

REPORT  
Regular Council Meeting  
1988 April 25

THE CORPORATION OF THE DISTRICT OF BURNABY

TRANSPORTATION COMMITTEE

HIS WORSHIP, THE MAYOR  
AND ALDERMEN

REPORT OF THE TRANSPORTATION COMMITTEE  
RE: CLASSIFICATION OF DELTA AVENUE

RECOMMENDATION:

1. THAT Council approve the classification of Delta Avenue, South of Hastings as a local residential collector.

R E P O R T

1.0 INTRODUCTION

This report is prepared in response to Council's referral - "THAT the Transportation Committee be requested to consider the reclassification of Delta Avenue to a residential collector". This matter arose as a result of Council's adoption of the Traffic Safety Committee's report regarding installation of a traffic signal at the intersection of Delta Avenue and Parker Street. A traffic signal at this location would meet standard installation warrants and is considered preferable to the only possible alternative location at Parker/Springer. There is concern that a signal at Parker/Delta would "confirm" Delta as a collector street. However the fact that the Parker/Delta intersection meets signal control warrants is an indication of the street's defacto collector status.

2.0 BACKGROUND

The Burnaby Comprehensive Transportation Plan supports the concept of a road network hierarchy as illustrated in Figure 1 attached. The Conceptual Transportation Plan defines the higher tiers of the road network hierarchy, i.e., roads classified as major collector and above. Left undefined are local residential streets including local residential collectors. The latter are immediately subordinate to major (residential) collectors in the hierarchy.

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- DIRECTOR ENGINEERING

The local residential collector network has largely evolved over time and the current issue of the classification of Delta may be regarded as an example of this evolutionary process. Local residential collectors are distinguished from local streets by the degree to which they carry traffic between other residential streets and higher network roads. This function is reflected and reinforced by road width standards and primarily by operational priority. For example it is typical that local collectors have through priority while local streets are generally only controlled by stop signs where they intersect a local collector. This operational deference is characteristic of the road hierarchy.

Since the adoption of the transportation plan, amendments to the major road network - such as (re) classification have been approved through formal resolution of Council with input from the Transportation Committee. There however, is no "formal" process for designating minor local collectors beyond their evolution through operational/safety warrants, which fall under the scrutiny of the Traffic Safety Committee.

This approach has worked in the past and no amendment to it has been proposed. Council however has referred the classification of Delta to the Transportation Committee and accordingly the issue for Delta's classification is discussed below.

### 3.0 THE CLASSIFICATION OF DELTA

The location of Delta Avenue is shown, on Figure 2 attached, superimposed on the major road network map. From a network spacing point of view it would appear that Delta would have a good "fit" as part of a major network grid with 1/2 mile spacing. However neither staff nor the Transportation Committee have, in the past, contemplated this seriously. This is because the street has a steep approach to Loughheed Highway. Its closure immediately north of Loughheed has long been a component of landuse plans for the area (see Figure 3 attached).

However, the lack of continuity to the Loughheed does not preclude the use of Delta as a local collector serving the immediate neighbourhood as shown on Figure 4 attached. The signal at Delta provides optimum spacing via a vis Parker Street. The network hierarchy model of the Transportation plan illustrated on Figure 1 leads staff to conclude that Delta Avenue is an appropriate local collector.



#### 4.0 CONCLUSIONS

The classification of Delta as a local residential collector is considered to be appropriate. An examination of the area network suggests that it would naturally "assume" this function if not so designated. Accordingly the placement of a signal at Parker/Delta as proposed should be supported given that it meets installation warrants.

Respectfully submitted

Alderman Gary Begin, Chairman

Alderman Fred Randall, Member

Alderman Joan Sawicki, Member

PL/WSS/pja

Attachments

cc: Director Engineering  
(Attention: H. Bacon, Traffic Supervisor

