

TRANSPORTATION COMMITTEE

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*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**SUBJECT: KINGSWAY/14TH AVENUE: TRAFFIC SAFETY CONCERNS
RAISED BY THE DELEGATION FROM MR. B. FREDERICK**

RECOMMENDATION:

1. THAT a copy of this report be forwarded to Mr. B. Frederick, 7359 14th Avenue, Burnaby, BC, V3N 1Z7.

REPORT

The Transportation Committee, at its meeting held on 2007 April 11, received and adopted the *attached* report advising of an approach to address the traffic safety issues raised by the delegation from Mr. B. Frederick.

Respectfully submitted,

Councillor N. Volkow
Chair

Councillor S. Dhaliwal
Vice Chair

Councillor L. Rankin
Member

Copied to:	City Manager Director Engineering Director Planning and Building
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TO: CHAIR AND MEMBERS
TRANSPORTATION COMMITTEE

DATE: 2007 March 29

FROM: DIRECTOR PLANNING & BUILDING

FILE: P1 37500 – 01
Ref: Kingsway

**SUBJECT: KINGSWAY/14TH AVENUE: TRAFFIC SAFETY CONCERNS
RAISED BY THE DELEGATION FROM MR. B. FREDERICK**

PURPOSE: To advise the Transportation Committee of an approach to address the traffic safety issues raised by the delegation from Mr. B. Frederick.

RECOMMENDATION:

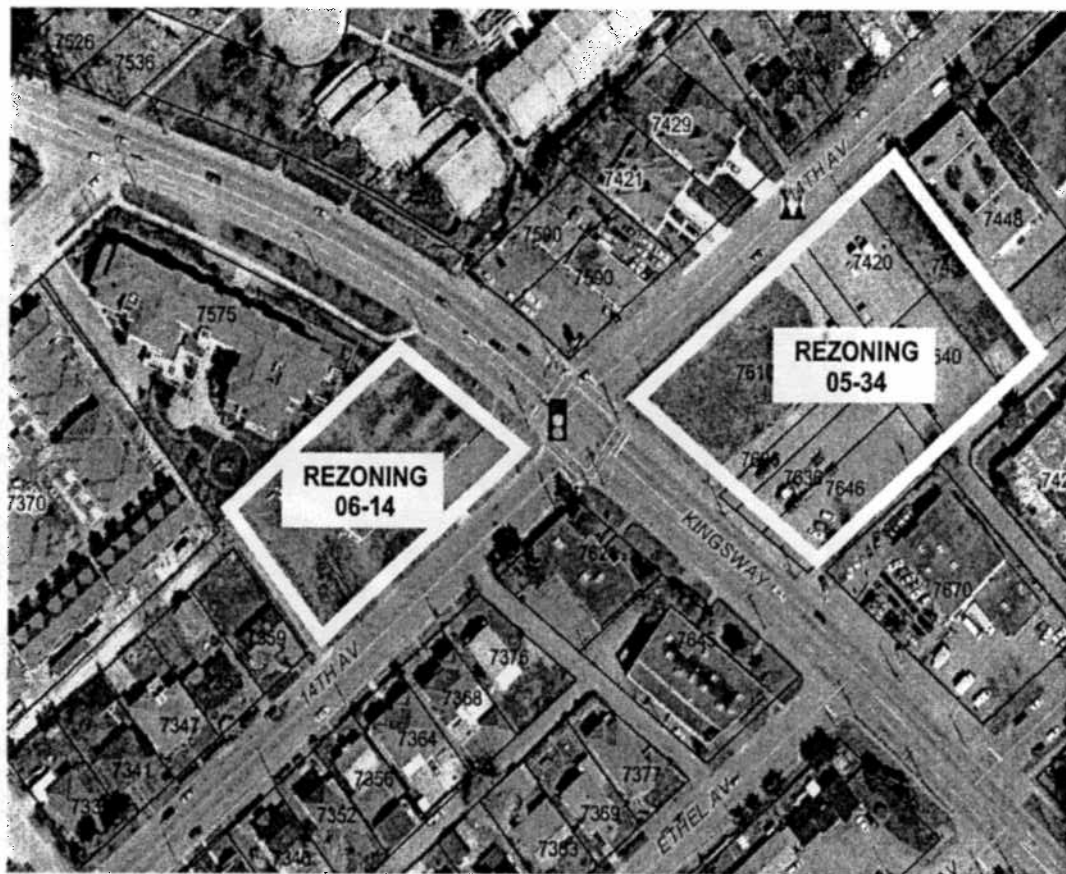
1. **THAT** a copy of this report be forwarded to Mr. B. Frederick, 7359 14th Avenue, Burnaby, BC, V3N 1Z7.

REPORT**1.0 BACKGROUND**

At the public hearing on 2007 January 23 regarding Rezoning Reference (REZ #06-14) for the property located at 7595 Kingsway, Council heard from a delegation, Mr. B. Frederick, who raised a number of issues with traffic safety at the intersection of 14th Avenue and Kingsway, as shown in *Figure 1*.

Council referred the delegation's concerns to the Traffic Safety and the Transportation Committee for review. At its regular meeting of 2007 March 13, the Transportation Committee referred the traffic concerns of the delegation to staff for a report. This report responds to the concerns raised by the delegation.

Figure 1 Kingsway/14th Avenue Intersection



2.0 ISSUES RAISED BY THE DELEGATION

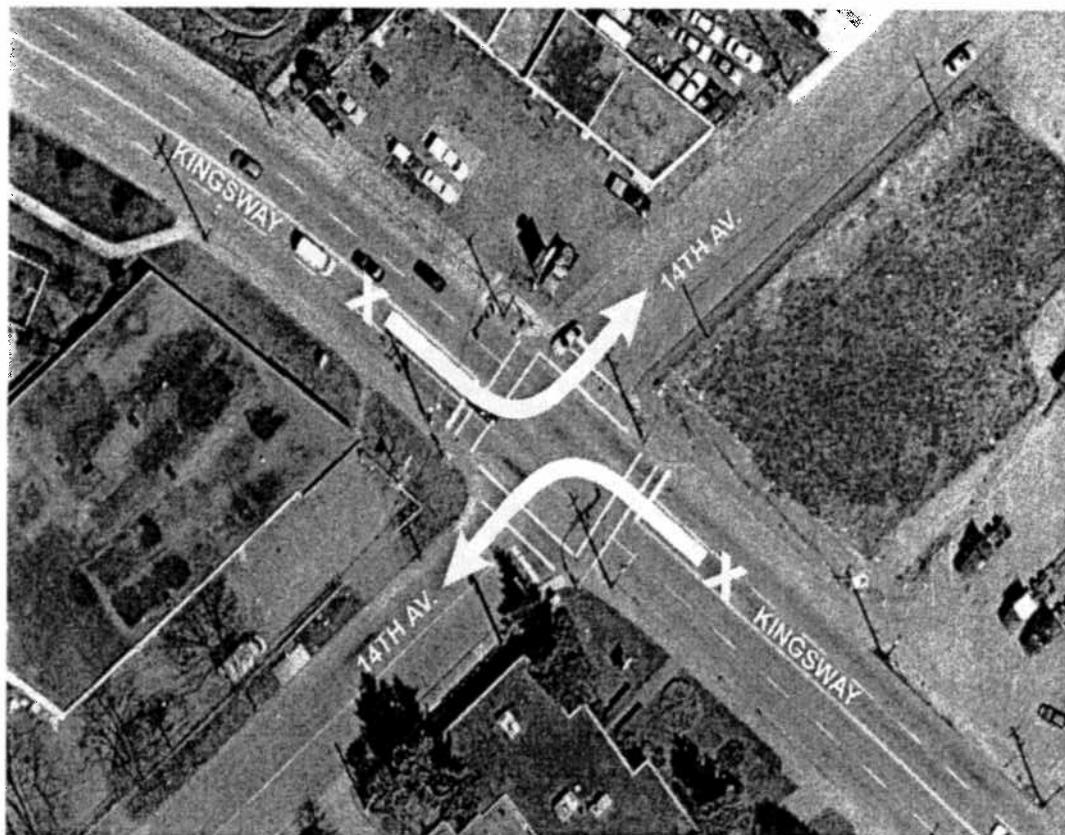
2.1 Vehicle Safety

Issue: The delegation cited the difficulties for vehicles turning left from 14th Avenue onto Kingsway due to the high volumes of traffic on Kingsway. He noted that the proposed development of the site will add more vehicles to the area thereby exacerbating an already difficult situation. The delegation suggested that the existing pedestrian signal should be replaced by a full traffic signal.

Staff Response: Staff reviewed collision data from 1993 to 2002 at this intersection but these records are incomplete in that they include only “reported” collisions. Reported collisions, however, tend to be the more serious ones as minor accidents are less likely to be reported to the police.

The data, however, indicate that the approximately half of the collisions at this location involve rear-end collisions caused by vehicles slowing down abruptly to turn left from Kingsway onto 14th Avenue as shown in *Figure 2*.

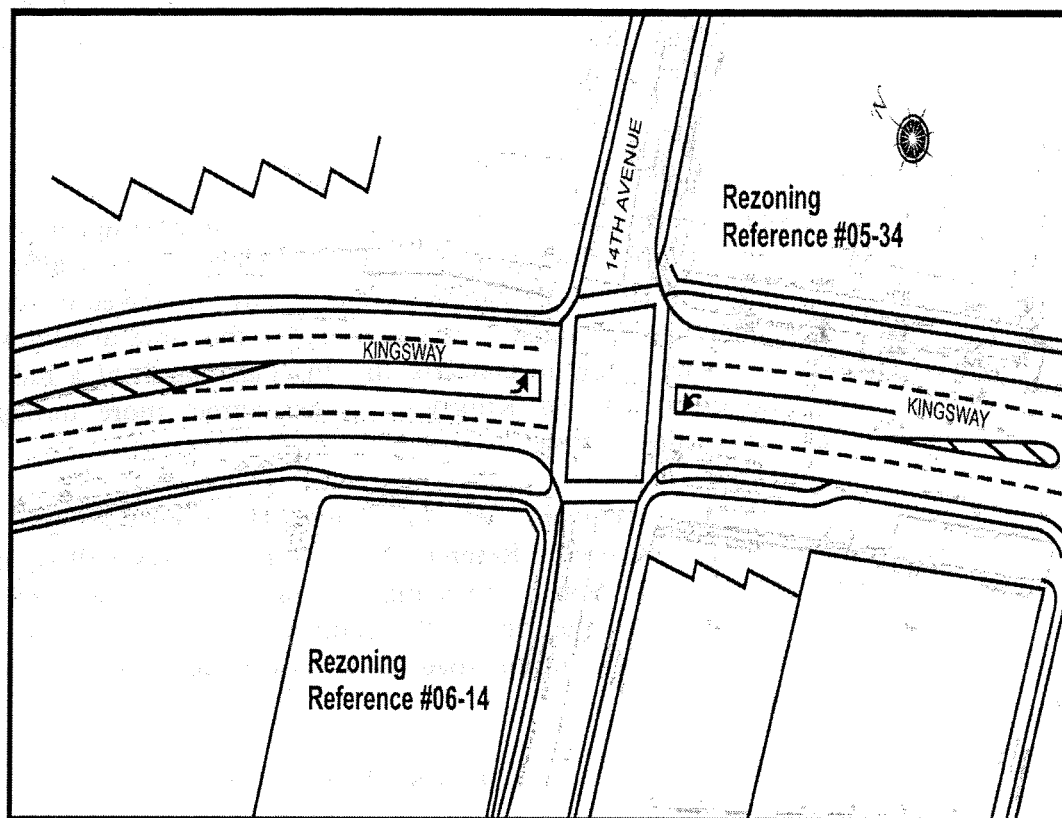
Figure 2 Rear End Collisions



The other half are “right angled” collisions resulting from vehicles turning left from 14th Avenue onto Kingsway or going through the intersection on 14th Avenue. Although the collision data did not specifically identify the road curvature as a cause of accidents, the location of the intersection on a curve can also increase the potential for vehicles to lose control at higher speeds.

To address both the rear-end collisions and the right angled collisions, the City is proposing to develop opposing left turn lanes on Kingsway at 14th as shown in **Figure 3**. The servicing requirements for Rezoning Reference #05-34 and #06-14 will require the applicants to dedicate sufficient property as road right of way for the left turn lanes and to reconstruct the curb and sidewalk across the Kingsway frontage of the site in a location that provides for the opposing left turn lanes. The protection for left-turning vehicles afforded by the left turn lanes should substantially address the occurrence of rear-end collisions at this location.

Figure 3 Kingsway/14th Avenue Proposed Left Turn Lanes



The widening of the intersection, the provision of left turn lanes and the relocation of the buildings back from road with redevelopment will increase sight distances at the intersection which are the probable cause of many of the right-angled collisions. Fewer right-angled collisions will also significantly reduce the potential for vehicles to be deflected off the roadway after colliding with another vehicle.

Staff have reviewed the curvature of the road and have concluded that the curvature of Kingsway in this location is sufficient to allow for vehicle speeds significantly in excess of the posted speed. However vehicles may tend to increase speed eastbound on Kingsway due to the downhill gradient. "Smoothing" the curvature of the road would tend to allow vehicles to travel faster in the curve but would not reduce collisions.

Staff are not proposing that a full traffic signal be installed at this time. While a full traffic signal may further reduce the "right angled" collisions which occur with vehicles turning left out of 14th Avenue onto Kingsway, the installation of a full traffic signal would also facilitate traffic crossing Kingsway from one side of

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From: Director Planning & Building
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14th Avenue to the other. The residents of 14th Avenue between Canada Way and Kingsway have previously brought concerns about the volume and speed of traffic on 14th to the attention of Council. Recognizing these concerns, a full traffic signal at this location is not recommended at this time due to the need to discourage through-traffic movements on the local street.

3.0 CONCLUSION

The correspondence from Mr. B. Frederick proposes upgrading the existing pedestrian signal at the intersection of Kingsway and 14th Avenue to a full traffic signal to address the issue of vehicle safety at the intersection. Staff have reviewed the proposal and are of the view, that a full traffic signal is not advisable at this time to address safety issues at the intersection. This is due to concerns that the installation of a full traffic signal, by facilitating movements across Kingsway, would attract more through-traffic to 14th Avenue, a Local Collector street.

The construction of opposing left turn lanes on Kingsway in conjunction with redevelopment under Rezoning Reference #05-34 and #06-14 will significantly increase the safety of the intersection by reducing the rear-end collisions and the right angled collisions which are the majority of the collisions at the intersection. The collisions resulting from vehicles leaving the road should also be addressed by the improved sight lines at the intersection.

It is recommended that a copy of this report be sent to Mr. B. Frederick.



B. Luksun, Director
PLANNING & BUILDING

RG:jc

cc: City Manager
Director Engineering

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