

ITEM 6
MANAGER'S REPORT NO. 49
COUNCIL MEETING 87/08/10

RE: LETTER FROM MR. E. ADRIAN WHICH APPEARED ON THE AGENDA FOR THE
JULY 27TH MEETING OF COUNCIL (ITEM 4 F)
SPEEDING VIOLATIONS/TRAFFIC NOISE ON RESIDENTIAL STREETS
NEAR METROTOWN

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 1987 AUGUST 04

FROM: DIRECTOR ENGINEERING

**SUBJECT: SPEEDING VIOLATIONS/TRAFFIC NOISE ON RESIDENTIAL STREETS
NEAR METROTOWN**

RECOMMENDATION:

THAT Mr. E. Adrian, #313-6544 Silver Avenue, Burnaby, B. C., V5H 2Y4, be sent a copy of this report.

R E P O R T

Reference the submission from Mr. E. Adrian, #313-6544 Silver Avenue, Burnaby, B. C., V5H 2Y4, which appeared as Item F, Correspondence and Petitions, Regular Council Meeting, 1987 July 27.

The area of concern expressed by Mr. Adrian is indicated on the attached sketch. As noted, most of the area has been developed as apartment housing. The few single family homes remaining will eventually be replaced by higher density housing. The majority of apartments on Silver Avenue take their vehicle access to the rear. The single family homes on both Silver and McKay Avenues take their vehicle access from the street while the apartments on McKay Avenue use both McKay, Cassie and Beresford Street as access points.

Prior to the development of Skytrain, McKay Avenue served the function of a local collector, running from Imperial Street to Kingsway. At its peak, McKay Avenue carried upwards of 4,700 vehicles per day (V.P.D.). No count data was available for Silver Avenue, which has always served a local function running from Imperial Street and terminating at Beresford Street.

During the development of Skytrain, the McKay Avenue crossing of the B. C. Hydro Rail was removed, being replaced by the Willingdon Avenue crossing. McKay Avenue then took on the function of a local street between Imperial and Beresford Streets.

In response to the subject submission, we placed traffic counters on both Silver and McKay Avenues to determine the magnitude of the present traffic flows. McKay Avenue presently records a volume of 825 V.P.D., down from a previous high of 4,700 V.P.D. Silver Avenue recorded a volume of 570 V.P.D. The very low volumes recorded on these apartment-developed streets can be attributed to the fact that many apartments take their vehicle accesses from the rear lane or back street.

From the low count data and the observed heavy on-street parking demand we would say that the majority of vehicle trips on both McKay and Silver Avenues are generated by the residents and visitors to these avenues.

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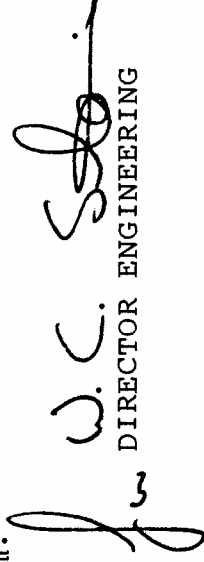
We are unable to concur with Mr. Adrian's suggestion that "Local Traffic Only" or "No Through Road" signs may help to deter through traffic. "Local Traffic Only" signs are non-enforceable as there would be no way of determining who is local. "No Through Road" signs (we use "no exit" or "cul-de-sac" signing) would be a misuse of a standard traffic control device on streets that do have an exit. We are concerned that if traffic and information signing is to have credibility in the eyes of motorists then they should convey correct information.

Mr. Adrian's complaint regarding speeding in the area was referred to the R.C.M.P. As a result of this referral, traffic in the area will be monitored and if appropriate, enforcement action taken. A member of the R.C.M.P. Traffic Division will also personally discuss this matter with Mr. Adrian.

In summary, we would have to say from the count data that we have that the Metrotown development does not appear to have impacted the subject area to date. Other than a few Skytrain train commuters who park on the local streets, the traffic flows appear to be locally generated.

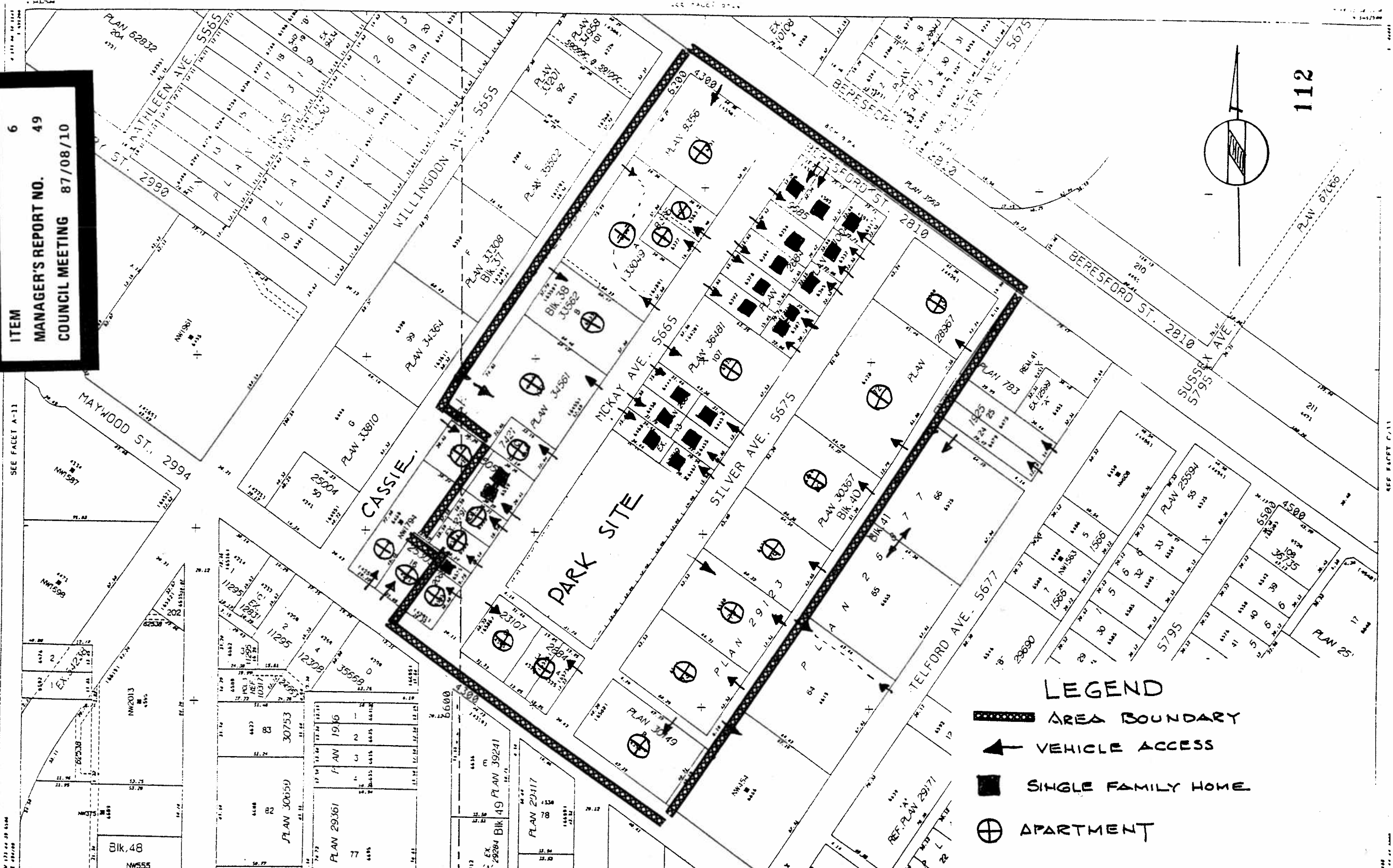
We have tried but have been unable to contact Mr. Adrian to discuss his concerns with him.

HB:dp


J.W.C. S.
DIRECTOR ENGINEERING

cc: R.C.M.P. - Traffic Division

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LEGEND

- AREA BOUNDARY
- VEHICLE ACCESS
- SINGLE FAMILY HOME
- APARTMENT

