

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 June 24 at 6:00 p.m.

PRESENT:

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

ABSENT:

Mrs. A.M.J. Bailey, School Board Representative
Mr. W.B. Bennett, B.C. Transit Representative
Mr. D. Spencer McDonald, B.C. Safety Council

A. REQUEST FOR YIELD OR STOP SIGN AT PORTLAND STREET AND MCKAY AVENUE

RECOMMENDATIONS:

1. THAT the request for yield or stop signs on Portland Street at McKay Avenue be denied.
2. THAT Miss Sita Scheumann, 4203 Boxer Street, Burnaby, B.C., V5J 2W1, be sent a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1986 May 25 was received wherein the writer suggested yield or stop signs be placed on the north side of Portland Street just east of McKay Avenue in order to slow down bus traffic thereby preventing any potential accidents from happening.

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

"The subject intersection is of two minor residential streets with McKay Avenue and the east leg of Portland Street 6 metre interim pavements. The west leg of Portland is finished to its final 8.5 metre standard. McKay Avenue north of the intersection has a 30km/h zone past a neighbourhood park and terminates two blocks to the south. Portland Street has existing stop signs one block in either direction, at Patterson and Sussex Avenues.

Since 1976 there has been only two recorded accidents at the subject intersection, one in 1977 and the other in 1982. In the latter accident the driver on McKay Avenue failed to yield to the right and in the earlier accident the driver on Portland Street failed to yield.

INTERNAL DISTRIBUTION:

: - AGENDA 1986 JULY 07
: - COPY - MUNICIPAL MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING AND BUILDING INSPECTION

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This accident history fails to meet the minimum warrant established by the Committee for the installation of an isolated stop sign. As a comparison the yield sign controlled intersection of McKay Avenue and Victory Street in the same period recorded 19 right angle collisions.

At an uncontrolled intersection, the 'yield to the right' rule applies, therefore, all motorists approaching the intersection of McKay-Portland should be doing such that they will be able to stop safely. To place stop or yield signs on either street removes that onus from the motorists on the through street and usually produces higher speeds on the through street. We have received previous complaints about the speed of traffic on McKay Avenue in the vicinity of the former Riverway school and we feel the requested stop signs would increase these speeds.

In summary as neither McKay Avenue nor Portland Street is a designated through street nor does the intersection warrant stop or yield signs, we are recommending that the requested controls not be installed.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the request for stop or yield signs on Portland Street at McKay Avenue be denied.
2. THAT Miss Sita Scheumann of 4203 Boxer Street, Burnaby, B.C., V5J 2W1, be sent a copy of this report."

B. CAMERON STREET - ERICKSON DRIVE - WEST

RECOMMENDATIONS:

1. THAT the existing parking restrictions 8:00 a.m. - 4:00 p.m. on Cameron Street be removed.
2. THAT the 30 kmh speed restriction on Cameron Street be lifted returning Cameron Street to the standard 50 kmh speed limit.

(CARRIED UNANIMOUSLY)

R E P O R T

A memorandum dated 1986 June 19 was received from the Director Engineering who reported as follows:

"There exists on the south side of Cameron Street from Erickson Drive west for approximately 100 metres a 'no parking 8:00 a.m. - 4:00 p.m.' restriction. This restriction was instituted to provide a clear sight distance for pupils crossing Cameron Street going to and returning from the Cameron Street School on Erickson Drive. There is also a similar restriction on the north side of Cameron Street from the Cameron Recreation Centre parking lot entrance on Cameron Street westerly. In addition to the parking restrictions there is also a 30 kmh speed restriction posted on Cameron Street which was designated as a school zone. These restrictions were all posted to provide a margin of safety for pupils attending Cameron Street School.

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With the recent installation of a pedestrian operated signal at the intersection of Cameron Street and Erickson Drive we no longer feel that the above restrictions are required.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the existing parking restrictions 8:00 a.m. - 4:00 p.m. on Cameron Street be removed.
2. THAT the 30 kmh speed restriction on Cameron Street be lifted returning Cameron Street to the standard 50 kmh speed limit."
- C. TRAFFIC SAFETY HAZARD - B.C. HYDRO POLE - GRAY AND RUMBLE INTERSECTION

RECOMMENDATION:

1. THAT Mr. Elmer E. Froese, Superintendent of Schools, School District No. 41, Burnaby, 5325 Kincaid Street, Burnaby, B.C., V5G 1W2, receive a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1986 April 22 was received from E.E. Froese, Superintendent of Schools, School District No. 41-Burnaby identifying a traffic safety hazard at the intersection of Gray Avenue and Rumble Street, being a B.C. Hydro pole which creates a vision obstruction to both pedestrian and vehicular traffic.

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

"In the submission reference is made to the hazardous location of a B.C. Hydro pole. The only B.C. Hydro pole at the intersection along the pedestrian path is one situated on the southeast corner. This pole, in our opinion, does not constitute a hazard as it is approximately 18 feet south of the alignment of the eastbound Rumble Street traffic. We have measured the features of the intersection and prepared a sketch indicating the pole location in relation to the vehicle paths.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT Mr. Elmer E. Froese, Superintendent of Schools, School District No. 41, Burnaby, 5325 Kincaid Street, Burnaby, B.C., V5G 1W2, receive a copy of this report."

Respectfully submitted,

Alderman A.H. Emmott,
Chairman

Alderman Egon Nikolai,
Member

Alderman L.A. Rankin
Member

