
TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**SUBJECT: TRAFFIC CONCERNS ALONG SOUTHPOINT DR AND SOUTHWYNDE
AVE.**

RECOMMENDATIONS

1. THAT Council approve the construction of corner bulges and the installation of signs and pavement markings in the Southpoint Dr. area as outlined in this report at an estimated cost of \$75,000 funded from the Traffic Management component of the 2010 Annual Financial Plan.
2. THAT a copy of this report be sent to Mr. Justin Hoffman, 10-7488 Southwynde Avenue, Burnaby, BC V3N 5C6.

REPORT

The Traffic Safety Committee, at its meeting held on 2010 November 02, received and adopted the *attached* report recommending the installation of corner bulges, signs and pavement markings along Southpoint Drive.

Respectfully submitted,

Councillor S. Dhaliwal
Chair

Councillor C. Jordan
Vice Chair

Councillor P. McDonell
Member

Copied to: City Manager Deputy City Manager (R. Earle) Director Engineering OIC RCMP Director Finance

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2010 October 28

FROM: DIRECTOR ENGINEERING

FILE: 38000 20
Ref: Traffic Safety

SUBJECT: TRAFFIC CONCERNS ALONG SOUTHPPOINT DR AND SOUTHWYNDE AVE

PURPOSE: To recommend the installation of corner bulges, signs and pavement markings along Southpoint Dr.

RECOMMENDATIONS:

1. **THAT** the Committee recommend to Council the construction of corner bulges and the installation of signs and pavement markings in the Southpoint Dr area as outlined in this report at an estimated cost of \$75,000 funded from the Traffic Management component of the 2010 Annual Financial Plan.
2. **THAT** Mr. Justin Hoffman 10 – 7488 Southwynde Ave Burnaby BC V3N 5C6 be sent a copy of this report.

REPORT**BACKGROUND**

On 2010 September 07 the Traffic Safety Committee received correspondence from Mr. Justin Hoffman regarding traffic volumes along Southpoint Dr and Southwynde Ave and traffic speeds in the 30 km/h zone adjacent to Taylor Park. Mr. Hoffman requested the installation of traffic calming measures. The Committee referred the request to staff for review and report.

HISTORY

Prior to 2003, Southpoint Dr was classified as a major collector and truck route because it was the eastern most route connecting southeast Burnaby to Marine Way. At that time traffic volumes were about 7,000 – 9,000 vehicles per day. In 2003, a new major arterial and truck route, Southridge Dr, was opened. It replaces the previous function of Southpoint Dr, and Southpoint Dr was subsequently reclassified to a local collector. There were also plans to not connect Southpoint Dr directly with Griffiths. But a connection was eventually created after public consultations showed that it was supported by the majority of area residents.

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From: Director Engineering
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Southwynde Ave

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DISCUSSION

Southpoint Dr is currently classified as a local collector and is intended to carry local traffic from the surrounding local streets to the major roadways such as Griffiths Dr and Southridge Dr. *Figure 1* shows the network of streets in the area. Traffic counts conducted in 2009 showed traffic volumes in the range of 2,600 – 2,800 vehicles per day. Traffic volumes in the range of 1,000 – 5,000 vehicles per day are typical for a local collector. In higher density residential neighbourhoods, traffic volumes approaching the upper limit can be expected. Based on the above, traffic volumes along Southpoint Dr are not considered to be problematic given its current role and classification.

Traffic speeds were also collected in 2009 along Southpoint Dr. The 85th percentile speed for northbound and southbound traffic was about 47 km/h and 54 km/h, respectively. These speeds were collected adjacent to Taylor Park where the speed limit is 30 km/h.

Most traffic calming measures like speed humps and traffic circles are only applicable to local streets where traffic volumes are relatively low. Given the local collector status of Southpoint Dr, these measures are generally inappropriate. In addition, the steep grades of Southpoint Dr (in excess of 8%) preclude the use of speed humps due to safety concerns. In response to previous traffic safety concerns along the street, a number of traffic safety measures have been implemented. They include several enhanced crosswalks with overhead illuminated signs and enforcement of the speed limit by the RCMP. Along Southwynde Ave, a centerline was painted to reduce the effective lane width of the road in an effort to reduce traffic speeds. Given the concerns of Mr. Hoffman and the desire to further enhance safety along Southpoint Dr, the following additional traffic safety measures can be implemented:

Corner Bulges at Existing Crosswalks

Corner bulges at the three existing marked crosswalks at Station Hill Dr, Hanna Crt, and Mission Ave can be installed to enhance pedestrian safety and help reduce vehicle speeds. The proposed bulges at either ends of the existing crosswalks will narrow the roadway, reduce the crossing distance for pedestrians, and improve the visibility of the crosswalk. The bulges will both physically and visually narrow the roadway and should help to reduce vehicle speeds and promote more cautious driver behavior. The locations of the proposed changes are shown on *Figures 2* and *3*.

New Signage at Southpoint and Southwynde

The previous “T” intersection of Southpoint Dr and Southwynde Ave has recently been reconfigured with the permanent closure of the south leg of the intersection to create a rain garden. This has effectively created an “L” shaped intersection with no conflicting traffic movements and therefore no need for any stop sign controls.

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It is recommended that the stop sign be replaced with a painted centerline with raised pavement markers around the corner, the installation of advance sharp curve and speed advisory signs, and checkerboard signs to notify drivers of the required turn at the intersection.

Other Traffic Concerns

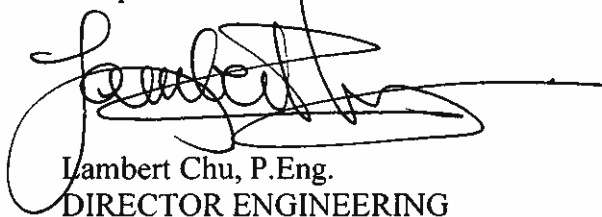
The concern about traffic speeds along the 30 km/h speed zone adjacent to Taylor Park has been forwarded to the RCMP for further enforcement and to the Burnaby Speed Watch program for driver education through the use of speed reader boards.

Southpoint Dr and Southwynde Ave are not designated truck routes. The frequency of truck violations will be assessed by the RCMP and enforcement will be undertaken in coordination with City bylaw staff as necessary. For clarification, it should be noted that trucks are allowed to use the street to access destinations within the neighbourhood.

Staff will continue to monitor and assess the traffic conditions resulting from all the changes and make further adjustments and recommendations as necessary.

CONCLUSION

In response to concerns about traffic volumes and speeds along Southpoint Dr and Southwynde Ave, a traffic safety review was completed. It was determined that both Southpoint and Southwynde are considered local collector streets and that the current volume of traffic is within the expected range. Traffic speeds adjacent to Taylor Park were also found to exceed the speed limit. Because of the collector status of the street and steep grades, many traffic calming measures such as traffic circles and speed humps are not appropriate. However, in the interest of traffic safety, it is recommended that corner bulges be installed at three existing crosswalks along Southpoint Dr, new signs and pavement markings be installed at the intersection of Southpoint and Southwynde, and the RCMP be requested to enforce the speed limits. The cost of the curb bulges, signs and pavement markings are estimated to be \$75,000. It is recommended that Council approve the proposed expenditure to be funded from the Traffic Management component in the 2010 Annual Financial Plan.



Lambert Chu, P.Eng.
DIRECTOR ENGINEERING

EJ/DL/br

Attachments

Copied to: City Manager
RCMP OIC Burnaby Detachment Chief Supt. Rick Taylor
Director of Finance



Southpoint Drive - Road network

October 28, 2010



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FIGURE 1

Map Scale
1 : 7500

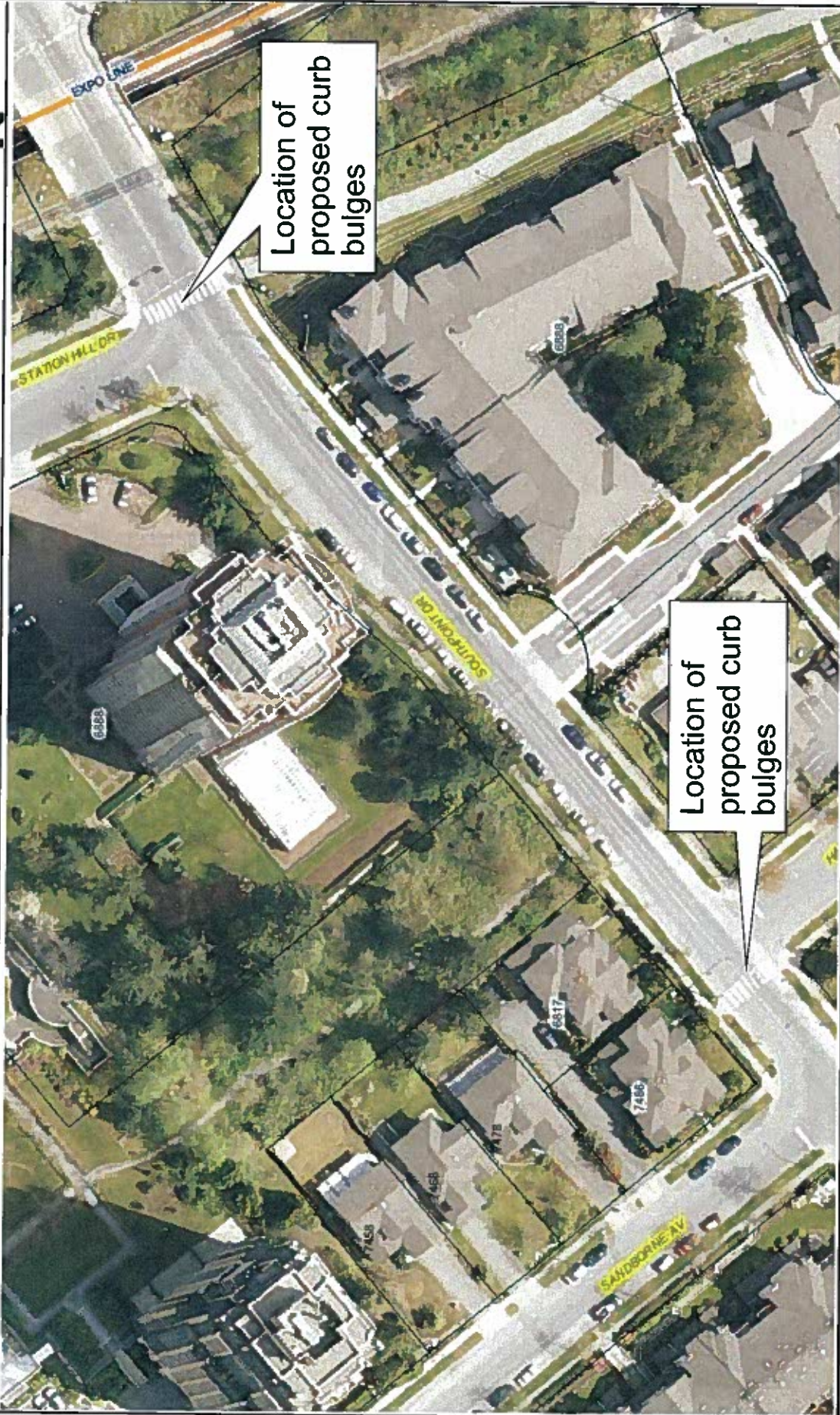


- Strata Units
- Skytrain Stations
- Skytrain Lines
- ⚡ Air Space
- Lot
- Right of Way
- Street Intersections
- ⚡ Traffic Signal
- ⚡ Speed Humps
- ⚡ Speed Humps
- ⚡ Hydrology
- ⚡ Parks
- Parkland To Be Acquired
- Parkland
- Boundary



Southpoint Drive - upper

October 27, 2010



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Figure 2

Map Scale
1 : 1250



Southpoint Drive - Lower

October 27, 2010



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Figure 3

Map Scale
1 : 1250