

REPORT  
Regular Council Meeting  
1986 June 09  
File: 1760

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 May 27 at 6:00 p.m.

PRESENT:

Alderman A.H. Emmott, In the Chair  
Alderman E. Nikolai  
Mr. William Anderson, Senior Citizens Representative  
Mrs. A.M.J. Bailey, School Board Representative  
Mr. K.R. Beedie, Burnaby Chamber of Commerce  
Mr. W.B. Bennett, B.C. Transit Representative  
Mrs. Lorraine Brown, Parent Teacher Council  
Mr. D. Spencer McDonald, B.C. Safety Council  
Mr. Rob Weston, B.C. Motor Transport Association  
Mr. John Woods, Citizens Representative

ABSENT: Alderman L.A. Rankin

A. REQUEST TO REMOVE BARRICADES FROM LANE EAST  
OF GLYNDE BETWEEN EMPIRE DRIVE AND PANDORA STREET

RECOMMENDATIONS:

1. THAT the subject lane remain closed to through traffic.
2. THAT Mrs. L'Estrange of 5125 Empire Drive, Burnaby, B.C., V5B 1N1, receive a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1986 March 20 was received from Mrs. H. L'Estrange, 5125 Empire Drive, Burnaby, B.C., V5B 1N1, requesting the removal of barricades from the lane east of Glynde between Empire Drive and Pandora Street. This matter was referred to the Director Engineering who reported as follows:

"We checked with the three property owners and one tenant of the four properties abutting the captioned lane. The owners were all opposed to reopening the lane and the tenant expressed reservations if the lane were not paved. Paving of the lane would be under a Local Improvement Project requiring the adjacent property owners to share in the cost of paving.

In addition to the lack of support from the adjacent residents we would also have concerns if the lane were to be opened to traffic. The lane is very steep which may create a potential for accidents at its intersections with Empire Drive and with the lane paralleling Empire, particularly during adverse weather conditions.

INTERNAL DISTRIBUTION:

: - AGENDA 1986 JUNE 09  
: - COPY - MUNICIPAL MANAGER  
: - DIRECTOR ENGINEERING  
: - DIRECTOR PLANNING AND BUILDING INSPECTION

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On all four corners of the intersection of the two lanes there exist violations of the Burnaby Zoning Bylaw, Section 6.13, Vision Clearance at intersections. These violations include two recently constructed fences and well established landscaping on two other corners which would severely restrict the sight distances for vehicles travelling on the lanes.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the subject lane remain closed to through traffic.
2. THAT Mrs. L'Estrange of 5125 Empire Drive receive a copy of this report."

B. TRAFFIC CONTROL - 19th STREET AND RUMBLE - ENTRANCE TO A.L.R.T. EDMONDS STATION

RECOMMENDATIONS:

1. THAT Council direct the Planning and Building Inspection Department to NOW review the community plan as shown on Appendix "A" attached to this report rather than await the two year period designated by Council.
2. THAT Mrs. Gladys Hirsch, #216 - 7055 Wilma Street, Burnaby, B.C., V5E 4B1, receive a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1986 February 20 was received from Mrs. Gladys Hirsch, #216 - 7055 Wilma Street, Burnaby, B.C., V5E 4B1, expressing concern regarding the lack of traffic control at the 19th Street/Rumble Street entrance to the Edmonds A.L.R.T. station. This matter was referred to the Director Engineering who reported as follows:

"The submission from Mrs. Gladys Hirsch has requested additional traffic controls be placed at the intersection of 19th Street and Rumble. As she identifies it as being the main entrance to the Edmonds A.L.R.T. station, we assume she is referring to 19th Street at 18th Avenue.

18th Avenue off 19th Street is the main entrance to the bus loop and the kiss and ride lot of the Edmonds Sky Train station. As such there is a generation of bus traffic and passenger vehicle traffic into and out of 18th Avenue at 19th Street. This volume of traffic has been monitored and has not been found high enough to warrant the installation of additional controls at the subject intersection such as four-way stops or signalization. Similarly the pedestrian volumes crossing 19th Street, while increasing in numbers, has failed to meet the warrants for signalization. The majority of these pedestrians have been identified as commuters who are parking their vehicles on the streets east of 19th Street then crossing to the Sky Train station.

While we have been unable to meet the warrants for additional controls, we have taken steps to improve illumination at the intersection. We have added additional street lights and changed from mercury vapour to high pressure sodium vapour lighting. By using high pressure sodium lighting we have increased the lumen output per light hitting the road surface. This action should increase the visibility of the pedestrian who should be crossing in the legal unmarked crosswalk.

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The referred to article in the Burnaby Now newspaper relates to the Council decision to hold off for two years from the start of the Sky Train revenue operation on any changes to the street pattern in the immediate area. The plan that was the subject of this Council decision is attached as APPENDIX 'A' to this report. The Planning and Building Inspection Department are presently studying a routing for the Gilley Avenue alternate which could intersect with 19th Street at Edmonds Street. Should this plan be adopted with the Gilley alternate connecting to Edmonds Street then it would most certainly require signalization. However, should the plan not include the Gilley alternate on the alignment shown, but rather Edmonds Street intersecting with 19th Street, it would probably still require signalization. However, if the plan as shown has Salisbury Avenue connecting directly into 19th Street at 18th Avenue then it would be advantageous to know the future street patterns soon because peak hour traffic volumes on 19th Street are expected to increase by approximately 35% with the opening of the Annacis crossing. This in turn could result in an increased need for a signalized crossing of 19th Street in the area of the Sky Train station.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT Council direct the Planning and Building Inspection Department to NOW review the community plan as shown on APPENDIX 'A' rather than await the two year period designated by Council.
2. THAT Mrs. Gladys Hirsch, #216 - 7055 Wilma Street, Burnaby, B.C., V5E 4B1, receive a copy of this report."

C. BEAVERBROOK DRIVE AND BEAVERBROOK CRESCENT

RECOMMENDATION:

1. THAT the Stoney Creek Community Council receive a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

Mr. Nick Batistic, representing Stoney Creek Community School Council, appeared before the Traffic Safety Committee as a delegation on 1986 February 25 and again on 1986 May 27 expressing considerable concern regarding the safety of the crosswalk across Beaverbrook Drive which aligns with the existing concrete sidewalk on the east side of Beaverbrook Crescent. This matter was referred to the Director Engineering who reported as follows:

"At the 1986 February 25 meeting of the Traffic Safety Committee, Mr. Batistic, 8914 Ganymede Drive, Burnaby, B.C., V3J 1A1, appeared as a delegation and read from a prepared brief.

At the captioned intersection the municipality has painted a marked and signed school crosswalk across Beaverbrook Drive. This crosswalk aligns with the existing concrete sidewalk on the east side of Beaverbrook Crescent.

The concern of the parents appears to centre on what they feel is a potential for accidents at the crosswalk location: their concern is appreciated and understandable, however when studied in depth it is difficult to concur that it is a dangerous crossing. These conclusions are based on the following observations:

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1. Accident History Within the Subject Intersection

We have checked our accident records that go back thirteen years to the date when Beaverbrook Drive was first built and find that we had recorded only one minor accident. This accident occurred in February of 1978 when two vehicles collided due to snow on the roadway.

2. Speed of Eastbound Vehicles

We have conducted numerous speed checks by the use of radar in the past as a result of complaints and could not establish a speeding problem then. In response to this latest submission we conducted additional speed checks of the eastbound movement on Beaverbrook at the crest of the hill for three separate afternoons. These checks were conducted between 2:30 and 3:30 p.m. We found that the 85th percentile speed was 49 kmh in fine weather and 47 kmh in inclement weather. The highest speed recorded during the checks was 61 kmh.

3. Sight Distance from Crest of Hill to Crosswalk

The sight distance from the centre of the eastbound lane at the crest of the hill to the south side of the marked crosswalk is approximately 70 metres. This has been accomplished by prohibiting all parking on Beaverbrook Drive. To cover this distance in three seconds a vehicle would have to travel in excess of 80 kmh. Vehicles travelling at the 85th percentile speed would, if they maintained that speed, be at the crosswalk in just over five seconds. We found however that most motorists tended to slow down as they approached the area of the crosswalk. They did this not only if children were present but also because of the curve in the Beaverbrook alignment approaching the Stoney Creek bridge. The design speed of this curve was calculated at 32 kmh.

4. Advance Warning of Marked Crosswalk

The eastbound Beaverbrook Drive traffic is given advance warning prior to cresting the hill of the school zone and that children would be crossing the roadway. This is accomplished by use of the standard school pentagon sign with the added message 'Children crossing ahead'. We will be supplementing this message with a painted cross and arrow on the pavement. This will be in addition to the standard application now 50 metres in advance of the painted crosswalk.

5. Speed Restriction at Curve Approach to Brige

As noted the design speed of the curve immediately to the west of the crosswalk is 32 kmh. While we have never had a complaint from motorists of difficulty negotiating this curve, we will be posting the standard curve sign with an advisory speed limit of 30 kmh in advance of both approaches.

In summary our investigation has failed to indicate evidence of a real problem at the subject intersection. The fears expressed are based on what the parents feel could happen, not on what is happening. The two actions being taken will to some extent allay these fears.

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To those parents who are still uncomfortable with this crossing, we can only suggest that they direct their children to make use of the existing pedestrian overpasses that will preclude their level crossing of Beaverbrook Drive.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the Stoney Creek Community School receive a copy of this report."

D. SCHOOL SAFETY PATROL INCENTIVE GRANT

RECOMMENDATION:

1. THAT a grant in the amount of two thousand dollars (\$2,000.00) be forwarded to School District No. 41 - Burnaby for the School Safety Patrol Incentive Program.

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1986 May 05 was received from Mr. P.S. Boyle, Secretary-Treasurer, School District No. 41 - Burnaby advising that during the school year 1985/1986, thirty-six (36) elementary schools in the District operated school patrols which involved a total of 1,308 students. In support of this program, The Corporation of the District of Burnaby has, for several years, forwarded a grant in the amount of \$2,000.00 which was distributed to the schools on the basis of the number of pupils participating.

NOTE:

Funds are available in the Traffic Safety Committee budget for the current year to cover this grant.

E. EDMONDS COMMUNITY CENTRE

RECOMMENDATION:

1. THAT Mrs. Gladys Hirsch, Chairperson, Edmonds House Steering Committee, c/o 7282 Kingsway, Burnaby, B.C., V5E 1G3, receive a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1986 April 24 was received from Mrs. Gladys Hirsch, Chairperson, Edmonds House Steering Committee, c/o 7282 Kingsway, Burnaby, B.C., V5E 1G3, expressing concern regarding the elimination of the Edmonds Bus Loop, the increase need for parking at Edmonds Centre and the hazards at the Edmonds A.L.R.T. station. These matters were referred to the Director Engineering who reported as follows:

"This report will deal with the three captioned items of the submission in the order presented.

1. Elimination of Edmonds Loop

Many of the complaints that we and B.C. Transit have received since bus integration relate to difficulties encountered by seniors going to and from Edmonds House.

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B.C. Transit staff will be meeting with the seniors at Edmonds House on 1986 May 20 to further discuss these complaints. We believe that some of the complaints have been a result of initial operational problems, (i.e., failed time transfer connections at Metrotown) and some initial confusion by transit users resulting from a misunderstanding of route changes, etc. Other complaints may be met by remedies that can be incorporated into the September sheet change. This and the post implementation review of bus/A.L.R.T. integration will be the subject of a forthcoming Council report. The comprehensive post implementation review will include public consultation and we expect that it will result in further refinement of routing and scheduling.

The two new bus stops on Edmonds Street that have replaced the Edmonds loop are midway between Kingsway and 16th Street. We have noted that in addition to the seniors who utilize these stops many other transit users use the stops as a transfer point rather than the bus loop at the Edmonds Skytrain station. This has resulted in a very heavy pedestrian mid-block crossing of Edmonds Street. We have, to date, recorded one pedestrian accident at this location. This accident involved a juvenile who on 1986 March 27 at 8:00 a.m. alighted from a southbound bus, ran behind the bus to board a northbound bus and was struck by a northbound vehicle. This young pedestrian, thankfully, suffered only minor injuries.

We feel that these two bus stops are in an undesirable location and should be at an intersection where the pedestrian can cross in a legal, though unmarked crosswalk. We will therefore be investigating the desirability of relocating these stops to Edmonds Street and 16th Street. We will also be looking into the provisions of bus shelters at these new stops.

While the Edmonds loop was in existence it was illuminated by lights mounted on B.C. Hyrdo poles within the loop area. When the transit loop was abandoned B.C. Hyrdo removed the lights. We applied to have these lights replaced as lease lights but were advised by B.C. Hydro that our request was being refused as their policy pertaining to lease lights only applies to highways. It will now be necessary to provide our own lighting in this loop area, a project which will be included in the walkway and parking lot now being designed by the Parks and Recreation Department.

2. Increased Need for Parking at Edmonds Centre

As noted, a parking lot is being included in the design of pedestrian area in the abandoned transit loop. This lot will accommodate 17 vehicles.

3. Hazards at Edmonds A.L.R.T. Station

This subject was covered by a previous report to the Traffic Safety Committee dated 1986 04 22. The only new concern not previously addressed relates to the need for additional signing indicating the location of the elevator at the Skytrain station. We have relayed this concern on to B.C. Transit who will look into the matter.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT Gladys Hirsch, Chairperson, Edmonds House Steering Committee, c/o 7282 Kingsway, Burnaby, B.C., V5E 1G3, receive a copy of this report.

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F. INGLETON AVENUE AT MYRTLE STREET

RECOMMENDATIONS:

1. THAT the Myrtle Street cul-de-sac be completed such that access from the cul-de-sac to Still Creek Street is discontinued.
2. THAT the stop sign on Still Creek Street at Myrtle Street be removed.
3. THAT stop signs be installed at the intersections of Ingleton and McDonald Avenues with Still Creek Street.

(CARRIED UNANIMOUSLY)

R E P O R T

A memorandum dated 1986 May 20 was received from the Director Engineering regarding the intersection of Ingleton Avenue at Myrtle Street, the contents of which are contained hereunder:

"The captioned intersection has been the subject of several requests for stop sign installation. The intersection has not met the Committee adopted warrant for the installation of an isolated stop sign nor is Myrtle Street a designated through street. Statements, though, in previous requests would appear to indicate that many motorists are of the opinion that Myrtle Street is a through street. Mr. Gordon McLean, in his letter of 1986 April 01, states, '...Myrtle being considered a through street...' In his letter of 1985 January 22, D.J. Lovegrove refers to vehicles' ...approaching the intersection without realizing that they do not have the right of way...'

A cul-de-sac was constructed in early 1984 on Myrtle Street west of Smith Avenue but due to a then existing driveway a curb crossing was left allowing continued access to Myrtle Street between the cul-de-sac and Still Creek Street. Subsequently the driveway was removed.

In view of the concerns expressed by the correspondent's we are recommending that the cul-de-sac now be completed and Myrtle Street between the cul-de-sac and Still Creek be closed to all traffic. Also the existing stop sign on Still Creek Street at Myrtle Street would be removed. These changes would be in keeping with the Council adopted transportation plan that proposes Still Creek Street to be 'major collector (industrial) road.'

The proposed route as well as a possible future signal at Still Creek Street and Gilmore Avenue and the possible closure of Gilmore Avenue south of Gilmore Diversion to Myrtle Street are two possible changes currently being considered in conjunction with the redevelopment of the area bounded by Still Creek Street, Gilmore Diversion, the freeway, and Willingdon Avenue. This redevelopment is already in progress and we would expect increased traffic through the industrial area between Gilmore Avenue and Boundary Road by way of Still Creek Street as a result.

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NOTE:

Arising out of your Committee's consideration of this matter, concerns were expressed regarding Ingleton and McDonald Avenues where they meet with Still Creek Street. There is no traffic control where these streets intersect, therefore motorists tend to advance onto Still Creek Street without slowing down and heeding to through traffic. Your Committee deemed it appropriate to have stop signs placed on Ingleton Avenue and McDonald Avenue where they meet with Still Creek Street for traffic control purposes.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the Myrtle Street cul-de-sac be completed such that access from the cul-de-sac to Still Creek Street is discontinued.
2. THAT the stop sign on Still Creek Street at Myrtle Street be removed."

G. CROSSING ON GRANGE STREET FROM PATTERSON AVENUE AND KINGSWAY

RECOMMENDATIONS:

1. THAT the parking be prohibited on the north side of Grange Street between lamp standards 1/41 and 5/41.
2. THAT Jan and Pat Cassia, 5457 Inman Avenue, Burnaby, B.C., V5H 2M1, receive a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1986 April 18 was received from Mr. W. Anderson, Senior Citizens' Representative to the Traffic Safety Committee, advising that Ms. Pat Cassia, at an Edmonds Steering Committee meeting held on 1986 April 17, submitted a letter regarding crossing on Grange Street from Patterson Avenue and Kingsway. This matter was referred to the Director Engineering who reported as follows:

"The Ministry of Transportation and Highways have marked a crosswalk from the northeast corner of Kingsway - Patterson to the median island. This crosswalk is controlled by the Kingsway - Patterson traffic signal.

Crossing Grange Street from the median island is not within either a marked crosswalk nor a legal crosswalk as defined in the Motor Vehicle Act. Due to the known hazards of marking a crosswalk we will not recommend that one be installed from the median island to the north side of Grange Street.

We noted that the development on the north side of Grange Street has two connecting walkways to the public sidewalk. The existence of these walkways would appear to encourage pedestrian crossings of Grange Street at this location, regardless of the lack of a legal crosswalk. Therefore we are recommending that the parking be prohibited on the north side of Grange Street from the lamp standard east of the eastmost walkway to meet with the existing prohibition east of Patterson Avenue.



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This parking prohibition would greatly improve the sight distance for pedestrians who do choose to cross Grange Street at this location. Approximately eleven parking stalls would be removed by this prohibition.

A check of the existing parking appears to indicate that the current parking is composed of daytime parkers, possibly B.C. Tel employees, and full-time parkers, primarily recreational vehicles probably belonging to the residents of the adjacent developments. These latter vehicles may be parked in violation of existing bylaws governing the parking overnight of larger (over 3600 kg) vehicles.

A vehicle volume count of the traffic passing between the median island and the north sidewalk recorded a two-way volume of approximately 6200 vehicles in a 24 hour period with a single peak hour of approximately 500 vehicles. Based on this peak hour volume it is estimated that twenty percent of the gaps in traffic will be of sufficient duration to permit a safe crossing between the median island and the sidewalk on the north side of Grange Street. This further translates to one adequate gap every 25 seconds, about the same frequency as created by the installation of a traffic signal.

The surface of the median island is an asphalt perimeter with landscaping in the centre. The width of the asphalt is about the same as a standard sidewalk and while it is not as smooth there were no 'trips' or other irregularities in the surface that would create any undue hazard.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the parking be prohibited on the north side of Grange Street between lamp standards 1/41 and 5/41.
2. THAT Jan and Pat Cassia, 5457 Inman Avenue receive a copy of this report."

H. CONDITIONS EXISTING AT THE SOUTHWEST CORNER OF BURRIS STREET AND BUCKINGHAM AVENUE

RECOMMENDATION:

1. THAT the berm located at the southwest corner of the intersection of Burris Street and Buckingham Avenue be removed.

(CARRIED  
OPPOSED: Alderman Emmott  
and Mr. Bennett)

R E P O R T

A letter dated 1986 January 08 was received from Mr. D.S. Hunter, 5411 Buckingham Avenue, V5E 1Z9, regarding existing conditions, specifically the berm, at the southwest corner of Burris Street and Buckingham Avenue. Mr. Hunter had previously submitted a letter dated 1985 May 25 and petition containing 52 signatures in support of the removal of the berm located on municipal property at the southwest corner of the intersection of Burris Street and Buckingham Avenue. This matter was the subject of a report to Council at the regular Council Meeting held on 1985 September 30, a copy of which is attached as APPENDIX "B" to this report.

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Mr. Hunter's most recent correspondence dated 1986 January 08, was written in response to a letter received from the Chairman of the Traffic Safety Committee dated 1986 January 03, pertaining to the this matter, a copy of which is attached to this report as APPENDIX "C".

After considerable consideration of this issue, not only at this meeting, but also during previous meetings of the Committee, it was agreed that the subject berm and the vegetation thereon creates a vision obstruction to motorists.

It was determined, through experimentation by several Committee members, that a vehicle must stop at the stop bar and then gradually advance into the intersection in order to look past the berm for oncoming traffic, thereby placing themselves in a dangerous situation.

Therefore, your Committee submits their recommendation to have the subject berm removed.

**I. SAFETY AT THE INTERSECTION OF KITCHENER  
STREET AND HOLDOM AVENUE**

Council, at the regular Council Meeting held on 1986 April 28 received an item of correspondence from Mr. and Mrs. G. Rizzo, 1387 Holdom Avenue and Mr. and Mrs. F. Ciapponi, 1403 Holdom Avenue regarding the captioned subject.

In response to this item of correspondence, the Director Engineering submitted a report to Council at the regular Council Meeting held on 1986 May 05.

Arising out of Council's consideration of this matter, a motion was adopted to refer this item back to the Traffic Safety Committee with a request that it hold a Public Meeting to further review the problem.

Please be advised that a Public Meeting will be held in conjunction with the Traffic Safety Committee Meeting scheduled for Tuesday, 1986 June 24 at 6:00 p.m. in the Council Chamber, Municipal Hall.

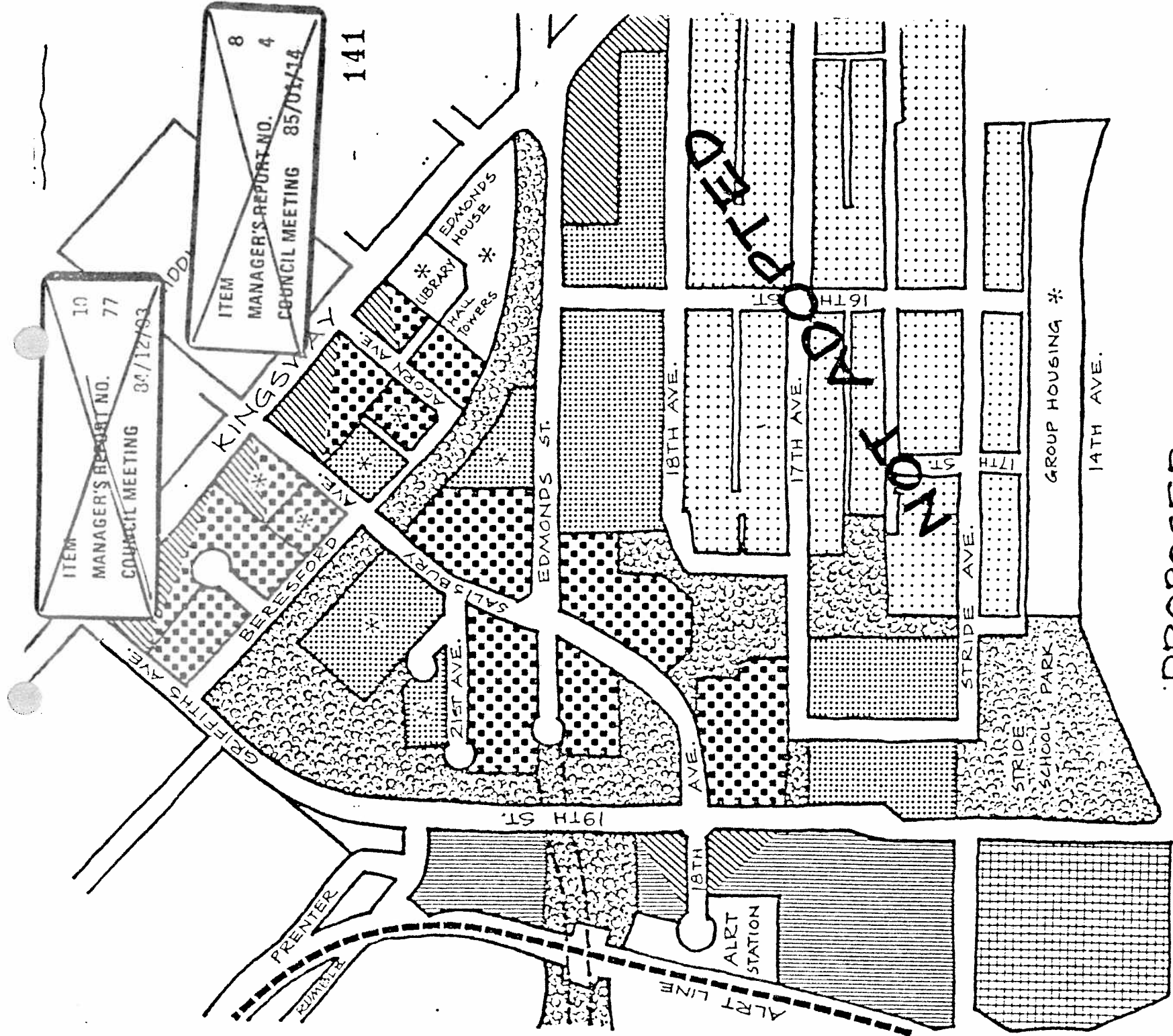
Further be advised that the necessary steps are being taken to ensure that all interested parties are invited to attend.

This is submitted for the information of Council.

Respectfully submitted,

Alderman A.H. Emmott  
Chairman

Alderman Egon Nikolai,  
Member


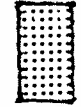



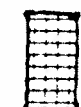



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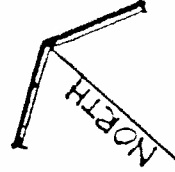
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MANAGER'S REPORT NO. 4  
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PROPOSED  
EDMONDS ALRT STATION  
AREA PLAN CONCEPT

-  MULTIFAMILY RESIDENTIAL - HIGH RISE APTS.
-  MULTI-FAMILY RESIDENTIAL - LOW RISE APTS.
-  ONE & TWO FAMILY RESIDENTIAL
-  RETAIL COMMERCIAL
-  LOW / MEDIUM DENSITY OFFICE
-  INDUSTRIAL
-  PARK, SCHOOL, TRAIL & RAVINE AREAS

SKETCH 3



1:5000  
1984 NOV.

APPENDIX 'A'

\* SITE DEVELOPED IN 1983

B. CONDITIONS EXISTING ON SOUTHWEST CORNER OF  
BURRIS STREET AND BUCKINGHAM AVENUE

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RECOMMENDATION:

1. THAT the berm vegetation on the corner of Burris Street and Buckingham Avenue be trimmed back three to four feet for the purpose of improving the sight distance for pedestrians and motorists.
2. THAT Mr. D.S. Hunter, 5411 Buckingham Avenue, Burnaby, B.C., V5E 1Z9 be sent a copy of this report.

(CARRIED  
OPPOSED: Mr. Bennett)

R E P O R T

BACKGROUND

A letter and petition containing 52 signatures dated 1985 May 25 was received from Mr. D.S. Hunter, 5411 Buckingham Avenue, Burnaby, B.C., V5E 1Z9 regarding the berm on the municipal boulevard at the subject intersection. The writer queried if and why staff issued a permit for the construction of the berm.

The contents of the petition is contained hereunder:

"We the undersigned support the following:

That the berm and the vegetation planted thereon be removed from the boulevard area of the property known as 7591 Burris Street, located at the southwest corner of Buckingham Avenue and Burris Street, and that the boulevard area be returned to the same grade-level as it was prior to the construction of this berm."

EXISTING SITUATION

The Traffic Safety Committee, at their meeting held on 1985 September 17 heard a delegation being Mrs. Beatrice G. Hunter, 5411 Buckingham Avenue, appearing on behalf of her husband, Mr. D.S. Hunter.

Mrs. Hunter advised that they have been trying for some time to have the berm removed from the boulevard at the subject intersection as it creates a vision obstruction. In order to have an unobstructed view to the right when making a left hand turn off of Buckingham towards Canada Way, a vehicle must advance into the intersection thereby creating an obstruction to a north bound vehicle wishing to make a left hand turn into Buckingham.

Consideration of this item of correspondence was postponed at the Traffic Safety Committee meeting held on 1985 June 25 due to the absence of a quorum.

A report dated 1985 June 05 was received from the Director Engineering responding to Mr. Hunter's concerns, the contents of which are contained hereunder:

"We have displayed, in Council Chambers, enlargements of photographs taken on 85 February 27 and 85 May 31. These photographs, taken in response to Mr. Hunter's complaints, show the berm as it existed on the respective dates, the view from the driver's seat looking to the right and the relative position of the vehicle when the previous pictures were taken.

From these photographs the Committee can see why it is we are of the opinion that the berm does not create a problem. The sight distance to the right is in excess of 250 metres (800 feet). At 50km/h, the posted speed, it would take a vehicle 18 seconds to reach the intersection from the point where it first could be seen.

APPENDIX 121

As a comparison we also took a photograph at a point north of the subject intersection at which a southbound vehicle first becomes visible to a vehicle stopped as shown in the photographs. This point is only 135 metres (440 feet) from the subject intersection. In our previous report we stated that since the completion, in 1980, of the subject landscaping, '----there have been three accidents involving southbound Burris and eastbound Buckingham vehicles which may have been attributable to limited sight distance.'. In view of the aforementioned sight distances, one could assume that it would be the limited sight distance to the north which would be the contributing factor.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the Committee concur with the findings of the Engineering Department staff.
2. THAT a copy of this report be sent to the petitioner, Mr. D.S. Hunter."

As a result of the recommendations submitted by your Committee, the recommendations of the Director Engineering, contained within the above report were not considered.

APPENDIX 'B'



THE CORPORATION  
OF THE DISTRICT OF  
**BURNABY**

4949 Canada Way, Burnaby, B.C. V5G 1M2  
Department of the Municipal Clerk

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Telephone (604) 294-7290

1986 January 03

File: 1760  
(Buckingham)

Mr. D.S. Hunter  
5411 Buckingham Avenue  
Burnaby, B.C.  
V5E 1Z9

Dear Mr. Hunter:

First of all, I must apologize to you for not having replied to your letter of 1985 November 11 as you requested. I have, however, made various enquiries.

It is my opinion that the Engineering Department is not desperately supporting retention of this berm since the Department has nothing to gain one way or the other. It is not uncommon, however, for citizens who reside on corner lots at busy intersections to try, through judicious landscaping, to alleviate attendant nuisances respecting vehicular traffic.

Of course, no one is "entitled" to carry out private works on municipal property. In most cases, though, the municipality tacitly welcomes the participation of private citizens in maintaining public property adjacent to their own.

As you know, most rights-of-way are 66 feet in width and when streets are fully developed to their designated use (which is normally 28 feet of paving with abutting sidewalks) there is additional public property not employed for street purposes. There are thousands upon thousands of these such instances in Burnaby.

In my own case, in the 6100 Block McKee Street, a municipally constructed retaining wall immediately abuts the sidewalk leaving approximately 6 feet in distance from my property line. I have extended my lawn and indeed planted flowers and shrubs. Fortunately this does not cause a view obstruction but were that the case, the municipality could, quite rightly, require the removal of offending shrubs or fences.

.....2/

APPENDIX 'C'

It is not my opinion that the landscaping in question does constitute a significant view obstruction. As you know, some steps have been taken to widen the sight of approaching traffic. This situation, I am sure, will be regularly monitored so that additional growth will not be obstructive.

I am not aware that this particular property owner is receiving preferential treatment. There must be hundreds of other instances of a comparable nature.

I sincerely believe that both the Traffic Safety Committee and the Municipal Council give serious consideration to citizen concern and where valid submission is made, are prepared to act accordingly.

Indeed, sir, in your area a few years ago, positive but highly controversial action was taken to institute and maintain diversionary traffic measures which greatly reduced the movement of through traffic in your area.

Should you still feel dissatisfied with this matter as it stands, you still have the privilege of seeking an audience with the Traffic Safety Committee and should that action not prove satisfactory, you may request to appear as a delegation before the Municipal Council.

Incidentally, the Chairman of the Traffic Safety Committee does not have any authority greater than any other member of that Committee.

In conclusion, as I have known you personally for a number of years and am aware that you have suffered indifferent health, I earnestly wish that you and your family will have a happy and prosperous New Year.

Yours sincerely,



Alderman A.H. Emmott  
Chairman  
Traffic Safety Committee

AHE/mp

APPENDIX 'G'

