

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

RE: CARIBOO ROAD VEHICLE SPEED

RECOMMENDATIONS:

1. **THAT** Council approve the implementation of the proposed modifications to the southbound travel lane on Cariboo Road between 10th Avenue and Armstrong Avenue following consultation with affected residents.
2. **THAT** a copy of this report be sent to S. Brown-John of 7664 Cariboo Road, Burnaby, B.C.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its Open meeting held on 2001 September 04, received and adopted the attached report to respond to concerns of safety along Cariboo Road adjacent to Cariboo Park.

Respectfully submitted,

Councillor D. Evans
Chair

Councillor B. Der
Vice Chair

: COPY - CITY MANAGER
- DIRECTOR ENGINEERING

Councillor G. Begin
Member

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 2001 08 10
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-01-04
SUBJECT: CARIBOO ROAD VEHICLE SPEED
PURPOSE: To respond to concerns of safety along Cariboo Road adjacent to Cariboo Park.

RECOMMENDATION:

1. **THAT** the proposed modifications to the southbound travel lane on Cariboo Road between 10th Avenue and Armstrong Avenue be implemented following consultation with affected residents.
2. **THAT** a copy of this report be sent to S. Brown-John of 7664 Cariboo road, Burnaby.

REPORT

1.0 INTRODUCTION

Appearing on the current agenda of the Traffic Safety Committee, is correspondence from S. Brown-John, who is concerned with the speed of traffic along Cariboo Road adjacent Cariboo Park. He notes that at times motorists travel two abreast in the southbound direction, despite there being only one official lane of travel.

2.0 BACKGROUND

Cariboo Park fronts onto the west side of Cariboo Road between Armstrong and 10th Avenue. Accordingly this stretch of road is posted a Playground Zone with vehicle speeds limited to 30 Km/H from dawn and dusk. This section of Cariboo is classed as a major collector. There is a signal at Armstrong/Holmes and stop control at the junction with 10th Ave.

Staff have conducted a vehicle count and speed study along this section of Cariboo Road in order to gauge the extent of non-compliance with the posted speed limit.

3.0 TRAFFIC COUNTER DATA

The summary tabulation of traffic counter data is found below.

Cariboo Road (10 th Ave. to Armstrong) 24 hour Traffic data					
Day of week Start:01/07/07	Mean Speed		Vehicles		
	S. Bound	N. Bound	S. Bound	N. Bound	Total
Saturday	53	48	4073	4494	8567
Sunday	55	49	3618	3960	7578
Monday	53	47	5749	7606	13355
Tuesday	53	47	5979	7593	13572
Wednesday	54	46	6086	7728	13814
Thursday	53	47	6235	7636	13871
Friday	53	47	6015	7377	13392

A review of hourly data indicates that daytime speeds, when traffic volume are higher, are lower than those recorded from evening to early morning. On an hourly basis we find that 85 percentile speeds are typically 10 km/hr greater than the median - i.e. during the daytime 15% of vehicles are typically travelling in excess of 60 km/hr. The speed pattern observed would be considered “good” if this section of road were not posted as a reduced speed 30 km/hr zone.

Comparing current data to that collected in the fall of 1997 suggests little change has occurred with respect to the speed of traffic along Cariboo road although there has been a moderate growth in traffic.

Accordingly, more detailed tabulation has been forwarded to the RCMP Traffic Section for consideration.

4.0 REVIEW

The above speed tabulation reveals a significant difference in speeds between northbound and southbound traffic.

We believe this directional variation in speed can be attributed to the difference in available lane widths along Cariboo Road. Although the directional dividing line along this roadway is positioned at the centre line of the road cross-section, consistent on street parking along the east side of Cariboo Road reduces the effective travel lane width from 5.5 to 3.1 metres. This provides a measure of side friction for northbound traffic. While parking is also permitted along the west side Cariboo Road, it appears to be seldom used. Therefor the available lane width for southbound traffic remains at 5.5 metres.

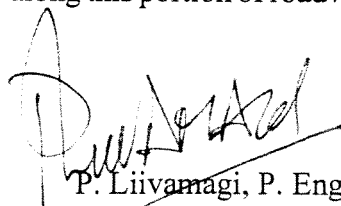
It is generally accepted that wider travel lanes allow for an increase in vehicle speeds, and in extreme cases can provide the opportunity for motorists to over or undertake slower moving traffic. While enforcement of the posted speed limit would have some effect on vehicle speeds, it is unlikely that it would result in a permanent change in driver behaviour. The same can be said with respect to the issue of vehicles travelling two abreast in the southbound direction.

5.0 CONCLUSION

As a possible solution to the traffic speed concern, we propose reducing the effective available width of the southbound travel lane along Cariboo Road. This would be done with pavement markings and lateral delineation to create the effect of a fully utilized parking lane. Initially we will be sparing with this approach but ultimately the on street parking adjacent to the park may need to be restricted. As this area probably serves as overflow parking for the residents on the east side of Cariboo Road, we would consult with those residents, and report back to the committee should there be a significant resident concern with this proposal.

Although this treatment would be concentrated along the west side of the roadway, it is anticipated that vehicle speeds in the northbound direction would also be moderated given the increased "friction" from oncoming southbound vehicles.

Staff would continue to monitor vehicle activity along this portion of roadway and report back to the Committee following a trial period.



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

AE:

cc: City Manager

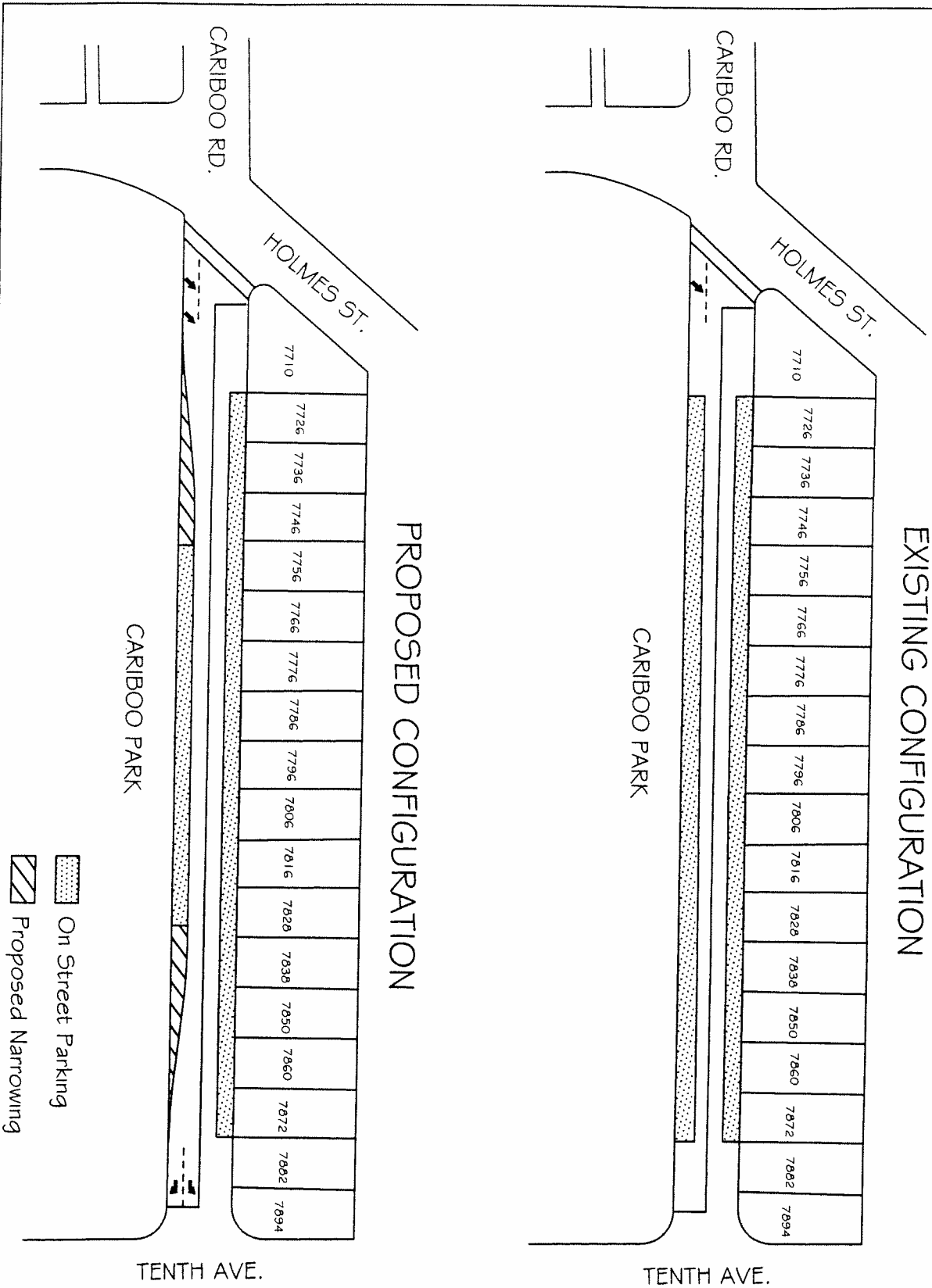


Diagram #1 : Cariboo Road
Existing and Proposed Lane Configuration

DRAWN BY: A.K.E	SCALE: N.T.S.
APPR'V'D BY: P.L.	DATE: 01/08/14

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