

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2020 January 14

FROM: DIRECTOR ENGINEERING

FILE: 38000 20
Ref: Traffic Safety

SUBJECT: 2020 TRAFFIC SAFETY INITIATIVES

PURPOSE: To inform the Committee about various traffic safety initiatives being implemented in 2020.

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.

POLICY

The planned traffic safety initiatives for 2020 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 2020 traffic safety initiatives is provided below. Many of the initiatives are carried over from the unfinished 2019 program.

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)**

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. Additional locations may be included later in the year.

- 6. Holdom Ave/Frances St (RRFB upgrade)**
- 7. BC Parkway trail/Macpherson Ave (RRFB upgrade)**
- 8. BC Parkway trail/Patterson Ave (RRFB upgrade)**
- 9. BC Parkway trail/Nelson Ave (RRFB upgrade)**
- 10. North Fraser Way/4300 Block (RRFB upgrade)**
- 11. North Fraser Way/3900 Block (RRFB upgrade)**
- 12. Duthie Ave/Greystone Dr (RRFB upgrade)**
- 13. Rosser Ave/Lougheed Hwy (curb bulges on Rosser Ave)**
- 14. Beresford St/Antrim Ave (median refuge along Beresford St)**
- 15. 16th Ave/Coldicutt St (median refuge along 16th Ave)**

Intersection Improvements

16. 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.

17. 10th Ave/Cariboo Rd

Eastbound traffic turning left from 10th 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.

18. 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.

19. Lougheed Hwy/Gaglardi Way

Dual eastbound left turn lanes are planned to reduce congestion and delays at this busy intersection, and to enhance pedestrian and cycling accommodation.

Other Roadway Improvements

20. Gilmore Urban Trail

An urban trail on the west side of Gilmore Ave between Dominion St and Still Creek Ave is planned to provide a protected cycling and pedestrian facility. This will extend the existing Gilmore Way Urban Trail northward from Dominion St and connect it to the popular Central Valley Greenway at Still Creek Ave.

21. 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.

22. 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.

23. Design Work

In preparation for the implementation of traffic safety initiatives in 2021, design work needs to begin in 2020. Therefore, design work at the following locations will be completed this year:

- a. Victory St at Frederick Ave and at Waverley Ave (traffic circles)
- b. Elwell St from Walker Ave to Humphries Ave (traffic calming measures)
- c. Beaverbrook Dr and Beaverbrook Cr (pedestrian safety upgrade)
- d. Imperial St and Gilley Ave (traffic signal)
- e. Imperial St and Royal Oak Ave (left turn bays along Royal Oak)
- f. Moscrop St and Barker Cr (pedestrian signal)
- g. 10th Ave and Canada Way (left turn bays along Canada Way)
- h. Broadway and Duthie Ave (roundabout)

CONCLUSIONS

Several traffic safety and operational improvements are being implemented or designed in 2020 as outlined in this report. They are a result of public requests and ongoing engineering reviews. The implementation timing will be based on the scheduling of the required resources to do the work. Adjustments to the list may be made as circumstances require and resources allow.

The initiatives are funded from either the 2020 Capital Budget or the 2020 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

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