

CITY OF BURNABY
TRAFFIC SAFETY COMMITTEE

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*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**SUBJECT: DEER LAKE PARKWAY AT
BURNABY CENTRAL SCHOOL DRIVEWAY**

RECOMMENDATION:

1. **THAT** Council forward a copy of this report to Mr. Brian Joe, 7951 Elwell Street, Burnaby, BC, V5E 1M3.

REPORT

The Traffic Safety Committee, at its meeting held on 2004 May 04, received and adopted the *attached* report responding to a concern raised by a delegation to the Committee regarding Deer Lake Parkway traffic blocking Burnaby Central Secondary School's north driveway access.

Respectfully submitted,

Councillor D. Evans
Chair

Councillor N. Volkow
Vice Chair

Councillor L. Rankin
Member

COPY: CITY MANAGER
DIRECTOR ENGINEERING

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 2004 04 26
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 38000-20
SUBJECT: DEER LAKE PARKWAY AT
BURNABY CENTRAL SCHOOL DRIVEWAY
PURPOSE: To respond to a concern raised by a delegation to the Committee regarding Deer Lake Parkway traffic blocking Burnaby Central Secondary School's north driveway access.

RECOMMENDATION:

1. **THAT** a copy of this report be sent to Mr. Brian Joe, 7951 Elwell Street, Burnaby BC, V5E 1M3.

R E P O R T

At the 2004 March 2 Traffic Safety Committee meeting, Mr. Brian Joe appeared as a delegation. He was concerned that southbound vehicles on Deer Lake Parkway block access to Burnaby Central Secondary School's north driveway. He proposed installation of a "penalty box" crosshatched road marking at the driveway.

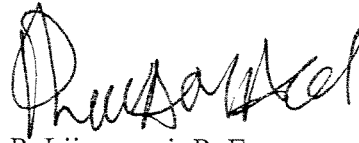
During the morning and afternoon rush hours, Deer Lake Parkway adjacent to Burnaby Central Secondary School and the City Hall "horseshoe" becomes very congested. The new traffic signal functions well, but the proximity of the southbound stop bar on Deer Lake to the school's north driveway results in vehicle queues blocking the driveway. As this is not a formal "intersection" according to the BC Motor Vehicle Act, vehicles blocking the driveway are not contravening any regulations.

Current phasing and clearance times of the new traffic signal have been optimized to manage the conflicting flows and there is little room to allow for increased southbound traffic flow. Lengthening of the southbound green to reduce the queue length would delay the other movements which already wait a significant amount of time and would likely lead to similarly undesirable and dangerous behaviour.

Engineering Department

Re: Deer Lake Parkway at Burnaby Central School Driveway

Given the lack of more effective options, the "penalty box" pavement treatment proposed by the delegation was affirmed as the most appropriate and cost effective solution, with little if any repercussions. It has been installed and appears to be working well.



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

MDS:
Attach.

cc: City Manager

