

REPORT
Regular Council Meeting
1988 September 19

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC SAFETY COMMITTEE

HIS WORSHIP, THE MAYOR
AND ALDERMEN

Dear Madam/Sirs:

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, 1988 September 13 at 6:00 p.m.

PRESENT:

Alderman L.A. Rankin, In the Chair
Aldermen E. Nikolai
Mr. R. Weston, B.C. Trucking Association
Mr. D.S. McDonald, B.C. Safety Council
Mrs. L. Brown, District Parent Committee
Mr. W.B. Bennett, B.C. Transit
Mr. T. Hulme, I.C.B.C. Traffic Safety Education
Mr. W.B. Roxburgh, Citizens Representative
Mrs. F. Zumpano, Citizens Representative
Mrs. G. Evans, Citizens Representative

ABSENT:

Alderman J. Young, Chairman
School Trustee S. Shapiro
Mr. W. Anderson, Senior Citizen Representative

A. DOMINION STREET AT ROYAL OAK AVENUE

RECOMMENDATION:

1. THAT a two-way stop be installed on Dominion Street at Royal Oak Avenue.

R E P O R T

A report dated 1988 August 15 was received from the Director Engineering regarding Dominion Street at Royal Oak Avenue, the contents of which are contained hereunder:

"The subject intersection is currently uncontrolled with motorists having to yield to the right. Both Dominion Street and Royal Oak Avenue are residential non-collector streets with interim pavement caps and gravel shoulders.

The Engineering Department has received complaints about the frequency of accidents occurring at this intersection in the past. Responding to a recent request for the installation of stop signs, staff reviewed the accident history of the intersection again.

Although trees on the northeast and southeast corners of the intersection violate Burnaby's Zoning Bylaw 6.13, Vision Clearance at Intersections, vehicles approaching the intersection from all four directions have been involved in right angle collisions. This indicates a need for positive traffic control.

INTERNAL DISTRIBUTION:

: - AGENDA 1988 SEPTEMBER 19
: - COPY - MUNICIPAL MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING AND BUILDING INSP.
- O.I.C., R.C.M.P.

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The accident history meets the Council adopted warrant for the installation of a two-way stop at an uncontrolled intersection.

In view of the above, we are recommending the installation of a two-way stop on Dominion Street, giving the right of way to Royal Oak Avenue.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT a two-way stop be installed on Dominion Street at Royal Oak Avenue."

B.

KINGSWAY AT SALISBURY AVENUE

RECOMMENDATIONS:

1. THAT the Ministry of Transportation and Highways be requested to convert the existing pedestrian actuated traffic signal at Kingsway and Salisbury Avenue to a vehicle semi-actuated traffic signal.
2. THAT Ms. Sheri Buswell, 11908 Sunwood Place, Delta, B.C., V4E 2X6 be sent a copy of this report.

R E P O R T

A report dated 1988 August 16 was received from the Director Engineering responding to correspondence received Department requesting installation of a semi actuated traffic signal at Kingsway and Salisbury. The Director Engineering reported as follows:

"Correspondence has been received containing a request that the existing pedestrian operated traffic signal at the captioned intersection be converted to a full traffic signal. A copy of this letter along with this Department's response was forwarded to the Ministry of Transportation and Highways, along with copies of previous correspondence between Burnaby and the Ministry.

The Director Engineering has supported, for some time, the requested conversion. The reasons for our support include the accident history and the R.T.A.C. (Roads and Transportation Association of Canada) warrant being met. Also, the proposed increased residential development in the vicinity of the Edmonds Skytrain Station will result in increased traffic demand on Salisbury Avenue as it is a main access to Middlegate Mall.

Our recommendation to the Committee is that they request the Ministry of Transportation and Highways to convert the existing pedestrian actuated signal at the subject intersection to a vehicle semi-actuated traffic signal.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the Ministry of Transportation and Highways be requested to convert the existing pedestrian actuated traffic signal at Kingsway and Salisbury Avenue to a vehicle semi actuated traffic signal.
2. THAT Ms. Sheri Buswell be sent a copy of this report."

C.

6TH STREET AND 16TH AVENUE

RECOMMENDATION:

1. THAT the parking ban on the east side of 6th Street from 16th Avenue south be reduced to 27 metres.

R E P O R T

A report dated 1988 August 24 was received from the Director Engineering regarding the recent parking prohibition on 6th Street from 16th Avenue to a point 36 metres south of the intersection. The Director Engineering reported as follows:

"At the 1988 July 05 meeting of the Traffic Safety Committee the Committee adopted a recommendation regarding the captioned intersection. The recommendation involved the prohibition of parking of any vehicles on 6th Street from 16th Avenue to a point 36 metres south of the intersection. When, on 1988 August 23 our sign installing crew was making preparations to install the necessary signs they were approached by the owners of the adjacent business, Aaron Ceramics, 7520 6th Street with concerns about the effect the prohibition may have on their business.

This business is operated out of an older house and as such does not provide sufficient off street parking to meet their needs. Recognizing that the parking prohibition may cause a hardship we reviewed the situation and are now recommending that the prohibition be reduced to 27 metres south of 16th Avenue. While this reduction in the length of the parking prohibition also reduces the sight distance it is not inconsistent with other posted restrictions intended to improve sight distance. For example, Council has already approved a policy of prohibiting the stopping of vehicles within 21 metres of the approach side of a sidewalk wheelchair ramp.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the parking ban on the east side of 6th Street from 16th Avenue south be reduced to 27 metres."

D.

7900 BLOCK WEDGEWOOD STREETRECOMMENDATIONS:

1. THAT the lane which connects the Wedgewood Street cul-de-sac with 4th Street be closed to "through" traffic.
2. THAT the five property owners abutting the lane be sent a copy of this report.
3. THAT Mr. and Mrs. Brandner of 7925 Wedgewood Street, Burnaby, B.C., V5E 2E7 be sent a copy of this report.

R E P O R T

A letter dated 1988 June 30 was received from Mr. and Mrs. Brandner, 7925 Wedgewood Street, Burnaby expressing concern with the amount of through traffic on Wedgewood Street which is using the lane to connect with 4th Street. The writers suggested either the installation of speed bumps in the lane to discourage through traffic or blocking off the lane either at the entrance or half way down. The writers felt these options would curtail non residential traffic and considerably slow those who choose that route.

The concerns of Mr. and Mrs. Brandner were referred to the Director Planning and Building Inspection who subsequently reported as follows:

"The Planning and Building Inspection Department has reviewed the matter and would support the request for closure of the lane rather than installation of speed bumps because the latter is strictly a speed control device which would be ineffective in deterring commuter vehicle movement through the lane.

The specific location of the closure within the lane is to be determined to best suit the access needs of the five properties abutting this short section of lane.

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STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the lane which connects the Wedgewood Street cul-de-sac with 4th Street be closed to "through" traffic.
2. THAT the five property owners abutting the lane be sent a copy of this report.
3. THAT Mr. and Mrs. Brandner of 7925 Wedgewood Street, Burnaby, B.C., V5E 2E7 be sent a copy of this report."

REQUEST FOR FOUR WAY STOP - ALPHA AVENUE AND ALBERT STREET

E.

RECOMMENDATION:

1. THAT the request for a four way stop at Alpha Avenue and Albert Street be denied.
2. THAT staff be requested to conduct a review of Hastings Street, Albert Street and Pender Street between Boundary Road and Delta Avenue in terms of traffic patterns, traffic controls and accident history.

R E P O R T

A report dated 1988 June 30 was received from the Director Engineering in response to a letter and petition referred to the Committee by Barry Jones, M.L.A. Burnaby North, from Ms. Wendy Mah requesting a four way stop at the intersection of Alpha Avenue and Albert Street.

The Director Engineering reported as follows:

"The subject intersection is presently controlled by a 2-way stop that assigns the right-of-way to Albert Street. In the past 11 years the intersection has recorded a total of 32 accidents. Of these 32 accidents, 26 involved right angle collisions. Of the 26 right angle collisions, 18 or 60% involved northbound Alpha Avenue traffic.

Traffic volumes on Albert Street, the higher volume street, are in the area of 2,700 vehicles per day (V.P.D.). The peak hour volume occurs in the A.M. and is approximately 350 vehicles. Only one of the above 26 right angle accidents occurred in this period, the remainder occurred during periods of lower volumes, some as low as 70 vehicles an hour. From the above count information it would appear that there are adequate gaps in the Albert Street traffic in which to make a safe crossing.

Under the warrants suggested by the Institute of Transportation Engineers, a 4-way stop is warranted when:

1. As an interim measure pending the installation of a warranted traffic signal.
2. An accident problem as indicated by five or more reported accidents in a 12 month period of a kind susceptible to correction by a multi-way stop installation.
(This is a subjective evaluation as many such accidents i.e. angle, head on turns, occur at existing 4-way stops).
3. Total volume entering from all legs must equal 500 vehicles per hour (VPH) for 8 hours of the day, with the minor street producing 200 VPH during the same 8 hours.

Other than the accident rate for 1987 (the last five year average was 3.5) which consisted of four right angle and two head-on turning accidents (all classed as minor), the intersection does not meet the warrants for a 4-way stop.

These accidents are not occurring in a congested intersection but in a controlled intersection with fairly light volumes of traffic. The cause has got to be associated with a driver attitude problem, not with a physical aspect of the intersection. We even considered the possibility that cars parked too close to Alpha Avenue or Albert Street were causing sight problems. This was a conclusion of an investigation of the accident problems at a number of 2-way stop controlled intersections along Pender Street. In an effort to rectify the problem, we placed a parking ban along Pender Street back about 25 meters from the intersections. Although these restrictions have only been in effect for about nine months, it appears they have had little effect and, in fact, the trend appears to be an increase in accidents. Again it appears to be a driver attitude problem, if they have good sight distance it encourages the running of stop signs.

In summary, our investigation has failed to find a reason why this relatively minor volume controlled intersection should have the high accident rate that it does, other than what appears to be the increasingly poor driver attitude problem of today's drivers. While a 4-way stop will undoubtedly lower the accident rate here, it may only frustrate drivers and increase their disrespect of stop signs at other locations. For this reason we are unable to support the request for a 4-way stop.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the request for a four-way stop at Alpha Avenue and Albert Street be denied."

NOTE: This matter was tabled at the Traffic Safety Committee meeting held on 1988 July 05 in order to allow Committee members an opportunity to examine the situation at the intersection.

The Traffic Safety Committee, at its meeting held on 1988 September 13 lifted this matter from the table and adopted the recommendation of the Director Engineering as contained in the report.

A discussion then ensued regarding alternate means of discouraging traffic from using Albert Street as a commuter route. It was agreed that the Hastings Street Corridor, together with Albert Street and Pender Street from Boundary Road to Delta Avenue warranted a complete updated review in terms of traffic patterns, traffic controls currently in operation and accident history. Therefore, your Committee so recommends.

Respectfully submitted,

Alderman L.A. Rankin
Acting Chairman

Alderman E. Nikolai
Member

