

**PUBLIC SAFETY COMMITTEE**

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: 2018 TRAFFIC SAFETY INITIATIVES**

**RECOMMENDATION:**

1. THAT Council receive this report for information.

**REPORT**

The Public Safety Committee, at its meeting held on 2018 May 15, received and adopted the *attached* report informing Council about the various traffic safety initiatives being implemented in 2018.

Respectfully submitted,

Councillor P. Calendino  
Chair

Councillor S. Dhaliwal  
Vice Chair

Copied to:	City Manager Director Engineering Director Public Safety and Community Services OIC, Burnaby RCMP
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**TO:** CHAIR AND MEMBERS  
PUBLIC SAFETY COMMITTEE

**DATE:** 2018 May 09

**FROM:** DIRECTOR ENGINEERING

**FILE:** 38000 20  
*Ref: Traffic Safety*

**SUBJECT:** 2018 TRAFFIC SAFETY INITIATIVES

**PURPOSE:** To inform the Committee about various traffic safety initiatives being implemented in 2018.

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#### **RECOMMENDATION:**

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

### **REPORT**

#### **INTRODUCTION**

The City receives and reviews numerous requests for traffic safety improvements on an ongoing basis. In addition, staff looks at crash history or monitors known problem areas to identify potential traffic safety enhancements. Based on the reviews to date, a number of locations have been prioritized for improvements this year. Larger improvements such as pedestrian crossing upgrades or intersection enhancements are generally funded from the 2018 Capital Budget. Smaller improvements such as the addition of stop signs are generally funded from the 2018 Operating Budget. All improvements will be implemented this year with the exact timing based on the scheduling of available resources to do the work.

Following is a summary of the planned 2018 traffic safety initiatives. Figures 1 and 2 highlight their general location based on the numbered list below.

#### **STOP SIGNS**

Stop signs are used to control right-of-way conflicts at intersections. For multi-way stops, guiding principles from the Transportation Association of Canada include: relatively balanced traffic volumes from all directions, where a crash problem exists, where there may be sight line problems, and where there are excessive delays for the minor roadway. Although they are not a speed control device, they do impact the speed of vehicles at the intersection.

The following locations will have all-way stop controls installed:

1. Beresford Street/Antrim Avenue (3-way)
2. Bennett Street/Marlborough Avenue (3-way)
3. Broadway/Springer Avenue (3-way)
4. Juneau Street/Rosser Avenue/Alaska Street (3-way)
5. Pender Street/Esmond Avenue (4-way)

## **CROSSWALK UPGRADES**

Requests for enhanced pedestrian or bike crossings are warranted when there is some difficulty in crossing because of relatively high traffic speeds, high number of pedestrians crossing, wide roadways, drivers failing to yield, or where visibility may be limited. The majority of the crossing upgrades recommended involve the installation of Rectangular Rapid Flashing Beacons (RRFB). These were first utilized in Burnaby last year and have proven to be an effective and economical upgrade to existing marked crosswalks where a pedestrian signal is not warranted. The roadside mounted flashing beacons, when activated, help alert motorists to pedestrians waiting to cross. They are suitable for two-lane roads with 50km/h speed limits. The following additional crossing locations are to be upgraded in 2018.

6. Armstrong Avenue/13<sup>th</sup> Avenue/Cumberland Street (RRFB upgrade)
7. Bennet Street/Bonsor Avenue (RRFB upgrade)
8. Beresford Street/Gilley Avenue (RRFB upgrade recently installed)
9. Gilmore Avenue - north of Kitchener Street (RRFB upgrade)
10. Parker Street/ Carleton Avenue (widening of existing median)
11. Rumble Street/Roslyn Avenue (RRFB upgrade)
12. Still Creek Drive - 4300 block (RRFB upgrade)

## **RAILWAY CROSSINGS**

Two intersections adjacent to active railway crossings are being enhanced to improve safety.

### **13. Douglas Road (south of Roy Street)**

Dedicated northbound and southbound left turn lanes are being installed at the intersection of Douglas Road and Still Creek Drive to improve the safety and efficiency of the intersection. This will help to reduce the likelihood of vehicles stopping on the existing railway tracks north of the intersection near Roy Street. Also, coordination between the signalized intersection and the railway crossing gates are being pursued to further reduce conflicts.

#### **14. North Fraser Way (south of Marine Way)**

The roadway width across the rail tracks on North Fraser Way just south of Marine Way is being widened to reduce congestion at this very busy intersection. This includes the installation of dual westbound left turn lanes on Marine Way and dual northbound left turn lanes on North Fraser Way to enable traffic to move more efficiently during their allotted green signal phase. This work is funded and completed in conjunction with adjacent developments and road rehabilitation work in the area.

### **INTERSECTION IMPROVEMENTS**

#### **15. Broadway/Kensington Avenue Overpass**

To help reduce crashes at the intersection of Broadway and Kensington Avenue, a dedicated lane will be provided for southbound traffic turning right from Broadway onto Kensington Avenue. This will also help to reduce traffic backups and resulting congestion at the adjacent signalized intersection located approximately 120m north. Also, the two westbound lanes along Kensington Avenue will be reduced to one lane, and one of the two eastbound lanes will be changed to a left turn only lane. These changes help to reduce conflicts between opposing movements at the intersection. Figure 3 shows the proposed plan.

#### **16. Lougheed Highway/Holdom Avenue**

Northbound and southbound left turn lanes will be marked along Holdom Avenue at the intersection with Lougheed Highway to help mitigate congestion due to the high volume of north/south traffic during peak periods. See Figure 4.

#### **17. Still Creek Drive/Eastbrook Parkway**

The three-way stop controlled intersection of Still Creek Drive/Eastbrook Parkway experiences significant congestion during peak periods due to high volumes of commuter traffic as well as traffic generated from nearby businesses. Given the context of this particular intersection, a roundabout is proposed to help resolve the problem because it reduces the number and severity of crashes and has much lower maintenance costs compared to a traffic signal. Roundabouts are also more efficient in terms of intersection capacity. Design is currently underway and construction is anticipated to span two years with completion in 2019. See Figure 5.

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## ROADWAY IMPROVEMENTS

### 18. Government Street Roadside Barriers (9400-9500 block)

Concrete roadside barriers will be installed along the south and east side of Government Street along the 9400-9500 block (at the sharp bend in the roadway) to help keep speeding vehicles from veering off the roadway. This will reinforce the existing curve warning signs and address concerns from nearby residents.

### 19. Raised Reflective Pavement Markers (City-wide)

During dark and wet conditions, roadway lane lines may be difficult to see and requests have been received from the public to make improvements. Therefore raised reflective pavement markers will be installed along all arterial roads and major collectors to help improve the visibility of traffic lane lines. Currently, only select locations have this feature. This initiative will require ongoing annual maintenance because many reflective pavement markers are lifted when streets are plowed for snow. Despite the maintenance needs, there are significant benefits given the number of dark rainy days during the winter months.

## CONCLUSIONS

Several traffic safety and operational improvements are being implemented in 2018 as outlined in this report. They are a result of public requests and ongoing staff reviews. Most notable is the ongoing use of Rectangular Rapid Flashing Beacons to upgrade several crosswalks throughout the City. While the list contains the majority of initiatives to be completed in 2018, more may be added as circumstances require and resources allow. Staff will be providing updates to individuals who may have requested any of the specific initiatives listed.

The majority of the initiatives are funded from either the approved 2018 Capital Budget or the 2018 Operating Budget for Transportation. Request for funding contributions from ICBC's Traffic Safety Program will be sought to help offset some of the costs.

This report is submitted to the Committee for information.



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

DL/ac

Attachments

Copied to: City Manager  
Director Public Safety and Community Services  
RCMP – OIC Burnaby Detachment Chief Supt. Deanne Burleigh

Figure 1 – Location of 2018 Traffic Safety Initiatives (North)

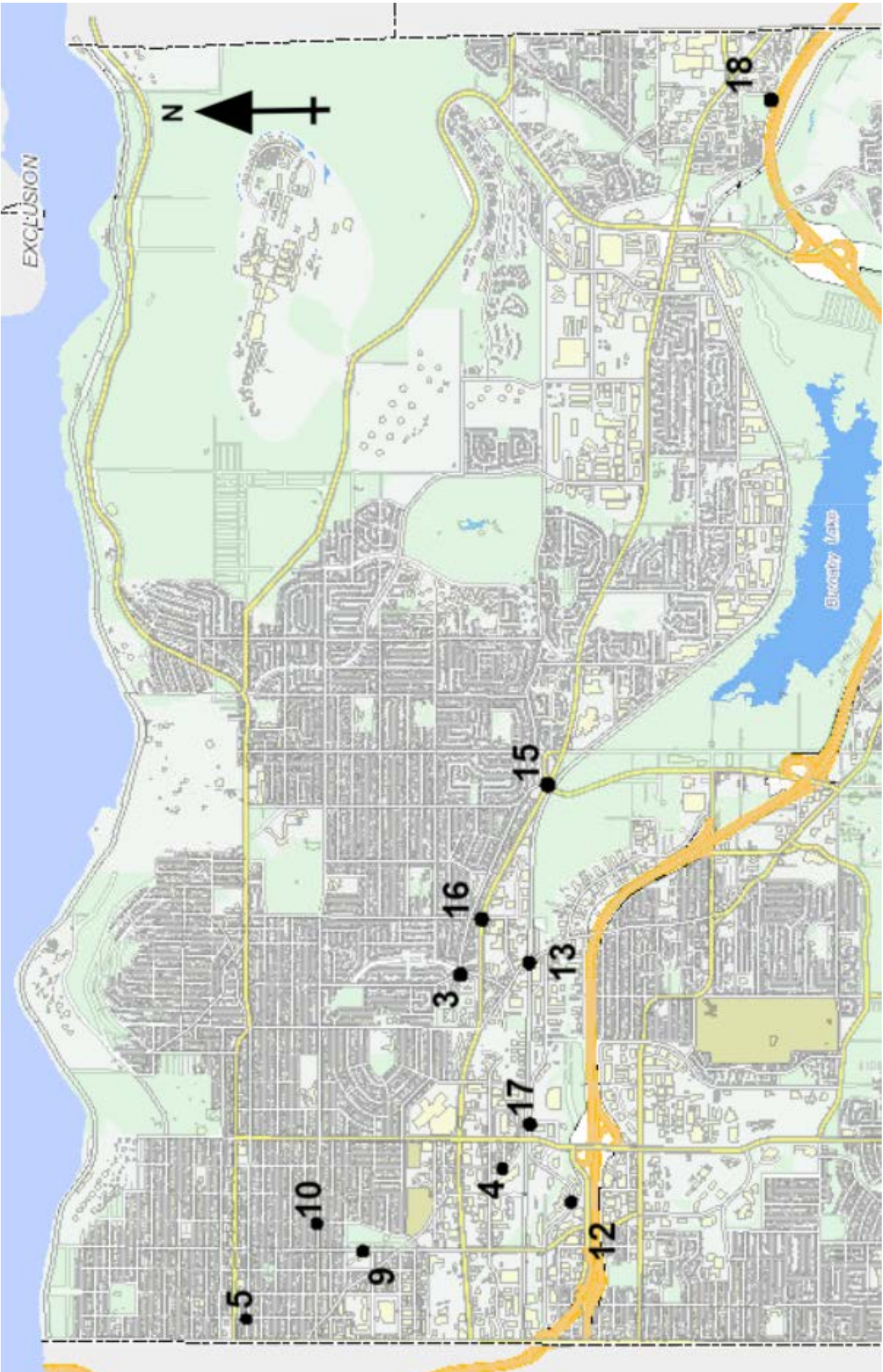




Figure 2 – Location of 2018 Traffic Safety Initiatives (South)

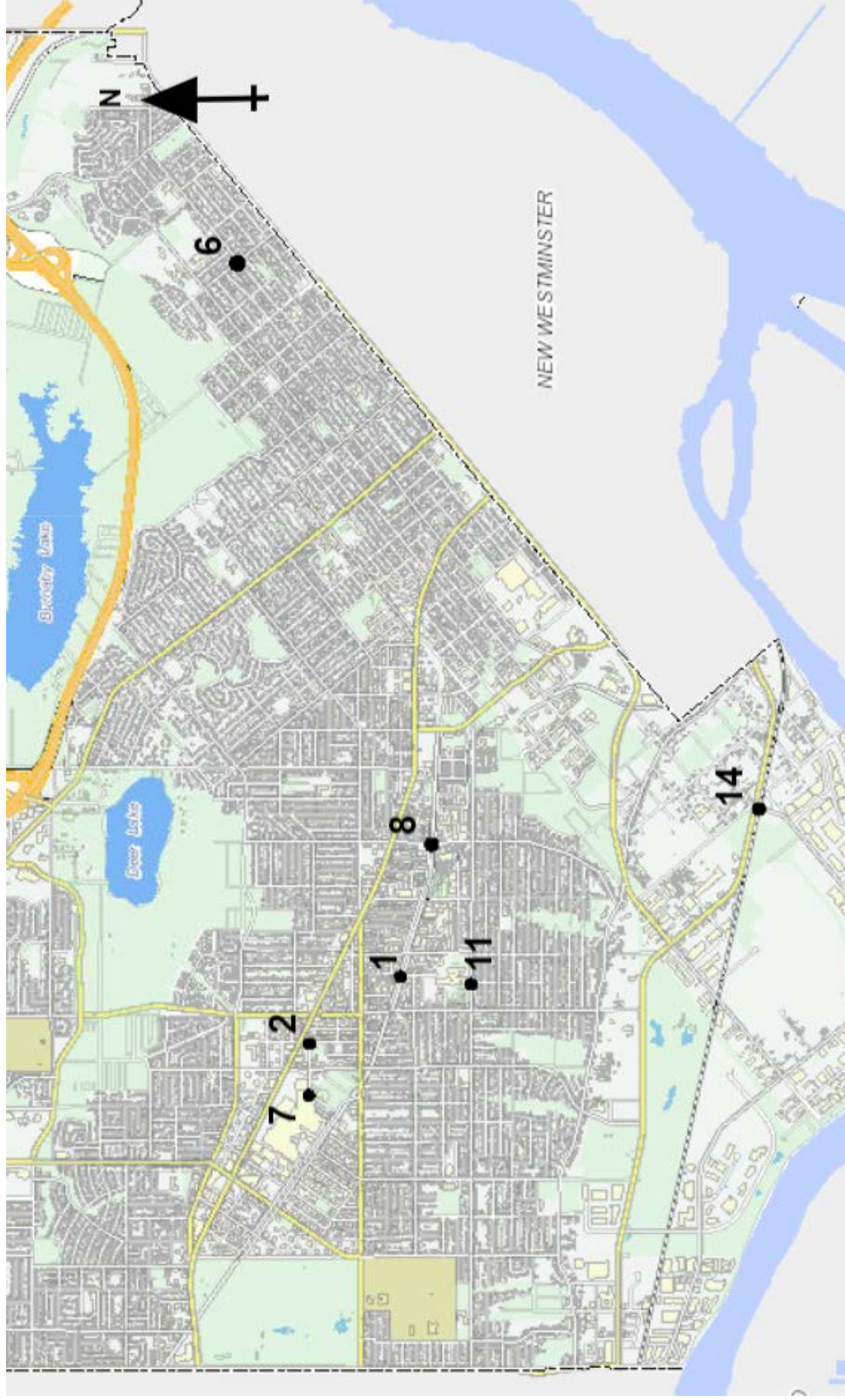




FIGURE 3 – BROADWAY/KENSINGTON AVE INTERSECTION IMPROVEMENTS

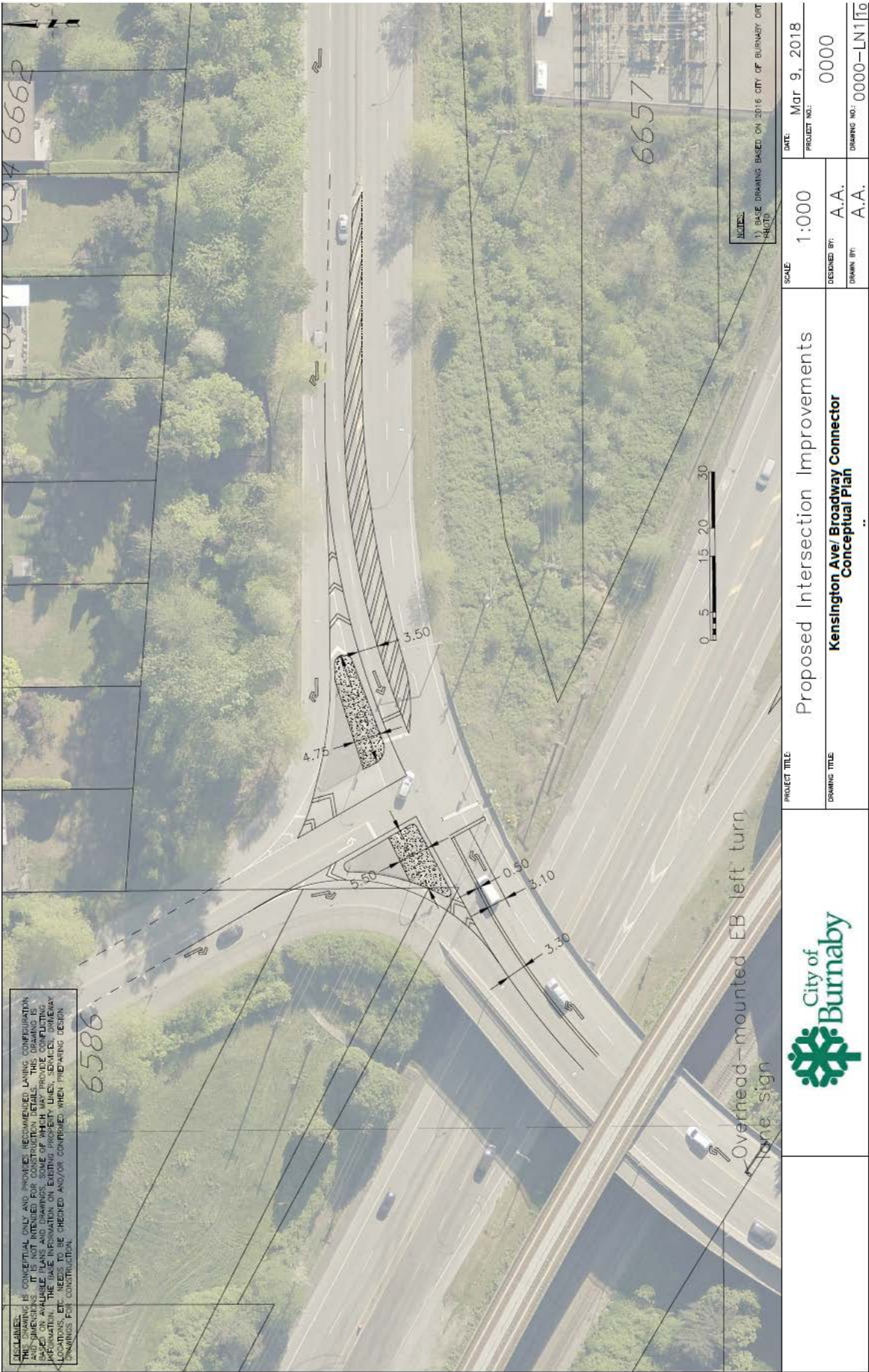




FIGURE 4 – LOUGHEED / HOLDOM INTERSECTION IMPROVEMENTS

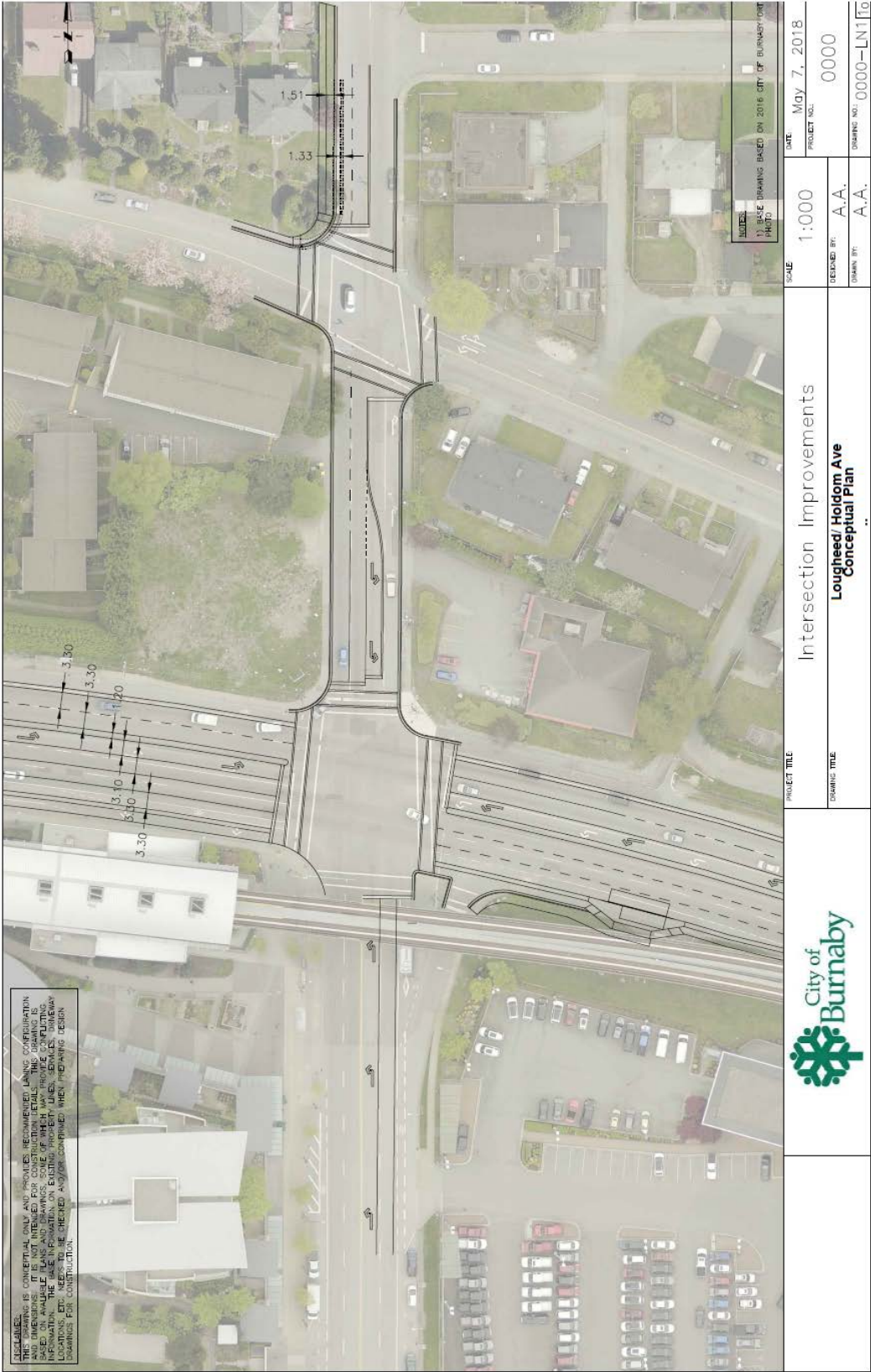


FIGURE 5 – STILL CREEK DR / EASTBROOK PARKWAY ROUNDABOUT

