

TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: SAFETY CONCERNS AT CANADA WAY AND STANLEY CRESCENT

RECOMMENDATIONS:

1. THAT Council receive this report for information.
2. THAT a copy of this report be sent to Mr. William Yeung, 7691 Stanley Crescent, Burnaby, BC, V5E 1V9.

REPORT

The Traffic Safety Committee, at its meeting held on 2013 September 03, received and adopted the *attached* report responding to a request for a pedestrian signal on Canada Way at Stanley Crescent.

Respectfully submitted,

Councillor S. Dhaliwal
Chair

Councillor A. Kang
Vice Chair

Councillor P. Calendino
Member

Copied to: City Manager Director Engineering

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2013 August 14

FROM: DIRECTOR ENGINEERING

FILE: 38000 03
Ref: Pedestrian Signals

SUBJECT: SAFETY CONCERNS AT CANADA WAY AND STANLEY CRES

PURPOSE: To respond to a request for a pedestrian signal on Canada Way at Stanley Cres

RECOMMENDATION:

1. **THAT** the Committee receive this report for information.
2. **THAT** a copy of this report be sent to Mr. William Yeung, 7691 Stanley Cres, Burnaby BC V5E 1V9.

REPORT**BACKGROUND**

On 2013 February 05, the Traffic Safety Committee reviewed email correspondence to the City from Mr. Yeung regarding traffic safety concerns. Mr. Yeung's concerns include motorists speeding along Canada Way and within the neighbourhood, pedestrian safety crossing Canada Way, the volume of traffic along Canada Way, and the impact of trucks along Canada Way. Over the past two years, staff has reviewed his concerns and undertaken a number of measures to enhance safety along Canada Way. More recently, there was a pedestrian collision on Canada Way at Stanley Cres which has renewed Mr. Yeung's request for a pedestrian signal at the intersection of Canada Way and Stanley Cres. This report summarizes the actions that have been undertaken by staff and presents the results of a pedestrian crossing review on Canada Way at Stanley Cres.

Canada Way is classified as an arterial street and is a designated truck route carrying about 2,700 vehicles during the peak hour. It is part of the region's Major Road Network that is intended to carry large volumes of goods, private vehicles and transit passengers throughout Metro Vancouver. The intersection of Canada Way and Stanley Cres is a T-intersection with Stanley Cres (the local street) being stop sign controlled, while Canada Way (the arterial street) is provided the right-of-way. Figure 1 shows that the intersection is located approximately half way between the signalized intersection of Canada Way and Burriss, and Canada Way and Imperial. The roadway gradient along Canada Way at Stanley Cres is approximately 10%. There is also bus stop on the north side of Canada Way located just west of Stanley St, and a bus

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stop on the south side located just east of Stanley Cres. The T-intersection at Canada Way and Stanley St, and at Canada Way and Hazelmere St are in very close proximity (within 55 metres on either side).

RESPONSE TO CONCERNS

A number of measures have been taken to address Mr. Yeung's concerns about traffic speeding along Canada Way. These include the following:

- Installation of a supplementary 50 km/h speed limit sign for westbound traffic (located west of Stanley St) and one for eastbound traffic (located east of Burris St).
- Installation of a speed reader board for westbound traffic (located west of Burris). This was installed to address a history of speed related collisions on Canada Way near Rayside St.
- Ongoing speed enforcement by the RCMP. As an example, between May and August of 2012, the RCMP conducted speed enforcement on 33 occasions. In total, approximately 350 speed related tickets were issued.

A number of other measures have been suggested by Mr. Yeung such as additional or larger signs, more pavement markings, or relocating the speed reader board. These are not recommended because adequate signs are already in place and additional signs or pavement marking will have limited impact. The relocation of the existing speed reader board is also not recommended because of its current strategic location. Speed monitoring by volunteers as part of the Speed Watch Program was considered, but the lack of parking and narrow sidewalks and boulevards along Canada Way are a hindrance to maximizing an effective and safe set up.

Information has been provided to Mr. Yeung regarding the ability to install speed humps along his block as part of a Local Area Services Program if the majority of resident are in support. No actions are recommended regarding truck traffic and traffic volumes along Canada Way because they are consistent with the classification of road.

Other existing traffic measures in the vicinity include a sign reminding truck drivers to refrain from using their engine brakes in urban areas (located on the north side of Canada Way west of Imperial). Also, a red light camera enforcement unit is located at the intersection of Canada Way and Burris.

PEDESTRIAN CROSSING REVIEW

Traffic and pedestrian counts were completed in 2011 to assess the need for a pedestrian signal on Canada Way at Stanley Cres. Traffic volumes along Canada Way are relatively high as can be expected for an arterial street, thereby creating fewer gaps in traffic in which a pedestrian can cross. On the other hand, very few pedestrians were observed crossing the street at Stanley Cres. The combination of all pedestrians crossing Canada Way at either Stanley St, Stanley Cres, or

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Hazelmere St was found to be a maximum of 2 during the am and noon peak hour. The very low bus boarding activity (an average of 2.8 boardings per weekday) at the two nearby bus stops on either side of Canada Way corroborate the low pedestrian crossings observed.

Collision data from the last five years (2008-2012) for the intersection was reviewed. Approximately 4 collisions per year occur at Canada Way and Stanley Cres/St. No collisions were reported on Canada Way at Hazelmere St. Many collisions involved rear ends or sideswipes related to stopped traffic. It is not possible to determine whether or not speed was a contributing factor for any of the reported collisions. The recent pedestrian collision at the intersection last month is being investigated by the RCMP and vehicle speed does not appear to be factor. The collision history at Canada Way and Stanley Cres/St does not raise any concerns as it is relatively low. Interestingly, there were no reported collisions in 2012.

Based on the above data and an assessment using national standards, a pedestrian signal on Canada Way at Stanley Cres is not warranted. While traffic conditions along Canada Way are high, the very low pedestrian volumes do not justify the installation of a pedestrian signal. Relative to other intersections in the City with higher pedestrian crossing volumes, this location is considered lower in priority. In fact, the pedestrian volumes are too low to warrant a signed and marked crosswalk. This latter option was considered, but it is not recommended due to the false sense of security it may create for pedestrians crossing a very busy arterial street.

CONCLUSION

Due to the low pedestrian activity across Canada Way at Stanley Cres, a pedestrian signal is not recommended at this time. There is evidence of vehicles exceeding the speed limit on this stretch of road based on the number of speeding tickets issued by the RCMP. Additional supplementary speed limit signs have been installed along Canada Way to try to increase observance of the speed limit. However, enforcement of the speed limit is the most effective solution. Therefore it is recommended that the RCMP continue with periodic speed enforcement along Canada Way as resources and priorities allow. If conditions change in the future, the need for a pedestrian signal along Canada Way can be re-evaluated at that time.



Leon A. Gous, P. Eng. MBA
DIRECTOR ENGINEERING

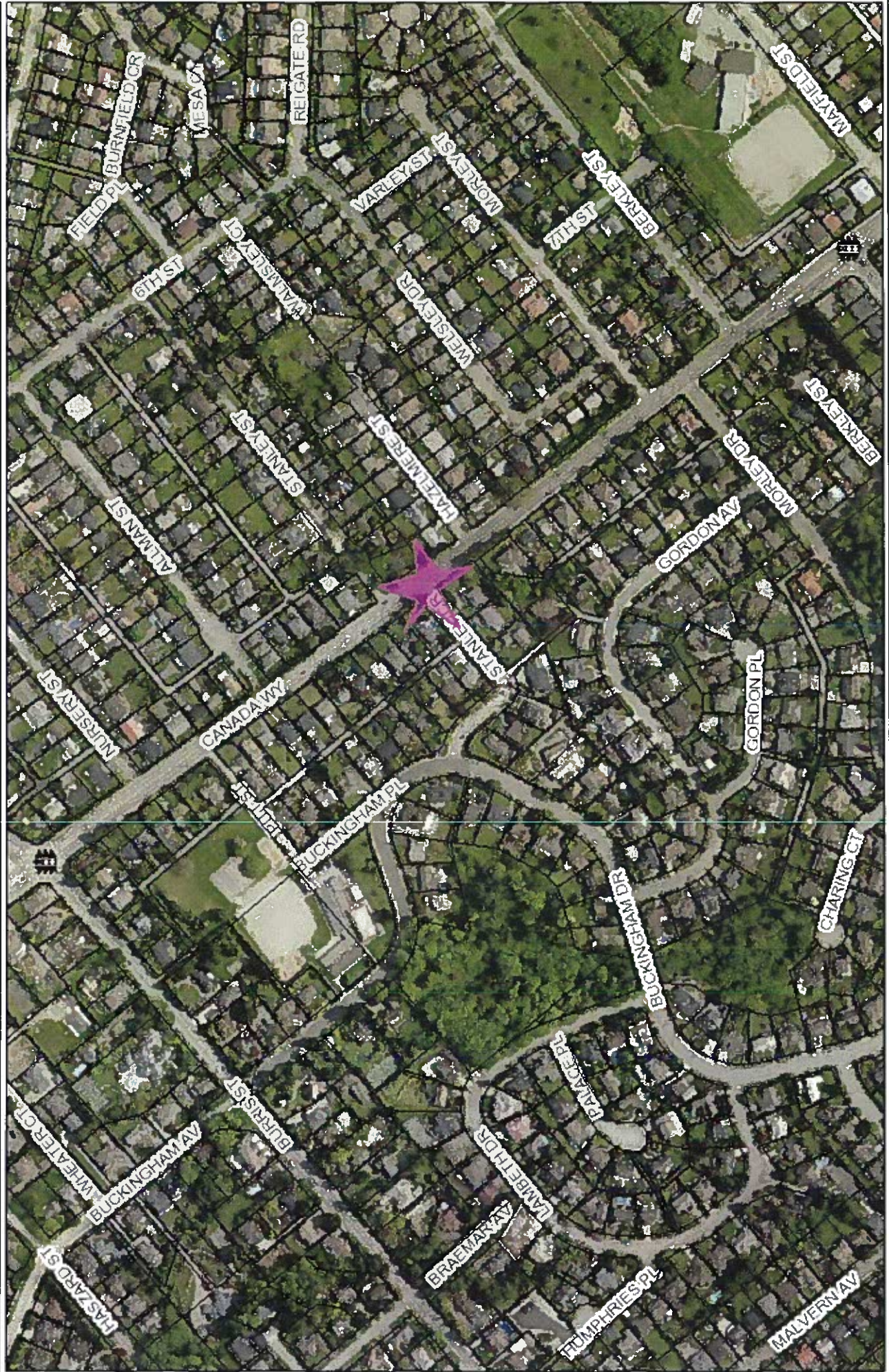
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Attachment

Copied to: City Manager

Figure 1 - Canada Way at Stanley Cr

August 14, 2013

1:4,500



The 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.