

REPORT
Regular Council Meeting
1987 March 30

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 March 24 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
Ms. Susan Reimer, School Board Representative
Mr. K.R. Beedie, Burnaby Chamber of Commerce
Mrs. Larraine Brown, District Parent Committee Rep.
Mr. D. Spencer McDonald, B.C. Safety Council
Mrs. Joan E. Stephens, Traffic Safety Education ICBC
Mr. Rob Weston, B.C. Motor Transport Association
Mr. John Woods, Citizens Representative

ABSENT:

Mr. W.B. Bennett, B.C. Transit Representative

A. HASTINGS STREET AND INGLETON AVENUE

RECOMMENDATION:

1. THAT Council request the Ministry of Transportation and Highways to install a pedestrian actuated traffic signal at the intersection of Hastings Street and Ingleton Avenue.

(CARRIED UNANIMOUSLY)

R E P O R T

The Traffic Safety Committee at its meeting of 1987 March 24 heard a delegation, Mr. Dan Ceraldi, representing residents and business people in the vicinity of Hastings Street and Ingleton Avenue. The delegation had earlier submitted a petition containing 506 signatures in support of his request for installation of a traffic signal at this intersection. Mr. Ceraldi acknowledged the fact that Burnaby had no jurisdiction over this intersection as Hastings Street comes under the authority of the Ministry of Transportation and Highways; however, the speaker expressed the need for immediate action in this matter and requested that the municipality appeal to the ministry for installation of a traffic signal.

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The Traffic Supervisor advised that on 1986 December 02, a letter had been sent to the Ministry of Transportation and Highways requesting their evaluation of a pedestrian warrant for this intersection. Since that time the Traffic Supervisor has been advised that the evaluation request has been forwarded to Victoria.

As a result of your Committee's consideration of this matter, the abovementioned recommendation is submitted.

B. CAMBRIDGE STREET AND CARLETON AVENUE

RECOMMENDATION:

1. THAT stop signs be installed on Cambridge Street at Carleton Avenue assigning the right of way to Carleton Avenue.

(CARRIED UNANIMOUSLY)

R E P O R T

A memorandum dated 1987 March 18 was received from the Director Engineering regarding the intersection of Cambridge Street and Carleton Avenue, the contents of which are contained hereunder:

"During a review of our intersection accident statistics, we noted that the subject intersection has recorded a total of 42 accidents since 1976 January. Of the 42 accidents, 37 were right angle collisions. Of the 37 right angle collisions, 31 or 84% involved southbound vehicles.

The subject intersection is presently classified as minor uncontrolled residential. All legs consist of six metre interim cap asphalt pavements with gravel shoulders. While both south corners have minor view problems the north corners have major view problems. The property on the northeast corner has a seven foot high laurel hedge that has been planted immediately behind the municipal sidewalks on both Cambridge Street and on Carleton Avenue. This places the hedges about one metre into the road allowance. The next half dozen properties on the north side of Cambridge running east from Carleton Avenue have also planted hedges and built walls and fences immediately behind the municipal walk, again one metre into the street allowance. On the northwest corner, the one having recorded 19 of the 31 southbound accidents, there is a 1.4 metre (4.5 foot) high solid board fence.

Under section 6.13 of the Zoning Bylaw 1965 these corner fences and hedges should be no higher than one metre (3.28 feet). We would normally have pursued enforcement of this bylaw in an effort to resolve the accident problem. However because of the grade and the elevation of the north leg in relation to the property a legal height fence would not resolve the sight distance problem. The only solution we can see is through some form of positive traffic control.

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In view of the above report we will be recommending the placement of stop signs on Cambridge Street giving the right of way to Carleton Avenue. In this way we will not be implying that Cambridge Street is serving a collector function. Traffic on Carleton Avenue, which is being given the right of way, is required to stop one block north at Eton Street and one block south at Oxford Street by virtue of existing stop signs.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT stop signs be installed on Cambridge Street at Carleton Avenue assigning the right of way to Carleton Avenue.

Respectfully submitted,

Alderman A.H. Emmott
Chairman

Alderman L.A. Rankin
Member

Alderman S.G. Veitch
Member

