

CITY OF BURNABY
TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

CANADA WAY AND SUMNER INTERSECTION REVIEW

RECOMMENDATIONS:

1. **THAT** Council prohibit the southbound left turn from Sumner Avenue to eastbound Canada Way from 9:00 am to 6:00 pm.
2. **THAT** funding in the amount of \$100,000 be budgeted in the 2000 capital program for a traffic signal at Gilmore Avenue and Manor Street.
3. **THAT** the Canada Way and Sumner Avenue intersection be reviewed by staff after a three month trial period.
4. **THAT** a copy of this report be sent to the people who have corresponded with the City on this issue.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1999 September 07, received the attached report responding to complaints about safety at the above noted intersection.

The Committee in reviewing the report requested that the recommendations be amended to include that the Canada Way and Sumner intersection be reviewed by staff after a three month trial period.

Respectfully submitted,

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

Councillor J. Young
Chair

Councillor D. Evans
Member

Councillor N. Volkow
Member

COPY - CITY MANAGER
- DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 1999 08 31
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-07-01
SUBJECT: CANADA WAY AND SUMNER INTERSECTION REVIEW
PURPOSE: To Respond to Complaints about Safety at this Intersection

RECOMMENDATIONS:

1. **THAT** the southbound left turn from Sumner Avenue to eastbound Canada Way be prohibited 9:00 am to 6:00 pm.
2. **THAT** funding in the amount of \$100,000 be budgeted in the 2000 capital programme for a traffic signal at Gilmore Avenue and Manor Street.
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REPORT

1.0 BACKGROUND

In response to complaints received from people locally employed on Sumner Avenue, staff undertook a review of the intersection of Canada Way & Sumner. The main thrust of the complaints centred on an increase in traffic volumes as a result of a new casino and the problems experienced by left turning traffic from Sumner to Canada Way.

2.0 REVIEW

A review of the area bordered by Canada Way, Gilmore, the Freeway and Willingdon only two access points, the Sumner intersection and Gilmore Avenue & Manor Street. Both Canada Way and Gilmore are classified as Arterial roads in the OCP, but Canada Way which is a major regional road carries over twice the volume of traffic. The heavier volume on Canada Way means there are fewer gaps for side street traffic to enter or cross.

Sight lines for Sumner southbound at Canada Way are excellent, at over 100 metres in either direction, however right turning vehicle's sight lines are affected by the left turn vehicle queue. Sight lines for Manor westbound at Gilmore are also good with unobstructed views over 85 metres to the south and 100 metres north.

There is a perception of increased traffic on Sumner since the opening of the Gateway Casino. The Traffic Impact Study, submitted as part of the rezoning, reviewed on-site parking requirements and the impact on the signal at Willingdon & Canada Way only. The study estimated peak hours to be from 7pm to 12pm which does not coincide with hours of observation of the area employees who regularly contact us with their continuing concerns.

Trip generation during the afternoon peak hour for the Casino was estimated at 118 inbound and 51 outbound. Comparing the current traffic volumes the traffic generated by the Casino, based on the Consultants report, would constitute 38% of the inbound and 9% of the outbound traffic.

PM Peak Hour	LT In	RT In	LT Out	RT Out
ACCESS:				
Sumner Avenue	80	143	160	191
Manor Street	57	29	41	160
Total	Inbound	309	Outbound	552
CONFLICTING THROUGH TRAFFIC:				
Canada Way	940	NA	1087 + 940	940
Gilmore Avenue	635	NA	797 + 635	635

The recorded accident history at Sumner & Canada Way is relatively low for an Arterial intersection of this type. There is no indication that *recorded* accidents are increasing at this location in 1999 with two on record so far. However, we have been receiving regular anecdotal information from area employees of crashes and near misses. The majority of accidents at Sumner are right angle types associated with the left turn movement. Gilmore & Manor has significantly fewer accidents which is due largely to the lower volumes and more frequent gaps in traffic.

Collision History	'98	'97	'96	'95	'94
Sumner Ave & Canada Way	4	4	6	7	10
Gilmore Ave & Manor St	0	0	2	2	0

3.0 IMPROVEMENTS

As an initial response to inquiries the southbound lane on Sumner Avenue at Canada Way was remarked to provide separate left and right turn lanes to reduce delay for right turning vehicles. Observations indicated this was already operating as separate left and right turn lanes, so adjusting the centerline and marking it was a way of managing the current use.

The traffic signal at Gilmore Avenue & Canada Way has been scheduled for the inclusion of left turn advance signals on Gilmore this Fall as a result of increased volumes and the backing up of vehicles beyond the southbound left turn bay at peak hours. The new phase should allow an easier alternative routing for some motorists currently using the Sumner intersection for access.

We have looked at improving gap availability but the signal at Canada Way & Willingdon Avenue is maintained by MOTH while the signal at Gilmore & Canada Way is City operated. Due to this and the spacing, coordination of the signals to create synchronized gaps in traffic at Sumner is not possible.

Complainants have been quite specific about the need to install a signal to solve the safety problems that they have observed or experienced.

Option A - Signalization of Canada Way & Sumner Avenue.

This would eliminate the right of way conflicts. Unfortunately it would also delay traffic on Canada Way. The proximity to the Gilmore signal impacts flows, and coordination cannot be made with the Canada Way & Willingdon Avenue signal. Traffic flows on Canada Way are roughly eight times that of Sumner's so the overall impact is negative.

Option B - Prohibition of the Sumner southbound left turn to Canada Way eastbound movement.

This would eliminate the riskiest movement with the most conflicts and free up the other movements, most notably the Sumner southbound right turn to Canada Way westbound which must now contend with obscured sight lines from the queue of left turners. Vehicles desiring to travel eastbound would have to use the Manor Street intersection then proceed to the signal at Canada Way & Gilmore. Initially this prohibition could be signed for during the peak hours of traffic on Canada Way when gaps are minimal and when left turn demand is greatest. Ultimately, elimination of the southbound to eastbound left turn from Sumner should be instituted with a constructed median.

Option C - Signalization of Gilmore Avenue & Manor Street.

This would allow an easy access point to the business area, complement the surrounding road network, and provide a safe pedestrian crossing of Gilmore at a location where requests have been previously received. The Planning Department has also concurred that signalization of Gilmore & Manor would fit in with long range transportation plans. Spacing is good. The cross section is four lanes and 14 metres with no pavement markings. Past studies showed significant pedestrian volumes, but traffic volumes were low enough, providing so many crossing opportunities that a marked crosswalk was not warranted. Signal installation warrants are currently not met.

4.0 DISCUSSION & CONCLUSION

Due to the relatively low accident rate, ICBC Road Safety funding will not be available for a signal installation at either location above. While Canada Way is a Major Road Network (MRN) facility we would not expect Translink capital funding support for a counter productive signal (at Sumner). Accordingly, we recommend prohibition of the left turn from Sumner during daytime peak hours with possible further restrictions as a subsequent phase. Option C, the signalization of Gilmore and Manor may be required as a consequence and should be budgeted for so funding can be available if and when warranted.



ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

MDS:

cc: City Manager

