

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

PEDESTRIAN IMPROVEMENTS ON PRODUCTION WAY FROM BROADWAY TO EASTLAKE

RECOMMENDATIONS:

1. **THAT** Council authorize staff to include the sum of \$55,000 in the 2000 Annual Capital Program for the construction of sidewalk along the west side of Production Way as well as the realignment of a section of crushed limestone trail as outlined in the attached report.
2. **THAT** copies of this report be sent to Ms. Carolyn Carpenter, of 9145 Ridgemoor Place, Burnaby, B.C. V5A 4E3, Ms. Patricia Woods and Mr. Frank Rotering of 8586 Woodridge Place, Burnaby, B.C. V5A 4B3.

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 pedestrian safety on the southern route from the Forest Grove area to the new NE sector high school.

Respectfully submitted,

Councillor D. Evans
Chair

Councillor B. Der
Vice Chair

Councillor G. Begin
Member

: COPY - CITY MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR FINANCE
- DIR. PLNG. & BLDG.

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE DATE: 2000 02 24
FROM: ASST. DIRECTOR ENGINEERING, FILE:
TRAFFIC & ENGINEERING SYSTEMS
SUBJECT: PEDESTRIAN IMPROVEMENTS ON PRODUCTION WAY
FROM BROADWAY TO EASTLAKE
PURPOSE: To respond to concerns for pedestrian safety on the southern route from the Forest Grove area to the new NE sector high school.

RECOMMENDATIONS:

1. THAT staff be authorized to include the sum of \$55,000 in the 2000 Annual Capital Program for the construction of sidewalk along the west side of Production Way as well as the realignment of a section of crushed limestone trail as outlined in this report.
2. THAT copies of this report be sent to Ms. Carolyn Carpenter, of 9145 Ridgemoor Place, Burnaby and Ms. Patricia Woods and Mr. Frank Rotering of 8586 Woodridge Place, Burnaby.

R E P O R T

1.0 INTRODUCTION

The 1999 November 02 Traffic Safety Committee agenda included correspondence from Ms. Patricia Woods and Mr. Frank Rotering of 8586 Woodridge Place who are concerned for the safety of students walking from the Forest Grove Area to the Burnaby Mountain High School. Similar concerns have been voiced by Ms. Carolyn Carpenter of 9145 Ridgemoor Place whose recent correspondence appears on the current Traffic Safety Committee agenda.

2.0 BACKGROUND

In a previous report staff identified two routes from the Forest Grove neighbourhood to the new NE sector high school. The first route serves the eastern portion of Forest Grove area. It crosses Gaglardi Way at an existing pedestrian overpass and utilizes the east sidewalk of Beaverbrook Crescent, crossing Beaverbrook Drive at a recently constructed pedestrian signal. From there it is a short walk on the south side of Beaverbrook Drive to reach the school. Crossing of the minor leg of Eastlake will occur at a full signal at the Beaverbrook Eastlake intersection. This route is shown on the attached map as is the alternative route which provides a more direct linkage to the western portion of Forest Grove.

This second route utilizes Forest Grove Drive, Production Way and the Urban Trail along the south side of Eastlake to provide a direct link to the school. Our initial examination suggested utilization of the east side of Production Way. However as a result of concerns regarding the difficulty of crossing the Broadway/Forest Grove Drive Production Way junction the routeing has been further reviewed as discussed below.

It is noted that a routeing via Broadway and Gaglardi Way has also been mooted. From a traffic safety perspective we believe that it would be imprudent to do anything but discourage pedestrian usage of the Gaglardi Way. We would look to the School (Board) Administration to promote the safe travel routes for pedestrians as part of their planned wider "Go Green" campaign.

3.0 REVIEW

The present configuration of the Broadway/Production Way/Forest Grove intersection allows the free movement of vehicles from Broadway onto Production Way, and semi restricted (yield signed) movement onto Forest Grove. Vehicles approaching along Forest Grove Drive or Production Way are required to stop prior to proceeding through the intersection.

Changes to intersection geometry will significantly alter the priority of movement through this junction, allowing for the unobstructed flow of vehicles between Broadway and Production Way. Realignment of the Forest Grove Drive approach will see this leg intersecting the free moving Production/Broadway approaches at a forced right angle, with corresponding stop sign control. Exhibit 2 illustrates both the current and future configuration of this intersection.

Concern has been voiced about the speed of vehicles approaching and passing through this intersection onto Broadway and is substantiated by recently collected data. The upcoming changes to this intersection will significantly reduce the current expanse of asphalt at this intersection but the rationalization of control to favour the heavier through movement between Production Way & Broadway will not make it any less difficult for pedestrians to cross to the east side of Production Way.

The prior 1999 June staff report recommended the construction of an asphalt sidewalk on the east side of Production way between Baxter Place and Eastlake Drive. This temporary walkway was intended to complete a pedestrian connection from the Forest Grove Area to the new high school site. This strategy warrants reconsideration given the foregoing concerns.

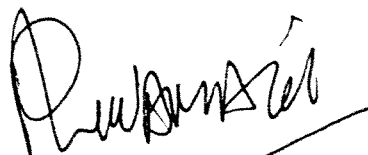
An alternative route would concentrate pedestrian flow along the west side of Production, creating a continuous walkway from Eastlake Drive to the Forest Grove/Production/Broadway intersection. This would require the sidewalk (construction is imminent) along the west side of Production Way as illustrated in the attached diagram. The cost of completing the pedestrian facility on the west side of Production Way is estimated to be \$45,000.

The existing crushed limestone walkway which links the Forest Grove residential area with Production Way via the Burnaby 200 Conservation Lands also needs some realignment, as it enters onto Production Way, if the route is to be optimized for pedestrians. A site review has identified an alternate alignment for approximately 50 metres along a natural terrace, providing a more acceptable approach grade. Staff have discussed this matter with the Parks Department who concur with the proposed re-alignment. It is expected that the cost of this improvement will be in the order of \$10,000.

4.0 CONCLUSION/FUNDING

Anticipating the student pedestrian traffic generated by the opening of Burnaby Mountain High School, and the improvements to the Production/Forest Grove/Broadway intersection which are focussed on improving vehicular movement through the intersection, we recommend the construction of a sidewalk on the west side of Production Way, as discussed above, in addition to the realignment of the existing crushed limestone path feeding the walkway.

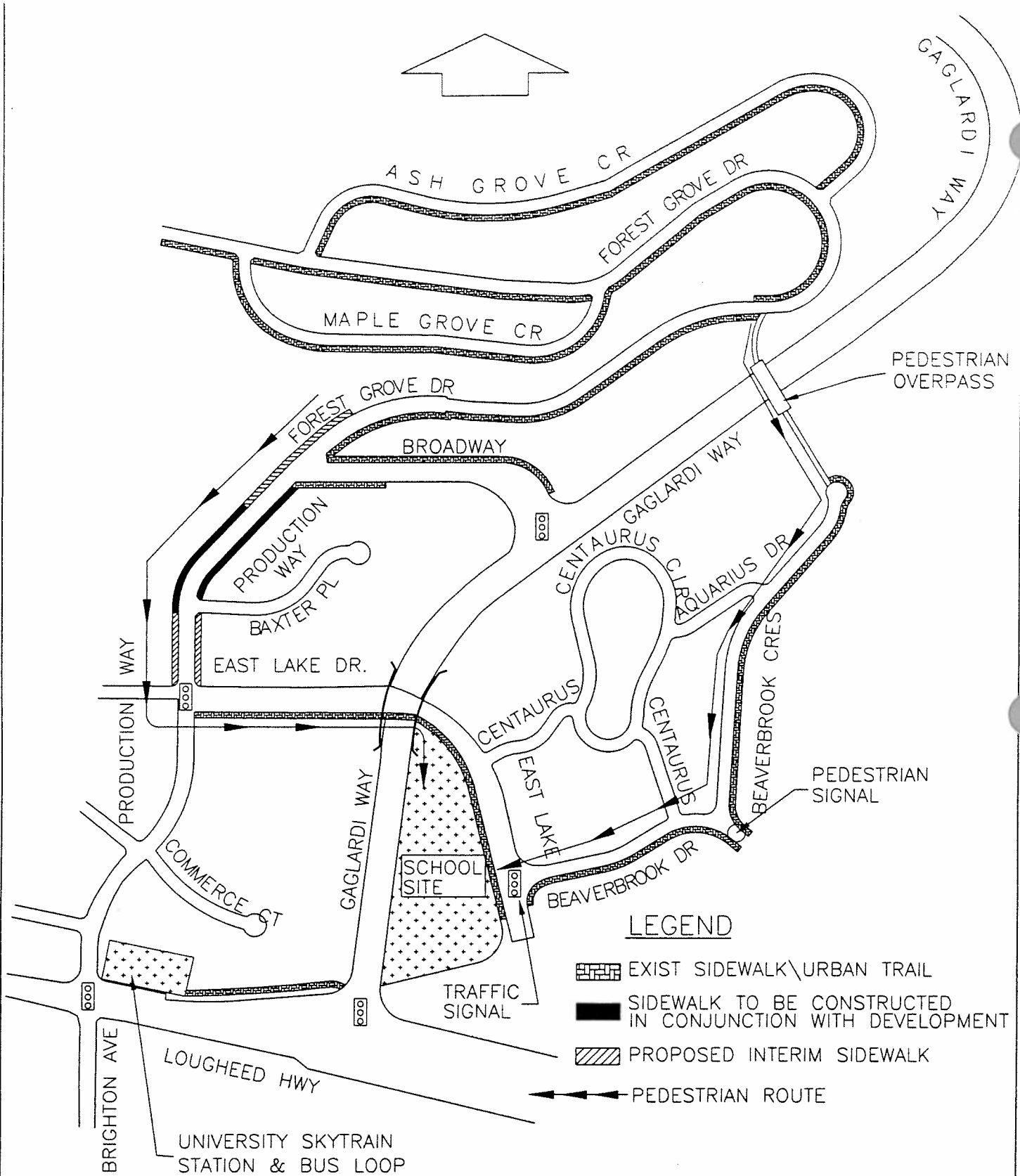
The proposed improvements have not been identified in the 2000 Provisional Capital Budget. However, if approved by Council, the amount of \$55,000 will be included under the Traffic Management component of the 2000 Annual Capital Program to complete the improvements outlined in this report.



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

AE:
Attach.

cc: City Manager



45

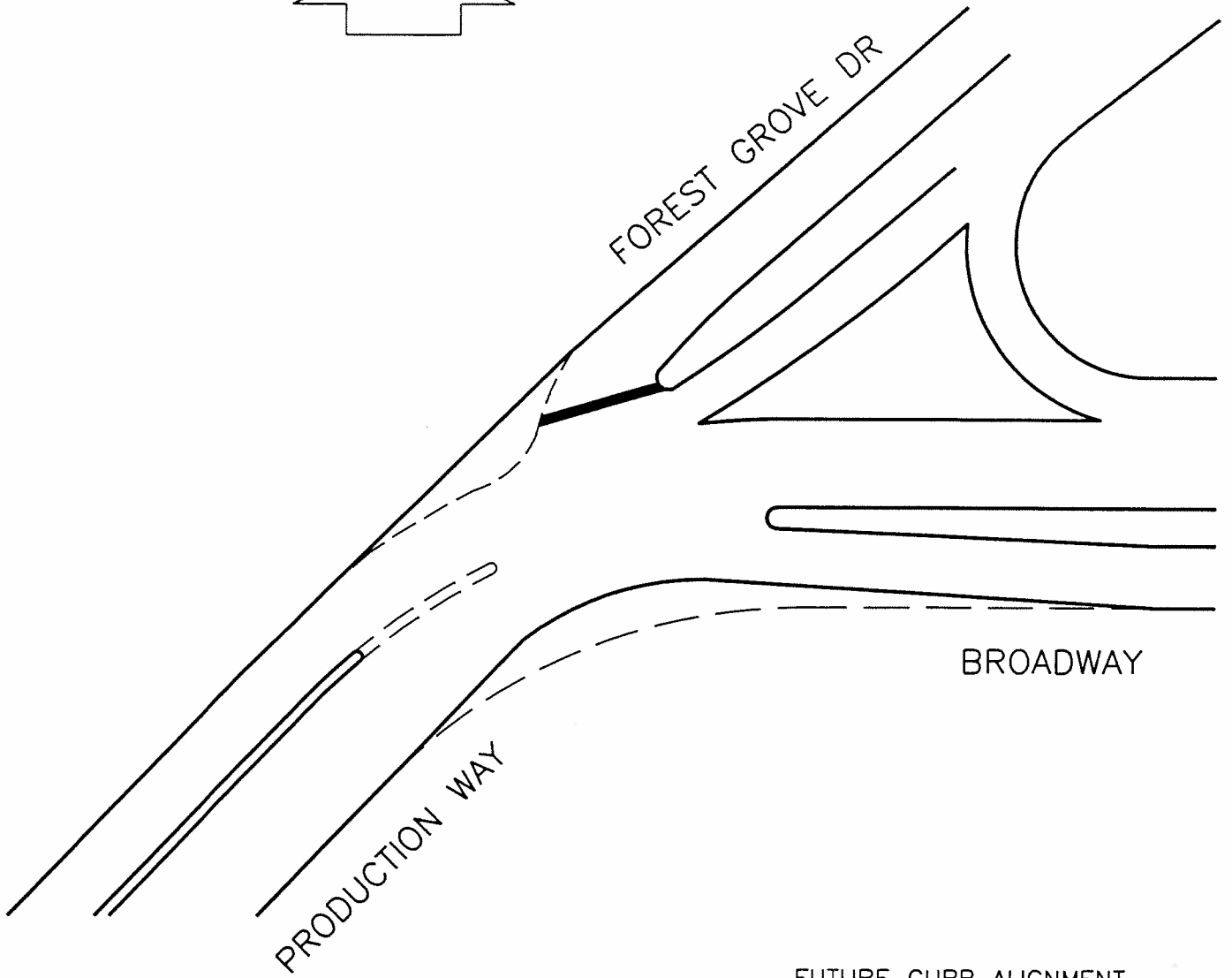
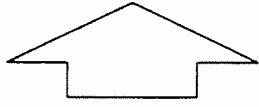
NO.	DATE	REVISION



PEDESTRIAN ROUTES TO N.E. SCHOOL FROM FOREST GROVE DRIVE

DRAWN BY: G.FUNK	SCALE: N.T.S.	A 533
APPRV'D BY:	DATE: 00-01-17	

EXHIBIT #2



- - - - - FUTURE CURB ALIGNMENT
 _____ EXISTING CURB

46

NO.	DATE	REVISION



PRODUCTION/BROADWAY/FOREST GROVE
 INTERSECTION MODIFICATION

DRAWN BY: G.FUNK	SCALE: N.T.S.	A 524
APPRV'D BY:	DATE: 99-12-08	

