

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR
AND ALDERMEN

A. IRVING STREET AT DENBIGH AVENUE

RECOMMENDATION:

1. THAT Irving Street between Royal Oak Avenue and Dufferin Avenue be stop-sign protected.
2. THAT Mrs. D. Scheiber of 6312 Denbigh Avenue receive a copy of this report.

NOTE: Prior to submitting this report to Council, the Traffic Safety Division requested that letters be sent to residents on Irving Street and the 6300 and 6400 blocks of Pearl, Selma, Denbigh and Elgin Avenues inviting comments on the recommendation to stop sign protect Irving Street between Royal Oak Avenue and Dufferin Avenue. Three of the 79 properties surveyed expressed opposition to this recommendation.

R E P O R T

"1.0 Background

1.1 Denbigh and Irving Intersection

A petition for stop-sign control at the subject intersection was received from Mrs. D. Scheiber, of 6312 Denbigh Avenue. This was referred to Engineering for report.

A previous request for stop-sign control was received and investigated by Engineering in September 1989. Although the intersection did not meet warrants for isolated intersection stop signs, staff did note that the majority of accidents involved vehicles approaching on the southbound and eastbound directions. Further analysis of then recent police records indicated excessive speed as a major contributing factor. In view of this accident pattern, intersection warning signs with slow tabs were installed in advance of the east and north legs of the intersection.

Despite the intersection warning signs, accidents are continuing to occur. Four right-angle collisions have been reported to the R.C.M.P. since staff's last review in September 1989. The intersection, however, has still not met the warrants for isolated intersection stop-sign control.

INTERNAL DISTRIBUTION:

- : - AGENDA - 1990 NOVEMBER 05
- : - COPY - MUNICIPAL MANAGER
 - DIRECTOR ENGINEERING
 - DIRECTOR PLANNING & BUILDING INSPECTION
 - O.I.C., R.C.M.P.

1.2 The Irving 'Corridor'

In 1987, in order to resolve accident problems at the intersection of Irving Street and Elgin Avenue, stop signs were installed assigning the right of way to Elgin Avenue. Since then only two reported accidents have occurred at the intersection, but accidents at the adjacent intersection of Irving Street and Denbigh Avenue increased. One could speculate that the action taken to remedy the accident problem at one intersection may have contributed to a higher accident rate at other intersections along the Irving Street corridor.

When the review of the Irving/Elgin intersection was carried out, there was a preference for assigning priority to Irving. On balance, however, Elgin Avenue was given the right of way to reduce the potential for motorists using Irving Street as a short-cut route. Before the opening of Oakland, Irving/Bryant carried some of the longer distance neighbourhood traffic. Since then, Irving Street has been functioning as a collector street, although not 'designated' as such.

2.0 Discussion

Staff's conclusion is that Irving Street should be recognized for what it is - a street providing a minor collector function serving the immediate neighbourhood as well as the adjacent Kingsway corridor. Rather than dealing with intersections on a piecemeal basis, staff will better enhance safety by providing motorists with a consistent comprehensible signing approach. Therefore, to reduce the accident rate along the entire corridor, staff are recommending Irving Street between Royal Oak Avenue and Dufferin Avenue be stop-sign protected.

If this approach is approved, it would be appropriate that Irving Street be centre-lined as well as stop-sign protected. Staff further propose that the existing two-way stop at Elgin Avenue and Irving Street be converted to a 4-way stop for an adjustment period of two months and then be converted to a 2-way stop reassigning the right of way to Irving Street.

Concerns have been raised in the past about excessive traffic on Dufferin Avenue and Bryant Street. If the recommended changes to Irving are implemented, staff will monitor these streets and report back to the Committee after traffic patterns in the area have stabilized."

Respectfully submitted,

Alderman J. Young
Chairman

Alderman R.G. Begin
Member

Alderman L.A. Rankin
Member