

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

G. PHILLIPS AVENUE AT WINSTON STREET

RECOMMENDATIONS:

1. THAT Council approve the installation of a traffic signal at the intersection of Phillips Avenue and Winston Street.
2. THAT John Trigardi c/o TCG International, 28th Floor, 4710 Kingsway, Burnaby, B.C. V5H 4M2, receive a copy of this report.
3. THAT Andrea Tylcak c/o Ballard Power Systems, Unit C, 4242 Phillips Avenue, Burnaby, B.C. V5A 2X3, receive a copy of this report.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1996 February 06, adopted the attached staff report supporting the installation of a traffic signal at the Phillips Avenue/Winston Street intersection. Staff advised that a recent investigation into the feasibility of signalizing this intersection revealed that the statistical warrant has been met.

MEMBERS:

Mr. N. Smith
Mr. M. Bloomfield
Mrs. M. Canessa
Mr. E. Fourchalk
Ms. L. Kapp
Mr. D. Ramsbotham
Mr. D. Richardson

Respectfully submitted,

Councillor J. Young
Chairman

Councillor D. Evans
Member

:-COPY - CITY MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR FINANCE
- OFFICER-IN-CHARGE, R.C.M.P.

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE DATE: 96 01 26

FROM: ASST. DIRECTOR ENGINEERING, FILE: 55-03-03
TRAFFIC & ENGINEERING SYSTEMS

SUBJECT: PHILLIPS AVENUE AT WINSTON STREET

PURPOSE: To Obtain Committee Approval for the Installation of a Traffic Signal at the Intersection of Phillips Avenue and Winston Street.

RECOMMENDATION:

1. THAT the committee approve the installation of a traffic signal at the intersection of Phillips Avenue and Winston Street.
2. THAT John Trigardi c/o TCG International, 28th Floor, 4710 Kingsway, Burnaby, B.C. receive a copy of this report.
3. THAT Andrea Tylcak c/o Ballard Power Systems, Unit C, 4242 Phillips Avenue, Burnaby, B.C. receive a copy of this report.

REPORT

BACKGROUND

Letters from two separate companies located on Phillips Avenue, south of Winston Street has prompted an investigation into the feasibility and desirability of signalizing the Phillips/Winston intersection. In initial correspondence, TCG International indicated that they would be moving to the Phillips location and expressed concerns about the intersection, specifically for vehicles entering the intersection from Phillips to the south. We agreed that we would conduct an intersection study after their move was complete so as to factor in any increase in traffic relating to their business. We subsequently received correspondence from Ballard Power Systems advising of similar safety concerns.

WARRANT INVESTIGATION

We collected the pertinent traffic volume and accident data necessary for determining warrants for multi-way stop stops and signalization. As expected, due to the disparity in traffic volumes, and the volume of traffic on Winston, neither the ITE (Institute of Traffic Engineers) or TAC (Transportation Association of Canada) warrants recommended a conversion to a 4-way stop. However, both the TAC warrant, which is based predominantly on traffic volume within the intersection, and the ITE warrant, which also looks at peak volumes, gap opportunities, coordination etc. indicate that signalization may be required.

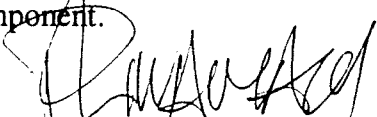
DISCUSSION

Although warrants are used as guidelines, the fact that both warrants indicated the need for signalization is considered significant. We had previously investigated signalization warrants at this intersection, most recently in June of 1992. At that time, warrants were not met. Now the combination of traffic on Winston Street and an increased side street volume has raised the statistical threshold to meet a signalization warrant.

As Winston Street approaches a saturation level during peak periods, more vehicles are being required to access it with fewer gap opportunities. A further concern is the angle of intersection, it is often difficult to maintain adequate vision in both directions while attempting to enter Winston, and with the increased number of cars being required to do this, safety is a concern. The introduction of a signal at this location will also tend to break up flow along the Winston corridor which would be advantageous to both the residential use abutting and industrial users which use Winston as their primary access.

CONCLUSION

Concerns over safety at the Winston Street/Phillips Avenue have been regularly received from users. A recent investigation into the feasibility of signalizing this intersection revealed that the statistical warrant has been met. We realize that traffic signals can "draw" traffic to them and this was considered relative to the residential area on the north side of Phillips. In this instance we do not anticipate a scenario whereby extaneous traffic would be drawn to the signal. Additionally, Phillips is a major network access point for the residential area and thus a signal would be beneficial to residents who have complained about the difficulty in accessing Winston.. Nonetheless, we would monitor any change in traffic counts. Therefore, we recommend the installation of a traffic signal at this location. Sufficient uncommitted funds are available in the 1996 Capital Budget's Traffic Management component.


ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

EJ:ma
cc: City Manager

