

ITEM 12
MANAGER'S REPORT NO. 11
COUNCIL MEETING 91/02/18

TO: MUNICIPAL MANAGER 1991 FEBRUARY 13

FROM: DIRECTOR ENGINEERING

SUBJECT: TRAFFIC SIGNALS AT BOUNDARY ROAD/ARBOR STREET
AND 10TH AVENUE/CUMBERLAND STREET

PURPOSE: To seek Council approval of cost sharing agreements with the City of Vancouver and New Westminster for traffic signal installation.

RECOMMENDATION:

1. THAT under Section 237(1) of the Municipal Act:

- a) a bylaw be brought forward to enter into an agreement with the City of Vancouver for installation of a traffic signal at the intersection of Boundary Road and Arbor Street; and
- b) a bylaw be brought forward to enter into an agreement with the City of New Westminster for installation of a traffic signal at the intersection of 10th Avenue and Cumberland Street.

REPORT

Over the past year, staff have had discussions with the City of Vancouver and City of New Westminster for installation of traffic control devices at the subject locations. Engineering designs have now been completed and the Municipality's share of total installation costs is \$39,800. Sufficient funds are available in the 1990 Capital Budget, under Traffic Management.

Section 237(1) of the Municipal Act states, in part, that:

"... A municipality may join with another municipality to exercise a power conferred by this Act. An agreement made under this section is not valid until ratified by a bylaw adopted by each council by a vote of not less than 2/3 of all the members of council ..."

Boundary Road/Arbor Street:

Arbor Street is a 36 ft. wide collector street in Vancouver and joins Boundary Road north of Rumble Street at a "T" junction. It carries a bus route which is experiencing operational difficulties at this intersection, described by B.C. Transit staff as follows:

"The Arbor Street and Boundary Road intersection is currently not under the control of any traffic signal. Bus Route 26, serving Champlain Heights, get into and out of the subdivision via this intersection. The high speed traffic and increasing vehicular volumes on Boundary Road, in both northbound and southbound directions, have created lengthy delays and an extremely

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hazardous operating environment to transit vehicles attempting to exit onto Boundary Road and pulling into a bus stop on the east side of Boundary Road. There have been many observed "near misses" over the past year; and a major accident involving a bus and the vehicular traffic is expected to happen if the current situation is allowed to continue.

B.C. Transit and the City of Vancouver have been working together to resolve this issue. Various alternative strategies have been considered including the rerouting of bus service to other streets and putting in a vehicle or bus-activated signal at Arbor Street and Boundary Road. To maintain the existing service coverage and to minimize the impact on the neighbourhood, the signalization option is favoured by both B.C. Transit and City of Vancouver staff."

Apart from improving Transit operations, which is beneficial to north east bound Burnaby users of the #26, Burnaby pedestrians will have improved access to the bus stop on the east side of Boundary Road, north of Arbor Street when signal control is implemented.

To resolve their operational concerns, the Regional Transit Commission has agreed to fund 50% of the signal installation. While Burnaby does not have a major interest in this signal, there is a cost sharing formula for such work along our boundary with the City. Accordingly, the Municipality's share would be 1/3 of 50%, which is estimated to be \$8,300.

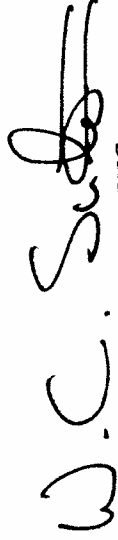
10th Avenue/Cumberland Street:

Over the past year, Burnaby has made a number of representations to New Westminster Council for the installation of a traffic signal at Cumberland Street and 10th Avenue. As this intersection straddles the City/Municipal boundary, it requires joint approval as well as joint funding. The City of New Westminister has now approved installation of a traffic signal and City staff are coordinating its installation as a priority. Burnaby's 50% share of the total costs is estimated to be \$31,500.

Staff supports the corrective measures being taken and recommends the approval of the cost sharing agreement and request authorization for these expenditures once the required bylaws are in place.

AAS/PL:jb

cc: Director Finance
Director Planning & Building Inspection
Director Admin. & Community Services
Municipal Solicitor


DIRECTOR ENGINEERING