

REPORT
1993 March 22

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

A. PROPOSED BUS STOP RELOCATION: EASTBOUND
MARINE DRIVE NEARSIDE BYRNE ROAD

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

"At its last meeting there was extensive discussion regarding relocation of this bus stop to improve operational safety. As a result B.C. Transit was requested to consider other alternatives than the one proposed given resident opposition based on loss of parking. B.C. Transit's review is attached as APPENDIX 1 and is largely self explanatory. We note however that we have not yet given due consideration to relocating the stop to farside Byrne Road on an interim basis pending reconstruction. We will be working with transit staff to further review what civil works would be required. If an interim farside location can safely and cost effectively be provided we will recommend it to the Committee."

: - COPY - CITY MANAGER
- DIRECTOR ENGINEERING
- A/DIRECTOR PLANNING & BUILDING
- O.I.C., R.C.M.P.
- DIR. ADMIN. & COMM. SERV.

B. BOUNDARY ROAD AND MOSCROP STREET

RECOMMENDATION:

1. THAT a bylaw be prepared to provide a cost sharing agreement between the Cities of Vancouver and Burnaby respecting the installation of the signal at Boundary and Moscrop with the \$35,000 cost to be shared as described in this report.

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

R E P O R T

"When Boundary Road was widened between Thurston and Fir the intersection of Boundary and Moscrop was pre-ducted to accommodate a signal. While Burnaby staff had recommended signal installation concurrently with the road improvement the City of Vancouver staff were less certain of the immediate need.

Since then, Burnaby staff has been negotiating with the City of Vancouver regarding the signalization of the intersection in order to alleviate the problems encountered by westbound to southbound left turning traffic. Vancouver had agreed to install this signal in 1993. Staff were waiting for a detailed design and estimate before reporting to the Committee when we observed that construction had started. We note that the City by agreement manages the traffic signals along Boundary Road.

As this intersection was pre-ducted during the reconstruction of Boundary Road in anticipation of the future signal the City was able to move quickly on the installation, but, unfortunately prior to the formal notification of Burnaby. Needless to say both staffs are concerned by this lapse in communication and that it will not happen again. With all of the underground conduits in place, the estimated completion cost is only \$35,000. Burnaby's share of these costs, according to formula, will be \$23,000.

This traffic signal will provide a vital link between our major collector, Moscrop Street, and Boundary Road. We expect the new signal will have a positive affect in reducing the accident rate at this intersection as well as others that emerge on Boundary Road and now carry diverted traffic. Signalization of this intersection will likely attract traffic to the collector from the surrounding local streets. This will have a positive impact on the residential area to the north and south of Moscrop Street."

C. CENTRE LINE ROAD MARKING

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

"Recent discussion of road markings by the Committee, specifically with respect to 'no passing zones' at crosswalks and schools, and the wider consideration of traffic calming has prompted staff to review the City's practice regarding marking of directional dividing lines or centre lines as they are more commonly known.

On newer multi-lane roadways the directional dividing line is a solid yellow but on older two lane installations broken line segments were designed along stretches where the road plan and profile determined that it was 'safe' for vehicles travelling in the same direction to overtake each other.

However our review suggests that, given increased vehicle flows and the average speed of traffic, the opportunity and need for overtaking other moving vehicles is considerably diminished from the days when the dashed centre line markings were defined. We believe that the objectives of traffic calming and safety would be enhanced by discouraging overtaking on City streets.

Accordingly we are proposing to overpaint dashed centre lines with a continuous marking on a consistent basis throughout the City. With the concurrence of the Committee, the work would be carried out during the forthcoming road marking renewal program. The additional volume of paint required is estimated to cost between \$10,000 and \$20,000 per annum but the cost would be met through adjustment of priorities within the existing road marking budget."

D. LEFT TURN RESTRICTION BELL AVENUE AT LOUGHEED HIGHWAY

RECOMMENDATIONS:

1. THAT Council endorse the turn restriction at Bell Avenue.
2. THAT a copy of this report be sent to the Ministry of Transportation and Highways (Attention: D.M. Walker).

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

R E P O R T

"Attached as APPENDIX 2 is a letter from the Ministry of Transportation and Highways proposing the banning of the left turn from Bell Avenue to Loughheed Eastbound. Staff endorse this restriction as it addresses a significant vehicle conflict hazard without significantly altering the access and mobility of area residents."

E. PARKER/CURTIS STREET AT HOLDOM AVENUE

RECOMMENDATION:

1. THAT a survey of the residents of the 5500-5600 blocks Parker Street and the 5700 block Curtis Street be conducted to determine the level of support for the modification of the lane markings and parking restrictions as indicated on APPENDIX 3 attached to this report.

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

R E P O R T

"The right turn lane markings and associated parking stall markings that were installed 1992 December have not been wholly effective in controlling the peak hour traffic flows on the Parker/Curtis corridor in the vicinity of Holdom. At its last meeting, the Committee heard Dean Buchannon, an area resident, express his continued concerns regarding traffic moving eastbound two abreast. Staff were asked to review the situation and report back.

We have been considering various alternatives but it would appear that the best solution would be to reconfigure the laning to provide opposed left turn bays rather than the less conventional exclusive right turn lanes.

Indicated on APPENDIX 3, attached to this report, is a proposed lane marking plan showing marked left turn lanes at the Curtis/Parker @ Holdom intersection and at the Parker and Meadedale intersection. This plan would provide 4m (13 ft.) curb lanes and 3m (10 ft.) left turn lanes. The transition to the existing centre line would occur between Howard and Meadedale to the west and on the grade east of Holdom as indicated on APPENDIX 3. These changes would require the restriction of parking on both sides of Parker Street between Howard and Holdom Avenues. The existing restrictions on Curtis Street will accommodate the amended markings. As the proposed restrictions may be an inconvenience to some residents, we have recommended that staff conduct a survey of the effected property owners to seek their support. If supported by the majority of owners, the changes will be expedited. It is noted that the effectiveness of the existing marking is annulled by the absence of parked cars in the marked stalls.

The proposed modifications would eliminate the opportunity for drivers to queue jump by passing on the right. A 4m wide lane is of insufficient width to permit this maneuver. The channelization of left turning vehicles at the Holdon and Meadedale intersections will eliminate the weaving of through traffic around these vehicles, greatly improving safety at these intersections. The funneling of eastbound traffic into a defined single lane west of Meadedale Drive will also enhance the safety of the left turn movement into Meadedale. Bus stop locations will remain unchanged. The infrequent use of these stops will not introduce significant delays to motorists."

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 C. Redman
Member

February 15, 1993

City of Burnaby
Engineering Department
4949 Canada Way
Burnaby, B.C.
V5G 1M2

FAXED
761 RECEIVED
761 273
TRANSPORTATION DEPT.

Attn.: Mr. Peeter Liivamagi, P.Eng.
Assistant Director Engineering
Traffic and Engineering Systems

FEB 18 1993

PL

Dear Sir:

Re: Proposed Bus Stop Relocation on Eastbound Marine Drive Nearside Byrne Road

I am writing to provide BC Transit's response to the questions raised by the Traffic and Transportation Committee on February 2, 1993 concerning the above captioned subject. The Committee has turned down BC Transit's request to relocate this bus stop 25m to the west.

The Committee has further requested that BC Transit consider combining the bus stops at Gilley Avenue and at Byrne Road. We do not support this option for the following reasons:

- (i) Gilley Avenue meets Marine Drive at an acute angle. The proposed bus stop location adjacent to the gas station would encourage pedestrians to cross at a location where left turning drivers are concentrating on viewing westbound traffic and completing a difficult turning movement.
- (ii) The proposed relocation would also place the bus in potential conflict with vehicles turning from southbound Gilley to eastbound Marine Drive.
- (iii) The existing bus stops at Gilley have been recently improved to permit wheelchair lift operation. The relocation of the eastbound stop to east of Gilley Road would require construction of a new wheelchair landing area.

BC Transit will temporarily cancel the existing bus stop on eastbound Marine Drive nearside Byrne Road effective March 1, 1993 to address the traffic conflicts identified in my letter of December 30, 1992. I recommend that a standard farside bus stop be installed (both eastbound and westbound) when the Byrne Road/Marine Drive intersection is reconstructed to current standards. Please provide preliminary geometric plans for BC Transit's review when this project reaches the design stage.

Thank you for your assistance in this matter. Please call me (264-5028) if you require any further information.

Yours truly,

Dave Currie

Dave Currie, P.Eng.
Transportation Engineer

cc: S. Cleave, Burnaby City Clerk's Department
S. Lawson, PCTC

DC/bl



Province of
British Columbia

Ministry of
Transportation
and Highways

Development/Approvals Columbia Square #200 - 1065 Columbia Street
New Westminster, B.C., V3M 6H7 Telephone: 660-8309 Fax: 660-8371

Our File: 16-21-86

February 11, 1993

RECEIVED IN
ENGINEERING DEPT.

FEB 15 1993

FILE NO.	
PL	✓

City of Burnaby
4949 Canada Way
BURNABY, B.C. V5G 1M2

Attention: Peter Liivamaggi

Dear Sir/Madam:

Re: Lougheed Highway at Bell Avenue

The Ministry has recently reviewed the accident history at the above captioned intersection at the request of a Mr. Noel Parsons.

In order to reduce the number of accidents occurring at the intersection, we are proposing that traffic movement be limited to right in, right out, and left in to Bell Avenue. Removing the left out movement would significantly lessen the hazard at this location. In addition we suggest a flashing beacon over the two westbound through lanes to provide drivers with additional warning of the intersection location.

As this proposal will affect the City's facilities please put our suggestion forward to Council for their consideration.

Yours truly,

D.M. Walker
Senior Traffic and
Development Technician

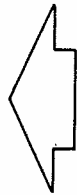
DMW/ll

pc: Stu Maynes, Senior Traffic Operations Engineer

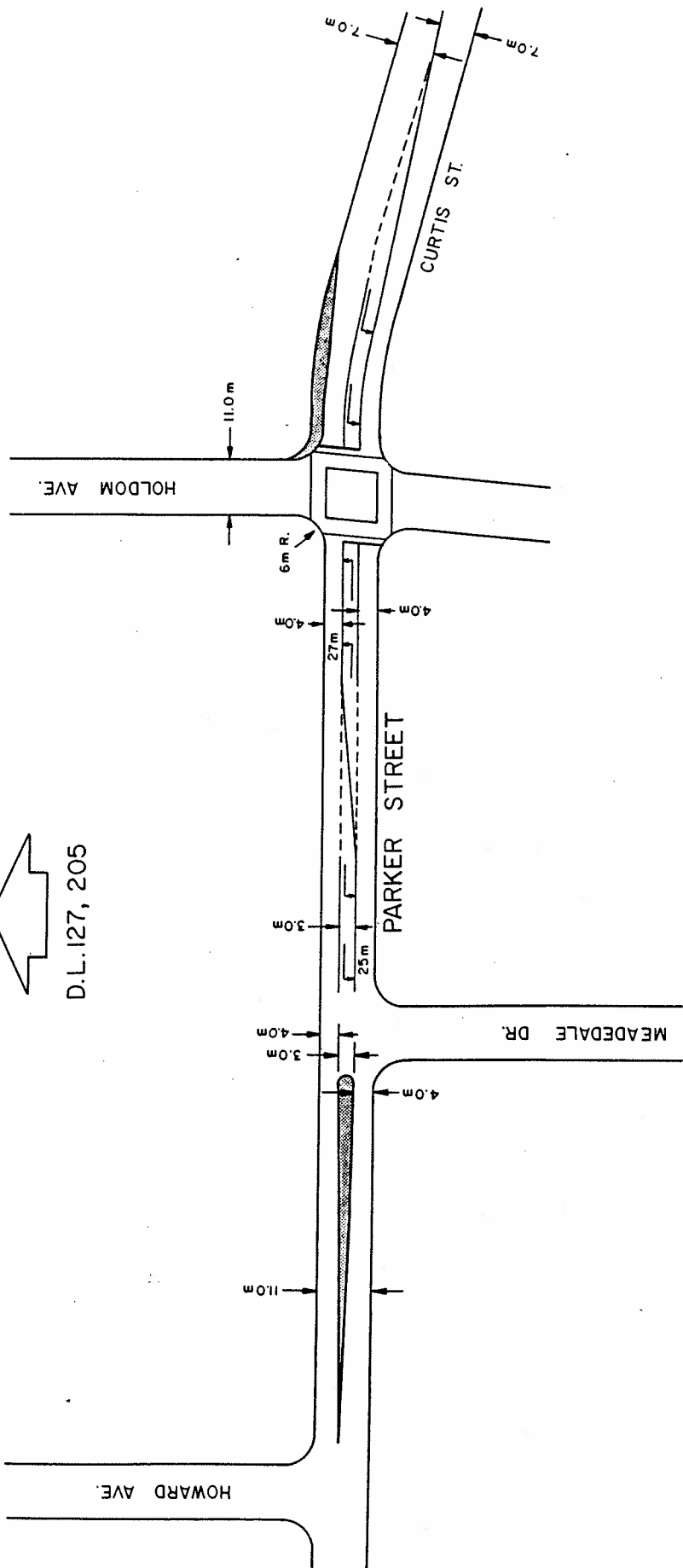
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b:\letter\W7atBELL

APPENDIX 2



D.L. 127, 205



NO.	DATE	REVISION



THE CORPORATION OF THE DISTRICT OF
BURNABY
ENGINEERING DEPARTMENT

PARKER STREET
MEADEDALE DR. - HOLDOM AVE.

DESIGNED BY:	B. B.	SCALE:	1 : 1000
DRAWN BY:	K. W.	DATE:	93-02-19
CHECKED BY:			
APPRVD BY:			

L 2344

