

ITEM 3
MANAGER'S REPORT NO. 13
COUNCIL MEETING 1982 03 01

RE: LETTER FROM MR. L. B. FEENIE OF THE BURNABY CENTRAL RATEPAYERS ASSOCIATION
WHICH APPEARED ON THE AGENDA FOR THE 1982 FEBRUARY 22 MEETING OF COUNCIL (ITEM 4g)
TRAFFIC DIVERTER IN THE 4000 BLOCK CANADA WAY

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Engineering be adopted.

* * * * *

TO: MUNICIPAL MANAGER 82 02 24

FROM: DIRECTOR ENGINEERING

SUBJECT: 4100 BLOCK CANADA WAY
TRAFFIC DIVERTER

RECOMMENDATION:

1. THAT a copy of this report be sent to Mr. L.B. Feenie,
of 3743 Kincaid Street, Burnaby, B.C., V5G 1V4

REPORT:

Part of the recent widening of Canada Way between Willingdon Avenue to west of Gilmore Diversion was the construction of a centre median to provide storage for left turning vehicles. The median to the west of Gilmore Diversion extends westerly to end approximately 113 metres (370 feet) west of the Gilmore Diversion or about 105 metres (350 feet) east of the east property line of Gilmore Avenue (see attached plan).

A motorist travelling eastbound on Canada Way can see the end of the median from a distance of 120 metres (400 feet) which is identified by an orange and black striped reflectorized hazard marker, a plate of nine reflectors and a reflectorized keep right sign. The sight stopping distance on wet pavement at a -10% grade would be about 61 metres (200 feet) at 50 Km/h, 92 metres (300 feet) at 64 Km/h and 137 metres (450 feet) at 80 Km/h. From these figures it would only be the driver approaching at 80 Km/h that would have a problem stopping before reaching the median. The driver, however, is not being required to stop but to just move to the right.

We have driven over the route both during the day and at night and have not experienced any difficulty in recognizing the existence of the median. We, of course, have the advantage of knowing the median is there but even if it were to come as a surprise we feel there is ample warning. What we feel could be hard to detect is the angle at which the lanes move to the right. We have placed white road reflectors

(cont'd)

ITEM	3
MANAGER'S REPORT NO.	13
COUNCIL MEETING	1982 03 01

on the lane line and amber reflectors along the top of the curb on the median. When the weather permits we intend to paint the median curb with reflectorized yellow paint as well as repainting the lane lines. **110**

In addition to the above we have recommended in our report in response to a submission from the Carlton Hospital, 4125 Canada Way, that the existing street lighting on Canada Way be relamped with high pressure sodium vapour lighting. This type of lighting provides improved distribution of lighting on the road surface.

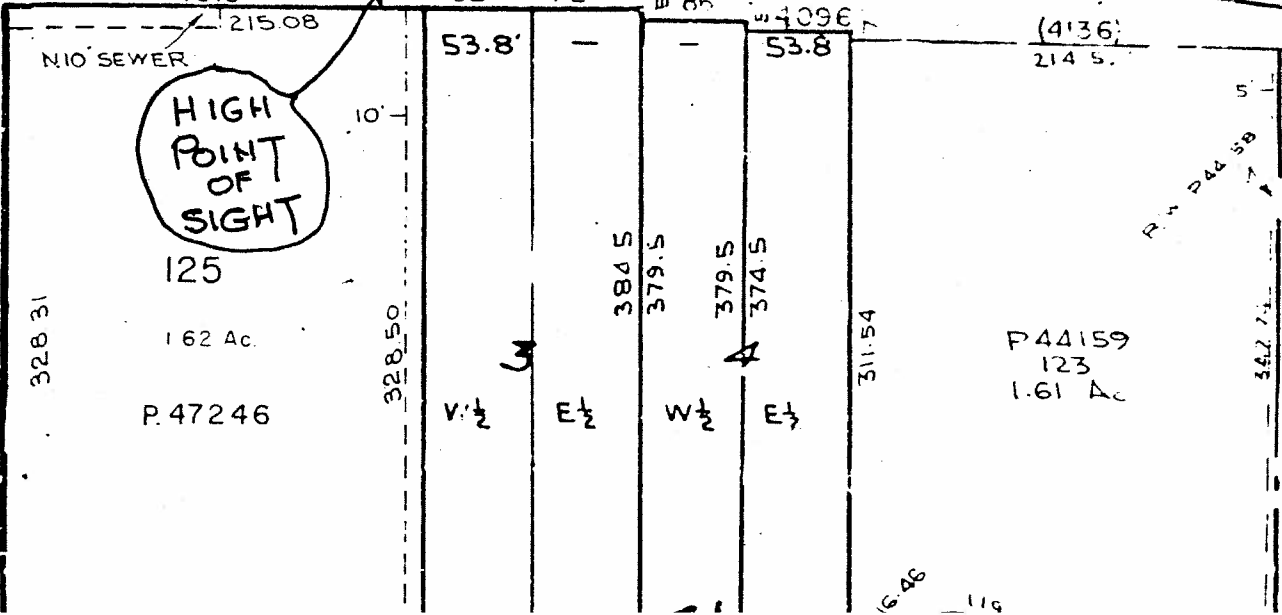
We feel the actions noted in the above report will resolve any problems now being experienced by some drivers.


DIRECTOR ENGINEERING

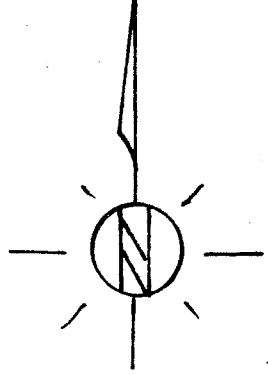
HB:sp'
Attach.
cc: () Traffic Supervisor

ITEM 3
 MANAGER'S REPORT NO. 13
 COUNCIL MEETING 1982 03 01

AVE.
 (3398)

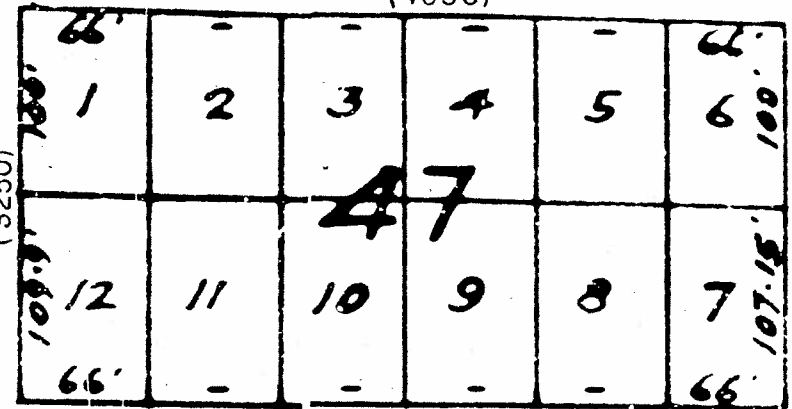


CORP R/W P.30658
 0.037A
 SEE FIL. 137

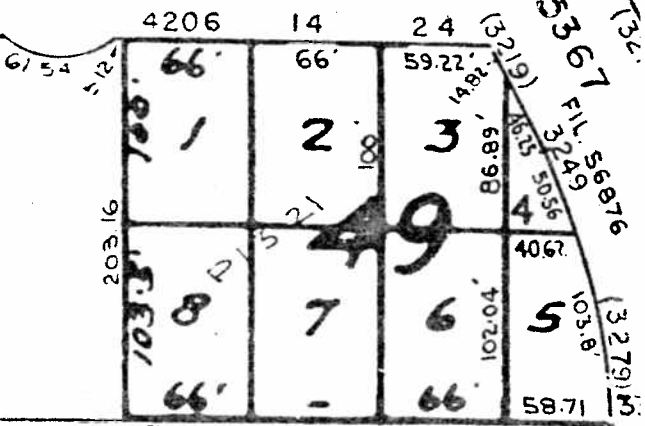
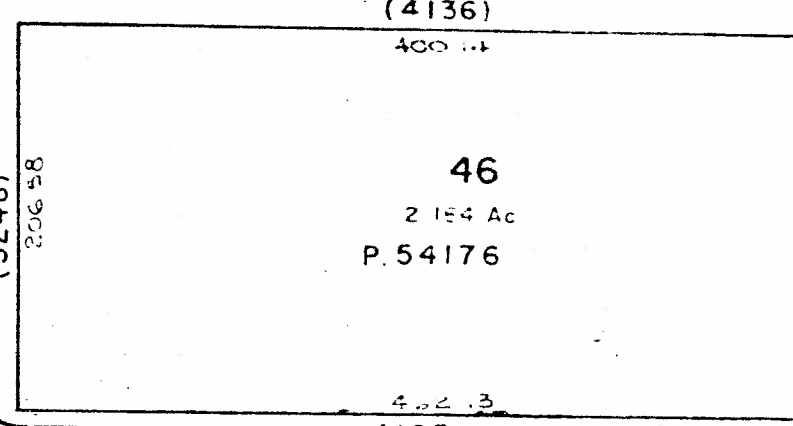


210.37'
 (3221)

McDONALD 5305
 (3250)

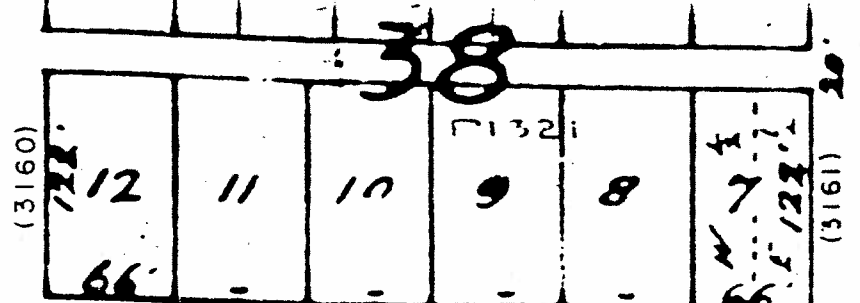


GILMORE 5365
 (3248)



ROAD GAZ. 12 FEB. 1963

66' x 74.5'
 66' x 123.5'
 (3161)



NORFOLK 1750
 (4050)

