

TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**SUBJECT: LACK OF CONTROL AT THE INTERSECTION OF CARIBOO ROAD
AND CARIBOO DRIVE**

RECOMMENDATION:

1. THAT a copy of this report be sent to those who have corresponded on this matter.

REPORT

The Traffic Safety Committee, at its meeting held on 2007 March 06, received and adopted the *attached* report providing information on the intersection of Cariboo Road and Cariboo Drive. It was suggested using part of a median on Cariboo Road for pedestrian stopping, if feasible. Staff undertook to review this possibility.

Respectfully submitted,

Councillor N. Volkow
Chair

Councillor S. Dhaliwal
Vice Chair

Councillor G. Evans
Member

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

DATE: 2007 February 26

FROM: ASSISTANT DIRECTOR ENGINEERING,
TRAFFIC AND ENGINEERING SYSTEMS

SUBJECT: LACK OF CONTROL AT THE INTERSECTION OF CARIBOO ROAD
AND CARIBOO DRIVE

PURPOSE: TO PROVIDE THE COMMITTEE WITH INFORMATION *

RECOMMENDATION:

1. **THAT** a copy of this report be sent to those who have corresponded on this matter.

REPORT**1.0 BACKGROUND**

At the February 06 Traffic Safety Committee meeting, the Committee received correspondence from Dr. Heather Underwood and colleagues on behalf of Mr. Auturo Breton. Mr. Breton is a resident of the Cariboo Heights Housing Co-operative located at 7251 Cariboo Drive in Burnaby. Mr. Breton is physically disabled and must cross Cariboo Road at Cariboo Drive to access the north bound bus. The caregivers are advocating upgraded crossing facilities in this location in place of the current unmarked crosswalk to aid Mr. Auturo, and others, in crossing Cariboo Road. Mrs Kathleen Macdonald has also contacted Burnaby staff expressing safety concerns for pedestrians and vehicles at this intersection. In addition Ms. Raffaella Madrino, Claim Adjuster with ICBC, has provided written support for Mrs. Macdonald and a Mr. Cyprich of the same address for safety concerns in this location based on recent collisions in the intersection.

2.0 DISCUSSION

This portion of Cariboo road is classified as a Major Collector Secondary in the Burnaby Transportation Plan. Cariboo Road is a North/South conduit connecting SE Burnaby to NE Burnaby via Gaglardi Way, and to Highway 1 (see Exhibit 1). A bike lane was recently installed on Cariboo Road with the south bound section leaving Cariboo Road and Continuing on Cariboo Drive. Cariboo Drive is a Local Street which provides access to Buena Vista Drive and in total, 56 residential units (Co-op) and 12 single family homes.

To: Traffic Safety Committee
From: Assistant Director Engineering, Traffic and Engineering Systems
Re: LACK OF CONTROL AT THE INTERSECTION OF CARIBOO ROAD AND CARIBOO DRIVE
2007 February 26 Page 2



Exhibit 1

2.1 Signalization

On January 25th traffic staff completed an AM, midday and PM peak hour manual volume count at this intersection. An automated 24hr volume and speed count was completed on Cariboo Road in both directions, and automated 24hour volume count was completed on Cariboo Drive.

Using the traffic count data, an ITE warrant was run to assess requirements of a traffic signal. The ITE warrant recommends installation of a traffic signal if the warrant meets 100 points based on pedestrian and vehicle point totals. Of the factors built into the calculations, pedestrian and vehicle volumes are critical to the process. Typical daily vehicle and pedestrian volumes are shown in Exhibit 2. In the 2005 ITE warrant, collisions are also factored into standard equations and thus prevent reactionary measures based on collision factors alone.

To: Traffic Safety Committee
 From: Assistant Director Engineering, Traffic and Engineering Systems
 Re: LACK OF CONTROL AT THE INTERSECTION OF CARIBOO ROAD AND CARIBOO DRIVE
 2007 February 26 Page 3

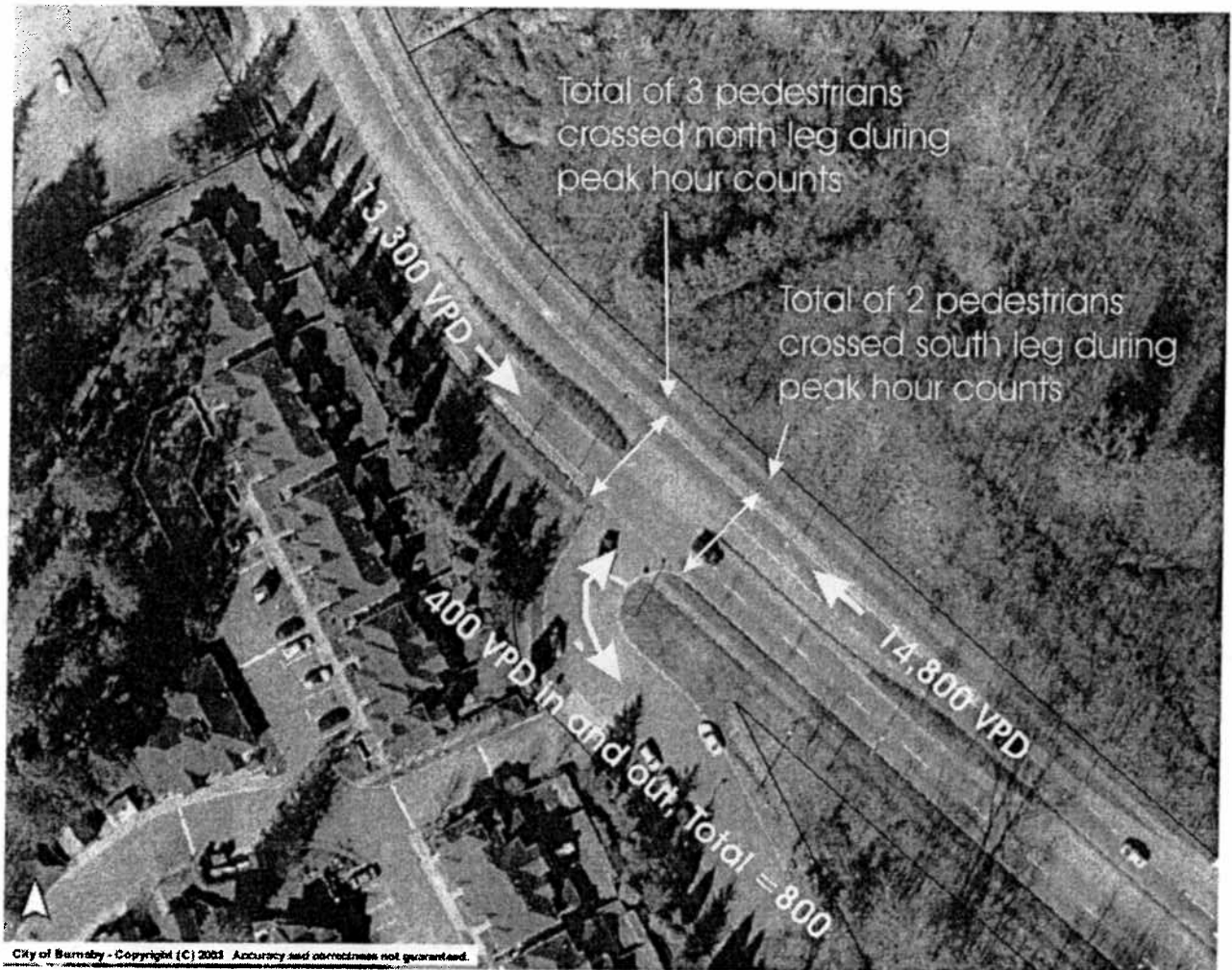


Exhibit 2

Using collected data the intersection scores,

	Vehicle	Pedestrian	Total
Points	16	2	18

As **18** total points are substantially below the **100** points required, signalization is not warranted*.

To: Traffic Safety Committee
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Engineering Systems
Re: LACK OF CONTROL AT THE INTERSECTION OF
CARIBOO ROAD AND CARIBOO DRIVE
2007 February 26 Page 4

*This warrant was calculated using the posted speed 50km/hr. It was also calculated using the 85th percentile speed of 75km/hr which added only 1 point to the total making it 19, an insignificant increase.

2.2 Pedestrian Control

To assess upgraded pedestrian control, marked crosswalk or higher, the data was also evaluated using the Pedestrian Crossing Control Manual (Transportation Association of Canada). The pedestrian numbers (5 pedestrians in total over the 6 peak hours) failed to meet the minimum threshold of 20 pedestrians per peak hour to qualify for a marked crosswalk, the next level above the existing unmarked crosswalks.

2.3 Speed

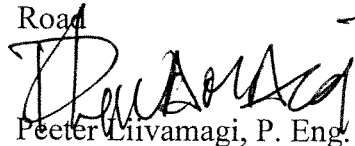
Speed data collected on Cariboo Road in this location show an 85th percentile speed bordering on 75 km/hr in the north and the south bound directions. This speed is likely attributable to grade and limited vehicular access to Cariboo Road between Briar road and the Cariboo/Stormont intersection. As this street is classified as a Major Collector no traffic calming methods are available for use here to mitigate speed or volume.

3.0 SUMMARY/RECOMMENDATIONS

As a result of low pedestrian numbers (5 total during 6 peak hrs) and low vehicle volume on the side street (< 75 vehicles per hour on Cariboo Drive). This intersection does not warrant signalization at this time.

Although we recognize the hazards to pedestrians attempting to cross Cariboo Road here, and the difficulty for left turning vehicles exiting Cariboo Drive, It is important to maintain consistency when applying controls to any intersection for the overall safety and efficiency of the system.

As reduction in speed on Cariboo Road would aid in increasing the overall safety of the area in general, it is recommended that RCMP enforcement be increased on this portion of Cariboo Road



Peter Liviavagi, P. Eng.
ASSISTANT DIRECTOR ENGINEERING,
TRAFFIC AND ENGINEERING SYSTEMS

BL:cg

Copied to: City Manager
Burnaby RCMP Traffic Section