



TRAFFIC SAFETY COMMITTEE

NOTICE OF OPEN MEETING

DATE: TUESDAY, 2015 MAY 05
TIME: 6:00 PM
PLACE: Council Chamber, Burnaby City Hall

A G E N D A

1.	<u>CALL TO ORDER</u>	<u>PAGE</u>
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TRAFFIC SAFETY COMMITTEE

MINUTES

An 'Open' meeting of the Traffic Safety Committee was held in the Council Chamber, Burnaby City Hall, 4949 Canada Way, Burnaby, B.C. on Tuesday, 2015 March 03 at 6:00 PM.

1. CALL TO ORDER

PRESENT: Councillor Paul McDonell, Chair
 Councillor Pietro Calendino, Vice Chair
 Councillor James Wang, Member
 Mr. Tom Webster, ICBC Representative
 Mr. Bob Heslop, District Parent Advisory Council
 Mr. Harjit Sidhu-Kambo, Coast Mountain Bus Company
 Mr. Corey Redekop, Burnaby Board of Trade
 Mr. Stephen Baron, Senior Citizen Representative
 Mr. Eric Laity, Citizen Representative
 Mr. John Artuso, Citizen Representative
 Mr. Nikita Vizniak, Citizen Representative

ABSENT: Ms. Natalie Gobis Cutayne, School Board Representative

STAFF: Mr. Stuart Ramsey, Manager Transportation Planning
 Mr. Doug Louie, Assistant Director Engineering, Transportation
 Ms. Lynne Axford, Administrative Officer

The Chair called the meeting to order at 6:03 p.m.

2. MINUTES

a) **Minutes of the Open meeting of the Traffic Safety Committee held on 2014 December 02**

MOVED BY MR. E. LAITY:

SECONDED BY MR. C. REDEKOP:

"THAT the minutes of the Traffic Safety Committee Open meeting held on 2014 December 02 be adopted."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR P. CALENDINO:
SECONDED BY MR. E. LAITY:

“THAT the Committee bring forward Item 4 a) and b) for consideration at this time.”

CARRIED UNANIMOUSLY

4. **DELEGATIONS**

MOVED BY COUNCILLOR P. CALENDINO:
SECONDED BY MR. E. LAITY:

“THAT the delegations be heard.”

CARRIED UNANIMOUSLY

- a) **Mr. Norman Eyford, President Scandinavian Community Centre Society**
Re: Traffic Safety Concerns Kensington Avenue and Thomas Street
Speaker: Mr. Eyford

Mr. Eyford, President, Scandinavian Community Centre Society appeared as a delegation on behalf of his membership to provide feedback following the completion of Kensington Avenue and the overpass project. The speaker noted that a meeting took place on 2014 December 23 with Ernst Boeder, Operations Maintenance and Rehab Technician for the Ministry of Transportation and Infrastructure for the Lower Mainland District. As a result, topics for consideration regarding traffic safety improvements to the intersection were identified as follows:

- paint the crosswalk to make drivers more aware it is a shared pathway
- improve lighting
- increase signage

Mr. Eyford expressed satisfaction with the overpass upgrades completed by the City, and that points raised above are in response to further mitigate matters of safety.

The Committee agreed that feedback from the Ministry of Transportation would be worthwhile as the crosswalk falls under their jurisdiction.

Staff undertook to contact Mr. Boeder at the Ministry to further discuss this matter.

The Committee thanked Mr. Eyford for taking the time to appear as a delegation.

b) Mr. Terry MacDonald, Brentwood Park Ratepayers
Re: Brentwood Traffic Systems
Speaker: Mr. MacDonald

Mr. MacDonald, Brentwood Park Ratepayers appeared as a delegation as a follow up to correspondence submitted 2014 April 08 and the Manager's response dated 2014 June 27 regarding multi and single family traffic systems. Mr. MacDonald provided a history of proposed and future Community Plans, Plan Amendments, proposed traffic patterns and road closures and his involvement in the process dating back to 1971. The speaker questioned whether design standards were being met within the Beta and Brentlawn area, and expressed concern for existing traffic policies emphasizing the need to close Beta Ave due to increased accidents.

Mr. MacDonald noted that a meeting of residents from the Brentwood Park community would take place in the near future to obtain a consensus of their priorities moving forward.

Staff advised that in the span of 20 – 30 years, various Councils through public process have been involved in numerous decisions to the area. In addition, staff noted a recent comprehensive review and comparison to other local collectors was completed showing a normal rate of 3,000 vehicles per day with average speeds of 51-52 km. The study concluded that this area does not warrant action over other areas within the City as volumes are lower than the previous year. Staff highlighted changes that will be taking place at the end of Beta Ave. these include; installation of curb bulges, a meridian in the center and special cross walk as a traffic calming measure.

Staff advised Mr. MacDonald that they would be willing to meet with community residents to discuss the matter.

The Chair thanked Mr. MacDonald for appearing before the Committee outlining his concerns and advised that a transportation plan will be developed for Burnaby where citizens will have an opportunity to provide input.

The normal order of the meeting resumed.

3. PRESENTATION

MOVED BY COUNCILLOR P. CALENDINO:
SECONDED BY COUNCILLOR J. WANG:

"THAT the presentation be heard."

a) **Stu Ramsey, Manager, Transportation Planning**
Re: Town Centre Public Realm

Stu Ramsey, Manager, Transportation Planning, appeared before the Committee providing a presentation regarding public realm design standards for streets in Burnaby's four Town Centres.

Design standards for the Town Centres arose from Council's 2010 adoption of the *Supplementary Community Benefit Bonus Density Policy*. The policy outlined a goal of enhancing livability through "additional community amenities to support and service residents and businesses in Town Centres".

The application of the Town Centre public realm design standards have been developed through the rezoning process within Town Centres. Input from Council, City staff, developers, architects, engineers, and residents have helped to shape the standards. The vision is to foster a sense of pride in the community and strengthen a sense of place through:

- improving safety, access, environment, aesthetics;
- being environmentally, socially and economically sustainable, by adding to the natural landscape, reducing waste, conserving resources, and working with natural systems;
- establishing priorities and using design standards;
- creating enjoyable and safe environments for pedestrians, cyclists, transit users and the general travelling public; and
- ensuring safety, accessibility and inclusion for people of all ages and abilities.

The principles guiding the streetscape designs include the re-creation of the 'living room' where people can gather and socialize; the need to be appealing and interesting; 'complete streets' which allow safe travel regardless of a person's mode of transport, gender or ability; an emphasis on local community; and enhancement of the environment.

Design standards have been developed to enhance the quality of the public realm on streets in Burnaby's four Town Centres to support vibrant communities, thriving economies and healthy environments.

The Committee thanked Mr. Ramsey for his interesting and informative presentation.

5. CORRESPONDENCE

MOVED BY MR. J. ARTUSO:

SECONDED BY MR. C. REDEKOP:

"THAT the correspondence be received."

CARRIED UNANIMOUSLY

- a) **Correspondence from Norman Eyford, President,
Scandinavian Community Centre Society**
**Re: Traffic Safety Concerns at Kensington Avenue and
Thomas Street**

Correspondence was received from Mr. Norman Eyford, President, Scandinavian Community Centre Society outlining possible traffic safety improvement ideas at Kensington Avenue approaching Thomas Street for consideration.

- b) **Correspondence from Michelle Lee**
Re: Traffic Safety on Willingdon Overpass

Correspondence was received from Michelle Lee expressing concerns for traffic safety on Willingdon Avenue.

Staff advised they will continue to make efforts to contact Ms. Lee to further discuss the matter.

- c) **Memorandum from Deputy City Clerk**
**Re: Lighted Pedestrian Crossing At
Dunblane Avenue and Imperial Street Intersection**

A memorandum was received from the Deputy City Clerk advising that Mr. T. Gibbens inquired as to when a lighted pedestrian crossing will be installed at the Dunblane/Imperial Street intersection.

Arising from discussion, Council adopted the following motion:

1. THAT the matter of a lighted pedestrian crossing at the Dunblane Avenue/Imperial Street intersection be REFERRED to the Traffic Safety Committee.

Arising from discussion, the Committee introduced the following motion:

MOVED BY COUNCILLOR P. CALENDINO:
SECONDED BY MR. J. ARTUSO:

“THAT this item of correspondence be **REFFERRED** to staff for review.”

CARRIED UNANIMOUSLY

6. REPORTS

MOVED BY MR. C. REDEKOP
SECONDED BY MR. E. LAITY

"THAT the reports be received."

CARRIED UNANIMOUSLY

a) Report from Director Engineering
Re: Canada Way and Rayside Street

A report was received by the Director Engineering recommending the installation of permanent left turn restrictions at the intersection of Canada Way and Rayside Street.

The Director Engineering recommended:

1. THAT the Committee recommend to Council that the trial left turns restrictions at the intersection of Canada Way and Rayside St be made permanent to enhance traffic safety.
2. THAT a copy of the report be sent to affected property owners within the Rayside community.

MOVED BY MR. J. ARTUSO
SECONDED BY MR. T. WEBSTER

"THAT the recommendations of the Director Engineering be adopted."

CARRIED UNANIMOUSLY

b) Report from Director Engineering
Re: Traffic Concerns from Rezoning
7174 Barnet Road

A report was received from the Director Engineering reviewing traffic safety concerns arising from a rezoning application for 7174 Barnet Road.

The Director Engineering recommended:

1. THAT the Committee received this report for information.

MOVED BY COUNCILLOR P. CALENDINO
SECONDED BY COUNCILLOR J. WANG

“THAT the recommendation of the Director Engineering be adopted.”

CARRIED UNANIMOUSLY

7. NEW BUSINESS

Mr. J. Artuso

Mr. Artuso advised that a depression had appeared in the right hand lane on Gaglardi Way as you come down the hill onto the straight portion leading to Broadway, which is also located directly adjacent to the 60 km road sign.

Staff undertook to investigate.

Councillor P. McDonell

Councillor P. MacDonell expressed concern for traffic flow safety due to the number of near misses at the south corner of Marine Way at Meadow Avenue onto Byrne Road and requested consideration for a checker board crosswalk at this location.

Staff undertook to investigate.

8. INQUIRIES

No inquiries were brought before the Committee at this time.

9. ADJOURNMENT

MOVED BY MR. N.VIZIAK:
SECONDED BY COUNCILLOR J. WANG:

“THAT the 'Open' meeting do now adjourn.”

The meeting adjourned at 7:45 p.m.

Lynne Axford
ADMINISTRATIVE OFFICER

Councillor Paul McDonell
CHAIR

Prior, Eva

Subject: FW: Traffic Safety Committee delegation

From: Jennifer Yamagata [REDACTED]
Sent: Tuesday, May 05, 2015 1:06 PM
To: Prior, Eva
Subject: Re: Traffic Safety Committee delegation

Hi Eva,

Thank you for fitting me into this evening's agenda. I would like to speak to the committee regarding the ongoing excessive speeding in the Maple Grove Park zone of the 9100 Block of Forest Grove Drive. If there is anything else you need to know, please get back to me and hopefully I can provide this information to you.

Best,

Jenny Yamagata

#16 – 9151 Forest Grove
Burnaby

Ladak, Sabreena

From: Chris Budd [REDACTED]
Sent: April-13-15 12:00 PM
To: Clerks
Subject: Fw: BBy city hall
Attachments: vancouver apr2015 036.jpg; vancouver apr2015 038.jpg; vancouver apr2015 040 (2).jpg; 098.JPG; 099.JPG; 100.JPG

SECTION 2 COUNCIL CORRESPONDENCE
 City Manager
 Dir. Engineering
 Dir. Planning & Building
 Traffic Safety Committee ✓

April 13th 2015

Chris Budd

#202 6075 Wilson Ave

Burnaby, BC.

V5H 2R5

[REDACTED]
Mayor and Council

City of Burnaby

cc TransLink

cc No TransLink Tax

cc Worksafe BC

cc ICBC

NOTE: The concerns raised were reviewed with Coast Mountain Bus Company and approximately six parking spaces on the north side of Central will be removed to allow two-way traffic to bypass a stopped bus. A few of these spaces will be replaced with new parking spaces further down the block. The location of the HandyDart shuttle stop near the existing crosswalk is required because wheelchair users need to use the drop curb at the crosswalk to access the rear lift of the HandyDart. While traffic congestion is not a problem at this location, the concern about pedestrian visibility was addressed by shifting the shuttle bus stop about 3 meters east and requesting that HandyDart drivers turn on their emergency lights while stopped at the location to help forewarn motorists of potential pedestrian activity. The writer will be informed about the above changes and thanked for bringing his concerns to our attention.

Re: dangerous change to traffic pattern near Patterson Train Station

For submission to be placed on the next Council agenda

Dear Councillors

It has come to my/our attention that the City of Burnaby, TransLink and perhaps other public entities such as TransLink Police are aiding and abetting if not negligently causing a very dangerous traffic congestion problem to persist in the vicinity of Patterson Station on the Skytrain line in Burnaby, on the Boulevard between Olive Street and Wilson Avenue.

This problem still exists despite repeated attempts by the undersigned, to contact the City and TransLink officials to alert them to this problem, which efforts resulted only in a visit by two TransLink police officers whose disrespectful behavior verged on harassment and attempted entrapment by provocation and invitations to escalate hostility. They did reluctantly inspect the location in question but apparently did nothing to change things, then informing the undersigned that it was the City of Burnaby's problem.

Briefly, the decision apparently by TransLink or Skytrain officials to replace elevators and/or escalators at the Metrotown Station has led TransLink to institute a shuttle-bus service for people with baby strollers, wheelchair bound people and other handicapped passengers to take them between Patterson Station and nearby Metrotown Station and back. This is a

escalate hostility. They did reluctantly inspect the location in question but apparently did nothing to change things, then informing the undersigned that it was the City of Burnaby's problem.

Briefly, the decision apparently by TransLink or Skytrain officials to replace elevators and/or escalators at the Metrotown Station has led TransLink to institute a shuttle-bus service for people with baby strollers, wheelchair bound people and other handicapped passengers to take them between Patterson Station and nearby Metrotown Station and back. This is a good and sensible service but the way it has been implemented beginning about mid March 2015 has created a very congested and very dangerous traffic squeeze directly east of the Patterson Station and adjacent to the south-side door of Michelle Manor at 6075 Wilson Avenue, Burnaby, BC.

As one can see from the photo's attached, the extreme congestion increases the risk of some driver of a bus or car killing a pedestrian walking out behind the shuttle buses who are in the crosswalk or a jaywalking pedestrian due to inadequate visibility.

The problem is that the City, probably at TransLink/ Skytrain's behest, is permitting TransLink to leave its shuttle-buses to sit idle for long periods in a spot where no other vehicles are allowed to stop and leaving so little space that only one vehicle can pass at a time.


This is especially frustrating because some simple solutions are available but not surprisingly officials at TransLink have proven unwilling to accept common-sense advice and regrettably, city staff, also have heretofore denied responsibility. If this was a short-term problem one could perhaps accept their indifference but we understand the situation will persist for about a year, which if it does probably will contribute to some pedestrian's wrongful death and perhaps lead to a costly lawsuit.

A first solution would be to prevent curbside parking on the north side of the Boulevard between Olive Street and Wilson Avenue for the duration of the construction project, which would at least restore two lanes for passing vehicles. Though that would deprive local residents of about eight to ten curbside parking spaces it also could save someone's life, perhaps even one of those residents. In conjunction with this first option would be to have the shuttle-buses move further east up the Boulevard toward Wilson Avenue so as not to dangerously continue to illegally park so close to a pedestrian crossing and impede the vision of the crosswalk when driving west toward Olive Street.

Fixing this problem should not be difficult and neither should it be so difficult to draw it to the proper attention of the responsible agencies and personnel.

I trust that with this letter the Councillors of Burnaby will ensure that a remedy is ordered forthwith.

Yours sincerely



Chris Budd













Received by email 2015 April 14

Dear Ms. Prior,

Per our earlier conversation, here are concerns which we would like the Traffic Safety Committee to address:

We live at 4045 Marine Drive in Burnaby where we have been since 1989. The bus stop has always been there; however, over the last number of years, the road traffic has increased significantly due to the new housing developments in the neighbourhood. When we moved into our house 20 years ago, there was just a bus stop and no bench. Today, there is a bench, a mailbox, and a metro newspaper stand all in front of our house - all indicators of increased number of bus passengers.

The following are issues that we face on a daily basis:

1. The bus stop is now a connector bus stop which means increased number of buses, greater frequency (every few minutes during rush hours) and increased passenger traffic.
2. Often, passengers are standing on our driveway, yard, and sometimes, in inclement weather, on our porch which is a significant security risk as well as a safety issue for us
3. It is often difficult to see the passengers as we try and exit or back out of our driveway – once again causing a safety issue
4. The bigger buses cover more than half our driveway, making it both difficult to get in and out of our house
5. While there is a lot of garbage which we clean up on a daily basis, we do not appreciate having to cleanup needles and condoms – all safety issues

We would like to suggest that this stop be either moved 2 houses over where the house does not have a front-facing driveway, or be eliminated altogether since there are 2 other stops on either side of our house not too far away.

We look forward to a positive response from the Safety Committee and thank you for your consideration.

Yasmin & Shaukat Jiwa

Ladak, Sabreena

From: Wong, Elaine
Sent: April-21-15 8:45 AM
To: Clerks
Subject: FW: Pender and Boundary Traffic and Noise

SECTION 2 COUNCIL CORRESPONDENCE City Manager Dir. Engineering Dir. Planning & Bldg Traffic Safety Committee ✓
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From: Robert Tureck [REDACTED]
Sent: Monday, April 20, 2015 11:08:05 PM
To: Mayor
Subject: Pender and Boundary Traffic and Noise
Auto forwarded by a Rule

To the Mayor and Council,

I have been a resident and taxpayer of Burnaby for most of my 63 years. I have resided at the northeast corner of Pender and Boundary for the last 22 years. As you may or may not be aware, this part of Pender receives a lot of constant traffic, mostly overflow from Hastings. It is even the designated route for bus traffic when Hastings is having public events. Further, from Boundary to the east there are four blocks with no stop signs or traffic calming. On top of that, there is the Trev Deeley motor cycle business just four blocks south down Boundary where enthusiasts like to test their machines on my street. This adds up to a lot of traffic and noise that goes along with it. The worst is caused by trucks and motorcycles that rev and speed up the hill east on Pender or down-gear west down to the stop sign at Boundary.

Quite rightly, you have zoned this part of Pender as a transition zone between commercial and residential with denser housing on my side of the street and lower density housing on the south side. However, the traffic that we get should not be the commercial type like Hastings. This includes the traffic that speeds around the corner from Boundary heading east up Pender with little pause for pedestrians and residents. We have children and many seniors that live on these for blocks of Pender. It is often a nightmare to cross it, let alone deal with the constant noise of commercial and motorcycle traffic.

I am appealing to you and Council to consider some form of traffic calming within the first four blocks of Pender heading east from Boundary. Residential zones should have residential type traffic. Not the arterial road type of traffic that should be dedicated to Hastings. This has been occurring on Pender for many years and it is getting worse.

I look forward to your response,

Thankyou,

Sharleen Billy
 216-3709 Pender Street



Meeting 2015 May 05

COMMITTEE REPORT

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2015 April 27

FROM: DIRECTOR ENGINEERING

FILE: 38000 20
Reference: Traffic Safety

SUBJECT: KINGSWAY BETWEEN EDMONDS AND 14TH AVE

PURPOSE: To recommend the conversion of a pedestrian signal to a full traffic signal at Kingsway/14th Ave and the installation of a new pedestrian signal at Kingsway/16th Ave.

RECOMMENDATIONS:

1. **THAT** the Committee recommend to Council that the existing pedestrian signal at Kingsway and 14th Ave be converted from a pedestrian signal to full traffic signal at an estimated cost of \$140,000 funded from the 2015 Capital Budget (Traffic Signals EMF.0041)
2. **THAT** the Committee recommend to Council that a new pedestrian signal be installed at Kingsway and 16th Ave at an estimated cost of \$220,000 funded from the 2015 Capital Budget (Traffic Signals EMF.0041)
3. **THAT** a copy of this report be sent to the Eastburn Junior Youth Group c/op Ms. Mina Rohani, Apt 216, 7040 Arcola St, Burnaby, BC, V5E 1H6.

REPORT**1.0 INTRODUCTION**

On 2014 March 04, the Traffic Safety Committee received a delegation from the Eastburn Junior Youth Group regarding their safety concerns along Kingsway between Edmonds St and 14th Ave. The delegation was concerned about the difficulty for pedestrians to cross Kingsway, a busy arterial street, and requested the installation of a crosswalk to deter jaywalking and to help pedestrians cross safely, especially for people with disabilities or strollers. The group conducted an informal survey of just over 100 nearby residents and found that a strong majority were supportive of a new crosswalk between 16th and 19th Avenue. The concerns of the delegation were referred to staff for review.

To: Traffic Safety Committee
 From: Director Engineering
 Re: Kingsway between Edmonds and 14th Ave
 2015 April 27 Page 2

2.0 BACKGROUND

Kingsway is classified as a primary arterial road in Burnaby carrying an estimated 25,000 + vehicles per day east of Edmonds St. The section between Edmonds St and 14th Ave is a four lane roadway with two lanes in each direction (see Figure 1). It is intersected by several local streets, most as a stop controlled T-intersection, except 16th Ave which is stop controlled for both north and south bound traffic. The Hubert St connection to Kingsway was recently closed off as part of a multiple dwelling development on the south side of Kingsway. The intersection of Kingsway and Edmonds (a major collector street) is the busiest with a full traffic signal and left turn bays in all directions. It is also where Kingsway widens to three lanes in each direction. The intersection of Kingsway and 14th Ave (a local collector street) is controlled by an existing pedestrian signal. Transit buses run along Kingsway as well as the south leg of 14th Ave.

As part of ICBC's Road Improvement Program, the City in partnership with ICBC completed a comprehensive pedestrian safety review of Kingsway between Edmonds and 14th Ave (the study corridor). The review included data collection, field observations, collision and traffic operations analysis, consideration of surrounding land uses and future redevelopments, and pedestrian crossing patterns. The review was completed earlier this year and a brief summary of the findings and recommendations are presented below.

3.0 REVIEW AND EVALUATION

A total of 417 collisions were identified along the study corridor for the five year period between 2009 and 2013. The highest number of collisions (249) was found at the Edmonds St intersection, followed by 89 at the 14th Avenue intersection. Of all the stop controlled intersections, 16th Avenue had the highest number of collisions at 36. All other stop controlled intersections had less than 17 collisions over the same five year period. While the relative number of collisions at each intersection was not unexpected based on the volume of traffic, the proportion of collisions resulting in a casualty was almost twice as high at the 16th Avenue intersection compared to the provincial average for a 2-way stop controlled intersection. Also, there were no fatal collisions reported along the study corridor during the same time period.

The top three type of collisions were found to be rear-end (48%), sideswipe (21%) and pedestrian related (7%). A high proportion of rear-end collisions is common along major corridors like Kingsway with fewer stop controls. Typical contributing factors include following too closely or driving without due care and attention. Of all the pedestrian related collisions, about 68% resulted in a casualty and 32% resulted in property damage only. Most of the pedestrian related collisions (65%) occurred at the intersection of Kingsway and Edmonds, and the most dominant contributing factor was jaywalking at 55%.

Intersection performance analysis was conducted at four intersections (Edmonds St, 19th Ave, 16th Ave, and 14th Ave) and all were found to be operating at acceptable conditions overall (Level of Service D or better) with some vehicle delays and queues during peak periods.

To: Traffic Safety Committee
 From: Director Engineering
 Re: Kingsway between Edmonds and 14th Ave
 2015 April 27 Page 3

Some individual movements were found to be operating poorly due to significant delays during the weekday pm peak hour, including the eastbound left turn movement at Edmonds St, and the northbound and southbound movements at 16th Ave. The long vehicle delays at 16th Ave are mainly due to high traffic volumes along Kingsway.

A traffic signal warrant analysis was completed at 14th Ave, 16th Ave, and 19th Ave to determine the stability of a traffic signal at each intersection. The analysis considered the volume of pedestrians and vehicles, roadway configuration, speed limits, and other site specific considerations such as the proportion of heavy vehicles, proximity to schools, and other nearby traffic signals. It was determined that a full traffic signal at the intersection of both 14th Ave and 16th Ave would be warranted to help facilitate both pedestrian and vehicular movements. The relatively low traffic volumes at 19th Ave do not warrant a traffic signal at this time, but with the redevelopment of the former Value Village site at the northeast corner of Kingsway and Edmonds, this may change in the future.

Pedestrian crossings within the study corridor were found to be highest at the Edmonds St intersection, followed by 14th Avenue. Both intersections have some commercial uses and nearby bus stops. A fair number of pedestrians were also found crossing Kingsway between 16th and 19th Ave, many of them midblock. Contributing factors include the multi-family residential land uses on both the north and south side of Kingsway, and the lack of a nearby traffic signal or crosswalk. Interestingly, the existing bus stops near 14th Ave and 19th Avenue were not a significant factor because those bus stops are only used during the very early morning hours when Skytrain is not in operation. Figure 2 shows the surrounding land uses and observed weekday pedestrian volumes during the am, noon, and pm peak periods.

Figure 3 shows the nearby community amenities and bike routes within a five and ten minute walk from the intersections of Kingsway and 16th. It demonstrates the potential role of 16th Avenue in providing a north-south walking connection through the community and helps to reaffirm the desirability of installing a new traffic signal at that intersection.

Overall, the study recommends that the existing pedestrian signal at Kingsway and 14th Ave be converted to a full traffic signal to improve safety by reducing the number of collisions. This change would also facilitate vehicular access to and from the neighbourhood. This growing demand is demonstrated by some vehicle drivers on 14th Ave getting out of their vehicles to activate the pedestrian signal. The change would also help transit buses in turning right from northbound 14th Ave to eastbound Kingsway, and is consistent with the designation of 14th Ave as a Local Collector.

While a full traffic signal is also warranted at Kingsway and 16th Ave, only a pedestrian signal is recommended at this time. This will help to maintain the local street classification of 16th Ave by not attracting additional traffic. The vehicular demands in the neighbourhood may be sufficiently accommodated by the full traffic signal recommended at Kingsway and 14th Ave. The pedestrian signal at 16th Ave should help to reduce midblock crossings, improve pedestrian safety, and reduce intersection collisions; however, it will need to be monitored for any future upgrades.

To: Traffic Safety Committee
 From: Director Engineering
 Re: Kingsway between Edmonds and 14th Ave
 2015 April 27 Page 4

The study also recommends a number of other associated improvements such as changes to pavement markings, trimming of foliage along the corridor to improve sightlines, managing parking near intersections and pursuing left turn bays as opportunities arise.

4.0 ECONOMIC EVALUATION

The study completed an economic evaluation of the recommended improvements to determine the potential for ICBC funding based on the cost savings from a reduction in collisions. The upgrading of the existing pedestrian signal at Kingsway and 14th Ave to a full signal is anticipated to reduce annual collisions by up to 20% and provide an annual collision cost savings of about \$55,000. Similarly, a new pedestrian signal at Kingsway and 16th Ave is anticipated to reduce annual collisions by up to 15% and provide an annual collision cost savings of about \$30,000. The findings suggest that ICBC's Road Improvement Program could contribute approximately \$85,000 towards the cost of both signals.

5.0 CONCLUSIONS

A pedestrian safety review was completed in partnership with ICBC to address concerns about pedestrian crossings along Kingsway between Edmonds and 14th Ave. The review recommended the upgrading of the existing pedestrian signal at Kingsway and 14th Ave to a full signal to improve safety. It also recommends the installation of a new pedestrian signal at Kingsway and 16th Ave to facilitate pedestrian crossings. Both signals are estimated to cost \$360,000 in total and funding is available in the 2015 Capital Budget (Traffic Signals EMF.0041). Funding contributions from ICBC's Road Improvement Program will also be sought to help offset costs to the City. Installation of both signals is anticipated to be completed by the end of the year. A number of other associated minor improvements will also be completed this year as recommended by the study. This includes additional pavement markings, trimming of foliage and managing parking near intersections.

It is also recommended that a copy of this report be sent to the Eastburn Junior Youth Group for information.


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

DL:ac
 Attachment

Copied to: City Manager
 Director Planning and Building
 Director of Finance

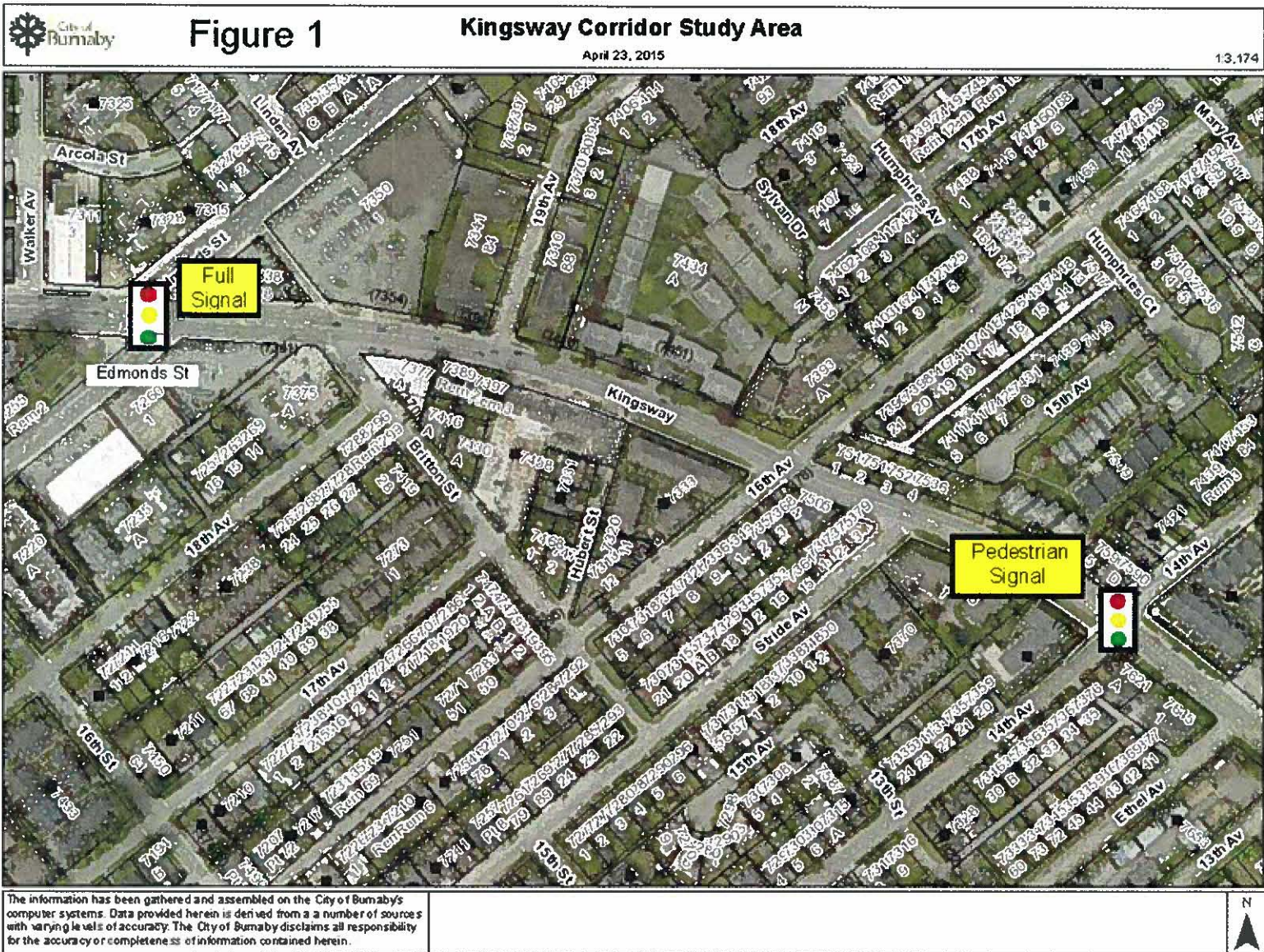


Figure 1 – Kingsway Corridor Study Area

To: Traffic Safety Committee
 From: Director Engineering
 Re: Kingsway between Edmonds and 14th Ave
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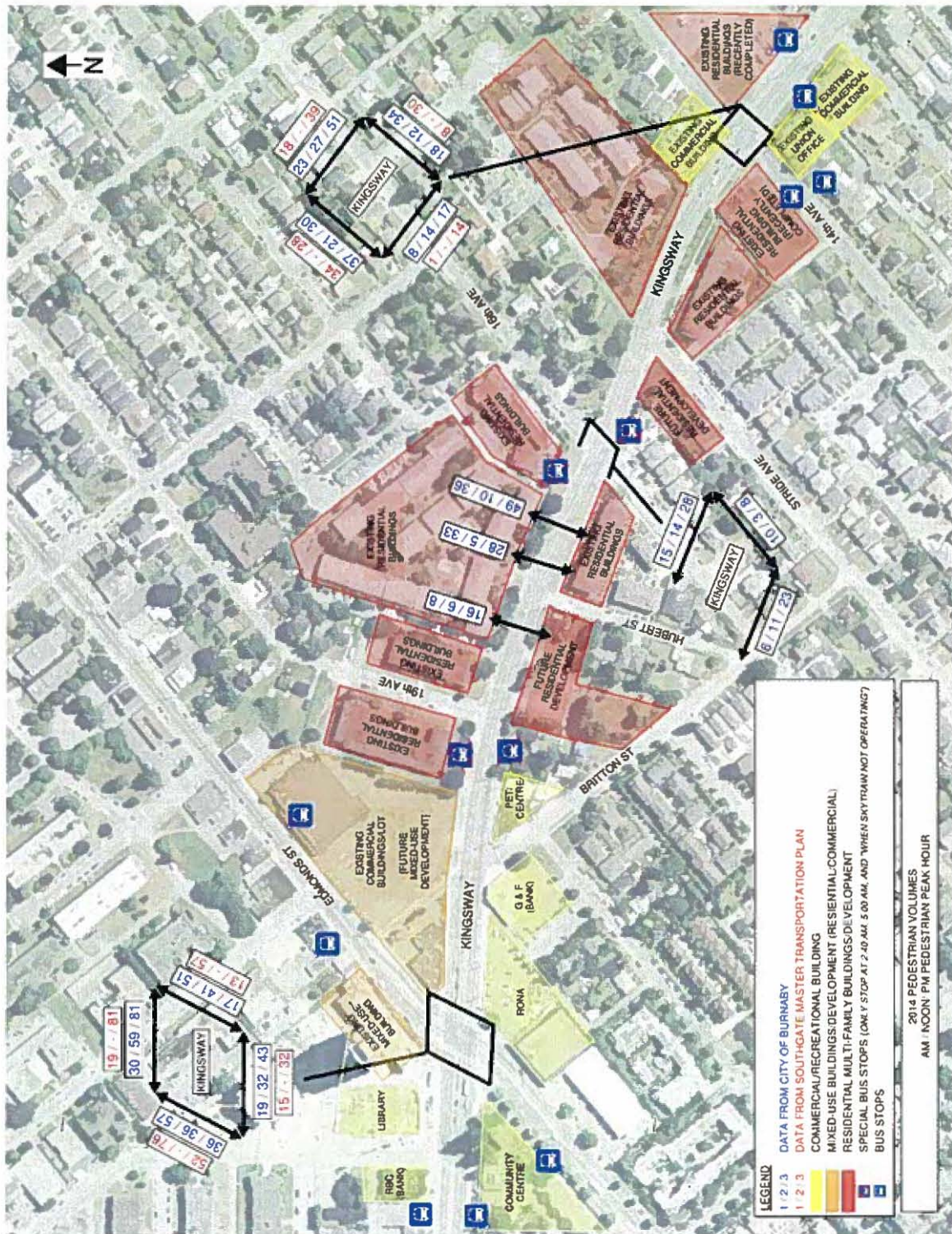


Figure 2 – Land Uses and Pedestrian Volumes along the Study Corridor

To: Traffic Safety Committee
From: Director Engineering
Re: Kingsway between Edmonds and 14th Ave
2015 April 27 Page 7

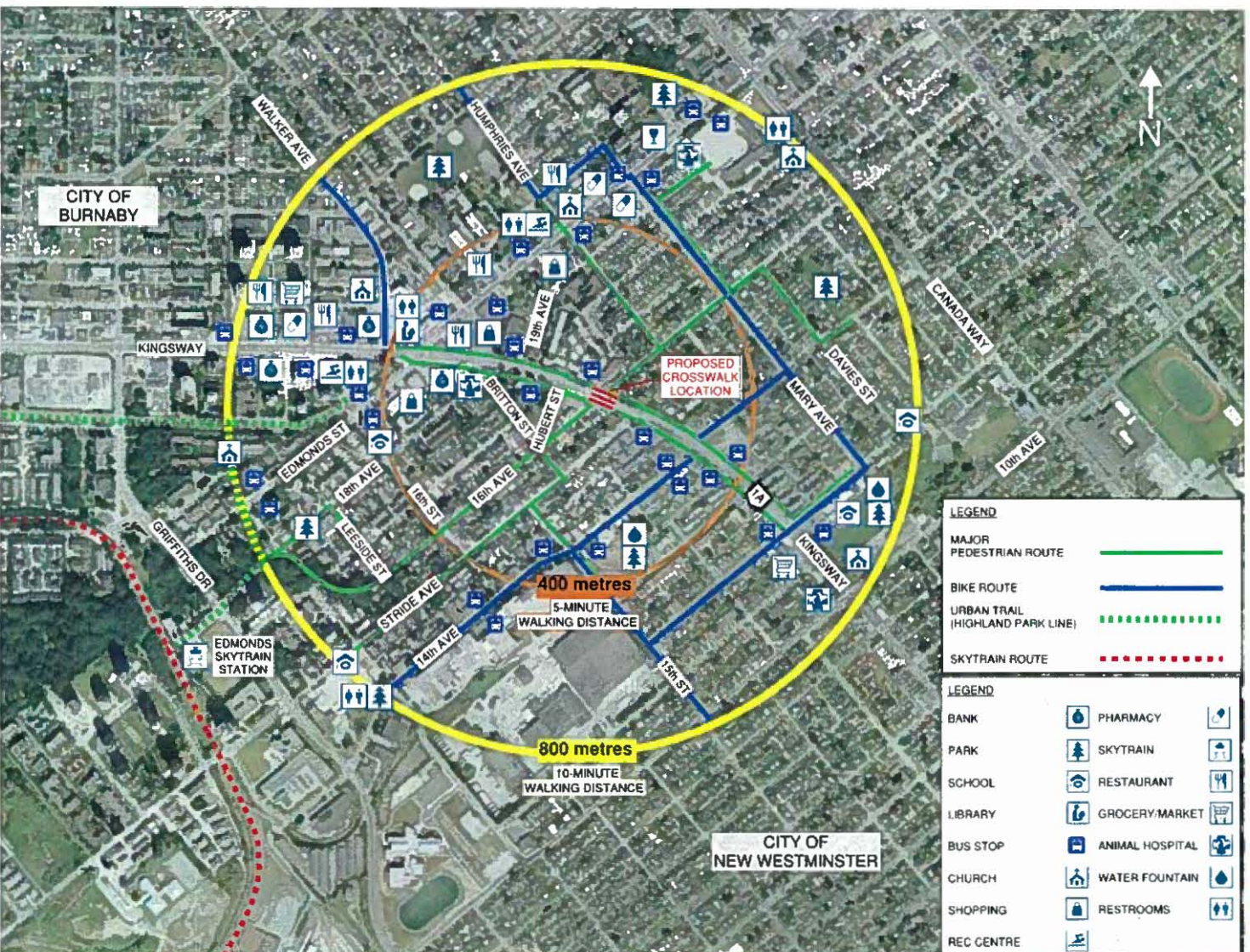


Figure 3 – Amenities and Pedestrian/Bike Routes near the Study Corridor



Meeting 2015 May 05

COMMITTEE REPORT

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2015 April 27

FROM: DIRECTOR ENGINEERING

FILE: 38000 20
Ref: Traffic Safety

SUBJECT: MARINE DR AT NELSON AVE

PURPOSE: To recommend the installation of a traffic signal at the intersection of Marine Dr and Nelson Ave.

RECOMMENDATION:

1. **THAT** the Committee recommend to Council the installation of a traffic signal at the intersection of Marine Dr and Nelson Ave at an estimated cost of \$240,000 funded from the 2015 Capital Budget (Traffic Signals EMF.0041).

REPORT

1.0 BACKGROUND

Staff has been monitoring the intersection of Marine Dr and Nelson Ave over several years after receiving public feedback about increasing traffic congestion at that location. Both streets are classified as Major Collector –Secondary roadways under the Burnaby Transportation Plan. While traffic volumes along Marine Dr have remained relatively consistent over the years, they have been increasing along Nelson Ave. The intersection was recently reviewed again to determine the need for any changes.

2.0 DISCUSSION

The intersection of Marine Dr and Nelson Ave is currently controlled by 4-way stop signs as shown in Figure 1. This is similar to other nearby intersections along Marine Dr at Patterson Ave and at Royal Oak Ave. As previously noted, traffic volumes along Marine Drive has remained consistent at about 10-12,000 vehicles per day over the last 10-20 years. On the other hand, traffic volumes along Nelson Ave have doubled to about 10,000 vehicles per day since the mid 1990's. Part of this can be attributed to the general growth of the City, and to the signalization of Marine Way and Nelson Ave in 2008.

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 From: Director Engineering
 Re: Marine Dr and Nelson Ave

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The most recent traffic signal warrant analysis showed that the installation of a traffic signal at the Marine Dr and Nelson Ave would be appropriate given the current traffic conditions. A full traffic signal would help to alleviate the long queues that develop during peak periods because it is more efficient at moving traffic through the intersection compared to 4-way stop signs. It should also help to address the high number of collisions at the intersection by more clearly assigning the right-of-way. Within the last five years (2009-2013) there was an average of about 16 collisions per year which is double of what is found in other similar intersections controlled by 4-way stop signs. The majority of these collisions were rear-ends, and there were no reported collisions involving pedestrians or cyclists.

3.0 CONCLUSION

A recent review of the intersection of Marine Dr and Nelson Ave showed that the installation of a traffic signal would help to better regulate traffic and reduce congestion, especially during peak periods when traffic volumes are higher. The signal is estimated to cost \$240,000 and funding is available in the 2015 Capital Budget (Traffic Signals EMF.0041). Funding contributions from ICBC's Road Improvement Program will also be sought to help offset costs to the City. Installation of the signal is anticipated to be completed by the end of the year.



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

EJ/DL/ac

Attachment

Copied to: City Manager
 Director of Planning and Building
 Director of Finance



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