

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR  
AND COUNCILLORS

A. PARKER/CURTIS CORRIDOR STUDY OF INTERIM  
TRAFFIC CONTROL MEASURES

RECOMMENDATIONS:

1. THAT right turn lanes be marked on Parker Street/Curtis Street at Holdom Avenue as indicated on APPENDIX 1 attached to this report.
2. THAT the redundant additional primary signal heads be removed from the intersections where currently in use.
3. THAT the lane markings at each signalized intersection on Curtis and Parker streets be evaluated and modified as required.
4. THAT the existing electromechanical traffic signal controllers be upgraded to be compatible with the traffic signal computer system to enable coordination of the traffic signals.

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

REPORT

"In response to concerns expressed by residents of Parker and Curtis streets regarding the construction date of the Gagliardi/Hastings Connector, the Ministry of Transportation & Highways retained Delcan Corporation to investigate and recommend potential interim measures to control traffic through the Parker/Curtis corridor.

The consultant has produced a detailed report of the existing conditions, compiling 24 hour count data, short term intersection count data, roadway characteristics, license plate survey data, and field observations. A discussion and evaluation of potential mitigation alternatives and a list of recommendations is also included. A brief summary and discussion of the recommendations follows.

CONSULTANT'S RECOMMENDATIONS

1. Installation of Right Turn Lane Markings on Parker/Curtis at the Holdom Avenue Intersection.

INTERNAL DISTRIBUTION:

AGENDA - 1992 NOVEMBER 09  
COPY - CITY MANAGER  
- DIRECTOR ENGINEERING  
- ACTING DIRECTOR PLANNING & BUILDING  
- O.I.C., R.C.M.P.

The consultant has recommended that a two lane approach be implemented for eastbound and westbound traffic on Parker and Curtis streets with the curb lane designated for right turns only. This treatment is intended to provide for the heavy right turn movement at this intersection and to discourage queue jumping.

To accommodate the two lane approach, the centre line on Parker Street must be moved approximately 0.6m to allow for two 3.05m lanes. The centre line on Curtis Street must also be moved an equivalent distance to match the new centre line location on Parker. These changes will require the removal of parking on the northeast, northwest and southwest corners. The northwest and southwest corners are currently occupied by bus stops. A slight lengthening of the existing bus stop areas will be sufficient. The northeast corner abuts the Kensington Pitch & Putt golf course. Removal of this parking will not present a hardship to local residents. We will also supplement the pavement markings with signing as recommended in the consultant's report. The curb lane eastbound will be indicated with an overhead sign and roadside sign indicating right turns only except buses. The westbound curb lane will receive the same treatment without the bus exemption.

As recommended by the consultant, the permitted parking zone on the south side of Holdom Avenue will be indicated with parking stall markings to clearly indicate that the curbside area is designated for parking. We are proposing to mark the block between Meadedale Drive and Holdom Avenue for a 6 month trial period. Following this period, we will decide whether or not to expand the use of these markings to other blocks.

The cost of these modifications will be \$1,500 for pavement markings and signs.

The consultant has recommended that each of the other signalized intersections be evaluated individually before any additional lane markings are installed. We concur with this recommendation and will conduct our evaluations during the next few months. This will enable us to prepare the appropriate pavement marking plans prior to the start of the spring painting season.

## 2. Primary Overhead Signal Heads

The consultant's report has identified an inconsistency in the number of primary signal heads in use at each intersection approach in relation to the number of lanes. The current standard employed, as indicated in the consultant's report, is to use one overhead primary signal head over each through lane. Some of the signals on Parker and Curtis streets were installed when dual overhead primary heads first came into use. At that time, two primary heads were used to maximize the visual impact of the signal. This practice was continued at some of the signals recently installed. To be consistent in our approach, it would be prudent to remove the second primary head from intersections with only one through approach lane. To minimize the loss of visual impact, we will replace the 3 section heads with 200mm diameter lenses to the new standard heads with 300mm diameter lenses. This change will cost approximately \$1,000 per intersection for a total of \$6,000 for the entire corridor. Due to budget limitations, this work will be delayed to early 1993.

### 3. Coordinated Signal Operation

The consultant has proposed that the traffic signals in the Parker/Curtis corridor be coordinated to encourage traffic to flow at a constant 50 km/h to reach the next signal on a green light. As mentioned in the consultant's report, the existing signal controllers, with the exception of the signals at Duthie/Curtis and at Delta/Parker, are not capable of providing coordinated operation.

In anticipation of the potential need to coordinate these signals, the signal controller for the new pedestrian signal at Curtis/Fell was ordered with a master controller to allow for connection of the controllers in North Burnaby to our traffic signal computer system. As signal controllers are changed, they will be tied into the system. The cost of modernizing the signals along this corridor will be approximately \$18,000 per intersection for a total of \$72,000. Funds have been included in the 1993 Capital Budget to perform this work.

We are currently able to set the signal to rest on the side street during off-peak periods as suggested in the consultant's report only at the Duthie/Curtis intersection.

We are concerned that additional noise generated by stopping and starting vehicles will generate complaints from residents in the vicinity of the signalized intersections. Installation of advance loops would reduce the need for vehicles to stop but would likely have the same effect as signal coordination in controlling speed. We do not support the implementation of this type of signal operation.

Coordination of the traffic signals on Hastings Street is to be included in the Barnet/Hastings People Moving Project. We have been advised by the Ministry of Transportation & Highways that their existing signal equipment must be upgraded to provide coordinated signal operation.

### 4. Neighbourhood Speed Watch

The Burnaby Safety Society, a non-profit citizens' group, is currently working towards the implementation of a Neighbourhood Speed watch program. They are in the process of acquiring the necessary equipment and vehicles. We are not aware of the potential start date for this program. We agree with the consultant that the grades east of Duthie Avenue would be an excellent location for this program.

### 5. On-Street Parking

The consultant has recommended that SFU students be allowed to park and ride on the Parker/Curtis corridor to effectively reduce the roadway width and increase 'side friction' due to cars maneuvering in and out of spaces. While we agree that this would be an effective means of reducing the travel speed of vehicles through this corridor, on-street parking by non-residents is a continuous source of complaints in all areas of the City. Currently, some SFU students park in the area of Duthie Avenue and Curtis Street and ride the bus to SFU. Complaints by local residents lead to enforcement of the 3 hour restriction of the Burnaby Street & Traffic Bylaw which reads as follows:

Section 13(6)

No person shall, between the hours of 8:00 o'clock in the morning and 6:00 o'clock in the afternoon, park any vehicle on any street abutting any premises used for residential or commercial purposes for more than three hours unless such premises are the property or residence of such person or the property of his employer.

We would expect that any attempts to encourage the use of the available on-street parking by students would meet with significant opposition from the adjacent residents."

MEMBERS:

Respectfully submitted,

Mr. D. Rankin  
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. W.B. Roxburgh  
Mr. R. Weston

Councillor J. Young  
Chairman

Councillor D. Evans  
Member

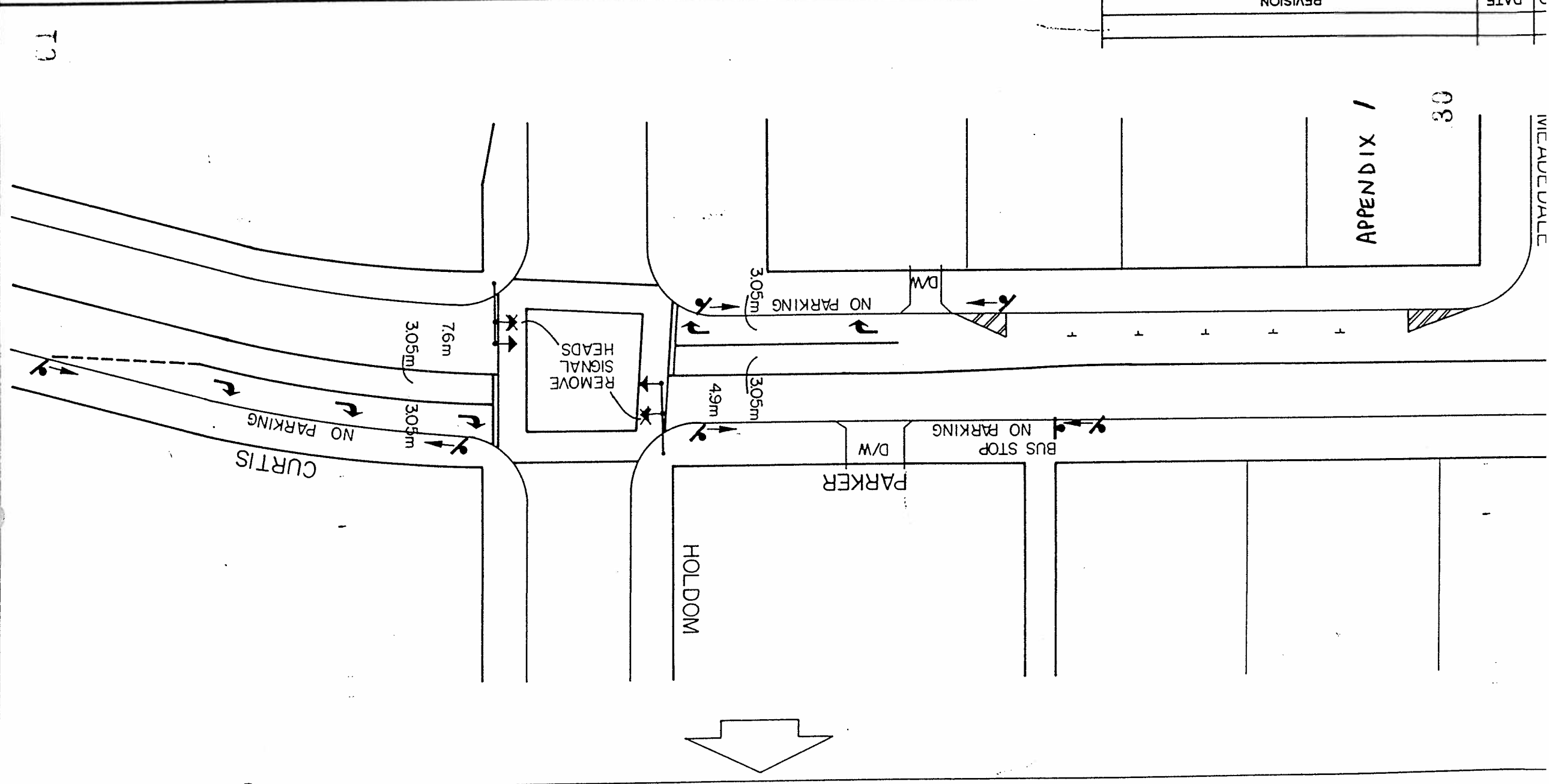
Councillor D. Lawson  
Member

Councillor C. Redman  
Member

**PROPOSED PAVEMENT MARKINGS**  
 PARKER/CURTIS - HOLDOM

DESIGNED BY:	N.T.S.
DRAWN BY:	H. LOUIE
CHECKED BY:	
APPRVD BY:	
DATE:	92-10-23
	<b>L-2326</b>

NO.	DATE	REVISION



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