

REPORT
Regular Council Meeting
1987 July 13

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, 1987 June 23 at 6:00 p.m.

PRESENT:

Alderman A.H. Emmott, In the Chair
Alderman L.A. Rankin
Mr. D. Spencer McDonald, B.C. Safety Council
Mr. William Anderson, Senior Citizens Representative
School Trustee A.M.J. Bailey
Mr. K.R. Beedie, Burnaby Chamber of Commerce
Mr. John Woods, Citizens Representative
Mr. W.B. Bennett, B.C. Transit
Mrs. Lorraine Brown, District Parent Committee
Mrs. Joan E. Stephens, ICBC Traffic Safety Education
Department

ABSENT:

Alderman S.G. Veitch
Mr. Rob Weston, B.C. Motor Transport Association

A. "RIPPLE BAR" TREATMENT ON KITCHENER STREET

RECOMMENDATION:

1. THAT the "ripple bar" treatment on Kitchener Street be removed.

R E P O R T

The Traffic Safety Committee, at their meeting held on 1987 June 23 heard several delegations requesting the removal of the "ripple bar" treatment in the 5800 Block Kitchener Street. The delegates advised the Committee that the "strips" generate a considerable amount of aggravating road noise which was becoming a constant irritation for many residents in the area. Because of the high noise level and inconvenience caused by the "strips", the delegates recommended their removal.

Further to this, a petition was received containing 30 signatures of the residents in the immediate area of the ripple bar treatment. The petition read as follows:

"We, the undersigned, are concerned about the increased road noise caused by the recently installed 'rumble strips' on Kitchener Street between Fell and Holdom Avenues.

INTERNAL DISTRIBUTION:

- : - AGENDA 1987 JULY 13
- : - COPY - MUNICIPAL MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR FINANCE
- DIRECTOR PLANNING & BUILDING INSPECTION

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There is too much traffic noise already from daily commuters using Kitchener Street as a main thoroughfare but these new asphalt 'strips' have created even more of a noise problem for residents in this part of the block. Now, in addition to the commuter traffic noise we already have to contend with, there are a series of distinctive bump sounds from the front and rear wheels of each vehicle that crosses the seven 'rumble strips'. The rumbling sound produced by the 'strips' is persistent and very irritating.

This aggravating noise is very disturbing and is an interruption to the peace and quiet for residents in this area. Also, the rumbling noise often wakes many residents during the night and early morning. And in the evening, with all doors and windows closed, the bump noises can still be heard even above the sound of a radio or T.V. So, the residents are concerned as well, that if this new noise problem is allowed to continue it could begin to affect their health.

If the 'rumble strips' were put in as a warning device to reduce speed it isn't effective because there hasn't been any noticeable decrease in vehicle speeds or in the number of commuters using Kitchener Street.

With the road signs we already have on Kitchener Street and with the recently installed 'checkerboard' sign and flashing red light at the 'T' junction of Holdom and Kitchener, there is now quite an extensive and much better warning system in place that is more than adequate and there is no need to also have the 'rumble strips'. It appears they are redundant and considering the amount of noise they cause it doesn't seem that the 'strips' can be justified on a residential street. In attempting to solve one problem it seems that another more serious problem was created for many residents on this street.

As concerned Burnaby citizens we are requesting that you and your Council members deal with this offensive noise problem as soon as possible and take whatever action is necessary to have the 'rumble strips' removed from Kitchener Street."

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

"At its meeting of 1986 June 24, the Traffic Safety Committee received a number of delegates from the Kitchener Street area. The subject of this meeting was the accident history of the intersection of Holdom Avenue and Kitchener Street. Arising from the Committee's consideration of the concerns of the residents, a recommendation was made to Council that a flashing red light be mounted on Holdom Avenue at Kitchener, to supplement the existing stop sign facing westbound Kitchener Street traffic.

Council, at its meeting of 1986 September 02, when considering the recommendation of the Traffic Safety Committee, decided that staff also install 'ripple bars' across the entire length of Kitchener Street.

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Owing to weather conditions, the ripple bar treatment, which involves seven 1/2" high x 4" wide asphalt bars, was not installed until late this Spring.

The purpose of a ripple bar treatment is, by vibration, to draw an inattentive driver's attention to a specific road condition, in this case the need to stop ahead. By the very nature of the treatment, a vehicle when passing over the bars creates a certain amount of noise, which is unavoidable. Any similar vibratory treatment is going to generate some noise.

In summary, the only solution to the noise complaint would be the removal of the ripple bar and rely on the flashing light and advance stop sign to warn motorists of the need to stop.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the subject 'ripple bar' treatment on Kitchener Street be removed."

B. WESTERN CANADA TRAFFIC ASSOCIATION - 30TH ANNUAL CONFERENCE

RECOMMENDATION:

1. THAT two (2) members of the Traffic Safety Committee and Mr. H.B. Bacon, Traffic Supervisor, be authorized to attend the 30th Annual Conference of the Western Canada Traffic Association in Regina, Saskatchewan from 1987 October 14 to 16 inclusive.

R E P O R T

A letter dated 1987 April 22 was received from the President, Western Canada Traffic Association extending an invitation for members of the Traffic Safety Committee to attend the captioned Conference.

The total approximate cost for two (2) Committee members and Mr. Bacon to attend the Conference is \$3,000.00. Funds are available in the 1987 Operating Budget to cover the costs (Charge: 40-00011-0004-2114).

C. BERESFORD STREET AT WILSON AVENUE

RECOMMENDATIONS:

1. THAT Council approve the right-of-way from Beresford Street to Wilson Avenue at their intersection.
2. THAT Larry Sianchuk, Transportation Services Assistant, B.C. Transit, 1200 West 73rd Avenue, Vancouver, B.C., V6P 6M2, be advised of Council's decision.

R E P O R T

A report dated 1987 June 11 was received from the Director Engineering regarding a proposed right-of-way at the intersection of Beresford Street and Wilson Avenue, the contents of which are contained hereunder:

"We have received a request from B.C. Transit to change the assigned right-of-way at the captioned intersection from Beresford Street to Wilson Avenue. The reason for the request

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is that the distance between the stop bar for southbound Wilson at Beresford and the nearest railway track is only 78.3m (24 feet) whereas the transit buses are 10.7m (35 feet) or 12.2m (40 feet). When stopped at this stop bar the back of the bus is astraddle the railway tracks which is in contravention of Section 198(6)(c) of the Motor Vehicle Act. This Section states in part:

'When a driver has stopped in accordance with this section, he shall not stop with a part of the vehicle on or over the tracks.'

The long range plans for the neighbourhood include Beresford Street constructed to a 14m standard. Wilson Avenue is a 14m standard north of Central Boulevard but may be reduced as it crosses the tracks. South of Beresford, Wilson may even be eliminated depending upon any development proposal for the area. Central Boulevard on the north side of the tracks will be eventually extended from Wilson to Willingdon Avenues and Wilson will then also be stopped at Central Boulevard. At this time though the buses will be rerouted to Central Boulevard.

In view of the legal problems created by the existing stop sign arrangement and the lack of a short term alternative solution, we are recommending that the Committee approve of the reassignment of the right-of-way from Beresford Street to Wilson Avenue at this intersection. We propose to accomplish this reversal through an interim four-way stop for thirty days prior to the removal of the stops on Wilson Avenue.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the Committee approve of the right-of-way from Beresford Street to Wilson Avenue at their intersection.
2. THAT B.C. Transit be advised of the Committee's decision."

D. KINCAID STREET AT SMITH AVENUE

RECOMMENDATION:

1. THAT Council approve the installation of a four-way stop at the intersection of Kincaid Street with Smith Avenue.

R E P O R T

A report dated 1987 June 15 was received from the Director Engineering advising of the accident history at Kincaid Street and Smith Avenue, the contents of which are contained hereunder:

"This intersection has been one with a persistent accident history that previous attempts at resolving through improved sight distance have not apparently been effective. To date in 1987 there has been six recorded accidents, five of which were right-angle collisions. The accident statistics for the previous three complete years, with the number of right-angle collisions in brackets, are: 1986-9 (9), 1985-8(8), and 1984-10(9). As these statistics meet the accident portion of the warrant for the installation of a four-way stop control we updated our vehicle volume statistics for both intersecting streets.

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The aforementioned warrant requires that the volumes on the intersecting streets should be approximately equal. The results of our traffic counts showed the Smith Avenue approach volume of 6236 to be more than twice that of the Kincaid Street volume of 2798. This traffic volume imbalance is usually considered detrimental to the safe and efficient operation of a four-way stop installation. Nonetheless we are recommending that the Committee approve the installation of a four-way stop at the subject intersection.

We are basing our recommendation, contrary to the usual warrant, on the continued accident history in spite of previous attempts to resolve the situation and on a precedent which appears to be working effectively. The precedent is Gilley Avenue at Imperial Street where the Gilley volume was less than half that of Imperial Street. The only negative effect of this latter four-way stop has been the apparent, based on residents' complaints, predicted increase in traffic volumes on Gilley. The accidents though have been reduced from an average of one per month in the previous twelve month period to only three reported accidents in the nine months since. Two of these latter three accidents were rear-end accidents on Imperial Street.

Traffic volumes on Kincaid Street may increase due to a four-way stop but we would not expect any increase to be excessive as the relatively low volume of traffic on Smith Avenue would not have been a major deterrent to traffic on Kincaid Street. We would expect reduced accidents and also a possible reduction in the number of complaints related to excessive speeds on Smith Avenue.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the Committee approve the installation of a four-way stop at the intersection of Kincaid Street with Smith Avenue."

E. DOMINION STREET AT SMITH AVENUE

RECOMMENDATIONS:

1. THAT Council approve the designation of Smith Avenue from Canada Way to Manor Street as a local collector (residential).
2. THAT the Engineering Department implement this designation with the installation of stop signs on Dominion and Norfolk Streets at Smith Avenue.
3. THAT Mrs. D.M. Fleming, 3809 Dominion Street, Burnaby, B.C., V5G 1C1 be sent a copy of this report.

R E P O R T

A report dated 1987 June 15 was received from the Director Engineering regarding the intersection of Dominion Street at Smith Avenue, the contents of which are contained hereunder:

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We received a request from Laurie Fleming of 3809 Dominion Street for the installation of stop signs at the captioned intersection. The location does not meet the Committee adopted warrant for the installation of stop signs at an isolated intersection. The other warrant for stop signs is the one of the intersecting streets being designated as a collector street. We are recommending that Smith Avenue between Canada Way and Manor Street be designated as the 'minor collector (residential)' for the neighbourhood bounded by Boundary Road on the west, Broadview Park on the east, Canada Way on the south and Grandview Highway on the north.

Attached as Schedule "A" is a sketch showing the Council adopted Community Plan Eight which includes the subject neighbourhood. On this sketch we have indicated the existing traffic signals, and the existing arterial and collector streets. Smith Avenue between Canada Way and Norfolk Street and between Dominion and Manor Streets has already been constructed to its final 11m (36 feet) standard pavement width. This width is both the standard for collector streets and for multi-family residential zoning areas.

The existence of the signal at Canada Way and Smith Avenue combined with the collector street designation of Smith Avenue south of Canada Way and the apparent collector street standard of Smith Avenue north of Canada Way results in motorists using the latter portion of Smith Avenue as if it were a collector street. With the increased density of development currently occurring within the neighbourhood we expect to see traffic volumes increase over the current 2200 vehicles per day. This volume is already greater than that normally expected for a residential street due to some commuter short-cutting through the neighbourhood. We would not expect this commuter traffic to increase significantly with the collector designation.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the Committee approve the designation of Smith Avenue from Canada Way to Manor Street as a local collector (residential).
2. THAT the Engineering Department implement this designation with the installation of stop signs on Dominion and Norfolk Streets at Smith Avenue.
3. THAT Mrs. D.M. Fleming be sent a copy of this report."

F. BURRIS STREET TRAFFIC

RECOMMENDATION:

1. THAT Mr. Darryl Chung, 6435 Linfield Drive, Burnaby, B.C., V5E 3M6; Dr. Ludlow Beamish, 7456 Burris Street, Burnaby, B.C., V5E 1Y8 and Dr. John Waller, 7468 Burris Street, Burnaby, B.C., V3L 4Y8 receive a copy of this report.

R E P O R T

Council, at the regular Council meeting held on 1987 June 08 received a letter from Mr. Darryl Chung, Dr. Ludlow Beamish and Dr. John Waller which discussed traffic problems faced by residents of Burris Street and sought mutually acceptable solutions to those problems. Council referred this matter to the Traffic Safety Committee for investigation and report.

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A report dated 1987 June 11 was received from the Director Engineering responding to this matter, the contents of which are contained hereunder:

"Under the Burnaby Conceptual Transportation Plan, Burriss Street from Canada Way to Sperling Avenue and Sperling Avenue from Burriss Street to Kingsway has been designated as a major collector (residential).

In the late fall of 1984, Oakland Avenue was extended from Royal Oak Avenue to connect to Burriss Street at Sperling Avenue. Just prior to this connection, the volume of traffic on Burriss Street east of Walker Avenue was approximately 8,600 vehicles per day (V.P.D.). Following the opening of Oakland Street to Burriss Street, the volumes recorded at the above noted Burriss location started to rise. In August of 1985 the count was approximately 9,500 V.P.D. A further count taken in June of 1986 gave an approximate volume of 10,900 V.P.D.

The Alex Fraser bridge was open to traffic on 1986 September 19. The next traffic count taken on Burriss Street at the noted location was on November 20, 1986 and was approximately 10,600 V.P.D. The next count taken on February 2, 1987 gave a count of 10,200 V.P.D.

From the above we can say that traffic volumes on Burriss Street showed a rise of about 27% in a year and a half or from the opening of Oakland Street to the opening of the Alex Fraser bridge. In the ten months since the opening of the Alex Fraser bridge, the volumes on Burriss Street dropped by 700 V.P.D. or 6%.

In response to the concerns of truck traffic, we would advise that the R.C.M.P. are continually monitoring such movements. In many cases they are finding that the trucks have a reason to be on Burriss Street and are therefore not in violation of our truck route bylaw. In many other cases the licensed gross vehicle weight is below the bylaw limit. In any event, we will be asking the R.C.M.P. to take note of the residents' concerns.

With regard to the designation of a feeder route in a residentially zoned area, we would point out that many major collectors under the Conceptual Transportation Plan are in residentially zoned areas. A few are Imperial Street, Sperling Avenue, Kensington Avenue, Holdom Avenue, 16th Avenue, Cariboo Road, and Parker Street. Some of these streets are presently carrying volumes in excess of 10,000 V.P.D.

In summary it would appear that the opening of Oakland Street did cause a rise in the Burriss Street traffic volumes above the normal 6%+ per year that occurs on most collectors. The volumes, however, have not been affected by the opening of the Alex Fraser bridge and in fact have shown a decrease since the opening. A shift in traffic patterns related to the three bridge crossings (Port Mann, Patullo and Alex Fraser) is a probable cause.

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STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT this report be received for the information of the Committee.
2. THAT Dr. John Waller receive a copy of this report."

NOTE:

Your Committee agreed it would be appropriate to forward a copy of this report to all three signatories of the original correspondence as opposed to only Dr. John Waller as shown in the recommendation of the Director Engineering.

F. INTERSECTIONS OF PENDER-CARLETON, PENDER-MADISON, AND PENDER-ROSSER

RECOMMENDATION:

1. THAT the banning of parking at the intersections of Pender-Carleton, Pender-Madison and Pender-Rosser as outlined in this report be approved.

R E P O R T

A report dated 1987 June 17 was received from the Director Engineering responding to complaints received regarding parking problems and resulting high accident rates at the capitoned intersections. The Director Engineering reported as follows:

In response to telephone complaints, we have been monitoring the accident rate at the subject intersections. For the three year period 1984 May 01 to 1987 April 30, the accident rate for each intersection is as follows:

Pender-Carleton	- 12	accidents total,	average 4 per year
Pender-Madison	- 16	accidents total,	average 5.3 per year
Pender-Rosser	- 14	accidents total,	average 4.7 per year

We have conducted field observations of these intersections and have found that the three intersections have similar characteristics. Pender Street has the right of way in each case. The cross street traffic on Carleton, Madison and Rosser are relatively low traffic volumes and there is no delay problem at any of the stop signs.

We did find that parking is very congested on both sides of Pender Street at all three intersections. The standard 6m corner clearance provided under Section 13(2)(c) of the Burnaby Street and Traffic Bylaw is not adequate in this case because the parking is so dense that there are no gaps for a driver to see traffic approaching. Considering that most of the accidents recorded are right angle collisions, limited vision appears to be the main contributing factor.

In order to correct this vision problem, we have attached as Appendix "B" a diagram indicating the existing 6m corner clearance and the required parking ban to provide clear vision of a vehicle 36.5m from the intersection. 36.5m is the safe sight-stopping distance for a vehicle approaching the intersection at 50 km/h. The shaded area indicates the

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existing parking that is currently causing the vision obstruction. The Pender and Madison intersection was used as an example. The other two intersections require the same treatment.

As indicated on the sketch, improvement of the vision clearance will require a parking ban of 25m for the approach to the left of a driver on the side street and 15m for the right hand approach.

At the end of one year, the Engineer would report back to the Committee regarding the effectiveness of the parking ban.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the banning of parking at the intersections of Pender-Carleton, Pender-Madison and Pender-Madison as outlined in this report be approved."

H. BURNWOOD DRIVE AT GREYSTONE DRIVE

RECOMMENDATIONS:

1. THAT Council approve the installation of a four-way stop at the intersection of Burnwood and Greystone Drives.
2. THAT Mr. Steve Edwards, 7335 Capistrano Drive, Burnaby, B.C., V5A 1P7 be informed of Council's decision.

R E P O R T

A letter dated 1987 June 02 was received from Mr. Steve Edwards, 7335 Capistrano Drive expressing concern regarding a traffic situation at the corner of Burnwood and Greystone Drives; specifically, too many accidents and close calls.

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

"This intersection of two designated residential collector streets, Burnwood a major and Greystone a minor, is controlled by stop signs on Greystone Drive. The intersection has a limited sight distance on the northwest corner due to the curvature of the roadway, but the safe sight stopping distance is still adequate for the existing speed limit. Nonetheless, we have received previous complaints regarding this limited sight-distance due to the excessive speed of traffic on Burnwood Drive.

The accident history for the intersection consists of the following (right-angle collisions in brackets): 1984-5(2); 1985-7(7); 1986-6(4); and 1987 to date -3(1). These accident statistics approach but do not meet the warrant for a four-way stop. The second portion of a four-way stop warrant is approximately equal volumes on the intersecting streets, therefore we recorded the traffic volumes on both streets.

The results of these counts showed that Greystone Drive is currently carrying a slightly greater volume than the designated through street Burnwood Drive with a volume of 4,300 compared to the latter volume of 4,100 vehicles per day.

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This situation is similar to that which existed at Eastlake Drive and Production Way where Production Way was intended to carry the greater volume and therefore had the designed right-of-way but the volumes on Eastlake were greater. This latter intersection was subsequently converted to a four-way stop which has proven effective.

In view of the almost equal volumes on the intersecting streets and the accident statistics approaching those required for a four-way stop, we are recommending that the intersection of Burnwood Drive at Greystone Drive be controlled by a four-way stop.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the Committee approve the installation of a four-way stop at the intersection of Burnwood and Greystone Drives.
2. THAT Mr. Steve Edwards of 7335 Capistrano Drive be informed of the Committee's decision."

I. SPEED LIMITS - SCHOOL ZONES

RECOMMENDATION:

1. THAT the request for a posted 30 kmh speed limit on Sperling Avenue adjacent Sperling Avenue School be denied.

R E P O R T

A letter dated 1987 January 15 was received from P.S. Boyle, Secretary-Treasurer, School District No. 41 - Burnaby, advising that the Board of School Trustees had received a request from Sperling Elementary School for the placement of a 30 kmh speed limit along Sperling Avenue.

A report dated 1987 January 22 was received from the Director Engineering responding to the request, the contents of which are contained hereunder:

"More than 25 years ago the Municipal Council on the recommendation of the Traffic Safety Committee removed the reduced speed limits on all collector streets adjacent school sites. It was found that such speed reductions were never complied with and became a major source of annoyance to motorists whenever they were enforced. It was felt that a more practical and safer approach to pedestrian safety was to have the children crossing a major street in front of a school, and to do so in a marked/signed and patrolled crosswalk.

This approach was taken by many other municipalities who began to remove unworkable speed zones on collector streets adjacent school sites.

In the past few years the municipality has installed reduced speed limits on two collector streets adjacent school sites. One was on Gilmore Avenue and the other on Duthie Avenue. Speed checks taken before and after the installation of the reduced speed limits were posted showed no decrease in the speed of the traffic. (A recent speed check on Duthie Avenue

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showed an 85th percentile speed of 54 kmh in a posted 30 kmh zone.) The only thing it accomplished was to increase the number of speed violations and prosecutions for speeding while not accomplishing the intent, which was to reduce the speed.

We have checked the requested section of Sperling Avenue and would advise that the children here are directed to a marked and patrolled crosswalk which is good and no problems were noted. The 85th percentile speed in the 50 kmh zone was calculated at 57 kmh. Of the total sample of 216 vehicles, only about three would have warranted tickets. Under a 30 kmh speed limit approximately 100 vehicles could have received tickets.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the speed limit on Sperling Avenue adjacent the Sperling Avenue Elementary School remain at 50 kmh.
2. THAT the Burnaby School Board be sent a copy of this report."

NOTE: This matter was postponed pending a further report from the Director Engineering covering traffic volumes and speeds in other areas where school speed zones (30 kmh) are in effect.

A report dated 1987 June 18 was received from the Director Engineering providing the traffic volumes and speeds in the vicinity of other schools as directed by the Committee. The Director Engineering reported as follows:

"The Policy of Burnaby and most other large municipalities in the Lower Mainland has been not to institute reduced school speed zones on collector streets. They have instead designated a specific location on the collector street where students are directed to cross. This has usually been done by the use of a marked and signed crosswalk supplemented by a school patrol or adult crossing guard. On high volume multi-lane collectors/arterials they have, where warranted, installed pedestrian signals.

In spite of this policy we do receive requests from time to time to place reduced speed limits on collector streets adjacent school zones. These requests have never been prompted by any accidents or proven speeding problems, but are simply subjective in nature. It is felt by those requesting the speed reduction that it will make the street crossing safer.

Two school locations were recently approved by this Committee for reduced speed limits, Gilmore Avenue adjacent Gilmore Elementary School and Duthie Avenue adjacent Montecito Elementary School. Speed checks taken by radar before and after the posting have shown virtually no change in 85th percentile speed of passing traffic. This of course was not unusual as studies throughout North America have shown that drivers drive to the condition of the facility, not to an arbitrarily posted speed limit. It has been proven repeatedly

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that the only way these reduced speed zones work is by continual enforcement, something that you are not likely to be able to provide.

The safety value of these reduced speed zones has always been a concern to highway administrators. We know that they have very little if any effect on the 85th percentile speed. We do know that if the odd motorist does recognize the requirement to reduce speed and does so, other drivers became impatient and start passing. This condition does little for the safety in a school zone. From the enforcement angle such zones are easy targets, however picking off these drivers who are driving in a range of 50-60 kmh only produces a hostile driver who feels he wasn't presenting a danger. Again this does little for the safety of a school zone or the driver's respect of what he perceives as simply a form of a speed trap.

Our latest request for a reduced speed limit is from the principal of the Sperling Avenue Elementary School. The request is for Sperling Avenue adjacent the school. Again the request is not based on any accident history but on a fear that without a reduced speed limit, an accident could happen.

Students attending this school are directed to cross Sperling Avenue in a signed, marked and patrolled crosswalk. The width of Sperling Avenue is 11m between curbs and is classified as a residential collector.

We have conducted speed checks on Sperling Avenue (a 50 kmh zone) adjacent the school to obtain an 85th percentile. We found that the 85th percentile speed just prior to the arrival of the school patrol was in the range of 55 - 57 kmh. During the presence of children in the crosswalk area the 85th percentile dropped to a range of 50 - 53 kmh. The 50th percentile dropped from 50 kmh to 44 kmh. The speeds were of vehicles that were not required to stop.

While the 85th percentile speeds are slightly above the legal speed limit, they are not, when you consider the street classification, excessive. We know from our own experience as well as that of others that the posting of a lower limit is not going to bring these speeds down. All we are going to accomplish or be accused of, is setting a speed trap on a type or classification of street that a motorist does not expect to encounter such restrictions. For the above reasons we are unable to support a reduced school speed limit on Sperling Avenue or any other collector street.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the request for a posted 30 kmh speed limit on Sperling Avenue adjacent the Sperling Avenue School be denied.

J. PROPOSED PARKING RESTRICTIONS - 3700 BLOCK CANADA WAY

RECOMMENDATION:

1. THAT Council approve the prohibition of parking of vehicles on the north side of Canada Way from Smith Avenue to approximately the west property line of 3737 Canada Way.

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R E P O R T

Council, at the regular Council meeting held on 1987 June 22 received a report from the Traffic Safety Committee which proposed the elimination of parking on the north side of Canada Way from Smith Avenue to Boundary Road. The report advised of a local merchant's complaint that the existing parking has resulted in several near accidents due to the two westbound Canada Way lanes having to merge into one when approaching Boundary Road.

The Traffic Safety Committee recommended to Council as follows:

"THAT Council approve the prohibition of stopping of vehicles on the north side of Canada Way between Smith Avenue and Boundary Road."

Arising out of Council's consideration respecting this matter, the following motion was adopted:

"THAT the motion as moved by Alderman Emmott and seconded by Alderman Nikolai, being; 'THAT the recommendation of the Traffic Safety Committee be adopted', be now REFERRED back to the Committee."

Council referred this matter back to the Committee with a request that the proposal be reconsidered in view of the potential impact the restriction might have on merchants on the north side of Canada Way between Smith Avenue and Boundary Road.

Your Committee, after due consideration of the proposed parking restriction and the potential impact on the merchants of the area, submits an amended recommendation, as noted on page 11 previous, for Council's consideration.

Respectfully submitted,

Alderman A.H. Emmott
Chairman

Alderman L.A. Rankin
Member

Alderman S.G. Veitch
Member

