

TRAFFIC SAFETY COMMITTEE

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*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: TIME RESTRICTED LEFT TURN BAN AT HASTINGS AND DUTHIE

RECOMMENDATION:

1. THAT the AM peak left turn restriction be changed to a bus only lane during the AM peak.

REPORT

The Traffic Safety Committee, at its meeting held on 2007 May 1, received and adopted the attached report recommending an alternative to the left turn ban at Hastings and Duthie.

Respectfully submitted,

Councillor N. Volkow
Chair

Councillor S. Dhaliwal
Vice Chair

Councillor G. Evans
Member

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

DATE: 2007 April 10

FROM: ASSISTANT DIRECTOR ENGINEERING,
TRAFFIC AND ENGINEERING SYSTEMS

SUBJECT: **TIME RESTRICTED LEFT TURN BAN AT HASTINGS AND DUTHIE**

PURPOSE: To recommend an alternative to the ban

RECOMMENDATION:

1. **THAT** the AM peak left turn restriction be changed to a bus only lane during the AM peak

REPORT

1.0 INTRODUCTION

At the December 05 2006 meeting the Traffic Safety Committee received a report recommending the removal of the AM peak left turn prohibitions from Hastings onto Duthie and Griffiths onto Rumble. The Committee supported the removal on Griffiths /Rumble but requested further review of the Hastings/Duthie location.

2.0 BACKGROUND

The recommendation to remove the restriction at Hastings/Duthie was based on driver complaint, a high rate of non compliance and reluctance by the courts to enforce a similar ban at Griffiths and Rumble.

Drivers who have been ticketed in this area routinely lodge complaints with the Traffic Division of the Engineering Dept. That ban makes no sense, and drivers routinely make this turn. Some complainants have also noted that drivers simply turn right on Duthie, U-turn, then proceed across Hastings or turn left on Maureen Crescent and short cut through the adjacent neighbourhood.

Both locations possess existing left turn bays. In the case of Griffiths and Rumble, A previous Provincial Court ruling found that "*Once a vehicle has entered the turning bay, by virtue of its very presence, they are committed to the turn*". The ruling that made enforcement of the ban at Griffiths/Rumble untenable and the circumstances also apply to Hastings/Duthie.

To: Traffic Safety Committee
From: Assistant Director Engineering, Traffic and Engineering Systems
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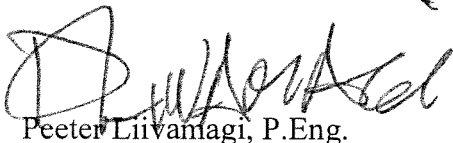
3.0 DISCUSSION

Traffic counts at Hastings/Duthie during the peak hours consistently showed over 100 left turn violations in the three hour ban period, and close to 40 vehicles performing the u-turn on Duthie north of Hastings. Drivers counted turning left at Maureen Crescent were only 36 during the 3 hours and therefore not considered a problem.

As violation of this ban and complaints are likely to continue, staff have a possible alternative to the current regulation to make the left turn ban self enforcing. Instead of the current configuration of "No Left Turns Permitted 7am to 9am Except Buses", the lane could be redesignated as "Buses Only 7am to 9am" with accompanying pavement markings and signage. To supplement this bus only designation, the proposed protected left turn could be converted to a bus phase. This alteration would allow enforcement under the Motor Vehicle Act part 3 section 153 "If a roadway has a bus lane, a person must not drive a motor vehicle or other device in that lane unless permitted by the regulation". This redesignation may be clearer to drivers and reduce infractions. In addition a no U-turn sign would be installed on NB Duthie, north of Hastings.

4.0 CONCLUSION/RECOMMENDATIONS

Removal of the left turn ban is problematic at this time and the number of violations is likely to continue under the present regulations. It recommended that the existing AM peak hour left turn ban be replaced with a "Bus Only 7am to 9pm" designation.



Peeter Lii vanmangi, P.Eng.
ASSISTANT DIRECTOR ENGINEERING,
TRAFFIC AND ENGINEERING SYSTEMS

BL:cg

Copied to: City Manager
Burnaby RCMP Traffic Division