

TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**SUBJECT: TRAFFIC CONCERNS ARISING FROM THE REZONING
APPLICATION FOR 7174 BARNET ROAD**

RECOMMENDATION:

1. THAT Council receive this report for information.

REPORT

The Traffic Safety Committee, at its meeting held on 2015 March 03, received and adopted the attached report reviewing traffic safety concerns arising from a rezoning application for 7174 Barnet Road.

Respectfully submitted,

Councillor P. McDonell
Chair

Councillor P. Calendino
Vice Chair

Councillor J. Wang
Member

Copied to:	City Manager Deputy City Managers Director Planning and Building Director Engineering
------------	--

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2015 February 18

FROM: DIRECTOR ENGINEERING

FILE: 38000 20
Ref: Traffic Safety

SUBJECT: TRAFFIC CONCERNS ARISING FROM THE REZONING
APPLICATION FOR 7174 BARNET ROAD

PURPOSE: To review traffic safety concerns arising from a rezoning application for 7174
Barnet Road.

RECOMMENDATION:

1. **THAT** the Committee receive this report for information.

REPORT

BACKGROUND

At a Public Hearing held on 2014 June 24, Council received public comments regarding the rezoning application for 7174 Barnet Road. The rezoning application was to permit construction of a three-story mixed-use commercial and residential development at the southeast corner of Barnet Rd and Pandora St. Comments received relating to traffic safety concerns were referred to the Traffic Safety Committee. On 2014 July 08, the Traffic Safety Committee received the comments and referred them to staff for a report back. The following concerns and requests were raised by speakers to the rezoning:

1. Vehicles parking too close to the intersection of Barnet Rd and Pandora St.
2. Request for traffic calming measures in the subject area; and
3. Installation of four-way stops or pedestrian controls at the intersections of Barnet Rd and Pandora St, as well as Pandora St and Duthie Ave.

Figure 1 shows the streets in the vicinity of the rezoning application. The intersection of Barnet Rd and Pandora St, and Duthie Ave and Pandora St are controlled by east-west stop signs. Both Barnet Rd and Pandora St are classified as a Local Street and Duthie Ave is classified as a Local Collector.

To: Traffic Safety Committee
From: Director Engineering
Re: Traffic Concerns arising from the Rezoning
Application for 7174 Barnet Road
2015 February 18 Page 2

DISCUSSION

Parking too close to intersection

A review of the parking conditions at both the intersections of Barnet Rd at Pandora St and Duthie Ave at Pandora St revealed that some vehicles may be parking too close to the intersections. To enhance safety and ensure good visibility for both motorists and pedestrians, additional "No Stopping" restrictions will be installed at various locations to clearly indicate where parking is allowed and not allowed

Request for traffic calming measures in the area

Traffic counts were completed along Pandora St, Barnet Rd and Duthie Ave late last year. Daily traffic volumes averaged about 700 vehicles along Pandora St, 1,250 vehicles along Barnet Rd and 3,000 vehicles along Duthie St. These volumes are within the range expected for a local street (less than 3,000 vehicles per day) and local collector (less than 5,000 vehicles per day). Traffic speeds were also reviewed and the 85th percentile speeds along Pandora St, Barnet Rd, and Duthie Ave were found to be less than or equal to 53 km/h. Speeds tended to be on the higher end along Duthie Ave, but this is not unusual given its higher classification and function. Given the above metrics, there does not appear to be any unusually high traffic volumes or speeds requiring traffic calming measures.

Request for four-way stop signs or pedestrian controls

Generally, four-way stops signs are only warranted when the traffic volumes on the intersecting roads are approximately equal and relatively high, if there is a significant delay to traffic on the minor road entering the intersection, or if there is a collision problem that could be prevented by a multi-way stop. There have been no reported collisions at the intersection of Barnet Rd and Pandora St in the last five years (2009-2013) and traffic volumes are relatively low. Similarly, there have been no reported collisions at the intersection of Duthie Ave and Pandora St in the last five years, and the delay for vehicles entering the intersection from Pandora St were minimal. The existing two-way stop signs at both intersections were found to be functioning well and changing them to four-way stop signs is not warranted.

Additional pedestrians controls (e.g. marked crosswalks) are also not recommended because there does not appear to be any difficulties for pedestrians crossing the street. Weekday peak period observations at the busier intersection of Duthie Ave and Pandora St showed that there was little to no delays for pedestrians crossing Duthie Ave. The sightlines will further improve once the additional "No Stopping" signs are installed.

To: Traffic Safety Committee
From: Director Engineering
Re: Traffic Concerns arising from the Rezoning
Application for 7174 Barnet Road
2015 February 18 Page 3

CONCLUSION

A review of specific traffic safety concerns raised at the Public Hearing for 7174 Barnet Rd was completed. The concern about vehicles potentially parking too close to the intersections of Barnet Rd at Pandora St and Duthie Ave at Pandora St was found to be valid. To remedy this, arrangements have been made to install additional "No Stopping" signs. This will help to improve visibility for both motorists and pedestrians.

Traffic data was also collected to assess the need for traffic calming in the area, additional stop signs and pedestrian crossing controls. Based on the data and field observations, traffic conditions were found to be satisfactory with no need for any other changes.

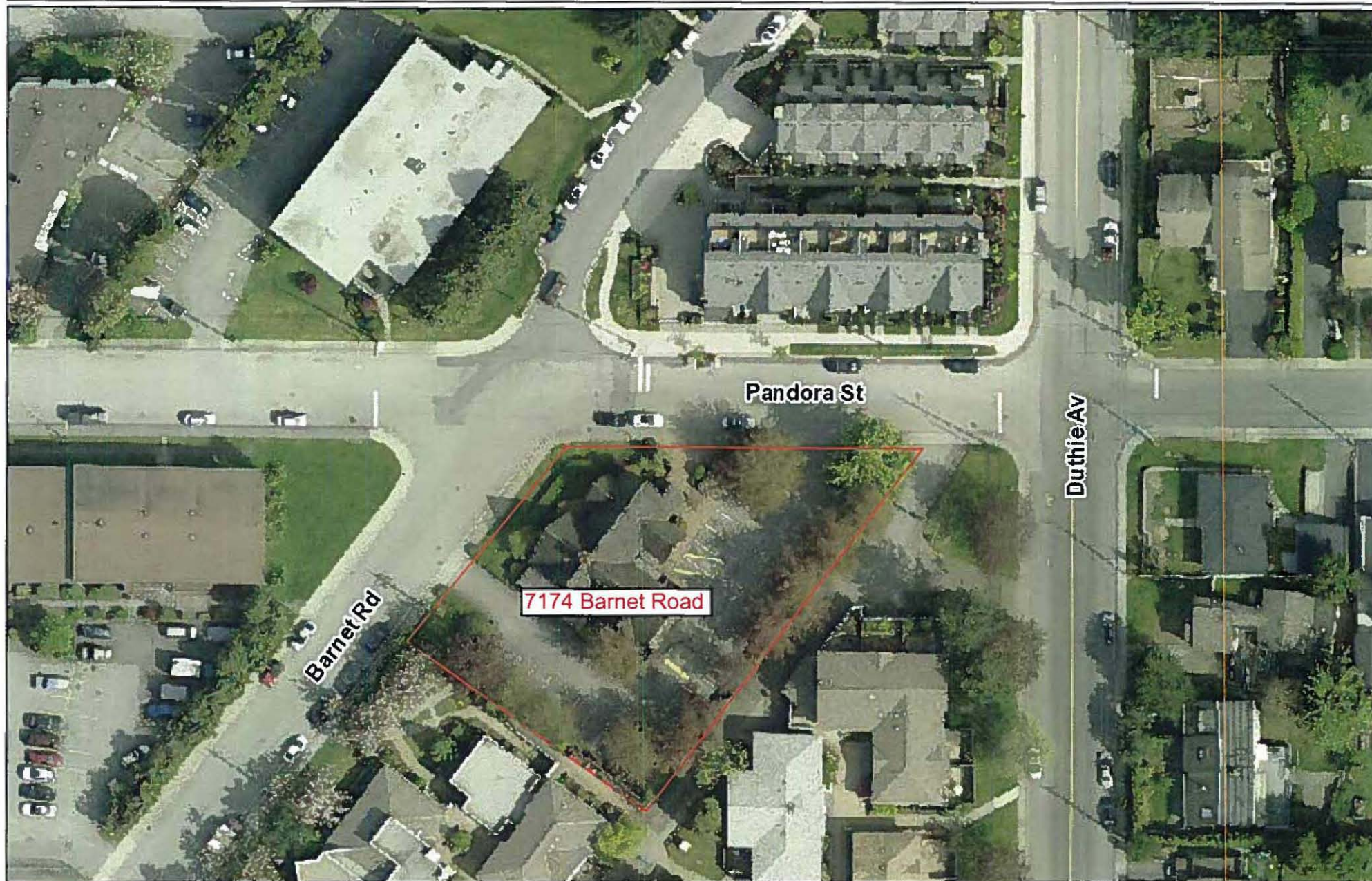


Leon A. Gous, P.Eng., MBA
DIRECTOR ENGINEERING

DL/ac

Attachment

Copied to: City Manager
Director Planning and Building



The information has been gathered and assembled on the City of Burnaby's computer systems. Data provided herein is derived from a number of sources with varying levels of accuracy. The City of Burnaby disclaims all responsibility for the accuracy or completeness of information contained herein.

