

**TO:** CITY MANAGER

**DATE:** 2001 09 25

**FROM:** DIRECTOR ENGINEERING

**FILE:** 55-03-03

**SUBJECT:** JOINT ICBC/CITY TRAFFIC SIGNAL COORDINATION PROJECT

**PURPOSE:** To request funding for the second phase of a joint ICBC - City of Burnaby traffic signal coordination project.

**RECOMMENDATION:**

1. **THAT** Council approve the traffic signal coordination project as outlined in this report.

**REPORT**

Appearing on the agenda for the regular Council Meeting held on 2000 July 31 was a report outlining the details of a phased project to provide traffic signal coordination for 75 intersections on the roads devolved to the City by the Ministry of Transportation and Highways. That report identified costs for the first phase of the project to be \$677,500 of which ICBC would fund \$512,000 with the balance contributed by the City. This report outlines the funding required to proceed with the second phase of the project.

The first phase of the project included 36 intersections on the Hastings-Barnet corridor, Burnaby Mountain Parkway, Gaglardi Way, Canada Way between Sperling and 10<sup>th</sup> Avenue, and Marine Way. The work included replacement of the traffic signal controllers, establishing a communication link to the cabinets, and the preparation, implementation, and review of signal timing plans. On August 28<sup>th</sup>, the new "Green Wave" concept was officially launched for the Hasting Street corridor. This concept will encourage drivers to travel at the speed limit to get to a green light at the next traffic signal.

The proposed second phase comprises 21 traffic signals on Kingsway from Patterson to 12<sup>th</sup> Avenue. Total estimated project cost is \$498,000 of which ICBC has agreed to fund \$328,000, with the \$170,000 balance contributed by the City.

The Kingsway corridor is an important arterial link in the Municipal Road Network (MRN). The section within Burnaby was devolved by the provincial government in 1999 and the City is now responsible for ongoing maintenance and rehabilitation. The City currently receives Translink funding for maintenance and rehabilitation of all MRN roads in Burnaby. Funds not spent in any fiscal year are held in reserves for future capital improvements.

Currently there are sufficient MRN reserves to meet the City's funding requirements on this project. It is recommended that the City's share of \$170,000 be drawn from MRN reserve funds. This project is not included in the current capital program. However, it is recommended that the capital spending limit be increased by \$498,000 in order to take advantage of substantial funding commitment from ICBC.

ICBC anticipates a significant reduction in claims during the first two years following project completion. Analysis suggests a benefit/cost ratio in the order of two to one. Accordingly, staff recommends that the City continue to participate in this project. A further staff report outlining the third phase proposed for next year will be forwarded to Council at a later date.

  
DIRECTOR ENGINEERING

BB:

cc: Director Finance