

REPORT
Regular Council Meeting
1990 April 30

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION DIVISION)

HIS WORSHIP, THE MAYOR
AND ALDERMEN

SUBJECT: LAKEVIEW NEIGHBOURHOOD COMMUTER TRAFFIC

PURPOSE: To outline options to address the commuter traffic problem in the Lakeview subdivision and a process to discuss these options with neighbourhood residents.

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RECOMMENDATION:

1. THAT staff initiate a process for public consultation on traffic options for the Lakeview neighbourhood.

R E P O R T

INTRODUCTION

At its regular meeting of 1990 March 14, the Traffic and Transportation Committee received a report from the Director Planning & Building Inspection with regard to commuter traffic infiltration into the Lakeview area. The Committee subsequently directed staff to develop traffic management options for the Lakeview area and a process for input on these options by residents of the area.

The following was submitted in response to this direction of the Traffic and Transportation Committee:

"TRAFFIC INFILTRATION IN THE LAKEVIEW NEIGHBOURHOOD

The Lakeview neighbourhood is bounded by Canada Way on the west, the Freeway on the north, Robert Burnaby Park on the east and Edmonds Street on the south. The length of the neighbourhood between the Freeway and Edmonds Street is bisected by a BC Hydro power line between Canada Way and Robert Burnaby Park located along the north side of Lakeview Elementary School and undeveloped land extending east of the elementary school to Robert Burnaby Park. Historically there has been no constructed street linkage between the neighbourhood areas north and south of the Elementary School. All travel to and from the neighbourhood, both north and south of the Lakeview Elementary School and between areas north and south of the Lakeview Elementary School and between areas north and south of the school, was via the Canada Way arterial. As traffic volumes along Canada Way have increased, inadequacies in traffic capacity at the Canada Way/Imperial and Canada Way/Edmonds intersections have emerged.

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The resulting congestion and increasing delays at the latter intersection caused driver frustration and traffic infiltration into the local neighbourhood. Commuter 'rat running' was most evident between Canada Way and Sixth Street on all streets from Mayfield Street, adjacent to the neighbourhood school, to Wedgewood Street immediately north of Edmonds Street. This portion of the Lakeview neighbourhood had two-way commuter traffic flows during both the morning (northbound) and afternoon (southbound) peak travel periods when Canada Way hourly traffic flows were highest.

A survey of the area indicated that neighbourhood accessibility to the south was very important for residents of the area as was the need to reduce the speed and heavy commuter traffic use of Sixth Street north of Edmonds Street. In 1978 Council responded to these concerns by approving implementation of a 'one-way, southbound traffic flow scheme on Sixth Street between Wedgewood Street and Edmonds Street and the closure of Mayfield Street at Canada Way with a 'fire gate' which would eliminate commuter traffic yet provide emergency access to the school. Due to the established grid pattern configuration of the neighbourhood streets in this area, it was realized that it would be impossible to eliminate all commuter infiltration unless all access to and from the south was entirely eliminated. The impact of this action would have forced all residents to only one access route, namely the heavily travelled Canada Way arterial.

TRAFFIC MANAGEMENT OPTIONS

Previous experience with traffic management in the area has emphasized the need to balance the two objectives of preventing traffic infiltration and maintaining access in and out of the subdivision for Lakeview residents. The following presents a range of options which recognize these objectives:

- i) Closure of Fourth Street at Lakefield Drive
 - As proposed by the petitioners, this option would involve a traffic barricade erected near the intersection of Fourth Street and Lakefield Drive. The closure could be considered for selected periods of the day only.
- ii) Closure of Fourth Street North of Edmonds
 - Also proposed by the petitioners, this option would involve a traffic barricade erected immediately north of the intersection of Fourth Street at Edmonds. This option could be considered for use during peak hour periods only.
- iii) Traffic Roundabouts
 - Installation of round traffic islands at intersections including possibly 6th Street/Lakefield, 6th Street/Reigate, Lakefield/4th.
- iv) Redesign of intersection at Canada Way/Edmonds and Canada Way/Imperial
 - Reconstruction of the Canada Way/Edmonds intersection with channelization and new signal phasing to reduce traffic queuing and delay on Canada Way.
- v) Closure of other local streets at Canada Way
 - Closure of Stanley, Goodlad, Elwell and Rosewood Streets at Canada Way through erection of permanent barriers.
- vi) Closure of Fourth Street South of Edmonds
 - Closure by permanent barrier would redirect traffic to intersection of Edmonds Street and 6th Street.

vii) Signalization of intersection of 6th Street at Edmonds

CONSULTATION PROCESS

As the issue of traffic infiltration and neighbourhood access affects the entire community and is not exclusively restricted to the petitioners, a review of the above options by a broad spectrum of the community is recommended. Prior to consideration by a larger forum however, it is suggested that these options be considered by a representative group of the community in an informal workshop format.

A representative group could be identified from previous correspondents combined with others to ensure all sections of the neighbourhood are involved. This group would assist staff in developing a traffic management plan and defining the forum for review of this plan by all residents of the neighbourhood.

CONCLUSION

As traffic infiltration in the Lakeview neighbourhood may require changes to access which involve the whole community, it was suggested that staff work with neighbourhood residents to develop a traffic management plan. This report presents a range of options for initial consideration in a workshop format. Staff will be reporting back to the Transportation Division on the composition of the citizens' group and the outcome of the workshop process."

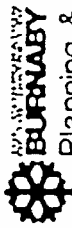
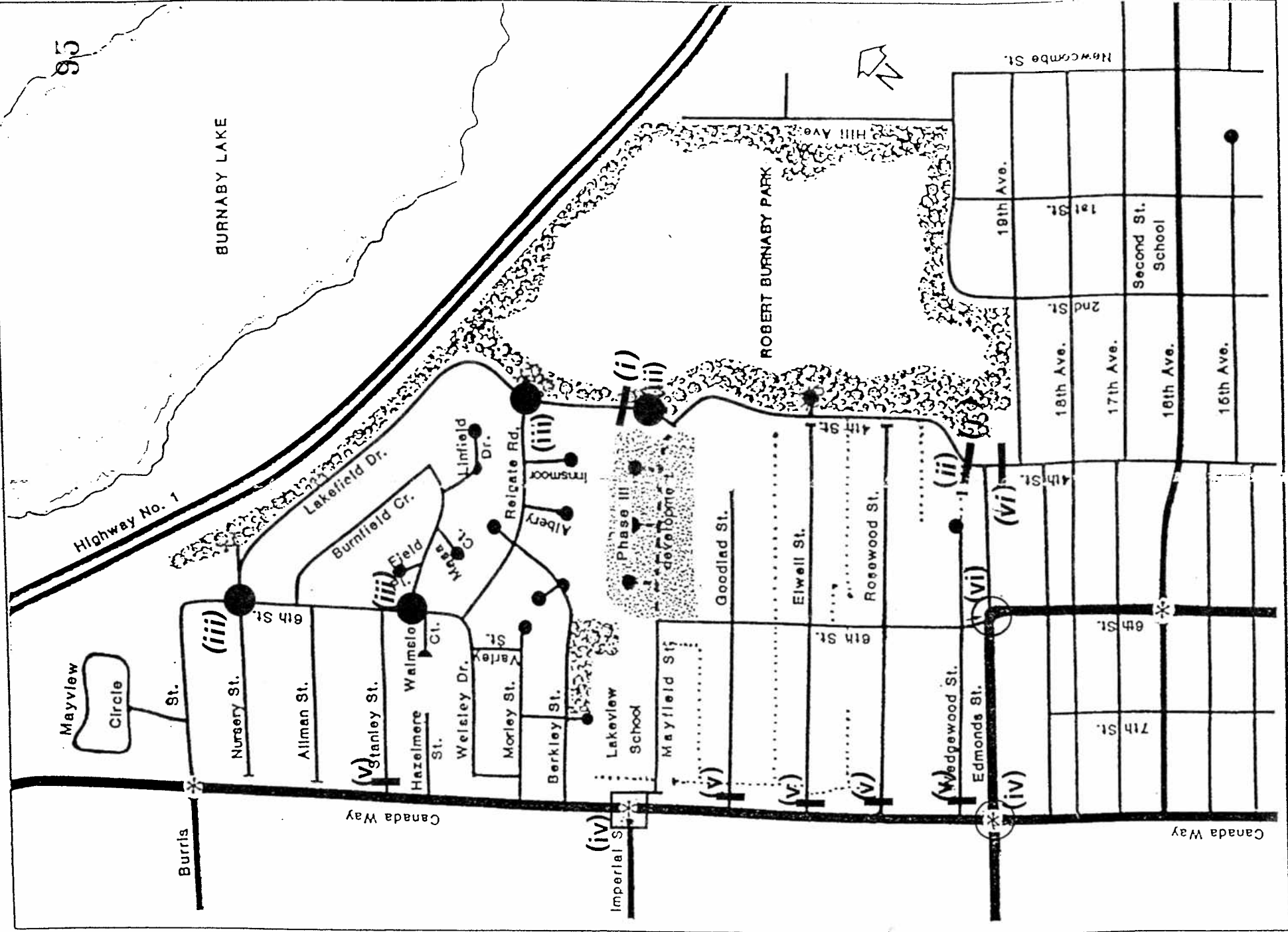
The Committee directed that a copy of this report be forwarded to Council to inform them of the proposed workshop process.

Respectfully submitted,

Alderman J. Young,
Chairman

Alderman R.G. Begin,
Member

Alderman L.A. Rankin,
Member



Planning & Building Inspection Department

Lakeview Neighborhood
TRAFFIC OPTIONS

Date:	1989 December
Scale:	not to scale
Drawn By:	

Figure 1