

RE: DELEGATION FROM MR. E.F. TURNER, ELWELL STREET RESIDENTS' AD HOC COMMITTEE  
INCREASED COMMUTER TRAFFIC ELWELL STREET

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendations of the Director Planning & Building Inspection be adopted.

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TO: MUNICIPAL MANAGER 1987 August 19  
FROM: DIRECTOR PLANNING & BUILDING INSPECTION  
Our File: 08.640  
"Elwell Street"

SUBJECT: DELEGATION FROM THE ELWELL STREET RESIDENTS'  
AD HOC COMMITTEE APPEARING AT THE 1987 JULY 13  
AND 1987 AUGUST 10 COUNCIL MEETINGS

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RECOMMENDATIONS:

1. THAT Council authorize staff from the Planning & Building Inspection and Engineering Departments to discuss the Elwell and Rosewood Street closure alternatives with neighbourhood representatives and that following the meeting(s) a final report will be prepared for Council.
2. THAT copies of this report be sent to Mr. Glen Brownlow of 7978 Elwell Street and Mr. E.F. Turner of 7931 Elwell Street who were spokesmen for the Elwell Street Residents' Ad Hoc Committee.

R E P O R T

1.0 BACKGROUND

Appearing before Council on 1987 July 13 and subsequently on 1987 August 10 were delegations from the Elwell Street Residents' Ad Hoc Committee who spoke regarding the apprehension of the Elwell Street residents that commuter traffic would begin to use Elwell Street following its connection to 4th Street which is now under construction. The delegation from Elwell Street requested that Council allow the closure of Elwell Street at 4th Street because Elwell Street has for many years functioned as a 'dead-end' street ending at Robert Burnaby Park and the requested closure would not change the Elwell Street residents' access/egress travel pattern. Council directed the matter be referred to staff for consideration and report back to Council. This report responds to Council's direction.

## 2.0 OBSERVATIONS

Following the 1987 August 10 Council meeting, Mr. E.F. Turner met with staff from the Planning & Building Inspection and Engineering Departments to discuss a traffic management measure possibly applicable to the area. Staff indicated that many factors had to be considered and that many alternative measures could be taken in an attempt to resolve the problem anticipated by the residents with commuters and the local access needs.

Staff has now reviewed the impact of the closure requested by the residents and would comment as follows.

### 2.1 Street and Access Pattern

The street and lane and neighbourhood access pattern in this residential area places access dependency on connection to the heavily travelled Canada Way arterial. (Figure 1 attached).

The 6th Street link to Edmonds Street has been assigned a one-way 'exit' function southbound from the neighbourhood. This designation was established by Council because commuter traffic along 6th Street from south of Edmonds Street was using 6th Street northbound as a shortcut route through the residential area in order to avoid possible delays at the Canada Way/Edmonds signalized intersection.

The recently completed short portion of 4th Street northward from Edmonds to Rosewood has offered the Rosewood residents an alternative, easier, access/egress for travel to or from the south or west than either Canada Way or the 6th Street exit to Edmonds Street. However, if Elwell Street is closed to traffic and Rosewood remains as the only street with connection between 4th Street and 6th Street then it will receive an undue proportion of commuter and neighbourhood traffic destined to and from 4th Street.

The extension of 4th Street north of Rosewood Street, now under construction, will provide an alternative to Canada Way access/egress for the established residential area and the new municipal subdivision to the north.

### 2.2 Accidents

Statistical information available from the Engineering Department indicates the occurrence of numerous right angle collisions in the neighbourhood at intersections along 6th Street. The intersection of 6th Street and Rosewood has experienced the greatest number of accidents in the area. From mid 1985 to date, a total of 12 right angle collisions have occurred at this intersection. The statistics for the 6th Street/Elwell Street intersection indicate that there have been 9 accidents recorded since 1980. Residents from the area advise that commuters are speeding and fail to yield the right-of-way when short-cutting through the neighbourhood.

### 3.0 DISCUSSION

There does not readily appear to be a solution which will eliminate the potential for some commuters to "shortcut" through the neighbourhood and simultaneously provide a street network with a level of accessibility which is necessary to serve a neighbourhood of this size.

Consideration of the numerous and varied factors involved in this matter such as

- potential source and changes in commuter travel pattern
- objectives and impact of residents' request for street closure
- accidents and location
- neighbourhood access/egress including emergency access
- impact on open streets when certain other streets are closed to traffic
- potential parking problems on residential streets by park users
- need for travel pattern reorientation for reduction of accident potential
- impact of installing diagonal traffic diverters at certain intersections on commuter and residential access and travel patterns
- potential winter time problems due to street grades

has resulted in staff concluding that:

1. It is desirable to preclude commuter traffic from using residential streets.
2. Street closure is the most effective way to achieve the objective.
3. Street closure produces the most restrictive means by which to obtain access/egress to residential properties from the street network surrounding this neighbourhood because of discontinuity in street and lane patterns.
4. The street pattern allowing the most travel flexibility is the rectangular grid, however it does allow the indiscriminate use of residential streets by commuter traffic.
5. It is most desirable to eliminate or reduce accident potential at intersections in the neighbourhood along 6th Street which currently provides direct egress from the neighbourhood via the 6th Street 'exit' to Edmonds and south.
6. There is no one solution which will be accepted by all residents living on any one street because of the inherent difference in street pattern and traffic use of the street between Canada Way and 6th Street compared with the portion between 6th Street and Burnaby Park.

4.0 CONCLUSIONS

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In view of the preceding and the numerous alternatives considered the Planning & Building Inspection Department believes that closure of Elwell and Rosewood Streets immediately east of 6th Street could provide a level of travel and access flexibility which would be generally acceptable by the majority of the neighbourhood. This street pattern is shown in Figure 2 attached but it should be borne in mind that both Elwell and Rosewood Streets have the potential to be closed at 4th Street or alternatively, recognizing the accident situation, Rosewood could possibly be closed at 6th Street and Elwell at 4th Street.

The Planning & Building Inspection Department recognizes the need to discuss these alternatives with representatives of the neighbourhood in order to resolve the matter. It is understood that following such a meeting staff will report back to Council with a final report on the matter.

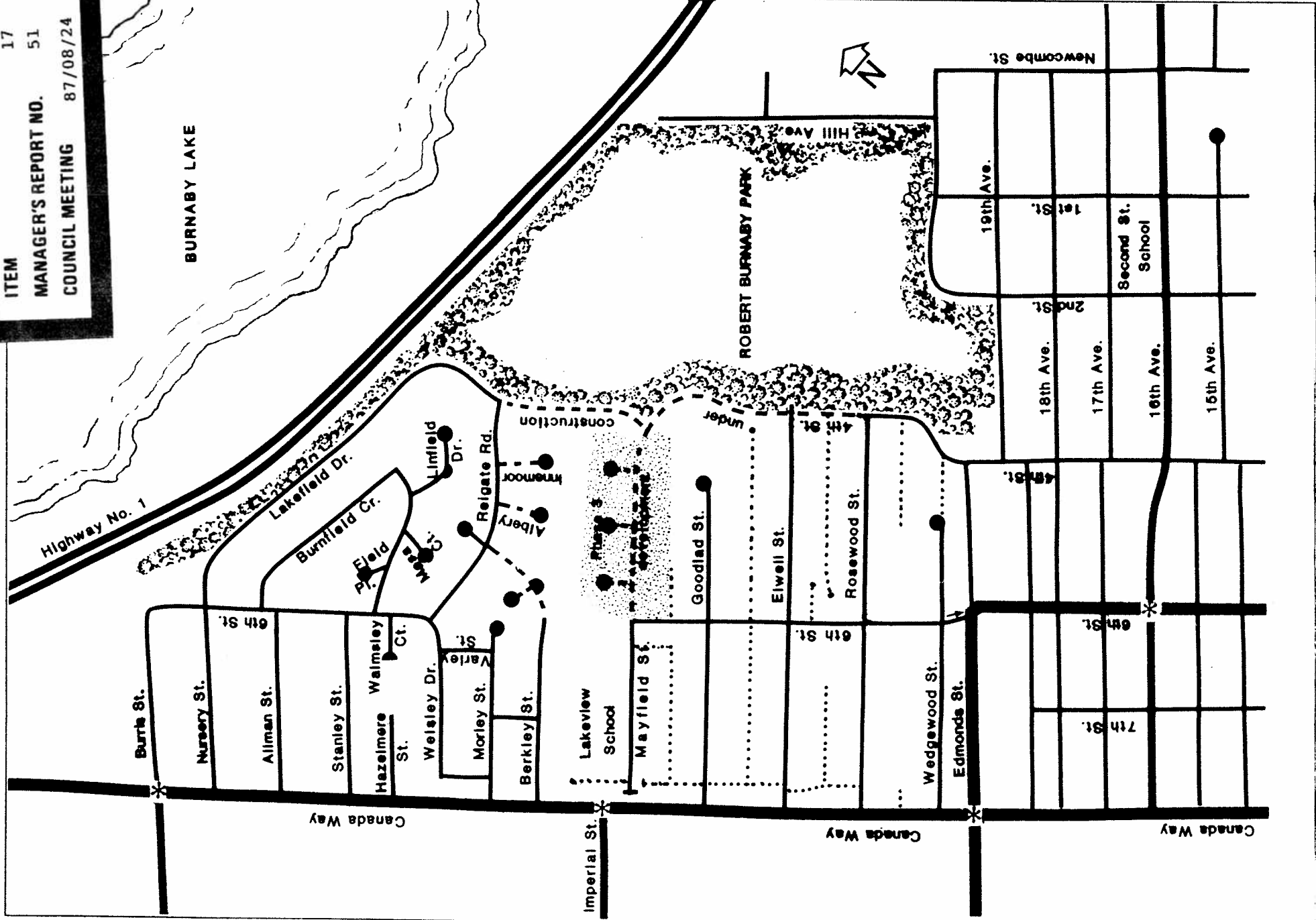


A.L. Parr  
DIRECTOR PLANNING &  
BUILDING INSPECTION

WSS/mcb  
Attachs:

cc: Director Engineering

ITEM 17  
 MANAGER'S REPORT NO. 51  
 COUNCIL MEETING 87/08/24



**Lakeview Neighborhood**

Date: 1987 AUGUST

Scale: not to scale

Drawn By:

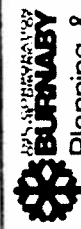
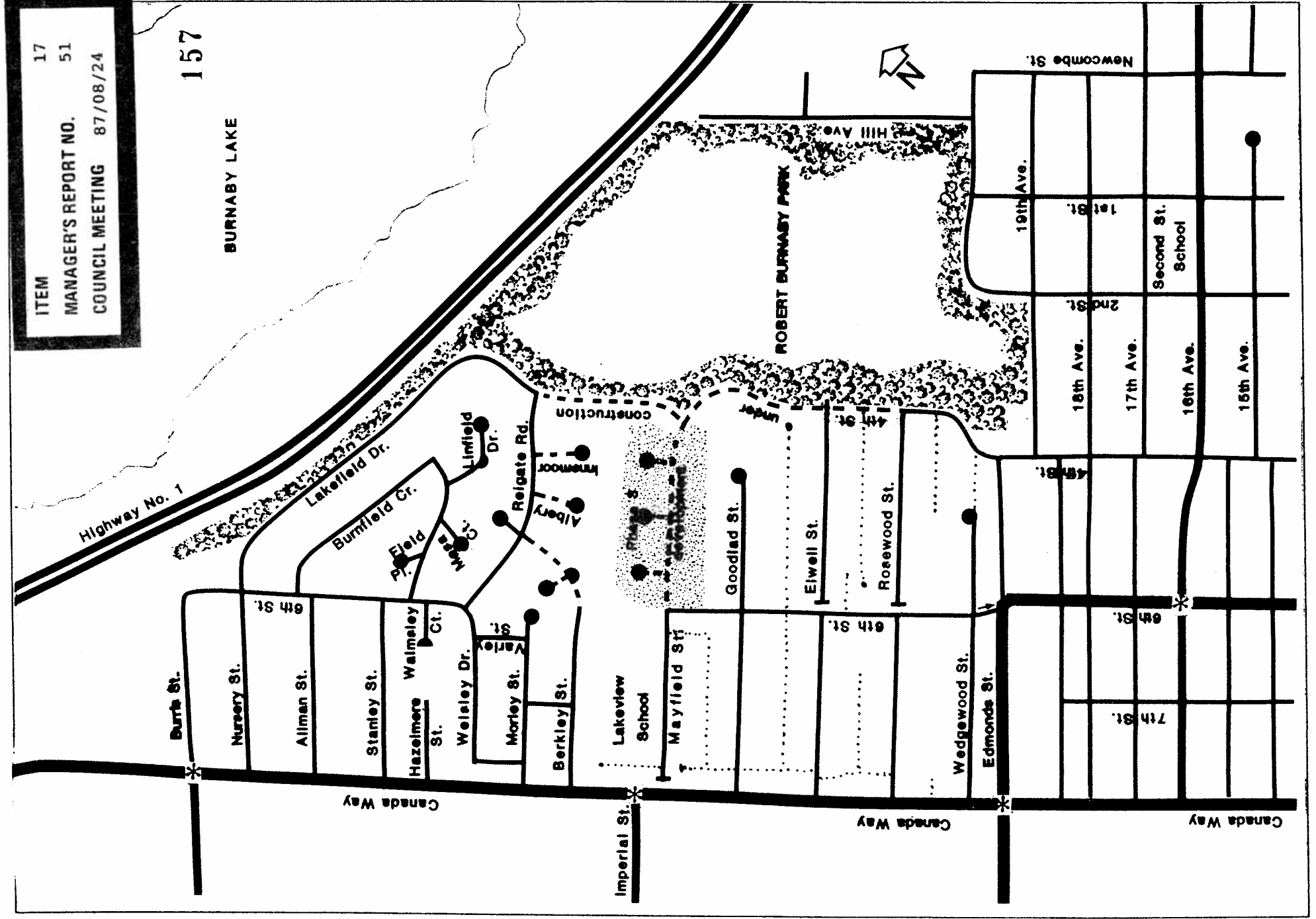
**Existing Street and Lane Pattern**

Figure 1.

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 MANAGER'S REPORT NO. 51  
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BURNABY LAKE



Planning &  
 Building Inspection  
 Department

Lakeview Neighborhood

Date:	1987 AUGUST
Scale:	not to scale
Drawn By:	

Proposed Street and Lane Pattern

Figure 2.