

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

RE: GREENWOOD STREET AT BAINBRIDGE AVENUE

RECOMMENDATION:

1. **THAT** copies of the attached report be sent to the persons who have most recently corresponded on this issue.

R E P O R T

The Traffic and Transportation Committee (Traffic Safety Division), at its Open meeting held on 2000 November 07, received and adopted the attached report responding to Committee direction to review signing relative to the delta island on Greenwood Street at Bainbridge Avenue.

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 09 27

FROM: ASST. DIRECTOR ENGINEERING, FILE: 55 01 04
TRAFFIC & ENGINEERING SYSTEMS

SUBJECT: Greenwood Street at Bainbridge Avenue

PURPOSE: To respond to Committee direction to review signing relative to the delta island on Greenwood Street at Bainbridge Avenue

RECOMMENDATION:

1. THAT copies of this report be sent to the persons who have most recently corresponded on this issue.

R E P O R T

1.0 INTRODUCTION

At the September 02, 2000 meeting of the Traffic Safety Committee meeting, a delegation of residents from Greenwood Street spoke to the issue of the right-in / right-out diverter recently installed at the Bainbridge Avenue end of Greenwood. The residents were concerned with continued truck traffic along the eastern portion of Greenwood Street. Numerous examples of large vehicles including semi trailers trying to out manoeuvre the delta island were cited. Resulting from the Committee's discussion on this matter, staff have been directed to review existing signage to determine whether information about turning restrictions and the appropriate access to commercial properties along Greenwood Street could be better disseminated.

2.0 Background

The residents at the eastern end of Greenwood generally regard the neighbouring industrially zoned properties at the western “Winston” end as the source of extraneous traffic on their portion of the street. Their request for a delta island at Bainbridge was in large part predicated by this. More recently construction traffic related to building of the SkyTrain Guideway and the Sperling/Dairy-world station has also been using the street.

It should also be noted that SkyTrain column construction in the vicinity of the Kensington overpass south of Lougheed has resulted in the closure of the slip road that carried eastbound Lougheed to Winston traffic under the overpass to bypass the Sperling/Lougheed signal. The off ramp from the Kensington overpass to Lougheed eastbound precludes a right turn from Lougheed to Sperling SB/Winston EB. Consequently this movement has to be detoured via Bainbridge. Given that both Lougheed and Winston are truck routes the detour traffic added to SB Bainbridge includes heavy vehicles. Thus Lougheed EB vehicles destined for the Winston end of Greenwood will now be forced to use the eastern residential end of the street. There is of course no “excuse” for other truck movements doing so.

Prior to the installation of the delta island staff wrote to each of the firms along Winston outlining the strictures of the truck route bylaw. We are doing so again noting the changes imposed on vehicle movement by the delta island. The distribution of the letter will be extended to include the enterprises on the south end of Bainbridge.

3.0 Truck Route Signing

The city uses the national sign standard set out by the Transportation Association of Canada's Manual of Uniform Traffic Control Devices (MUTCD), which shows designated truck routes are to be indicated by the sign marked as item 'A' in Exhibit #1. A supplemental directional arrow which is orientated in the continued direction of the route is also required. It should be noted that signs of this type are only installed at signalized intersections along designated truck routes.

It should be further noted that both the route marker sign and supplemental directional arrow are intended to provide commercial traffic with information concerning the dedicated route, and do not prohibit such vehicles from making turns at the intersection if they are not in contravention of the truck route legislation.

A review of existing signage associated with commercial vehicle routing has been conducted along Loughheed Highway, Bainbridge Avenue, Winston, and Greenwood streets. It has confirmed that the requirements for Truck Route signing have been met. However, some potential for extra signing has been identified as discussed in greater detail below.

4.0 Greenwood / Bainbridge Delta Island Turn Restriction.

Staff have also reviewed the signage associated with the recently installed right-in / right-out diverter at the Greenwood / Bainbridge intersection, following the residents' reports that vehicles continue to make left turns out of and into Greenwood Street.

The existing signs conform to the standard set out by the MUTCD for the turn restrictions associated with 'delta' islands. Staff are installing additional advanced warning signs along Greenwood Street and Bainbridge Avenue.

5.0 Additional Signage

Although the existing signs associated with Commercial Truck Routes, and turn restrictions at Greenwood / Bainbridge conform with application guidelines, the following additional signs are being proposed to raise driver awareness and understanding:

5.1 Bainbridge Avenue

In order to discourage illegal left turns from Bainbridge Avenue onto Greenwood Street by both commercial and passenger vehicles, staff are proposing that an advanced warning 'no left turn' sign with a supplemental tab reading 'onto Greenwood' be installed on the south end of Bainbridge Avenue for northbound traffic.

5.2 Greenwood Street

In order to reinforce the understanding that extraneous commercial truck traffic is not permitted along the eastern portion of Greenwood Street, staff propose that a 'no truck access' signs as illustrated in item 'B' of Exhibit #1 be installed directly following the eastern most commercial driveway along Greenwood Street.

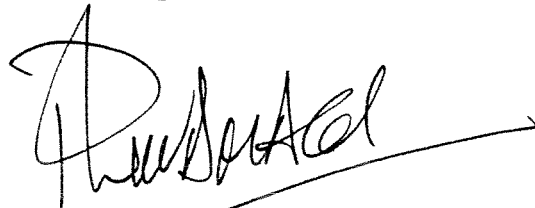
Similar to the proposed signing along Bainbridge Avenue, there will be an advanced warning ' no left turn ' sign with supplemental tab which reads ' at Bainbridge ' at the midpoint location along Greenwood Street.

5.3 Winston Street

Notwithstanding the absence of a traffic signal at the intersection of Bainbridge / Winston, additional Truck Route marker signs will be installed on both approaches to Bainbridge Avenue. It is hoped that additional direction to commercial vehicle operators will result in a reduction of illegal left turns onto Greenwood Street from Bainbridge Avenue.

6.0 Conclusion

Although it is hoped that the proposed signage discussed above will have a positive effect on both passenger and commercial vehicle activity in this area, it is expected that these improvements will not completely resolve the concerns of Greenwood Street residents at this time. However, we believe that the number of extraneous vehicles on both Greenwood and Bainbridge will be significantly reduced, if not eliminated, when SkyTrain construction and detours cease. At that time we will carry out classified vehicle counts to determine the truck traffic persists. If it does we will forward the data to the police.

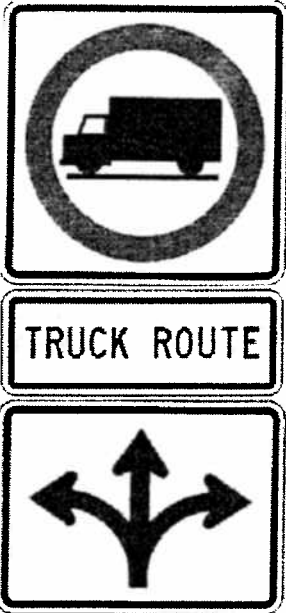



P. Liivamagi, P. Eng.
ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

AE:

cc: City Manager

Exhibit #1

Item A	Truck Route Signs (RB-61)
	<p>The Truck Route sign indicates that trucks, as prescribed by legislation, are permitted to travel on a road. The 'Truck Route' Tab sign is optional (generally used for new truck route installations)</p> <p>The supplemental arrow tab may be used to indicate the permissible movements to truck routes</p> <p>Sign Colors:</p> <p>Background: White Truck Symbol: Black Text: Black Arrows: Black Circle: Green</p>

Item B	Trucks Prohibited Sign (RB - 62)
	<p>The Truck Route sign indicates that trucks, as prescribed by legislation, are prohibited from travelling upon a road.</p> <p>An explanatory tab sign may be used if additional information is required.</p> <p>This provides an opportunity to direct truck traffic to the appropriate route.</p> <p>Sign Colors:</p> <p>Background : White Truck Symbol : Black Circle & Slash : Red</p>