

RE: LETTER FROM MR. C. BRESSLER WHICH APPEARED ON THE AGENDA FOR THE  
1987 APRIL 21ST MEETING OF COUNCIL (ITEM 4 H)  
REQUEST FOR RIGHT-TURN ONLY LANE FOR NORTHBOUND WILLINGDON AVENUE  
AT CENTRAL BOULEVARD AND FOR TWO LANES WESTBOUND IMPERIAL STREET  
BETWEEN PATTERSON AVENUE AND BOUNDARY ROAD

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1987 MAY 25

FROM: DIRECTOR ENGINEERING

SUBJECT: REQUEST FOR RIGHT-TURN ONLY LANE FOR NORTHBOUND  
WILLINGDON AVENUE AT CENTRAL BOULEVARD AND FOR TWO  
LANES WESTBOUND IMPERIAL STREET BETWEEN PATTERSON  
AVENUE AND BOUNDARY ROAD

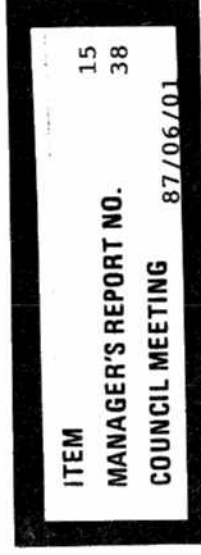
RECOMMENDATIONS:

- 1) THAT Willingdon Avenue between Kingsway and Beresford Street be marked for two lanes in each direction, and,
- 2) THAT the east side of Willingdon Avenue from Beresford Street to the lane south of Kingsway be posted as a no stopping zone from 06:30 to 09:30 hours, except Sundays and holidays, and,
- 3) THAT the west side of Willingdon Avenue from Kemp Street to Beresford Street be posted as a no stopping zone from 15:30 to 18:00 hours except Sundays and holidays, and,
- 4) THAT the north side of Imperial Street from Patterson Avenue to 60 m west of Patterson Avenue be marked for two lanes, and,
- 5) THAT a no stopping anytime zone be posted on the north side of Imperial Street from Patterson Avenue to 120 m west of Patterson Avenue.

R E P O R T

In response to Mr. Bressler's letter of 1987 April 11 to Council containing the captioned requests, we conducted a study of the intersection of Central Boulevard and Willingdon Avenue. This study consisted of a manual count and observations of the traffic movements within the intersection during the peak a.m., p.m., and noon periods. The purpose of this study was to determine whether Mr. Bressler's suggestion was the best solution to the problem described in his letter.

Based upon our calculations and observations, we are recommending that two northbound lanes be designated from Beresford Street to Kingsway and that the stopping of vehicles on the east side of Willingdon Avenue be prohibited from 06:30 to 09:30 hours (see attached Sketch #1).



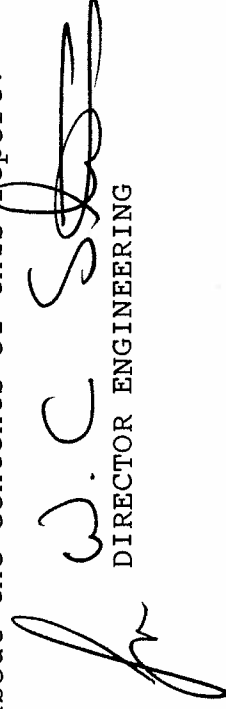
The Institute of Transportation Engineers uses the figure of 800 vehicles per hour as the theoretical capacity of a single lane approach to a traffic signal under ideal conditions. The a.m. peak hour as calculated from our traffic study was 780 vehicles in the northbound direction through the intersection of Central Boulevard and Willingdon. Added to this through movement were 102 right-turning vehicles and two (2) left-turning vehicles from Central Boulevard for a total of 884 northbound vehicles on Willingdon Avenue north of Central Boulevard. Therefore, the northbound approach to the signal at Central Boulevard is nearing capacity during the a.m. peak and the northbound approach to the signal at Kingsway has exceeded its theoretical single lane capacity.

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We are also recommending that two lanes be designated on the west side of Willingdon Avenue and that it be signed to prohibit the stopping of vehicles from 15:30 to 18:00 h between Kemp Street and Beresford Street (see attached Sketch #1). The p.m. peak hour southbound approach to the signal was recorded as 880 vehicles through or right turning. Added to the 878 through vehicles were 277 left turning vehicles from Central Boulevard so that the single lane theoretical capacity has been exceeded on both the approach and departure legs of the Central Boulevard-Willingdon Avenue intersection.

Mr. Bressler also expressed concern for westbound Imperial Street between Patterson Avenue and Boundary Road. We are recommending painting 60 m of lane line for westbound traffic west of Patterson Avenue with an additional 60 m of stopping prohibition for merging (see attached Sketch #2). The appropriate "lane ends" and pavement markings will also be installed in conjunction with the lane lining.

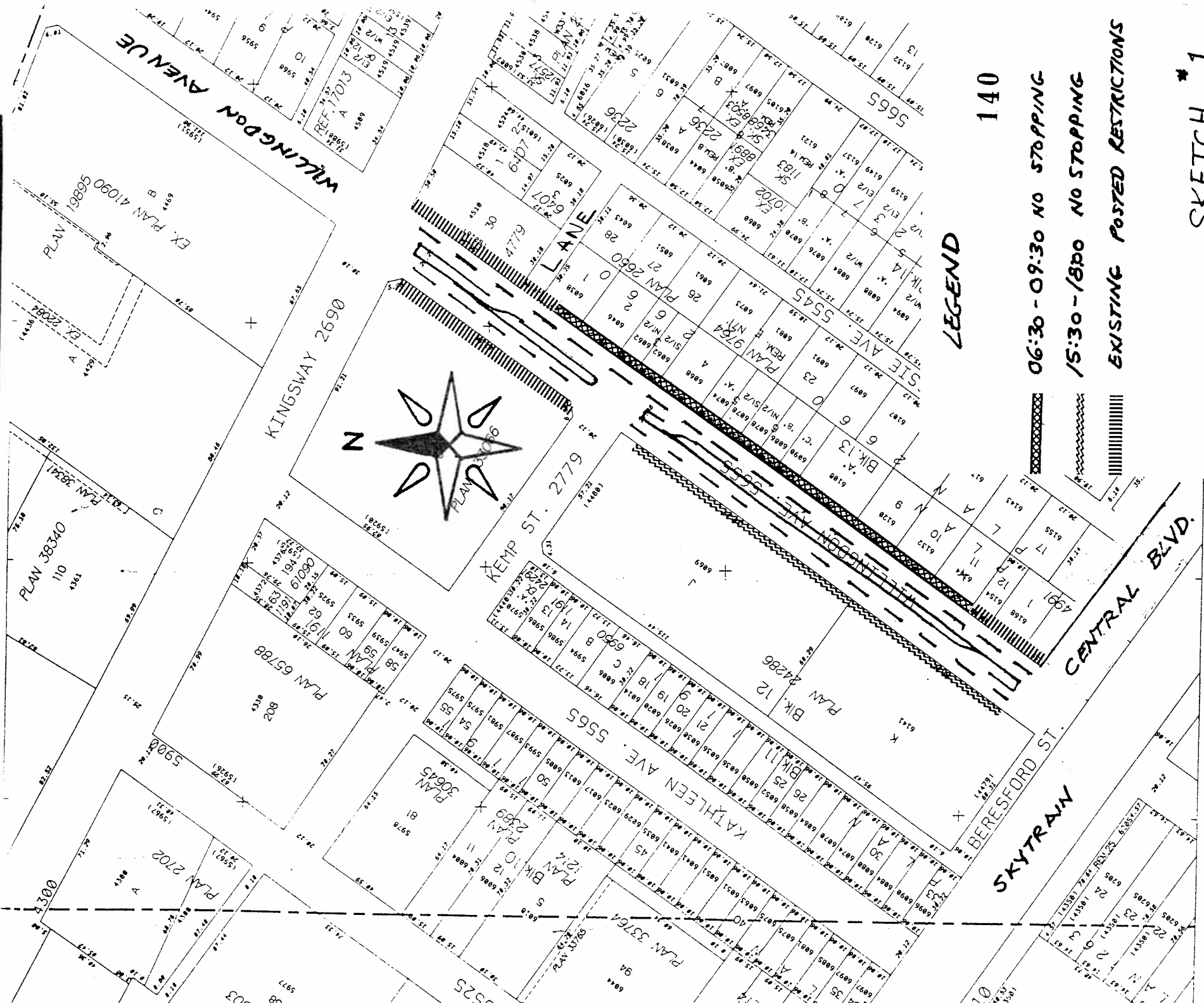
Mr. Bressler was informed about the contents of this report.

  
DIRECTOR ENGINEERING





DE:m1  
Attachs.

cc: Traffic Supervisor

ITEM 15  
 MANAGER'S REPORT NO. 38  
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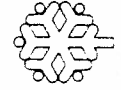


**LEGEND**

-  140
-  06:30 - 09:30 NO STOPPING
-  /5:30 - /8:00 NO STOPPING
-  EXISTING POSTED RESTRICTIONS

**SKETCH # 1**

SEE FACET B-11



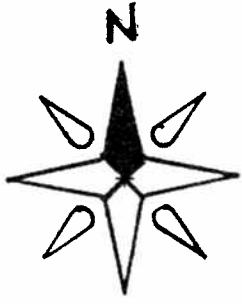
THE CORPORATION  
 OF THE DISTRICT OF **BURNABY**

SCALE 1"  
 CHECKED BY  
 APPROVED

ITEM  
 MANAGER'S REPORT NO.  
 COUNCIL MEETING 87/06/01

15  
 38

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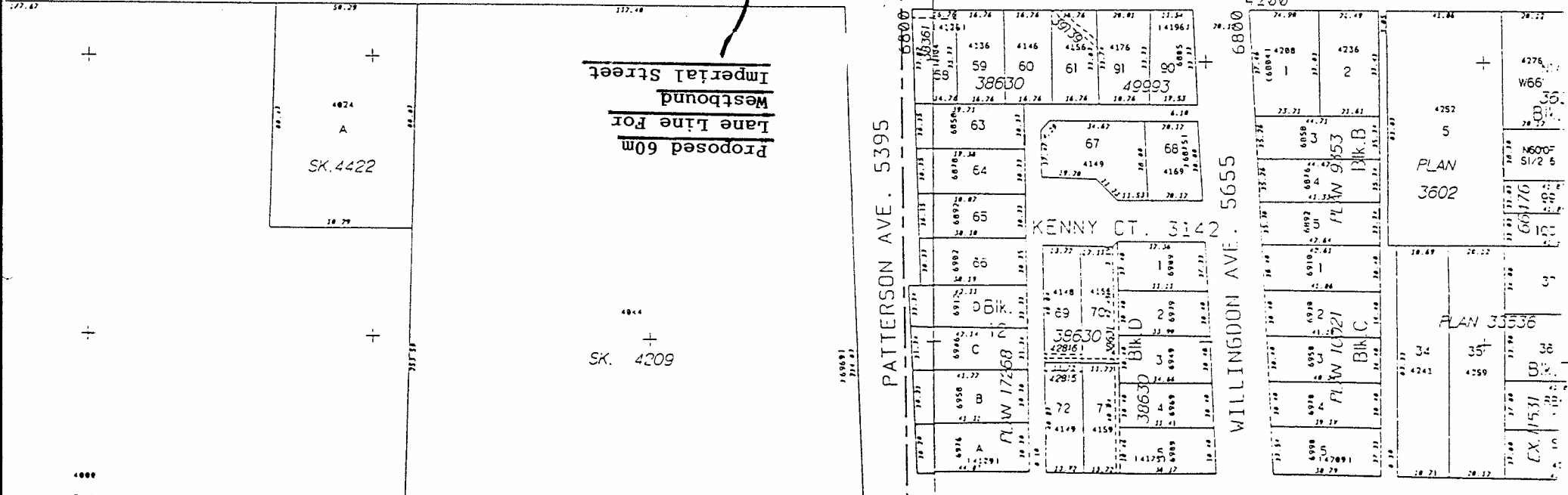


SKETCH #2

Proposed 120m "No Stopping  
 Anytime" Zone

Proposed 60m  
 Lane Line For  
 Westbound  
 Imperial Street

IMPERIAL ST. 3100



SK. 4209

PATTERSON AVE. 5395

WILLINGDON AVE. 5655

KENNY CT. 3142

