

RE: LETTER FROM MR. K. R. WELWOOD, 7853 MEADOWOOD CLOSE, BURNABY, B.C., V5A 4C2  
SHELLMONT STREET, ARDEN AVENUE TO UNDERHILL AVENUE

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1986 07 02

FROM: DIRECTOR ENGINEERING

SUBJECT: SHELLMONT STREET, ARDEN AVENUE TO UNDERHILL AVENUE  
SUBMISSION OF K. R. WELWOOD - 7853 MEADOWOOD CLOSE,  
BURNABY, B. C., V5A 4C2

RECOMMENDATION:

THAT Mr. K. R. Welwood of 7853 Meadowood Close, Burnaby, B. C., V5A 4C2, be sent a copy of this report.

R E P O R T

Mr. Welwood wrote to Council concerning traffic on Shellmont Street; his letter appeared on the Agenda for the Council meeting of 1986 June 09.

Shellmont Street has been constructed to an interim 6.1 metre (20 feet) standard asphalt cap with gravel shoulders. At the time of the subdivision, the developer was required to construct Shellmont to this interim standard between Meadowood Drive and Underhill Avenue. Later, the Municipality constructed the section between Meadowood Drive and Arden Avenue in conjunction with the then newly-constructed Arden Avenue. See sketch attached.

The submission from Mr. Welwood listed six items of concern to which we will respond in the order listed.

1. Large Volumes of Traffic

We felt it necessary to take new traffic counts in order to have up-to-date information. These latest counts, taken in June 1986, show a volume of approximately 2000 vehicles per day (V.P.D.). A count taken in 1984 October showed a count of 1450 V.P.D., a rise of about 38% in 20 months, or the equivalent of approximately 23% per annum.

The higher than normal increase in volume is attributed to the ongoing development of the Burnaby 200 project. As part of the June count we also took an intersection count at Forest Grove Drive and Underhill Avenue. From this count we were able to establish that in excess of 75% of the peak hour traffic (a.m. and p.m.) on Shellmont results from the Forest Grove Drive area.

2. Excessive Traffic Noise

As noted from the attached subdivision plan, Mr. Welwood's home is quite close to the intersection of Arden Avenue and Shellmont Street. This "T" intersection is controlled by one stop sign on Shellmont Street. The required stopping and

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starting of vehicles at this stop as well as vehicles accelerating after entering Shellmont Street from Arden Avenue will generate more noise than would be experienced further to the east of the intersection. We did note that there was considerable tire marking on Shellmont Street between Meadowood and Underhill which left little doubt that some form of drag racing takes place there from time to time.

**3. Excessive Speed by a Significant Proportion of the Traffic Passing Through Our Area**

Shellmont Street between Underhill Avenue and Arden Avenue is on a straight alignment with a downhill grade toward Arden Avenue which, together with the apparent isolation of Shellmont Street, encourages speeding. We have noted that most vehicles were travelling in excess of the 50 kph limit. The R.C.M.P. have advised that they will be increasing their surveillance of Shellmont Street and enforcing the existing speed limits.

**4. Numerous Serious Traffic Accidents at the Intersection of Shellmont and Arden**

There have been a total of six reported accidents at this intersection since it was opened to traffic. All six accidents involved a single westbound vehicle missing the stop sign and running into the golf course property on the west side of Arden Avenue.

To resolve this problem we have relocated and increased the size of the stop sign, and placed an advance stop sign on Shellmont Street. In addition to the above, a checkerboard sign was placed on Arden Avenue in line with the Shellmont traffic.

**5. Serious Safety Hazards from the Volume and Speed of the Traffic Flow. There is a Significant Danger to Those Who Walk, Jog, or Cycle in the Area**

At the present time there are no constructed walking facilities along Shellmont Street. We will, however, be building a chip walk on the south side of Shellmont from Meadowood to Underhill and down the west side of Underhill to Forest Grove Drive. This will be done prior to the opening of the new elementary school on Forest Grove Drive and will provide a walking path for the students of that school.

**6. Serious Impairment of Our Ability to Enjoy our Property**

It is very difficult to provide an objective reply to such a general and subjective statement. In recognition of this fact, Mr. Bacon of the Engineering Department met with Mr. Welwood and a neighbour, a Mr. Bull of 7857 Meadowood Close to generally discuss the contents of the submission. Both property owners expressed a concern over what they felt were high volumes of traffic on a street designated as a minor street. Their suggested solution was to have the section of Shellmont between Arden Avenue and Meadowood Drive closed off to vehicular traffic.

The Engineering Department is unable to justify the requested closure of Shellmont Street. The street is being used as a local residential collector by property owners resident in the same general neighbourhood as the petitioners; we are satisfied that there is no measure of "through" traffic coming from arterials or from outside the area constituting the "greater" neighbourhood of the south face of Burnaby Mountain.

HB:ms  
Attach.

  
DIRECTOR ENGINEERING

ARDEN AVE. 7425

1400

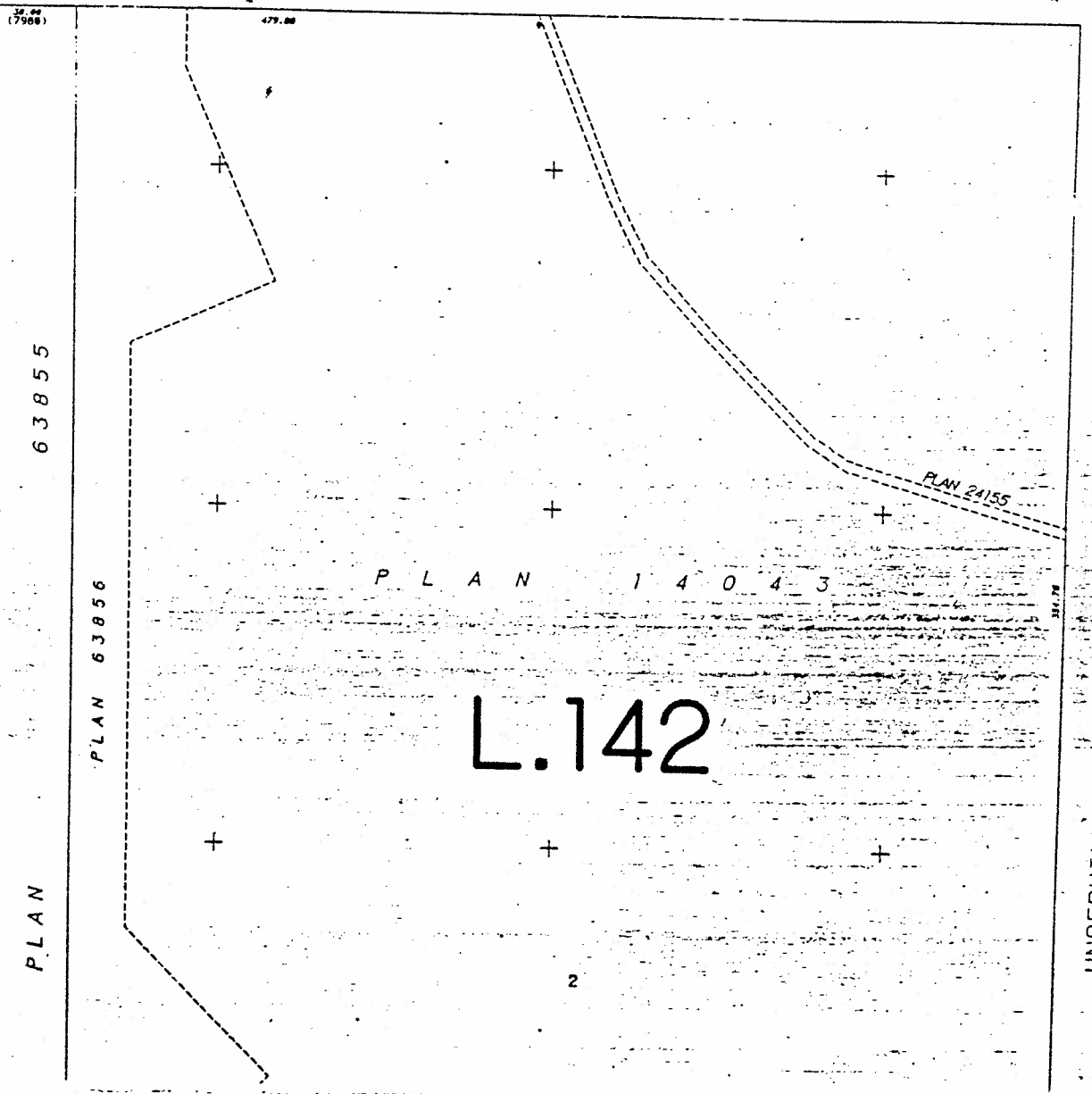
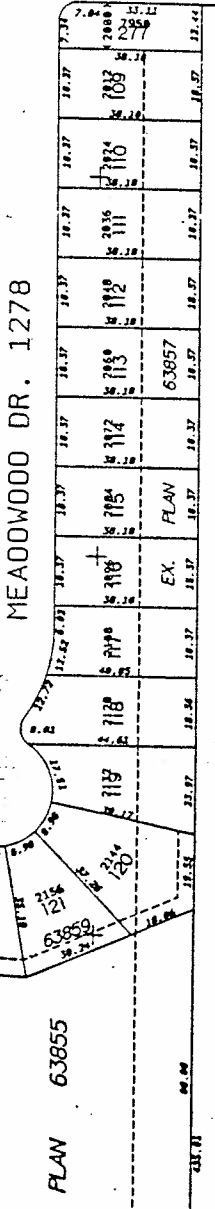
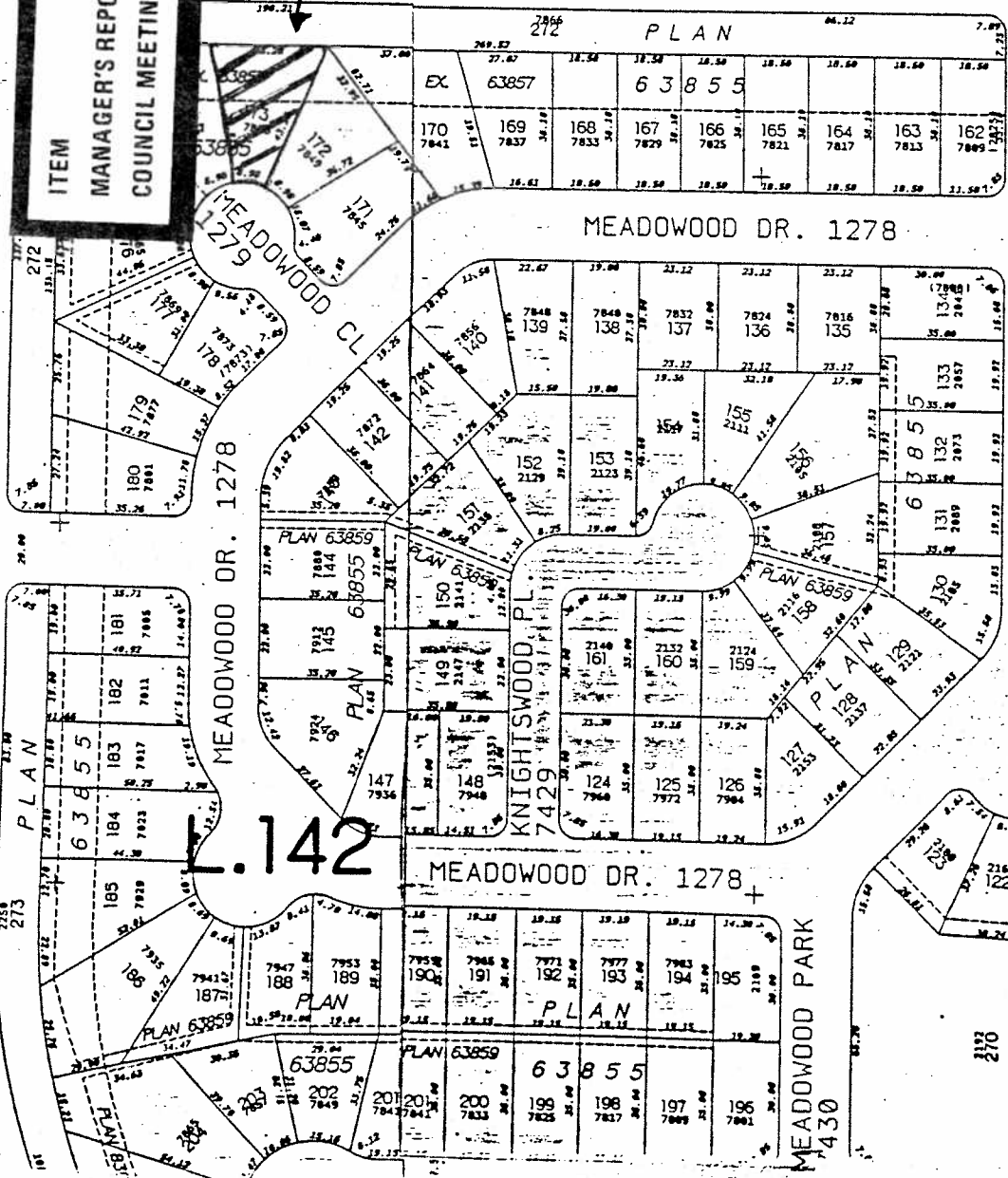
ITEM 7  
MANAGER'S REPORT NO. 42  
COUNCIL MEETING 86/07/07

MR. WELWOOD'S RESIDENCE

NT ST. 1274

SHELLMONT ST. 1274

113



UNDERHILL AVE. 7675

L.142

