

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

RE: TRAFFIC ON GOVERNMENT ROAD

RECOMMENDATIONS:

1. **THAT** Council endorse the installation of a 4-way stop at the intersection of Government Road and Piper Avenue.
2. **THAT** Alan Sullivan, 8281 Government Road, Burnaby, B.C. V5A 2E4 receive a copy of this report.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 2000 September 05, received and adopted the attached report responding to correspondence regarding safety and a request for additional traffic control on Government Road.

Respectfully submitted,

Councillor D. Evans
Chair

Councillor B. Der
Vice Chair

Councillor G. Begin
Member

<p>CC: -CITY MANAGER -DIR. ENGINEERING -OIC, RCMP</p>

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 2000 06 12
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-13-02
SUBJECT: **Traffic on Government Road**
PURPOSE: To respond to correspondence regarding safety and a request for additional traffic control on Government Road

RECOMMENDATION:

1. THAT the Committee endorse the installation of a 4-way stop at the intersection of Government Road and Piper Avenue
2. THAT Alan Sullivan, 8281 Government Road Burnaby BC V5A 2E4 receive a copy of this report

REPORT

1.0 BACKGROUND

Appearing on the agenda of the 2000 May 2 meeting of the Traffic Safety Committee was correspondence from Mr Alan Sullivan of 8281 Government Road. Mr Sullivan mentioned a recent serious traffic crash and had requested an investigation into traffic calming or increased traffic control on Government Road near Seaforth School. Mr Sullivan further noted that the incident involved racing vehicles and that while dealing with negligent drivers is an RCMP matter, some form of additional control may help prevent further incidents. A staff report was requested.

2.0 INVESTIGATION

Engineering staff reviewed the incident Mr Sullivan referred to with the police. Apparently there were high speeds involved and we understand significant charges may be pending. We note that individual driver habits including a wilful disregard for safety are all but impossible to control by engineering measures.

Government Road is currently classified as a local collector roadway. It is also an established bus route. These two factors preclude measures such as speed humps or roadway constrictions. We conducted a warrant review for multi-way stop sign installation at the Piper intersection (at Seaforth School) and at the Lozells intersection (at Charles Rummel Park). Manual counts were conducted at these two intersections while speed and volume counts were taken on Government between the intersections. All data was collected prior to school letting out for summer.

3.0 SPEED AND VOLUME OF TRAFFIC

The speed and volume collection equipment was installed near Jensen Place. This is a 50 km/hr area between the two 30 km/hr zones adjacent Charles Rummel Park to the west and Seaforth School to the east. Traffic volume is in the range of 3600-3700 vehicles per day. These figures are in keeping with a road of this classification.

Our speed count indicated an 85th percentile speed in excess of 60 km/hr in both directions over a two day period. The higher speeds drop during the day probably as a result of traffic volumes and the 30 km/hr zones on either side of the count area. It also suggests however, that speeds in excess of the posted zone limits may also be occurring.

The traffic speed data will be provided to the RCMP for consideration relative to enforcement.

4.0 STOP CONTROL

The intersections of Government/Lozells and Government/Piper were reviewed for possible traffic control upgrading. Our investigation of the Lozells intersection was conducted given the proximity to Charles Rummel Park. No problems were noted at this intersection. Opposing traffic is low, no difficulties or delays were noted by either vehicles or pedestrians when entering or crossing Government and we have no accident history on file. Accordingly we do not suggest any further control measures at this location.

We did however conclude that the intersection of Piper and Government be converted to a 4-way stop. Traffic volumes, specifically during the peak and school time hours are in keeping with those on Government. Queuing is occurring during these periods and significant pedestrian crossings were noted. Although this intersection would not meet a statistical warrant for a 4-way stop during off-peak hours, the need during peak and daytime hours suggests that multiway stop control would be beneficial.

5.0 CONCLUSION

In considering the suggestions put forth in Mr Sullivan's letter, road classification precludes installing physical traffic calming devices. We have noted a speeding problem and the data has been passed to the RCMP. However, enforcement in the 30k zones at Charles Rummel Park and Seaforth Elementary School would probably be more productive than at our count station.

We have also investigated the need for upgrading traffic control at two locations and concluded that a 4-way stop be installed at the intersection of Piper and Government. The conversion of this intersection control has been prioritized to occur before the beginning of the new school year.


ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

EJ:

cc: City Manager