

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

G. CLOSURE OF STANLEY STREET AT CANADA WAY

RECOMMENDATIONS:

1. **THAT** Council authorize staff to consult with residents in the 77 and 78 hundred block's of Stanley Street to determine the acceptability of blocking off Stanley Street at Canada Way.
2. **THAT** a copy of this report be sent to Ms. Karen Suzuki, 7864 Stanley Street, Burnaby, B.C. V5E 1V8.

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 volume of traffic on Stanley Street.

MEMBERS:

Respectfully submitted,

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

Councillor J. Young
Chair

Councillor D. Evans
Member

Councillor N. Volkow
Member

COPY - CITY MANAGER
- DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE

FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS

DATE: 1998 09 21

FILE:

SUBJECT: Closure of Stanley Street at Canada Way

PURPOSE: To respond to resident concerns regarding the volume of traffic on Stanley Street

RECOMMENDATION:

1. **THAT** staff be authorized to consult with residents in the 77 and 78 hundred block's of Stanley Street to determine the acceptability of blocking off Stanley Street at Canada Way.
2. **THAT** a copy of this report be sent to Ms Karen Suzuki, of 7864 Stanley Street, Burnaby, B.C. V5E 1V8.

REPORT

Staff have received correspondence and a petition from Ms Karen Suzuki concerning the volume of traffic on Stanley Street from Canada Way to 6th Street during the A.M. and P.M. peak traffic periods. This section of road is constructed to an interim standard with a paved width of approximately 18 feet.

In order to gauge vehicle activity, specifically the reported increase during the peak periods staff have conducted directional volume studies. The data collected indicates an average weekday (24 hour) volume of 167 vehicles eastbound and 63 vehicles westbound. The data collected indicates the differential increase in eastbound vehicle traffic occurs during the P.M. from approximately 3 p.m. to 6 p.m. It would be fair to assume that this increased traffic is not generated on Stanley Street but is destined for the wider neighbourhood.

In her letter, Ms Suzuki has suggested either the installation of Speed Humps or the complete closure of Stanley Street at Canada Way would resolve the current concerns of increased vehicle traffic.

Speed Hump Installation

As Stanley Street is classified as a residential roadway, a proposal to install speed humps could be processed. However, there are sections of this roadway which exceed the maximum allowable grade of 8.0 %. Therefore, the use of speed humps on Stanley Street from Canada Way to 6th Street would have to be implemented on a limited and more selective basis than normal potentially limiting their effectiveness.

Road Closure at Canada Way

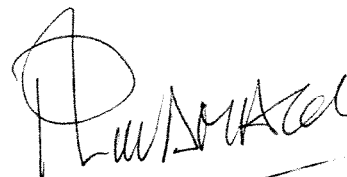
A review of the long range plan for this roadway has indicated past plans to close off this intersection as indicated by right of way taking for a cul-de-sac. Although the cul-de-sac construction would normally occur in conjunction with a successful LIP for roadworks, the current conditions would suggest that closure at this time would be beneficial from a traffic safety standpoint as discussed below.

Crash data on record has identified a number of occurrences at this intersection, with a total of 24 crashes over the past 6 years. The majority of these incidents were reported as rear end collisions occurring on Canada Way. This would suggest the action of turning onto Stanley Street from Canada Way poses an impedance to the fast moving traffic on the major roadway.

There also appears to be a condition of limited visibility for motorists exiting Stanley Street which may also explain the disparity between eastbound and westbound flows. This is the result of a 2.5 % grade change approximately 80 metres south of the intersection on Canada Way, combined with an approach grade of 10% on Stanley Street. Although clearing of vegetation on the south east corner of this intersection would improve the existing condition, it is felt that this alone will not resolve the limited visibility concerns.

Conclusion

We recommend further consideration of the closure of Stanley Street at Canada Way following consultation with residents of the 77 and 78 hundred blocks of Stanley Street. We will also discuss the nature of the closure with Fire Services but at this stage we believe a firegate would fulfill emergency access requirements.



ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

AE:

cc: City Manager

