

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

CANADA WAY SUMNER INTERSECTION - FOLLOW UP

RECOMMENDATIONS:

1. **THAT** Council approve funding of \$100,000 for the construction of full traffic signal at the intersection of Gilmore and Manor.
2. **THAT** a copy of this report be sent to those who have corresponded on this issue as a result of the consultation process.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 2000 January 04, adopted the *attached* report responding to correspondence concerning the proposed left turn (Sumner to Canada Way) restriction.

Respectfully submitted,

Councillor D. Evans
Acting Chair

Councillor N. Volkow
Member

COPY - CITY MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR FINANCE

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE DATE: 1999 12 21
FROM: ASST. DIRECTOR ENGINEERING, FILE:
TRAFFIC & ENGINEERING SYSTEMS
SUBJECT: CANADA WAY SUMNER INTERSECTION - FOLLOW UP
PURPOSE: To respond to correspondence concerning the proposed left turn (Sumner to
Canada Way) restriction

RECOMMENDATION:

1. THAT Council approve funding of \$100,000 for the construction of full traffic signal at the intersection of Gilmore and Manor.
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R E P O R T

1.0 INTRODUCTION

At its 1999 September 20 meeting Council received a Traffic Safety Committee report and adopted the following 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."*

2.0 BACKGROUND

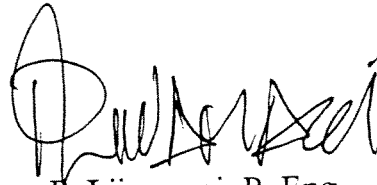
The Committee will recall that these recommendations were intended to address the numerous anecdotal reports of collisions and near misses from workers in the area bounded by Canada Way, Willingdon, the Freeway and the Gilmore Diversion. The safety hazard arises from the difficulty in executing a left turn from Sumner to Canada Way in a timely manner. Often vehicles having waited for suitable gaps in both directions of travel on Canada Way find their way stymied by left turners from Canada Way. We know the length of time spent waiting tends to be overperceived by motorists because of the uncertainty of knowing when or whether a gap will appear. This leads to risky behaviour. The problem is a common one on side streets leading to busy arterials.

3.0 RE-APPRAISAL

The proposal to ban left turns at this location and divert this traffic to major road network via Manor and Gilmore Diversion met with stiff opposition when area business residents were informed of this decision prior to implementation. A number of people felt that the Manor Gilmore intersection was problematic because sight lines were curtailed by the vertical alignment of Gilmore Diversion immediately north of Manor where it overpasses the Freeway. Our prior review of the road plans indicated that the vision requirements were adequate but there is no question that this "hump" in the roadway can lead to uncertainty and misapprehension. Many of those concerned with this factor suggested that until the Manor Gilmore Diversion is signalized movement restrictions not be imposed at Sumner and Canada Way. Others suggested that with a signal at the Manor as a safe outlet to the area there was no need to prohibit the left turn at Sumner leaving the motorist with a choice. In order to allow for this further input we have not implemented the approved left turn prohibition pending this report to the Committee.

4.0 CONCLUSION

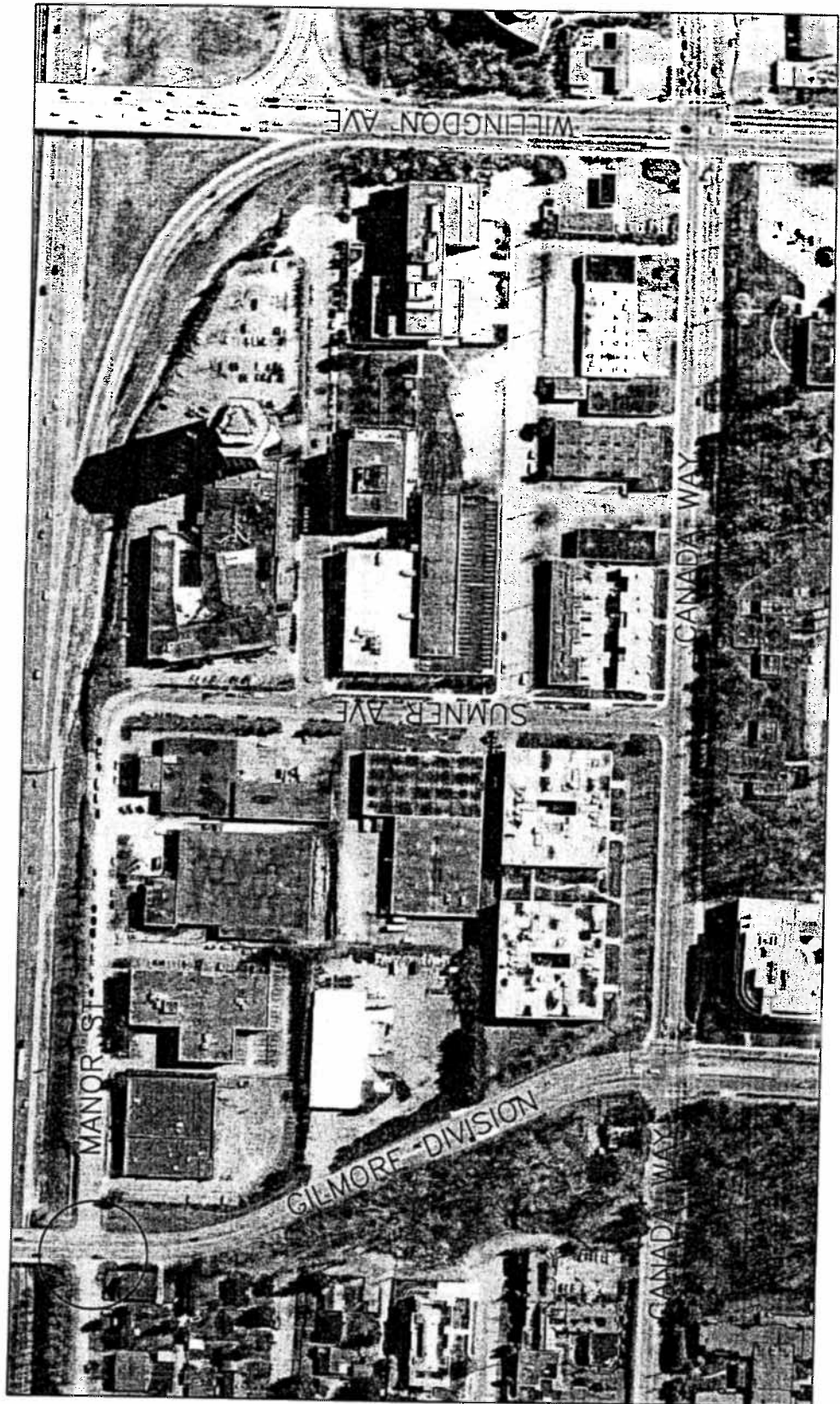
As recommended the 2000 - 2004 provisional Capital Program year 2000 Traffic Management budget includes the requisite signalization funding. Accordingly we now recommend the approval of the signal. We would bring forward for reconsideration the left turn prohibition proposal after the signal is in operation.



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

PL;jh

cc: City Manager



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NO.	DATE	REVISION



**City of
Burnaby**
ENGINEERING DEPARTMENT

PROPOSED SIGNAL
AT GILMORE DIVERSION AND MANOR STREET
LOCATION SKETCH

DRAWN BY: G.FUNK	SCALE: N.T.S.	A 530
APPRV'D BY:	DATE: 00-01-10	

