

ITEM 7
MANAGER'S REPORT NO. 31
COUNCIL MEETING 86/05/05

RE: LETTER FROM MR. AND MRS. RIZZO AND MR. AND MRS. CIAPPONI WHICH APPEARED
ON THE AGENDA FOR THE 1986 APRIL 28 MEETING OF COUNCIL (Item 5 f)
SAFETY AT INTERSECTION OF KITCHENER AND HOLDOM

MUNICIPAL MANAGER'S RECOMMENDATION:

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

* * * * *

TO: MUNICIPAL MANAGER 1986 04 30
FROM: DIRECTOR ENGINEERING

SUBJECT: SAFETY AT THE INTERSECTION OF KITCHENER AND HOLDOM

RECOMMENDATION:

THAT Mr. and Mrs. Rizzo, 1387 Holdom Avenue, and Mr. and Mrs. F. Ciapponi, 1403 Holdom Avenue, receive a copy of this report.

BACKGROUND:

A submission from Mr. and Mrs. G. Rizzo, 1387 Holdom Avenue and Mr. and Mrs. F. Ciapponi, 1403 Holdom Avenue, Burnaby, B.C. V5B 3V5, appeared on the Council Agenda for the meeting of 1986 April 28.

The concerns of the complainants have been the subject of previous reports to Council, the first one having been in March of 1983 and the most recent having been a report from the Traffic Safety Committee in January of 1986. A copy of the 1986 January report, the recommendations of which were approved unanimously by Council, is attached. In essence, the Rizzo's and the Ciapponi's are once again appealing the decision of Council in this matter.

REPORT:

In early March of this year, Mrs. Rizzo and Mrs. Ciapponi came to the Municipal Hall to talk to the Director Engineering and the Traffic Supervisor regarding their respective families' continued concerns over the intersection. After a lengthy discussion, they requested that we visit the site where they could, in the company of their husbands and other family members, discuss the subject further. On the evening of 1986 March 19, your Director Engineering and Traffic Supervisor met the Rizzo's and Ciapponi's at their homes.

The main theme of the request of the two families centered on the blocking of Kitchener Street to prevent the possibility of westbound Kitchener Street vehicles entering their property. We advised them that staff could not authorize such a change to the neighbourhood without Council approval and that Council had just dealt with this matter (report of 1986 January 27, copy attached). We did offer to mount a red flasher on a 16-foot pole directed to approaching Kitchener Street traffic which was felt to be a reasonable response to the concerns expressed. The families did not feel that this was acceptable and still insisted on the blocking of Kitchener Street; they were told that their appeal would be to Council and that they could ask to appear as a delegation to present their case.

(Cont'd.)

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In dealing with this latest request from the two families, we are providing the information felt to be pertinent, including two sketches (attached), indicating the possible ways of cul-de-sacing Kitchener Street.

Accident History:

We have checked our accident history files as far back as 1961. This intersection has recorded a total of twelve accidents in those 25 years. Of the twelve accidents, eight involved vehicles that were westbound on Kitchener Street. Of the eight, three were classified as out of control/off the road accidents.

The first accident was recorded in 1977 November and gives no details other than out of control.

The second accident was recorded in 1982 December and resulted in the vehicle striking the Rizzo home. The driver was charged with being impaired.

The third accident was recorded in 1985 June and involved a vehicle being pursued by police westbound on Kitchener Street, mounting the municipal sidewalk on the west side of Holdom in front of the Rizzo's home.

The complainants have stated that there have been many more accidents than those we have recorded. This may be quite true as the majority of the out-of-control, off-the-road accidents involve impaired drivers who, if they are able to do so, will drive away to avoid reporting the accident.

Liability Arising From Barricades in Front of Homes:

We have been advised by the Municipal Solicitor that the Corporation could be held liable for damages resulting from the installation of barricades or some other form of barriers if the Corporation were to install such a device in front of the homes under question. We have also been advised that the owners could be held liable for such damages sustained by a motorist if they were to install such a device within their own properties. It must be borne in mind however that the extent of such liability would be entirely dependent upon the outcome of court action(s).

Alternatives for Cul-de-sac on Kitchener Street:

Sketch #1

Kitchener Street is shown closed off to through traffic by the use of two cul-de-sacs positioned at the crest of the hill. These cul-de-sacs would be contained within the existing Kitchener Street right-of-way and would therefore be sub-standard in diameter. The diameter can be increased by eliminating the extension of the sidewalk around the cul-de-sac.

This scheme does eliminate the possibility of any through movement of traffic.

Sketch #2

Kitchener Street is closed by the placement of a cul-de-sac just west of Fell Avenue. While this scheme will be a deterrent to a westbound movement on Kitchener Street, an eastbound movement could exit via the lane west of Fell Avenue.

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Advantages of Closing Kitchener:

1. Responds to the request of the submission.
2. Reduces the volume of traffic on Kitchener Street.
3. Eliminates the bus route and stops in this block. The bus service here is eastbound only.

Disadvantages of Closing Kitchener:

1. The reduction of traffic will be transferred to an adjacent street.
2. The bus route with its required bus stops will have to be relocated to another street.
3. The travel pattern of the residents of Kitchener Street will have to be adjusted.
4. Relocated westbound traffic that diverts to Charles Street will have an even steeper approach grade to Holdom Avenue (15% as compared to 12%). This could well raise the same concerns at this "T" intersection.

Inasmuch as the residents of Kitchener, Charles and Grant Streets have been previously the respondents to the questionnaire circulated by the Corporation and have been notified of the decision of Council arising therefrom (the report of January 27, copy attached) it appears necessary, in the interest of good public relations, to involve these residents in another questionnaire and/or involve them in a public meeting in order to provide them with the opportunity of involvement in this neighbourhood matter.

CONCLUSIONS:

Having once again reviewed the entire matter of the concerns expressed by the two families, we have concluded that it is unreasonable to subject the residents of Kitchener Street to such a drastic change as to block off their street. Our offer to such Rizzo's and the Ciapponi's for the installation of a flashing red light on a 16-foot pole, however, still stands.

EEO/HB:cf

cc: () Traffic Supervisor
Attach's.


DIRECTOR ENGINEERING

TRAFFIC SAFETY COMMITTEE

HIS WORSHIP, THE MAYOR
AND ALDERMEN

Madam/Gentlemen:

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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

REPORT
 Regular Council Meeting
 1986 January 27

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The results of the returned questionnaires are as follows:

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

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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."

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PRIVATE DRIVEWAYS

LANDSCAPING

SKETCH #2

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HOLDOM AVENUE

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