

RE: BAINBRIDGE AND BROADWAY  
TRAFFIC MANAGEMENT

ITEM 8  
MANAGER'S REPORT NO. 44  
COUNCIL MEETING 1984 06 25

MUNICIPAL MANAGER'S RECOMMENDATION

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

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TO: MUNICIPAL MANAGER DATE: 84/06/21  
FROM: DIRECTOR ENGINEERING  
SUBJECT: BAINBRIDGE AND BROADWAY

RECOMMENDATION:

1. THAT the Council receive this report for information purposes.

REPORT:

As Council is aware, Bainbridge Avenue between Broadway and the Loughheed Highway is being used as a detour route because of the closure of Sperling Avenue. The resulting increase in traffic on Bainbridge Avenue has generated a few complaints, primarily from peak period commuters.

We have over the period of the detour been keeping a watch on the traffic. The latest survey was conducted on Tuesday, 1984 June 19. The morning rush hour traffic has decreased about 10% since 1984 January. During the A.M. the longest backup on Bainbridge from Broadway was approximately 10 vehicles. These backups usually took about a minute to clear with the maximum noted at 2 1/2 minutes. Backups from the Loughheed never extended past the B.B. Belton driveway.

During the noon period the longest backup from Broadway was 10 vehicles which were able to clear in under one minute. At the Loughheed end the only congestion noted was due to the traffic generated at the driveway to the B.B. Belton restaurant, and shopping mart.

The P.M. traffic was quite a bit heavier although it had dropped slightly (3%) from the January count. The backup from the Loughheed at times extended past the B.B. Belton driveway but under the circumstances was felt to be acceptable. The backups from Broadway related to the heavier northbound flow did experience periods where the backups extend almost to the Loughheed Highway. These longer backups, however, were only for short periods as the traffic was able to keep moving. From our observations it was apparent that if we could provide a two lane approach to Broadway we could speed up the traffic as many right turners were being delayed by the left traffic. We are therefore going to pave the east shoulder of Bainbridge Avenue for a distance of about 50 metres back from Broadway. This will be marked for two lanes, one for left turns and one for right turns. The pavement will be in place only for the duration of the detour, following which a currently pending subdivision will construct the northerly portion of Bainbridge to a 28-foot curb to curb standard.

We had given consideration to controlling the intersection with a three way stop but felt in the long term this was not desirable. The accident history at Broadway and Duthie Avenue since it was made a three way stop in 1983 February has been. recorded at six accidents. Bainbridge in the same period of time has recorded only two accidents.

In summary, we would say from our observations of traffic on Bainbridge Avenue the only backup of concern is related to the P.M. northbound flow. This we feel will be greatly diminished by the provision of a two lane approach. 120

This report is for the information of Council.

  
DIREFCTOR ENGINEERING

HB: js

