

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 October 28 at 6:00 p.m.

PRESENT: Alderman A.H. Emmott, In the Chair
Alderman E. Nikolai
Mr. William Anderson, Senior Citizens Representative
Mr. John Woods, Citizens Representative
Mr. D. Spencer McDonald, B.C. Safety Council
Mrs. Lorraine Brown, Parent Teacher Council
Mrs. A.M.J. Bailey, School Board Representative

ABSENT: Alderman L.A. Rankin
Mr. Rob Weston, B.C. Motor Transport Association
Mr. W.B. Bennett, B.C. Transit Representative
Mr. K.R. Beedie, Burnaby Chamber of Commerce

A. EDMONDS STREET AND SIXTH STREET

RECOMMENDATIONS:

1. THAT the southbound exit of Sixth Street at Edmonds Street be reduced to one 12 foot lane.
2. THAT Mrs. D. Yarema, 6991 Sixth Street, Burnaby, B.C., V5E 3T2 receive a copy of the report.

(CARRIED UNANIMOUSLY)

R E P O R T

The Engineering Department is in receipt of an undated letter and petition containing 67 signatures from Mrs. D. Yarema regarding traffic conditions at Sixth Street and Edmonds Street. The content of the petition is contained hereunder:

"We, the undersigned, are concerned about the flow of traffic through our residential area.

Our first concern is centered around the exit at Edmonds and 6th Street. For many years it has been partially barricaded and was essentially one lane. This allowed for either a right turn to Edmonds or continued travel eastbound on 6th Street. The recent widening and creation of two distinct lanes has compounded the problems that have always been associated with this exit, namely:

INTERNAL DISTRIBUTION:
: - AGENDA 1986 NOVEMBER 03
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- DIRECTOR ENGINEERING
- DIRECTOR PLANNING AND BUILDING INSPECTION

REPORT
Regular Council Meeting
1986 November 03

- 2 -

1. Westbound traffic on 6th Street can enter illegally more easily.
2. Illegal left turns to Edmonds have been facilitated.
3. Commuter traffic, especially during peak hours, streams off Canada Way via Wedgewood, Rosewood, Elwell, and Goodlad and continues via 6th Street to this exit. Needless to say, each day we face the problems associated with traffic volume increase.

Secondly, traffic, especially during rush hours, often exceeds the speed limit as well as ignores the right of way at intersections. We feel some safety measures must be instituted to ensure the safety of our area for the residents.

We sincerely appeal to you to consider our concerns."

In responding to the petitioner's concerns, the Director Engineering reported as follows:

"In 1978, Council, at the request of the area residents, authorized the partial barricading of Sixth Street immediately north of Edmonds Street to prevent northbound Sixth Street commuter traffic from 'rat running' the neighbourhood. The southbound portion of Sixth Street was, however, to be left open to allow the area residents to exit their neighbourhood. While this did give the area residents an outlet to Edmonds Street, it also provided a route for primarily homebound p.m. commuters who turned off Canada Way prior to Edmonds.

In 1986 May we received a request from an area resident living in the 7700 block Wedgewood Street to mark and designate a two-lane exit from Sixth Street at Edmonds Street. This resident's complaint was that those wishing to make a right turn onto Edmonds were unnecessarily delayed by through vehicles waiting for a gap in the Edmonds traffic. He also complained that many vehicles on the right continued straight through rather than turning right. The width of this single unmarked lane was approximately 5.8 metres (19') wide. We did note that at times vehicles travelled in pairs across Edmonds or one waiting vehicle stopped in the centre of the available lane blocking potential right turners.

In order to resolve the above concerns we removed a five foot section of barricade and marked in two 12' lanes. The left lane was designated for a through movement only while the right lane was marked for right turns only. This work was completed on 1986 June 12.

Vehicle volume counts were taken on Sixth Street between Elwell and Edmonds Streets on 1986 July 07. The 24 hour volume was recorded at 957 vehicles. This count was compared with a previous count taken in 1985 June which showed a volume of 959 vehicles in 24 hours. These counts would indicate that the volumes, which cannot be considered high to start with, have not been affected by the dual laning of the Sixth Street exit.

In reviewing the traffic count tabulation sheet we find that there appears to be no evidence of a commuter problem in the a.m. rush hour. Vehicle volumes (two way) in each of the two morning hours (7:00 a.m. - 9:00 a.m.) are less than 40 vehicles per hour (VPH). In the evening two rush hours (4:00 p.m. - 6:00 p.m.) the counts range in the 150 - 200 VPH. These counts would further indicate that vehicles entering Sixth Street from Edmonds Street (a morning condition) is very minor at best.

- 3 -

It has been suggested by Mrs. Yarema that exits to Edmonds Street from Sixth Street be restricted during the evening rush hours to right turns only. We pointed out to Mrs. Yarema that this could be done, however we would need some indication that the majority of the local residents were prepared to accept such a restriction. It should be pointed out that such a restriction may encourage evening commuters to exit via the parking lot on the corner which has vehicle accesses to both Edmonds and Sixth Streets.

We have also gone over the accident records for the four intersections on Sixth Street that have an outlet to Canada Way. We have taken the period since the barricades were installed as the after period and a similar length of time as the before period. The results are:

<u>Intersection</u>	<u>Before</u>	<u>After</u>
Goodlad Street	9	3
Elwell Street	13	10
Rosewood Street	14	15
Wedgewood Street	7	2
TOTAL	43	30

While the total accident picture has been reduced, the two intersections at Elwell Street and at Rosewood Street are still recording fairly high accident rates. Of the 25 accidents recorded in the after period at the two intersections, 24 were right angle. Of these, eleven (11) involved westbound vehicles. As both streets dead end to the east these vehicles were probably driven by local residents. Even if they were not, the drivers had recently passed through the intersection and should have been aware of their existence and that they were uncontrolled.

The accident rates noted in each period cover a time period of about 7 1/2 years and therefore do not meet the warrants for the installation of stop signs.

The two corners noted do have some vision restrictions created by hedges and trees. We will be contacting the property owners to ask their assistance in reducing these vision problems.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT Mrs. D. Yarema of 6991 Sixth Street, Burnaby, B.C., V5E 3T2 receive a copy of this report."

NOTE: Your Committee concluded that the concerns of Mrs. Yarema and the petitioners regarding the problems created with the recent road widening and creation of two distinct lanes were warranted and therefore submit recommendation No. 1 for your consideration.

B. FOREST GROVE DRIVE AND UNDERHILL AVENUE

RECOMMENDATION:

1. THAT the action taken in controlling the intersection of Forest Grove Drive and Underhill Avenue by a three-way stop be approved.

(CARRIED UNANIMOUSLY)

REPORT
 Regular Council Meeting
 1986 November 03

- 4 -

A report dated 1986 August 27 was received from the Director Engineering regarding Forest Grove Drive and Underhill Avenue, the contents of which are contained hereunder:

"The Municipality has recently constructed a chip walk along the south side of Shellmont Street between Meadowood Drive and Underhill Avenue and along the west side of Underhill Avenue between Shellmont Street and Forest Grove Drive. This walk was constructed to provide a safe walking surface for pupils from the Shellmont subdivision attending the new Forest Grove Elementary School.

Once the children reach the intersection of Forest Grove Drive and Underhill Avenue they will be directed to cross in the unmarked crosswalk to the traffic island, then to the concrete sidewalk on the south side of Forest Grove Drive.

The present traffic control at the subject three leg intersection is two stop signs on Underhill Avenue. Traffic on Forest Grove Drive has been given the right-of-way and enters the intersection without stopping. Recent counts indicated that approximately 65% of this traffic makes a left turn and crosses the unmarked crosswalk.

As this crossing is to be unsupervised we felt that all traffic entering the intersection from Forest Grove Drive should do so from a stopped position. We have therefore installed a third stop sign making the intersection a three-way stop. Traffic travelling north on Underhill Avenue making a free right turn onto Forest Grove Drive has been warned of children crossing by advance signing.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the action taken in controlling the intersection of Forest Grove Drive and Underhill Avenue by a three-way stop be approved."

C. FIRST STREET AND 14TH AVENUE

RECOMMENDATIONS:

1. THAT council concur with the placement of the advance warning sign on Second Street just north of 17th Avenue.
2. THAT Council give approval to place stop signs along First Street at the intersections of 13th, 14th and 15th Avenues giving the right-of-way to First Street. Further that First Street not be centrelined until Council has had the opportunity to consider the future street designations in the Second Street neighbourhood.
3. THAT Mr. H. Elder, President, East Burnaby Ratepayers Association, 8251 14th Avenue, Burnaby, B.C., V3N 2C1 receive a copy of the report.

(CARRIED UNANIMOUSLY)

R E P O R T

An undated letter was received from Mr. H. Elder, President, East Burnaby Ratepayers Association raising concerns with respect to the intersections of First Street and 14th Avenue and 17th Avenue and 2nd Street.

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

- 5 -

"17th Avenue and Second Street

We have checked the accident history of this fully improved minor uncontrolled residential intersection. Over the past 4 1/2 years we have recorded ten reported accidents. Starting in 1982 the intersection's yearly accident rate has been 3, 0, 2, 0, 5. So far this year for some reason we have recorded as many accidents as the other four years combined. Eight of the ten accidents, which were all right angle, involved vehicles southbound on 2nd Street. Both north corners have thick hedges along the 17th Avenue property lines requiring drivers approaching from those quadrants to do so with caution. As some are evidently not, we will be posting an advance intersection warning sign with a slow tab for southbound 2nd Street traffic.

First Street and 14th Avenue

First Street between 12th Avenue and 16th Avenue has just been upgraded to its final standard with concrete curbs and abutting sidewalks. The width of the new pavement is 11 metres (36') between curbs. This collector width standard was chosen to reflect it's use as a bus route and because it was so designated in the Second Street Neighbourhood Study as a collector street. Although the Second Street Neighbourhood Study recommendations were never officially adopted by Council, it's street designations have been used as a guide when initiating local improvements. It would follow then that First Street between 12th Avenue and 16th Avenue should be designated as a collector street with stop signs at the cross streets being 13th, 14th and 15th Avenues.

In 1977 after continued requests for stop signs on 18th Avenue between Sixth Street and Newcombe Street this Committee recommended to Council that 18th Avenue be designated as a local collector street. This recommendation was based, in part, on the designation of 18th Avenue as a collector under the Second Street Neighbourhood Study Plan. However, when the street was signed and centrelined the local residents, who were instrumental in having 18th Avenue so treated, claimed the speed and volume of traffic increased. To respond to their complaints we withdrew 18th Avenue from our centrelining program but left the stop signs in.

Because of the standard of First Street and the fact that it is being used as a bus route we feel the intersecting streets should be stop controlled. However, in view of the experience on 18th Avenue we are of the opinion that it should not be centrelined until such time as Council officially designates it as a local collector street.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT Council concur with the placement of the advance warning sign on Second Street just north of 17th Avenue.
2. THAT Council give approval to place stop signs along First Street at the intersections of 13th, 14th and 15th Avenues giving the right-of-way to First Street. Further that First Street not be centrelined until Council has had the opportunity to consider the future street designations in the Second Street neighbourhood.
3. THAT Mr. H. Elder, President, East Burnaby Ratepayers Association, 8251 14th Avenue, Burnaby, B.C., V3N 2C1 receive a copy of this report."

- 6 -

D. INTERSECTION OF CARRIGAN COURT AND CARDSTON COURT**RECOMMENDATIONS:**

1. THAT a centre line be painted through the Carrigan Court/Cardston Court intersection.
2. THAT the President, Board of Directors, 115 Place Co-operative Housing Association, 9380 Cardston Court, Burnaby, B.C., V3N 4R5 receive a copy of the report.

(CARRIED UNANIMOUSLY)

R E P O R T

Council, at the regular Council meeting held on 1986 September 29 received a letter and petition containing 68 signatures dated 1986 September 19 from the President of the Board of Directors of 115 Place Co-operative Housing Association. The following two suggestions were provided to solve what the residents felt to be a serious problem at the captioned intersection:

1. The placing of a stop sign and stop line on Carrigan Court, southbound, before the left turn onto Cardston Court.
2. The painting of a centre line down Carrigan Court, around the corner and continuing down Cardston Court.

Council subsequently referred this matter to the Traffic Safety Committee for investigation and report.

The Director Engineering reported to the Traffic Safety Committee on this matter as follows:

"We have considered the two suggested solutions as submitted by the complainants and must disregard number one. It would not be normal practice to stop the main street flow to allow an adjacent property an exclusive right of way for left turns into a driveway. Sandelewood Crescent must yield to oncoming traffic.

As can be noted on the attached APPENDIX '1', the driveway is within the 'L' shaped intersection. Traffic using the public street system of Carrigan Court/Cardston Court makes a 90 degree turn through this intersection. As a result of previous submissions from 115 Place the parking has been removed from both approaches to the intersection. The sight distance therefore is quite good. Traffic wishing to left turn into 115 Place is required to wait until there is a sufficient gap in traffic on Carrigan Court (which has the right of way) before proceeding.

In order to give direction to traffic at this corner, the second suggestion of a painted centre line has merit. This would give both directions of traffic a clear definition of where on the roadway they should be.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT a centre line be painted through the Carrigan Court/Cardston Court intersection.
2. THAT the Board of Directors of 115 Place Co-operative receive a copy of this report."

- 7 -

E. SAFE DRIVING WEEK - 1986 DECEMBER 01 - 07

RECOMMENDATIONS:

1. THAT the week of 1986 December 01 to 07 be declared as "Safe Driving Week" in the Municipality of Burnaby.
2. THAT Council consider a grant in the amount of \$1,500.00 for the British Columbia Safety Council's "Safe Driving Week".
3. THAT all employees of The Corporation of the District of Burnaby be notified of the "Safe Driving Week" program and encouraged to attend the course offered.

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1986 October 23 was received from the Traffic Safety Coordinator of the B.C. Safety Council advising that the annual Safe Driving Week has been designated for 1986 December 01 through 07. This year, in conjunction with Safe Driving Week the B.C. Safety Council and Simon Fraser University will be offering the Canada Safety Council's new Canadian Defensive Driving Course to all students, staff and faculty of Simon Fraser University and all Burnaby and surrounding area residents, at no charge.

The objective of the program is to firstly train 1,000 persons in the Defensive Driving Course in one day and; secondly, focus public awareness on the traffic safety problem and encourage all British Columbians to adopt a defensive attitude while driving.

The writer estimated that the total cost involved in offering the course will be \$7,240.00 and it is hoped that the entire program budget will be covered by a combination of funding from government, private industry and other sources.

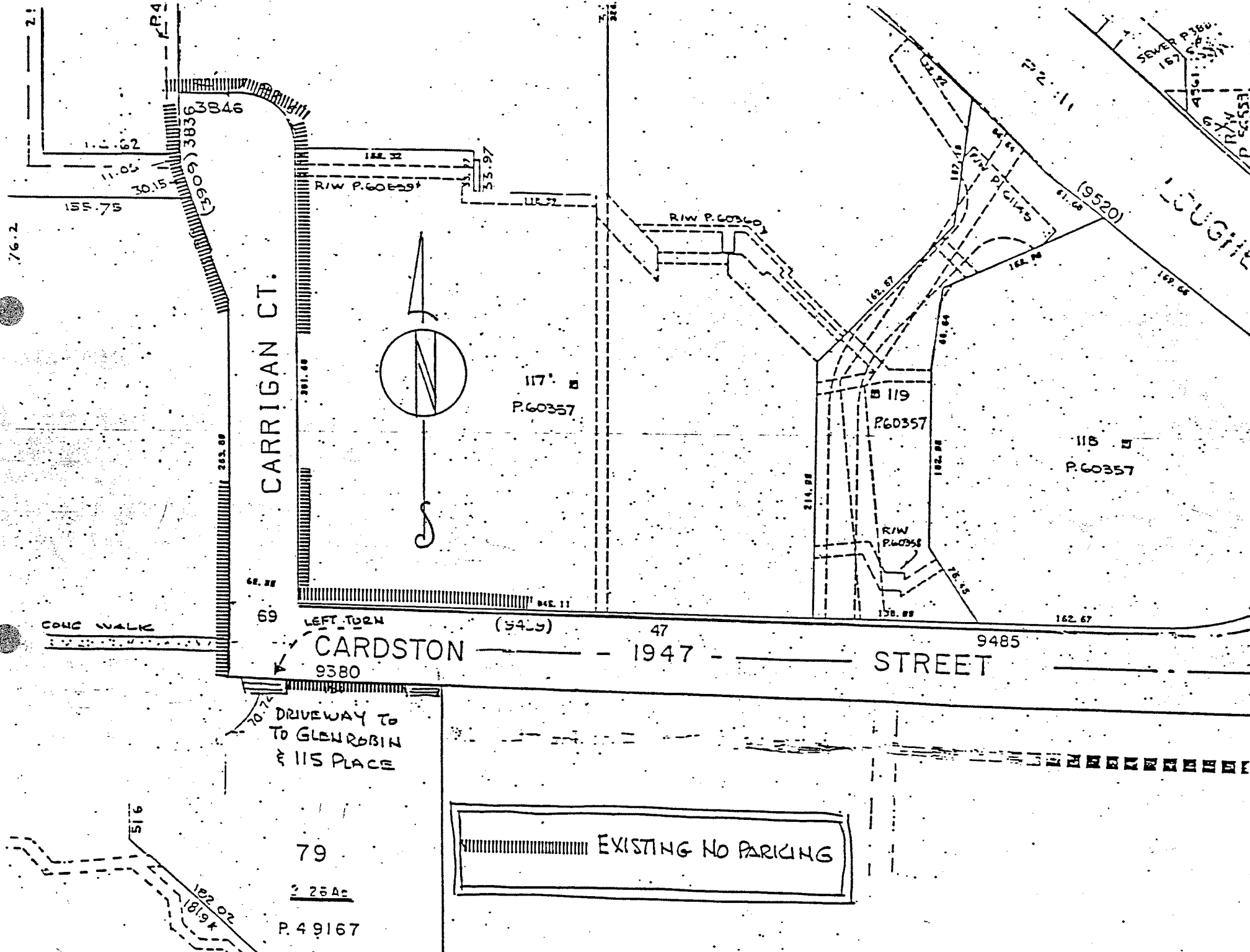
In consideration of the above, your Committee unanimously supports the recommendations as submitted.

Respectfully submitted,

Alderman A.H. Emmott
Chairman

Alderman Egon Nikolai
Member





APPENDIX I

