

REPORT
Regular Council Meeting
1987 September 14

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 September 01 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
Mr. K.R. Beedie, Burnaby Chamber of Commerce
Mrs. Lorraine Brown, District Parent Committee
Mr. Tony Hulme, ICBC Traffic Safety Education Dept.
Mr. W.B. Bennett, B.C. Transit
Mr. D. Spencer McDonald, B.C. Safety Council
Mr. Rob Weston, B.C. Trucking Association
Mr. John Woods, Citizens Representative

A. BURRIS/OAKLAND/WALKER/SPERLING

RECOMMENDATION:

1. THAT the request for signalization of the Burris/Oakland/Walker/Sperling intersection be denied due to the lack of the necessary warrants.
2. THAT Council approve the painting of left turn storage bays on Burris/Oakland at Walker and Sperling Avenues.
3. THAT staff bring forward a report in three (3) months time providing vehicle/pedestrian counts in the subject area.

R E P O R T

Since May 1987, the Traffic Safety Committee has received numerous letters, petitions and delegations, all of which requested the installation of a pedestrian activated traffic signal at the intersection of Burris Street and Walker Avenue. The reason for this request is that the residents felt the intersection is unsafe for both drivers and pedestrians and therefore wished the situation be remedied as soon as possible.

The Director Engineering reported on three separate occasions regarding this matter and the contents of each report is contained hereunder:

INTERNAL DISTRIBUTION:
: - AGENDA 1987 MAY 04
: - COPY - MUNICIPAL MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR FINANCE
- DIRECTOR PLANNING & BLDG. INSP.

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1987 MAY 22

"As a result of requests received from the parent group representing Morley School and Mr. and Mrs. Richard Fry, we conducted an investigation to determine the warrants for additional controls at the subject intersection. Neither the traffic signal nor four-way stop warrants used by ourselves were met for the intersection but the accident records and observations indicated that the provision of separate left turn storage bays may be effective.

A survey of the existing Burris roadway north of Walker Avenue and a manual traffic count of the intersection movements at both Burris - Walker and Oakland - Sperling were conducted. The information gathered was used to design left turn storage bays for southbound traffic at both intersections.

We feel these two left turn bays will be effective in reducing the type of accidents, left-turn head-on, that have been the most common. Thirteen of the fourteen accidents recorded at Burris - Walker since the opening of Oakland Street have been this type of accident. Approximately 30 percent of the southbound traffic at Okaland - Sperling and 20 percent of the southbound traffic at Burris - Walker turns left into the respective streets.

The left-turn bays will permit the vehicles to stop without obstructing through traffic. The additional maneuvering required to enter the bays may result in reduced approach speeds and the painted 'stop bars' at the exit end of the bays may encourage left-turning vehicles to stop before making their turns. Also reducing the northbound traffic to a single lane between Walker and Sperling Avenues means through traffic may be slowed by northbound turning vehicles.

Our manual counts recorded only 35 and 12 pedestrians crossing Burris or Oakland Streets at Walker or Sperling respectively during the six peak hours of 7 - 9 a.m., 11 a.m. 0 1 p.m. and 4 p.m. - 6 p.m. The west leg of the Burris - Walker intersection recorded only 209 vehicles during these same six hours with 102 approaching and 107 departing the intersection. The east leg of the intersection had 1915 vehicles with 1266 departures and 649 approaches during the count period. To install any form of unwarranted traffic control which would create additional gaps in the traffic flow along the Burris - Oakland corridor may result in increased traffic on Talker Avenue which has already been the source of several complaints.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE

1. THAT the Committee approve the painting of left turn storage bays for southbound traffic at the intersection of Burris - Walker and Oakland - Sperling."

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1987 JUNE 15

"At the Traffic Safety Committee meeting held on 1987 May 26, direction was given for staff to report on the most suitable location for a pedestrian operated signal.

Notwithstanding the absence of the necessary warrants for any form of signal control we offer the following for consideration:

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Pedestrian Signal

In considering the pedestrian movements in the area of Burriss Street between Walker Avenue and Sperling Avenue the logical location for a pedestrian signal would be at the north crosswalk of Walker Avenue. This alignment best serves the school crossing needs of the area to the west of Burriss Street. It should be recognized however that due to the very low volumes of pedestrian crossings on Burriss Street, this signal may receive poor motorist compliance as they could be lulled into complacency due to its continuous green phase. A pedestrian who failed to push the signal button could place himself in a hazardous position if he ws to cross against the light.

The estimated cost of a pedestrian signal is \$29,500.

Full Pedestrian/Vehicle Signal

A full pedestrian/Vehicle Signal would have the benefit over the pedestrian only signal in that it would be changing phases on an irregular but continuous basis. Its disadvantage is that it may attract additional traffic to Walker Avenue.

The estimated cost of this signal is \$39,200.

Full Pedestrian/Vehicle Signal covering both the Walker/Sperling Avenue intersections

Would give both Walker and Sperling Avenues opportunities to enter traffic on Burriss Street.

The estimated cost of this combined signal is \$60,100.

Disadvantage of Full Pedestrian/Vehicle Signals

The biggest disadvantage of these signals is the total delay to all traffic. At the present time the majority of vehicles on the cross streets, Walker and Sperling Avenues, wait from 1 - 10 seconds to enter the intersection. With a signal, 40 vehicle entries, particularly left turns may wait up to 40 seconds. Traffic on Burriss Street which now suffers no delay, may be delayed up to 25 seconds. To avoid this delay, area traffic could turn off a block in advance and cut through the neighbourhood.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the above report be received as information on which to evaluate the signal needs of the captioned intersection.

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1987 JULY 27

"At its meeting of 1987 July 21 the Traffic Safety Committee referred back to staff the issue of providing signalization at the subject location.

We must first reiterate, there are no warrants existing at the subject intersections for any form of traffic signal device.

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In our report of 1987 May 22 we advised that 13 of the 14 accidents recorded at the Burris/Walker intersection since the opening of Oakland Street have been head on left turns. These type of accidents are not normally correctable by a standard traffic signal. These type of accidents can be reduced if a multi-phase signal is installed whereby the left turn movement is given a separate phase. These type of controllers however require additional time to complete a full signal cycle, a condition that increases total vehicle delay of the intersection. While we may reduce the head-on left turn accidents with a multi-phase signal operation we can expect to experience an introduction of rear end collisions, a type of accident normally generated by signal operation. For this reason an accident history is not recommended in any published warrant as the sole justification for signal installations.

As an alternative to installing an unwarranted traffic signal we had recommended the painting of left turn storage bays on Burris/Oakland at Walker Avenue and Sperling Avenue. The rationale for this recommendation is contained in our 1987 May 22 report.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the request for signalization of the Burris/Oakland/Walker/Sperling intersections be denied due to the lack of the necessary warrants.
2. THAT the Committee approve the painting of left turn storage bays on Burris/Oakland at Walker and Sperling Avenues."

* * * * *

In conclusion, your Committee felt that, owing to circumstances such as the new school year commencing and the implementation of left turn storage bays, the vehicle/pedestrians counts could significantly alter. Therefore, recommendation no. 3 noted on Page 1 of this report is submitted for your consideration.

B. EXCESSIVE SPEEDING AND NOISE - CANADA WAY

Recommendation:

1. THAT Mr. J. Kantowz, 5580 Canada Way, Burnaby, B.C., V5E 3N6 be sent a copy of this report.

R E P O R T

A letter and petition containing 13 signatures dated 1987 July 20 was received advising of excessive speeding by persons driving vehicles and motorcycles in the lane and on Claude Avenue in the vicinity of Canada Way.

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

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"Mr. Kantowz personally delivered the subject submission to the Engineering Department. His concerns were discussed which relate to a matter of excessive speed and noise in the rear lane. The source of this noise is evidently generated by some youths on motorcycles who live in a duplex at the end of the lane (5610/12 Canada Way).

Mr. Kantowz was advised that his problem would be very difficult to resolve. To catch them speeding would be extremely difficult and would require a continuous observation of the lane. On the matter of speed bumps, we advised him that the Municipality had a policy of installing speed bumps in lanes at the cost of the applicants. Mr. Kantowz was quite adamant that he was not going to pay for speed bumps to cure a problem that he felt was a Municipal responsibility.

Having observed the purported route of these motorcycles, we would have to question the use of speed bumps. We have found in the past that motorcycle riders of the type in question would use the bumps as a challenge.

The R.C.M.P. have advised that they will try and contact the motorcyclists in relation to the subject complaints.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT Mr. J. Kantowz be sent a copy of this report."

C. KINGSWAY AND WILSON AVENUE

Recommendation:

1. THAT the proposed signal at Kingsway and Wilson Avenue be approved.

R E P O R T

A report dated 1987 August 07 was received from the Director Engineering regarding signalization at the intersection of Kingsway and Wilson Avenue, the contents of which are contained hereunder:

"The Ministry of Transportation and Highways have advised us by letter, dated 1987 June 30, that the subject intersection has met the warrants for the installation of a pedestrian operated signal. While the requests that we have received were to signalize the intersection of Kingsway and Kathleen Avenue (one block west of Willingdon Avenue) the intersection at Wilson Avenue gives better spacing for progression along Kingsway.

The estimated cost of the subject signal is \$50,000 of which the Municipality is responsible for 50% or \$25,000.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the proposed signal at Kingsway and Wilson Avenue be approved."

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D. FOREST GROVE DRIVE - PARKING RESTRICTION REQUEST

Recommendations:

1. THAT parking be prohibited on the south side of Forest Grove Drive from the west driveway of Henley Estate to east of Meridian Place.
2. THAT J.P. Daem, Property Manager of the Bradson Group, 302 - 4180 Loughheed Highway, Burnaby, B.C., V5C 6A7 be sent a copy of this report.

R E P O R T

A letter dated 1987 July 30 was received from the Property Manager of the Bradson Group, written on behalf of the Council, Strata Plan N.W. 2129, The Henley Estate.

The writer expressed the concerns of the Strata Council regarding hazardous driving conditions resulting from the build up of parked cars on Forest Grove Drive, and more specifically, the parking of motor vehicles in close proximity to the east driveway entrance of the Strata Corporation. Motorists attempting to leave the property oftentimes have impaired sightlines which the writer suggested creates a dangerous situation when attempting to turn onto Forest Grove Drive.

Therefore, the writer requested consideration be given to installing restricted parking zones on both sides of the driveway entrance.

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

"The Traffic Safety Committee, at its meeting of 1986 November 18, when considering a request to extend a 12 metre parking restriction adjacent the south curb of Halifax Street at Goleta Drive recommended that it be extended to 20 metres. This has now set a precedent for parking restrictions at high volume driveways or private roads to approximately 20 metres if requested.

The subject request is for a similar parking restriction at the easterly driveway to the Henley Estate housing development. The westerly driveway does not have a parking problem as it is straddled by a bus zone parking restriction.

When checking on site we found that parking had also been restricted on the approach to Meridian Place as a result of a previous request. Rather than have a series of no parking zones, we feel that for clarity there should be a total ban on parking on the south side of Forest Grove Drive from the west driveway of Henley Estate to east of Meridian Place.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT parking be prohibited on the south side of Forest Grove Drive from the west driveway of Henley Estate to east of Meridian Place.
2. THAT the Bradson Group be sent a copy of this report."

E. EXCESSIVE SPEEDING ON HYTHE AVENUE NORTH OF HASINGS STREET

Recommendations:

1. THAT the existing yield sign westbound Capitol Drive At Hythe Avenue be changed to a stop sign.
2. THAT the requests for additional stop signs on Hythe Avenue at Dundas Street and on Hythe Avenue at Empire Drive be denied.
3. THAT a copy of this report be sent to Mr. Lesley McDonald, Villa Realty, 449 Grove Avenue, Burnaby, B.C., V5B 4G4.

R E P O R T

A report dated 1987 August 21 was received from the Director Engineering in response to a letter and petition containing 14 signatures received regarding a concern over speeding on Hythe Avenue.

The concerns of the residents of Hythe Avenue are:

1. The excessive speeding (speeds greater than 60 mph).
2. The noise from cars, but particularly motorcycles, racing their engines at all hours of the day and night.
3. Children and elderly people walk up and down Hythe (where there are no sidewalks).
4. The "Yield" sign at Capitol Drive and Hythe Avenue is not being adhered to and therefore should be changed into a stop sign.
5. Lanes are being used almost as much as the streets and some cars go in excess of 30 mph even though speed limit is 10 to 15 mph. Speed bumps should be installed.

The Director Engineering reported as follows:

"The concerns have been listed in numerical order and we will repond to each as presented.

1. The legal speed limit on Hythe Avenue is 50 kmh as with all streets in the Municipality unless otherwise posted. These limits are set down under Section 151(1) of the Provincial Motor Vehicle Act.
2. The racing of vehicles is a matter of enforcement of the existing speed regulations. We will, by copy of this report, be requesting the R.C.M.P. to take whatever action they deem necessary.
3. At the present time Hythe Avenue has been constructed to an interim 6 metre pavement with gravel shoulders and no sidewalks. A recent traffic count indicates approximately 1450 vehicles per day travel on Hythe Avenue between Empire Drive and Dundas Street. The majority then turn east along Dundas Street to access the various north south residential streets. This traffic

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pattern is normal as Hythe Avenue and Dundas Street are the local collectors for the neighbourhood. The streets also serve as the area bus route.

In response to the concern over the lack of sidewalks we will be placing Hythe Avenue on our next initiation list for a local improvement that will provide a curbed street and sidewalks.

4. We have considered the request to change the yield sign on Capitol Drive at Hythe Avenue to a stop sign and would agree that because of sight limitations the request is valid.
5. The Municipality will at the expense of the abutting property owners install speed bumps in any lane. The procedure to follow is to contact the Engineering Department, requesting speed bumps in a particular lane. A plan will be prepared indicating the location of the requested bumps together with the costs. Upon receipt of the necessary funds the Municipality will install the requested speed bumps.

In addition to the five items covered in Mr. McDonald's letter the petition itself is requesting stop signs at both Hythe and Dundas and at Hythe and Empire Drive.

Both of the above streets are presently controlled by two way stops. What the petitioners are requesting is that each intersection be controlled by four way stops. Because of the relatively low accident rates it is assumed that these stops are being requested as speed control devices. If this is the case we would advise that stop signs should not be used as speed control devices.

The intersection of Hythe Avenue and Dundas Street has experienced two accidents in the past 10 years while Hythe Avenue and Empire Drive has recorded six right angle and one rear end accident in the past eight years. Neither of the two intersections have an accident history that would warrant a four way stop control.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the existing yield sign westbound Capitol Drive at Hythe Avenue be changed to a stop sign.
2. THAT the requests for additional stop signs on Hythe Avenue at Dundas Street and on Hythe Avenue at Empire Drive be denied.
3. THAT a copy of this report be sent to Mr. McDonald."

Respectfully submitted,

Alderman A.H. Emmott
 Chairman

Alderman L.A. Rankin
 Member

Alderman S.G. Veitch
 Member