

REPORT  
Regular Council Meeting  
1987 October 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 October 06 at 6:00 p.m.

PRESENT:

Alderman A.H. Emmott, In the Chair  
Alderman L.A. Rankin  
Alderman S.G. Veitch  
Mr. William Anderson, Senior Citizens Representative  
School Trustee A.M.J. Bailey, School Board Representative  
Mrs. Lorraine Brown, District Parent Committee  
Mr. Tony Hulme, ICBC, Traffic Safety Education Dept.  
Mr. D. Spencer McDonald, B.C. Safety Council  
Mr. Rob Weston, B.C. Motor Transport Association

ABSENT:

Mr. K.R. Beedie, Burnaby Chamber of Commerce  
Mr. W.B. Bennett, B.C. Transit Representative  
Mr. John Woods, Citizens Representative

A. CAMBRIDGE STREET AND ESMOND AVENUE

RECOMMENDATIONS:

1. THAT a diverter be placed in the intersection of Cambridge Street and Esmond Avenue as noted in the report.
2. THAT Mrs. Anne L. Smith, 3785 Oxford Street, Burnaby, B.C., V5C 1C1 be sent a copy of the report.

(CARRIED UNANIMOUSLY)

R E P O R T

Mrs. Anne L. Smith appeared before the Traffic Safety Committee as a delegation at the 1987 October 06 Committee meeting, at which time she provided a brief history of the traffic concerns in her area and requested a solution to the current problem of numerous traffic accidents at the intersection of Cambridge Street and Esmond Avenue. Mrs. Smith, in referring to the report of the Director Engineering, supported the placement of a traffic diverter but felt that the traffic problems in the whole area needed to be examined again.

A report dated 1987 August 26 was received from the Director Engineering, the contents of which are contained hereunder:

INTERNAL DISTRIBUTION:

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

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"On 1983 May 12, at the recommendation of the Traffic and Safety Committee, the stop signs at Esmond Avenue and Oxford Street and at Madison Avenue and Oxford Street were reversed. This was done to discourage commuter traffic from using Oxford Street, a local collector. At the time of the stop sign reversal Oxford Street was carrying approximately 6500 vehicles per day (V.P.D.) while Cambridge Street was carrying about 1000 V.P.D. One year later the count on Oxford Street was 4700 V.P.D., a drop of 1800 V.P.D. or 28%. Cambridge Street on the other hand rose from 1000 V.P.D. to 1600 V.P.D., an increase of 60%.

Intersection accidents on Oxford Street from Boundary Road to Willingdon Avenue after reversal of the stop signs, dropped from 11 accidents in the year before to 6 in the year after. Accidents on Cambridge Street, whose intersections are unprotected, rose from 7 the year before to 19 the year after, a rise of 171%. This accident trend on Cambridge has continued as some commuters continue to use Cambridge Street in preference to Oxford Street. Recent traffic counts show Oxford Street as carrying approximately 3600 V.P.D. while Cambridge Street is carrying 1500 V.P.D.

Because of the continuing high accident rates along Cambridge Street we conducted a series of visual observations of driver habits to see if there was a possible relationship. It soon became apparent that driver attitude was the primary factor in the high rate of accidents. Radar checks were taken of vehicles on Cambridge Street as they entered the intersection of Esmond Avenue. The 85th percentile speed was noted at 47 kmh, an excessive speed when entering an uncontrolled intersection. The highest recorded speed was 58 kmh. It was also noted that the majority of the higher speed drivers looked neither right nor left as they shot through the intersection. All they needed to do was have a driver with the same mentality enter from the cross street and we would record another accident.

The intersection of Cambridge and Esmond, has as a result of this year's accident rate, met the warrants for stop signs. If stop signs are installed they should be placed on Cambridge Street giving the right of way to Esmond Avenue. While this may reduce the accident rate at this intersection it may not do much for the remaining uncontrolled intersections along Cambridge Street. A more positive control would be to install an intersection diverter from the northwest corner to the southeast corner of the Cambridge Street/Esmond Avenue intersection which will divert the Cambridge Street traffic to either Eton Street or to Oxford Street. These latter two streets have control at all the intersections between Boundary Road and Willingdon Avenue and are the logical streets to carry the higher volumes of traffic. The designation of Cambridge Street as a collector is not recommended as sections have already been built to a minor 8.5 (28') curbed standard, a standard not suited to higher volumes of traffic.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT a diverter be placed in the intersection of Cambridge Street and Esmond Avenue as noted in this report.
  2. THAT Anne L. Smith be sent a copy of this report."
- Arising out of the Traffic Safety Committee's consideration of this matter, a motion was unanimously adopted directing staff to conduct a comprehensive review of the traffic patterns in the area and provide clarification on the status of the Cambridge overpass.

B. BURRIS/OAKLAND/WALKER/SPERLING

RECOMMENDATIONS:

1. THAT Council approve the painting of left turn storage bays on Burris/Oakland/Walker/Sperling Avenues.
2. THAT Council approve the installation of a fully actuated pedestrian/vehicle traffic signal at the intersection of Burris Street and Walker Avenue.

(CARRIED UNANIMOUSLY)

R E P O R T

Council, at the regular Council meeting held on 1987 September 14, referred the Traffic Safety Committee report on the referenced subject area back to the Committee for further examination of two requests which arose from Council's discussion regarding this matter.

In responding to the Council request for additional information, the Director Engineering submitted a report advising as follows:

"On 1987 September 14 Council passed a motion to refer the Committee report of the captioned subject back to the Committee for further consideration. Arising out of the discussion on the motion were two requests for additional information. The first was a request for traffic volume statistics for the intersections of Royal Oak/Oakland, Gilley/Oakland, Burris/Canada Way, and the Walker/Sperling area. On the sketch attached as Appendix 'A' we have indicated the traffic volumes most recently recorded at each respective location (figures rounded to nearest hundred). These volumes are for two way flows.

The second request was that the Director Engineering investigate a possible change in the intersection of Burris/Walker to reduce traffic on Walker Avenue. We have considered this request and would advise that the only way to reduce volumes on Walker Avenue would be by means of a raised centre median on Burris Street. This would then prevent all left turns within the intersection as well as a north/south movement across Burris Street. This solution would be quite severe and is not recommended.

We are submitting again, a sketch, attached as Appendix 'B', on the Burris/Oakland Street alignment for consideration. If a signal is to be installed at this time, then it should be placed at the intersection of Oakland Street and Sperling Avenue, the junction of two major residential streets as set out in the Burnaby Conceptual Transportation Plan. The controller for such a signal would also have the capabilities of regulating a signal at the intersection of Burris/Walker should future traffic volumes warrant such control. The signal at Sperling Avenue would be provided with a left turn phase for the westbound movement as well as pedestrian crossing phases over Oakland Street.

The above is for the information of the Committee."

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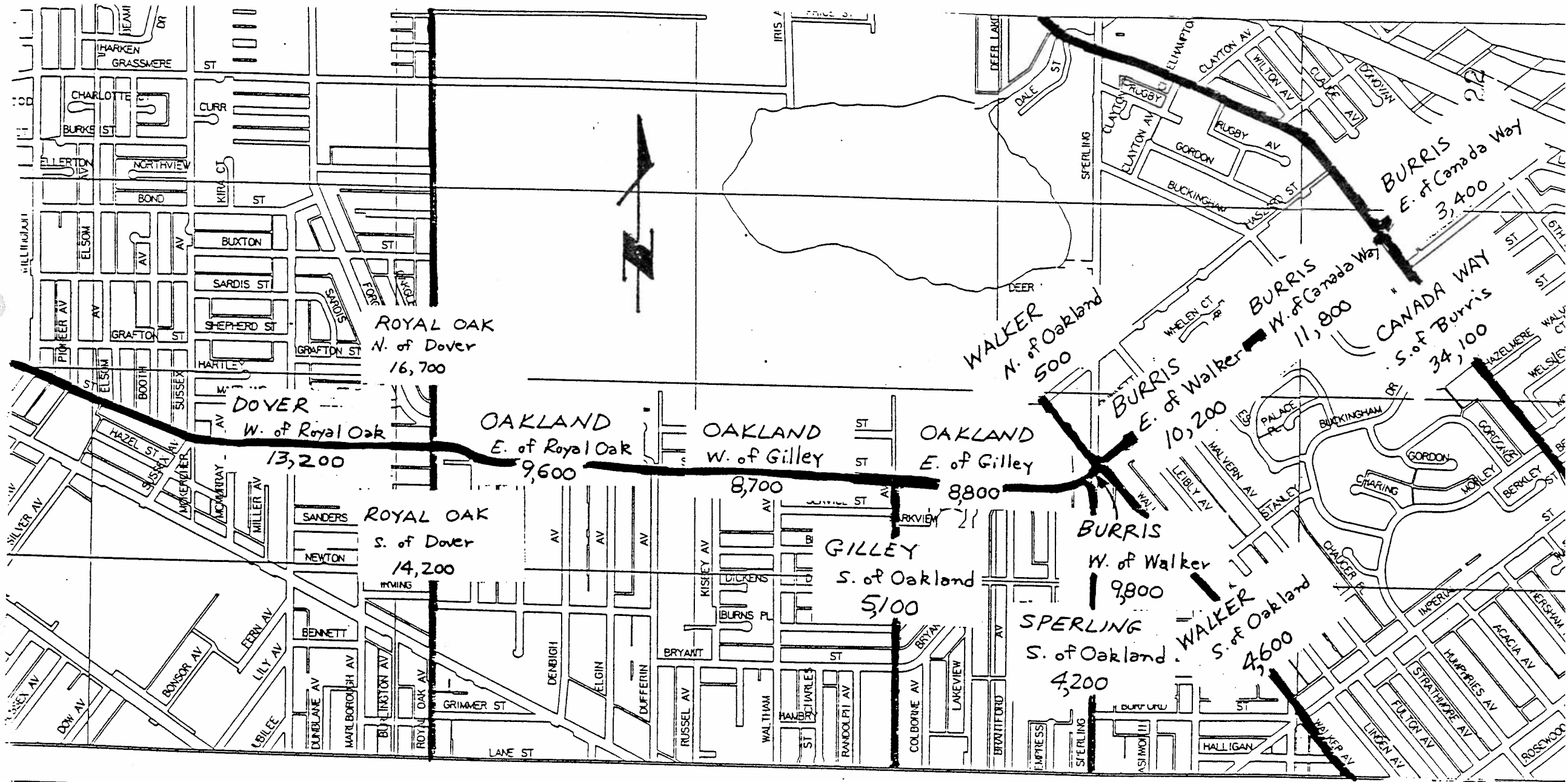
As a result of your Committee's overall reconsideration of this matter, the aforementioned recommendations are submitted for Council's approval.

Respectfully submitted,

Alderman Emmott,  
Chairman

Alderman Rankin,  
Member

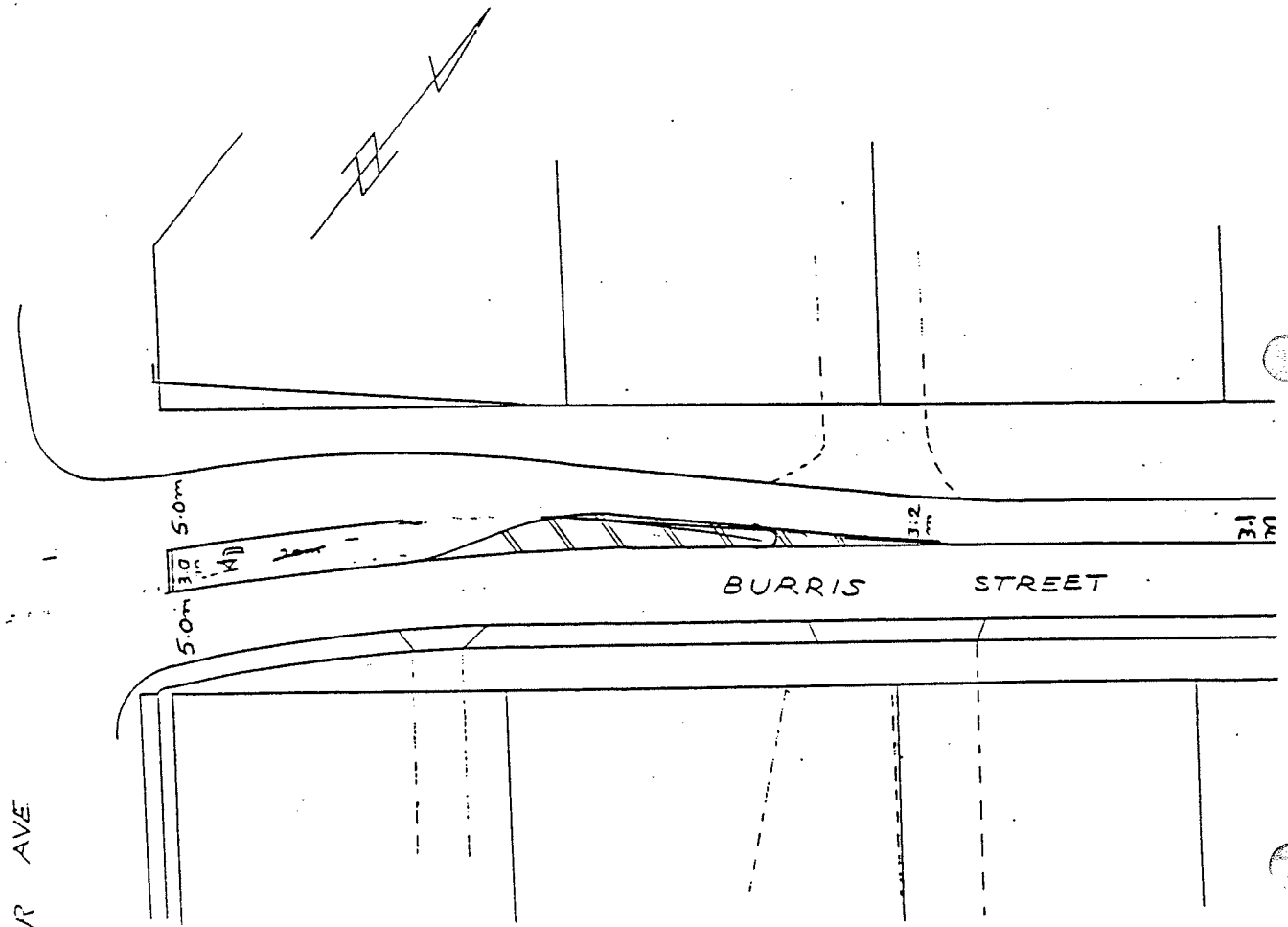
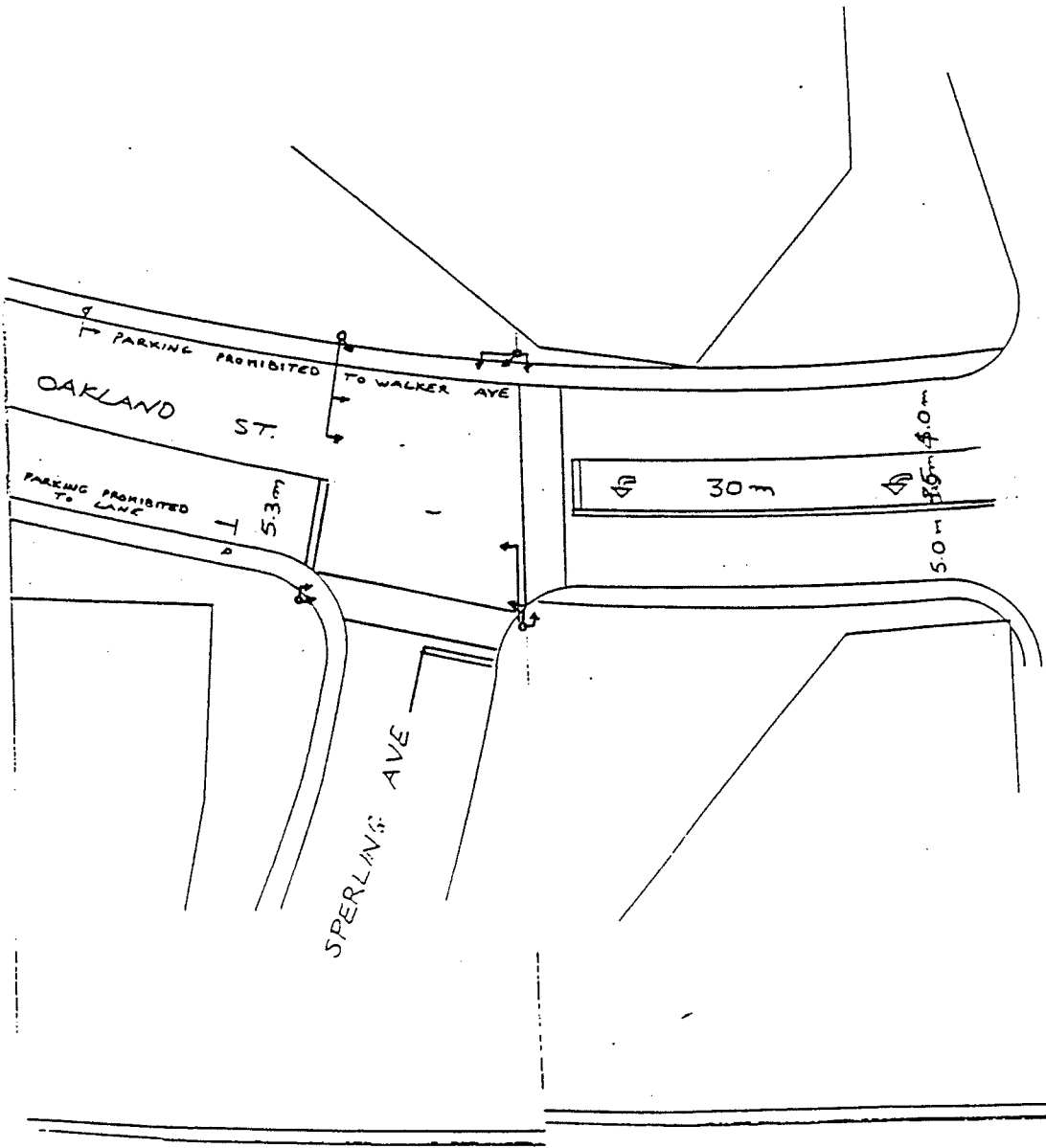
Alderman Veitch,  
Member



KEYMAP5

PHOTOGRAPHICALLY REDUCED TO 1:12000 BURNABY A

APPENDIX  
"A"



APPENDIX  
"B"