

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. BUS STOP LOCATIONS ON BOUNDARY ROAD

RECOMMENDATION:

1. THAT Albert Zanotto of 50 Boundary Road, Burnaby, B.C., V5K 3S5, George Durkovitch of 110 Boundary Road, Burnaby, B.C., V5K 3S5 and Pam Davidson of 252 Boundary Road, Burnaby, B.C., V5K 2S5 be sent a copy of this report.

R E P O R T

Council at the regular Council meeting held on 1990 March 05 received Item 8, Municipal Manager's Report No. 17, which responded to concerns of Boundary Road residents regarding the placement of new bus stops. Council subsequently referred this report to the Traffic and Transportation Committee for further review.

The Traffic and Transportation Committee (Traffic Division) met on 1990 April 03, at which time Mr. George Durkovitch, 110 Boundary Road appeared as a delegation in opposition to the location of a bus stop in front of his residence. Mr. Durkovitch related to the fact that he has lost the privacy of his home that he has enjoyed for a number of years and was also concerned regarding the removal of resident parking to accommodate the bus stop.

As a result of the Traffic Division's consideration of this matter, it was concluded that the new bus stop locations correspond with B.C. Transit's bus stop spacing policy of standard farside locations and that there were no better alternatives.

B. IMPERIAL STREET AT MACPHERSON AVENUE

RECOMMENDATIONS:

1. THAT Council approve the installation of a fully actuated traffic signal at the intersection of Imperial Street and MacPherson Avenue.
2. THAT Robert Fendrick of Pan-Tech Systems Inc., 5618 Imperial Street, Burnaby, B.C., V5J 1E9, be sent a copy of this report.

R E P O R T

A letter dated 1990 January 23 was received from Robert Fendrick of Pan-Tech Systems Inc. requesting a review of traffic control at the intersection of Imperial Street at MacPherson Avenue in terms of safety and recommending the installation of a traffic signal.

INTERNAL DISTRIBUTION:

- : - AGENDA - 1990 APRIL 30
- : - COPY - MUNICIPAL MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING & BUILDING INSPECTION
- O.I.C., R.C.M.P.

This matter was referred to the Traffic Supervisor who reported as follows:

"The intersection of Imperial Street at MacPherson Avenue has historically recorded high accident rates despite the corrective measures taken. The majority of accidents have involved vehicles approaching the intersection from the south on MacPherson Avenue. In 1969, Council approved the installation of a red flashing signal atop the already oversized northbound stop sign. Since, parking has been banned on all four corners to ensure adequate sight distance for vehicles entering the intersection.

Although the intersection accident rate has fluctuated in recent years, the accident pattern involving northbound vehicles has remained constant. In the past, staff has attributed this to the fact that motorists heading northbound on MacPherson Avenue have had their attention drawn to the major cross street, Kingsway. We now support that the accident rate is being perpetuated by a lack of adequate gaps in the traffic using Imperial Street. This problem will be compounded when left turn channelization is installed on Kingsway at the Imperial intersection.

Imperial Street is an arterial carrying approximately 17,000 v.p.d. at MacPherson Avenue. We expect these volumes to increase in conjunction with the ongoing development in the Metrotown area and the proposed road improvements at Kingsway and Imperial Street. As a result, even fewer gaps would be available to northbound motorists on MacPherson Avenue (a sizeable proportion being slower truck traffic from the industrial area to the south).

The intersection does not meet adopted warrants for the installation of a four way stop due to the volume disparity between the two streets. It does meet I.T.E. (Institute of Transportation Engineers) warrants relative to signal installation for the purpose of managing intersecting traffic volumes, creating adequate gaps for the side street and reducing the frequency of right angle collisions. In addition, it meets 90% of the priority rating points used in the R.T.A.C. (Roads and Transportation Association of Canada) warrant for traffic signal installation.

In view of our warrant analysis and the fact that previous intersection treatments have failed to remedy the accident problem, we recommend the installation of a fully actuated traffic signal at the intersection of Imperial Street and MacPherson Avenue.

We further recommend that the signal be installed before the intersection improvements at Kingsway and Imperial Street take place. We propose that the signal should be tied in to the Metrotown signal system coordinating Imperial Street west of Royal Oak Avenue and, ideally, with the Ministry of Transportation and Highways' signal at Kingsway and Imperial Street. If approved, staff would work with M.O.T.H. staff towards this end."

C. NORTH ROAD SQUARE SHOPPING CENTRE - 3355 NORTH ROAD

RECOMMENDATIONS:

1. THAT the "No Right Turn 7:00 a.m. to 9:00 a.m." restriction for southbound North Road traffic at Cameron Street be removed.
2. THAT the eastbound Cameron Street curb lane be designated for left and right turns.
3. THAT a review of the effect of these changes be conducted by staff in six months time.

4. THAT Mr. Paul V. Meloche of Schroeder Properties Ltd., 510 - 1040 West Georgia Street, Vancouver, B.C., V6E 4H1 be sent a copy of this report.

R E P O R T

BACKGROUND

Mr. Paul Meloche of Schroeder Properties Ltd. appeared as a delegation before the Traffic and Transportation Committee (Traffic Division) at its meeting held on 1990 March 06. Schroeder Properties Ltd. are the owners of North Road Square Shopping Centre located at 3355 North Road. The main thrust of Mr. Meloche's presentation was the fact that vehicular access and egress to the shopping centre is a major problem in that the left-turn out for traffic northbound on North Road is prohibited thereby discouraging customers from entering the shopping centre. The traffic restriction was initially part of a rezoning process which took place when the mall was developed. At that time the applicants to rezone were not aware of the negative impact this would have on the customers trying to access the mall and the tenants who are trying to maintain a steady clientele. As a result of the problems being experienced, Mr. Meloche advised that three tenants over the past year have gone bankrupt and the shopping centre is currently facing a 10% vacancy factor.

Mr. Trevor Ward of Ward Consulting Group also appeared as a delegation at the 1990 March 06 meeting advising that he was the consulting engineer hired by Schroeder Properties Ltd. to examine the access and egress problems being experienced at North Road Square Shopping Centre. Mr. Ward noted that the vehicles are unable to exit the parking lot area of the shopping mall during evening rush hours due to the queue of traffic on Cameron Street holding for the light at Cameron and North Road. Mr. Ward suggested that the traffic signal timing at Cameron and North Road be lengthened in favour of Cameron Street and further that a left-turn restriction be implemented at Bell Avenue and Cameron Street which would impede traffic travelling through the area to access Cameron Street.

The Traffic Supervisor submitted a report to the Committee at its March 06 meeting providing additional background information regarding the concerns of Schroeder Properties Limited. The contents of the report are as follows:

"1. Left Turns From The Site To North Road

The prohibition of left-turns from North Road Square onto North Road was a condition of the original rezoning approval for this site. The intent of the prohibition was to maximize traffic flow on North Road, the primary arterial, and force northbound traffic to exit via Cameron Street, the major collector. Northbound traffic could then utilize the signal at Cameron Street and North Road to make their left-turn. As outlined in Mr. Ward's submission, traffic flow on Cameron Street has increased to the point where the queue of vehicles extends beyond the driveway to North Road Square, partially blocking access to this shopping centre.

In his report, Mr. Ward has proposed three potential improvements to resolve this problem:

- a) Allow left-turn egress to North Road via a merge lane in the median.
- This proposal would certainly provide egress from this site but contradicts the requirements set out during the rezoning process. The effect of North Road traffic flow would likely be minimal. We would anticipate an increase in accident risk which would to some extent be offset by reduced exposure on Cameron Street.
- b) Alter the phasing of the traffic signal at Cameron Street and North Road.
- The Phasing of this signal is currently under review, however, our preliminary indication is that a northbound advance green arrow may be required. This may result in an increase in the cycle length for this signal and may not reduce the queue length on Cameron Street.
- c) Allocate a second left turn lane for eastbound Cameron Street traffic.
- This situation did exist temporarily prior to the construction of the median on Cameron Street. Reassigning the existing lane configuration would require conversion of the existing curb lane from right turn only to left and right turn usage. Our concern is that this change may encourage more traffic to use this route as an alternative to more congested Loughheed Highway and Broadway routes. This would be counter to the intent of Councilis expressed by the AM peak right turn restriction.

2. Right Turn Restriction To Cameron Street

This matter was reported on at the 1990 January 16 meeting.

The two possible alternatives suggested by Mr. Ward are not practical. The proposed left turn restriction at Bell Avenue and Cameron Street would be an unnecessary hardship for the residents in the area. Allowing right turns at North Road for mall traffic only 7:00 to 9:00 a.m. would be very difficult to enforce. Vehicles could make the right turn and enter the mall if officers were present. The only practical solution would be to remove the turn restriction. This would likely result in an increased traffic flow on Cameron Street during the morning rush hours, defeating the original purpose of this restriction."

Arising out of the Committee's consideration of the two delegations' submissions and the report of the Traffic Supervisor, the following motion was adopted at the 1990 March 06 Committee meeting:

"THAT staff report on travel patterns in the vicinity of the North Road/Cameron intersection as they relate to the current regulations and the proposed left turn exit to North Road as proposed by Schroeder Properties Ltd., owners of North Road Square Shopping Centre."

CURRENT SITUATION

The Traffic and Transportation Committee, at its meeting held on 1990 April 03 received a report from the Traffic Supervisor responding to the Committee's direction for an analysis of traffic patterns in the vicinity of the North Road/Cameron Street intersection as they relate to current regulations in the proposed left turn exit to North Road as proposed by Schroeder Properties Ltd.

The Traffic Supervisor reported as follows:

R E P O R T

"As requested by the Committee at the meeting held on 1990 March 06, we have conducted an analysis of the travel patterns in the vicinity of the North Road/Cameron Street intersection. As part of our analysis, we conducted a traffic count on 1990 March 20. It should be noted that this count coincided with spring break. A comparison with previous counts indicates that volumes counted were 15% below average. During the 7:00am-9:00am period, our staff observed 115 vehicles turning right onto Cameron Street from southbound North Road indicating that the right turn restriction appears to have limited effect. The R.C.M.P. were not in attendance on the day of the count. We also noted that several of the businesses fronting on Cameron Street are open between 7:00am-9:00am.

In consideration of the apparently high violation rate and the hardship to the small businesses of North Road Square, we have recommended that the right turn restriction be removed.

Our analysis of the eastbound Cameron Street left turn volumes in the 4:00pm-6:00pm period exhibited that the capacity provided by the current single left turn lane is inadequate. Observations confirm that the queue of traffic does not clear during the available green period. This queue frequently extends beyond the entrance to the North Road Square site.

The left turn exit to North Road proposed by Schroeder Properties raises two concerns. The original rezoning approval as reported to Council at the regular meeting of 1987 July 27 contained the statement, 'the vehicular access on North Road will be right turn in and right turn out only...'. A relaxation was allowed upon appeal to the Director Engineering to allow a left turn entrance at this location. Our observations indicate that this entrance is very lightly used by patrons of the businesses on this site. A left turn exit was not considered at that time due to the additional conflicts and potential accidents generated by exiting traffic.

Although the island alterations proposed by Ward Consulting would reduce the impact on northbound traffic, the conflict situation would still exist for southbound and northbound left turning traffic. We are also concerned that the length of the queue of traffic on Cameron Street may encourage drivers to endure the speed bumps and utilize the North Road Square parking lot to bypass the traffic signal and use the proposed left turn exit to travel northbound on North Road.

We have determined that capacity can be increased sufficiently by converting the eastbound curb lane to allow left and right turns rather than right turns only and by modifying the signal timing. By reducing the queue length on Cameron Street, traffic would be able to fully utilize the existing Cameron Street driveway. Traffic wishing to travel northbound from North Road Square would be able to exit onto Cameron and turn left at the signal at North Road.

We realize that the am peak right turn prohibition at Cameron Street/North Road was placed with the intent of deterring commuter traffic. Since then the character of Cameron Street has changed from a single family residential street to a major commercial collector. Nonetheless, the operation of this intersection continues to reflect these previous concerns rather than the needs of new development which has proceeded in accordance with the Community Plan. Accordingly, we are proposing to re-evaluate this intersection in six months time to determine the operational effectiveness of these changes as well as any adverse impact due to relaxation of the prohibition."

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1990 April 30

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Your Committee also wishes to advise that, in anticipation of Council's support for the recommendations submitted, it was agreed that an advertisement be placed in both the Burnaby Now and Burnaby/New Westminster News advising of the proposed traffic control changes.

E. 1990 SPRING COUNTERATTACK

RECOMMENDATION:

1. THAT Council endorse the 1990 Spring CounterAttack Campaign, 1990 April 13 to May 04 inclusive.

R E P O R T

Drinking/Driving CounterAttack is a program to reduce injuries and deaths caused by drinking drivers in B.C. It combines highly visible police enforcement with public education and community awareness.

CounterAttack has traditionally run during the Christmas/New Years period, but has run from time to time in the Spring. In 1989, the Spring blitz featured all of the activity of the highly successful Christmas campaign, including police road blocks, province-wide publicity and community activities.

B.C.'s Drinking/Driving Spring CounterAttack is from April 13th to May 4th, 1990 and police road checks will be up at any hour of the day or night.

Your Committee once again requests endorsement of this very important campaign to eliminate the tragic consequences risked when people drink and drive.

F. NEIGHBOURHOOD PRIDE WEEK - "HATS OFF DAY"

RECOMMENDATION:

1. THAT a copy of this report be forwarded to The Heights Merchants Association, c/o Robertsons Home Hardware, 4052 Hastings Street, Burnaby, B.C., V5C 2H9.

R E P O R T

During the week of 1990 June 02 through June 09, Gilmore Community School will again organize and host Neighbourhood Pride Week. This event is designed to focus community awareness and pride in the North Burnaby area. As part of the celebration, the Heights Merchants Association will stage "Hats Off Day" on Saturday, 1990 June 09.

Arising out of the Committee's discussion of this event, a motion was adopted that the Committee set up an information booth on northside Carleton Avenue at Hastings Street for the purpose of distributing traffic safety literature and paraphernalia to the citizenry. Committee members have volunteered their time to man the traffic safety booth for the entire day.

The Committee is confident that participation in this type of localized initiative will provide a higher traffic safety profile in the community.

Respectfully submitted,

Alderman J. Young
Chairman

Alderman R.G. Begin
Member

Alderman L.A. Rankin
Member