

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**RE: SPEED LIMIT ON GAGLARDI WAY**

RECOMMENDATION:

1. **THAT** Council receive this report for information.

R E P O R T

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 2001 June 05, received and adopted the *attached* report recommending a reduction of the speed limit on Gaglardi Way between the Broadway and University Drive in conjunction with the forthcoming pavement rehabilitation project.

Respectfully submitted,

Councillor D. Evans  
Chair

Councillor B. Der  
Vice Chair

Councillor G. Begin  
Member

<p>: COPY - CITY MANAGER - DIRECTOR ENGINEERING - OFFICER-IN-CHARGE, R.C.M.P.</p>
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City of Burnaby

INTER-OFFICE COMMUNICATION

**TO:** TRAFFIC SAFETY COMMITTEE **DATE** 2001 04 19  
**FROM:** ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-00-01  
**SUBJECT:** SPEED LIMIT ON GAGLARDI WAY  
**PURPOSE:** To recommend a reduction of the speed limit on Gaglardi Way between the Broadway and University Drive in conjunction with the forthcoming pavement rehabilitation project.

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RECOMMENDATION:

1. **THAT** this report be received for information.

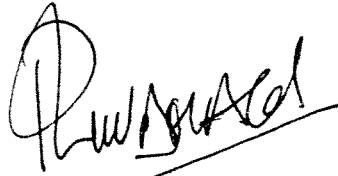
**R E P O R T**

The section of Gaglardi Way between Broadway and the University Drive will be undergoing pavement rehabilitation in the near future. With the new pavement our design consultant has recommended revisions to the pavement markings to bring them into consistency with the section of Gaglardi Way that was reconstructed in conjunction with the Broadway connector and the signalized intersection with Gaglardi Way.

The pavement rehabilitation maintains the overall width of the Highway but the reduction in lane widths for 3.75 to 3.6 metres would enable the marking of a 1.5 - 1.8 m bike lane/shoulder which is considered desirable. With the narrowed lanes a speed limit lower than 70 km/hr is indicated. The consultant has recommended posting a 60 km/hr limit which would be consistent with the Burnaby Mountain Parkway and the design speed through the "hairpin" north of Forest Grove.

The median barrier through the lower winding section would be maintained but crash attenuators would be added to the ends. On the straight section of road the travel directions would be separated by a double solid yellow line.

Unless directed otherwise the changes recommended by the design consultant will be implemented as a part of the pavement rehabilitation project.



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

PL:jh

cc: City Manager

