No Change One Way Barricade	19 or 73% 6 or 23% 1 or 4%	<u>26</u>
Total Area	No Change One Way Barricade	53 or 70% 13 or 17% 10 or 13%	<u>76</u>

The results of the questionnaire would indicate that the majority of the residents of the area want no change.

During the period of the survey we took the opportunity to observe traffic on Kitchener Street. It was obvious that the majority of drivers were familiar with the street as a great many of the westbound vehicles moved over to the left hand side of the road to avoid the ripple bar treatment in the westbound lane. As this maneuver is being done on a section of Kitchener with sight restrictions (crest of hill) we feel that the ripple bar should be removed.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT no action be taken on the request to either designate Kitchener Street as one way eastbound or to barricade Kitchener Street at some point between Holdom and Fell Avenue.
2. THAT the existing ripple bar treatment in the westbound lane of Kitchener Street be removed.
3. THAT Mr. and Mrs. F. Ciapponi, 1403 Holdom Avenue, and Mr. and Mrs. G. Rizzo, 1387 Holdom Avenue, Burnaby, B.C., V5B 3V5, each receive a copy of this report."

B. TRAFFIC CONDITIONS - INTERSECTION OF CANADA WAY,
SPROTT STREET AND DOUGLAS ROAD

RECOMMENDATION:

1. THAT Mr. E. Hoover, 4842 Canada Way, Burnaby, B.C., V5G 1L5 receive a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1985 October 09 was received from Mr. Ernest W. Hoover, 4842 Canada Way, Burnaby, B.C., V5G 1L5 expressing concern regarding the proposed road widening in his area which will affect his property as well as the general traffic problems at the intersection of Canada Way, Sprott Street and Douglas Road.

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A report dated 1985 December 10 was received from the Director Engineering responding to Mr. Hoover's concerns, the contents of which are contained hereunder:

"Traffic volumes on Canada Way west of Sprott Street probably have increased in the past year although we do not have a previous count on which to compare present volumes. We do have a series of two-way counts on Sprott Street east of Douglas indicating an increase of about 20% from 1984 June to 1985 May. A number of factors could account for this increase, from the installation of a new traffic signal at Douglas Road and Sprott Street to the construction of the Kensington Overpass.

The signal at Canada Way and Douglas Road does have an eastbound sight limitation as noted in Mr. Hoover's submission. However there are signed advance flashers to indicate to motorists that the signals are requiring them to stop. We have found this operation to the working satisfactorily. The eastbound Canada Way approach grade is approximately 5%. This grade would not be considered excessive.

Manual counts taken in 1985 November at the intersection of Canada Way and Sprott Street show the higher volume of eastbound traffic occurs during the p.m. rush hour periods. Of this volume (approximately 2,300 in two (2) hours) about 800 or 34% made a left turn to go east on Sprott Street. Our observers noted that while the volume of left turners was high, there appeared to be no serious delay problem. It was found that the signal at Canada Way and Douglas Road provided ample gaps in the westbound Canada Way traffic of which to make this left turn.

Sometime in the future it is anticipated that some form of left turn provision will have to be made if the volumes increase. An interim measure would be to designate the left approach lane on Canada Way for left turns only and the right lane or curb lane for through movements. In the future when the volume of through traffic goes beyond the capacity of a single lane then Canada Way will have to be widened to provide two through lanes and an exclusive left turn lane. As this will involve raised channelization property accesses will be restricted to right turn in and right turn out along the length of such channelization.

Bearing in mind the need for future widening it is the Municipality's policy to acquire such widening where possible on rezonings. The other alternative is a direct purchase of the necessary widening. This latter alternative however is not done until the project is actually approved for construction.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT Mr. E. Hoover, 4842 Canada Way, Burnaby, B.C., V5G 1L5 receive a copy of this report."

Respectfully submitted,

Alderman A.H. Emmott
Chairman

Alderman L.A. Rankin
Member

