

THE CORPORATION OF THE DISTRICT OF BURNABY
TRAFFIC SAFETY COMMITTEE

HIS WORSHIP, THE MAYOR
AND ALDERMEN

Madam/Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

A meeting of the Traffic Safety Committee was held in the Council Chamber, Municipal Hall, 4949 Canada Way, Burnaby, B.C. on Tuesday, 1988 January 19.

PRESENT:

Alderman J. Young, In the Chair
School Trustee Stan Shapiro
Mr. William Anderson, Senior Citizens' Representative
Mr. K.R. Beedie, Burnaby Chamber of Commerce
Mr. W.B. Bennett, B.C. Transit Representative
Mrs. Lorraine Brown, Parent Teacher Council
Mr. Tony Hulme, ICBC, Traffic Safety Education Dept.
Mr. Gordon Mackie, Citizens' Representative
Mr. W.B. Roxburgh, Citizens' Representative
Mr. Rob Weston, B.C. Trucking Association

ABSENT:

Alderman E. Nikolai
Alderman L.A. Rankin
Mr. D. Spencer McDonald, B.C. Safety Council
Mrs. Franca Zumpano, Citizens' Representative

A. OPENING OF 5500 BLOCK WOODSWORTH STREET AT END OF DUNDONALD AVENUE

RECOMMENDATIONS:

1. THAT Council concur with the action taken.
2. THAT Mr. and Mrs. K.S. Parmar, 5515 Woodsworth Street, Burnaby, B.C., V5G 4M3 receive a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

The Traffic Safety Committee received a report dated 1987 December 01 from the Director Engineering regarding the 5500 Block Woodsworth Street. The Director Engineering reported as follows:

"We have received a letter and petition from the residents of the 5500 block of Woodsworth Street objecting to a recent connection of Woodsworth Street to Dundonald Avenue.

The Engineering Department, in making this connection, was doing so in response to a long ongoing complaint from the residents of Dundonald Avenue over their only access to Canada Way. The Dundonald Avenue access to Canada Way was felt to be visually unsafe by these residents because of the existence of high hedges along the Canada Way property line.

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- DIRECTOR ENGINEERING
- DIRECTOR PLANNING & BUILDING INSPECTION

In response to these concerns we had written letters to the two property owners who have hedges on the Canada Way property line requesting their cooperation in cutting back or removing the hedges. We have never received a response to our requests.

In response to the latest series of complaints we looked to alternative measures that would resolve these concerns. The obvious solution would be to connect the two paved ends of Woodsworth Street and Dundonald Avenue together to give an alternative point of access. Before we did this however we checked the future plans for the area. These plans call for the eventual closure of Dundonald Avenue just north of Canada Way by means of a cul-de-sac. Land for this cul-de-sac has already been acquired on the east side and will be completed upon subdivision of the west side of Dundonald Avenue. The subject section of Woodsworth Street will eventually be extended through to Banff Avenue as a requirement of future subdivision and development. The area plan indicates the street layout never intended Woodsworth Street to be a dead ended facility.

In responding to the concerns of increased traffic we would advise that to date this has not happened. We checked the morning peak traffic hour of 7:20 a.m. - 8:20 a.m. and did not count a single vehicle on Woodsworth Street that did not start or terminate a trip there. Should traffic in the future begin to bypass the signal at Douglas Road and Spratt Street as suggested by the petitioners, the solution would be to block Dundonald Avenue at Canada Way.

In summary, the action taken in connecting the end of Woodsworth Street to Dundonald Avenue was done to alleviate the concerns of the Dundonald residents. Further, the action taken is in accord with the future street pattern layout of the area which calls for the closure of Dundonald Avenue and the opening of Woodsworth Street to the west.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT Council concur with the action taken.
2. THAT Mr. and Mrs. K.S. Pamar, 5515 Woodsworth Street, Burnaby, B.C. receive a copy of this report."

**B. SPEED LIMIT - WILLINGDON AVENUE
 FROM MOSCROP STREET TO LOUGHEED HIGHWAY**

RECOMMENDATIONS:

1. THAT the existing speed limit on Willingdon Avenue between Moscrop Street and Lougheed Highway be reduced from 60 kmh to 50 kmh.
 (CARRIED Messrs. Anderson, Beedie
 OPPOSED: and Mackie)
2. THAT appropriate signing be posted indicating the left hand turn movement onto Still Creek Street from Willingdon Avenue.
 (CARRIED
 OPPOSED: Mr. Anderson)
3. THAT Council give priority to the construction of the 'loop road' under the Willingdon Avenue railway overpass extending Eastbrook Parkway through to Still Creek Street.

(CARRIED UNANIMOUSLY)

R E P O R T

A memorandum dated 1987 December 03 was received from the Director Engineering regarding the speed limit on Willingdon Avenue from Moscrop Street to Lougheed Highway.

The Director Engineering reported as follows:

"In response to Council's direction to provide left turn access off Willingdon Avenue into Still Creek Street, we have been working with the Ministry of Transportation and Highways and McDonald's Restaurants of Canada Limited. The Willingdon Avenue access to Still Creek Street is presently restricted to right turn in and right turn out, enforced by means of a delta island entrance supplemented by pavement markings and signing. The proposed permitted left turn movement, which is to be a temporary concession pending the construction of a loop road under the railway overpass (see Appendix "A" attached) will be made from the centre lane on Willingdon Avenue, and through an opening to be constructed in the delta island.

Because the permission of this left turn movement will generate potential vehicle conflicts in weaving, lane changing and cross traffic, we feel that the existing 60 kmh speed limit is too high. We are therefore going to recommend that the speed limit be reduced to 50 kmh.

The present 60 kmh limit now covers the section of Willingdon Avenue from the Lougheed Highway to Moscrop Street. When this 60 kmh limit was first authorized by Council, the development and traffic volumes were quite moderate. In the years since, we have seen an expansion to the B.C.I.T. and Vocational School complex, the ongoing development of the Discovery Park, and its signalized access, Sanderson Way. It is therefore felt that this 60 kmh limit is no longer appropriate and should be reduced to 50 kmh at the same time.

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the existing speed limit on Willingdon Avenue between Moscrop Street and the Lougheed Highway be reduced from 60 kmh to 50 kmh."

NOTE:

The Traffic Safety Committee further wishes to advise Council that it is opposed to any permanent left turn movement off of Willingdon Avenue onto Still Creek Street and therefore urges Council to give priority to construction of the 'loop road' (see Appendix "A" attached).

In the interim, your Committee agreed that traffic exiting off the Freeway onto Willingdon Avenue are not adequately warned in advance of the temporary left turn access onto Still Creek Street and therefore appropriate signing should be posted.

C. CANADA WAY AND WAYBURNE DRIVE

RECOMMENDATIONS:

1. THAT a traffic signal not be installed at the intersection of Canada Way and Wayburne/Westminster.
2. THAT Svend Robinson, M.P. Burnaby, 6340 Kingsway, Burnaby, B.C., V5E 1C5 and Mr. and Mrs. Ken D. Martin, 3890 Garden Grove Drive, Burnaby, B.C., V5G 4A7 be sent a copy of this report.

(CARRIED UNANIMOUSLY)

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R E P O R T

Council, at the regular Council Meeting held on 1987 November 23, received a letter from Svend Robinson, M.P. Burnaby advising of a traffic problem at the intersection of Canada Way and Wayburne Drive which is being experienced by two of his constituents. Council referred this matter to the Traffic Safety for investigation and report.

The Director Engineering submitted a report to the Committee regarding this matter, the contents of which are contained hereunder:

"On 1987 November 09, we replied directly to correspondence received from Mr. and Mrs. Martin. In this reply we stated that our previous investigations had failed to establish a warrant for the installation of a traffic signal at the subject location. Subsequently we decided that we should update our statistics and reapply them to the warrant systems used in our analyses.

The results of these analyses are that a traffic signal is not warranted at this time. None of the various I.T.E. (Institute of Transportation Engineers) warrants used to assess an intersection for traffic signalization were met nor was the R.T.A.C. (Road and Transportation Association of Canada) warrant met. The latter warrant, using a point rating system, was only 42 percent of the minimum required before consideration of a traffic signal. This figure is less than the previous figure due to fewer accidents and the installation of a traffic signal at Canada Way and Beta Avenue. The proximity of this existing signal has a detrimental effect on a signal at the subject location. Also, the very high percentages, 92% southbound and 69% northbound, of right turning traffic which do not require a traffic signal reduces the warrant. Observations made at the time of the manual traffic count to determine these percentages substantiated that a traffic signal is not required as no undue delay was noted.

Regardless of the statistical warrants other factors must be considered before a traffic signal installation is recommended. The effect a signal may have on traffic patterns is of concern. For example a signal at the subject location may result in increased traffic through the residential area north of Canada Way as traffic 'short cuts' between Douglas Road and Canada Way. There have been concerns expressed from this neighbourhood that commuter traffic is currently using the residential streets.

The effect a signal has on the accident rate is of prime concern as one of the results of a traffic signal can be an increase in the number of accidents. The I.T.E (Institute of Transportation Engineers) in their signal warrant for accident experience state:

'This warrant must be used with caution...because experience has indicated that the traffic signal does not always succeed as a safety device'. As stated in our reply to the Martins', eleven of twenty-six accidents reported at the subject intersection would be considered non-correctable by a signal installation. These statistics produce a negative factor in the R.T.A.C. (Roads and Transportation Association of Canada) warrant system.

An example of a traffic signal resulting in an increase in the number of accidents is the signal at the new intersection of Canada Way and Deer Lake Place/Norland Avenue. Prior to signalization there were two separate intersections with Deer Lake Place - Canada Way recording seven (7) accidents between January 1985 and November 1986 and Canada Way - Norland Avenue recording five (5) accidents in the same period for a combined total of twelve (12) accidents. Since the traffic signal was installed in November 1986 there have been twenty-four (24) accidents reported, an almost 200 percent increase in the accident rate.

As stated in our letter to the Martins' we are investigating the improvement of pedestrian access to the existing traffic signal at Canada Way and Beta Avenue. This signal, with improved pedestrian access, would be closer to the Greentree Village area than the subject intersection. Motorists from the area have the option of using an 'around the block' access to an existing traffic signal. Again, as stated in our letter to the Martins', this alternative may be reasonable if the delay being experienced is considered by the motorists to be excessive.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT a traffic signal not be installed at the intersection of Canada Way and Wayburne/Westminster.
2. THAT Svend Robinson, M.P. and Mrs. Ken Martin be sent copies of this report."

D. GILMORE AVENUE AND HASTINGS STREET

RECOMMENDATIONS:

1. THAT the Ministry of Transportation and Highways be requested to consider the installation of pedestrian signal heads for the intersection of Hastings Street and Gilmore Avenue.
2. THAT the request for special left turn provision at Hastings Street and Gilmore Avenue not be considered because of its overall negative impact on the area.
3. THAT the Principal of Gilmore Community School and the Gilmore Community School Council, 50 S. Gilmore Avenue, Burnaby, B.C., V5C 4P5 receive a copy of this report.

(CARRIED UNANIMOUSLY)

R E P O R T

A letter dated 1987 November 26 was received from the Chairperson, Gilmore Community Council expressing concern regarding the difficulty being experienced by pedestrians in attempting to cross Hastings Street at Gilmore Avenue owing to heavy vehicular traffic. The writer advised that even though there are traffic signals in place and an adult crossing guard has been hired, some additional safety measures should be taken. Therefore, the writer requested the installation of pedestrian crossing signals and left turn filter lights for both the north-south and east-west traffic flow.

Further, a letter dated 1987 December 02 was received from Mr. Dan Carswell, Principal of Gilmore Community School, written in support of the Community Council's concern and request.

A report dated 1987 December 04 was received from the Director Engineering who reported as follows:

"The subject intersection is presently controlled by a two phase fixed timed traffic signal. Under this type of control the lengths of the phases are pre-set and are the same length throughout the day, i.e. Hastings Street will be given a certain amount of green time then will be stopped while Gilmore Avenue is given a fixed period of green. In both cases the pedestrian crosses the street on the cross street green time. For example a pedestrian wishing to cross Hastings Street does so when the Gilmore Avenue traffic is given a green light. The only problem with this type of operation insofar as the pedestrian is concerned is that they do not know how much time is left on the green if they wish to cross a street. This dilemma can be resolved by installing pedestrian heads which give the standard 'WALK', 'DON'T WALK' indications.

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As the subject signal is owned and operated by the Ministry of Transportation and Highways (M.O.T.H.) we could write to them to request their consideration of installing pedestrian heads.

The request for left turn phasings for both Hastings Street and Gilmore Avenue would involve some major construction of the street approaches and some very negative impacts on the neighbourhood and the school.

1. The approaches on all four legs of the intersection would have to be widened in order to provide raised median channelization if opposing left turns were to run at the same time. If they were to run on advance flashing arrows then only one direction could run at a time. Both would require a four phase operation.
 2. Which ever phasing is chosen, you will increase the total time of every cycle which would cause serious delay and backups particularly to the Hastings Street traffic.
 3. If traffic on Hastings Street begins to suffer from undue delay they will start using paralleling side streets. This has already been identified as a major factor in unwanted commuter traffic using Oxford Street.
 4. Left turn phasing for Gilmore Avenue will only place greater emphasis on Gilmore as a major route, thus attracting a commuter flow. This additional traffic will of course pass in front of the Gilmore Community School.
 5. The addition of extra phases will disrupt the recent progression system installed along the Hastings Street signals by M.O.T.H.
 6. The volume of left turns, particularly on Hastings Street do not warrant special phasing.
- In summary we would say that the installation of pedestrian signal heads would be a benefit to the pedestrian crossing within the intersection. The provision of left turn phasing however cannot be supported, not only because of its cost, but also because of its negative impact on the local community and street system.

STAFF RECOMMENDATIONS TO THE TRAFFIC SAFETY COMMITTEE:

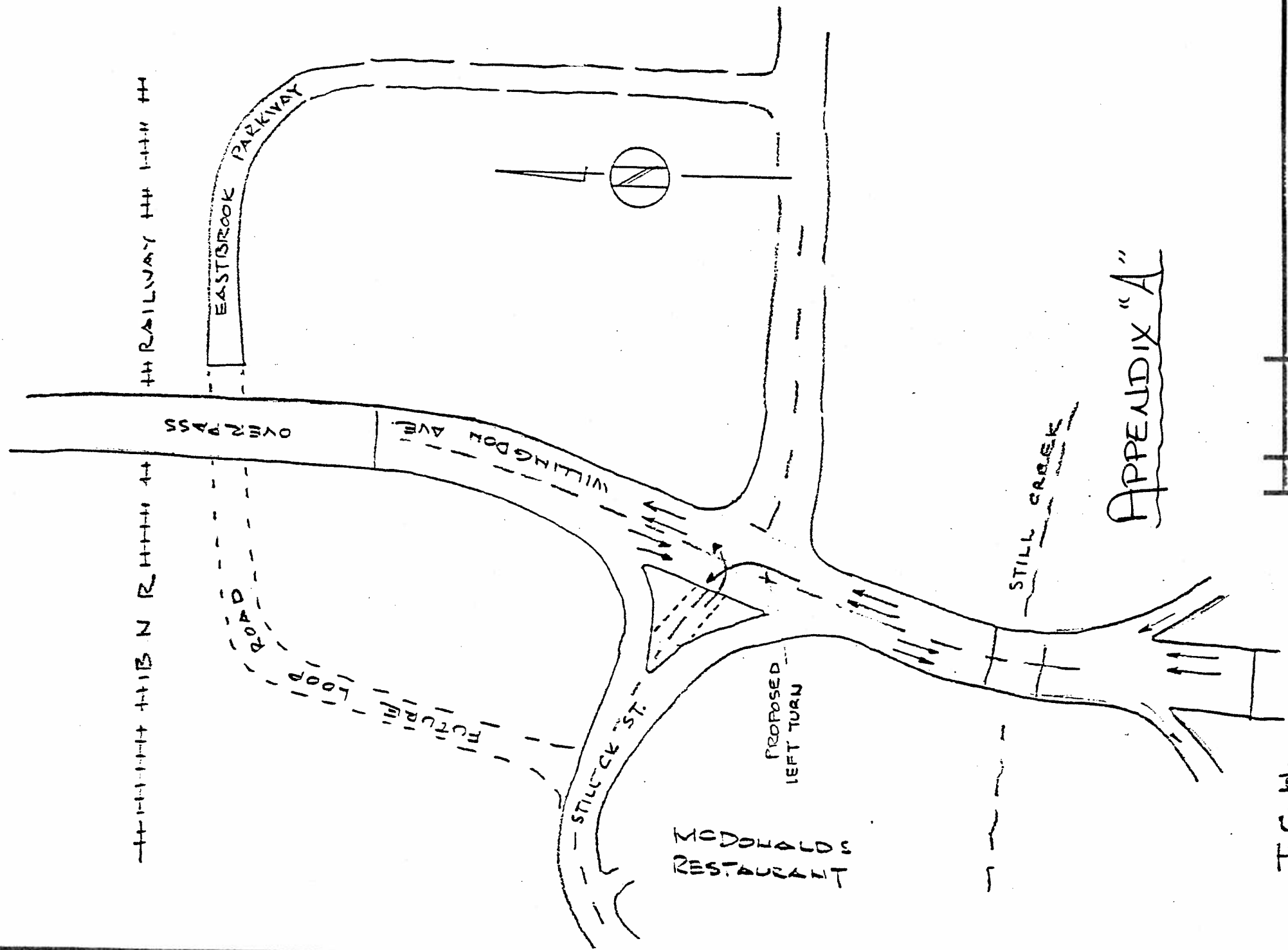
1. THAT the M.O.T.H. be requested to consider the installation of pedestrian signal heads for the intersection of Hastings Street and Gilmore Avenue.
2. THAT the request for special left turn provision at Hastings Street and Gilmore Avenue not be considered because of its overall negative impact on the area.
3. THAT the Gilmore Community School receive a copy of this report."

Respectfully submitted

Alderman J. Young
Chairman

Alderman E. Nikolai
Member

Alderman L.A. Rankin
Member



T. C. H.

No.	DATE	REVISION
CORPORATION OF THE DISTRICT OF BURNABY ENGINEERING DEPARTMENT		
DESIGNED BY		DIVISION
DRAWN BY		SCALE N.T.S.
CHECKED BY		DATE
APPR'D BY		DRAWG NO. 43

