

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 December 01.

PRESENT:

Alderman A.H. Emmott, In the Chair
School Trustee A.M.J. Bailey, School Board Representative
Mrs. Lorraine Brown, Parent Teacher Council
Mr. William Anderson, Senior Citizens Representative
Mr. W.B. Bennett, B.C. Transit Representative
Mr. Tony Hulme, ICBC, Traffic Safety Education Dept.
Mr. D. Spencer McDonald, B.C. Safety Council
Mr. Rob Weston, B.C. Trucking Association
Mr. John Woods, Citizens Representative

ABSENT:

Alderman L.A. Rankin
Alderman S.G. Veitch
Mr. K.R. Beedie

A. KITCHENER STREET AND SHERLOCK AVENUE

RECOMMENDATIONS:

1. THAT stop signs be erected on Kitchener Street giving the right-of-way to Sherlock Avenue.
2. THAT the advance intersection signs and slow tabs on Kitchener Street be removed as they will be redundant.

(CARRIED UNANIMOUSLY)

R E P O R T

Council, at the regular Council Meeting held on 1987 November 02, adopted the following recommendation arising out of Council's consideration of a Manager's Report item on Shellmont Street - Arden Avenue to Underhill Avenue:

"THAT the matter of Kitchener Street being used as a shortcut route from Holdom Avenue past Duthie Avenue and the number of serious accidents which have occurred at the intersection of Kitchener Street and Sherlock Avenue be REFERRED to the Traffic Safety Committee:"

The Director Engineering investigated this matter and submitted the following report to the Traffic Safety Committee:

INTERNAL DISTRIBUTION:

: - AGENDA - 1987 DECEMBER 14
: - COPY - MUNICIPAL MANAGER
: - DIRECTOR ENGINEERING
: - DIRECTOR PLANNING & BUILDING INSPECTION

"Kitchener Street and Sherlock Avenue are both classified as minor residential streets. Kitchener Street, which serves as a bus route (eastbound only), has been constructed to its final 8.5 metre (28') curb standard. Sherlock Street is a 6.0 metre (20') asphalt cap pavement with gravel shoulders. Its future standard will be 8.5m curb to curb.

Traffic counts taken on Kitchener Street in 1987 November gave a count of 1,678 vehicles per day (V.P.D.). A count taken in 1986 November gave a count of 1,797 V.P.D. However, a count taken in 1982 June gave a count of 1,310 V.P.D. The count information available would appear to indicate the use of Kitchener Street by the developing area east of Duthie Avenue.

The reported accident rate at the Kitchener/Sherlock intersection in the 10-year period, 1977 August to 1987 August, was 24. Of the 24 accidents, 14 occurred prior to 1984 July 12, at which time we placed warning signs on Kitchener Street indicating intersection ahead with advisory slow tabs. In spite of these warnings, the accident rate has continued with three recent accidents bringing the total to 10 since 1984 July 12.

In the same 10-year period, the intersection to the west, Cliff/Kitchener, which is controlled by stop signs on Cliff Avenue, has recorded 15 accidents, 14 of which were right angle.

When we look at the accident histories of these as well as other intersections and observe the driving habits of the motorists, we can only draw the conclusion that we are confronted with a driver attitude problem. During our investigations of traffic in the past year or so, we have noted an increasing disregard of traffic control devices such as stop signs and red lights. In the case of uncontrolled intersections, drivers are entering these at speeds at which they could never stop in time to avoid an accident.

In returning to the accident history of the subject intersection, we would have to say that some form of control is warranted. Because Kitchener Street is a bus route, the only control suitable would be stop signs. Normally stop signs should be arranged to give the higher volume street (Kitchener) the right-of-way. However, Kitchener Street, with its 8.5 m curb standard, is not a suitable width for a collector, which it would tend to be with stops already giving it the right-of-way at Cliff Avenue. Therefore any stop signs should be arranged to give the right-of-way to Sherlock Avenue and requiring Kitchener Street to stop thus breaking a continuity of right-of-way.

While we are recommending stop signs to try and alleviate a growing accident picture, we are not expecting great results unless we start enforcing the requirement to stop, and by that we mean coming to a full stop.

STAFF RECOMMENATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT stop signs be erected on Kitchener Street giving the right-of-way to Sherlock Avenue.
2. THAT the advance intersection signs and slow tabs on Kitchener Street be removed as they will be redundant."

B. INTERSECTION OF IMPERIAL STREET AND GILLEY

RECOMMENDATION:

1. THAT a copy of this report be sent to Mr. Peter S. Boyle, Secretary-Treasurer, School District No. 41 - Burnaby, 5325 Kincaid Street, Burnaby, B.C. V5G 1W2.

(CARRIED UNANIMOUSLY)

R E P O R T

Further to the Traffic Safety Committee report submitted to Council on 1987 November 09 (Item 5c) on this subject, the Director Engineering has submitted further information in the way of traffic counts in order to enable School District No. 41 - Burnaby to further access the need for a crossing guard at the subject intersection.

The Director Engineering reported to the Traffic Safety Committee as follows:

"Recent automatic traffic counts taken on Gilley Avenue and on Imperial Street gave readings of 4400 V.P.D. and 8100 V.P.D. respectively. Visual observation at the subject intersection is controlled by a four way stop and the 27 elementary pupils observed crossing appeared to have no problems.

Vehicle volumes in the afternoon crossing period are similar to the A.M. crossing period.

In responding to the request for updated counts at the Windsor crossing we must advise that the volumes appear to have decreased in the past year. Listed below are the counts for the previous eight year period.

| | | | |
|------|--------|--------|--------|
| 1987 | Nov 17 | 8100 | V.P.D. |
| 1987 | Nov 13 | 8400 | V.P.D. |
| 1986 | May | 9500 | V.P.D. |
| 1983 | Jan | 10,900 | V.P.D. |
| 1979 | Nov | 10,600 | V.P.D. |

Observations were made during the A.M. crossing period 8:00 A.M. - 9:00 A.M. of the Windsor crossing. During the one hour period a total of 577 vehicles crossed the painted crosswalk. The school patrol was at the crosswalk at 8:31 and left at 8:56. During this period 56 or 83% of the 67 pupils crossed. During this 25 minute period 286 vehicles crossed the crosswalk.

Using the priority rating system that has been established for the placement of adult crossing guards the Windsor School crossing on Imperial Street drew a rating of 45 points from a possible 110 points.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT a copy of this report be sent to Mr. Peter Boyle, "Secretary-Treasurer, School District No. 41 - Burnaby."

Respectfully submitted

Alderman A.H. Emmott
Chairman

Alderman L.A. Rankin
Member

Alderman S.G. Veitch
Member

