

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**LEFT TURN RESTRICTION FROM THE LANEWAY WEST OF ROYAL OAK AVENUE ON THE
NORTH SIDE OF DOVER**

RECOMMENDATION:

1. **THAT** Council authorize staff to restrict left turns at the lane west of Royal Oak Avenue on the north side of Dover Street as discussed in the attached report, contingent upon consultation with affected residents.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 2000 March 07, received and adopted the attached report responding to concerns for child pedestrian safety raised by officials at Marlborough School relative to the crosswalk at this location.

Respectfully submitted,

Councillor D. Evans
Chair

Councillor B. Der
Member

Councillor G. Begin
Member

: COPY - CITY MANAGER
- DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE DATE: 2000 02 24
FROM: ASST. DIRECTOR ENGINEERING, FILE: 55-13-02
TRAFFIC & ENGINEERING SYSTEMS
SUBJECT: LEFT TURN RESTRICTION FROM THE LANEWAY WEST OF
ROYAL OAK AVENUE ON THE NORTH SIDE OF DOVER
PURPOSE: To respond to concerns for child pedestrian safety raised by officials at
Marlborough School relative to the crosswalk at this location.

RECOMMENDATION:

1. THAT staff be authorized to restrict left turns at the lane west of Royal Oak Avenue on the north side of Dover Street as discussed in this report, contingent upon consultation with affected residents.

R E P O R T

1.0 BACKGROUND

Recently staff were contacted by officials from Marlborough Elementary School who were concerned for pedestrian safety at the crosswalk on Dover Street. Concerns centred on vehicles left turning through the crosswalk from the driveway on the school side and the nearby lane on the north side. Following discussions with the school, we have banned left turns at the school. The remaining problem is based around the lane exit onto Dover Street as illustrated in the attached Diagram #1. Vehicles departing from this laneway and wishing to continue on Dover Street in the eastbound direction are posing a hazard to pedestrians crossing at the marked crosswalk.

2.0 REVIEW

Site observations have confirmed that motorists exiting this laneway often to wait until the Adult Crossing Guard has stopped traffic on Dover Street before attempting their turn. Given that pedestrians are also being directed to cross concurrently, the potential for vehicle / pedestrian conflict is significantly increased.

Staff have also conducted traffic volume counts at a number of different locations within the laneway in order to determine the magnitude of traffic. Closer examination has determined that approximately 21% of all vehicles entering this lane network did so from the Dover Street access, while 38 % of motorists choose to exit via the Dover Street lane stub. Looking at the hourly volume of traffic in this lane network, peak activity was recorded between 2:00 and 3:00 pm, with a total of 38 vehicles counted. Of these, only 2 vehicles were recorded as they exited the lane, and 6 vehicles were counted as they entered at that time.

3.0 OPTIONS

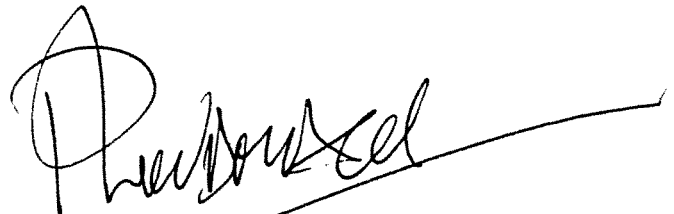
We note that this lane system access to Dover midblock is somewhat unusual and undesirable. The location of the midblock school crosswalk in large part reflects the demand generated by pedestrian usage of the lane and the direct access to the school building. Without the lane generated demand there would be no crosswalk midblock and pedestrians would use the nearest adjacent signals at Nelson or Royal Oak. Thus the total closure of the lane to all traffic has some appeal from a traffic safety management perspective. However, closure would have little appeal to neighbourhood residents including parents. The option of closing the lane stub to all but pedestrian traffic would marginally enhance safety but we would expect resistance from area residents who use this lane stub because it is convenient.

Future plans for Dover Street will see a centre median constructed along this section of roadway. At that time all left turn movements either into or out of the subject lane entrance will be physically prohibited. It is expected that this improvement will be undertaken within the next 4 years.

The restriction of movements to right turn in and out in advance of the median has a logic behind it but until the median is constructed we would expect some "cheating". This cheating would of itself be hazardous because it may not be expected by other traffic. Restriction of left turns during school hours would probably achieve a greater compliance rate during the critical time because it "makes sense" to the motorists.

4.0 RECOMMENDATION

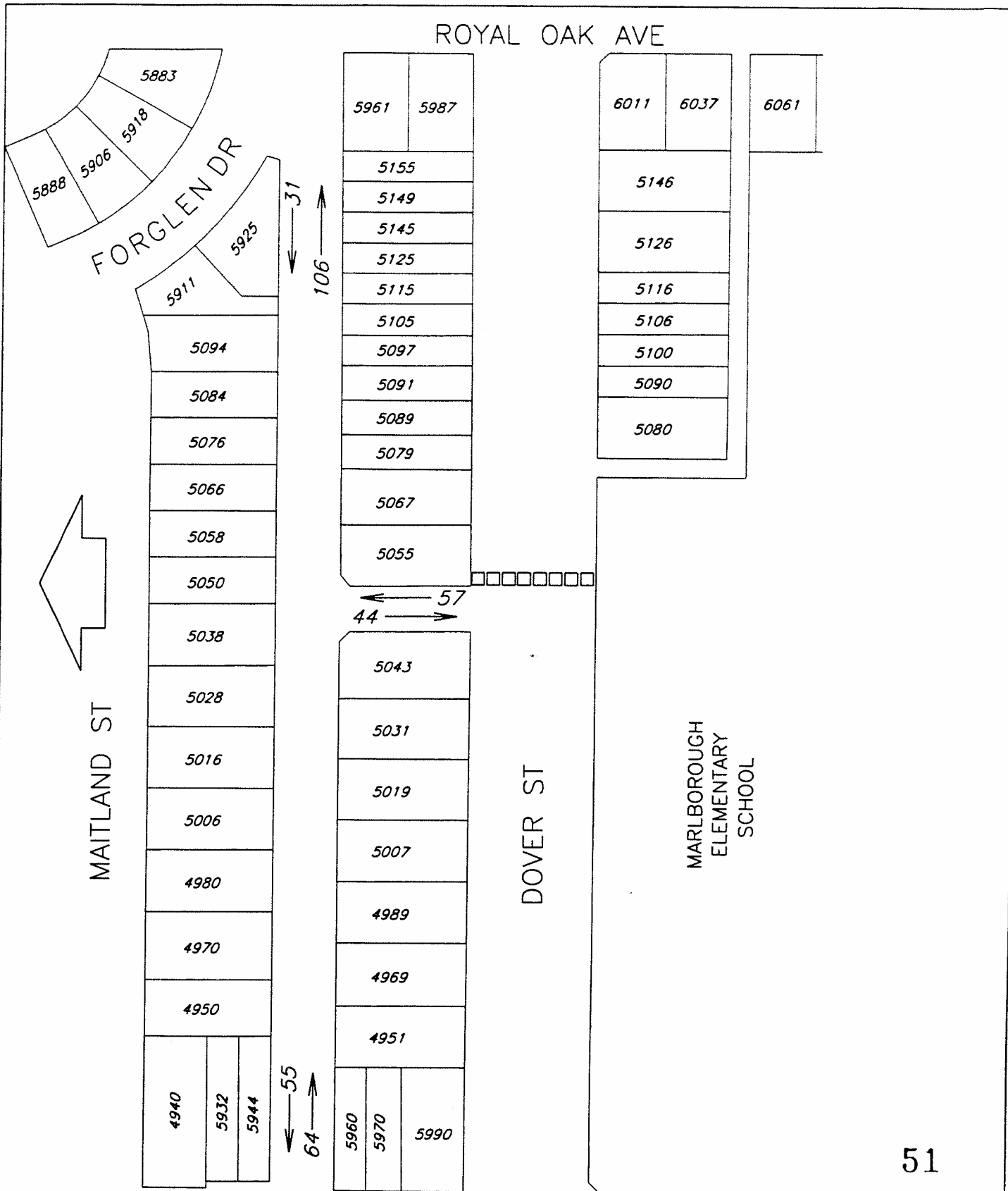
Notwithstanding the current usage of this lane access/egress, future improvements to Dover Street as discussed above will restrict left turn movements. Given the future reduction in accessibility, and the current need to ensure safety is maintained at the marked crosswalk, we recommend the restriction of left turns at this location during school crossing times (8 am to 4:00 pm) on weekdays. Prior to implementing the restriction we would inform residents of this proposal and poll them to see whether they preferred one of the safer but more restrictive options discussed above. The implementation would be postponed if resident feedback warranted further consideration by the Committee.



P. Liivamagi, P. Eng.
ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

AE:
Attach.

cc: City Manager



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NO.	DATE	REVISION



DIAGRAM #1

DRAWN BY: G.FUNK	SCALE: N.T.S.	A 522
APPR'V'D BY:	DATE: 99-11-22	

