

REPORT
Regular Council Meeting
1990 May 14

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC DIVISION)

HIS WORSHIP, THE MAYOR
AND ALDERMEN

REPORT OF THE TRAFFIC DIVISION

A. SPEED BUMPS

RECOMMENDATIONS:

1. THAT the Council adopted policy regarding speed bumps in lanes be reviewed in terms of the procedures followed by residents to initiate the works.
2. THAT the Traffic and Transportation Committee (Traffic Division) and staff conduct the speed bump policy review and report to Council.

R E P O R T

The Traffic and Transportation Committee (Traffic Division), at its meeting held on 1990 May 01 heard a delegation regarding the difficulties being experienced in initiating a speed bump program for the lane east of Willingdon Avenue between Price Crescent and Burke Street.

Arising out of the Committee's consideration of the delegation's comments, the question arose as to whether the resident or the Municipality of Burnaby is responsible to initiate a speed bump program in a laneway, while at the same time offering an equal opportunity to all residents in the municipality.

The Committee therefore respectfully requests Council's authority to review the Council adopted speed bump policy with municipal staff and that a report be submitted to Council upon completion of the review.

B. PEDESTRIAN OVERPASS - ACROSS HASTINGS STREET
AT HOLDOM AVENUE

RECOMMENDATION:

1. THAT E.A. Lancaster, Principal of Capitol Hill School, 350 S. Holdom Avenue, Burnaby, B.C., V5B 3T8 be sent a copy of this report.

R E P O R T

The Traffic Supervisor provided the following report to the Traffic and Transportation Committee:

"A letter regarding pedestrian safety at the Capitol Hill School was received by Alderman Jim Young in early March 1990. The school and parent group are concerned over the safety of the students using the intersection of Hastings and Holdom. In early February the Traffic Department and Mr. Tom Tenant of the Burnaby School Board had begun discussing improvements at this intersection.

INTERNAL DISTRIBUTION:

- : - AGENDA - 1990 MAY 14
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- DIRECTOR ENGINEERING
- DIRECTOR PLANNING & BUILDING INSPECTION
- O.I.C., R.C.M.P.



Mrs. Audrey Hayward of 5373 Braelawn Drive, requested the removal of the barriers to allow access to the signalized intersection of Delta Avenue and Parker Street because of difficulties in crossing Parker Street at Springer Avenue.

The Planning and Building Inspection Department concluded that support could not be given to the removal of any barriers in the Brentwood Park Community area and that the need for a traffic signal at the intersection of Parker Street and Springer Avenue should be investigated.

2.0 OBSERVATIONS

During the data collection portion of our investigation, traffic flow observations were made. It was noted that during peak traffic periods vehicles entering or crossing Parker Street from Springer Avenue did not experience any appreciable difficulty in their manoeuvres. On occasion a short queue formed on the south leg of Springer Avenue, however it cleared quickly once gaps created by the existing signals at Delta and at Holdom occurred. It was also noted that pedestrian traffic was light and that of those pedestrians needing to cross Parker most were able to take advantage of the gaps in traffic without a substantial wait.

3.0 SIGNAL IMPACT

We previously reviewed this signal in 1987. The following is an excerpt from the January 1987 Engineering report to Council which recommended the Delta/Parker signal:

'Initially, we calculated the warrants for both intersections assuming that only one of the intersections would be signalized. Delta-Parker recorded 101 points and Springer-Parker recorded 96 points based on this assumption. Secondly, we calculated the warrants for both intersections assuming both intersections would be signalized. The results were 72 points for Delta-Parker and 58 points for Springer-Parker. These reduced point totals demonstrate the negative impact that signals in close proximity have on traffic flows...!'

4.0 SIGNAL ANALYSIS-WARRANTS

Signal installation is determined by the analysis of traffic volume, accident occurrences and effect of signal installation. Statistical data collected by manual and automatic traffic count procedures during the week of March 12 has been run through two recognized traffic signal warrants, R.T.A.C. (Roads and Transportation Association of Canada) and I.T.E. (Institute of Transportation Engineers).

These warrants have not been met. Low side street (Springer Ave.) traffic volume and proximity to the existing traffic signal at Delta and Parker are both factors contributing to this result.

R.T.A.C. warrant calculations indicate a marginal increase (4 points) in priority point for the Parker/Springer intersection since the 1987 report discussed above. Unless signalization was to occur in conjunction with a coordinated traffic signal progression system a 'negative impact' on traffic flow would be a consequence.

5.0 CONCLUSION

In reviewing our analysis of this intersection we have noted the following:

1. Low volumes (vehicular and pedestrian) of cross street traffic.
2. No excessive delay was observed for traffic entering the intersection.

3. 2 separate traffic signal warrants have not been met.
4. Signal installation would have a negative effect on traffic flow.
5. The installation of a traffic signal would require corridor coordination to mitigate negative effects. This would add considerably to the cost of the signal installation.

This analysis reconfirms that a traffic signal at the intersection of Parker Street and Springer Avenue is not warranted at this time."

**D. KINGSBOROUGH STREET AT DRIVEWAYS TO EATON CENTRE/
STATION SQUARE**

RECOMMENDATIONS:

1. THAT the existing 2 way stop at the subject location be converted to a 4 way stop and a marked pedestrian crossing of Kingsborough Street be installed.
2. THAT Ron Elliot of Wesbild Enterprises Ltd., #300, 4680 Kingsway, Burnaby, B.C., V5H 4L9 be sent a copy of this report.
3. THAT Bill Thompson, General Manager, Eaton Centre, 4700 Kingsway, Burnaby, B.C., V5H 2C3 be sent a copy of this report.

R E P O R T

The Traffic Supervisor submitted the following report to the Traffic and Transportation Committee:

"We have received a request from Wesbild Ltd. to convert the existing 2 way stop to a 4 way stop and install a marked pedestrian crossing on the Kingsborough Street access to the Eaton Centre underground parking where it intersects the driveway to the parking facilities for Station Square. They believe it is hazardous because pedestrians tend to cross Kingsborough in line with the east sidewalk located adjacent to the driveway in front of Save On Foods on the north side of Kingsborough Street. Motorists exiting the underground parking garage are presently not required to stop and poor sight distance limits stop reaction time.

Staff conducted observations at the subject location and confirmed that the majority of pedestrians do use the route indicated by Wesbild Ltd. It was also noted that there was a lack of gaps in traffic during peak periods, resulting in delay to motorists exiting the south Station Square parking lot. Several hazardous vehicular manoeuvres were observed likely resulting from motorist frustration.

In view of the above, staff is recommending that a 4 way stop and marked pedestrian crossing be installed as shown on 'APPENDIX A' attached.

Eaton Centre and Cambridge Shopping Centres Ltd. staff have been contacted about the proposed change in traffic control and have no objections."

E. TRAFFIC SIGNAL INSTALLATIONS

RECOMMENDATION:

1. THAT Council receive this report for information purposes.

R E P O R T

The Traffic Supervisor submitted the following report to the Traffic and Transportation Committee:

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"At its meeting of 1990 March 19, Council approved the award of Contract #9002, Traffic Signals - Various Locations to the low bidder, Ricketts-Sewell Electric. This contract provides for the installation of the traffic signals at 19th Street-18th Avenue, 19th Street-Stride Avenue, Burke Street-Willingdon Avenue, and Halifax Street-Sperling Avenue. The total value of this contract is \$190,360 or an average of \$47,590 per intersection not including the signal controllers. Including controllers, the total cost of these traffic signals will average \$55,790 each. Work has commenced on this contract and is proceeding on schedule. The completion date is expected to be 1990 June 22.

Staff recently assembled documents and drawings for Contract #9013, Traffic Signals - Various Locations II and called for tenders. This contract was for the installation of signals at Armstrong Street-Cariboo Road, Eastlake Drive-Production Way, Royal Oak Avenue-Rumble Street, and Maywood Street-Willingdon Avenue.

By close of tender on 1990 April 25, four tenders were received for the above contract ranging from a low bid of \$249,000 to a high bid of \$268,380. Based on the low bid of \$249,000, the average per signal would be \$62,250 not including controllers. The total cost including controllers would average \$70,950 an increase of \$15,160 per intersection in one month over the previous contract price. Examination of the drawings indicates that the contract price should have been lower for these four signals as less work was required. We have concluded from our review of the tenders that the prices quoted by all of the bidders are unrealistic for the work involved. The high prices quoted are a direct result of an excess of work of this type currently underway or being tendered. The specialized nature of the work limits the bidding to only four or five contractors in the Lower Mainland, applying increased pressure on prices during busy periods.

We would not recommend that Contract #9013 be awarded at this time. Of the four intersections involved, Armstrong Street-Cariboo Road and Eastlake Drive-Production Way are currently controlled by four way stops and Royal Oak Avenue-Rumble Street is currently signalized but due for an upgrade. Postponement of these signals will not result in a safety hazard to the general public. Maywood Street-Willingdon Avenue is currently a two way stop in a high density area. Pedestrian activity is also quite heavy in this area. For these reasons, this signal should not be delayed longer than necessary. We are proposing to re-tender this intersection on its own and proceed with this installation as soon as possible.

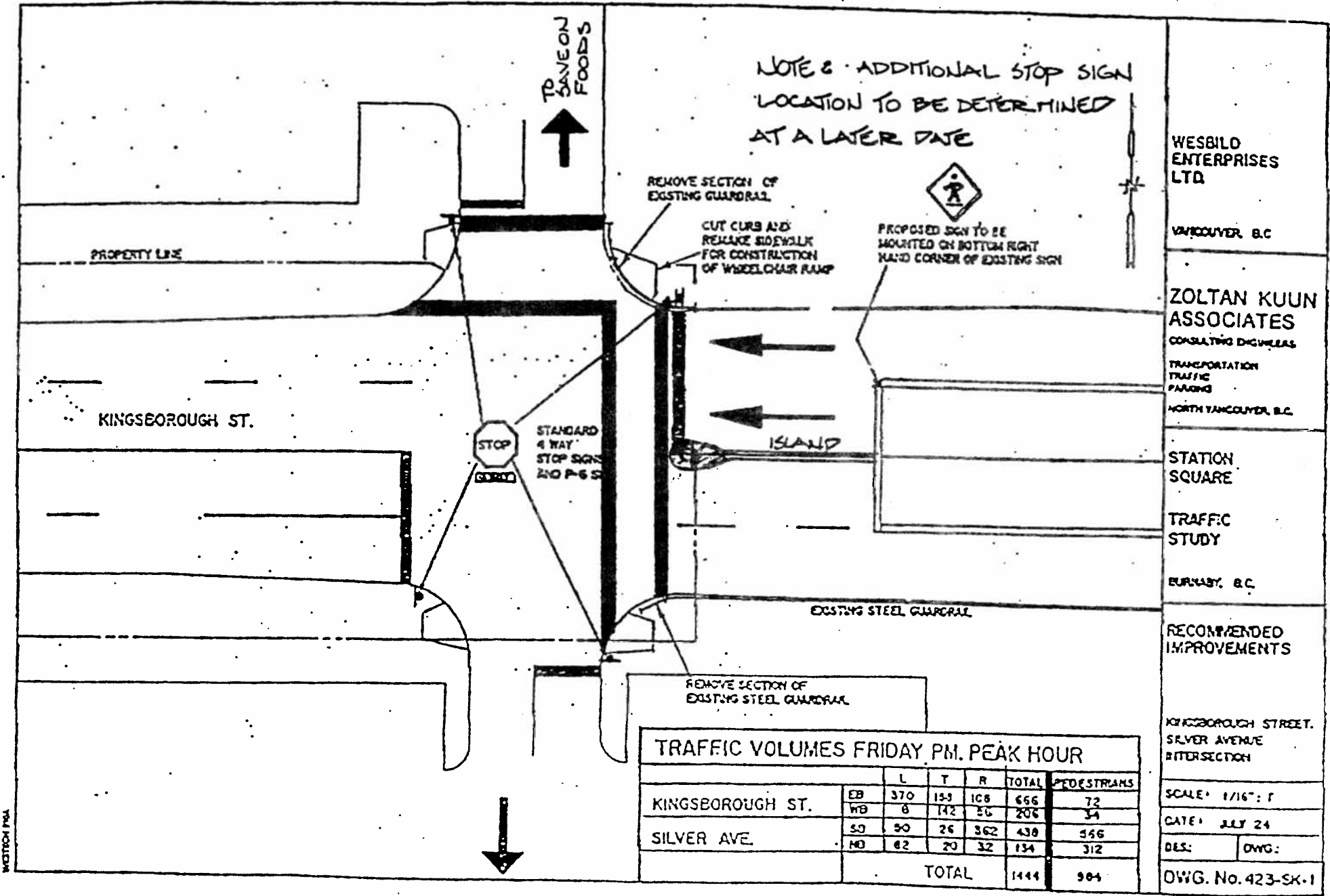
We would hold the remaining three intersections until market conditions improve and re-tender at that time. Indications are that calls for new contracts should diminish by mid-summer of this year which will likely result in more favourable market conditions."

Respectfully submitted,

Alderman J. Young
Chairman

Alderman R.G. Begin
Member

Alderman L.A. Rankin
Member



"APPENDIX A"