

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**RE: INTERSECTION MODIFICATIONS AT BROADWAY/KENSINGTON
AVENUE**

RECOMMENDATION:

1. **THAT** the multi-way stop design as discussed in the attached report be approved.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 2000 June 20, received and adopted the *attached* report requesting approval for a multi-way stop design at the Broadway/Kensington junction.

Respectfully submitted,

Councillor D. Evans
Chair

Councillor B. Der
Vice Chair

Councillor G. Begin
Member

: COPY - CITY MANAGER
- DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE DATE: 2000 05 01

FROM: ASST. DIRECTOR ENGINEERING, FILE: 55-11-01
TRAFFIC & ENGINEERING SYSTEMS

SUBJECT: Intersection Modifications at Broadway/Kensington Avenue

PURPOSE: To request approval for a multi-way stop design at the Broadway/Kensington junction

RECOMMENDATION:

1. THAT the multi-way stop design discussed in this report be approved.

R E P O R T

1.0 BACKGROUND

The intersection of Broadway & Kensington has raised concerns amongst neighbours regarding off road vehicle crashes. Collision data for this intersection has been periodically reviewed without evidence of a pattern of vehicle incursions onto residential property. However, we note that more minor collisions that are not attended by, or reported to the police will not appear in our data base.

2.0 REVIEW

As a result of an on site review last fall a number of additional signs were placed at and on the approaches to the junction.

These included a checkerboard at the foot of Kensington as well as a stop ahead on the approach. Advance warning signs of the intersection and curvature of the road were placed on Broadway which has right of way. Without assurance that these measures would address the issue a review of all of the significant stop controlled intersections on Broadway was also initiated.

The intersection data was further reviewed as data reporting may confuse this location with the signalized intersection immediately to the east at the Kensington Overpass. ICBC also searched their records to further determine the magnitude of the problem. These data and traffic count information were used as input to a review of control warrants.

The warrant analysis indicated that the Kensington junction met or approached the criteria for a multi-way stop but other intersections did not.

3.0 INTERSECTION DESIGN

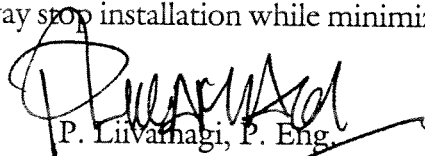
A conventional approach to additional stop control on Broadway would require a significant loss of on street parking to maintain sight lines to the stop. Therefore, as part of the increased control of this location, it is proposed that the south curb line be relocated to narrow Broadway through this intersection as illustrated in the attached diagram. The installation would only require that curb parking along the south side of Broadway directly opposite Kensington Avenue be prohibited. Residents who would be affected by the reduction of on-street parking have been notified. This provides a number of benefits including the improvement of pedestrian crossing safety. This "bulge" will also ensure that adequate sight lines are maintained on the eastbound approach without an inordinate loss of on street parking. The on street parking is useful to Broadway residents and the side friction also helps to moderate traffic speeds.

4.0 FUNDING

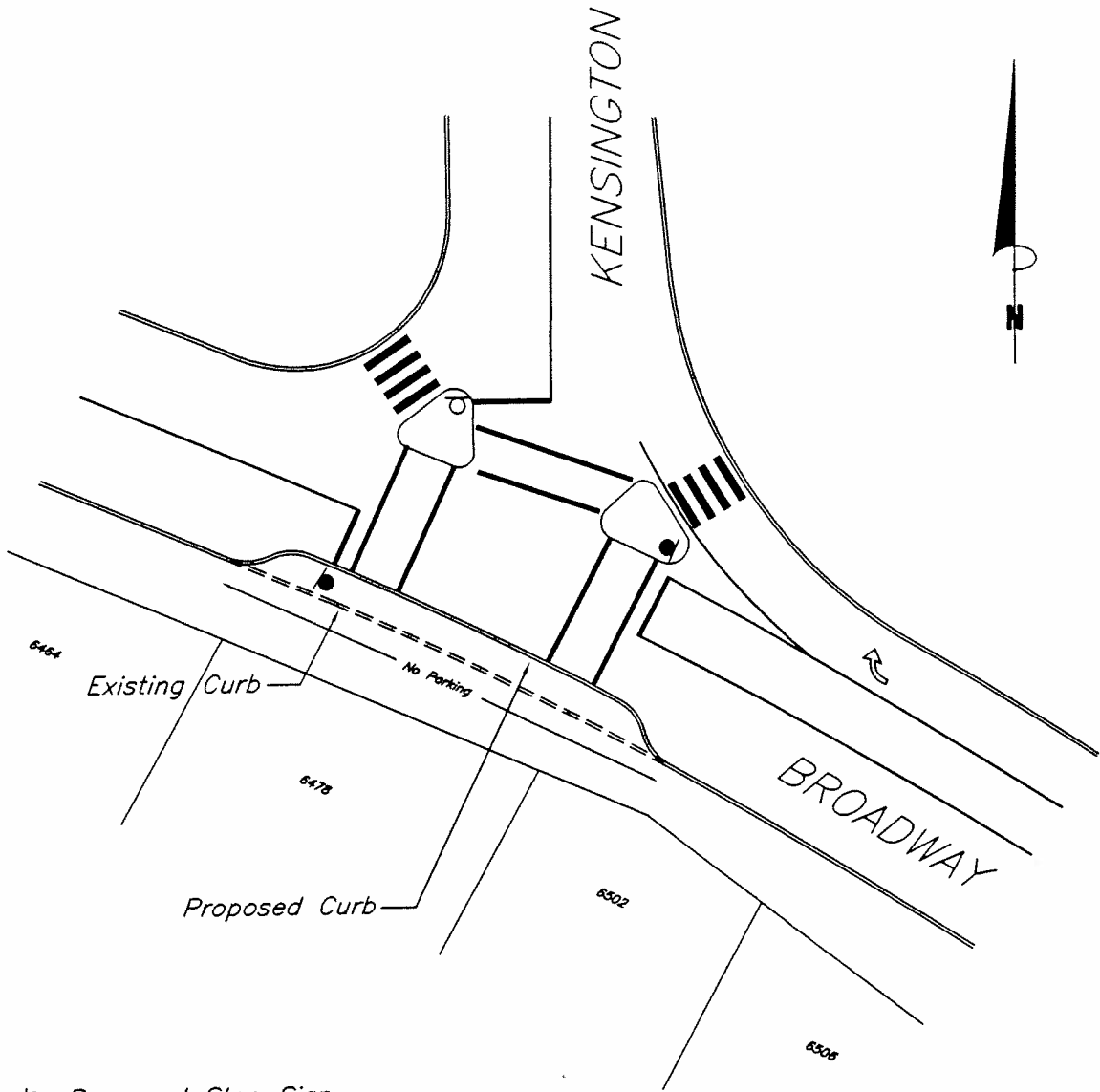
It is estimated that these improvements will cost approximately \$12,500. Discussions with representatives from ICBC have resulted in assurances that partial funding in the amount of \$7,500 will be contributed from the ICBC Road Safety Improvement Program, if approved by Council. The 2000 Capital Budget for Traffic Management has sufficient unallocated funding to meet the City's share of the project cost.

5.0 CONCLUSION

The curb line modifications proposed for the multi way stop at Kensington are designed to enhance the safety of the recommended multi way stop installation while minimizing the removal of on street parking.


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

AE:
cc: City Manager



- Proposed Stop Sign
- ◻ Existing Stop Sign

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**City of
Burnaby**
ENGINEERING DEPARTMENT

*Proposed Intersection Modifications
Broadway – Kensington*

DRAWN BY: A.K.E	SCALE: N.T.S.
APPR'V'D BY: P.L.	DATE: 00/05/01

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