

REPORT
Regular Council Meeting
1991 November 12

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR
AND ALDERMEN

A. SPEEDING ON FELL AVENUE

RECOMMENDATIONS:

1. THAT Council receive this report for information purposes.
2. THAT Mr. Steve McBride, 1360 Fell Avenue, Burnaby, B.C., V5B 3T8, be sent a copy of this report.

REPORT

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

"1.0 BACKGROUND

Mr. McBride has written the Committee to express concerns of speeding along the Fell Avenue corridor. In previous discussions regarding the stop sign reversal at the Fell and Kitchener intersection, Mr. McBride had also voiced concerns over traffic volume and accidents along the Fell corridor. Staff have completed an investigation of these matters.

2.0 INVESTIGATION

Fell Avenue between Curtis Street and Halifax is a finished standard residential roadway. As discussed below, the data collected during investigations reflects this status.

2.1 Traffic Volumes (91/09/05)

The 24 hour traffic count of 873 vehicles is in keeping with typical residential roadways especially those with some continuity such as Fell Avenue.

2.2 Speeding

Data collected in a recent 24 hour speed survey indicated a very low percentage of high speed traffic. Only 9 vehicles, representing just over 1% of the overall traffic during this period, was noted traveling in excess of 60 km/h.

2.3 Accidents

Accident history for the Fell corridor is shown as APPENDIX 1, attached. Staff are satisfied that traffic controls introduced in 1989 have been effective in reducing accidents at the effected intersections. The remaining uncontrolled intersections continue to maintain a low accident rate.

INTERNAL DISTRIBUTION:

AGENDA - 1991 NOVEMBER 12
COPY - MUNICIPAL MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING & BUILDING INSPECTION
- O.I.C., R.C.M.P.

2.4 Stop Sign Reversal

Kitchener at Fell - This was done in 1989 in conjunction with the installations at Fell and Winch as approved by Council in 1989. The staff report is attached as APPENDIX 2. Again, staff are satisfied with the results of these installations.

3.0 CONCLUSIONS

Fell Avenue is a typical residential street in this area. The volume and speed of traffic as well as the accident history indicate it is functioning reasonably well. The reversal of the stop signs in 1989 has been successful in reducing the accident rate at the problem intersection. Staff do not feel it necessary to install any additional traffic restrictions at this time but will continue to monitor the intersections in the corridor as a result of the concern expressed."

MEMBERS:

Respectfully submitted,

Mr. W. Anderson
Mr. D Baker
Mr. W.B. Bennett
Mr. M. Bloomfield
Mrs. L. Brown
Mrs. G. Evans
Mr. T. Hulme
Mr. E. Fourchalk
Mr. D. Ramsbotham
Mr. W.B. Roxburgh
Mr. R. Weston

Alderman J. Young
Chairman

Alderman D. Evans
Member

Alderman D. Lawson
Member

Alderman C. Redman
Member

Fell Avenue: Intersection Accident History

Cross Street	Intersection	YEAR
Fell Avenue	Intersection Control	79
		80
		81
		82
		83
		84
		85
		86
		87
		88
		89
		90
91		

Accident Type	79	80	81	82	83	84	85	86	87	88	89	90	91
Curtis	1	0	2	1	1	1	1	2	1	0	5	2	1
Napier	0	1	0	0	0	0	0	0	0	0	0	0	0
Aubrey	1	1	1	0	0	0	2	0	0	0	1	1	0
Charles ²	0	0	0	0	0	0	0	0	0	0	0	0	0
Kitchener	4	5	1	2	3	3	0	1	2	6	1	0	0
Stops for Fell ³	4	5	1	2	3	3	0	1	2	6	1	0	0
Grant	2	0	1	0	0	1	0	0	2	2	2	0	2
Winch	2	2	3	3	3	0	2	5	3	4	1	0	0
Stops on Fell ⁴	2	2	3	3	3	0	2	5	3	4	1	0	0
Hallifax	0	0	2	0	2	0	0	0	0	0	1	0	2
Stops on Fell	10	9	10	6	9	7	10	7	8	12	11	3	5

NOTE:

- 1 Year to Date (ie. incomplete)
- 2 No Accident Record Card Initiated
- 3 Intersection Control Changed from "Yield" on Fell in 1989
- 4 Intersection Control Introduced in 1989

APPENDIX 1

