

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, 1988 July 05 at 6:00 p.m.

PRESENT:

Alderman J. Young, In the Chair
Mr. William Anderson, Senior Citizens' Representative
Mr. W.B. Bennett, B.C. Transit Representative
Mrs. Lorraine Brown, Parent Teacher Council
Mrs. Gerd Evans, Citizens Representative
Mr. Tony Hulme, ICBC, Traffic Safety Education Dept.
Mr. D. Spencer McDonald, B.C. Safety Council
Mr. W.B. Roxburgh, Citizens' Representative
Mr. Rob Weston, B.C. Trucking Association
Mrs. Franca Zuppano, Citizens' Representative
(arrived 6:17 p.m.)

ABSENT:

Alderman E. Nikolai
Alderman L.A. Rankin
School Trustee Stan Shapiro

A. 6TH STREET AND 16TH AVENUE

RECOMMENDATIONS:

1. THAT the requested upgrading of the existing pedestrian signal at 6th Street and 16th Avenue to a full pedestrian/vehicular signal not be considered at this time due to the absence of the necessary warrants.
2. THAT the parking on the east side of 6th Street from 16th Avenue south for 36 metres be prohibited.
3. THAT Harvey Elder, Chairman of the East Burnaby Ratepayers Association, 8251 - 14th Avenue, Burnaby, B.C., V3N 2C1 receive a copy of this report.

R E P O R T

A report dated 1988 June 14 was received from the Director Engineering in response to a letter received from Mr. Harvey Elder, Chairman of the East Burnaby Ratepayers Association with respect to traffic concerns at 6th Street and 16th Avenue.

The Director Engineering reported as follows:

"Mr. Harvey Elder, Chairman of the East Burnaby Ratepayers Association has approached the Municipality with a number of concerns of their association.

INTERNAL DISTRIBUTION:

: - AGENDA - 1988 JULY 25
: - COPY - MUNICIPAL MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING & BUILDING INSPECTION

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1. They would like the existing pedestrian signal at the captioned intersection to be changed to a full vehicular/pedestrian signal.
2. They have expressed a concern related to the speed of traffic on 6th Street.
3. Vehicle parking on 6th Street is creating vision problems for 16th Avenue traffic entering 6th Street, particularly through and left turners.
 - i) The existing signal is a pedestrian operated signal that controls the traffic on 6th Street for pedestrians wishing to cross 6th Street. This signal was originally installed at the request of the East Burnaby Ratepayers Association.

In response to the request to upgrade this signal to a full vehicular/pedestrian signal, we first had to check the warrants for such a signal. This was done by the use of traffic movements and delays within the intersection. The majority of traffic on 16th Avenue comes from the east and makes a right turn onto 6th Street. These movements can be done without the benefit of a traffic signal and in fact a good portion would be turning right on a red light. The movements that would benefit from a traffic signal are the through and left turn movements. These movements however are too light to warrant the installation of a full pedestrian/vehicular signal.

The flows on 6th Street are quite heavy. In the A.M. period they are primarily a through movement with a median volume of southbound left turners into 16th Avenue. This intersection was observed to function with minimal delay to traffic during the two hour period. In the P.M. the left turn movement comprised about 30% of the total southbound movement. Again this movement was accommodated with a minimal of delay as were the other movements.

A vehicular signal at this intersection should incorporate an advance left turn phase for the southbound 6th Street movement as a signal will platoon traffic in advance of each green phase.

There are, however, some disadvantages to the installation of a full pedestrian/vehicular signal.

 - (a) The heavy right-turn movement off 16th Avenue all end up on Canada Way and Edmonds Street. This traffic could take advantage of the signal to cross 6th Street and proceed along 16th Avenue to Canada Way to make its right turn. Some of the return movement that now left turns off 6th Street could now make this movement off Canada Way at 16th Avenue. This change in traffic patterns will, of course, generate a substantial increase in the existing traffic volumes along 16th Avenue between Canada Way and 6th Street, a condition that may generate complaints from the residents of 16th Avenue.
 - (b) A signal will also create delays to the heavy 6th Street traffic flows. This will no doubt cause a heavy spin-off of traffic onto the various avenues that run through to Canada Way, again generating local resident complaints.
 - ii) In responding to the concerns related to speeding, we would advise that during our observations, we did not note any speeding problems.

If there are speeding problems they must be occurring during low volume periods. We will by copy of this report request the R.C.M.P. to take whatever action they deem necessary to resolve this complaint.

- iii) Parking has been prohibited on the west side of 6th Street north of 16th Avenue which allows the through movement to pass those vehicles awaiting an opportunity to make a left turn. Parking, however, has not been prohibited on the east side of 6th Street south of 16th Avenue. As this is the side with the high volume approach on 16th Avenue, the request to prohibit parking to improve sight distance is valid.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the requested upgrading of the existing pedestrian signal at 6th Street and 16th Avenue to a full pedestrian/vehicular signal not be considered at this time due to the absence of the necessary warrants.
2. THAT parking on the east side of 6th Street from 16th Avenue south for 36 metres be prohibited.
3. THAT Mr. Harvey Elder, Chairman of the East Burnaby Ratepayers Association, 8251 - 14th Avenue, Burnaby, B.C., V3N 2C1 receive a copy of this report."

B. SALISBURY AVENUE SOUTH OF KINGSWAY - FIRE ZONE

RECOMMENDATION:

1. THAT Mrs. F.E. Malcolm, 5608 Patrick Street, Burnaby, B.C., V5J 3B3 be sent a copy of this report.

R E P O R T

A report dated 1988 June 20 was received from the Director Engineering who reported as follows:

"Fire zones are required by the Fire Department to delineate the entrance to fire truck access lanes. These lanes are not always apparent as they are not provided with a curb drop to prevent them from being used as a driveway. Also, for aesthetic purposes, they are frequently designed such that they are 'hidden' underneath grass or disguised with paving bricks.

To ensure no one stops, blocking these lanes, we place 'No Stopping Fire Zone' signs on either side of the zone. The subject location zone is larger than a normal zone because it actually encompasses two fire lanes and a driveway. The recommended spacing of parking restriction signs is between 30m and 60m so the subject zone falls within this range and is in fact at the lower end of the scale. Even with a vehicle parked legally north of the sign closest to Kingsway such that it obscured this sign the other sign would be within 30m of a car parked within the zone.

Fire hydrants are not signed as they are covered under both the Motor Vehicle Act and the Street and Traffic Bylaw. The Municipality does not paint curbs as they require frequent maintenance and must be supplemented by signs due to the possibility of the curb being obscured by snow, dirt or debris.

We are unable to inform Mrs. Malcolm as to the number of tickets issued in the subject zone as the R.C.M.P. do not keep statistics of this nature. The R.C.M.P. advised us that the enforcement was upon complaint and that they issued tickets only rather than the normal tow-away from fire zones.

In summary, we feel that the fire zone is adequately signed, is of minimum size due to the other factors influencing parking, and is distinct from the regulations governing fire hydrants. Therefore, we feel that the ticket received by Mrs. Malcolm was properly issued and the result of Mrs. Malcolm not adequately determining the legality of her chosen parking space.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT Mrs. Malcolm be sent a copy of this report."

C. MARLBOROUGH AVENUE, KINGSWAY TO NEWTON STREET

RECOMMENDATION:

1. THAT the west side of Marlborough Avenue from Kingsway to Newton Street be posted with a one-hour parking limit, 9:00 a.m. to 6:00 p.m. except Sundays.

R E P O R T

A report dated 1988 June 29 was received from the Director Engineering who reported as follows:

"We are experiencing an ongoing problem of non-compliance to a 'no stopping' restriction in the bus zone on the north side of Kingsway just west of Marlborough Avenue. Heavy enforcement is resulting in many violators being ticketed.

Our investigations have indicated that the majority of these violators are short-term parkers who are doing business in the building on the northwest corner of Kingsway and Marlborough Avenue. As street parking is at a premium in the area because of all-day parkers (probably employees of the area) short-term parkers are taking a chance that they will not be ticketed if they park in restricted areas for only a minute or two.

We have checked the off-street parking facilities of the office building in question and have found that the existing stalls are under-utilized. This probably is occurring as there is a charge for off-street parking.

As we feel that on-street parking should be for the short-term parker, we are proposing to post the west curb of Marlborough Avenue from Kingsway to Newton Street as a one-hour limit. This will then give the short-term parker an alternative to parking in a restricted zone.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the west side of Marlborough Avenue from Kingsway to Newton Street be posted with a one-hour limit, 9:00 a.m. to 6:00 p.m. except Sundays."

D. REQUEST FOR CLOSURE OF LANE SOUTH OF OF 7000 BLOCK HASTINGS STREET

RECOMMENDATIONS:

1. THAT Council approve the closure of the lane south of the 7000 Block Hastings Street by the construction of a vehicle turn around within the Greystone Drive right-of-way.
2. THAT the correspondents be sent copies of this report.
3. THAT Mr. Dollary 7035 Union Street, Burnaby, B.C., V6A 2C3 be sent a copy of this report.

R E P O R T

The Traffic Safety Committee received 9 letters from residents whose homes are served by the lane which runs behind the 7000 Block Hastings Street, Maureen Court and Maureen Crescent, requesting the closure of the lane. The concern of the residents is that the lane is becoming a bypass for through traffic which travel at excessive speeds.

Further, the Traffic Safety Committee heard a delegation being Mr. Angelo Testa on behalf of Mr. and Mrs. Frank Aiello, opposing any closure of the lane in question because of the detrimental effect it would have on access of emergency vehicles. The delegation also felt that residents in favour of the closure had a false perception of privacy which they felt the closure would create. In conclusion, Mr. Testa produced a petition containing 42 signatures opposing the proposed lane closure.

A report dated 1988 June 20 was received from the Director Engineering responding to the concerns of the correspondents and Mr. Dollary who had previously contacted staff with a request for stop signs at Cliff Avenue and Union Street. The Director Engineering reported as follows:

"The subject request was received from the residents abutting the lane who wrote several letters to this department. In addition we contacted those residents who did not write letters to determine their opinion regarding the proposal. The map, attached as APPENDIX 'A', shows those properties from which we received letters requesting the closure and those properties, the residents of which we contacted and whose residents supported the proposal. One resident at 7030 Hastings Street is opposed to the proposal and was given information as to how he could appear before the Committee when this item is on the agenda. We received no response from the property at 7076 Hastings Street.

While the petitioners all requested the lane be closed at the Hastings Street end, we are recommending the lane be closed at the Cliff Avenue end. The reason for our recommendation is that at this latter end the Municipality already has property, the Greystone Drive right-of-way which can be used to construct a vehicle turn around. During our interviews we told those persons contacted that our proposal was to close the Cliff Avenue end.

Our support of the closure of the lane is due to two factors: the reduction in short-cutting traffic within the lane and the expected positive impact on the intersection of Cliff Avenue and Union Street. This latter location was the subject of an earlier investigation of a request for stop signs. The applicant, Mr. Dollary of 7035 Union Street, requested the signs due to the accident history. This history does not meet the Committee's warrants for stop sign control but is higher than what one would expect for a street which was closed at one end.

We feel that the closure of the lane will result in a significant decrease in the volume of traffic using the intersection of Cliff Avenue and Union Street, particularly the north/south traffic. If this does happen then the accident potential within the intersection will be reduced accordingly.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the Committee approve the closure of the lane south of the 7000 Block Hastings Street by the construction of a vehicle turn around within the Greystone Drive right-of-way.
2. THAT the correspondents be sent copies of this report.
3. THAT Mr. Dollary of 7035 Union Street be sent a copy of this report."

E. CURTIS STREET AND DUTHIE AVENUERECOMMENDATIONS:

1. THAT a fully actuated traffic signal be installed at the intersection of Duthie Avenue and Curtis Street.
2. THAT advanced warning lights be installed on Curtis Street for westbound traffic.

R E P O R T

At the Traffic Safety Committee meeting held on 1988 April 12 an item of correspondence was received expressing concern regarding the volume and speed of traffic at the intersection of Duthie Avenue and Curtis Street. The writer felt unsafe when attempting to cross the intersection to board the bus. Arising out of the Committee's discussion regarding this matter, staff were requested to determine what percentage of the traffic on Curtis Street is commuter traffic.

A report dated 1988 June 10 was received from the Director Engineering in response to this request, the contents of which are contained hereunder:

"To give an indication of the split in local vs. commuter traffic we took a vehicle count of northbound Gagliardi Way traffic left turning onto the Curtis extension. This count was then compared against the Curtis Street traffic at Duthie Avenue.

In the 7 - 9 a.m. period, we counted a total of 1078 vehicles left turning off Gagliardi Way onto the Curtis Street extension. During the same period of time we counted a total of 1422 vehicles westbound on Curtis Street approaching Duthie Avenue. By subtraction we find that 75.8% of the a.m. westbound rush period traffic is composed of commuter traffic. The bulk of this traffic enters Burnaby at Broadway and North Road.

A similar check conducted between 11:00 a.m. and 1:00 p.m. indicated about 27% of the westbound traffic at Duthie Avenue is commuter traffic. The remaining flows would be generated by local traffic and traffic from S.F.U.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the above report is for the information of the Traffic Safety Committee."

Your Committee agreed that, due to the hazardous situation at this intersection, which has been ongoing and is becoming steadily worse over the years, some positive action must be taken to ensure the safe movement of vehicle and pedestrian traffic in the area. Therefore, your Committee recommends the installation of a traffic signal at the subject intersection together with an advance warning sign on Curtis Street for westbound traffic movement which was deemed a necessary precautionary measure.

F. WESTERN CANADA TRAFFIC ASSOCIATION CONFERENCE - 1988 OCTOBER 12 TO 14 - CALGARY, ALBERTARECOMMENDATION:

1. THAT Traffic Safety Committee members be authorized to attend the Western Canada Traffic Association Conference in Calgary Alberta, 1988 October 12 to 14 inclusive.

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R E P O R T

A letter dated 1988 May 10 was received from the Conference Chairman of the Western Canada Traffic Association announcing the 1988 Annual Conference in Calgary, Alberta.

Traditionally, it has been the practice that representation from the Traffic Safety Committee attend the Conference which offers a technical program of lectures and information packages and also provides an opportunity to exchange ideas with administration, engineers, enforcement officers and elected officials from other locations.

Five (5) Committee members have expressed an interest in attending the Conference which would require authorization from Council for the expenditure of approximately Four Thousand Seven Hundred and Fifty dollars (\$4,750.00) which would cover the five Committee members at Nine Hundred and Fifty dollars (\$950.00) each to include air fare, registration and per diem (which covers hotel accommodation and incidentals).

Funds are allocated each year in the amount of Two Thousand dollars (\$2,000.00) to cover the cost of attendance at this Conference.

Charge: 40-00011-0004.

Respectfully submitted,

Alderman Jim Young
Chairman

Alderman Egon Nikolai
Member

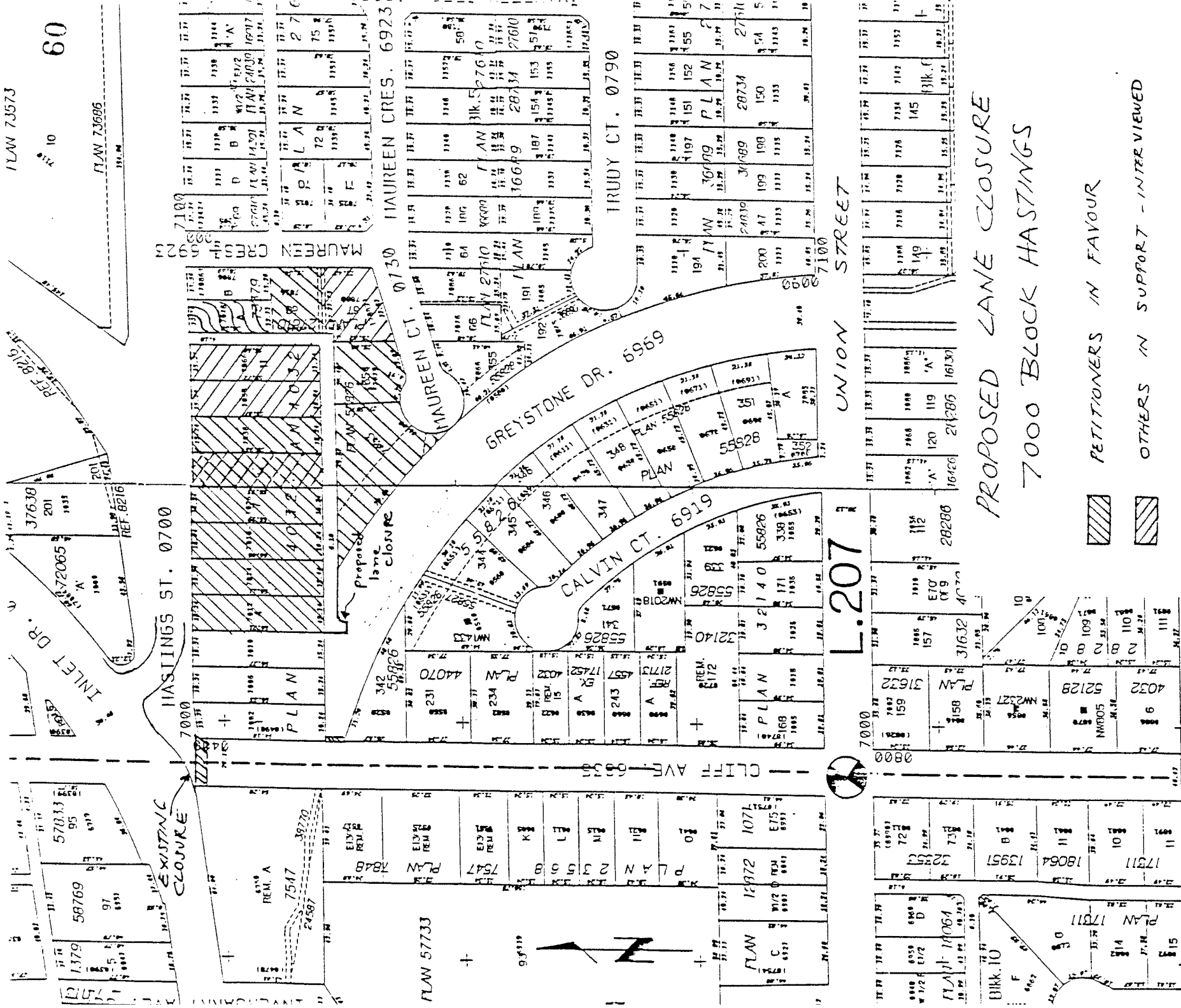
Alderman L.A. Rankin
Member

LAW 73573

60

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LAW 73686



PROPOSED LANE CLOSURE
7000 BLOCK HASTINGS

PETITIONERS IN FAVOUR

OTHERS IN SUPPORT - INTERVIEWED

OPPOSED

NO REPLY



SCALE	PHOTOGRAPHICALLY REDUCED TO 1/170000
EDITED BY	1/10.502400
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"APPENDIX A"

PROVIDED FOR THE INFORMATION OF THE PUBLIC