



TRAFFIC SAFETY COMMITTEE

NOTICE OF OPEN MEETING

DATE: TUESDAY, 2016 MAY 03

TIME: 6:00 PM

PLACE: Council Chamber, Burnaby City Hall

A G E N D A

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

Tuesday, 2016 March 01

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, 2016 March 01 at 6:00 PM.

1. CALL TO ORDER

PRESENT: Councillor Paul McDonell, Chair
 Councillor Pietro Calendino, Vice Chair
 Councillor James Wang, Member
 Mr. John Artuso, Citizen Representative
 Mr. Stephen Baron, Senior Citizen Representative
 Mr. Rick Claybo, Coast Mountain Bus Company Representative
 Mr. Eric Laity, Citizen Representative
 Ms. Jen Mezei, District Parent Advisory Council Representative
 Mr. Cory Redekop, Burnaby Board of Trade
 Mr. Ken Robb, Burnaby HUB Representative
 Mr. Nik Vizniak, Citizen Representative
 Mr. Tom Webster, ICBC Representative

STAFF: Mr. Stu Ramsey, Manager - Transportation Planning
 Mr. Doug Louie, Assistant Director Engineering, Transportation
 S/Sgt Gerard Sokolowski, Burnaby RCMP
 Ms. Eva Prior, Administrative Officer

The Chair called the Open meeting to order at 6:00 p.m.

2. MINUTES

a) **Minutes of the Open Meeting of the Traffic Safety Committee
 held on 2015 December 01**

MOVED BY COUNCILLOR WANG
SECONDED BY MR. LAITY

THAT the minutes of the 'Open' meeting of the Traffic Safety Committee held on 2015 December 01 be adopted.

CARRIED UNANIMOUSLY

3. DELEGATION

MOVED BY COUNCILLOR CALENDINO
SECONDED BY COUNCILLOR WANG

THAT the delegation be heard.

CARRIED UNANIMOUSLY

a) Mr. Warren Dollery
Re: Pedestrian Safety at Madison Avenue and Parker Street

Mr. Warren Dollery appeared before the Committee expressing concerns regarding pedestrian safety at the intersection of Parker Street and Madison Avenue. Mr. Dollery has observed vehicles speeding through the crosswalk and the near miss of a pedestrian.

The speaker requested that the Committee consider installing an overhead pedestrian crosswalk light to provide motorists with enhanced visibility of the crosswalk.

The Committee requested that item 5.a) be brought forward at this time.

MOVED BY COUNCILLOR CALENDINO
SECONDED BY MS. MEZEI

THAT the report 5.a) be brought forward for consideration at this time.

CARRIED UNANIMOUSLY

5. REPORT

MOVED BY MR. LAITY
SECONDED BY COUNCILLOR WANG

THAT the report be received.

CARRIED UNANIMOUSLY

a) Report from Director Engineering
Re: Crosswalk – Parker Street at Madison Avenue

A report was received from the Director Engineering reviewing pedestrian safety concerns at the intersection of Parker Street and Madison Avenue. The report advised that a review was conducted and that conditions had not changed

substantially since the last review in 2013, and that the existing marked crosswalk was still the most appropriate traffic control at this time.

The report recommended that parking along Parker Street be restricted within 20 metres of the crosswalk to maintain good sightlines between pedestrians and motorists, and arrangements are being made for their installation.

The Committee advised that Parker Street has become a means of bypassing Hastings Street by motorists, thereby increasing the motor vehicle traffic. The Committee requested that the City install overhead illuminated crosswalk signs at the intersection of Parker Street and Madison Avenue. Staff had no objections to this recommendation.

The Director Engineering recommended:

1. THAT the Committee receive this report for information.
2. THAT a copy of this report be sent to Mr. Warren Dollery, 7035 Union Street, Burnaby, BC, V5A 1H8.

MOVED BY COUNCILLOR WANG
SECONDED BY COUNCILLOR CALENDINO

THAT the recommendations of the Director Engineering be adopted.

AMENDED

Arising from discussion, the following motion was introduced:

MOVED BY COUNCILLOR CALENDINO
SECONDED BY MR. WEBSTER

THAT the recommendation 1 be AMENDED to include the following:

THAT Council approve the installation of overhead illuminated crosswalk signs at the intersection of Parker Street and Madison Avenue as detailed in this report.

CARRIED UNANIMOUSLY

A vote was then held on the motion as moved by Councillor Wang and seconded by Councillor Calendino being that 'THAT the recommendations of the Director Engineering be adopted', AS AMENDED and same was CARRIED.

CARRIED UNANIMOUSLY

The normal of order of the agenda resumed.

3. CORRESPONDENCE

MOVED BY MR. LAITY

SECONDED BY MR. ARTUSO

THAT the correspondence be received.

CARRIED UNANIMOUSLY

**a) Correspondence from Warren Dollery
Re: Pedestrian Crossing Concerns at
Madison Avenue and Parker Street**

Correspondence was received from Mr. Warren Dollery expressing concern for pedestrians crossing Parker Street at Madison Avenue.

This item of correspondence was dealt with previously on the agenda.

**b) Correspondence from Rod Santiago
Re: Pedestrian Safety on Bartlett Court**

Correspondence was received from Mr. Rod Santiago expressing concern for pedestrian safety on Bartlett Court.

Mr. Santiago was particularly concerned about the safety of children and parents walking to and from school. The writer advised that vehicles are entering and existing two driveway accesses to multi-family residential units at the end of Bartlett Court, at a high rate of speed.

Staff undertook to contact Mr. Santiago to determine the exact location on Bartlett Court of the requested pedestrian crosswalk. Staff will also conduct a traffic count review of the area.

**c) Correspondence from Cathy Griffin
Re: Cycling and Pedestrian Concerns in the Underhill Avenue Area**

Correspondence was received from Cathy Griffin advising of pedestrian and cyclist safety issues along Underhill Avenue at Broadway and Eastlake Drive.

Staff advised that the existing signal at Underhill Avenue and Broadway utilizes video detection to trigger the light and should be able to detect a southbound cyclist.

Staff undertook to conduct a traffic count review on Underhill Avenue to determine if the intersection of Underhill Avenue and Eastlake Drive meets the warrants to install a traffic signal.

Staff undertook to respond to the author.

**d) Correspondence from Christian Leblanc
Re: Pedestrian Safety at 4321 Still Creek Drive**

Correspondence was received from Christian Leblanc requesting assistance to increase pedestrian safety at the crosswalk at 4321 Still Creek Drive. The author advised that vehicles regularly travel at higher than posted speed limits and that they are not voluntarily stopping for pedestrians waiting to cross.

Staff advised that the City has installed a downlite pedestrian sign at this crosswalk and have also installed 'safe hits' to mitigate vehicles bypassing each other.

Based on recent speed and visibility studies staff are investigating the future consideration of on-street parking to narrow the road and the installation of curb bulges.

Staff undertook to respond to the author. Cory Redekop, Burnaby Board of Trade undertook to follow-up with the business manager for the area.

**e) Correspondence from Doug Louie,
Assistant Director Engineering, Transportation Services
Re: Response to Josh Cairns Regarding Burnaby Mountain Parkway
between Centennial Way and Gaglardi Way**

A memorandum was received from Doug Louie, Assistant Director Engineering, Transportation Services in response to a letter from Josh Cairns outlining concerns along Burnaby Mountain Parkway.

Mr. Louie advised that street lights will be installed in either 2016 or 2017 along Burnaby Mountain Parkway and that the City have recently installed new street lights along Gaglardi Way. With respect to the catch basins, the City will be placing short painted white guidelines on the pavement in advance of the catch basin and a reflective pavement marker on the curb face adjacent to the catch basin to highlight the potential hazard for cyclists.

f) Correspondence from Maria Marano
Re: Prohibited Left Turn from Hastings Street to Duthie Avenue

Correspondence was received from Maria Marano requesting that staff investigate the possibility of removing the left turn restriction, west bound from Hastings Street onto Duthie Avenue.

Arising from discussion, the Committee introduced the following motion:

MOVED BY MR. REDEKOP
SECONDED BY MR. LAITY

THAT this item of correspondence be REFERRED to staff for review.

CARRIED

OPPOSED

MR. ROBB
 MR. BARON
 MS. MEZEI

4. REPORTS

a) Report from Director Engineering
Re: Crosswalk – Parker Street at Madison Avenue

This agenda item was dealt with previously in the meeting.

Cory Redekop retired from the meeting at 7:30 p.m. and did not return.

4. NEW BUSINESS

John Artuso

Mr. Artuso requested that the City introduce HOV only hours on Hastings Street that are consistent with those in Vancouver and/or converting the HOV lanes to bus only lanes during rush hour

Staff advised that the request regarding consistent HOV hours was dealt with previously through a report to the Transportation Committee. Staff also noted that Council's recent direction was to look into removing the HOV lanes from Hastings Street to allow for full-time street parking.

Mr. Artuso inquired as to the status of the intersection at Gilmore Avenue and Loughheed Highway.

Staff advised that the City has acquired the required land to allow for improvements to the north leg of the intersection. Those improvements will be scheduled in the capital works program. A specific construction year is not known at this time.

Jen Mezei

Ms. Mezei requested that a representative from the Committee attend the District Parent Advisory Council meeting scheduled for May 30, to present on Traffic Safety.

Staff will follow-up with Ms. Mezei's regarding her request.

Nik Vizniak

Mr. Vizniak requested staff investigate the road condition of the 6300 block of Thorne Avenue.

Staff undertook to investigate.

5. INQUIRIES

There were no inquiries brought forward at this time.

6. ADJOURNMENT

MOVED BY MR. LAITY
SECONDED BY COUNCILLOR CALENDINO

THAT this Open Committee meeting do now adjourn.

CARRIED UNANIMOUSLY

The Open meeting adjourned at 7:45 p.m.

Eva Prior
ADMINISTRATIVE OFFICER

Councillor Paul McDonell
CHAIR

DRAFT

#2101-4353 Halifax Street
Burnaby, B.C. V5C 5Z4
April 19, 2016

3.a)

Traffic Safety Committee
City of Burnaby
4949 Canada Way
Burnaby, B.C.

To Whom It May Concern,

I write to you now as a strata council representative of the three hundred unit Brent Gardens strata community, located at 4353, 4363 and 4373 Halifax Street. We have many traffic concerns and seek a meeting with your committee as soon as possible. We have noticed a dramatic increase in both the volume and speed of traffic on Halifax Street. We attribute this alarming and troublesome problem to the increase in residential and commercial development and also specifically to the removal of the four way stop signs at Halifax, Douglas and Madison. The four way stop signs served to both space and slow traffic down considerably. We are perplexed as to their complete removal without the addition of a regular set of traffic lights in their place. Instead, the current configuration serves to noticeably and dangerously increase the speed and flow of traffic on the section of Halifax in front of our complex. In addition, the current configuration at the Halifax, Douglas and Madison intersection also causes other dangerous traffic turning and traffic flow problems, in all directions, which we want to elaborate upon, in a meeting with you.

We are further and especially concerned since much of the massive residential development of the Brentwood area still remains uncompleted and we are already experiencing serious problems. First, our concern for pedestrians. We have had longstanding problems with the pedestrian controlled stop light at Halifax and Rosser, and it is not as safe as one might hope or expect. When the light at the pedestrian controlled crosswalk is not yet red, but cars going west are stopped and signaling a left turn onto Rosser, many drivers coming from behind the car waiting to turn left, speed by on the inside right of the cars stopped ahead, endangering waiting pedestrians, especially seniors and children. This problem will only get worse with the completion of the Brentwood Mall and tower residences. We have many seniors in our building, and the Amica Seniors' home is also just across the street. Again, there has been at least one other close call wherein a car speeding east down Halifax, and turning right onto Rosser street, almost struck a senior, right under the sign that alerts drivers of a seniors walking sign. These are enough scares and close calls already, and we do not want to wait for a tragedy to occur.

Importantly, many of our children walk to school along Halifax and the increased speed and volume of traffic is a serious concern for us. We also surmise that the children from the Madison complex cannot even walk to their nearest school at Kitchener since there are no crosswalks at the intersections of Douglas, Madison and Halifax. This does not seem in keeping with Burnaby councils' stated position of encouraging a pedestrian friendly and more environmentally aware city. We definitely need a full traffic signal light system with crosswalks at this location to meet these goals.

The increased speed and volume of traffic in both directions is also of great concern for our drivers and our cyclists. Both are experiencing much more difficulty and danger in

exiting and entering both of our underground parking roadways. The exit and entry problems are exacerbated by both the increased speed and volume of traffic, but also further compromised by the limited sight line visibility we experience due to the increased Skytrain street parking. The city garbage pickup also makes it more hazardous exiting when we are also contending with increased volume and speed of other traffic.

We have made inquiries to varying city hall officials and have been told that since Halifax Street is designated as a Major Collector – Primary there are limitations as to what can be done to ensure our safety and security; namely that we cannot ask for speed bumps. We have also been told that a traffic light at Halifax and Douglas would not serve to slow traffic down – perhaps it will not but perhaps it will serve to space the traffic. If it will not even serve to space the traffic then we need to seek additional multiple solutions in addition to this full traffic light and pedestrian crossing.

We have also been told that Halifax is considered a conduit onto the freeway. And clearly when First Avenue is completed through to Douglas we will also be a throughway conduit to the commerce and residents of Brentwood Mall. We have also been told that studies have been done that show there is no need for another traffic light or another pedestrian cross walk in the area of concern but **whatever studies were done certainly did not involve talking to residents of our community.** We don't believe our safety should be sacrificed to the needs of mall or freeway access, or driver convenience.

We request a meeting with your committee so we can dialogue with you regarding these concerns. We would like to discuss possible and multiple solutions. We believe a full traffic signal light at Halifax and Douglas, complete with crosswalks is a necessary first step. We also believe the speed limit should be lowered, and posted, and perhaps a flashing sign indicating driver speed is also necessary. We also request increased police patrols and enforcement of speeding and driving regulations. In addition, we request that Skytrain street parking on Halifax Street be removed. The massive Brentwood Mall development should be required to absorb the Skytrain parking requirements.

We know that our Polaris strata neighbours share our concerns, and they will send representatives from their strata to our meeting with you. We are also in the process of contacting other neighbouring stratas. Perhaps they will also send representatives to a meeting. We look forward to a prompt response from you and to a meeting with your committee, and to a satisfactory resolution of our concerns. I can be reached by phone or text at 778-322-5921, or via email.

Yours sincerely,

Debra Sutherland,
Brent Garden Strata Council
Representative

cc Mayor Derek Corrigan
City Councillors
Burnaby RCMP
Burnaby City Engineering

Received by E-mail 2016 March 07

Dear Traffic Safety Committee;

Triovest Realty Advisors are the managers for 4185/4170/4190/4260/4321/4333/4350/4370 & 4401 Still creek drive and have been so for well over ten years. These properties are owned by the Hospital of Ontario Pension Plan (HOOPP) with a population of approximately 4500 people from the likes of companies like Fortis BC, Fortinet, Worley Parson's, GM Financial, EComm, Ericsson Canada and so forth. As you can appreciate with such a large grouping of buildings and employers safety and reputation and very important for all parties. Consequently, we are reaching out to the Burnaby Traffic Safety Committee today in hopes of encouraging the City of Burnaby to consider the enhancement of the existing pedestrian cross walk on Still creek drive in front of 4260 still creek drive.

The installation of the existing cross walk took place several years back and while it enhanced aspects of traffic and safety it was short-lived with the opening of Still Creek to Douglas road. Still creek has become increasingly difficult to safely cross despite the crosswalk. I know this from personal experience having almost been struck by a driver who was speeding and not paying attention to traffic and pedestrians. Ideally a controlled cross walk would be go a long way and in some respects more superior than what we have today. This could be easily achieved with strobing lights at a lower lever that would easily catch the attention of drivers.

It is also our understanding that street parking is being considered as a traffic calming program along Still creek. We feel that street parking is a better option further down Still Creek towards Costco and Douglas street where the road and is wider and the street is straight. Along the noted address for Willingdon park the road is noticeably smaller and compounded with several curves. We believe that city parking would further reduce sight lines for both drivers and pedestrians and increases congestion thus making the streetway less safe for all parties involved. For these reasons we cannot support street parking.

To assist with congestion along Still creek it would also be helpful if the City could encourage Translink to provide bus service along the Still Creek corridor. With a population of 4500 people at Willingdon Park alone and countless businesses along Still Creek I am confident there will be sufficient demand.

On half of HOOPP and Triovest we thank you in advance for consideration of our requests for a safer and friendlier Still creek.



Dean de Sousa CPM, Director of Property Management BC

Triovest Realty Advisors.
350-4260 Still Creek Drive
Burnaby, BC V5C 6C6

Tel: 604-294-3544
Fax: 604-294-2877

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◇ TRUSTED REALTY ADVISORS ◇ CONNECTED MANAGEMENT ◇

Subject: RE: Rezoning Reference #12-21 - Response to council report

Good evening Mayor and Council.

I am writing to you all in response to the council report regarding the proposed tower at the corner of Halifax Street and Gilmore Avenue. I would like to thank the two councillors that requested City staff investigate our concerns with this proposed Tower, however I was not surprised to see that the report stated everything was acceptable with the development.

While it is clear the City is ok with this large building shadowing the Marquis Grande, and in combination with Aviara 2 will virtually eliminate the northwest views, I do request the City address the traffic in our local areas before construction on Aviara 2 and Millennium begin.

In the report it is clear that the extension of 1st Ave and the widening of Halifax will occur before occupancy of the related developments, however that will require the residents of Halifax to be subjected to traffic jams during rush hours (morning and evening). The report is clear that the roads will meet all specifications once completed, but what you will find is that the current situation has vehicles utilizing Halifax to short cut to Douglas Street. Compound this situation with two developments at the corner of Halifax and Gilmore and the result is residents living with 3-4 years of construction but also enduring 3-4 years of increased travel times just to leave our homes. As a note, construction at Aviara typically starts between 645-7am, and excavation has not started.

During the public hearing I heard that the Mayor and Council do care about their citizens health and well being. I request that the City makes the traffic improvements to 1st ave and halifax a priority and have them completed before development progresses.

Thank you for your time and consideration in this request to make my community livable while Brentwood grows.

Cheers,
Aldo

—
aldo porra

Sent: April-06-16 1:54 PM

To: Calendino, Pietro; Kang, Anne; cjordan@comsavings.com; Mayor; Johnston, Dan; Dhaliwal, Satvinder; Wang, James; Volkow, Nick; McDonell, Paul

Cc: Scott Ruddy

Subject: RE: Rezoning Reference #12-21 - Response to council report

Good afternoon Mayor and Council,

I am writing you all today to;

1. follow-up on my earlier email (March 3) to which I have yet to hear back on a red once other than the email was received and
2. update on the traffic situation on our street.

For item 1, I will wait for an updated traffic management plan from the City for our street thru the construction period.

For Item 2, I would like to reiterate concerns brought to council at the public hearing of people using Halifax as a by-pass and other driving behavior not suitable for a local street.

Specifically today the westbound lane on Halifax, adjacent to the sausage factory was blocked by parked cars (at least 4-5). I called Burnaby parking by-laws and was informed it's not a by-law issue and a suggestion to call RCMP non-emergency. As an aside I did file a report with the RCMP, but as of 120pm the situation had not been rectified.

I am unimpressed with the City's response, which felt like it's "not their problem" call the police. It is well within the City's power to ensure the streets are maintained and do not pose a safety risk. The City has demonstrated this power on Halifax recently with "new parking regulation" signs on the east bound curb lane beside Aviana.

I would appreciate a update on the traffic manage plan for my street.

Thank you for your time.

Aldo

aldo.porra
2017060110

Traffic Safety Committee

Dear Councillors ,

Solution for too many traffic accidents on the road

SECTION 2
COUNCIL CORRESPONDENCE
Acting City Manager
Deputy City Manager
Traffic Safety Committee (May 03)

April 25 2016

Many people blame on the accidents due to more people come to the lower mainland and naturally the numbers going up , not necessary so , if they are educated and corrected .

In Asia , the problem has been erased with the dashboard camera , not only offenders would have no excuse and even lazy officers at the scene not issue ticket will be reprimanded . But this does not suggest that every car should install dashboard cameras due to the cordless drill that car doors will be easily broken in and cameras in car stolen would incur more claims. However , patrol cars or high seat vans can install cameras and the S D cards can be taken out and screened for any driver broke the law . That will be marked down and issued tickets and violations are on video and time stamped. The staff can be created by hiring handicapped people with computer skill and experience driver who knows what is right and wrong on the road and identify the danger created . The pay should be minimum . That should relief high pay policeman who is so burden to take on traffic cases . Even in traffic court ,policeman does not have to show up , it is the judge, accuse and video . Appeal fees have to set higher and non-refundable .Lots of time has been wasted in court .Even judge has to remind to sentence quickly .(Delta court had spent an hour on one simple offence before) . S d cards have to be ready to rotate and trade with people that turn in the their private SD of accidents ,dangerous driving taken on the road.

Bicycles used in the parks ,trails are recreation bicycles , but bicycles on daily commuting should subject to all traffic laws and they should get registration licences , and proper lights for riding at nite time because they are using the road and they should also be accountable for their behaviour . With the thought of they go green , giving them the benefit and convenience , now they don't obey red lights , not stop at stop signs , with no lights racing across coming traffic { endangering other drivers as well }, riding on wrong side of road , speeding on side walk just for fun . These youngsters would end in wheelchairs. As man can live up to a hundred years old now , they have a long time to curse the city for not educated them.

I got hit from side and back three times in four months and escaped two lately . My observations Is (not racial bias) that Punjabi usually in construction or labor business , when they drive big trucks and change lanes they choose to speed into other lane and have no hand or time to signal . It jump in and quickly stop in front of your lane , little time for you to react. Europeans do not stop before stop signs at side roads . They just drag on , briefly take a look and swung around the corner . This cause their cars to hit up the curb and embrace lamp post . Imagine a cars rolls up the side street at reducing speed but crosses the stop line with no intention to stop and rolls threatening your passenger . Cars from back impatiently make a right lane passing . Cars on left actually owns two lanes , swing over whenever driver pleases , what signal ? At the pedestrian crossing , light changed , left side car moving out , all off a sudden , you still see some late walkers swearing and just go around the left side car . Bad pedestrians are contribute to the chaos and daring drivers.

It is about time to fix this problem . Toronto public is against the installation of red light cameras , just a sign of how Canadians like to run the red lights . Dashboard camera is a silent tool to restore old order.

Yours sincerely.

Aston Yu
#125 – 5750 Hastings Street
Burnaby, BC V5B 1R6



Meeting 2016 May 03

COMMITTEE REPORT

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2016 April 26

FROM: DIRECTOR ENGINEERING

FILE: 38000 20
Ref: Traffic Safety

SUBJECT: INTERSECTION CONTROLS AT UNDERHILL AVE AND EASTLAKE DR

PURPOSE: To advise of the installation of three-way stop signs at the intersection of Underhill Ave and Eastlake Dr

RECOMMENDATION:

1. **THAT** the Committee receives this report for information.

REPORT**BACKGROUND**

On 2016 March 01, the Traffic Safety Committee received correspondence from Ms. Cathy Griffin regarding cycling and pedestrian concerns along Underhill Ave. In addition, several recent concerns were also received from the general public about the high volume of traffic and delays at the intersection of Underhill Ave and Eastlake Dr. In response, staff undertook a review of the intersection to determine if changes to the existing intersection controls are required.

EXISTING CONDITIONS

The intersection of Underhill Ave and Eastlake Dr is a "T" intersection with the westerly leg of Eastlake Dr controlled by a stop sign in favour of Underhill Ave (see Figure 1). Both Underhill Ave and Eastlake Dr are classified as major collector roadways and are constructed with curb and gutter. North of Eastlake Dr, an urban trail and sidewalk exist on the east side of Underhill Ave and an interim asphalt sidewalk was recently constructed along the west side. There is an urban trail along the south side of Eastlake Dr.

INTERSECTION REVIEW

A review of the collision data at the intersection between 2011– 2014 showed an average of 6 crashes per year. A peak hour traffic movement study was conducted on 2016 March 9 with the following results:

To: Traffic Safety Committee
 From: Director Engineering
 Re: Intersection Controls at Underhill and Eastlake
 2016 April 26..... Page 2

Approach	AM Peak Hour	Noon Peak Hour	PM Peak Hour	3 Hour Total
Westbound on Eastlake Dr	843	234	292	1396
Southbound on Underhill Ave	289	265	496	1050
Northbound on Underhill Ave	258	183	655	1096

The results above show that the approaching traffic along Eastlake Dr is significantly higher than Underhill Ave during the AM rush hour, approximately the same during the noon peak hour, and less during the PM peak hour. Using the Transportation Association of Canada guidelines for traffic signal installations, a traffic signal at the intersection was found to be unwarranted at this time in part because the high volume of traffic is generally confined to the AM and PM peak periods.


Field observations confirmed that during the morning rush hour, the average delay for westbound traffic along Eastlake Dr is very high with queues as long as 220 meters from the intersection. This delay, along with almost equal volume of daily traffic on all three legs of the intersection, makes the intersection a good candidate for three way stop controls.

Pedestrian and bicycle activity at the intersection was relatively modest with about 40 pedestrians and 5 cyclists crossing the intersection during the noon peak hour. To better facilitate pedestrians crossing Underhill Ave, a crosswalk with parallel lines will be marked on the north and south leg of the intersection. The markings will also help provide a more prominent visual cue for drivers about the changes at the intersection.

The installation of the multi-way stop control may alter traffic patterns in and out of the existing southerly driveway access for 2999 Underhill Ave because of its very close proximity to the intersection. Staff will monitor this access to determine if further traffic control changes need to be made, noting that the site has an alternate driveway access located further north.

CONCLUSION

After reviewing the traffic condition at the intersection of Underhill Ave and Eastlake Dr, the installation of a 3 way stop control and marked crosswalks are proposed to reduce the delays to westbound vehicles along Eastlake Dr, better facilitate pedestrians crossing Underhill Ave, and improve the overall operation of the intersection. The work is scheduled to be completed by this summer.

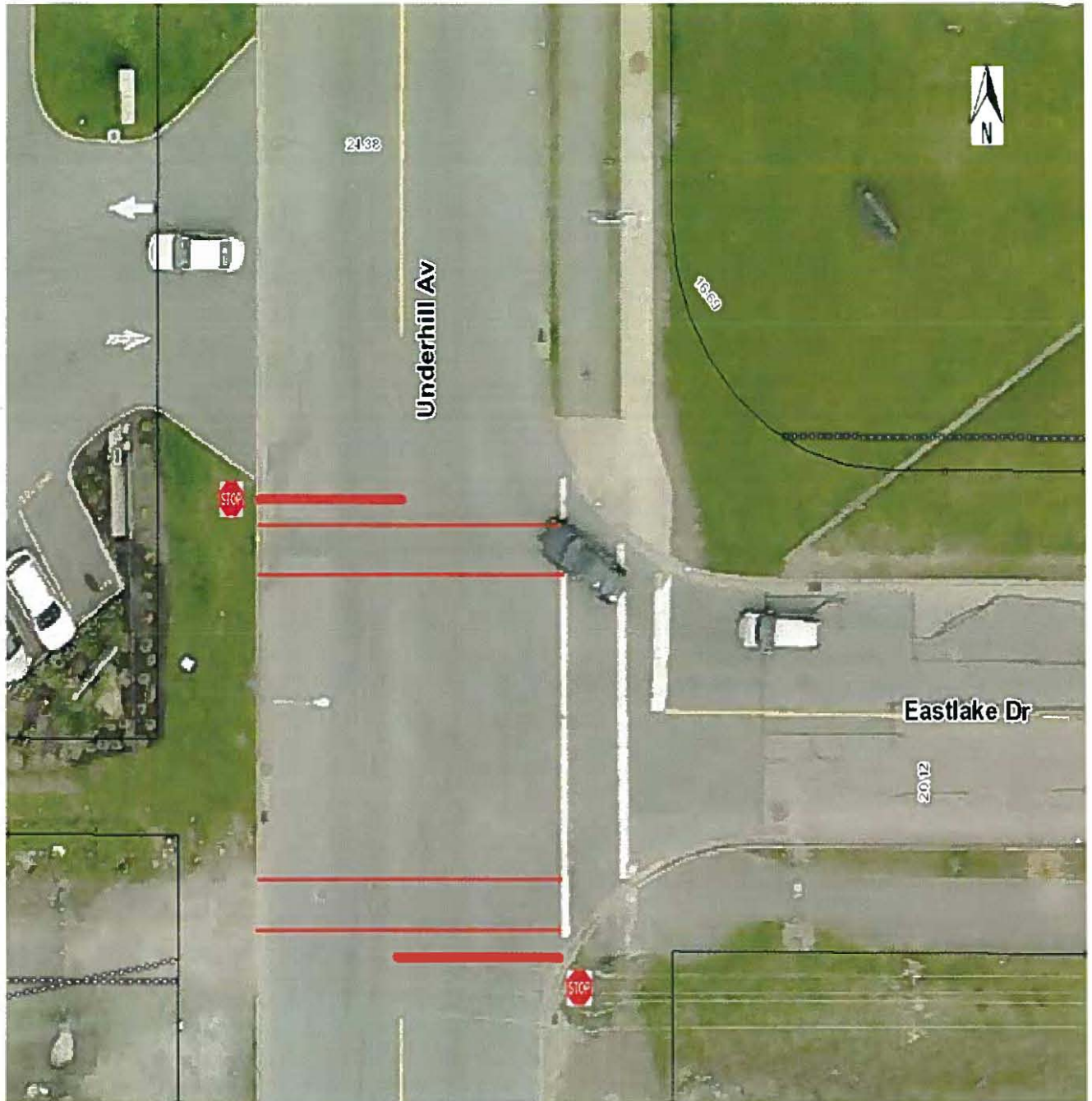

 Leon A. Gous, P. Eng., MBA
 DIRECTOR ENGINEERING

AW/DL/cp

Attachment

Copied to: City Manager

Figure 1 – Proposed Stop Sign and Crosswalks at the intersection of Underhill and Eastlake





Meeting 2016 May 03

COMMITTEE REPORT

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2016 April 25

FROM: DIRECTOR ENGINEERING

FILE: 38000 20
Ref: Traffic Safety

SUBJECT: PEDESTRIAN SAFETY CONCERNS ON BARTLETT COURT

PURPOSE: To review pedestrian safety concerns on Bartlett Court.

RECOMMENDATION:

1. **THAT** the Committee receives this report for information and a copy be sent to Mr. Roderick Santiago for his information.

REPORT

BACKGROUND

On 2016 March 01, the Traffic Safety Committee received correspondence from Mr. Roderick Santiago expressing concerns about pedestrian safety while crossing Bartlett Court. In particular, Mr. Santiago was concerned about the safety of children and parents walking to and from school and the speed of vehicles along the street. The Committee referred this matter to staff for review.

EXISTING CONDITIONS

Bartlett Court is a local street located between Cameron Elementary School to the west and Lougheed Mall to the east. It terminates at a cul-de-sac at the southerly end where there are two driveway accesses to multi-family residential homes. Mr. Santiago is concerned about pedestrians crossing Bartlett Court between a pathway on the west side (south of Cameron Elementary) and a pathway on the east side that leads to Lougheed Mall as shown in Figure 1. There are sidewalks on both sides of the street and an existing raised midblock school crosswalk approximately 85 metres north of the cul-de-sac. The crosswalk is appropriately signed and marked including "School Crosswalk Ahead" signs in advance of the crosswalk. School Zone signs with a 30 km/h speed limit are also in place along Bartlett Court for both northbound and southbound vehicles. Parking is prohibited on both sides of Bartlett Court.

To: Traffic Safety Committee
 From: Director Engineering
 Re: Pedestrian Safety Concerns on Bartlett Court
 2016 April 25 Page 2

INTERSECTION REVIEW

A traffic survey was completed between 2016 March 09 and March 15. The results showed that Bartlett Court has daily traffic volume of about 900 vehicles which is within the expected range for a local street. The 85% speed was found to be about 41 km/h which is not unreasonable. A review of the collision history along on Bartlett Court between 2009 and 2014 revealed no concerns with an average of 1 per year. Field observations made between 2:30pm and 3:30pm during the weekday showed that 130 pedestrians crossed the street at the cul-de-sac while 58 vehicles travelled along the street at a fairly low speed. Despite the relatively high volume of pedestrians, pedestrians were observed crossing with no difficulties.

A pedestrian crossing review was completed using Transportation Association of Canada guidelines. The guidelines help to determine the relative crossing difficulty for pedestrians and the appropriate pedestrian crossing facility. Application of the guidelines showed that a marked crosswalk is currently not warranted because of the very low traffic volumes.

RECOMMENDATION

A review of the crossing conditions between two pathways at the Bartlett Court cul-de-sac showed that the installation of a marked crosswalk is not warranted; therefore, no changes are recommended.

It is recommended that the Committee receive this report for information and a copy be sent to Mr. Santiago for his information.



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

AW/DL/ac

Attachment

Copied to: City Manager

FIGURE 1 – Bartlett Court Cul-de-Sac

