

ITEM 7  
MANAGER'S REPORT NO. 56  
COUNCIL MEETING 89/09/11

RE: CANADA WAY - WAYBURNE/WESTMINSTER

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1989 SEPTEMBER 06  
FROM: ACTING DIRECTOR ENGINEERING  
SUBJECT: CANADA WAY - WAYBURNE/WESTMINSTER  
PURPOSE: To Report to Council on results of an investigation into the possible signalization of the intersection of Canada Way/Wayburne/Westminster.

RECOMMENDATION:

1. THAT a copy of this report be sent to Steffan Jobi, Box 80466, South Burnaby, V5H 3X9.

REPORT

1.0 Background

At its regular meeting of 1989 June 05, Council received a report from the Director Planning and Building Inspection responding to correspondence from Mr. Steffan Jobi regarding the intersection of Canada Way and Westminster Avenue. The report addressed concerns about truck movements to and from the TNT Kwikasair facility. The concern related to potentially unsafe turn movements between Westminster Avenue and Canada Way. That report reviewed several alternative access options. As evaluation of these options did not produce a solution to the perceived problem, the intersection design was referred to Engineering for further investigation. In particular the possibility of signalization of the intersection was to be considered.

2.0 Signal Warrant Analysis

Past investigations have failed to establish a warrant for the installation of a traffic signal at the intersection of Westminster Avenue and Canada Way. In order to address the concerns of Mr. Jobi we have updated our statistical data and reviewed the signal warrants analyses.

The intersection meets the I.T.E. (Institute of Transportation Engineers) warrant for vehicle volumes when adjusted for seasonal variation (traffic count data was collected during summer when B.C.I.T. was not in full operation) and speed of traffic on Canada Way. It also satisfies the I.T.E. warrant where a traffic signal is needed to interrupt continuous traffic. The intersection meets 100% of the priority points used in the R.T.A.C. (Road and Transportation Association of Canada) warrant.

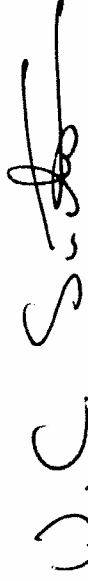
In summary, our analysis indicates that there is a traffic signal warrant at the intersection of Canada Way/Westminster. Implementation of this option would resolve the matter of access to and from the TNT Kwikasair site but would be detrimental to maintaining traffic flows on Canada Way without a redesign of the intersection geometry.

### 3.0 Intersection Design

As Canada Way is a primary arterial carrying a substantial volume of traffic, left turn channalization should be incorporated into any proposed signal design. Unfortunately this is presently not feasible because of road right-of-way constraints. Therefore, it is staff's intent to include funding in the 1990 Capital Budget (major roads) for necessary property acquisition, design and reconstruction of the intersection including traffic signal installation. To minimize property acquisitions, the geometric design that we are proposing will be modest relative to what would be ideal.

### 4.0 Conclusion

Staff will include this project for consideration in the Capital Budget, as discussed. Council will have the opportunity to evaluate the priority of this project in conjunction with other major road projects as part of the normal process for budget approvals. In the interim it would be appropriate if Mr. Steffen Jobi, who has frequently corresponded on this matter be sent a copy of this report.



ACTING DIRECTOR ENGINEERING

AH:lm

cc: Director Planning & Building Inspection