

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

RE: ROAD CLOSURES ALONG LOUGHEED HIGHWAY

RECOMMENDATION:

1. **THAT** Council approve in principal the closure of Phillips Avenue and Greenwood Street/Place along the north side of Lougheed Highway as discussed in this report.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 2001 February 06, received and adopted the *attached* report seeking approval for the closure of access to the north side (westbound carriageway) of Lougheed Highway at Phillips Avenue and Greenwood Place/Street.

Respectfully submitted,

Councillor D. Evans
Chair

Councillor B. Der
Vice Chair

Councillor G. Begin
Member

: COPY - CITY MANAGER
- DIRECTOR ENGINEERING
- DIR. PLNG. & BLDG.

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 2000 11 22
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 50-01-02
SUBJECT: ROAD CLOSURES ALONG LOUGHEED HIGHWAY
PURPOSE: To seek approval for the closure of access to the north side (westbound carriageway) of Lougheed Highway at Phillips Avenue and Greenwood Place/Street.

RECOMMENDATION:

1. **THAT** the Traffic Safety Committee approve in principle the closure of Phillips Avenue and Greenwood Street/Place along the north side of Lougheed Highway as discussed in this report.

R E P O R T

1.0 INTRODUCTION

The safety hazard at the junctions of the Lougheed Highway with Phillips Avenue and with Greenwood Street/Place along the north side of the Lougheed has been increased with the construction of the SkyTrain Millennium Line. With the completion of columns and guideway, the Lougheed Highway construction zone between Bainbridge and Lake City has been rolled up. This has permitted left turn manoeuvres at these junctions. The placement of the columns down the centre of the Highway significantly affects the sightlines to enable safe left turns. Ultimately the median containing the columns will be protected by concrete crash barriers eliminating the left turn intersect from Phillips or Greenwood hazard. We asked SAR, the SkyTrain contractor, to accelerate the replacement of barriers at these intersections and this has been done.

2.0 BACKGROUND

The subdivision guide plan for the residential area north of Lougheed Highway between Bainbridge and Lake City (Fig.1) foresaw that ultimately there would be no direct access to Lougheed Highway from residential streets. Initially as shown on Fig.1 the subdivision of lands spread northward from the Lougheed which of necessity was the solitary source of neighbourhood access. The subdivision pattern is now largely completed with 3 access points to Broadway. Notwithstanding this the 2 intersections with the Lougheed remain. However, some years prior to SkyTrain the MOTH constructed a central median on the Lougheed limiting movements to right in/right out at both junctions. At that time the small number of right turns from Phillips and Greenwood posed little hazard as the width of the roadway (travel lanes and shoulders) was generous - significantly more so than today.

3.0 THE FUTURE

When the Lougheed is restored in 2001 the roadway will be comprised of a barrier-protected central median with two travel lanes and a combined use shoulder which is intended to accommodate cyclists. Because of the continuity of this cycling facility and the measures such as cycle lane approaches at major intersections we anticipate that the route will attract significant "commuter" cyclist usage. There will also be an element of bicycle park and ride demand given the bicycle racks and lockers planned for each SkyTrain station. Closure of the right turn access would enhance the safety of cyclists on the Highway.

We note that the closures would also facilitate the expected pedestrian usage at these junctions. There will be a sidewalk adjacent the Highway from Greenwood Place to the Lake City Station. A pedestrian signal to serve bus stops on either side of the Highway is planned at Phillips, where there will be a need to create a safe break in the median barricades to accommodate pedestrians. A preliminary examination of the crosswalk layout suggests that the optimal location of the north side landing for the crosswalk would be centred on the Phillips right of way.

4.0 TRAFFIC COUNT DATA

Recent traffic count data for Phillips at Lougheed shows that approximately 190 vehicles enter the Lougheed from Phillips on a (24 hour) weekday. The number of vehicles entering Phillips from Lougheed is about a third of the previous number. The difference is to be expected and can be ascribed to the higher number of trip end opportunities to the west. It should be noted however that not all of these are right turn in/out manoeuvres. We have heard a number of anecdotes about motorists circumventing the as yet incomplete median barrier left turn restriction by doing u-turns around the end of the barriers. This is a highly dangerous manoeuvre which is being limited by "No U-Turn" signs.

The traffic pattern at the Greenwood access is essentially similar to that described above except that traffic flows are 10 to 20% higher than at Phillips. A small number of vehicles may also be diverting from the Lougheed to avoid queuing due to SkyTrain work.

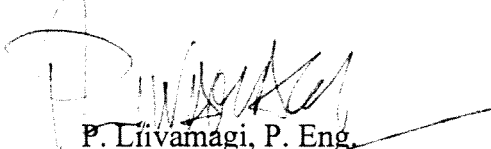
Neither of the two access points had a high crash history prior to SkyTrain works (recent data is unavailable) with the Phillips access being the worse location.

5.0 DISCUSSION/CONCLUSION

The closure of the two intersections on the north side of Lougheed - at Phillips and Greenwood - accords with the intent of the long standing neighbourhood subdivision plan which is now substantially complete save for these closures. The subdivision plan also accords with the philosophy of the adopted Burnaby Transportation Plan Road Network concept which incorporates a road network hierarchy that ideally does not have local residential streets connecting directly with major arterials. Typically such connections result in the attraction of extraneous traffic to the local streets. In this case, however, we have not heard complaints of "rat-running" from residents on Phillips or Greenwood Place.

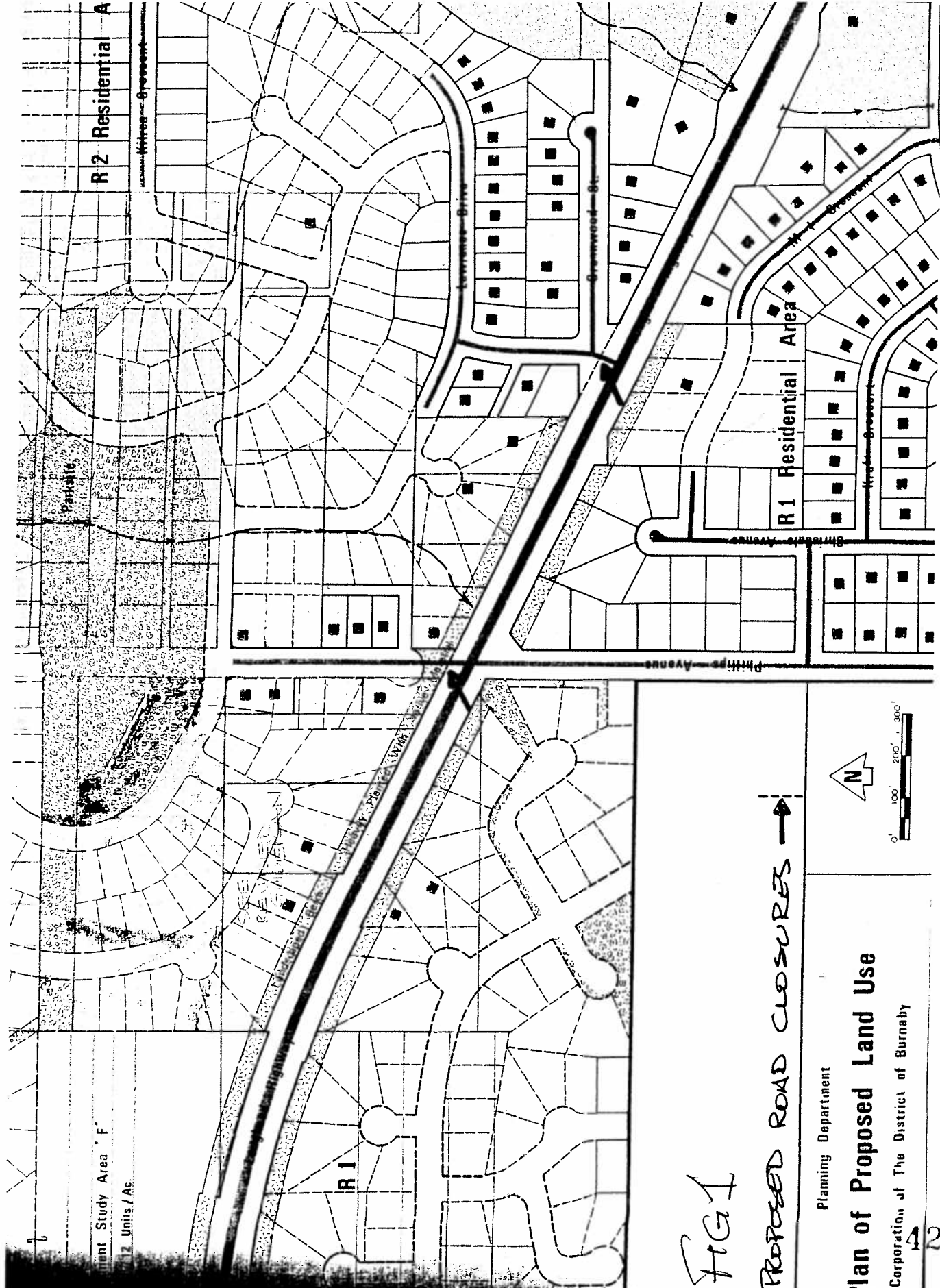
While the collision history at these intersections is not considered symptomatic of a problem a look toward the future suggests a safety benefit to drivers, cyclists and pedestrians accruing from the closures.

While staff recommend the closures to Council we note that there has been no consultation with the neighbourhood. We might anticipate that the residents of the streets leading from the Lougheed would welcome a reduction in traffic, but this benefit might, for them, be wholly offset by the loss of convenience provided by the present access arrangement. Accordingly we would inform the residents of the immediately tributary residential streets by letter and motorists from further afield by information signs at the Lougheed access points. Any comments or concerns received as a result of this information program would be communicated to the Traffic Safety Division for their consideration.


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

PL:jh/jb
Attach.

cc: City Manager
Director Planning



R2 Residential Area

R1 Residential Area

ment Study Area ' F'
12 Units / Ac.

R1

FIG 1

PROPOSED ROAD CLOSURES →

Planning Department

Plan of Proposed Land Use

Corporation of The District of Burnaby

