

RE: LETTER FROM BARBARA GUDMUNDSON WHICH APPEARED ON THE AGENDA FOR THE
1981 MAY 04 MEETING OF COUNCIL (ITEM 5e)
CANADA WAY AND EDMONDS STREET

Following is a response from the Municipal Engineer to a letter which appeared on last week's agenda.

RECOMMENDATION:

1. THAT a copy of this report be sent to Barbara Gudmundson, 7729 - 16th Avenue, Burnaby, B.C. V3N 1P8.

TO: MUNICIPAL MANAGER

81 05 05

FROM: MUNICIPAL ENGINEER

SUBJECT: CANADA WAY AND EDMONDS STREET

RECOMMENDATION:

1. THAT this report be submitted for the information of Council.

REPORT:

Council, at its meeting of 1980 January 21, when considering the report of the Traffic and Safety Committee on the captioned item (copy attached), adopted the following recommendation:

"That the Ministry of Transportation and Highways be requested to participate in the further investigation towards the implementation of the suggested channelization and signal improvements at the intersection of Canada Way and Edmonds Street".

A submission was subsequently sent to the Regional Highway Engineer on 1980 February 15. Their reply, dated 1980 March 20, is attached.

In a phone discussion with the Regional Highway Engineer on 1981 May 04 we were advised that no decisions have been made yet as they have not had time to evaluate the effects of any changes to this intersection. Some of the areas to be evaluated are:

1. The effect of widening Canada Way adjacent the Edmonds Elementary School. This would result in the removal of some large trees and place the roadway very close to the school building.
2. The left turn volumes eastbound Edmonds to northbound Canada Way are much heavier and may justify consideration ahead of the requested treatment.
3. The effect to the surrounding street system by banning northbound Canada Way to westbound Edmonds left turn movements full time.
4. The cost of any work considered and where it would fit in the priority of a limited budget.

When the Ministry have completed their evaluation of our submission they will contact us in order that we may submit their conclusions in a report to Council.


MUNICIPAL ENGINEER

3. Intersection of Canada Way at Edmonds StreetRecommendation:

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1. "THAT the Ministry of Transportation and Highways be requested to participate in the further investigation towards the implementation of the suggested channelization and signal improvements at the intersection of Canada Way and Edmonds Street."

R E P O R T

Council on 1979 July 30, adopted a motion requesting estimates for the cost of relocation of the Hydro pole on the southeast corner of the intersection of Canada Way and Edmonds Street and the realignment of this intersection.

This matter was referred to the Municipal Engineer who reported as follows:

"At the 79 07 30 Council meeting motions were adopted requesting estimates of the cost of relocation of the Hydro pole on the southeast corner of the captioned intersection and the realignment of this intersection. We received an estimate, from B.C. Hydro, of approximately \$6,000 to replace the single pole on the southeast corner with two poles set back from the curb face. Two poles are required to replace the one as the existing pole carries lines paralleling both Canada Way and Edmonds Street. This estimate is a 'ball park' figure only as the necessary works to carry out the replacement would be contracted out by Hydro and the actual cost would be determined by the contract price. No land acquisition would be required to relocate these poles.

The estimate for the intersection redesign, including widening and the provision of left turn channelization, would be as follows:

Widening and channelization	\$129,000.00
Property acquisition	\$110,000.00
Signaling and signalization	\$ 35,000.00
TOTAL	\$274,000.00

A sketch of the proposed redesign is posted in the Council Chambers and incorporates, in addition to the widening and channelization, the provision of a bus bay for eastbound Canada Way farside Edmonds Street. This feature was included, at an extra cost of \$14,500, with a view to improving traffic flow through the intersection by elimin-

ating the delays caused by buses stopped within the travelled curb lane. The Ministry of Highways, with whom the cost of improvements would be shared, don't support bus bays, therefore this item would have to be paid fully by the Municipality.

Since this section of Canada Way is a Provincial Highway the decision to proceed with the suggested channelization would rest with the Ministry of Transportation and Highways. Nonetheless we feel that a discussion of the possible benefits of the suggested intersection improvements is required prior to a recommendation to pursue this matter further.

Canada Way and Edmonds is currently ranked among those locations where the greatest number of reported accidents are occurring. When these accidents are converted to a comparative statistic it still ranks near the top of the list. The following list was compiled recently using 1979 accident statistics up to, and including August, with the most recent automatic traffic counts.

LOCATION	NO. OF ACCIDENTS REPORTED (to August)	ACCIDENT RATE (per million vehicle entries)
Hastings Street at Willingdon Avenue	33 (signalized)	3.3
Canada Way at Edmonds Street	31 (signalized)	3.1
Gaglardi Way at Lougheed Highway	25 (signalized)	2.9
Alpha Avenue at Lougheed Highway	21 --	2.6
Canada Way at Willingdon Avenue	25 (signalized)	2.5
Kingsway at Royal Oak Avenue	25 (signalized)	2.5
Kingsway at Imperial Avenue	22 (signalized)	2.4
Burris Street at Canada Way	20 (signalized)	2.3
Kingsway at Willingdon Avenue	22 (signalized)	2.3

The preceding list is not complete nor does it contain the intersections with the highest Accident Rates in the Municipality. What this list does compare though are the intersections with the most reported accidents which, with the exception of Alpha Avenue at Lougheed Highway, are also intersections with relatively high volumes on both streets and all are signalized. Canada Way at Edmonds Street is second on this list which indicates that it warrants consideration for possible intersection improvements.

Of the 31 reported accidents recorded in the first eight months of 1979 the incidents were as follows:

	Canada Way	Edmonds
Rear End Collisions	12	1
Left Turn Head On	8	2
Right Angle		4
Left Turn with Pedestrian	1	0
Sideswipe	1	
Out of Control	1	0

Only 9 of these accidents, those involving left-turners from Canada Way, would be considered correctable by the suggested improvements. Some of the other accidents may have been the result of the congestion which occurs there during peak periods.

Currently the Ministry of Transportation and Highways is investigating intersection improvements at Canada Way and Burris Street, similar to those suggested at Edmonds Street. If the intersection at Burris is improved, as proposed, commuter traffic which previously was delayed there due to congestion will be arriving at a greater rate at the intersection of Canada Way and Edmonds Street. The result would be increased congestion at Edmonds Street.

In view of the probable benefits to both the safety and the traffic flow within the intersection of Canada Way and Edmonds Street we are recommending that the Ministry of Transportation and Highways be requested to participate in the further investigation towards implementation of the suggested channelization and signal improvement. We are not recommending that the Hydro pole on the southeast corner be relocated, except as a part of the channelization, as the accident records do not indicate that this pole has been a contributing factor in any of the accidents."

ITEM 3
MANAGER'S REPORT NO. 22
COUNCIL MEETING 1981 05 11

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ORDINARY WORKS
and Highways

Burnaby, B.C. V3N 4N8

Phone 525-0961

RECEIVED IN
ENGINEERING DEPT.

YOUR FILE.....
OUR FILE..... SP. 1010

MAR 24 1980

PAID	

March 20, 1980

Mr. H. Bacon,
Traffic Supervisor,
The Corp. of the Dist.
of Burnaby,
4949 Canada Way,
Burnaby, B.C.

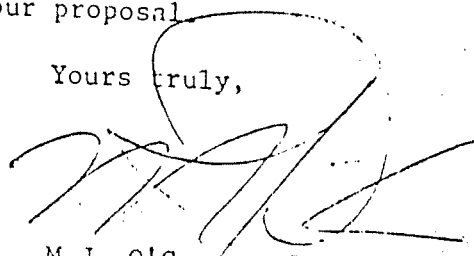
Dear Mr. Bacon:

Thank you for your letter of February 15, 1980
regarding the Canada Way and Edmonds intersection.

As you know we are very close to an agreement on
the planned improvements to the intersection of Canada
Way and Burris, and hope to have that work in the 1980/81
Capital Programme. I have referred your request to our
Traffic people for their consideration. The Ministry
cannot consider any work at this intersection in 1980 and
very likely not in 1981.

I will be in contact with you again when we have had
a chance to examine your proposal.

Yours truly,



M.J. O'Connor, P. Eng.
Regional Highway Engineer

MJO'C:jb