

REPORT
Regular Council Meeting
1990 January 29

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC SAFETY COMMITTEE

HIS WORSHIP, THE MAYOR
AND ALDERMEN

REPORT OF THE TRAFFIC SAFETY COMMITTEE

**A. WILLINGDON (WEST SIDE) LANE RUNNING BETWEEN
BURKE STREET AND PRICE CRESCENT**

RECOMMENDATIONS:

1. THAT a barricade be placed in the lane behind the 5100 Block Willingdon Avenue.
2. THAT a letter of notification be sent to all residents in the immediate area prior to the installation of the barricade.
3. THAT a copy of this report be sent to Mrs. Sally Pankratz of 4455 Maplehurst Crescent.

R E P O R T

A petition has been received requesting that the lane running between Price Crescent and Maplehurst Crescent, west of the 5100 block Willingdon Avenue be closed to vehicular traffic. Further, Mrs. Sally Pankratz appeared as a delegation before the Committee to elaborate on the justification of this request.

The Traffic Supervisor reported as follows:

"Mrs. Sally Pankratz, spokesperson for the petitioners was originally contacted by phone to discuss her concerns. Mrs. Pankratz expressed her opinion that the safety of children playing in and around the adjacent park site was being compromised by a dramatic increase in non-local traffic using the lane between Burke Street and Price Crescent. Mrs. Pankratz also referred to view obstruction problems for vehicles entering the lane from Maplewood Crescent and from the intersecting lane south of the park site.

Staff indicated that they would investigate her concerns and respond to her directly after she returned home. (Mrs. Pankratz is a school teacher and conveyed her intent to be away until near the beginning of the school term). Regrettably, due to the unfortunate misplacement of materials, staff have only recently re-established contact with Mrs. Pankratz.

Manual observations made on several occasions during the summer did not indicate any obvious problems with safety in the lane. A recent automatic traffic study showed vehicle flows in the range of 60-100 v.p.d. From our experience, this would not be considered high for a residential lane.

INTERNAL DISTRIBUTION:

- : - AGENDA - 1990 JANUARY 29
- : - COPY - MUNICIPAL MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING & BUILDING INSPECTION
- O.I.C., R.C.M.P.

We have found that localized problems of excessive vehicular speed and usage in lanes are successfully resolved through the installation of speed bumps. The Council approved 'lane treatment' is offered as a residents' initiative. There is no established warrant for speed bumps in lanes and an investigation of each request received would be expensive to mount. Thus the willingness of residents to participate establishes a measure of the problem. Mrs. Pankratz was made aware of this policy in 1985 and staff sent an estimate for the installation of speed bumps in the lane. At that time Mrs. Pankratz chose not to canvas the abutting property owners for their support because she believed that they would be unwilling to share in the installation costs. Recent discussion with Mrs. Pankratz indicates that she still holds this view.

Although staff agree that the proposed closure of the lane may not unduly restrict access to properties in the immediate area, we are of the opinion that 'through' lanes are desired in most subdivisions. An additional benefit is easy and efficient garbage collection and in this case our Sanitation section has registered an objection to any closure. As there is an established alternative method (ie. speed bumps) of resolving these problems in this lane, we do not support the closure proposed by Mrs. Pankratz. However in this case, staff is willing to initiate discussion with the abutting property owners regarding speed bump installation if Mrs. Pankratz is not.

Staff will also be contacting the property owners at 4457 Burke Street and 4465 Maplewood Crescent in an effort to bring the lane corners mentioned by Mrs. Pankratz into compliance with Burnaby's Zone Bylaw 6.13 'Vision Clearance at Intersections' which regulates the height of hedges, walls and fences."

As a result of discussion with Mrs. Pankratz at the meeting, your Committee felt that the area presented a unique situation in that a triangular green space is located immediately adjacent to the lane. (See Appendix I attached). Children circle this park area on bicycles, which creates a potential hazard with vehicles travelling through the laneway.

The Traffic and Transportation Committee resolved that speed bumps would not necessarily achieve the desired affect of discouraging lane traffic and therefore recommend the installation of a traffic barrier. Further, with Council's approval, a letter of notification will be sent to all residents in the immediate area advising of the barrier installation, thereby providing them an opportunity to comment.

B. 2ND STREET AND 14TH AVENUE - ACCIDENT HISTORY

RECOMMENDATION:

1. THAT a copy of this report be sent to:

- i) Ms. Jodene Gant
7658 2nd Street
Burnaby, B.C. V3N 3S1
- ii) Mrs. Elizabeth Elwood
8134 - 14th Avenue
Burnaby, B.C. V3N 2B8
- iii) Mrs. E. Widmer, Secretary
East Burnaby Ratepayers Association
8281 - 16th Avenue
Burnaby, B.C. V3N 1R9

R E P O R T

A letter dated 1989 October 15 was received from Ms. Jodene Gant of 7658 2nd Street, requesting the implementation of a stop sign at the intersection of 2nd Street and 14th Avenue.

The Traffic Supervisor reported as follows:

"Ms. Jodene Gant, who lives on the south east corner of 2nd Street and 14th Avenue, requested the implementation of stop sign control at that intersection. Ms. Gant cited the accident history at the intersection as the basis for her request which was echoed by subsequent correspondence from Mrs. Elizabeth Elwood and Mrs. E. Widmer who represents the East Burnaby Rate Payers Association. Both Mrs. Elwood and Mrs. Widmer also expressed concern regarding the Cumberland/10th Avenue intersection which is under active consideration by the Traffic and Transportation Committee.

After receiving her letter we phoned Ms. Gant who indicated that she had been spurred to write by a recent motor vehicle accident which resulted in one of the vehicles involved coming to rest on her property. She also felt that a part of the overall problem at this intersection was the grade (downward) on the western legs of the intersection.

According to our records, the September 25 accident that raised Ms. Gant's concerns was the first one that had been reported in 1989. Over the previous 10 years the number of accidents at this intersection has averaged 1.2 per year and its record is well below our stop sign warrant. The highest number of collisions recorded was 4 in 1988 but we have no cause to believe that this is indicative of a trend and does not merely reflect statistical chance.

Second Street and 14th Avenue are both finished residential streets. While 2nd Street is wider - 36 feet curb to curb - its attraction of traffic is limited by its closure at 12th Avenue. However, the accident data does reflect the grade hypothesis of Ms. Gant. Most of the accidents involve vehicles north east bound on 14th Avenue and/or south east bound on 2nd Street (ie. vehicles proceeding downhill). Accordingly we propose placing intersection warning signs with a 'slow' advisory tab on these two more involved approaches. We will also continue to monitor the accident record at this intersection."

C. CAMERON AND NORTH ROAD - RIGHT TURN RESTRICTION

RECOMMENDATION:

1. THAT a copy of this report be sent to Jon Dowle, #217, 9444 Cameron Street, Burnaby, B.C., V3J 1L7.

R E P O R T

A letter has been received from Mr. Jon Dowle expressing concern regarding vehicles short-cutting through the two new shopping malls on both sides of Cameron Street at North Road and suggesting removal of the "no right turn" restriction to alleviate the potentially hazardous situation.

This matter was referred to the Traffic Supervisor who reported as follows:

"The signing installed at the intersection of Cameron Street and North Road in February of 1973 eliminated right turns between the hours of 7-9 a.m. The intent of this restriction was to reduce commuter traffic using Cameron Street. The signing, in conjunction with regular enforcement and installation of barricades in the Sullivan Heights area, has been successful in keeping morning rush hour traffic through this area to a minimum.

Recently, with the opening of two malls at the intersection, we have noted that traffic is bypassing North Road/Cameron intersection control by cutting through the adjacent shopping centre parking lots. This manoeuvre can happen at many intersections but is usually not a problem because there is scant advantage to it. In this case, as the correspondent points out, people are avoiding the banned right turn that prohibits movement from North Road to Cameron.

We also regularly receive calls from irate motorists who perceive this turn prohibition as unwarranted by normal considerations of traffic regulation or safety. They are invariably unsympathetic to our explanation of why the right turn was implemented. We believe that the turn prohibition, which is regularly enforced by the R.C.M.P., is effective in deterring commuter traffic. Further effort on our part to stanch the shortcutting traffic would inhibit accessibility to the commercial development. We believe that the shopping centre owners can best address the shortcut traffic through on-site measures and will do so as the problem develops. The mall on the northwest corner has already installed speed bumps on the shortcut route.

The right turn prohibition, shortcutting commuters and the frustration expressed by Jon Dowle are symptomatic of a wider problem - the inadequacy of the transportation network relative to ever-increasing travel demand. I believe that congestion will continue to be a problem but we should see some relief in this area through proposed improvements.

In the short term the extension of the Como Lake route, via a widened Broadway, to Gagliardi Way will allow more commuters to bypass the congested Loughheed Mall area. In the longer term the extension of Sky Train to Loughheed Mall/Coquitlam Centre and the widening of the Freeway will significantly add to transportation through capacity."

D. INTERSECTION OF NURSERY STREET AT 6TH AVENUE

RECOMMENDATIONS:

1. THAT a copy of this report be sent to Gerrard M. Thomas, 8100 Burnfield Crescent, Burnaby, B.C., V5E 3W7.
2. THAT Council approve action recommended by staff as discussed in this report.

R E P O R T

Correspondence dated 1989 October 16 was received from Mr. Gerrard M. Thomas of 8100 Burnfield Crescent regarding safety at the intersection of 6th Street at Nursery Street.

The Traffic Supervisor reported as follows:

"1.0 BACKGROUND

Mr. Gerrard M. Thomas of 8100 Burnfield Crescent expresses concern regarding safety at the intersection of 6th Street at Nursery Street. In his letter, Mr. Thomas states his contention that the intersection has become unsafe due to increased traffic volumes and recommends action that he feels should be taken to make the intersection safer.

2.0 INVESTIGATION OF REQUESTS

2.1 Stop Signs or Yield Signs

The intersection does not meet any of the recommended safety warrants for the installation of stop signs at an isolated intersection. Yield signs have been known to confuse drivers and may cause more problems than they are supposed to resolve. As previously discussed with the Committee, staff is currently in the process of changing the few existing yield signs at isolated intersections to stop sign control.

- 2.2 Introduce 'No Parking' from the intersection of 6th Street and Nursery Street to approximately 50' southwesterly of the intersection of Burris Street and 6th Street.

We concur that parking restrictions should be instituted at the two intersections to ensure adequate sight distance for motorists. We do not feel a midblock restriction is warranted.

- 2.3 Continue the solid centre line on Burris Street to the corner of Nursery Street and 6th Street.

As 6th Street is not a designated collector street, this action would not be appropriate. If instituted it might serve to make 6th Street a more attractive route for motorists.

- 2.4 Add 'Cats Eyes' around the 6th Street/Burris corner.

We agree that this action is desirable in assisting motorists in negotiating the corner.

3.0 REQUESTED IMPROVEMENTS ON 6TH STREET

The roadworks requested by Mr. Thomas would be normally implemented through the local improvement process and initiated by residents of the street in question.

The existing street lighting on 6th Street meets the Municipal standards for interim lease lighting on unimproved streets. Again, ornamental street lighting would be normally installed through local improvement.

4.0 CONCLUSION/INCREASED TRAFFIC

The Lakefield/Nursery/6th/Burris Route is beginning to function as a local collector route in lieu of any apparent alternatives. We are reluctant to confirm this function through stop sign control.

The issue of increased traffic using the intersection due to commuter traffic and increased residential development in the area will be addressed in a forthcoming report from the Transportation Planner regarding a request to barricade Lakefield Drive."

E. LANEWAY CLOSURE BETWEEN BUCHANAN STREET AND LOUGHEED HIGHWAY AT WILLINGDON AVENUE

RECOMMENDATION:

1. THAT the laneway between Loughheed Highway and Buchanan Street running from east to west into Willingdon Avenue be closed to vehicular traffic.

R E P O R T

The Traffic Supervisor reported that a number of concerns have been generated regarding tractor-trailer units that enter and leave the laneway north of Loughheed Highway at Willingdon Avenue.

The laneway is heavily used by patrons of the restaurant located on the corner of Loughheed Highway and Rosser Avenue and the Loughheed Hotel.

In the field study carried out by members of the Traffic Department it was found that:

1. Eastbound tractor-trailers leaving the laneway block off all southbound lanes of traffic on Willingdon Avenue due to the geometry of the narrow lane intersection with Willingdon Avenue. These actions cause considerable traffic delays, especially during peak hours.

2. The hydro pole located on Willingdon Avenue at the lane entrance (Appendix II attached) is a constant target for truck drivers. It has suffered significant damage as truckers use the pole to pivot flatbed trailers onto Willingdon Avenue. B.C. Hydro has expressed its concern over the recurrent damage to the pole, and would be in a position to replace the pole, upon closure of the lane.
3. The fence bounding the property of Petro Canada (Appendix II attached), has been pushed over on several occasions, as trucks enter the lane from Willingdon.
4. An alternative route for trucks leaving the Loughheed Hotel area parking facilities is to use either Buchanan Street or Halifax Street.
5. We have considered making this lane one way westbound but we have found that such restrictions on lanes are not observed. In any case there is a problem, albeit a lesser one, with trucks turning in from Willingdon.

CONCLUSIONS AND RECOMMENDATIONS

In light of the above mentioned events the Traffic Department feels that the closure of the lane, with the use of concrete no post barricades, would:

- a) create a smoother flow of traffic through the Loughheed Highway/Willingdon Avenue intersection;
- b) eliminate the damage incurred to public and private property.
- c) Pedestrian usage would be maintained until the ultimate disposition of the lane is determined through the Community Plan.

Staff have discussed the lane closure with the abutting property users who would be affected by the closure. They are all in agreement with the closure except Morrey Nissan. The Petro Canada station on the corner does not use the lane for access.

Respectfully submitted,

Alderman J. Young
CHAIRMAN

Alderman R.G. Begin
MEMBER

Alderman L.A. Rankin
MEMBER

SKETCH NO. 1

DESIGNED BY: T.S.
 CHECKED BY:
 APPRVD BY:

SCALE: N.T.S.
 DATE: 89-12-05

L - 2177

NOTE: PETITIONERS ADDRESSES AS SHOWN

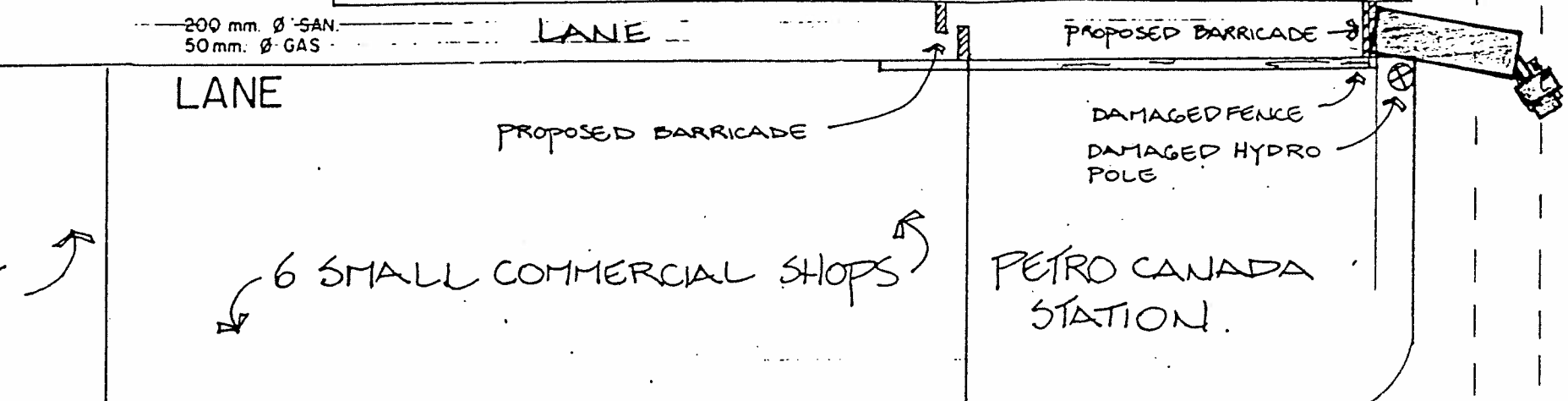
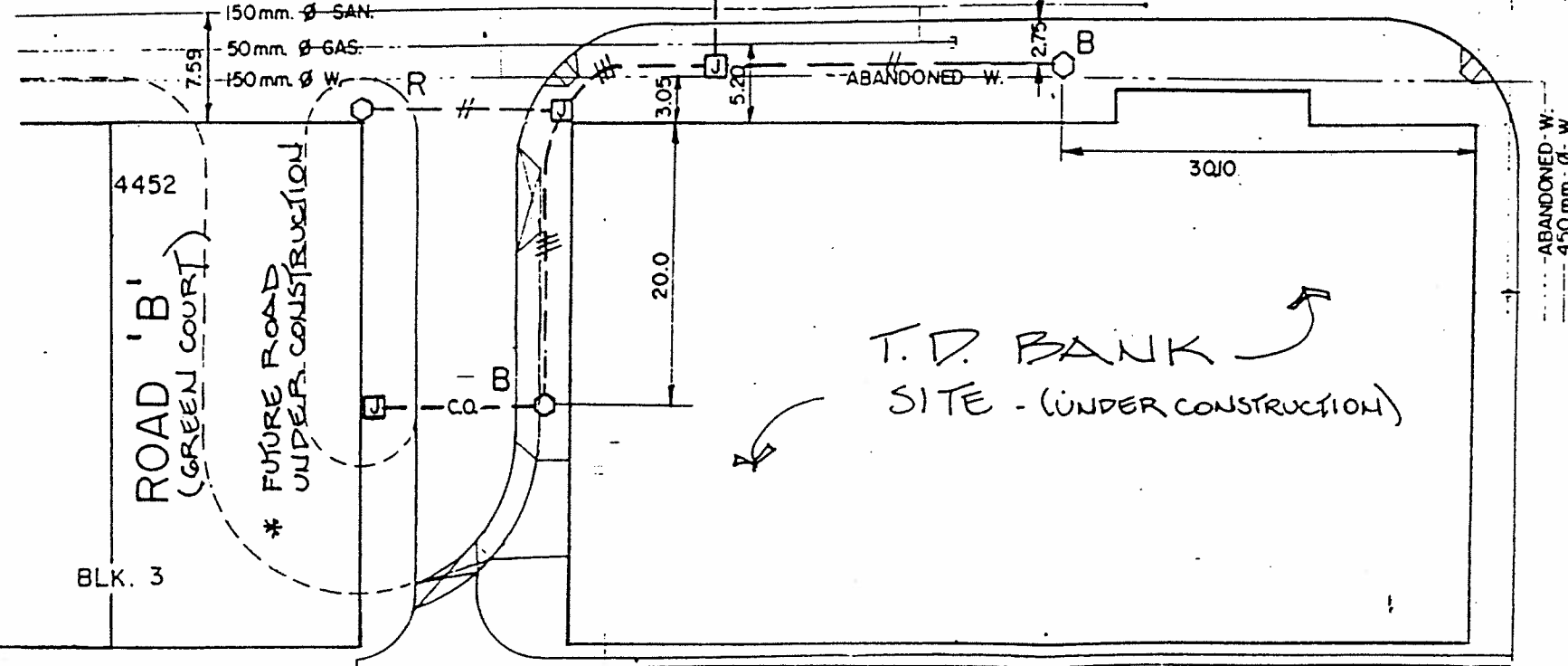
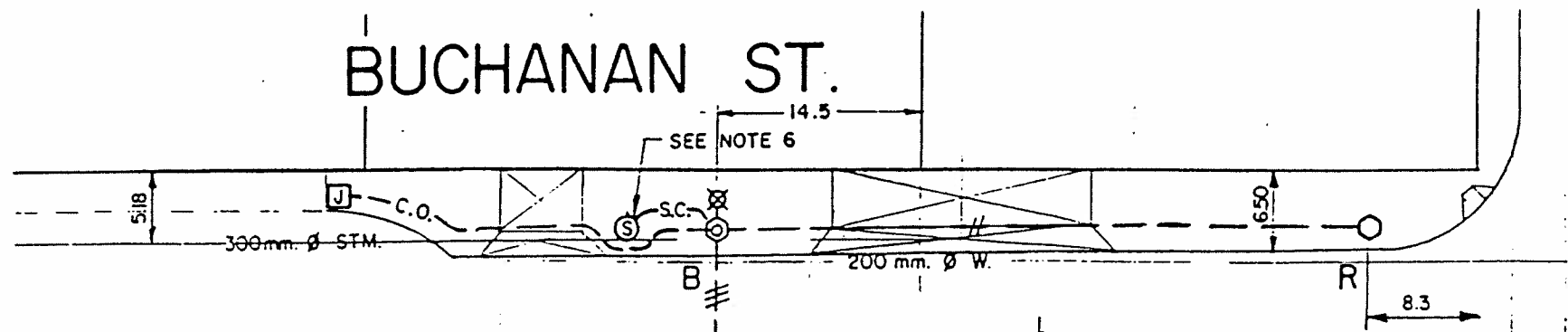
WILLINGDON AVE.



"APPENDIX I"

CS

BUCHANAN ST.



WILLINGDON AVE

"APPENDIX II"

