

ITEM	3
MANAGER'S REPORT NO.	39
COUNCIL MEETING	1979 05 22

RE: ORIGIN/DESTINATION TRAVEL PATTERN STUDY AND
BURNABY METROTOWN TRANSPORTATION STUDY
(ITEM 17, REPORT NO. 58, 1978 AUGUST 28)
(ITEM 8, REPORT NO. 26, 1979 APRIL 02)

The following report from the Director of Planning contains information on points that were raised by Council when the subject studies were discussed on 1979 April 02.

RECOMMENDATION:

1. THAT the report of the Director of Planning be received for information purposes.

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1979 May 14

TO: MUNICIPAL MANAGER
FROM: DIRECTOR OF PLANNING
RE: ORIGIN/DESTINATION TRAVEL PATTERN STUDY AND
BURNABY METROTOWN TRANSPORTATION STUDY

RECOMMENDATION:

1. THAT this report be received for information purposes.

REPORT

INTRODUCTION

At their meeting of 1979 April 02, Council received the above titled reports prepared by N.D. Lea & Associates. At that time, Council adopted by motion that the Planning Department report back on specific matters arising from the report, vis:

"THAT Council authorize the Planning Department to prepare an implementation schedule in two stages, immediate and long-term and that the schedule be referred back to Council for further consideration."

"THAT the Director of Planning report back to Council on the alignment proposed for the southward extension of Willingdon Avenue and secondly the east-west street that is proposed to run parallel to Beresford Street within Metrotown as shown on Map 48 of the Consultant's report."

It is the intention of the Planning Department to report back to Council as soon as possible with regard to the above resolutions. However, Council in their consideration of the above reports had some queries to which the Planning Department was asked to respond.

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1. The Proportion of Traffic Exiting the Freeway and Not Destined for Burnaby (Origin/Destination Study)

Table 1 attached lists by survey station the data on Burnaby destined traffic. It can be seen that of the traffic leaving the Freeway at the Stormont and Sperling Interchanges, 4% of the respondents to the questionnaire had destinations outside of Burnaby, whilst at the Willingdon off-ramp, the corresponding figure was 12%. Concurrently with the survey, traffic counts were carried out and it is possible to estimate the total number of vehicles with external destinations. This data suggests that of the vehicles leaving the Freeway in the two hour period from 07:00 h to 09:00 h, approximately 200 had destinations outside of Burnaby.

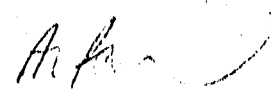
2. The Modal Split of Through Traffic (Metrotown Report)

At the bottom of Page 20 of the Metrotown Report, it was not clear what 30% referred to in the sentence, "We have therefore taken 30% as an upper limit for an average of all destinations for through trips.". The discussion preceeding this statement was related to transit usage and the 30% figure is the Consultant's estimate of the transit modal share for 1996 without L.R.T. This figure is listed in Table 2 on Page 21 of the Metrotown Report.

3. Capacity Increase Along Kingsway due to Traffic Management (Metrotown Study)

There was some question as to what would be the degree of enhancement achieved through implementation of traffic management measures in terms of increased carrying capacity along Kingsway. Table 6 on Page 33 of the Metrotown Study lists the capacities and the Volume capacity ratios for the present day, 1980, 1986 and 1996 for the major Metrotown intersections. The effect of traffic management can be seen in terms of the differences between the present day capacity and the 1980 design capacity. Table 2 attached summarizes the directional capacity of Kingsway at major intersections for the present day and 1980, and lists the absolute and the percentage capacity gains. It can be seen that the largest gain is for traffic travelling westbound at the Boundary Road junction. Most of this gain is the result of implementing parking restrictions which allow one extra through-lane whilst increased capacities on the Boundary Road approaches allow for greater green time to be allocated to the Kingsway traffic. The other listed gains accrue from the banning of left-turn movements at the junctions.

This is for the information of Council.


A. L. Parr
DIRECTOR OF PLANNING

PL/hf
Attach.
c.c. - Municipal Engineer

TABLE 1

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BURNABY ORIGIN-DESTINATION TRAVEL SURVEY
 (WEEKDAY 7-9 A.M.) QUESTIONNAIRE RESPONSE

Station	Amount Given Out	Total Coded Replies	Total Burnaby Destined	% Burnaby Destined	7-9 A.M. Traffic Count	Estimated External Destinations
#1 Marine Drive	1,080	409	55	13	1,580	1,370
#2 19th Street	796	275	165	60	904	360
#3 Kingsway	1,759	558	336	60	1,842	740
#4 Canada Way	1,373	430	247	57	1,686	720
#5 6th Street	1,543	486	267	55	1,565	700
#6 Stormont Int.	289	84	81	96	348	14
#7 Sperling Int.	1,000	353	339	96	1,161	50
#8 Willingdon Ramp	1,157	312	274	88	1,152	140
#9 Lougheed Hwy.	1,720	560	414	74	2,034	530
#10 Austin Road	1,609	571	293	51	1,809	890
#11 Broadway	1,432	664	425	64	1,865	670
#12 Barnet	1,828	766	165	22	2,462	1,920
#5A Cariboo Road	1,124	545	370	68	1,359	430

TABLE II

KINGSWAY CAPACITY AT MAJOR INTERSECTIONS

Intersection		CAPACITY IN VEHICLE/HOUR			
		Present	1980	Gain	
Absolute	%				
Kingsway at:					
Boundary	WB	1,740	2,300	560	32%
	EB	2,060	2,180	120	6%
Willingdon	WB	2,070	2,070	-	-
	EB	2,190	2,190	-	-
Royal Oak	WB	1,940	2,150	210	10%
	EB	1,980	2,130	150	8%