

From: [Demerse, Trevor](#) TRAN:EX
To: [Randle, Susan J](#) TRAN:EX; [Legault, Don](#) TRAN:EX
Cc: [Bhasin, Sumit](#) TRAN:EX
Subject: RE: Helmcken Road <> TCH Pedestrian Crossing
Date: Tuesday, April 13, 2021 4:01:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Hi All

I am looking to close discussion on various tasks. Will the District be considering this signage?

Thanks,
-Trevor

From: Demerse, Trevor TRAN:EX
Sent: January 21, 2021 10:02 AM
To: Randle, Susan J TRAN:EX <Susan.Randle@gov.bc.ca>; Legault, Don TRAN:EX <Don.Legault@gov.bc.ca>
Cc: Bhasin, Sumit TRAN:EX <Sumit.Bhasin@gov.bc.ca>
Subject: RE: Helmcken Road <> TCH Pedestrian Crossing

Hi All

Crosswalk signs at channelized right turns on our busy interchanges are not uncommon in the lower mainland (where a marked crosswalk exists). I note that in addition to other island locations, Hwy 17 @ Royal Oak has both PS-0003 and PS-002 signage. The two situations are similar because both have continues lanes that become a channelized right turn. **s.13**

s.13



(17 @ Royal Oak SB Exit toward Royal Oak WB)



While we're talking about Royal Oak, I note that the sign shown below should likely be a PS-002 due to its placement in advance of the crosswalk:



s.13

Thanks,

Trevor Demerse, P.Eng. | Traffic Operations Engineer
P: 1 (236) 468-2022 Traffic and Highway Safety Engineering
F: 1 (604) 527-3316 Ministry of Transportation and Infrastructure
trevor.demerse@gov.bc.ca 310 - 1500 Woolridge Street
Current Conditions: drivebc.ca Coquitlam BC V3K 0B8

From: Randle, Susan J TRAN:EX <Susan.Randle@gov.bc.ca>
Sent: January 21, 2021 9:31 AM
To: Legault, Don TRAN:EX <Don.Legault@gov.bc.ca>
Cc: Demerse, Trevor TRAN:EX <Trevor.Demerse@gov.bc.ca>; Bhasin, Sumit TRAN:EX <Sumit.Bhasin@gov.bc.ca>
Subject: RE: Helmcken Road <> TCH Pedestrian Crossing

Hi Don,

This has come up before as a complaint. It's a little involved because there's some debate as to whether the crosswalk is part of the "intersection control" (similar to the crosswalk on a RT slip bay around a standard traffic island), and therefore only warrants the crossing markings as they exist in the field, or whether the large intersection island makes this a crosswalk by its own merit.

s.13

The only thing I think we could consider is posting ped crossing signs on the shoulders of the road, and ensuring the ped warning that exists in the field is still up to retroreflectivity standards. However, this might need to be something that's considered by traffic engineering. There is precedent for this application (at the Royal Oak Interchange NB to EB ramp), but I'm hesitant to make that call without consultation.

Thanks

Susan Randle, P.Eng.

District Engineer

Ministry of Transportation and Infrastructure | Vancouver Island District
2100 Labieux Road, Nanaimo, BC, V9T 6E9
Phone: 250-734-4805 Email: Susan.Randle@gov.bc.ca

From: Legault, Don TRAN:EX <Don.Legault@gov.bc.ca>
Sent: January 21, 2021 7:34 AM
To: Randle, Susan J TRAN:EX <Susan.Randle@gov.bc.ca>
Subject: FW: Helmcken Road <> TCH Pedestrian Crossing

Susan

Below is a complaint
s.22

about the crosswalk on the Helmcken onramp. Is there

anything we can do?

I have replied to the email.

Don

From: s.22

Sent: January 7, 2021 3:24 PM

To: Legault, Don TRAN:EX <Don.Legault@gov.bc.ca>

Subject: Helmcken Road <> TCH Pedestrian Crossing

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hi there,

I was referred to this e-mail by the Town of View Royal, who I originally contacted.

s.22

s.22 I have noticed the pedestrian crossing where Helmcken merges onto the TCH is extremely dangerous to cross, especially at night. Often I am waiting at the crosswalk while 10 cars go pass, who do not seem to see me at all. When a car does stop, often brakes will squeal from the line up behind, which makes me worry about a potential traffic accident, or chain reaction which would result in getting hit while crossing. I have seen near misses before, from people running across the road to try and catch their bus. This is a path frequented by workers at the hospital s.22

s.22

I am hoping that a pedestrian controlled crosswalk with flashing lights can be installed, so drivers can easily see anyone crossing at night.

Please let me know if you need any more details.

Thank you for you time!

s.22

Signal Timing Sheet Quality Review

Location: Highway 1 at Helmcken Road

STS Date: 26-Sep-2019

SIGNAL TIMING SHEET—GENERAL

Designer	Reviewer		Designer	Reviewer	
Y/ N/ NA/ #			Y/N/NA/#		
#1	#1	Is the Controller Type as per TEC (LMD, Naztec, Cobalt etc?)	#1	#1	Does the signal sequence display match the TEC/Electrical Drawings?
#1	#1	Is the Cabinet type as per TEC ("S" Rack, "M" Rack, "M" Shelf, P6 etc.)?	N/A	N/A	Is there a geometric conflict at the intersection? Is this noted on the STS?
Y	Y	Does Sheet Number and Revision match the issued electrical drawings (TE #)?	N/A	N/A	Is emergency vehicle pre-emption correctly shown on the STS for all phases where it is required? Is the pre-emption numbering included?
Y	Y	Is left turn movement described in the form of LT?	N/A	N/A	Is railway pre-emption correctly shown on the STS and matches the TEC? Are the railway pre-emption timings indicated on the STS?
Y	Y	Do the minimum green times appropriately reflect site conditions/MOTI standards?	Y	Y	Are the loop delays included? If loop delays are not required, indicate "NONE".
Y	Y	Does the passage time appropriately reflect vehicle types/MOTI standards?	Y	Y	Are EXT recall phases correctly indicated?
#1	#1	Are clearance intervals and conflict distances calculated using correct speed limits and gradients at the approaches?	Y	Y	Are First Green Display phases(s) correctly indicated?
#2	#2	Is the Max green derived from calculations/Max split in Synchro? Have the advance warning flasher times been subtracted appropriately from the Max green if applicable?	Y	Y	Is the intersection flash indicated for the correct phase and color?
#1	#1	Are the pedestrian clearance intervals correct (based on pavement markings)?	Y	Y	Have any comments been provided if the signal accommodates audible peds, intertie modem, UPS, video detection, cyclist pre-emption, or any other special installations?
N/A	N/A	Is the distance of AWF to stop bar, if any, indicated in the "Operational Comments" section?	Y	Y	Is posted speed for highway and cross-streets indicated in the "Operational Comments" section?
N/A	N/A	If the STS is for a coordinated corridor, have all the other coordinated intersections been listed in the "Operational Comments" section?	Y	Y	Have any comments been provided if the signal design includes any special features?

Notes: #1 Carried forward from previous STS.
#2 No synchro analysis performed. Excel analysis used.

Signal Timing Sheet Quality Review

Location: Highway 1 at Helmcken Road

STS Date: 26-Sep-2019

SIGNAL TIMING SHEET—COORDINATION

Designer	Reviewer		Designer	Reviewer	
NA	NA	Does the permissive start at "0" and that this value is indicated in the coordination spreadsheet in the correct phases?	NA	NA	Is there a note at the bottom of the Coordination Sheets to indicate that "Force Off and Permissive Number correspond to Phase Number"?
NA	NA	Is there a note at the bottom of the Coordination Sheets to indicate the difference in Synchro offset time and the actual offset time to be programmed (which includes adjustment for the advance warning time)?	NA	NA	Are offset values entered correctly into the spreadsheet for graphing? Zero may need to be entered as 0.00001.
NA	NA	Are all required values graphed correctly in the coordination graphs?	NA	NA	Are all the coordination calculations done for the indicated coordination phases on p.1 of the STS?
NA	NA	Are all required force-offs and permissive values calculated?			

Notes: #

#

Other notes/
comments:

Saveena Kahlon

Designer (Print Name)

Date: 26-Jun-2019

SUMIT BHASIN

Reviewer (Print Name)

Date: 26-Sep-2019

Saveena Kahlon

Signature



Signature

Flip C1, Cx; B2, B2>
Refer Bob G's Oct 25
email.

PHASE NUMBER	1	2	3	4	5	6	7	8
PHASE SETTING	OFF	ON	ON	ON	OFF	ON	ON	ON
DESCRIPTION		ROUTE 1 W/B OFF-RAMP (NORTH I/S) RAMP PRE-EMPT #1	HELMCKEN ROAD N/BLT (NORTH I/S) RAMP PRE-EMPT #2	HELMCKEN ROAD S/B (NORTH I/S)		ROUTE 1 E/B OFF-RAMP (SOUTH I/S) RAMP PRE-EMPT #2	HELMCKEN ROAD S/BLT (SOUTH I/S) RAMP PRE-EMPT. #1	HELMCKEN ROAD N/B (SOUTH I/S)
FUNCTION		A1	C1	C2		A2	B2	B1
OVERLAP			Cx	C1			B2->	B2
MINIMUM GREEN		7	7	7		7	7	7
PASSAGE		3.0	3.0	4.0		4.0	3.0	4.0
YELLOW		4.6	4.5	4.0		4.8	4.8	4.1
RED		1.5	1.4	0.5		1.5	1.5	1.0
MAX I/MAX II		12	14	27		21	14	13
MAXPLAN (1,2,3,4)		12 12	18 18	35 27		21 21	18 18	13 13
MAXPLAN (5,6,7,8)								
WALK		5		5		5		5
PEDESTRIAN CLEAR		25		9		27		9
WALK		STEADY	STEADY	STEADY		STEADY	STEADY	STEADY
RECALL		OFF	OFF	EXT		OFF	OFF	EXT
MEMORY		OFF	OFF	OFF		OFF	OFF	OFF
COORDINATION ON PHASE								
FIRST GREEN DISPLAY				XXXX				XXXX
INTERSECTION FLASH		RED	RED	RED		RED	RED	RED
AWF TIME								
AWF TIME [CH1/CH2]								
DELAY DETECTION TIMING	NONE		PROGRAMMING COMMENTS					
			1. E/B & W/B RAMP PRE-EMPT. LOOP DELAY = 15 SECONDS					
			2. E/B RAMP PRE-EMPT. GREEN= 30 SEC; W/B RAMP PRE-EMPT. GREEN= 30 SEC					
			3. E/B & W/B RAMP PRE-EMPTION EXITS TO PHASES 4 & 8 GREEN = 16 SECONDS					
			4.					
PRE-EMPTION TYPE	NONE		OPERATIONAL COMMENTS					
DELAY TIME			1. HELMCKEN ROAD SPEED LIMIT = 50 KM/HR					
PRE-EMPTION TIME			2. INTERGREEN, & PED CLEARANCE TIMES CARRIED FORWARD FROM PREVIOUS STS DATED SEPTEMBER 17, 1999.					
VOLUME LOGGING & MOES	15 MIN INTERVALS		3. CONTROLLER HAS TELEPHONE INTERTIE (MODEM)					
SIMULTANEOUS GAP OUT	OFF		4.					

		CYCLE (1 TO 8)							
PED PERMISSIVE		1	2	3	4	5	6	7	8
OFFSET (1 TO 4)									

[illegible]

Traffic Signal Record

Date: October 25, 2019

File:

To: K Ludwaar

Regional Traffic Engineer

Fax:

Location:

Intersection number: 30940-40-01 - 1346

(Region)

(Number)

Intersection description: Rte 1 @ Helmcken Road

View Royal

(Main road @ Cross road)

(City)

Drawing No. (Site Code): TE-95033-13C

Revisions to Timings / Signal Modifications:

Timing Sheet / Signal Mod. Implemented: Date: Oct 25, 2019 Time: 0730

New Timing Sheet: Date: Sept 26, 2019

Previous Timing Sheet: Date: Sept 17, 1999

New Traffic Signal Installation:

Signal in Flash:

Date:

Time:

Actual 3-Colour Operation:

Date:

Time:

New Timing Sheet:

Date:

Remarks (Non-Standard Issues):

Reduced Queue PE Times

Introduce Maxplans

Bob Griffin

Electrical Maintenance Contractor Representative

Copy: Traffic Controller EEC, Electrical Engineering Centre (FAX: 604-660-8817)
Manager Electrical Services (FAX:)

From: [Randle, Susan J TRAN:EX](#)
To: [Bob Griffin](#); [Bhasin, Sumit TRAN:EX](#)
Cc: [Danvers, Ron G TRAN:EX](#); [Flores, Jeric TRAN:EX](#); [TRAN Electrical Traffic Systems TRAN:EX](#); [Kahlon, Saveena TRAN:EX](#); [Demerse, Trevor TRAN:EX](#); [Pearson, Michael TRAN:EX](#); [Deogan, Karamjeet S TRAN:EX](#)
Subject: RE: STS- Route 1 @ Helmcken
Date: October 24, 2019 11:23:54 AM

Great thanks! Just trying to respond to a public complaint. :)

Susan Randle, P.Eng.

District Engineer

Ministry of Transportation and Infrastructure | Vancouver Island District

PLEASE NOTE THAT MY PHONE NUMBER HAS CHANGED.

3rd Floor – 2100 Labieux Road | Nanaimo BC V9T 6E9

Phone: 250-734-4805 Email: Susan.Randle@gov.bc.ca

From: Bob Griffin <bgriffin@raylecpower.ca>

Sent: October 24, 2019 11:23 AM

To: Randle, Susan J TRAN:EX <Susan.Randle@gov.bc.ca>; Bhasin, Sumit TRAN:EX

<Sumit.Bhasin@gov.bc.ca>

Cc: Danvers, Ron G TRAN:EX <Ron.Danvers@gov.bc.ca>; Flores, Jeric TRAN:EX

<Jeric.Flores@gov.bc.ca>; TRAN Electrical Traffic Systems TRAN:EX <ETS@gov.bc.ca>; Kahlon,

Saveena TRAN:EX <Saveena.Kahlon@gov.bc.ca>; Demerse, Trevor TRAN:EX

<Trevor.Demerse@gov.bc.ca>; Pearson, Michael TRAN:EX <Michael.Pearson@gov.bc.ca>; Deogan,

Karamjeet S TRAN:EX <Karamjeet.S.Deogan@gov.bc.ca>

Subject: RE: STS- Route 1 @ Helmcken

Susan,

Just worked on it this morning and did some testing in Duke Point. Will implement it tomorrow morning.

Bob Griffin, RSE

Senior Traffic Signal Technician

Raylec Power LP

From: Randle, Susan J TRAN:EX <Susan.Randle@gov.bc.ca>

Sent: Thursday, October 24, 2019 11:20 AM

To: Bhasin, Sumit TRAN:EX <Sumit.Bhasin@gov.bc.ca>; Bob Griffin <bgriffin@raylecpower.ca>

Cc: Danvers, Ron G TRAN:EX <Ron.Danvers@gov.bc.ca>; Flores, Jeric TRAN:EX

<Jeric.Flores@gov.bc.ca>; TRAN Electrical Traffic Systems TRAN:EX <ETS@gov.bc.ca>; Kahlon,

Saveena TRAN:EX <Saveena.Kahlon@gov.bc.ca>; Demerse, Trevor TRAN:EX

<Trevor.Demerse@gov.bc.ca>; Michael Pearson BC Govt <Michael.Pearson@gov.bc.ca>; Deogan,

Karamjeet S TRAN:EX <Karamjeet.S.Deogan@gov.bc.ca>

Subject: RE: STS- Route 1 @ Helmcken

Hey guys,

Was this STS implemented? I didn't see a TSR.

Thanks,

Susan Randle, P.Eng.

District Engineer

Ministry of Transportation and Infrastructure | Vancouver Island District

PLEASE NOTE THAT MY PHONE NUMBER HAS CHANGED.

3rd Floor – 2100 Labieux Road | Nanaimo BC V9T 6E9

Phone: 250-734-4805 Email: Susan.Randle@gov.bc.ca

From: Bhasin, Sumit TRAN:EX <Sumit.Bhasin@gov.bc.ca>

Sent: October 23, 2019 3:54 PM

To: Bob Griffin <bgriffin@raylecpower.ca>

Cc: Danvers, Ron G TRAN:EX <Ron.Danvers@gov.bc.ca>; Randle, Susan J TRAN:EX <Susan.Randle@gov.bc.ca>; Flores, Jeric TRAN:EX <Jeric.Flores@gov.bc.ca>; TRAN Electrical Traffic Systems TRAN:EX <ETS@gov.bc.ca>; Kahlon, Saveena TRAN:EX <Saveena.Kahlon@gov.bc.ca>; Demerse, Trevor TRAN:EX <Trevor.Demerse@gov.bc.ca>; Pearson, Michael TRAN:EX <Michael.Pearson@gov.bc.ca>; Deogan, Karamjeet S TRAN:EX <Karamjeet.S.Deogan@gov.bc.ca>

Subject: RE: STS- Route 1 @ Helmcken

I hear you Bob.

Given the feedback we received, our intent with the 2019 STS is to enhance service for the SBL turn from Helmcken to H1EB.

We can revise the STS when we have more post implementation feedback.

I can promise a quick turnaround for the next STS update (if it is required).

Sumit

From: Bob Griffin <bgriffin@raylecpower.ca>

Sent: October 23, 2019 3:30 PM

To: Bhasin, Sumit TRAN:EX <Sumit.Bhasin@gov.bc.ca>

Cc: Danvers, Ron G TRAN:EX <Ron.Danvers@gov.bc.ca>; Randle, Susan J TRAN:EX <Susan.Randle@gov.bc.ca>; Flores, Jeric TRAN:EX <Jeric.Flores@gov.bc.ca>; TRAN Electrical Traffic Systems TRAN:EX <ETS@gov.bc.ca>; Kahlon, Saveena TRAN:EX <Saveena.Kahlon@gov.bc.ca>; Demerse, Trevor TRAN:EX <Trevor.Demerse@gov.bc.ca>; Pearson, Michael TRAN:EX <Michael.Pearson@gov.bc.ca>; Deogan, Karamjeet S TRAN:EX <Karamjeet.S.Deogan@gov.bc.ca>

Subject: Re: STS- Route 1 @ Helmcken

Sumit,

The one thing I wonder about on this sheet is the removal of the 10s delay for Loops 12 and 13 for Phase 7. Phases 4 and 8 are the recall phases so by removing the delays you could get the signals terminating to serve Phase 7 unnecessarily/prematurely.

Bob Griffin, RSE

Senior Traffic Signal Technician

250-880-0054

On Oct 23, 2019, at 10:33 AM, Bhasin, Sumit TRAN:EX <Sumit.Bhasin@gov.bc.ca> wrote:

Hi Bob, Susan, Ron:

Attached find STS for H1@Helmcken.

I finally got around to reviewing the DRAFT STS to confirm it addresses all operational feedback received.

The changes made to green times are based on available traffic counts, and so upon implementation if additional tweaks are desired, we can issue an update.

Let me know if there are any inconsistencies that require correction.
Thanks for your help and patience.
Best Regards,

Sumit Bhasin, M.Eng., P.Eng.
Senior Traffic Operations Engineer
Ministry of Transportation and Infrastructure

From: Bob Griffin <bgriffin@raylecpower.ca>

Sent: July 15, 2019 12:28 PM

To: Bhasin, Sumit TRAN:EX <Sumit.Bhasin@gov.bc.ca>; Randle, Susan J TRAN:EX <Susan.Randle@gov.bc.ca>; Demerse, Trevor TRAN:EX <Trevor.Demerse@gov.bc.ca>

Cc: Deogan, Karamjeet S TRAN:EX <Karamjeet.S.Deogan@gov.bc.ca>; Kahlon, Saveena TRAN:EX <Saveena.Kahlon@gov.bc.ca>

Subject: RE: Route 1 @ Helmcken

Sumit,

I thought I would bring up something that happened today. Rte 1 @ Admirals was in flash for some time this morning due to a signal head being damaged. While the signals were still in flash during repairs we got a complaint that the signals at Helmcken were stuck on Red. When we attended we discovered that the EB Queue PE was being activated constantly due to the traffic backup from Admirals taking the Off Ramp to avoid Admirals. Just something to take into consideration.

Bob Griffin, RSE

Senior Traffic Signal Technician

Raylec Power LP

From: Bob Griffin

Sent: Thursday, June 27, 2019 10:38 AM

To: Bhasin, Sumit TRAN:EX <Sumit.Bhasin@gov.bc.ca>; Randle, Susan J TRAN:EX <Susan.Randle@gov.bc.ca>; Demerse, Trevor TRAN:EX <Trevor.Demerse@gov.bc.ca>

Cc: Deogan, Karamjeet S TRAN:EX <Karamjeet.S.Deogan@gov.bc.ca>; Kahlon, Saveena TRAN:EX <Saveena.Kahlon@gov.bc.ca>

Subject: RE: Route 1 @ Helmcken

Sumit,

Q1. There is no EV PE at this location. I think there had been originally but it was removed long before I came along. Only loops for the Off Ramps.

Q2. Increasing the loop delay is probably a good idea, as well as reducing the green time. Definitely something we may have to monitor for effectiveness.

I was told before that motorists are allowed to use the ramp to bypass highway traffic to increase storage, but maybe by adjusting these times it will dissuade some from doing it as it causes problems for the motorists on Helmcken.

I've looked at the STS snapshot and am wondering about the Max Plan times. In the AM rush the North Intersection ramp is getting a longer time, and in the PM rush the South Intersection ramp is getting a longer time. Should that not be the other way around?

Perhaps implementing/adjusting Max times will alleviate the overuse of the Queue PE. 20 years ago the existing method was probably a good idea that worked, but it may be time to look at Max times rather than relying on preemption so you have more

consistent signal operation. Again, monitoring and adjusting will be the key. Further down in this email chain the issue of Loop 16 being turned off is mentioned. The site plan does not show L17 which should be right before L16. Because the stop bar is so close to the concrete bridge deck only one loop was installed. For some reason L16 was turned off instead of L17. Either way, there was only one loop in that LT lane. Now that the stop bar has been moved a bit there are now 2 loops in there. I'm pretty sure that L16 and L17 are both now active.

Also, a point that may be of interest is that the RT count loops 31-34 do not count. We ran out of detectors in the cabinet to make these count in the controller.

Bob Griffin, RSE
Senior Traffic Signal Technician
Raylec Power LP

From: Bhasin, Sumit TRAN:EX <Sumit.Bhasin@gov.bc.ca>
Sent: Wednesday, June 26, 2019 3:02 PM
To: Randle, Susan J TRAN:EX <Susan.Randle@gov.bc.ca>; Bob Griffin <bgriffin@raylecpower.ca>; Demerse, Trevor TRAN:EX <Trevor.Demerse@gov.bc.ca>
Cc: Deogan, Karamjeet S TRAN:EX <Karamjeet.S.Deogan@gov.bc.ca>; Kahlon, Saveena TRAN:EX <Saveena.Kahlon@gov.bc.ca>
Subject: RE: Route 1 @ Helmcken

Hi Susan, Bob:

I would have ideally liked a more comprehensive review (a STUDY) of signal phasing design to address issues listed by Bob in his 2016 email below.

We will look at funding opportunities to make this a STUDY if we get District support moving forward.

That said, Saveena has reviewed the time of day traffic patterns and drafted a signal timing design (snapshot below).

Before I issue it, I have a couple questions for RAYLEC:

1. Current STS from 1999 doesn't show what kind of equipment is being used for pre-emption; nor do the elec dwgs. Can Raylec confirm if its Sonic, Opticom, other?
2. Based on Bob's comments below, and our intent to curb queue jumping (using ramp PE), wanted to get Bob's thoughts on increasing loop delay to 15s instead of current 8s. Also reducing the ramp green extension to 30s instead of 44/50s.....?

I can understand, answering question 2 may be tricky and we can implement with the change, monitor operations, and tweak after as required.

But I absolutely need answer to ques 1 so I can issue the STS....

Thank you Susan, Bob!

<image001.jpg>

Sumit

From: Randle, Susan J TRAN:EX
Sent: Thursday, September 22, 2016 11:27 AM
To: Cross, Graeme D TRAN:EX
Cc: Siddiqui, Faisal TRAN:EX
Subject: FW: Route 1 @ Helmcken - Signal Not Changing (MOTI Signal)

Hi Graeme,

We've been seeing some issues at the Helmcken Overpass for the past while. It looks like the whole Helmcken area is a bit of a mess due to everyone trying to find alternate routes to get south of Six Mile – they all hit Helmcken somewhere, which creates a bit of a problem.

I have noticed that the STS for the signals on Helmcken date back to 1999. Besides the higher priority ones we have on the go (W Saanich/Glanford and Hwy 17/Sayward), can we move this one up the list for re-timing? I imagine that traffic volumes may be slightly different after 17 years.... ;)

Thanks!

Susan Randle, P.Eng.

District Engineer & Manager, Electrical Services

Ministry of Transportation and Infrastructure | Vancouver Island District

W: 250-751-3259 | C: 250-668-7576

From: Bob Griffin [<mailto:bgriffin@raylecpower.ca>]

Sent: Thursday, September 22, 2016 9:39 AM

To: Garrett Flawse

Cc: Randle, Susan J TRAN:EX; 'Deb Becelaere'

Subject: RE: Route 1 @ Helmcken - Signal Not Changing (MOTI Signal)

I went to the Helmcken overpass this morning and found that the main issue is the same as at some of our other intersections; good old traffic volume. I was in the area from about 7:30 to 8:15. Rte 1 EB was backed up to Millstream Overpass. At the Helmcken EB Off Ramp lots of traffic was going straight through and back onto the highway. Traffic on Helmcken in both directions was light but steady. The major issue, other than traffic, is the single lane on Helmcken heading towards Burnside, more on that later.

The Helmcken Overpass has queue loops on both Off Ramps that Pre-empt the traffic signals when traffic backs up. This has been the cause of many complaints over the years. When the EB Ramp backs up the PE calls the Off Ramp and the NB LT and Through movements at the north signal for 50 seconds, followed by calling NB/SB directions at both signals for 16 seconds. Something that this does is omit the LT and the south signal for traffic heading to Victoria during Pre-emption which has led to complaints as well.

On Sept 21 (When Deb was late for her meeting) this ramp pre-empted the signal 27 times between 8:05 and 9:03. The log didn't go back any further than that.

On Sept 22 (today) it pre-empted 5 times between 7:33 and 7:50.

Neither of these counts is abnormal for this location.

Due to traffic behaviour using the ramp as a bypass, you can see that the Pre-emption is actually helping them get through faster as the more they come the more it Pre-empts.

I could see that at the north signal traffic could not move towards Watkiss when the light turned green because the traffic at Watkiss could not move towards Burnside due to traffic congestion. Traffic turning left from Watkiss towards Burnside is very steady and was backed up almost to the Hospital main entrance at 8:10. This all means that traffic from Burnside is backed up to the South signal on the overpass, and even onto the EB Off Ramp.

Something for Deb to note is that traffic is not keeping the traffic circle on Watkiss clear

but are blocking it.

I also noted that traffic on Burnside coming from Six Mile was backed up from the stop sign at Watkiss half way to Rte 1, and I've seen it backed up further than that in the past. This traffic is heading out Burnside and I imagine a lot of it is coming back onto Helmcken at Burnside, thus causing that signal to change in their favour causing further delays to our traffic at the overpass.

A couple of other things to explain that have come up regarding the lights at the overpass not changing.

As I mentioned the Off Ramp Pre-emption can cause the LT at the south signal to be skipped. If the Pre-empt keeps occurring repeatedly, as it does, the LT won't come up for some time.

At the north signal the stop bar for the LT to head onto Rte 1 is fairly close to the edge of the concrete bridge decking. For many years there was only room for one loop in the asphalt between the concrete and the stop bar. When it was recently repaved I think the stop bar was moved a bit and we now have two loops in there. The problem is that motorists have a habit of stopping on the concrete and not covering the loops. There is a sign there that reads 'Stop Line' with an arrow pointing to it, and somebody has added a smaller sign to it that reads 'If the light doesn't turn green pull up to the stop line', but we know how motorists are.

So the response to the complaints is there's too much traffic combined with ramp Pre-emption that exacerbates the issue (However if there were less traffic the Pre-emption would not be an issue). Over to the engineers to figure out.

Bob Griffin, RSE

Raylec Power LP

250-880-0054

From: Garrett Flawse

Sent: Wednesday, September 21, 2016 11:20 AM

To: Bob Griffin <bgriffin@raylecpower.ca>

Subject: FW: Route 1 @ Helmcken - Signal Not Changing (MOTI Signal)

Importance: High

Hi Bob,

Can you please take a look at this tomorrow? Can you head out there for first thing again as it seems to be happening in the morning rush? Maybe just impatient people?

Regards,

Raylec Power LP

Garrett Flawse

Cell: (250) 880-2149

Ph.: (250) 478-9302

From: Deb Becelaere [<mailto:DBecelaere@viewroyal.ca>]

Sent: September-21-16 11:01 AM

To: Garrett Flawse <gflawse@raylecpower.ca>

Cc: 'Randle, Susan J TRAN:EX' <Susan.Randle@gov.bc.ca>

Subject: RE: Route 1 @ Helmcken - Signal Not Changing (MOTI Signal)

Importance: High

Hi Garrett:

As mentioned, we've received a few calls/emails about the signals on Helmcken Road - see 2 of them attached.

I've definitely noticed very congested traffic in the mornings around 8AM travelling over the highway going northbound - I was stuck there for 15 minutes last week and late for an 8AM meeting. May be that the loops aren't functioning properly?

Deb Becelaere

Deputy Director of Engineering
Town of View Royal
45 View Royal Ave | Victoria, BC V9B 1A6
Ph. 250-479-6800 Ext. 2223 | Fx. 250-727-9551
viewroyal.ca | facebook.com/townofviewroyal | twitter.com/townofviewroyal
<image002.png>

-----Original Message-----

From: Randle, Susan J TRAN:EX [<mailto:Susan.Randle@gov.bc.ca>]

Sent: Tuesday, September 13, 2016 8:47 AM

To: Deb Becelaere

Cc: Raylec - Garrett

Subject: Re: Route 1 @ Helmcken - Signal Not Changing (MOTI Signal)

It may have been programmed that way so the left turn is only called when there's a queue. This prevents delays to through traffic when there's only one vehicle that can make it through on a gap.

Unless the left turn there is fully protected (not protected/permissive). I don't have a timing sheet in front of me, and I'm not familiar enough with the southern signals to know off the top of my head. ;)

I can look a little further into it. :)

Thanks!

Susan Randle, P.Eng.

Manager, Electrical Services & A/District Engineer

Sent from my phone; please forgive any spelling or grammar errors

On Sep 12, 2016, at 6:13 PM, Deb Becelaere

<DBecelaere@viewroyal.ca<<mailto:DBecelaere@viewroyal.ca>>> wrote:

Hi Susan:

FYI, in case you're not aware of this...

Regards,

Deb Becelaere

Deputy Director of Engineering

Town of View Royal

45 View Royal Ave | Victoria, BC V9B 1A6 Ph. 250-479-6800 Ext. 2223 | Fx. 250-

727-9551 viewroyal.ca<<http://viewroyal.ca>> |

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From: Lucas Wight [<mailto:lwight@raylecpower.ca>]

Sent: Tuesday, September 06, 2016 2:20 PM

To: Garrett Flawse

Cc: Deb Becelaere

Subject: Re: Route 1 @ Helmcken - Signal Not Changing

Just an FYI, for whatever reason the front loop here has been disabled, likely for a long time. Several vehicles in lane so it should have triggered the back loop.

Luke Wight

Raylec Power

250-880-2025

On Sep 6, 2016, at 12:49 PM, Garrett Flawse

<gflawse@raylecpower.ca<<mailto:gflawse@raylecpower.ca>>> wrote:

Hi Luke,

Deb called in regards to transit calling in and saying that the signal is not changing for them at Route 1 @ Helmcken. Can you please take a look and let me know if you see any issues there?

Deb,

Do you have a specific direction this is happening?

Regards,

Raylec Power LP

Garrett Flawse

2895 Westshore Parkway

Victoria, BC V9B 0B2

Cell: (250) 880-2149

Ph.: (250) 478-9302

Fax: (250) 478-9374

www.RaylecPower.ca

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