

Re: LETTER FROM MR. RICHARD D. HALABURA, 7968 - 14TH AVENUE, BURNABY, B.C.,
 V3N 2B4 WHICH APPEARED ON THE AGENDA FOR THE 1986 OCTOBER 06 MEETING OF
 COUNCIL (Item 3 c) REGARDING SIXTH STREET - TENTH AVENUE TO EDMONDS STREET

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 1986 OCTOBER 21

FROM: DIRECTOR ENGINEERING

SUBJECT: SIXTH STREET - TENTH AVENUE TO EDMONDS STREET

RECOMMENDATIONS:

1. THAT Mr. Richard Halabura of 7968 Fourteenth Avenue be sent a copy of this report.

R E P O R T

Appearing on the Council agenda of 1986 October 06 was a petition from Mr. Richard Halabura of 7968 Fourteenth Avenue requesting a traffic signal at the intersection of Fourteenth Avenue with Sixth Street. Arising out of Council's discussion of this correspondence was a request that the Director Engineering expand the scope of his investigation to include all intersections with Sixth Street between Tenth Avenue and Edmonds Street. The following is a list of these intersections, their reported accidents based on a 3-year average and their estimated percent R.T.A.C.* signal warrant met:

| Intersection with Sixth Street | Average 3-yr. Reported Accidents | % R.T.A.C.* Warrant |
|--------------------------------|----------------------------------|---------------------|
| Eleventh Avenue | 4 | (-18) |
| Twelfth Avenue | 4 | 43 |
| Thirteenth Avenue | 2 | 13 |
| Fourteenth Avenue | 4 | 48 |
| Fifteenth Avenue | 2 | (-20) |
| Graham Avenue | 1 | (-19) |
| Seventeenth Avenue | 3 | (-19) |
| Eighteenth Avenue | 4 | (-24) |
| Nineteenth Avenue | 2 | (-38) |

*R.T.A.C.=Roads and Transportation Association of Canada

All of the above R.T.A.C. warrant calculations included a negative value for the accident section due to the low accident frequencies. The pedestrian volumes and some of the vehicle volumes were estimated due to the lack of data but it is felt that the figures used produced a higher warrant than

the actual value. For example, at the intersection of Sixth Street and Twelfth Avenue, an estimate of 500 pedestrians crossing each roadway was used, whereas by actual observation only one pedestrian crossed Sixth Street in a one-hour period between 11 a.m. and 12 noon.

The vehicle volumes used for Sixth Street were taken prior to the opening of the Alex Fraser bridge and would therefore probably be higher than current volumes. We normally wait a period of several months after major changes in the road network before assessing the resultant changes in traffic patterns.

As a point of interest and comparison to the tabulated intersections, the existing pedestrian-operated traffic signal at Sixteenth Avenue and Sixth Street recorded six (6) accidents to date in 1986.

In view of the results of the investigation, staff is unable to support the installation of traffic signals at any of the several street intersections with Sixth Street between Edmonds Street and Tenth Avenue.

DE:ml

cc: () Traffic Supervisor


DIRECTOR ENGINEERING