

**TRAFFIC SAFETY COMMITTEE**

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: CANADA WAY AND RAYSIDE STREET**

**RECOMMENDATIONS:**

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

**REPORT**

The Traffic Safety Committee, at its meeting held on 2015 March 03, received and adopted the attached report recommending the installation of permanent left turn restrictions at the intersection of Canada Way and Rayside St.

Respectfully submitted,

Councillor P. McDonell  
Chair

Councillor P. Calendino  
Vice Chair

Councillor J. Wang  
Member

|            |   |
|------------|---|
| Copied to: | City Manager<br>Deputy City Managers<br>Director Planning and Building<br>Director Engineering<br>Burnaby RCMP - OIC Chief Superintendent<br>Fire Chief |
|------------|---|

**TO:** CHAIR AND MEMBERS  
TRAFFIC SAFETY COMMITTEE

**DATE:** 2015 January 15

**FROM:** DIRECTOR ENGINEERING

**FILE:** 38000 20

*Reference: Traffic Safety*

**SUBJECT:** CANADA WAY AND RAYSIDE ST

**PURPOSE:** To recommend the installation of permanent left turn restrictions at the intersection of Canada Way and Rayside St.

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#### **RECOMMENDATION:**

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 this report be sent to affected property owners within the Rayside community.

### **REPORT**

#### **BACKGROUND**

The Rayside community is small residential neighbourhood bounded by Canada Way, Sperling Ave, Highway 1 and Burriss St. The road network in this community is accessed from two points along Canada Way, one at the signalized intersection of Sperling St, and the other at Rayside St (see Figure 1). A traffic safety review at the intersection of Canada Way and Rayside St was prompted by a crash in early 2014 at that location.

#### **INTERSECTION REVIEW**

Canada Way is classified as an Arterial street, is designated as a truck route, and is part of the Major Road Network in Burnaby. It generally has two lanes in each direction carrying about 20,000 vehicles per day. Rayside St is classified as a Local Residential street carrying about 550 vehicles per day and is stop sign controlled at the intersection with Canada Way.

To: Traffic Safety Committee  
From: Director Engineering  
Re: Canada Way and Rayside St  
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Crash data from ICBC was reviewed for the intersection of Canada Way and Rayside St for the last five years (2008-2012). The majority of the crashes were found to be rear end crashes which are typical for intersections along an arterial street. All other crash types such as “sideswipe”, “angle” or “single vehicle” generally occurred at a rate of less than 2 per year. However, due to traffic speeds along Canada Way and the vertical and horizontal curves just east of the intersection, some westbound single vehicle crashes have occurred near or at the intersection in the past. Mitigation measures such as a Concealed Roadway sign exist on the westbound approach to the intersection, as well as three Chevron Alignment signs highlighting the horizontal alignment change on the roadway. In 2012, a speed reader board was installed on Canada Way between Burris St and Rayside St to display westbound vehicle speeds and remind drivers that the speed limit is 50 km/h.

Because of the vertical and horizontal curves just east of the intersection, stopping sight distances for westbound vehicles along Canada Way and departure sight distances for vehicles stopped on Rayside St were checked. Minimum requirements were met for vehicle speeds up to 60 km/h, but only if there are no vehicles present in the eastbound traffic lanes, particularly in the fast lane. Vehicles in the eastbound traffic lanes could impair the visibility of westbound drivers to see vehicles at the intersection and vice versa. This is shown in Figure 2.


Due to the visibility constraints and the fact the vehicles along Canada Way can be travelling in excess of 60 km/h, left turn restrictions into and out of Rayside St were installed on a trial basis in July 2014 to help assess the impact of the change. This included some temporary curbing as well as the appropriate signage as shown in Figure 3. Residents in the area were notified by letter (see Appendix 1) about the temporary changes and were invited to contact the City if there were any questions or concerns. To date, four comments were received regarding: traffic congestion along Claude Ave due to the narrowness of the existing street and traffic from the nearby mosque, the accessibility of the neighbourhood particularly for unfamiliar visitors, and some suggested adjustments to the temporary signs installed.

## CONCLUSIONS

Overall, the trial left turn restrictions at Canada Way and Rayside St have been successful. The neighbourhood appears to have adapted to the restrictions with no major concerns. There may be some ongoing concerns about inconvenient access to nearby residents, but the traffic safety conditions at the intersection have been greatly enhanced. Also, planned future developments within the neighbourhood will see Claude Ave upgraded with sidewalks on the south side and an urban trail on the north side. Therefore it is recommended that the trial left turn restrictions be made permanent and that affected residents be provided a copy of this report for information.

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Upon approval, the permanent installation of left turn restrictions and a diverter will be completed in late 2015 along with other planned roadway upgrades (e.g. curb, gutter and sidewalks as part of the Local Area Service Program) along Rayside St. The intersection will be designed to ensure that access by both emergency and service vehicles (e.g. fire trucks, garbage trucks and snow plows) are maintained.



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

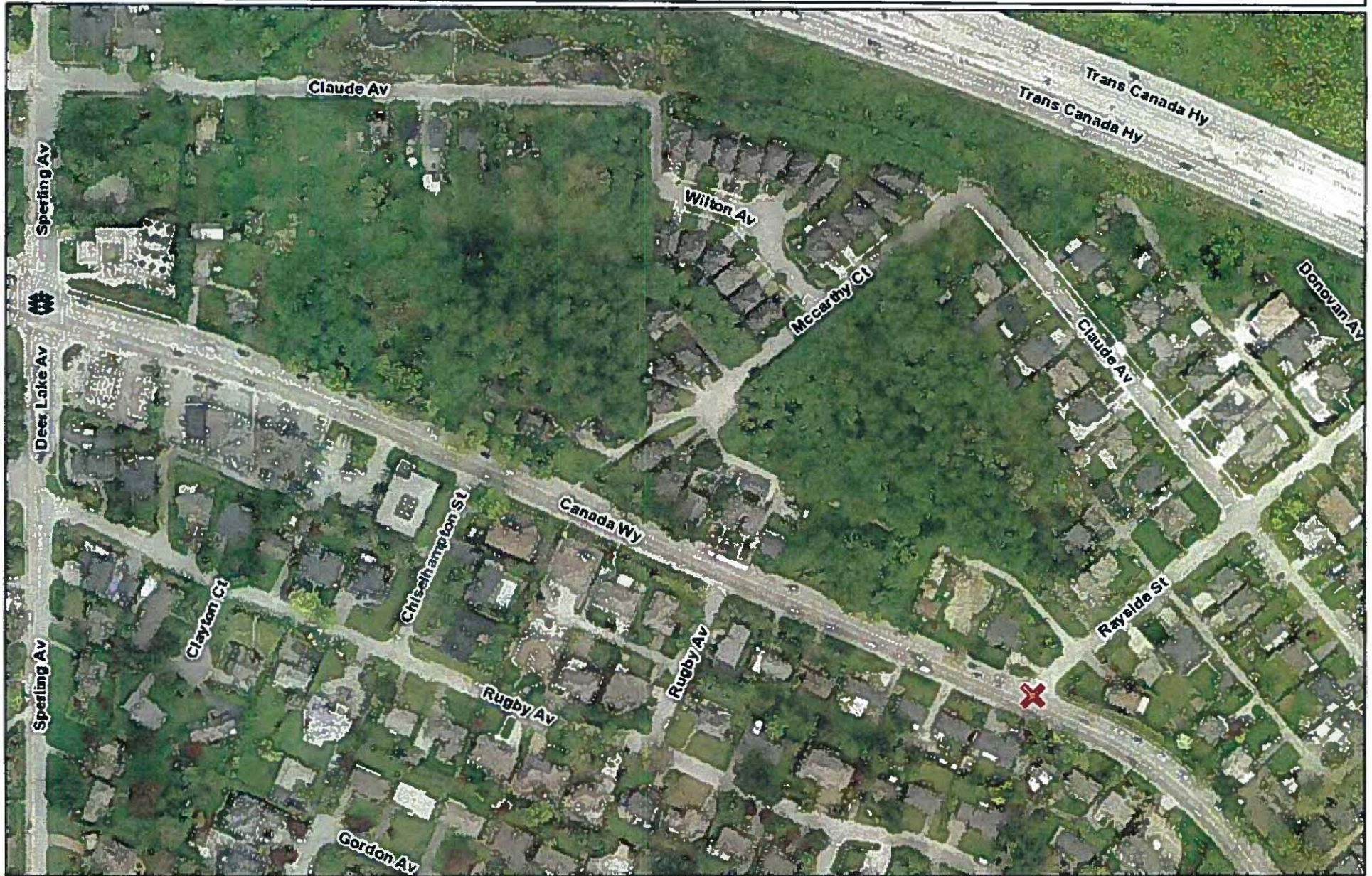
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Attachment

Copied to: City Manager  
Director Planning and Building  
Burnaby RCMP – OIC Chief Superintendent David Critchley  
Fire Chief – Doug McDonald



# CANADA WAY AT RAYSIDE ST

FIGURE - 1



The information has been gathered and assembled on the City of Burnaby's computer systems. Date 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.







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**Visibility Constraint From Eastbound Vehicles**





FIGURE - 3





Engineering Department

2014 July 14

FILE: 38000 20

Ref: Barricades

«Name1»  
«Name2»  
«Address1»  
«City» «PR» «PC»

Dear Resident/Property Owner

**SUBJECT: ROLL NUMBER: «Roll\_Number», BURNABY, BC  
TEMPORARY RIGHT-IN-RIGHT-OUT DIVERTER ON RAYSIDE ST AT  
CANADA WAY**

This letter is to inform you that the City will be installing a temporary right-in-right-out diverter at the intersection of Rayside St and Canada Way as shown on the *attached* Figure. The purpose of the temporary installation is to restrict left turns into and out of Rayside to enhance traffic safety. It would also allow us to assess the impact to traffic patterns in the neighbourhood prior to making permanent changes.

The diverter and relevant signs will be installed during the week of 2014 July 21. After a period of about 3 months, the results of our assessment will be reported to the City Council through the Traffic Safety Committee with further recommendations. In the meantime, we ask that you adjust your travel routes as required.

If you have any questions, comments, or concerns, either before or during the trial period, you are encouraged to call or email Zulfiqar Rafiq at 604-294-7441 or Zulfiqar.rafiq@burnaby.ca.

Yours truly,

Leon A. Gous, P. Eng. MBA  
Director Engineering

By: D. Louie, M. Eng., P. Eng  
Asst. Director Engineering,  
Transportation Services

Attachment

DL/br

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