

REPORT  
Regular Council Meeting  
1992 June 15

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR  
AND ALDERMEN

A. TRAFFIC SIGNAL AT RUMBLE AND MACPHERSON

RECOMMENDATION:

1. THAT a copy of this report be sent to the Burnaby South - Jericho Hill Parent Advisory Committee, 6626 Kingsway, Burnaby, B.C., V5E 1H1

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

R E P O R T

"The Committee has received a request for a traffic signal at the Rumble Street/MacPherson intersection (Appendix 1 attached). At the early planning stages, Engineering staff recommended that a signal be provided at this location as a condition of development of the Burnaby 2000 School Project. This was not done for a variety of reasons as discussed by staff.

Accordingly, in the absence of other funding the signal would have to be provided from Traffic Management's operating contribution to capital. Staff will include the signal as a possible item in the 1993 Budget process but propose evaluating its priority relative to other emergent projects when overall funding levels are approved. Staff will again report to Council as these issues are clarified."

B. CROSSWALK ON GILPIN STREET AT CHAPPLE CRESCENT

RECOMMENDATIONS:

1. THAT a 30 km/h zone be installed on Gilpin Street adjacent to the school site.
2. THAT a copy of this report be sent to Mr. I.F. Pong, Principal, Deer Lake Seventh Day Adventist School and the Gilpin Elementary School Parent Advisory Committee.

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

R E P O R T

"At the last Traffic Safety meeting 1992 May 5, the Committee received a letter from Mr. Pong, Principal of Deer Lake Seventh Day Adventist School, expressing concerns regarding pedestrian safety in the area of the crosswalk at Chapple Crescent. The existing crossing is a standard marked crosswalk with signs, and is patrolled by a very effective adult crossing guard.

**INTERNAL DISTRIBUTION:**  
AGENDA - 1992 JUNE 15  
COPY - ACTING MUNICIPAL MANAGER  
- DIRECTOR ENGINEERING  
- DIRECTOR PLANNING & BUILDING

Over the past four years, travel demand on Gilpin Street has continued to increase in the major collector street range. Weekday vehicle volumes are now 16,000 vehicles per 24 hour period. The crossing guard has expressed some concern over driver habits at this location, a similar problem encountered by other crossing guards at unsignalized locations. Although staff are relatively helpless in governing driver etiquette, staff are concerned when this type of behavior occurs.

Gilpin Street will be functionally downgraded to a local residential collector street when the parallel Moscrop/Gilpin secondary arterial project is completed. Preliminary construction has already begun on the Moscrop/Gilpin Connector, which will carry the majority of 'commuter' traffic (much of it Metrotown/ Freeway oriented) which presently uses Gilpin Street. In light of the future traffic network, staff do not recommend consideration of a pedestrian controlled signal at this location at this time. A signal would be the normal next step in school crosswalk protection on a major collector.

Noting that Gilpin Street will be a local collector in the future, staff recommend that consideration be given to lowering the speed limit on Gilpin Street adjacent to the school to 30 km/h now. Although this measure is not an ideal solution, staff believe that through targeted enforcement of a lower speed limit, that some of the concerns raised in Mr. Pong's letter may be addressed."

C. GILMORE AVENUE AT DOUGLAS ROAD AND AT 1ST AVENUE

RECOMMENDATION:

1. THAT parking be banned on the east side of Gilmore Avenue at 1st Avenue during the AM and PM rush hour periods.

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

R E P O R T

"1.0 BACKGROUND

This report is written as a result of past concerns regarding traffic congestion and safety at the intersections of Gilmore Avenue and Douglas Road and Gilmore Avenue and 1st Avenue. A request for upgrading of the traffic control at one or both of these intersections was received. Staff have reviewed these locations in this regard. Automatic and manual traffic counts were conducted. Recent intersection accident totals were obtained and intersection control warrants were performed.

2.0 ANALYSIS

2.1 Gilmore Avenue and Douglas Road

This intersection is currently controlled by a 4-way stop. Staff have found this to be a safe and effective form of traffic control especially in cases where intersection approach volumes are comparable and moderate. This is the case for this location.

Recent traffic counts indicate 9,200 vehicles per day (VPD) entering the intersection in the north-south directions (Gilmore) and 10,000 VPD enter in the east-west direction (Douglas). There is not a significant accident problem at the intersection and observations indicate a good flow of traffic. Staff nonetheless ran data through two recognized signal warrant evaluation systems. Both indicated that the existing 4-way stop is functioning efficiently at this location. Staff concur with this summary.

2.2 Gilmore Avenue at 1st Avenue

Gilmore Avenue currently has the right-of-way at this intersection requiring eastbound 1st Avenue traffic to stop. This control does lead to brief congestion at the intersection during the PM rush. Count data and general observations do not indicate undue congestion during other periods of the day.

3-way stop and traffic signal warrants were evaluated for this intersection. Neither form of improved traffic control was statistically warranted mainly due to low accident totals and uneven approach volumes (4,800 VPD on 1st Avenue, 11,900 VPD on Gilmore). It should be noted that warrant analyses are used mainly as guidelines. Other factors must be considered before determination in favour of signalization is given. In this case, there is one factor to consider.

Staff have noticed, through observations at the intersection, that during most parts of the day traffic flow is fairly free. It is during the afternoon rush period where delay from congestion is occurring. It was observed that northbound to westbound left turn traffic is the main cause of congestion as described in the following scenario:

'A vehicle is waiting to make the described left turn, volume builds behind. Meanwhile a queue is forming on 1st Avenue waiting for a left turn of their own. This at times can be a lengthy delay not only because of lack of breaks in traffic but because of the clearance time of the vehicles behind the initial northbound-westbound left turn vehicle.'

The northbound to westbound movement is not high (less than two vehicles/minute) however it only takes one vehicle to compound congestion. Staff believe the key to speeding up the cycle is to provide free passage for northbound vehicles around these left turn vehicles.

This can be accomplished simply by removing some parking on the east side of Gilmore Avenue at 1st Avenue. This will provide a sufficient lane width for passage around the left turning vehicles. Accordingly staff recommend a parking ban as the appropriate course of action. Staff do feel that there is a significant congestion problem at this intersection during off-peak hours but conclude that a full time clearance parking ban will go a long way to improving flow throughout the day. Staff will again continue to monitor traffic and if it is felt that the situation is not improving staff will look at either multi-way stop or signalization."

Arising from the discussion of this report, the Committee requested that parking be banned on the east side of Gilmore Avenue at 1st Avenue during only the AM and PM rush hour periods.

D. SOUTHPOINT AND MARINE DRIVE

RECOMMENDATION:

1. THAT this report be received for information purposes.

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

R E P O R T

"The Committee has recently requested that staff outline 'future plans for the temporary intersection at Marine Drive and Southpoint Drive including the possibility of relocating the Hydro pole' located in the traffic island.

The future phases of the Byrne Road/10th Avenue Connector project are presently in the 1992-1996 Capital Budget. Before the project is complete, this T-Intersection between Marine Drive and Southpoint will become redundant.

Staff have contacted B.C. Hydro regarding the possibility of relocating the Hydro pole located in the traffic island. Hydro staff were concerned that this was an unusual if not infeasible relocation request but staff were given a ball park figure in excess of \$10,000-\$20,000! The cost of relocating the pole is high because the whole line would have to be realigned along new poles braced to handle up to four changes in direction.

Staff are aware that the pole has been hit on occasion and on closer inspection have discovered that the back side of the pole facing eastward has sustained some damage. This, together with multiple scuff marks on the curb face, clearly indicate that westbound vehicles on Marine Drive on the approach to the stop sign at Southpoint Drive are at times overrunning the island. Staff have no record of these incidents probably because they are not reportable.

To improve driver awareness at this location, staff have arranged the installation of two 'chevron arrow' signs in the traffic island. The additional signs will serve to draw further attention to the presence of the curve approach to the stop. Staff have contacted B.C. Hydro who will inspect the pole and install an additional protective plate on the east side of the pole. Staff do not recommend relocation of the Hydro pole due to the temporary nature of this intersection and the high cost of a relocation. After installation of the 'chevron arrow' signs, staff will monitor this intersection and conduct a re-evaluation in six months."

Arising from the discussion of this report, the Committee requested that staff prepare a report regarding the advisability of switching the yield sign control on eastbound Marine Drive to left turning traffic from Southpoint.

E. EDMONDS STREET AT 6TH STREET

RECOMMENDATIONS:

1. THAT staff further review improvement options for Edmonds at 6th Street after completion of a comprehensive intersection safety study including an incident analysis and report back to Council with the results and recommendations.
2. THAT Ms. Theresa Jurisic, the B.C. Bio-Medical Health and Safety Committee, 7864 Edmonds Street, V3N 1B9, receive a copy of this report.

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

R E P O R T

"1.0 BACKGROUND

In response to a request/petition from the B.C. Bio-Medical Laboratories Safety Committee to install a pedestrian operated traffic signal, staff have conducted a preliminary traffic study.

Specifically the petition stated:

'We the undersigned hereby petition Burnaby Municipality to install a controlled cross-walk or light at the corner of Edmonds Street and 6th Street. At this time, people who wish to cross Edmonds Street safely must cross at either Edmonds and Canada Way or at 16th Avenue and 6th Street. This can be a fair distance from a person's destination, consequently dangerous crossings are made on Edmonds Street every day. A controlled cross-walk would alleviate the hazard to pedestrians.'

The requested crosswalk location is situated at the intersection of Edmonds and 6th Street. However this location is not a typical intersection in that the West and South legs are a part of the continuous arterial route. Staff are aware of the ongoing problems associated with this intersection/sharp bend roadway geometric, have in the past flagged this location but as yet staff do not have a 'neat' solution to the roadway alignment issue (see APPENDIX 2 attached).

2.0 INVESTIGATION

In monitoring pedestrian crossings behaviour it was noted that a high percentage of the pedestrians Jay-walk between B.C. Bio-Medical Laboratories and the 'convenience' parking and the delicatessen across the road.

The roadway alignment and curve at Edmonds and 6th Street is such that it is not an attractive location for pedestrians to invoke cross-walk privileges, and is a less than ideal location for a marked crosswalk.

2.1 PEDESTRIAN VOLUMES

The most recent manual pedestrian count was conducted 17 March 1992 on the west leg of Edmonds Street at sixth Street during the three peak periods. A count was also conducted 8 October 1991 prior to the Delicatessen establishing at this location across from B.C. Bio-Medical Laboratories. Pedestrian volumes are as follows:

<u>Time</u>	17 March 1992	8 October 1991
7:00am-9:00am	22	n/a
11:00am-1:00pm	58	29
4:00pm-6:00pm	25	18

Staff note that pedestrian crossings have increased significantly since the recent opening of a Delicatessen located at 7862 Edmonds Street, directly opposite the B.C. Bio-Medical Laboratories.

2.2 TRAFFIC VOLUMES

Automatic traffic counters were set up in the 7800 Block Edmonds Street East of Canada Way Tuesday, 30 March 1992. Vehicle volumes were as follows:

Eastbound	10,680 /24hr.
Westbound	17,680 /24hr.
Total	28,760 /24hr.

### 2.3 ACCIDENT HISTORY

The Edmonds/Sixth Street intersection had 11 recorded accidents in 1991 and 21 the year before. The accident history includes a higher than usual proportion of single vehicle loss of control accidents. These factors are attributed to both the vehicular volume and the roadway alignment at this intersection. Staff note that none of the 1990/1991 accidents discussed above involved pedestrians.

### 3.0 DISCUSSION/CONCLUSION

The concern regarding the Edmonds/Sixth Street intersection goes beyond pedestrian safety and the usually straight forward evaluation of crosswalk requirements. It involves additional issues such as intersection alignment, lane configuration, movement control, channelization, etc. These other factors must be considered in conjunction with crosswalk location and pedestrian protection. Because of the complexity of the issues involved staff propose retaining a consultant to conduct a total intersection evaluation including traffic incident analysis study. Cost of the study would be shared with I.C.B.C.

pedestrians presently, and quite appropriately, exercise a high level of caution when crossing Edmonds Street. For this reason staff do not support installation of a marked crosswalk as an interim measure."

### F. INVESTIGATION OF THE USE OF SAND AS AN ALTERNATIVE TO SALT DURING WINTER ICING SITUATIONS

#### RECOMMENDATIONS:

1. THAT Council receive this report for information purposes.
2. THAT a copy of this report be sent to the Independent Canadian Transit Union, Local I, 5694 Imperial Street, Burnaby, B.C., V5J 1G2.

The Assistant Director Engineering - Public Works submitted the following report to the Committee.

#### R E P O R T

"The Committee, at its regular meeting of 1992 January 07, received a report from the Assistant Director Engineering, Public Works, that addressed concerns of the Independent Canadian Transit Union regarding snow and ice control procedures and priorities. Arising from that report, the Committee requested an additional report reviewing the use of sand as an alternative to salt in winter icing conditions.

Staff contacted a number of Municipalities to review their current practices concerning the use of sand and salt. As well, staff researched various library sources regarding the use of sand and salt.

Where sand, sand-salt mixtures or salt are used, there are advantages and disadvantages to each type of application that must be balanced by each user to arrive at the most suitable application for their respective jurisdictions.

The use of sand or sand-salt mixtures requires a heavier application rate relative to straight salt in order to achieve similar results. This requires more frequent reloading of trucks and subsequently greater allocation of resources or increased response time to achieve the same long term results. Sand offers some advantages in that it is cheaper than salt, offers some immediate degree of traction depending on the amount applied, and offers immediate evidence that road crews have indeed been active.

However, as previously mentioned, there is less coverage per truck load of material and the clean-up cost for removal after a winter season can be substantial. The use of sand-salt mixtures requires increased storage requirements due to the heavier application rates.

Current practice within the District of Burnaby is to use 100% salt for ice control. At low temperatures (below approximately 10 degrees Celsius) staff add calcium chloride to improve salt's effectiveness as a de-icer. During very heavy snowfalls when snow accumulates quickly, staff mix with sand to enhance traction as a last resort only. This requires continual delivery of sand to the Works Yard as staff have limited storage area. The District has historically used a salt only application because of the greater coverage possible per load, limited storage capacity in the Works Yard, and because costs for clean-up following application of sand-salt mixtures is expensive.

Staff's survey of adjacent municipalities reveals that there is considerable variance in practice. The majority of municipalities or cities that have their road infrastructures very well developed (ie. City of Vancouver, City of North Vancouver) use a 100% salt application because clean-up costs for sand-salt mixtures are prohibitive while those municipalities with a higher percentage of rural roads with open ditches (ie. Surrey, Delta) use a sand-salt mixture because clean-up costs are lower for rural applications.

An additional concern raised by the Committee was that reduction in the use of salt would reduce environmental concerns regarding the use of salt as a de-icing chemical. A number of jurisdictions have eliminated the use of salt in favour of sand and all have returned to salt due to the more effective performance of salt. Application rates currently used and total wintertime applications within the Lower Mainland area do not approach the amounts used in areas such as Toronto or the northern United States where significant amounts of snow falls in combination with temperatures frequently crossing the freezing mark. These conditions result in much more frequent and heavier applications of salt than currently occurs in the Lower Mainland area. Notwithstanding the environmental concerns of using sand, salt or sand-salt mixtures for road de-icing operation, the use of salt has been considered as the most effective means of maintaining traffic safety and accepted as the standard practice by many major urban centres in North America.

The municipalities that do use salt only applications do stress timely response as being critical in ice control which staff concur with. Given Burnaby's situation as a municipality with a relatively well developed road infrastructure, and the importance to maintain traffic safety on Municipal streets, the expensive cost of clean-up following sand applications, and the greater coverage possible with salt only application, staff believe that remaining with a salt only application is the most effective means of ice control for the Municipality at present."

Arising from the discussion of this report, the Committee requested that staff consider the feasibility of treating different temperature terrain zones with varying responses.

G. LEFT TURN ACCESS TO GRANDE CORNICHE  
1 AND 11 FROM MCKAY AVENUE

RECOMMENDATION:

1. THAT this report be received for information purposes.

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

REPORT

"1.0 INTRODUCTION

At its meeting of 1992 February 04, the Traffic Safety Committee received a delegation representing the Grande Corniche residential towers. Concurrently, the Committee received a staff report recommending:

- '1. THAT a copy of this report and the tabled one be sent to the previous delegation, Ms. Vera Deane, #2401 - 6240 McKay Avenue, Burnaby, B.C.'

The vote taken on this recommendation was recorded as being equal, both for and against the question, and therefore the motion was declared negative and lost.

Arising from subsequent discussion, the Committee adopted the following motion:

- '1. THAT staff prepare a report outlining the left turn options.'

2.0 BACKGROUND

The Grande Corniche Towers are a part of the comprehensive mixed-use development of the 11.2 acre Station Square site. As part of the Metrotown Primary Core, the site access was designed on a comprehensive basis to reflect design objectives for the Town Centre. As noted in previous reports the developer, through the site architect, had retained a transportation traffic engineering consultant to ensure that parking and access needs would be met.

What is now constructed at Station Square represents this collaboration of interests. Staff note that the McKay roadway and tributary signals were funded by the Station Square development. Unfortunately, the median along McKay was not completed until after the first residential tower was occupied in order to facilitate construction of the second tower. During that interim period residents found it convenient to turn left in and out of the driveways on McKay Avenue that had been provided for right turn movement only.

3.0 METROTOWN DESIGN

Metrotown is a designated regional town centre. An objective of regional town centres is to focus development and trip ends in a high density core area well serviced by transit. The intent is to move away from the auto oriented strip development that otherwise tends to bracket arterials. Thus part of the 'cost' of town centre development is that easy auto access to each individual use is not a paramount objective.



Staff note that if each individual use had unlimited access to the road network then overall mobility including automobile mobility and safety would be impaired. These wider objectives must be considered as a context for the review of the left turn 'enhancement' options desired by some of the residents of the Grande Corniche apartments.

#### 4.0 LEFT TURN OPTIONS REVIEW

APPENDIX 3 attached maps the Grande Corniche apartments and immediate environs. Also shown on this sketch are the distances that are relevant to the consideration of accessibility to the residential complex and its underground parking. As requested, staff have considered three options for enhancing left turn opportunities for the Grande Corniche. The options have been compared with the existing situation relative to a number of evaluation factors as tabulated in APPENDIX 4 attached.

#### 5.0 DISCUSSION & CONCLUSION

Staff note that the median changes that would follow from selection of any of the options must be considered as temporary pending further development of Metrotown. Hence the expenditure of capital funds now would have to be repeated when Metrotown matures in order to restore planned left turn capacity. Needless to say staff do not recommend an expenditure of \$15,000-\$18,000 for the left turn changes.

Apart from having concerns regarding cost and diminished safety, staff are alarmed by the possibility of the non-auto oriented design objectives of the Metrotown Regional Town Centre being compromised. Planning staff have also reviewed this and previous reports and reiterate their strong opposition to any left turn option."

#### H. CROSSWALK ON DOVER IN FRONT OF MARLBOROUGH SCHOOL

##### RECOMMENDATIONS:

1. THAT larger overhead crosswalk signs (75 x 110 cm) replace the standard-sized signs presently installed above the midblock crosswalk on Dover St. in front of Marlborough School.
2. THAT overhead davit mounted crosswalk signs (75 x 110 cm) be installed at the crosswalk on Royal Oak Ave. at Sanders St.
3. THAT the Municipality and Burnaby School Board share the cost of installing warning signs and speed bumps in the lane adjacent Marlborough School, south of Dover St. and west of Royal Oak Ave.
4. THAT Beth Colpitts, Marlborough Parent Advisory, the principal of Marlborough School, and Pat Young, Chair of the Traffic Safety Committee be sent a copy of this report.

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

##### R E P O R T

#### "1.0 BACKGROUND

On 1991 August 20, Engineering Department staff recommended to the Traffic Safety Committee that the crosswalk on Dover St. in front of Marlborough School be further reviewed with a view to its removal.

This recommendation was the result of a Traffic Division investigation following a request from the Marlborough Parent Advisory for a pedestrian activated signal at the Dover St. crosswalk.

On 1992 March 27, Engineering Department staff met representatives of Marlborough Parents Advisory at the school to discuss ways to address their safety concerns.

## 2.0 DISCUSSION

### 2.1 Dover Crosswalk

Staff remain convinced that ultimately it would be appropriate to remove the midblock crosswalk of Dover St. However, pending pedestrian oriented improvements to the streets tributary to the Oakland/Royal Oak and Nelson/Oakland signals, further consideration of this should be shelved.

For example, due to the absence of sidewalks on Nelson Ave. north of Dover St., children living north of Dover St. are now encouraged to walk south to Dover St. via the lane between Nelson Ave. and Royal Oak Ave. Since this route brings them directly to the Dover St. crosswalk, this seems to be the likely place for them to cross. Accordingly, Traffic Division staff propose to increase the crosswalk's visibility by the installation of larger than standard sized crosswalk signs on the overhead davits.

### 2.2 Royal Oak/Sanders Crosswalk

There is a concern that a safety hazard is being caused by northbound traffic on Royal Oak Ave. passing vehicles stopped at the crosswalk at Sanders St. Some drivers assume that stopped vehicles are waiting to turn left onto Sanders St., when they are actually stopping for pedestrians using the crosswalk. The installation of overhead davits and larger than standard crosswalk signs above the crosswalk should help to increase driver awareness of the crosswalk's location and the presence of pedestrians.

### 2.3 Speed Bumps

To slow circulating traffic in the lane between the small residential enclave at Royal Oak/Dover and the school, staff propose installing speed bumps as a joint initiative with the School Board.

## 3.0 CONCLUSION

In summary, the above measures along with installation of speed bumps in the lane adjacent the school, should increase safety for pedestrians travelling in the area around Marlborough School. The proposed improvements were discussed on site but staff note that there is some concern by parents that they do not go far enough."

### MEMBERS:

Mr. W.B. Bennett  
Mr. M. Bloomfield  
Mrs. L. Brown  
Mrs. M. Canessa  
Mrs. G. Evans  
Mr. T. Hulme  
Mr. E. Fourchalk  
Mr. D. Ramsbotham  
Mr. D. Rankin  
Mr. W.B. Roxburgh  
Mr. R. Weston

Respectfully submitted,

Alderman J. Young  
Chair

Alderman D. Evans  
Member

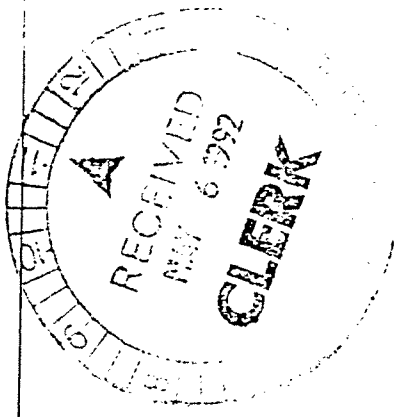
Alderman D. Lawson  
Member

Alderman C. Redman  
Member



## Burnaby South Secondary School

6626 Kingsway, Burnaby, B.C. V5E 1H1 • 438-3351



1992.04.29

Traffic Safety Committee  
Municipality of Burnaby  
4949 Canada Way  
Burnaby, B.C.  
V5G 1M2

Dear Sirs:

Recently, we wrote a letter to the Burnaby School Board about the need for a traffic light at the intersection of Rumble and MacPherson. They suggested that we forward a formal request to the municipality.

As you are well aware, Rumble Street has become a busier roadway due to the continued expansion in the South Burnaby area. Since the completion of Metrotown and the skytrain, the area has continued to expand with the construction and planning of new townhouse and condominium developments. Also, the completion of the Alex Fraser bridge and the revitalization of the New Westminster area has increased the traffic pattern through south Burnaby. There has been a tremendous amount of educational planning done for the new Burnaby South-Jericho Hill Secondary school. We feel that the safety of our students should also be considered in the overall development.

We look forward to hearing from you in the near future.

Yours truly,

*D. Gidycz for Ron Lowe*

Burnaby South-Jericho Hill  
Parent Advisory Committee

66

PARTIAL BARRICADE  
ONE WAY →

6TH ST.

19TH AVE.

EDMONDS ST.

I.A.M  
CARES

B.C.  
BIO-MED

REQUESTED CROSSWALK  
LOCATION

AREA OF GREATEST 'MIDBLOCK'  
CROSSING ACTIVITY

SHOPS



APPENDIX 2

DATE	REVISION



### EXISTING ROADWAY ALIGNMENT

EDMONDS STREET AND SIXTH STREET

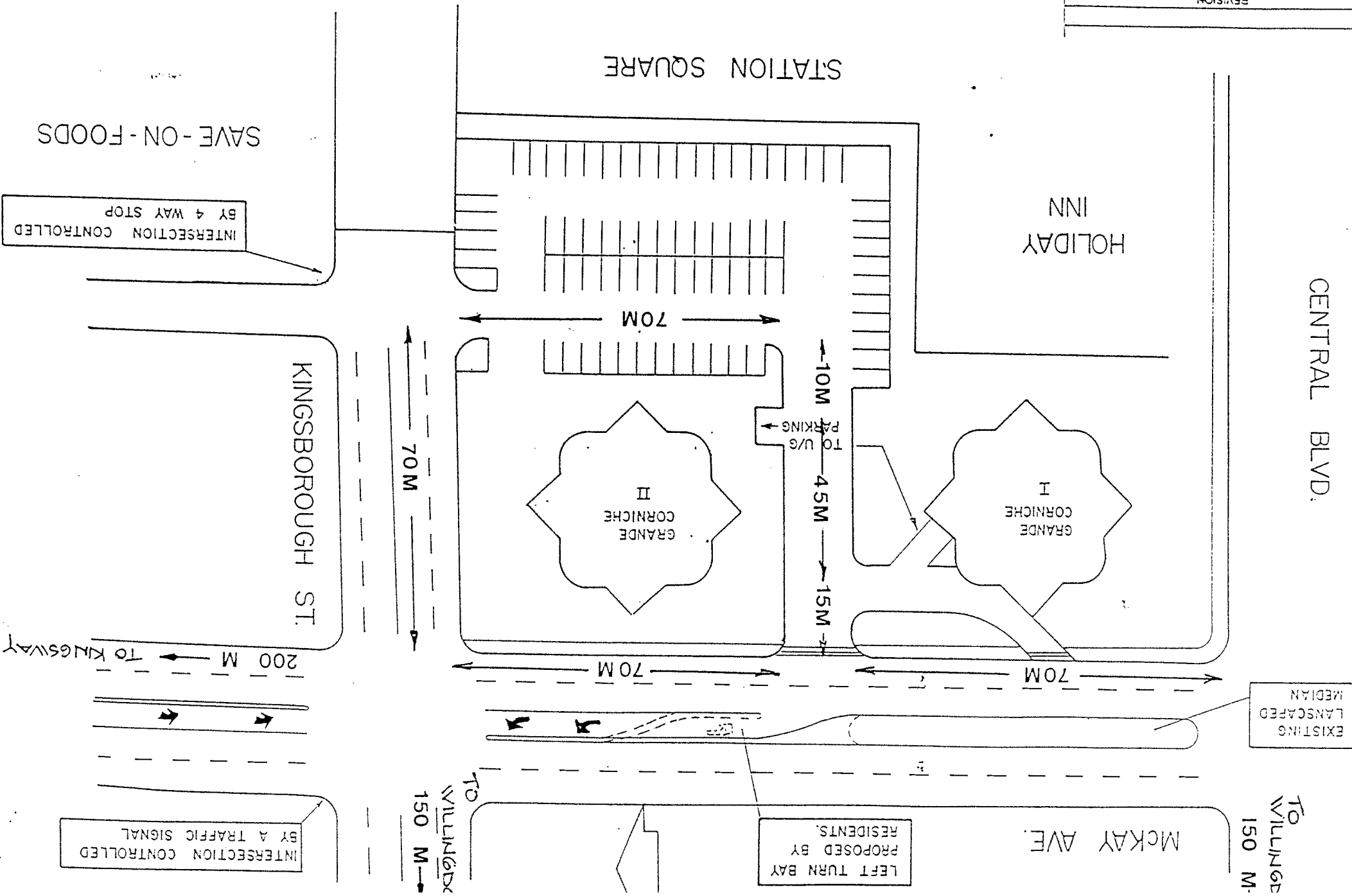
DESIGNED BY:	SCALE: 1:1000
DRAWN BY: H.DJ	DATE: APRIL 29/92
CHECKED BY:	L
APPRVD BY:	

NO.	DATE	REVISION
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MCKAY AVENUE

PROPOSED LEFT TURN BAY

(INCLUDING MOVEMENT DISTANCES)



DESIGNED BY:	SCALE:	N.T.S.
APPROVED BY:	DATE:	91-12-05
DRAWN BY:	G.W.FUNK	

B

742

COMPARISON LEFT TURN IN/OUT OPTIONS AT THE GRANDE CORNICHE

Factor	Existing	Left Out to McKay	Left In from McKay	Left In/Out McKay
Access from north & west (Kingsborough & McKay intersection)	Kingsborough EB to 4-way stop; SB through Station Square south	n/a	McKay SB to LT at apartment saves 20 or 110m of travel distance	See "left in from McKay" previous
Access to the south & east	Station Square lot to Kingsborough and then through to Willingdon or LT via McKay to Central Blvd; also right out to McKay and LT at Kingsborough	Left out to McKay saves 220-265m auto travel distance or saves 140m if alternate access is to Willingdon via Kingsborough	n/a	See "left out to McKay" previous
Residents' perspective	Residents do not like travelling through Station Square or doing left turns at Kingsborough/Willingdon	Provides the greater benefit of a left turn in or out choice	Provides the least benefit of the 3 left turn options	Option most preferred by residents
Pedestrian safety	Minimizes crossings of McKay sidewalk			Maximizes crossings of McKay sidewalk
Vehicle safety	Vehicle/vehicle conflicts are restricted to controlled intersections - hence safest option	Probably the riskier of a left turn in or out choice (may also "attract" more traffic increasing exposure)		Mixed left turn vehicle conflict are maximized hence traffic safety is minimized
Capital cost	None added	All 3 left turn enhancement options require median reconstruction costing \$15,000-\$20,000. Median would have to be restored when travel demand for LT increases from McKay NB to Kingsborough WB increases.		