

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

D. IRMIN STREET TRAFFIC SPEED

RECOMMENDATION:

1. **THAT** Council forward a copy of the attached report to J. Alexander, 5742 Irmin Street, Burnaby, B.C. V5J 1Y9.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1998 December 08, adopted the attached report to respond to resident concerns regarding the speed of traffic on Irmin Street between McPherson and Buller.

Respectfully submitted,

Mr. D. Berardine
Mr. K. Friederici
Mr. E. Fourchalk
Mr. P. Herring
Ms. L. Kapp
Mr. A. MacDonald
Mrs. D. Mumford
Mrs. R. Oostlander
Mr. J. Parminter
Mr. D. Richardson

Councillor J. Young
Chair

Councillor D. Evans
Member

Councillor N. Volkow
Member

COPY - CITY MANAGER - DIRECTOR ENGINEERING - DIRECTOR PLANNING AND BUILDING - R.C.M.P., TRAFFIC SECTION
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City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE
ROYAL OAK ADVISORY COMMITTEE

DATE: 1998 11 12

FROM: ASSISTANT DIRECTOR ENGINEERING
TRAFFIC AND ENGINEERING SYSTEMS

FILE:

SUBJECT: IRMIN STREET TRAFFIC SPEED

PURPOSE: To respond to resident concerns regarding the speed of traffic on Irmin Street between McPherson and Buller

RECOMMENDATION:

1. THAT a copy of this report be sent to J. Alexander, 5742 Irmin Street, Burnaby, B.C., V5J 1Y9

REPORT

1. Background

The City is a receipt of a petition from the residents of Irmin Street between McPherson and Buller. A copy of this petition is attached as Exhibit one and it is our understanding that the residents will be appearing as a delegation to address the Royal Oak Advisory committee. As this report, in response to the resident concerns, deals with traffic safety issues it is also being concurrently submitted to the Traffic Safety Committee.

2. Review

Between McPherson and Buller Avenues Irmin Street is a long continuous city block approximately 380 meters in the length. The street has no continuity west of McPherson and East of Buller continuity is curtailed. This Street is built to interim standard and hence does not have curbs and sidewalks. On the north side there is industrial development but this development does not take access from Irmin Street. The south side the Street is residential with the majority central portion of the block face being low density multi family housing. There is no lane so the housing is accessed from front driveways.

In response to the petition from the residents staff have carried out a classified traffic count on Irmin Street between McPherson and Buller. Our count recorded 332 vehicles over what is assumed to be a typical weekday 24 hour period. Only three of the vehicles recorded would be considered as heavy trucks in the context of the Street and Traffic By-law. The mean speed of vehicles during this period was found to be 43 kilometers per hour, well below the 50 kph limit. The 85th percentile speed on the Street is approximately 58 kilometers per hour which is not atypical for this type of street. The data on speed and traffic flow by hour of day is tabulated in Exhibit 2. The hypothesis of the residents is that excessive speed is due to the presence of the high school west of McPherson but higher speeds were also recorded outside of school hours. The low volume of traffic does not lend itself to ready enforcement of the speed limit.

3. Options for Speed Control

The residents of Irmin Street have proposed barricading the Street at its western end. The length of cul de sac that this creates would normally be considered excessive and to the extent that a small minority of residents may be contributing to the speeding problem, it may not provide a full resolution to resident concerns.

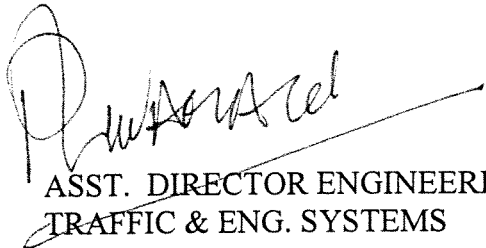
Ideally the issue of speeding could be dealt with through the construction of the street to finished urban standard, possibly including such measures as narrowing chokers or chicanes. Typically this would be carried out through a Local Improvement Program (LIP). However the possibility of a successful LIP along the Street may be limited given the pattern of property ownership. The industrial ownership to the north is not expected to have the same stake holder concern as the residents, but their participation would be a requirement for approval. It is noted that the Royal Oak Advisory Committee is reviewing land use in the area. If, as a result of that review there is change proposed for the industrial use then Irmin street would be upgraded to a finished standard at land use redevelopment.

The installation of speed humps on Irmin would be another option, if the Street were judged as a local residential street rather than a minor local collector (a function which it arguably performs). However speed humps are also installed via the LIP process and the same stakeholder concerns, discussed above relative to success of a roadworks LIP, would apply to a speed hump initiative.

4. Discussion and Conclusion

The speeding problem described by the residents of Irmin Street is unfortunately not unique. The availability of options to remedy the residents concerns through an LIP initiative appears limited but the residents' may wish to explore this possibility further.

The more draconian solution of barricading the street at either end or somewhere the middle of has wider neighborhood/area repercussions and accordingly the issue must be addressed in this neighborhood context. Given that a plan that defines the future for the area is being developed by the Royal Oak Advisory Committee for recommendation to Council it is appropriate that the concerns of the residents be considered by the committee in that context. We again note that industrial land use redevelopment may flow from the deliberations of the committee and result in the opportunity for changing the character and usage of Irmin street at that time. In the interim the residents may wish to consider volunteering for a neighborhood speed watch initiative through the Burnaby Safety Society (421-1400). A copy of this report is also being forwarded to the RCMP Traffic Division for review relative to enforcement.



ASST. DIRECTOR ENGINEERING
TRAFFIC & ENG. SYSTEMS

PL:

cc: City Manager
Director Planning and Building
RCMP (Traffic Section)

RECEIVED IN
ENGINEERING DEPT.
FILE:

SEP 08 1998

Factor To	Value
PL	

5742 Irmin Street
Burnaby, B.C.
June 26, 1998

The Mayor and Council
City of Burnaby, B.C.

Dear Sirs;

Re: High speed traffic on Irmin St.

The undersigned are residents of Irmin Street in the block between McPherson and Buller and we are living with a serious threat to the safety of children caused by cars speeding in front of our homes. We ask that this threat be minimized by placing a vehicle barrier across Irmin at Buller or to the west of that point.

Irmin Street is broken into several distinct, unconnected sections and this section is only about 600 meters long running from McPherson east to the Sky-Train right-of way. There is little need therefor, for any but local traffic to use this street and indeed the volume of traffic is not a serious problem. However many drivers view our long block of uncrowded pavement as a fast way to bypass traffic and stop lights on Rumble. Many of these drivers are on their way to and from Burnaby South Secondary School with its parking lot entrance on McPherson near Irmin.

There are thirty families living on our block most of which have school-age and pre-school children. The parents try to keep the younger ones off the street but rules are inevitably forgotten in the excitement of play. There are no sidewalks and driveways slope down to the street so a child on a wheeled toy can easily roll out into traffic. Older kids on their way to and from school do not have the protection that a curb would afford and the street lighting is not the brightest. High speed travel is totally inappropriate here but it occurs with alarming frequency.

The solution we propose calls for a very small expenditure, would result in only minor inconvenience and should it ever become necessary, could easily be reversed. We ask that our request be given favourable consideration at the earliest opportunity.

- | | |
|-------------------------|-----------------------------------|
| <u>Kathleen Oak</u> | <u>5736 Irmin Street, Burnaby</u> |
| <u>D. W. Crawford</u> | <u>5712 IRMIN ST BBY.</u> |
| <u>Mandy Pulford</u> | <u>5712 Irmin St</u> |
| <u>Margaret Daniels</u> | <u>5808 Irmin ST,</u> |
| <u>L. Morgan</u> | <u>5706 IRMIN ST</u> |
| <u>J. Williams</u> | <u>5718 Irmin St.</u> |
| <u>Richard M. Carty</u> | <u>5724 IRMIN</u> |
| <u>Kevin Wolf</u> | <u>5730 IRMIN ST</u> |
| <u>James Slack</u> | <u>5748 Irmin St.</u> |

IRMIN (MACPHERSON-BULLER) E&W BOUND

Wednesday 16/09/98

80

Speed (KPH)

Hour End	0 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	Total veh.	Mean Speed	Std. Dev.
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	1	0	0	0	0	1	0	0	0	0	2	40	18
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	1	32	0
6:00	0	0	0	1	0	0	0	0	0	0	0	0	2	47	21
7:00	0	0	0	1	0	0	0	0	0	1	0	0	21	45	3
8:00	1	0	0	1	4	4	3	4	1	3	0	0	38	43	2
9:00	1	0	1	3	6	10	9	4	4	0	0	0	12	39	4
10:00	1	1	0	2	3	2	1	0	0	2	0	0	17	38	4
11:00	2	1	2	1	3	3	3	1	0	2	0	1	23	43	2
12:00	0	1	0	5	2	5	5	2	0	2	0	0	18	43	3
13:00	0	1	1	3	1	4	4	0	4	0	0	0	21	43	2
14:00	0	0	1	2	6	4	5	0	1	1	1	0	31	41	2
15:00	2	0	2	4	7	5	3	3	3	1	0	1	43	48	1
16:00	0	0	1	1	4	8	13	6	5	2	2	0	26	46	3
17:00	0	2	1	2	5	5	3	3	4	1	3	0	14	43	4
18:00	1	1	0	2	1	1	4	1	1	2	0	0	15	43	3
19:00	0	0	1	2	3	2	4	0	2	1	0	0	9	47	3
20:00	0	0	0	0	3	1	1	2	1	1	0	0	13	35	5
21:00	2	1	1	2	4	0	0	1	1	0	1	0	14	42	4
22:00	1	1	0	0	4	2	2	2	0	1	1	0	8	43	3
23:00	0	0	0	1	1	3	1	2	0	0	0	0	3	42	13
24:00	0	0	1	0	1	0	0	0	0	1	0	0	3	44	1
12 Hour	8	7	10	28	41	53	57	24	25	17	6	3	279	43	1
16 Hour	11	9	11	31	52	56	60	29	27	20	8	3	317	43	1
18 Hour	11	9	12	32	54	59	61	31	27	21	8	3	328	43	1
24 Hour	11	9	13	33	54	59	61	32	27	21	8	3	331	43	1