

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**RE: BARNET - DUTHIE - RIDGE INTERSECTION**

RECOMMENDATION:

1. **THAT** Council forward a copy of this report to Mr. Paul Casciano 7218 Barnet Road, Burnaby, B.C. V5A 1E2.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 2001 June 05, received and adopted the *attached* report to respond to concerns of traffic safety and road clarity at the intersection of Barnet/Duthie/Ridge.

Respectfully submitted,

Councillor D. Evans  
Chair

Councillor B. Der  
Vice Chair

Councillor G. Begin  
Member

<p>: COPY - CITY MANAGER - DIRECTOR ENGINEERING - DIR. PLNG. &amp; BLDG.</p>
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City of Burnaby

INTER-OFFICE COMMUNICATION

**TO:** TRAFFIC SAFETY COMMITTEE

**DATE:** 2001 05 23

**FROM:** ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENGINEERING SYSTEMS

**FILE:** 55-01-04

**SUBJECT:** BARNET - DUTHIE - RIDGE INTERSECTION

**PURPOSE:** To respond to concerns of traffic safety and road clarity at the intersection of  
Barnet/Duthie/Ridge

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RECOMMENDATION:

1. **THAT** Mr Paul Casciano 7218 Barnet Road Burnaby BC V5A 1E2 receive a copy of this report

**R E P O R T**

**1.0 INTRODUCTION**

At its 2000 November 07 meeting the Committee received a letter from Mr. Paul Casciano regarding the subject intersection . His concerns were referred to staff for review.

**2.0 BACKGROUND**

The intersection of Barnet Road - Duthie Avenue - Ridge Drive is a five legged intersection with a unique configuration and traffic pattern. All five approaches converge onto a fairly wide expanse of asphalt. Two legs carry the main traffic flow, northbound Duthie to westbound Ridge for traffic destined for Barnet Highway, and to a lesser extent, eastbound Ridge to southbound Duthie. These two approaches have designated right-of-way. The other three approaches serve the residential areas and are stop sign controlled. Due to the vastness of the intersection the stop signs are set well back from the vehicular conflict points and the motorist is required to enter well into the intersection to judge traffic flow. This is especially the case with the Barnet Road approach. The attached sketch gives an indication of the intersection alignment.

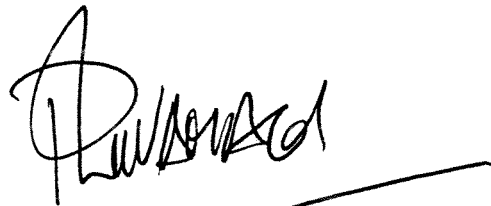
### 3.0 REVIEW

Despite the unusual aspects of this intersection traffic flows relatively well. The accident history is low possibly to motorists exercising added care due to the unique nature of the intersection. Nonetheless there has been some concern raised over the years regarding the intersection layout which leaves first time motorists confused over right-of-way and appropriate direction of traffic flow. In recent correspondence Mr Casciano cites increasing traffic volumes, primarily during rush hour and requests that we revisit the operation of the intersection.

### 4.0 DISCUSSION

A number of different schemes for this intersection have been drawn for consideration in the past. Consideration has been given to a cul de sac on the south leg of Barnet to create a 4-leg intersection. A 5-leg multi way stop was sketched but found wanting. As the intersection involves 5 legs over a spacious area it lends itself to development of a large roundabout which, if landscaped, would be more of an amenity than the asphalt or expanse. However, all of the schemes involve a considerable expenditure if the intersection is to be brought to a final standard with curbs, gutters, sidewalks and landscaped boulevards. Such improvements would typically be funded through LIP or proximate redevelopment.

The Burnaby Planning Department is undertaking a review of this area including street layout and land use. While this review is underway the Engineering Department will continue considering interim measures that may provide clarity in traffic flow. The most likely measure would be to “pinch” down the intersection by installing paint markings and barricades to define islands and lane lines in an effort to better identify the intersection and required movements. However, we are concerned that the interim solution not be more confusing due to the added “clutter”.



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

EJ:

cc: City Manager



Ridge/Duthie/Barnet Rd. Intersection