

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**IRMIN STREET: MACPHERSON TO BULLER**

RECOMMENDATION:

1. **THAT** Council authorize staff to poll the residents along Irmin Street to determine the acceptability of the interim standard traffic calming options discussed in this report.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1999 May 04, adopted the *attached* report responding to the Committee's request to further review traffic calming options along this section of Irmin Street.

Respectfully submitted,

Mr. D. Berardine  
Mr. K. Friederici  
Mr. E. Fourchalk  
Mr. P. Herring  
Ms. L. Kapp  
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 17  
**FROM:** ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENGINEERING SYSTEMS **FILE:**  
**SUBJECT:** IRMIN STREET: MACPHERSON TO BULLER  
**PURPOSE:** To respond to Committee's request to further review traffic calming options along this section of Irmin Street

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RECOMMENDATION:

1. **THAT** the residents along Irmin Street be polled to determine the acceptability of the interim standard traffic calming options discussed in this report.

REPORT

**1.0 BACKGROUND**

Following a report (attached) submitted to the 1998 December 01 regular meeting of the Traffic safety Committee, the issue of vehicles speeding along the 5700 block of Irmin Street was referred back to staff for further review. It was also requested that staff evaluate the potential of installing either a right-in / right-out diverter on Irmin Street speed humps or other measures along Irmin Street from MacPherson Avenue to Buller Avenue.

**2.0 ROYAL OAK PLAN**

At present, properties fronting the north side of Irmin Street are zoned as Industrial, while private property on the South is zoned as Residential. The draft Royal Oak Area Community Plan which was touched on in the previous report has now been approved by Council. The plan proposes future redevelopment which will see the conversion of industrial use on the North side of Irmin to Multi family residential. With redevelopment there will be the opportunity to upgrade Irmin from its current interim standard to a final standard finished street. That final standard would of itself lend to reduce traffic speeds but can include "built in" traffic calming measures that address the concerns of residents. Features such as entranceway chokers (at MacPherson and at Buller) and a raised pedestrian crossing (at the midblock to provide access to the proposed green strip) can be designed to fit in with the context of the neighbourhood.

While the Royal Oak Area plan provides the future opportunity for traffic calming Irmin it reduces the previous (slim) possibility of introducing immediate measures such as speed humps through a Local Improvement Program. Accordingly the available measures that we favour are ones that are interim in nature and would not result in a significant sunk cost when the street is upgraded.

### **3.0 AVAILABLE OPTIONS:**

Below as requested is a discussion of a variety of devices and/or treatments which have either been proposed by residents or members of the Traffic Safety Committee or reviewed by staff as possible solutions to the issue of speeding traffic along Irmin Street from MacPherson Avenue to Buller Avenue. Each device/treatment has been illustrated schematically on the attached Diagram #1.

#### **A: Speed Humps:**

The current designation of this section of Irmin Street as a residential roadway would permit the application for Speed Humps via the LIP process. However, given that this roadway may well function more as local collector than it does now, making it inappropriate for a standard residential Speed Hump installation.

#### **B: Road Closure:**

A road closure has been suggested by residents and would resolve residents' concerns of extraneous vehicle traffic and speeding to the extent that through traffic rather than local traffic is more likely to speed. However a closure would have significant impact on present day access, as well as the future vehicular circulation given the direction indicated by the draft Royal Oak Area Plan.

#### **C: Right-In / Right-Out Diverters:**

Despite the fact that excessive speeds on Irmin are probably a function of the long uninterrupted sections of roadway, the unfinished nature of the road and the lack of streetscape side friction or the control of movement at either or both ends may reduce extraneous traffic. A review of the traffic movements at the intersections of MacPherson and Buller Avenue's suggests that some reduction in the volume of non localized traffic might be accomplished if all movements except right turns were prohibited at these intersections. Again to the extent that non neighbourhood traffic may be more inclined to speed deterrence of through traffic may be beneficial. The restrictions would be implemented by installation of concrete barricades to form a "delta" island.

#### **D: Mid-Block Lane Narrowing:**

This application serves to address the issue of vehicle speeding by reducing the width of individual travel lanes. Width reduction is accomplished by way of lateral obstructions along a short section of the roadway.

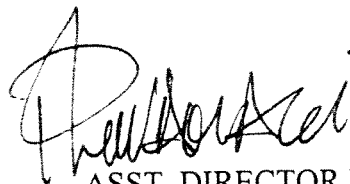
A reduction in vehicle speeds is the direct result of a significantly reduced lane width, which in turn forces motorists to reduce speed on the approach to and while passing through the device so as not to collide with the lateral obstruction. Although the barricades used for an interim installation would have an ultimate salvage value the "upfront" cost would potentially be significant. This type of interim installation would be extremely unsightly although similar measures designed and built into a permanent roadway would not.

#### 4.0 RECOMMENDATION

At this point, it would be undesirable for the City and/or residents (by way LIP) to invest in "permanent" traffic calming measures. Redevelopment in conjunction with area wide re-zoning will undoubtedly change current traffic patterns, as well as the character of Irmin Street. Community Planning staff are aware that the construction of Irmin Street to final standard provides an opportunity for designing a street that "builds in" the requisites of traffic calming.

Regardless of the interim calming approach employed along Irmin Street to reduce vehicle speeds, residents will undoubtedly be effected either by way of reduced access to their residence, or by a reduction in available on street parking.

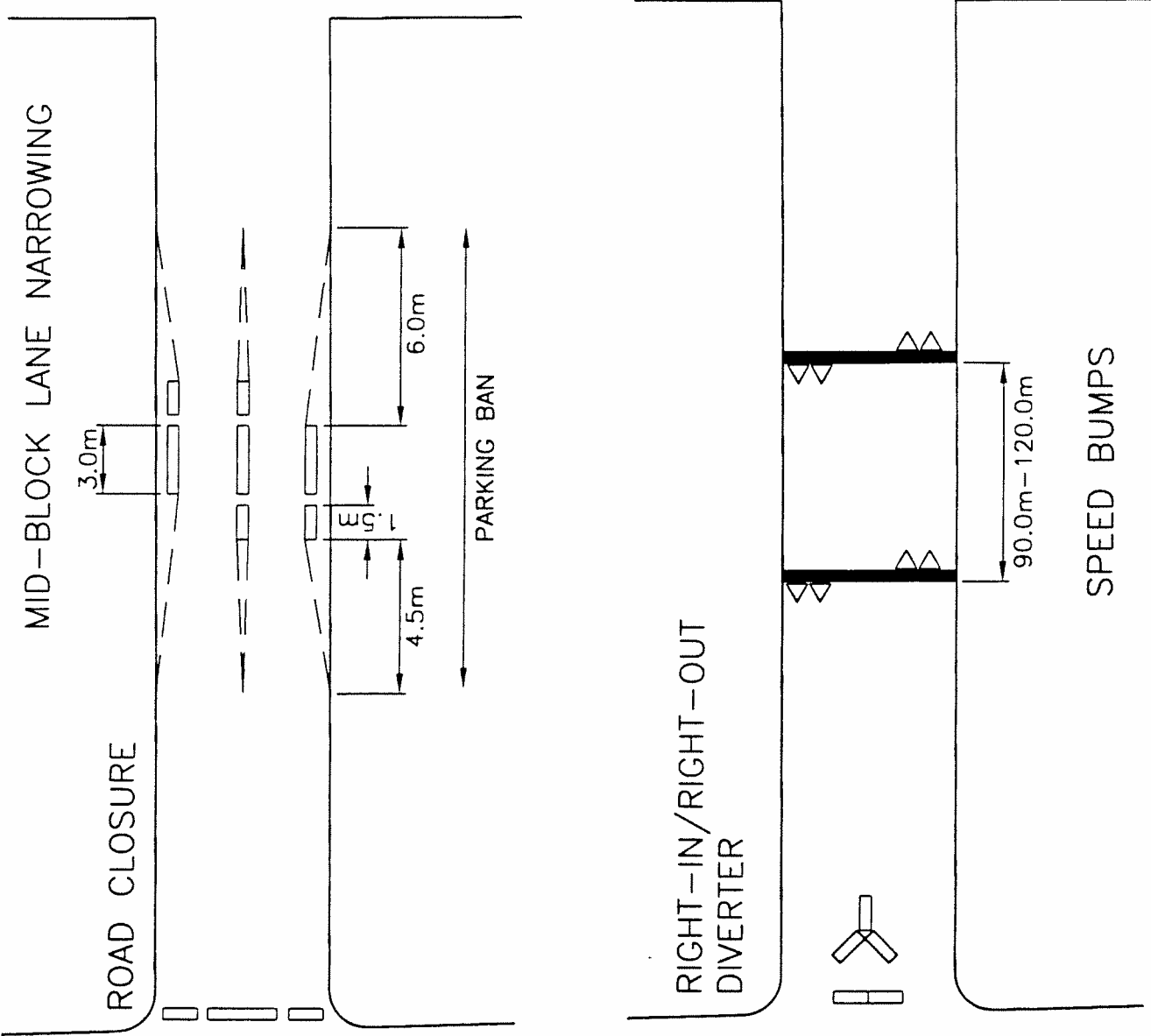
Therefore, we would recommend that the options offered to residents for traffic calming be interim ones (combinations of options C and D above) that can ultimately be adapted to the new road. If there is a consensus among residents which can be recommended to Council we would construct the calming measures to a temporary standard, which would allow for future adjustments or modifications should the need arise.



ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENG. SYSTEMS

AE:

cc: City Manager

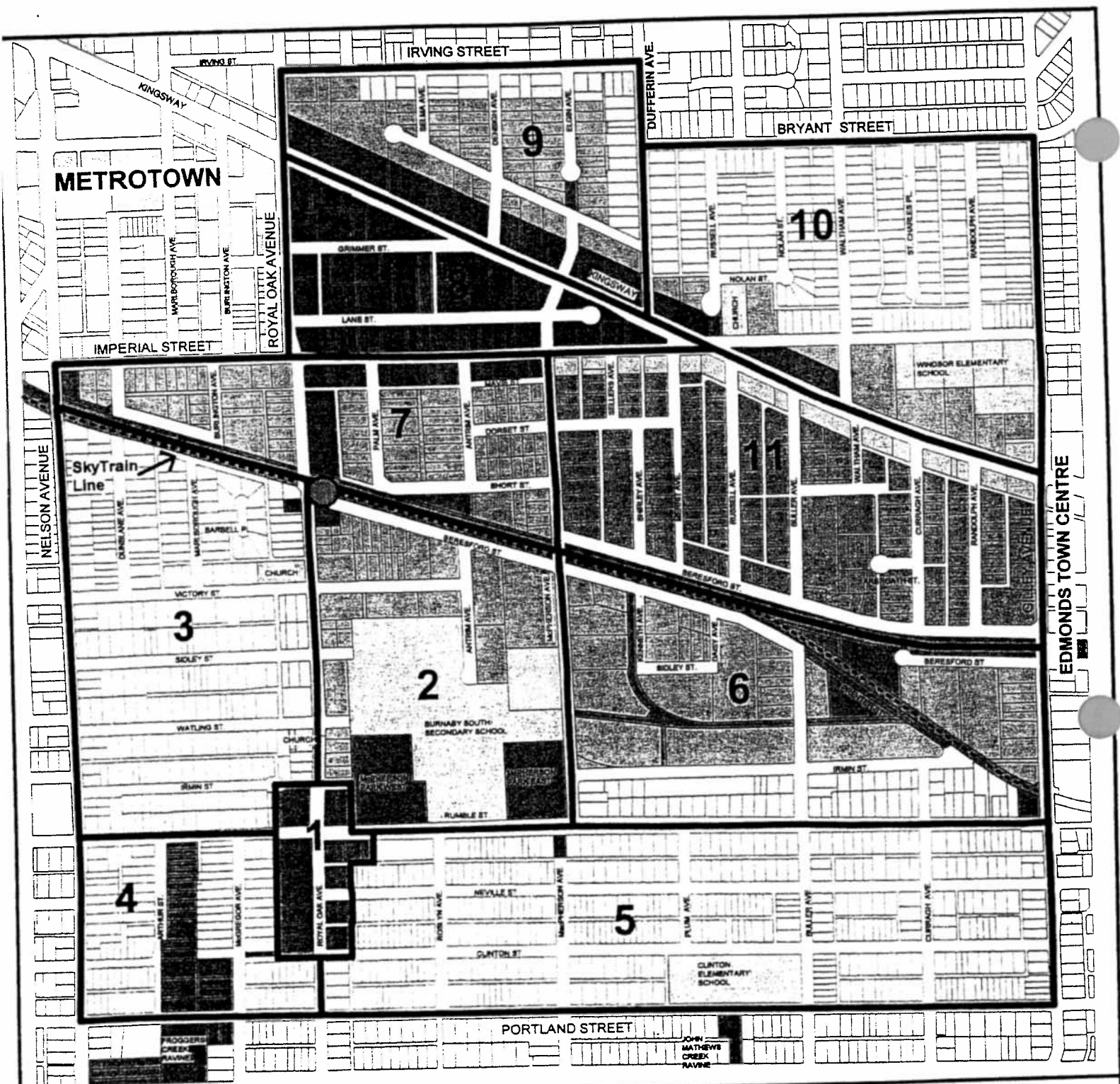


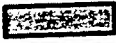



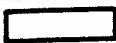
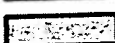

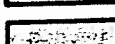

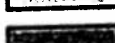
NO.	DATE	REVISION



DIAGRAM 1 105

DRAWN BY: G.FUNK	SCALE: N.T.S.	<b>A</b> 499
APPRV'D BY: CDL	DATE: 99-03-23	



- |   |  |   |                                  |
|---|--|---|----------------------------------|
|  | Residential (Multiple Family)          |  | Special Multi-Use Urban Precinct |
|  | Mixed-Use Commercial/Residential       |  | Business Park/Service Industrial |
|  | Transitional Residential               |  | Street-Front Commercial          |
|  | Existing R5 Residential Neighbourhoods |  | School/Institutional             |
|  | Royal Oak SkyTrain Station             |  | Park/Public Open Space           |

106

# Royal Oak Study Area

Urban Village Development Concept (Sub-Areas Identified)

Sketch #2  
1999 March 01

29

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.

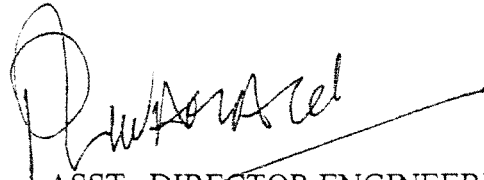
The installation of speed humps on Irmin would be another option, if the Street were judged as a local residential street rather than a minor local collector (a function which it arguably performs). However speed humps are also installed via the LIP process and the same stakeholder concerns, discussed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

