

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

B. DOUGLAS ROAD AND NORLAND AVENUE

RECOMMENDATIONS:

1. **THAT** Council approve the installation of traffic signal at the intersection of Douglas Road and Norland Avenue.
2. **THAT** Jack Styan, Burnaby Association for the Mentally Handicapped, 2702 Norland Avenue, Burnaby, B.C. V5B 3A6 be sent a copy of this report.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1998 May 05, adopted the *attached* report responding to concerns about pedestrian safety at the intersection of Douglas Road and Norland Avenue.

MEMBERS:

Mr. D. Berardine  
Mr. K. Friederici  
Mr. E. Fourchalk  
Mr. P. Herring  
Ms. L. Kapp  
Mr. D. MacDonald  
Mrs. D. Mumford  
Mrs. R. Oostlander  
Mr. D. Richardson

Respectfully submitted,

Councillor J. Young  
Chair

Councillor D. Evans  
Member

Councillor N. Volkow  
Member

: COPY - CITY MANAGER  
- DIRECTOR ENGINEERING  
- OIC, R.C.M.P.

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE

FROM: ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENGINEERING SYSTEMS

SUBJECT: DOUGLAS ROAD AND NORLAND AVENUE

DATE: 1998 04 27

FILE: 55-03-03

PURPOSE: To respond to concerns about pedestrian safety at the intersection of Douglas Road and Norland Avenue.

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RECOMMENDATIONS:

1. THAT The Committee approve the installation of traffic signal at the intersection of Douglas Road and Norland Avenue.
2. THAT Jack Sryan, Burnaby Association for the Mentally Handicapped, 2702 Norland Avenue, Burnaby BC V5B 3A6 be sent a copy of this report.

REPORT

1.0 BACKGROUND

In early spring of 1994 a pedestrian crosswalk, complete with overhead illuminated signing, was installed on the south leg of Douglas Road at Norland Avenue. This crosswalk was installed after a traffic and pedestrian review of the intersection was conducted in response to a request from the Burnaby Association of the Mentally Handicapped (BAMH). BAMH is location on the north-east corner of the intersection and many of its attending students are required to cross Douglas Road while utilizing the area transit system.

Our intersection review did not indicate a need for signalization at that time but did show that the installation of a marked crosswalk would be beneficial to the students of the Association as well as area employees and transit users. In response to area growth and increased traffic volumes BAMH has requested a review the controls at this intersection relative to current demand.

## 2.0 INTERSECTION EVALUATION

It is noted above that during our previous analysis the warrant for signalizing this intersection was not met. Traffic volume through the intersection did however indicate that, statistically the warrant was close to being met. Activity at the intersection was to be monitored as any significant change in traffic patterns could potentially result in a need for the upgrading of control.

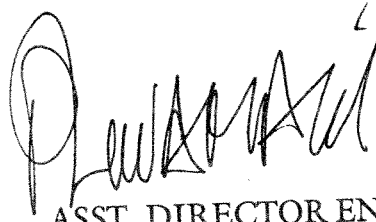
We have recently concluded gathering data on current traffic volumes, turning movements and pedestrian activity. This data was again run through the warrant process. Indications are that traffic volumes both on Douglas and on Norland have not changed significantly. The result is that again, statistically, although close, the warrant for the upgrading of the control is not met.

However, our data collection has shown that pedestrian activity and crossing requirements have, although not substantially, continued to increase. It was observed that the existing crosswalk across Douglas was well used and that upon the arrival of the local bus, crossings would occur en masse. It was further observed that a high percentage of the pedestrian traffic was destined for the BAMH facility. The weighted pedestrian volumes are such that upgrading of the existing marked crosswalk is desirable.

## 3.0 RECOMMENDATIONS

When reviewing this intersection, added emphasis was given to the pedestrians at this location especially recognizing that many have special needs. Without the need to meet pedestrian demand we would defer recommending the installation of a traffic signal at this location at this time. However, it would not be cost effective to install a pedestrian signal, which would be desirable, given that existing traffic volume approaches the requirements of full signalization. Thus, staff recommend that full signalization should be installed at Norland and Douglas at an estimated cost of \$80,000. Sufficient

unallocated funding is available in the Traffic Management component of the Capital Budget to allow for the installation to be carried out this year.

A handwritten signature in black ink, appearing to be 'D. W. ...', written over the typed name.

ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENGINEERING SYSTEMS

EJ:

cc: City Manager