



APPENDIX C

Identified Issues and Trends Table



33074 NEW WESTMINSTER NETWORK SCREENING
 IDENTIFIED COMMON ISSUES AND TRENDS:

| INTERSECTION | MCCBRIDE BLVD and 8TH AVE | 10TH AVE and 12TH ST | BOYD ST and HOWES ST | 10TH AVE and 6TH ST | ROYAL AVE and 6TH ST | 7TH AVE and 20TH ST | 8TH AVE and 6TH ST | 8TH AVE and 20TH ST | 10TH AVE and 2ND ST | BRAID ST and ROUSSEAU ST | STEWARTSON WAY and 12TH ST | 8TH AVE and 12TH ST | ROYAL AVE and 10TH ST | 6TH AVE and 6TH ST | 6TH AVE and 12TH ST | EWEN AVE and HOWES ST | COLUMBIA ST and KEARY ST | COLUMBIA ST and SHERBROOKE ST | CARNARVON ST and 6TH ST | QUEENS AVE and 6TH ST | 10TH AVE and 4TH ST | 3RD AVE and 6TH ST | BRUNETTE AVE and SHERBROOKE ST | 6TH AVE and CUMBERLAND ST | LONDON ST and 12TH ST | TOTAL | TOP 10 ISSUES | | |
|--|---------------------------|----------------------|----------------------|---------------------|----------------------|---------------------|--------------------|---------------------|---------------------|--------------------------|----------------------------|---------------------|-----------------------|--------------------|---------------------|-----------------------|--------------------------|-------------------------------|-------------------------|-----------------------|---------------------|--------------------|--------------------------------|---------------------------|-----------------------|------------|---------------|---|--|
| ID | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | | | | |
| Traffic Control Type | FS | FS | FS | FS | FS | FS | FS | FS | PS | FS | FS | FS | FS | FS | FS | FS | FS | FS | FS | RRFB | SC | PS | SC | SC | RRFB | | | | |
| Operational Issues | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicle speeding | ✓ | | ✓ | | | | | | ✓ | | ✓ | | ✓ | | | | | | | | | | | | | | 6 | | |
| Vehicular violations (red-light-running, u-turn, etc) | | ✓ | | | | | | | | | | ✓ | | | | | | | | | | | | | | | 2 | | |
| Significant heavy vehicle volume(s) | ✓ | ✓ | ✓ | ✓ | ✓ | | | | | ✓ | ✓ | | | | | | | | | | | | | ✓ | | | 8 | ✓ | |
| High through volume(s) and queue(s) | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | | | | | | ✓ | | ✓ | | | 16 | ✓ | |
| High left-turn volume(s) and queue(s) | ✓ | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | | | | | | | ✓ | | 8 | ✓ | | |
| Considerable lane changing/weaving | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ | | ✓ | | | | | | | | | | | | 11 | ✓ | |
| Vehicles turning prohibition(s) | | | | ✓ | | | | | ✓ | | | | ✓ | ✓ | | ✓ | | | | | | | ✓ | | | | 6 | | |
| On-street parking close to intersection | | | | | ✓ | | | ✓ | | | | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | | | | ✓ | | 12 | ✓ | |
| Traffic operation conflict(s) | | | ✓ | | | ✓ | | | | | | | | | | | | | | | | | | | | | 2 | | |
| Bus stop(s) close to intersection | | | | | | | | | | | | ✓ | | | ✓ | | ✓ | ✓ | | | | | | | ✓ | | 5 | | |
| All | 5 | 5 | 4 | 5 | 4 | 3 | 3 | 4 | 4 | 2 | 3 | 5 | 4 | 3 | 4 | 3 | 2 | 2 | 1 | 1 | 1 | 1 | 4 | 1 | 2 | 76 | | | |
| Geometric Issues | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dual left-turn lanes | | | ✓ | | | | | | | | | | | | | | | | | | | | | | | | 1 | | |
| Lack of left-turn bay(s)/lane(s) | | ✓ | | | | | | ✓ | ✓ | | | | | | | | | | | | | | | | | | 3 | | |
| Wide channelized right-turn lane(s) | | | ✓ | | | | | | | ✓ | | | | | | | | | | | | | | | | | 2 | | |
| Designated right-turn bay(s)/lane(s) | ✓ | | ✓ | | ✓ | | | | | | ✓ | | | ✓ | | ✓ | | | | | | | | | | | 6 | | |
| Lane drop(s) before/after intersection | | ✓ | | ✓ | ✓ | | | | | | | | | | | | | | | | | | | | | | 3 | | |
| Horizontal curve(s) on approach(es) | | | ✓ | | | | | | | | ✓ | | | | | | | | | | | | | | | | 2 | | |
| Steep gradient(s) on approach(es) | ✓ | ✓ | | | ✓ | ✓ | | ✓ | ✓ | ✓ | | ✓ | ✓ | | ✓ | | | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ | | | 16 | ✓ | |
| Misaligned approaches | | | | | | | | | ✓ | | | | | | | | | | | | | ✓ | | | ✓ | | 3 | | |
| Wide lane(s) | | ✓ | | | | ✓ | ✓ | ✓ | ✓ | | | ✓ | | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ | | | ✓ | | | 12 | ✓ | |
| Wide curb radius | | ✓ | | | | | | | | | | | | | | | | | | | | | | ✓ | | | 2 | | |
| Access(es) close to intersection | ✓ | | | ✓ | | | ✓ | | | | ✓ | | | | | | | | | | | | | | | | 4 | | |
| Wide raised/painted median(s) | | | ✓ | | ✓ | | | | | | | | | | | | | | | | | | | | | | 2 | | |
| All | 3 | 5 | 5 | 2 | 4 | 2 | 2 | 3 | 3 | 2 | 3 | 2 | 1 | 2 | 2 | 1 | 2 | 1 | 2 | 2 | 2 | 2 | 1 | 1 | 3 | 0 | 56 | | |
| Signal Issues | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Inadequate traffic signal head(s) | | ✓ | ✓ | | | | | | | ✓ | | | | | | | | | | | | | | | | | | 3 | |
| Left-turn phase(s) without left-turn bay(s)/lane(s) | | ✓ | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | |
| Presence of split phases | | | ✓ | | | | | | | | | | | | | | | | | | | | | | | | 1 | | |
| Poor traffic signal head(s) visibility | | | | | | ✓ | ✓ | ✓ | | | | | ✓ | | ✓ | | ✓ | | ✓ | | | | | | | | 7 | | |
| All | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | | |
| Vulnerable User Issues | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Substantial pedestrian crossing volume(s) | ✓ | ✓ | ✓ | ✓ | ✓ | | | | | ✓ | | | | ✓ | | ✓ | ✓ | | ✓ | ✓ | | ✓ | | | | ✓ | 13 | ✓ | |
| Narrow pedestrian sidewalk(s) / Limited waiting area(s) | ✓ | | | ✓ | | | | ✓ | ✓ | | | | | | ✓ | | | | | | | ✓ | | | | | 6 | | |
| Wide intersection - long pedestrian crossing distance(s) | ✓ | | ✓ | ✓ | ✓ | | | | | ✓ | ✓ | | ✓ | | | | | | | | | | | | | | 6 | | |
| Poor sight distance to crossing pedestrian | | ✓ | | ✓ | | ✓ | | | | | | ✓ | | | | | | | | | | | | | | | 4 | | |
| Short pedestrian clearance interval | | | | | | | | | | | | | | ✓ | | | | | | | | | | | | | 1 | | |
| Traffic-pedestrian/cyclist operation conflict(s) | | | | | | | | | | | | | | ✓ | | | | | | | | | | | | | 2 | | |
| Inadequate cyclist facilities | ✓ | | ✓ | | | | | ✓ | ✓ | ✓ | | | | | | ✓ | | ✓ | ✓ | ✓ | | | | | ✓ | | 9 | ✓ | |
| Inadequate barrier(s) | | | | | | | | | | | | | | | | | | | | | | | ✓ | | | | 1 | | |
| All | 4 | 2 | 3 | 3 | 2 | 1 | 0 | 2 | 2 | 3 | 1 | 1 | 1 | 3 | 1 | 2 | 2 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 42 | | |
| Other Issues | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Faded/Missing pavement marking | | | | | | | | | ✓ | ✓ | | | | | | | | ✓ | ✓ | | | | | | | | 4 | | |
| Missing road sign(s) | | ✓ | | ✓ | | | | | ✓ | ✓ | ✓ | | | | | | | ✓ | ✓ | | | | | | | | 6 | | |
| Inadequate street lighting | | ✓ | | ✓ | | ✓ | | ✓ | ✓ | ✓ | | ✓ | ✓ | | ✓ | | | | | | | | | ✓ | ✓ | | 10 | ✓ | |
| All | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 3 | 2 | 1 | 1 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 20 | | | |
| TOTAL | 12 | 16 | 14 | 12 | 10 | 8 | 6 | 11 | 12 | 10 | 8 | 9 | 8 | 8 | 9 | 6 | 9 | 5 | 6 | 4 | 4 | 3 | 7 | 6 | 3 | 206 | | | |

Notes: Traffic Control Type: FS - Full Signal, PS - Pedestrian Signal, RRFB - Rectangular Rapid Flashing Beacon, SC - Stop-controlled