

ITEM	5
MANAGER'S REPORT #	25
COUNCIL MEETING	95/05/15

TO: CITY MANAGER

DATE: 1995 05 08

FROM: DIRECTOR ENGINEERING

FILE: 55-03-03

SUBJECT: TRAFFIC CONTROL AT BOUNDARY AND KITCHENER

PURPOSE: To seek Council approval for a B.C. Transit funded traffic signal at Boundary and Kitchener to serve the Transit Operating Centre.

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**RECOMMENDATIONS:**

1. THAT Council approve the installation of a full traffic signal including pedestrian protection at Boundary and Kitchener to be funded by B.C. Transit.
2. THAT a copy of this report be sent to Glen Leicester, General Manager, Long Range Planning, B.C. Transit, 13401 - 108th Avenue, Surrey, B.C., V3T 5T4.

**REPORT**

Attached is a letter from Transit staff requesting Burnaby's approval of a traffic signal at Boundary and Kitchener. We understand that there is some operational urgency to this request and accordingly, it is being submitted directly to Council. We note that a signal at this location was strongly recommended to Transit at the time the Operating Centre was implemented. Staff continue to support this signal control subject to Transit funding the capital cost and recommend Council approval. The design and construction of the signal would be the City of Vancouver's responsibility.

  
DIRECTOR ENGINEERING

PL:jb  
Attach.

cc: Secretary, Traffic Safety Committee  
Director Planning & Building  
Director Finance

13401 - 108th Avenue, Surrey, B.C. V3T 5T4 Telephone

RECEIVED  
ENGINEERING DEPT  
55-03-03  
MAY - 3 1995

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May 1, 1995

City of Burnaby  
4949 Canada Way  
Burnaby, B.C.  
B5G 1M2

Our Ref.: 10.2

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

Dear Mr. Liivamagi:

**Re: Signalization of the Intersection of Kitchener and Boundary**

I am writing to request your approval for the installation of a traffic signal at the intersection of Kitchener and Boundary.

Due to heavy traffic volumes on Boundary Street, our outbound buses from the Transit Centre on Kitchener cannot make the westbound left turn safely and efficiently at the captioned intersection without any protection. Therefore, instead of routing our outbound buses directly onto Boundary via Kitchener, we have to route them circuitously via Kitchener, Inglewood, First Avenue and then Boundary. This, of course, is not an efficient route and has increased our operating cost. In addition, we are also experiencing a chronic safety problem at the intersection of Inglewood and First Avenue. Our buses are making the southbound right turn from Inglewood onto westbound First Avenue. As the crest of the vertical curve on First Avenue is located immediately upstream of Inglewood, the sight line of the operators for the westbound traffic on First Avenue is restricted. It may become very hazardous if an operator decides to complete the right hand turn while a fast approaching vehicle is hidden by the vertical curve.

To address these safety and efficiency problems, BC Transit has been evaluating various options, including those involved rerouting. The optimal solution we would recommend is to signalize the intersection of Kitchener and Boundary. This would allow us to reroute our buses via Kitchener and Boundary thus eliminating the safety problem noted above at Inglewood and First Avenue.

We have brought this issue up with the City of Vancouver, the City staff is prepared to submit our request of signalizing the intersection to their Council for approval, pending on City of Burnaby's approval of and BC Transit's agreement to fund the signal installation.

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Please advise if this proposed signal at the intersection of Kitchener and Boundary is acceptable to the City of Burnaby.

Yours truly,



Hansel Wang, P. Eng.  
Senior Transportation Engineer

cc: Florence Lawson  
Norm Richard

HW/hw

