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CITY OF BURNABY

TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**SUBJECT: TRAFFIC SAFETY ON THE 6TH AVENUE AND CANADA WAY
CORRIDOR BETWEEN 10TH AVENUE AND EDMONDS AVENUE**

RECOMMENDATION:

1. **THAT** a copy of this report be sent to Mr. Pav Sangha, 7838 12th Avenue, Burnaby, BC, V3N 2K5.

REPORT

The Traffic Safety Committee, at its meeting held on 2005 February 01, received and adopted the attached report responding to correspondence from Mr. Pav Sangha regarding Traffic Safety on 6th Avenue, and residential streets to the west from 11th to 19th Avenue.

Respectfully submitted,

Councillor D. Evans
Chair

Councillor N. Volkow
Vice Chair

Councillor L. Rankin
Member

COPY: CITY MANAGER
DIR. ENGINEERING

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 2005 01 24

FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 38000-20

SUBJECT: TRAFFIC SAFETY ON THE 6TH AVE AND CANADA WAY
CORRIDOR BETWEEN 10TH AND EDMONDS AVE

PURPOSE: To respond to correspondence from Mr. Pav Sangha of 7838 12th Ave regarding Traffic Safety on 6th Ave, and residential streets to the west from 11th to 19th Ave.

RECOMMENDATION:

1. **THAT** a copy of this report be sent to Mr. Pav Sangha, 7838 12th Ave, Burnaby BC, V3N 2K5.

R E P O R T

1.0 INTRODUCTION

Email correspondence addressed to the Mayor from Mr. Pav Sangha has been referred to the Traffic Safety Committee and is elsewhere on this agenda. Mr. Sangha's correspondence was precipitated by a recent fatal collision at 6th St and 11th Ave. In his letter, Mr. Sangha requests that "changes be made to the streets from 11th Ave up to 19th Ave". In a recent newspaper interview he further indicated that the speed humps on the residential streets linking Canada Way and Sixth Ave aren't stopping speeding or curtailing traffic. Mr Sangha proposed barriers at Sixth that would allow traffic to exit but not enter the neighbourhood. In a more recent email, elsewhere on this agenda he elaborated on his proposal. He recommends the introduction of delta islands at the intersections to limit movement to right turn in and out.

2.0 BACKGROUND

Sixth St from 10th Ave to Edmonds Ave and Edmonds Ave from 6th St to Kingsway is designated as a “Major Collector Primary” in the Burnaby Transportation Plan with the provision for four moving lanes of traffic. Canada Way and 10th Avenue the other streets bordering the area of concern, shown on the attached diagram, are Arterial links in the Regional Major Road network.

3.0 REVIEW

3.1 Traffic Control

There are four signals along 6th St including full signals at 10th Ave and 16th Ave, a pedestrian signal at 14th Ave and a recently installed pedestrian, bike and transit activated signal at 12th Ave. An additional full signal at Edmonds and 6th St is programmed for construction next year. A pedestrian signal between the 16th Ave and Edmonds signals has been proposed but requires further evaluation (after the Edmonds signal is implemented).

Along Canada Way there are two pedestrian signals between the full signals at Edmonds and 10th Avenues. The pedestrian signal at 18th Ave was recently installed and the signal at 12th Ave has been upgraded to include push buttons for cyclists as part of the new bike route.

Pedestrian crossing facilities with countdown timers are provided at all the signals. Generally, there are ample safe gaps in the traffic, between signals, to allow pedestrians to cross at intermediate street intersections (unmarked crosswalks) with little delay.

The attached diagram shows that there are a significant number of traffic calming measures along the residential streets between Canada Way and 6th St, principally speed bumps.

3.2 Collisions

Staff Sgt. Bill Shumborski has described the fatal crash Mr. Sangha refers to as follows:

“At approximately 03:27 hours a northbound pickup truck was in the process of turning right onto 6th Street and in so doing crossed over the roadway centerline and struck the left side of a westbound sports car approaching Edmonds on 6th Street. The collision occurs at the drivers left side door with the left front bumper of the much larger truck impacting the much lower passenger car. Alcohol was a factor with respect to the pickup driver. Speed was not a contributor. Our investigators identified no environmental or engineering factors.”

We also reviewed five years of collision data (1999-2003 inclusive) along the Canada Way and 6th St corridors and did not find any other fatal crashes. Over this period the average collision rate on 6th St at the 9 local intersections that have stop sign control was 3.3 collisions (per intersection) per annum. The corresponding average along Canada Way was 4.4 collisions per annum. At each intersection, the number of collisions fluctuates from year to year given the semi-random nature of crashes. As would be anticipated the number of crashes generally increases with the volume of conflicting flows. Overall, there was no evidence of a trend in the collision rates, which are not atypical for minor street intersections along major arterials.

3.3 Travel Patterns

We believe that there may be more extraneous traffic along 12th Ave where Mr. Sangha lives than on other parallel streets. We postulate that some drivers proceeding southbound along Canada Way during the evening peak may turn left at 12th Ave if there is a significant queue at the 10th Ave signal on Canada Way. At other times they would readily be able to turn left at the signal.

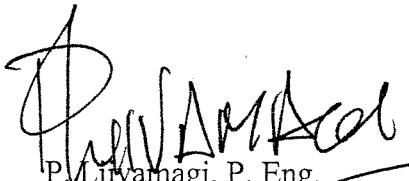
As there are left turn prohibitions on 10th Ave eastbound, traffic destined for 6th St is likely to turn left at Canada Way and right at 12th Ave or other parallel streets. We are having discussions with New Westminster staff with a view to limiting the left turn prohibition at 6th St and 10th Ave to peak periods only.

4.0 DISCUSSION

Our observations along 12th Ave confirm the speed humps are effective in limiting travel speeds along the corridor and that traffic, even in peak times is relatively light, notwithstanding the assumptions regarding “short cutting”. We do not support Mr. Sangha’s proposal for installing delta islands at the local intersections on 6th St and Canada Way as this would significantly impair the access for residents along the streets. To avoid the longer more circuitous routing required by such turn restrictions some residents would resort to unsafe manoeuvres such as u-turns on both 6th St and Canada Way. A measure that would be beneficial is the introduction of evening peak left turn prohibitions along Canada Way southbound at 12th Ave and 11th Ave to preclude traffic bypassing the 10th Ave / Canada Way signal.

5.0 CONCLUSION

Our review of the 6th St corridor did not indicate any systemic safety problems. While we appreciate Mr. Sangha’s concern arising from the recent fatal crash at 6th St and 11th Ave, we can only conclude this was a relatively unique occurrence. We will pursue implementation of an evening peak left turn prohibition at 11th Ave and 12th Ave on Canada Way subsequent to a poll of the affected residents.


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

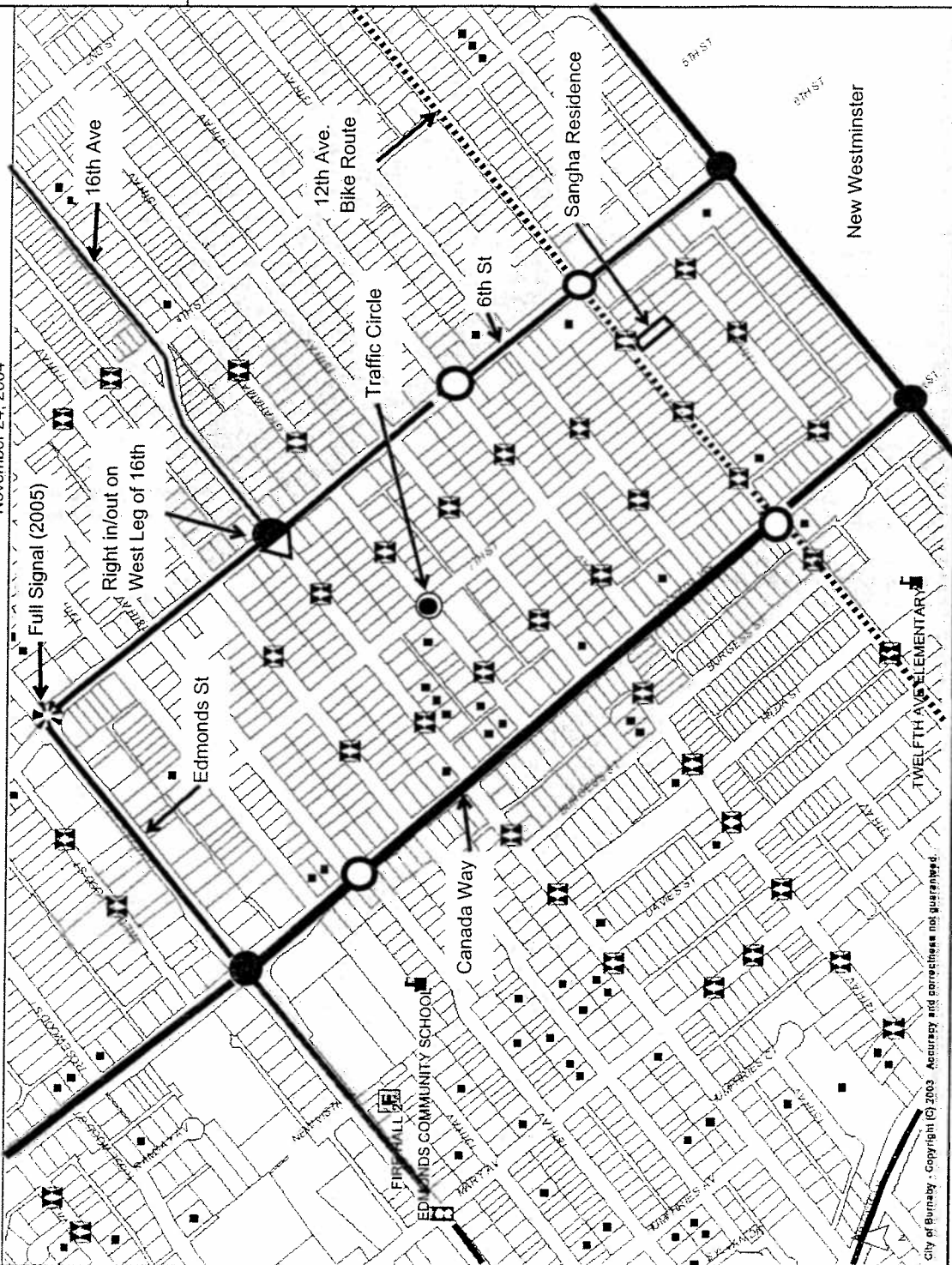
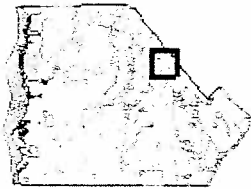
PL:jb
Attach.

cc: City Manager



Sixth St and Canada Way Corridor

November 24, 2004



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|--|---|
| Selected Features | Street Intersections |
| <ul style="list-style-type: none"> ■ Sirata Units □ Places Ⓜ Golf Ⓟ Police Ⓡ Fire Ⓢ Utility Ⓣ Cemetery Ⓤ School Ⓦ Civic Ⓧ Library Ⓨ Hospital Ⓩ Mall ⓐ Parks and Rec ⓑ Skytrain Stations ⓓ Skytrain Lines ⓔ Lot | <ul style="list-style-type: none"> ● Full signal ○ Ped. Signal Ⓜ Speed Hump Ⓡ Roads Ⓤ Local Ⓦ Collector Ⓧ Arterial Ⓨ Freeway Ⓩ Hydrology ⓐ Boundary |

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Map Scale
1 : 7500