

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

**DATE:** 2018 May 27

**FROM:** DIRECTOR ENGINEERING

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

**SUBJECT:** 2019 TRAFFIC SAFETY INITIATIVES

**PURPOSE:** To inform the Committee about various traffic safety initiatives being implemented in 2019.

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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, intersection crash history and potential problem areas are monitored for possible traffic safety enhancements. Based on reviews to date, a number of safety improvements have been prioritized for implementation. This report provides information on the traffic safety improvements planned for this year. Significant improvements such as pedestrian crossing upgrades or intersection enhancements are generally funded from the 2019 Capital Budget. Minor improvements such as the addition of stop signs, wheelchair ramps and bus stop pads are generally funded from the 2019 Operating Budget. The exact implementation timing will be based on the scheduling of resources to do the work.

#### **POLICY**

The planned traffic safety initiatives for 2019 are aligned with the City of Burnaby Corporate Strategic Plan by supporting the following goal and sub-goal of the plan:

- A Safe Community
  - Transportation safety –  
Make City streets, pathways, trails and sidewalks safer

## **DISCUSSION**

A list of the planned 2019 traffic safety initiatives is provided below. Figures 1 and 2 highlight their general location based on the numbered list.

### **Traffic Signals**

Traffic signals are used to control right-of-way at intersections among the various users. Traffic signals are installed when warranted based on guiding principles from the Transportation Association of Canada. Factors include crash history, traffic and pedestrian volumes, congestion, roadway classification, roadway characteristics, and surrounding road network context. Traffic signal installations planned for this year are listed below.

- 1. Government St/Cardston Ct (upgrade pedestrian signal to traffic signal)**
- 2. Lake City Way/Enterprise St (pedestrian signal)**
- 3. Byrne Rd/Market Crossing (traffic signal)**
- 4. Canada Way/Elwell St (pedestrian signal)**
- 5. Gilley Ave/Beresford St (pedestrian signal)**
- 6. Norland Ave/Ledger Ave (traffic signal)**
- 7. Kensington Ave at Bill Copeland Sports Centre/Fortius (traffic signal)**

### **Crosswalk Upgrades**

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, poor motorist behaviour, or where visibility may be limited. The majority of the crossing upgrades recommended involve the installation of Rectangular Rapid Flashing Beacons (RRFB). RRFBs 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 or are already in the crosswalk. They are suitable for two-lane roads with 50km/h speed limits. Crosswalk upgrades planned for this year are listed below.

- 8. Halifax St/Augusta Ave (upgrade solar RRFB to permanent AC RRFB)**
- 9. Holdom Ave/Frances St (RRFB upgrade)**
- 10. BC Parkway trail/Macpherson Ave (RRFB upgrade)**
- 11. BC Parkway trail/Patterson Ave (RRFB upgrade)**
- 12. BC Parkway trail/Nelson Ave (RRFB upgrade)**
- 13. North Fraser Way/4300 Block (RRFB upgrade)**
- 14. North Fraser Way/3900 Block (RRFB upgrade)**
- 15. Duthie Ave/Greystone Dr (RRFB upgrade)**
- 16. Marine Dr/Greenall Ave (temporary solar RRFB)**
- 17. Winston St/Greenwood St (temporary solar RRFB)**
- 18. Deer Lake Ave/Century Park Wy (temporary solar RRFB)**

- 19. Rosser Ave/Lougheed Hwy (curb bulges on Rosser Ave)**
- 20. Beresford St/Antrim Ave (median refuge along Beresford St)**
- 21. 16<sup>th</sup> Ave/Coldicutt St (median refuge along 16<sup>th</sup> Ave)**

## **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. All-way stop controls planned for this year are listed below.

- 22. Salisbury Ave/Arcola St**
- 23. Bennett St/Marlborough Ave**
- 24. Beresford St/Antrim Ave**

## **Intersection Improvements**

### **25. Marine Way/Byrne Rd**

Due to the high volume of eastbound left turns at Marine Way and Byrne Rd, dual eastbound left turn bays and associated traffic signal adjustments are planned to help reduce congestion and delays at this intersection.

### **26. Still Creek Dr/Eastbrook Pwy**

The three-way stop controlled intersection of Still Creek Dr/Eastbrook Pwy experiences significant congestion during peak periods due to high volumes of commuter traffic as well as traffic generated from nearby businesses. A roundabout was planned last year to replace the stop signs to improve traffic operations. The design has now been completed and construction will begin this year.

### **27. 10<sup>th</sup> Ave/Cariboo Rd**

Eastbound traffic turning left from 10<sup>th</sup> Ave to Cariboo Rd is experiencing delays and congestion. A painted eastbound left turn bay and dedicated left turn signal phase is planned to help mitigate the problems. Work includes some curb adjustments on the northwest corner of the intersection.

### **28. Eastlake Dr/Production Way**

East-west painted left turn bays are planned on Eastlake Dr at Production Way to better organize traffic movements and enhance safety.

## **Other Roadway Improvements**

### **29. Sidewalks & Urban Trails**

Approximately 2 km of new sidewalks and urban trails are planned this year as part of the City's Capital Infrastructure Budget. This includes sidewalks at the following locations:

- a. **Stanley Street (Canada Way to 6<sup>th</sup>)** – sidewalk installed as part of the Interim Street Upgrade Strategy.
- b. **Kensington Ave (Joe Sakic Way to 420m north)** – urban trail installed on the west side of Kensington Ave.
- c. **Ridge Drive (Barnet Rd to Inlet Dr)** – sidewalk installed as part of a road upgrade project.
- d. **Macpherson (Rumble to Neville)** – sidewalk installed as part of the Local Area Service Program.
- e. **Thunderbird Crescent (at Production Way)** – sidewalk installed on Thunderbird Crescent as part of the Local Area Service program.

### **30. Wheelchair Ramps**

Work to improve pedestrian accessibility is planned with the ongoing installation of sidewalk wheelchair ramps throughout the City. This year about 100 wheelchair ramps are proposed at existing sidewalk locations where wheelchair ramps are missing. Priority is given to locations where requests have been received from users with accessibility needs and near transit stops.

### **31. Bus Stop Upgrades**

Work to improve bus stop accessibility is planned with the ongoing installation of concrete pads at bus stops to make them wheelchair accessible. This year about 20 pads are proposed at various locations based on public requests and input from Coast Mountain Bus Company. Currently about 70% of all bus stops in Burnaby are wheelchair accessible.

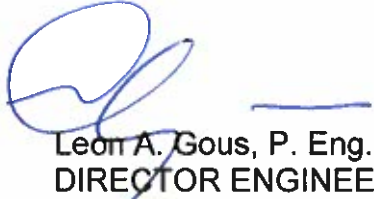
## **CONCLUSIONS**

Several traffic safety and operational improvements are being implemented in 2019 as outlined in this report. They are a result of public requests and ongoing engineering reviews. Adjustments to the list may be made as circumstances require and resources allow. Staff will be providing updates to individuals who have requested any of the specific initiatives listed.

To: *Public Safety Committee*  
From: *Director Engineering*  
Re: *2019 Traffic Safety Initiatives*  
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The majority of the initiatives are funded from either the approved 2019 Capital Budget or the 2019 Operating Budget. Request for funding contributions from TransLink and ICBC's Traffic Safety Program will be sought where applicable to help offset some of the costs.

This report is submitted to the Committee for information.



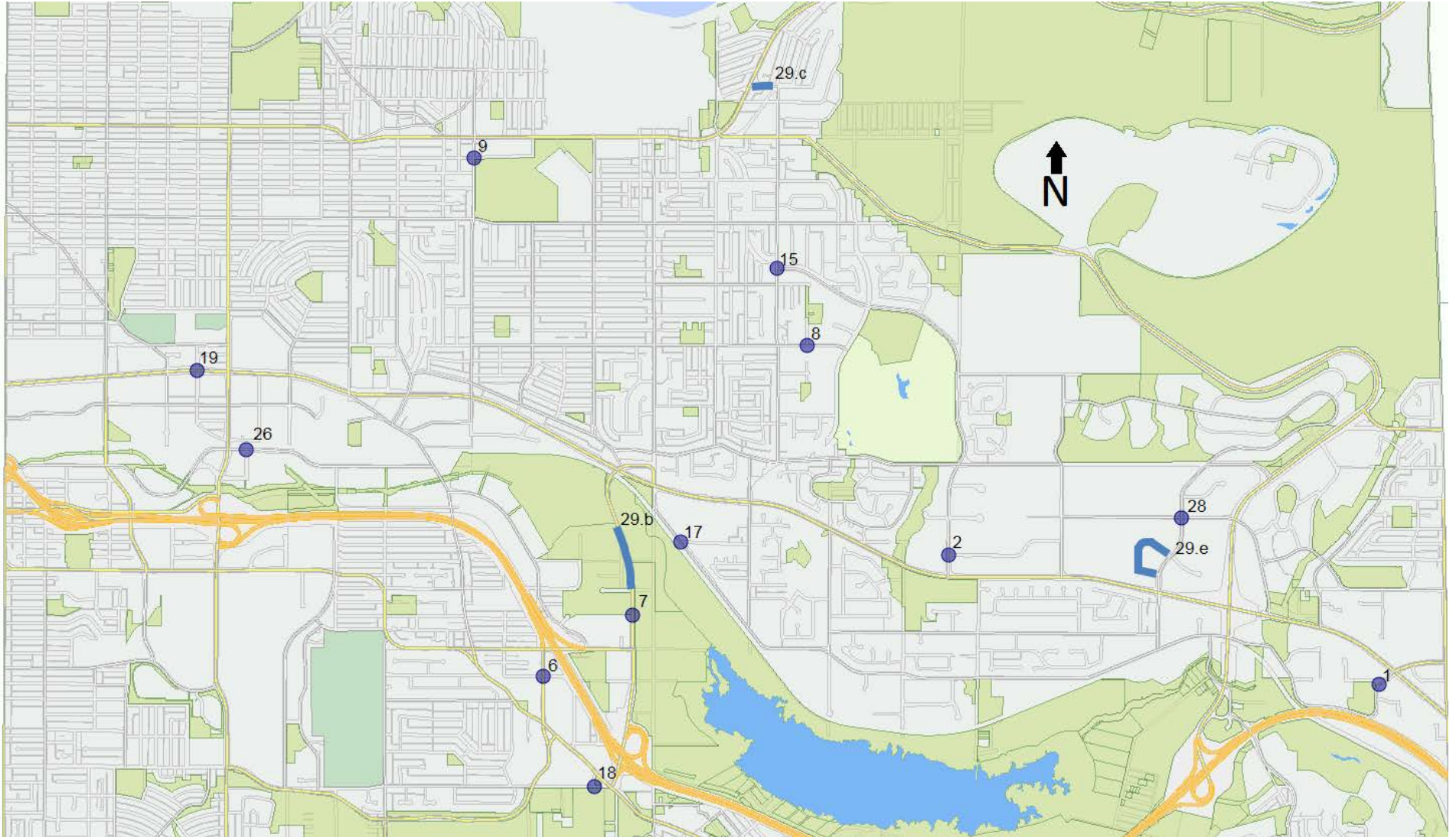
Leon A. Gous, P. Eng., MBA  
DIRECTOR ENGINEERING

DL/ac

Attachments

Copied to: City Manager  
Director Public Safety and Community Services  
Director of Planning and Building  
RCMP - OIC

**Figure 1: 2019 Traffic Safety Initiatives (North)**



**Figure 2: 2019 Traffic Safety Initiatives (South)**

