

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

STANLEY STREET ROAD CLOSURE

RECOMMENDATIONS:

1. **THAT** the closure of Stanley Street be further reviewed with residents subsequent to the implementation of left turn restrictions at the intersection of Canada Way and Stanley.
2. **THAT** a copy of the attached report be forwarded to Stanley Street residents previously surveyed.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1999 April 06, adopted the attached report to inform the Committee of the results of the resident consultation and recommend a course of action.

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

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 1999 03 23
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:**
SUBJECT: STANLEY STREET ROAD CLOSURE
PURPOSE: To inform the Committee of the results of the resident consultation and recommend a course of action

RECOMMENDATION:

1. **THAT** the closure of Stanley Street be further reviewed with residents subsequent to the implementation of left turn restrictions at the intersection of Canada Way and Stanley.
2. **THAT** a copy of this report be forwarded to Stanley Street residents previously surveyed.

REPORT

Appearing on the 1998 December 08 meeting of the Traffic Safety Committee, was a report concerning a resident proposal to close Stanley Street at Canada Way.

Staff have consulted with residents along Stanley Street from Canada Way to 6th Street by way of the attached mail out questionnaire (Exhibit 1). As illustrated by Exhibit #2, a total of 22 responses were received from the 27 residents surveyed, with 82 % of those responding being in favour of the closure.

Despite the high level of acceptance for this proposal, we have received vigorous, well argued, opposition from one family resident on the street. The attached correspondence (Exhibit 3) summarizes a number of issues relating to the closure and its effect on accessibility to Stanley Street residents. The basis of these concerns focuses on the substandard width of Stanley Street, the limited options of access/egress should the closure be implemented and difficulty of developing an interim turnaround at the closure end of Stanley. We readily acknowledge that many of the concerns voiced will not be resolved until the street is finished through LIP. There is no reason to assume that those residents in favour of the closure did not give consideration to the issues raised by Ms. Bemister.

Given the positive support voiced for this proposal, it would also be fair to assume that the residents of Stanley Street are interested in improving safety at the Canada Way intersection, while at the same time reducing vehicle volumes along their street. Notwithstanding this, a full closure at Canada Way could present some unforeseen obstacles to some residents given the interim standard reduced cross sectional width of the roadway itself.

Therefore, we would recommend that the proposal to close Stanley Street be held in abeyance but that all left turn movements at the Canada Way and Stanley Street intersection be prohibited. The full closure could subsequently be implemented at LIP as intended by subdivision plans, or earlier if that is what is desired by the residents after a period of evaluation.



ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

AE:
Attach.

cc: City Manager



4949 Canada Way, Burnaby, B.C. V5G 1M2
Engineering Department
File:

Telephone: (604) 294-7460
Fax: (604) 294-7425
1998 12 09

Dear Resident:

Re: Closure of Stanley Street at Canada Way

Recently, staff received correspondence from a Stanley Street resident who was concerned about the volume and speed of traffic entering and exiting Canada Way via Stanley Street, and offered the suggestion of closing Stanley Street at Canada Way to resolve the situation.

Further review indicated that the long range plan for this intersection was a complete closure at Canada Way. With that in mind, and in consideration for the potential dangers associated with exiting Stanley Street onto Canada Way, staff recently recommended resident consultation regarding the closure to the Traffic Safety Committee and this recommendation was subsequently approved by Burnaby Council.

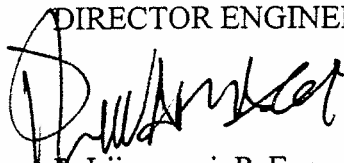
As is standard practice, the Burnaby Fire department has been consulted on this matter, and has no objection to the closure, provided that emergency access to Stanley Street from Canada Way is maintained by way of a locking gate.

Therefore, in order to determine the wishes of residents regarding the closure, we would be grateful if you completed the attached questionnaire and returned it via the postage paid envelope (or by fax) by January 30 1998.

Should you require additional information, or have any questions relative to this matter, please contact Alan Evans at 294 7538.

Yours truly,

W.C. Sinclair, P. Eng.
DIRECTOR ENGINEERING


by: P. Liivamagi, P. Eng.
ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

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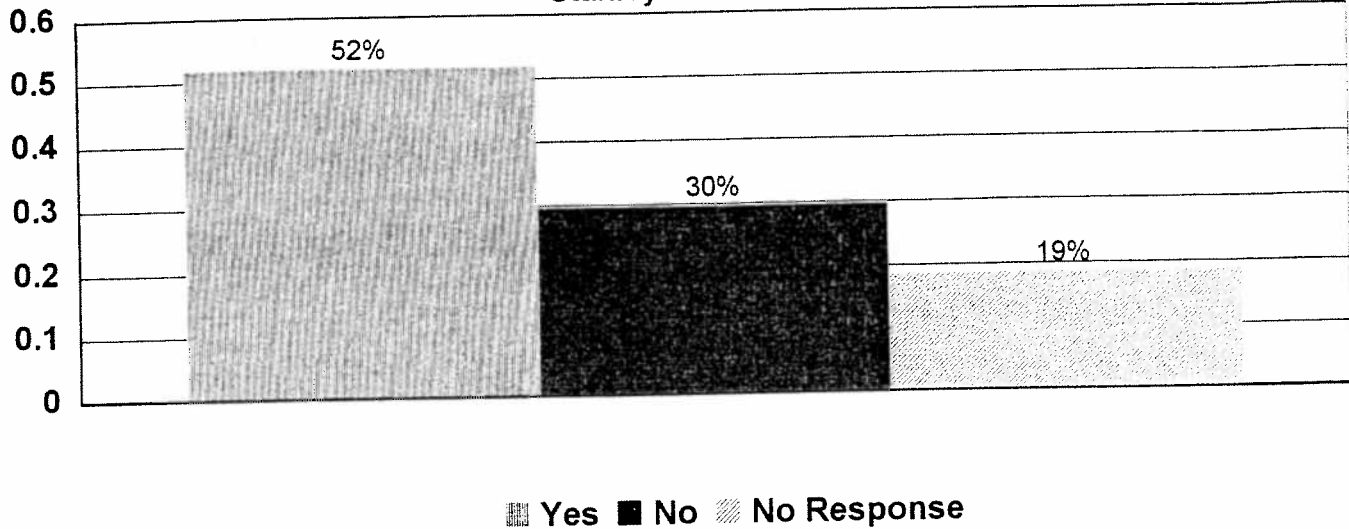
AE:
Attach.

cc: Chair, Traffic Safety Committee (Councillor Young)

EXHIBIT 1

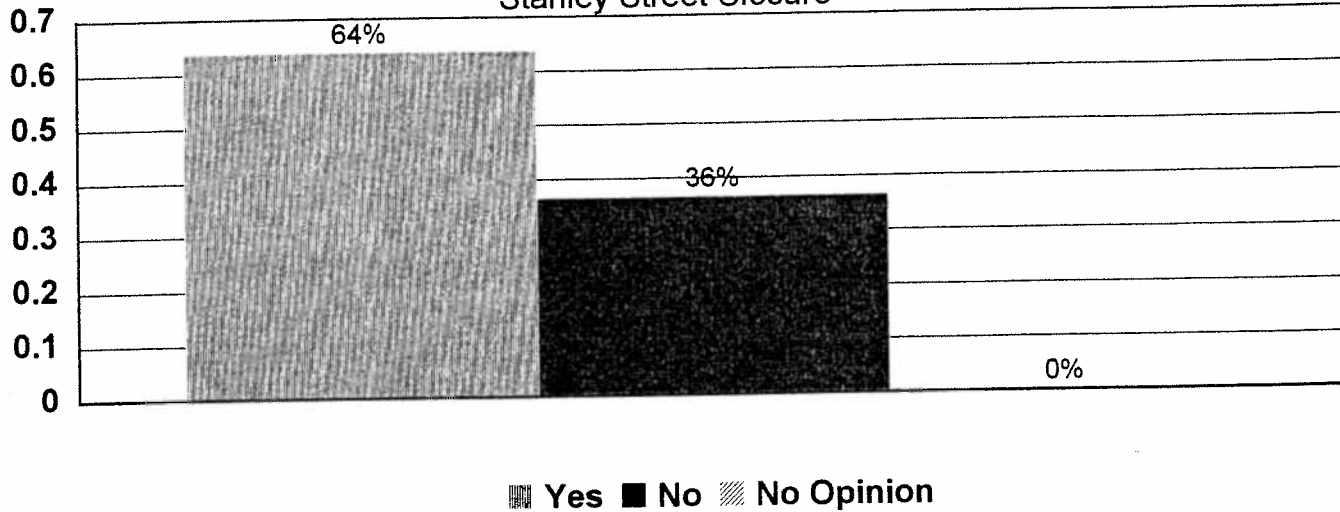
Total Percentage

Stanley Street Closure

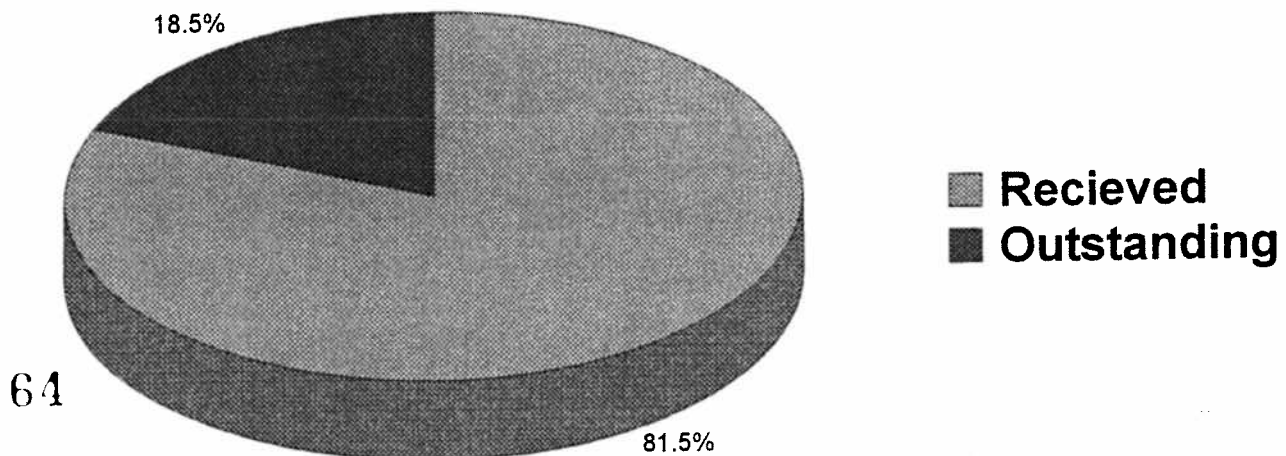


Response Percentage

Stanley Street Closure



Resident Response Rate



Burnaby Safety and Traffic Committee

RE: Closure of Stanley Street

The residents of Stanley Street were recently polled about a street closure at Canada Way. I understand that 15 out of 31 residents voted for closure and that the Engineering Department is recommending this be done.

This closure will create more dangerous situations than it fixes, and because of the nature of Stanley Street itself, poses a possibility of, at times, zero accessibility to houses on the street.

Because less than 50 per cent of the neighbours felt closure was needed (based on a letter citing the closure necessary because of a dangerous corner and heavy traffic) I hope you will consider these concerns.

THE ROAD:

Stanley is narrow - 15 feet wide (not 18 as in the engineering report) in most places (including the curb)

Stanley is not level - it undulates and runs uphill towards Canada Way
Stanley has a drop off on the north side of the road and an occasional shoulder on the south side.

Stanley is lined with telephone poles on the south side of the street.

One would consider blocking both ends of a street, although it would reduce traffic and increase safety, to be a ridiculous proposition. Blocking one end of a one lane road, like Stanley, is just a step up from that.

1. Safety

From a safety point of view the report states:

"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 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."

This statement totally ignores the fact that on the north (downhill) corner of Canada Way and Stanley there is a bus stop which certainly would be more of an impedance to traffic and could easily account for 4 rear end collisions a year on this corner. Closing Stanley Street will have no effect on this.

The clearing of plant growth has opened up the corner immensely and in actual fact, visibility is better there than turning right onto Canada Way from Burris because of a cedar hedge on the southwest corner of that intersection.

2. Traffic - Traffic counts do not indicate high vehicular traffic flows.

With 31 residents and approximately 60 vehicles belonging to Stanley Street residents (from my own count at 7:30 a.m.), 200 vehicles a day is not indicative of traffic flow-through. Two trips a day for each vehicle on the street would be equal to 240 cars alone.

There are approximately 1,800 cars using 6th Street according to a 1996 count, and thousands more on Canada Way. If Stanley was actually a pass-through, one would expect to have a far higher traffic count.

The traffic counts do show that most the residents prefer to use 6th Street, even without the corner of Canada Way being blocked off.

SAFETY CONCERNS OF CLOSURE:

1. Alternatives for a right turn:

Residents must access this area somehow, be it a left turn on Canada Way or a right turn. Forcing residents to turn right on Burris (with a far higher accident rate) would not increase safety. The corner is not designed for right turns off Canada Way, particularly at a red light. Slowing at the bottom of the hill (on a green light) to make a right turn is definitely more of a hazard than slowing near the top. The danger is compounded between 3:00 and 4:00 with small children coming home from Buckingham Elementary School across Canada Way and Burris.

Right turns could be made on Morley or Berkley, but would entail the same risk as turning at Stanley Street so there is no net gain in safety, only a gain in traffic on other residential streets. Again, between 3:00 and 4:00 small children from Lakeview Elementary are on the road (no sidewalks) on this route.

2. Hydro lines and telephone lines:

Garbage trucks, delivery vans, moving vans or any large vehicles would be forced to back down the street. The narrow road, uneven grade and telephone poles on the edge of the street create a danger of these vehicles hitting the poles and knocking hydro lines down. I have spoken to B.C. Hydro Safety Division and this would be a concern to them. I would also

note the main line for telephones in the greater neighbourhood also runs down these poles.

3. Emergency Vehicles

Although the firemen are happy with firegates, the paramedics are not: Firemen get keys, paramedics do not; firemen are informed about the gates, paramedics are not. Ambulances do use Stanley Street to access the wider neighbourhood (as recently as last Saturday) Blocking this off not only increases response time for the residents of the street, but to the entire community. Residents of the street are not informed about this.

ACCESS CONCERNS:

1. Zero Accessibility:

Stanley Street is very narrow and it is impossible for two cars to pass except on portions where a "shoulder" is available. Closing one end makes the potential for zero accessibility very real. One vehicle parked on the street, be it a repair truck, a moving van, or just an inconsiderate visitor to a neighbour can completely restrict any traffic flow.

2. Winter Access:

Heavy snows or black ice at 6th (the corner slopes downward in a north and east direction causing water to flow in a diagonal across Stanley and 6th) and an uphill grade can make accessibility difficult. In snow, the uphill grade from 6th can also be a barrier to cars who in turn could block the entire street. It is doubtful with the narrowness of the road and having to back down the street that a snow plow would clear this road if it is blocked off.

3. Hazelmere:

The residents of Hazelmere, a dead end street just above Stanley Street, do use the street occasionally instead of turning left onto Canada Way. Turning right at Stanley Street allows them to use the light at Burris, or alternately, Lakefield to travel south, instead of trying to turn left across Canada Way. Closing Stanley Street would leave a left turn as their only alternative and again, a more dangerous situation is created.

CONCLUSIONS:

The assumption of a safety concern posed because of right turns off Canada Way is not valid because of failing to take into account stopped traffic for a bus, a problem not rectified by closing Stanley.

Traffic is mostly Stanley Street traffic and most prefer to use 6th Street anyway.

Access is a major concern. At times it would be impossible to gain access to some residences on the street.

A dangerous situation is created with large trucks backing down a narrow road lined with hydro poles and parked cars.

A dangerous traffic situation is created with cars trying to turn right at Burris Street (particularly between 8:00-9:00 and 3:00-4:00 when small school age children are passing).

A dangerous situation is created with more traffic forced onto neighbourhood streets, closer to the local elementary school and down streets with no sidewalks where the children are walking.

A dangerous situation is created for residents of Hazelmere wishing to go south on Canada Way.

Closure has an effect on others in our community including slowed emergency response time by paramedics.

The best that can be gained from this closure is 63 cars are prevented from using the Canada Way corner. There will be very minor, if any, decreases in traffic at the 6th Street corner and little decrease (if not an increase) in the speed at which some neighbours drive the street. With the safety concerns it creates, plus the cost of closure, this does not make closure a very viable option.

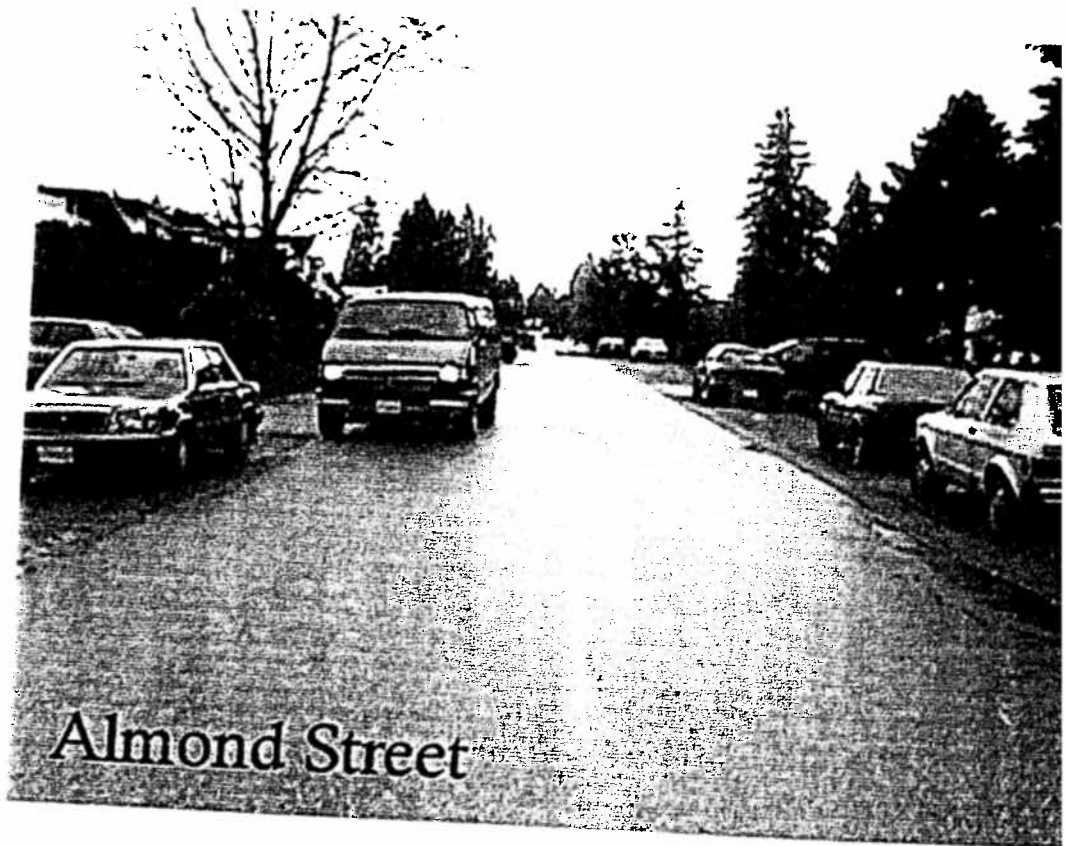
Enclosed is a picture of Stanley Street and a picture of Almond Street, just below, which is already blocked off. I hope this aids you in seeing some of the problems which I have outlined. Thank you.



Denise Bemister
7809 Stanley Street



Stanley Street



Almond Street

