

TRAFFIC SAFETY COMMITTEE

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*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: TIME RESTRICTED LEFT TURN BANS AT GRIFFITHS/RUMBLE

RECOMMENDATION:

1. THAT the AM peak period left turn restrictions be removed from the intersection of Griffiths/Rumble.

REPORT

The Traffic Safety Committee, at its meeting held on 2006 December 05, received the attached report recommending removal of left turn restrictions at the intersections of Griffiths/Rumble and Hastings/Duthie.

The Committee supported the removal of left turn restrictions at the intersection of Griffiths/Rumble. The removal of left turn restrictions at the intersection of Hastings/Duthie was referred back to staff for further review.

Respectfully submitted,

Councillor N. Volkow
Chair

Councillor S. Dhaliwal
Vice Chair

Councillor G. Evans
Member

Copied to:	City Manager Burnaby RCMP, Traffic Division Director Engineering
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TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2006 November 21

FROM: ASSISTANT DIRECTOR ENGINEERING,
TRAFFIC AND ENGINEERING SYSTEMS

SUBJECT: TIME RESTRICTED LEFT TURN BANS AT GRIFFTHS/RUMBLE AND
HASTINGS/DUTHIE

PURPOSE: To recommend removal of left turn restrictions

RECOMMENDATION:

1. **THAT the AM peak period left turn restrictions be removed from the intersections of Griffiths/Rumble and Hastings /Duthie**

REPORT

1.0 Introduction:

The City of Burnaby maintains two intersections that possess left turn lanes and restrict left turn movements in the AM peak periods, Hastings westbound to Duthie southbound and Griffiths northbound to Rumble westbound. These restrictions have been reviewed by staff to determine their relevance and applicability due to the presence of marked left turn lanes affiliated with the movement. This review was under taken because of driver complaint and the addition of an advanced left turn phase recently installed (but not activated) at Hastings and Duthie.

2.0 Background:

2.1 Griffiths and Rumble

In April 1993 Council forwarded three letters to the Traffic Safety Committee received from delegations to address the issue of traffic on Rumble Street. The traffic Safety Committee referred the matter to staff for report and as an interim measure directed staff to implement 7am to 9am Monday to Friday left turn restriction at the location.

In 1994 Burnaby RCMP advised the Committee, that a BC Provincial Court Judge had directed all prosecutions of persons for contravention of the prohibitions be dismissed as:

"...the signs as now posted are vague in terms of the intersection and roadway configuration which invites motorists to commit an offence."

And

"Once a vehicle has entered the left turn bay, by virtue of its very presence, they are committed to the turn."

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The judge also suggested signs and a physical barricade be placed to close the bay during the restricted period.

In response, the bay was totally closed to traffic using paint markings and temporary barricades for a period with the timed restriction left in place but off peak lefts permitted. However, it was found that vehicles turning from the left hand lane obstructed traffic and became a hazard to other motorists. The temporary lane closure was subsequently removed. The left turn restriction was retained and the RCMP have been conducting occasional enforcement of the restriction. The Engineering Department Traffic Division has received sporadic motorist queries regarding the ban ever since.

2.2 Hastings and Duthie

As part of public consultation involved with the construction of the Burnaby Mountain Parkway, a request was made to ban AM peak left turns from westbound Burnaby Mountain Parkway to southbound Duthie. Some residents were concerned that commuters would use Duthie to access other westbound routes (Curtis/Parker) during am rush-hour. The 6am to 9pm restriction was put into place to address this concern.

Each year, Engineering Traffic staff receives several calls from motorists who receive tickets at this location as it is routinely enforced by the RCMP. Members of the public have also stated that, as an avoidance strategy, traffic proceeds west on Hastings and turns left on Maureen Crescent to access Duthie through the residential neighbourhood, though residents have not substantiated this by complaint.

This intersection differs from Griffiths and Rumble due to the fact that it has a fully actuated traffic signal.

3.0 Discussion:

These intersections are similar in the fact that both the subject turning movements are from Arterial routes to Major collectors, and the restrictions do not apply to buses. Both turning movements suffer from a high rate of non compliance in the regulated hours.

In October of 2006 traffic division staff completed traffic counts at both turning movements to determine the level of compliance during the restricted times. It was found that:

- During the 7am to 9pm ban at Griffiths and Rumble **322** vehicles made illegal left turns.
- During the 6am to 9pm ban at Hastings and Duthie **120** vehicles made illegal left turns.

The high volume of non compliance in these locations points to a poor application of this restriction. In addition, this type of restriction coincident to a turning bay is uncommon and Traffic Division staff is

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unaware of similar bans in other jurisdictions. Further the City has installed a protected turning phase on the Hastings/Duthie movement that was requested and funded by Coast Mountain Bus. This protected left turn would further contradict the signed restriction, and therefore has not been activated.

4.0 Conclusion/Recommendations:

Past experience at Griffiths and Rumble has shown that alternative solutions, such as closing the turning bay and non-enforcement are unsatisfactory. The continued high rate of non-compliance contributes to the disrespect and disregard of regulatory signage. Also, it should be noted that it is not unreasonable, or undesirable to expect turning from an Arterial street to a Major collector at any time of day. The additional volumes on Duthie and Rumble that would be generated by removing the restrictions, even if double the current illegal rates, are not significant in terms of expected volume on a major collector.

The timed restriction of left turn movements in the presence of a left turn bay has been found to be contradictory by the BC Provincial court in the past. This leads to a high rate of non-compliance. It must be recognized by the City that the restrictions as posted are ineffective and an improper application of a traffic control device.

It is recommended that the time restricted left turn bans be removed from the Intersections of Griffiths/Rumble and Hastings/Duthie.


Peeter Liivamagi, P.Eng.
ASSISTANT DIRECTOR ENGINEERING,
TRAFFIC AND ENGINEERING SYSTEMS

BL:cg
Attachments

Copied to: City Manager
Burnaby RCMP Traffic Division



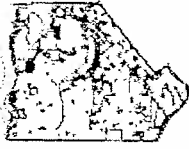
Duthie at Hastings westbound left turn

November 07, 2006



Alternate route to Duthie used during prohibition at Hastings/Duthie on Maureen Cr.

Left turn lane at Duthie and Hastings with 6am to 9am ban (excluding buses)



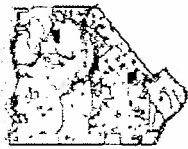
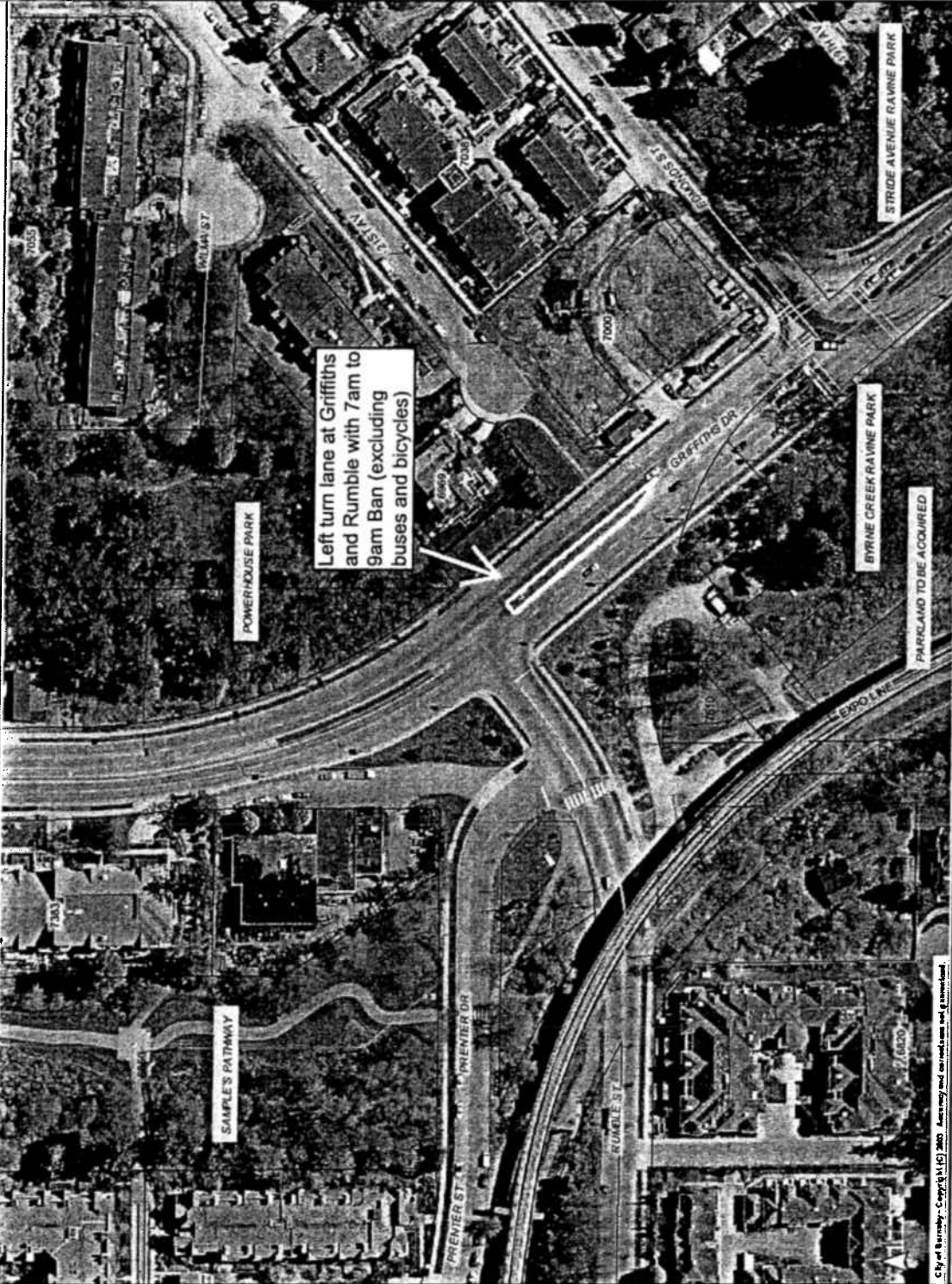
- Strata Units
- Skytrain Stations
- Skytrain Lines
- Strata Addresses
- Addresses
- Lot
- Street Intersections
- Traffic Signal
- Speed Humps
- Speed Humps
- Roads
- Private
- Residential
- Collector
- Arterial
- Freeway
- Hydrology
- Colour 2004
- Parks
- Parkland To Be Acquired
- Parkland
- Boundary

Map Scale
1 : 2164

This information has been gathered and assembled on the City of Burnaby's computer systems. Data provided herein is derived from a number of sources with varying levels of accuracy. The City of Burnaby disclaims all responsibility for the accuracy or completeness of information contained herein.

GRIFFITHS AT RUMBLE NORTHBOUND LEFT TURN

November 03, 2006



- Strata Units
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- ~ Skytrain Lines
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- Lot
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- Ⓢ Traffic Signal
- Ⓢ Speed Humps
- Ⓢ Speed Humps
- Ⓢ Roads
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- ~ Parks
- ~ Parkland To Be Acquired
- ~ Parkland

Map Scale
1 : 2000