

ITEM 13
MANAGER'S REPORT NO. 14
COUNCIL MEETING 92/02/24

TO: ACTING MUNICIPAL MANAGER 1992 FEBRUARY 19
FROM: DIRECTOR PLANNING AND BUILDING OUR FILE: 08.116.3
SUBJECT: COMMUNITY TRANSPORTATION PLAN: COMMUNITY PLAN TWO AREA
CLOSURE OF MAYBERRY STREET

PURPOSE: To request Council approval of provision of a left turn lane from Willingdon Avenue to Patterson Avenue required to implement the Community Transportation Plan prior to the closure of Mayberry Street.

RECOMMENDATION:

1. THAT a left turn bay from Willingdon Avenue northbound to Patterson Avenue northbound estimated to cost \$175,000 be considered for inclusion in the 1992 Capital Budget to be funded from Capital Reserves.

R E P O R T

1.0 INTRODUCTION

1.1 Background

At its meeting of 1990 November 26, Council approved the Community Transportation Plan for the Community Plan Two Area. This plan was developed in consultation with a community working group drawn from the Strata Council representatives in the area. The plan's various components were identified in a Plan Implementation Schedule setting out the projects and an expected date of completion. However, arising from the Capital Budget Review process several key components of the plan were delayed resulting in the necessity to amend the Plan.

1.2 Elements of the Community Transportation Plan Two Area

One of the key components of the Community Plan Two Community Transportation Plan was the permanent closure of Mayberry Street at Willingdon Avenue. This was to be done in order to prevent the commuter by-pass movement as described in Figure 1 attached. However, this closure was to occur only after both an extension of Central Boulevard allowing Mayberry Street residents access from the north, and the construction of a left turn bay at Willingdon and Patterson Avenues allowing residents access from the south. The extension of Central Boulevard was contingent on the property acquisitions illustrated in Figure 2 attached. These property acquisitions were delayed as a result of the Capital Budget Review causing the closure of Mayberry Street and the provision of the left turn bay to be delayed as well.

2.0 PROVISION OF LEFT TURN ACCESS

As a result of these delays, the community working group was reconvened and an interim plan developed. The Strata Council representatives requested that the closure of Mayberry Street be implemented immediately, in advance of the extension of Central Boulevard. This request was subsequently approved by the Committee and Council with the undertaking that a letter of information be sent to area residents.

However, as a result of the letter of information some reaction to the loss of convenient access from the south has been expressed. Staff and members of the Traffic and Transportation Committee have met with area residents and have concluded that the closure of Mayberry Street should not proceed until the left turn bay from Willingdon Avenue to Patterson Avenue, as illustrated in Figure 3 attached, is provided. The Traffic and Transportation Committee subsequently approved this item in principle instructing staff to prepare a report for direct submission to Council.

3.0 TRAFFIC IMPLICATIONS OF THE LEFT TURN LANE

The provision of the left turn bay from Willingdon Avenue northbound to Patterson Avenue northbound, in conjunction with the closure of Mayberry Street, would have a number of positive effects. While reducing the amount of through traffic on Mayberry Street it would still allow the residents of Mayberry Street convenient access from the south. However, provision of the left turn bay would also increase traffic flows on Patterson Avenue south of Beresford Street in the period until Central Boulevard is extended. The increase expected is from a present volume of 2500 vehicles per day (vpd) to an expected volume of about 5000 vpd. It should be noted that this is still considerably below the 9000 vpd that Patterson Avenue was carrying before the construction of the Willingdon extension in 1985. The traffic volumes for the area are illustrated in Figure 4 attached .

4.0 BUDGET IMPLICATIONS

Although the interim closure of Mayberry Street with barriers can be funded from the Engineering Operating Budget, the provision of the left turn bay has been estimated at \$175,000 and would therefore have to be budgeted for separately within the Capital Budget. As it is presently not included in the 1992 Capital Budget, it is recommended that this item be considered for inclusion in the 1992 Capital Budget to be funded from Capital Reserves.

5.0 CONCLUSION

As a result of a consultative process with area residents, the Community Transportation Plan for the Community Plan Two Area was created and approved by both Council and the area residents. Budget restrictions have caused portions of the plan to be delayed, specifically the closure of Mayberry Street. On the recommendation of area Strata Council representatives, an Interim amendment to the plan consisting of the closure of Mayberry Street ahead of access improvements to the north and south was adopted. Area residents have generally been supportive of the amendment conditional on the simultaneous provision of a left turn bay from Willingdon Avenue northbound to Patterson Avenue northbound. Provision of this left turn provision has been approved in principle by the Traffic and Transportation Committee. It is considered that the access benefits provided by this project can be supported and that the project should be considered for inclusion in the 1992 Capital Budget to be funded from Capital Reserves.

COMMUNITY TRANSPORTATION PLAN: COMMUNITY PLAN
CLOSURE OF MAYBERRY STREET
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It should be noted that provision of this left turn bay is in accordance with the approved transportation plan for the Community Plan Two Area.

AMG
MG/jp

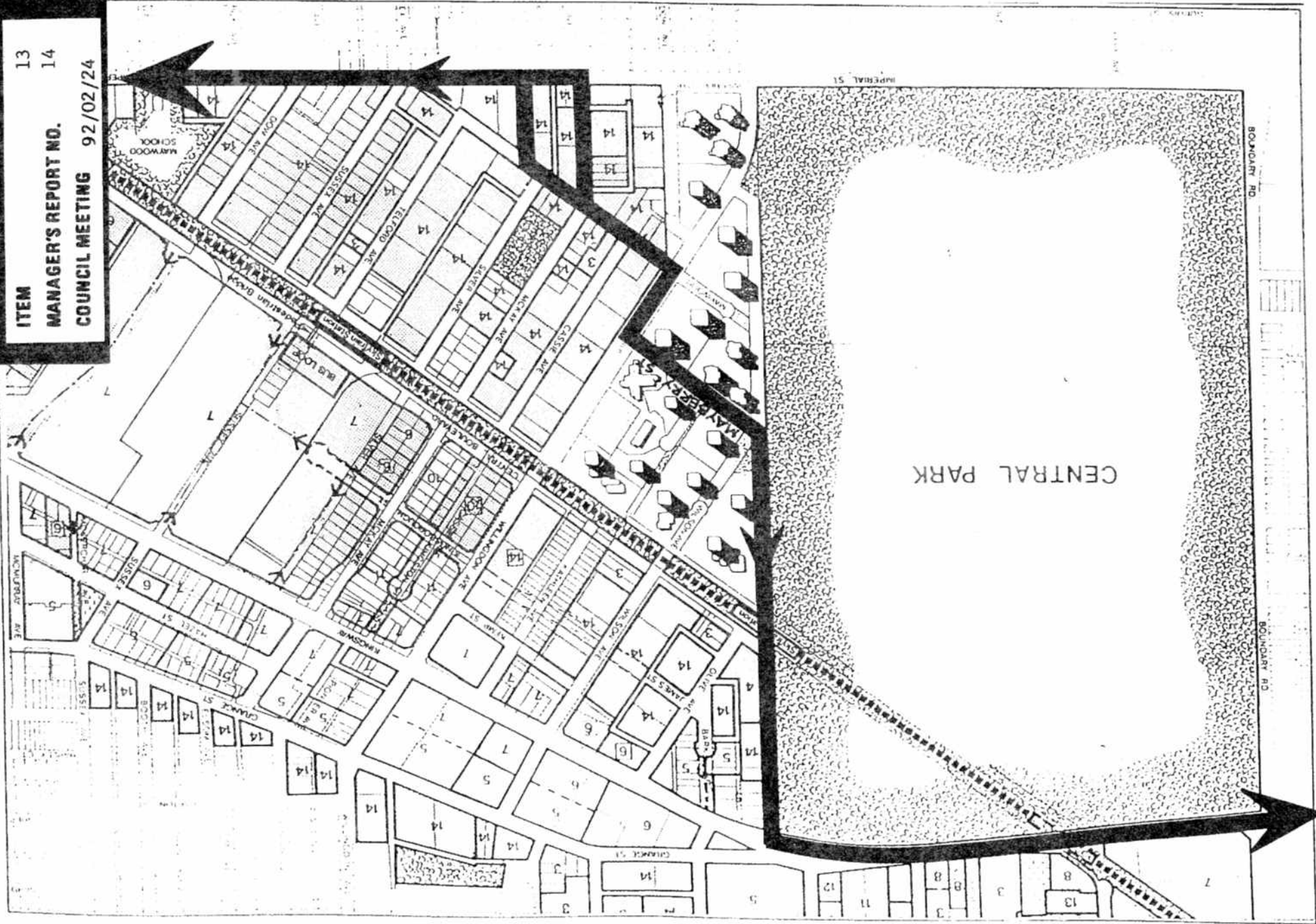
A.L. Parr
A.L. Parr, Director
PLANNING AND BUILDING

Attachments

- cc: Director Administrative & Community Services
- Director Engineering
- Director Finance
- Director Recreation & Cultural Services

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Date:

1992 FEB 17

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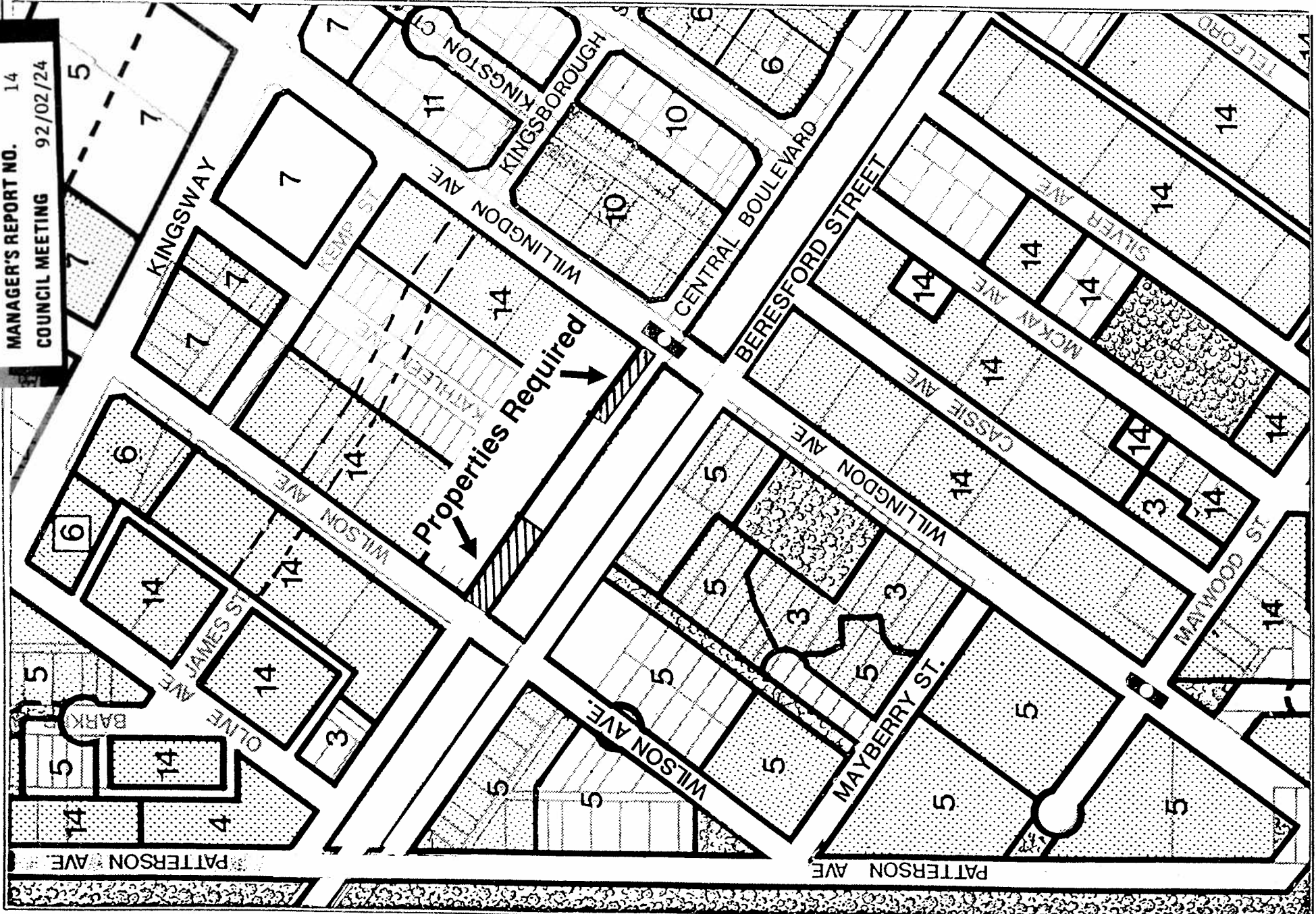
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Figure 1

Mayberry Street

Commuter Bypass Movement

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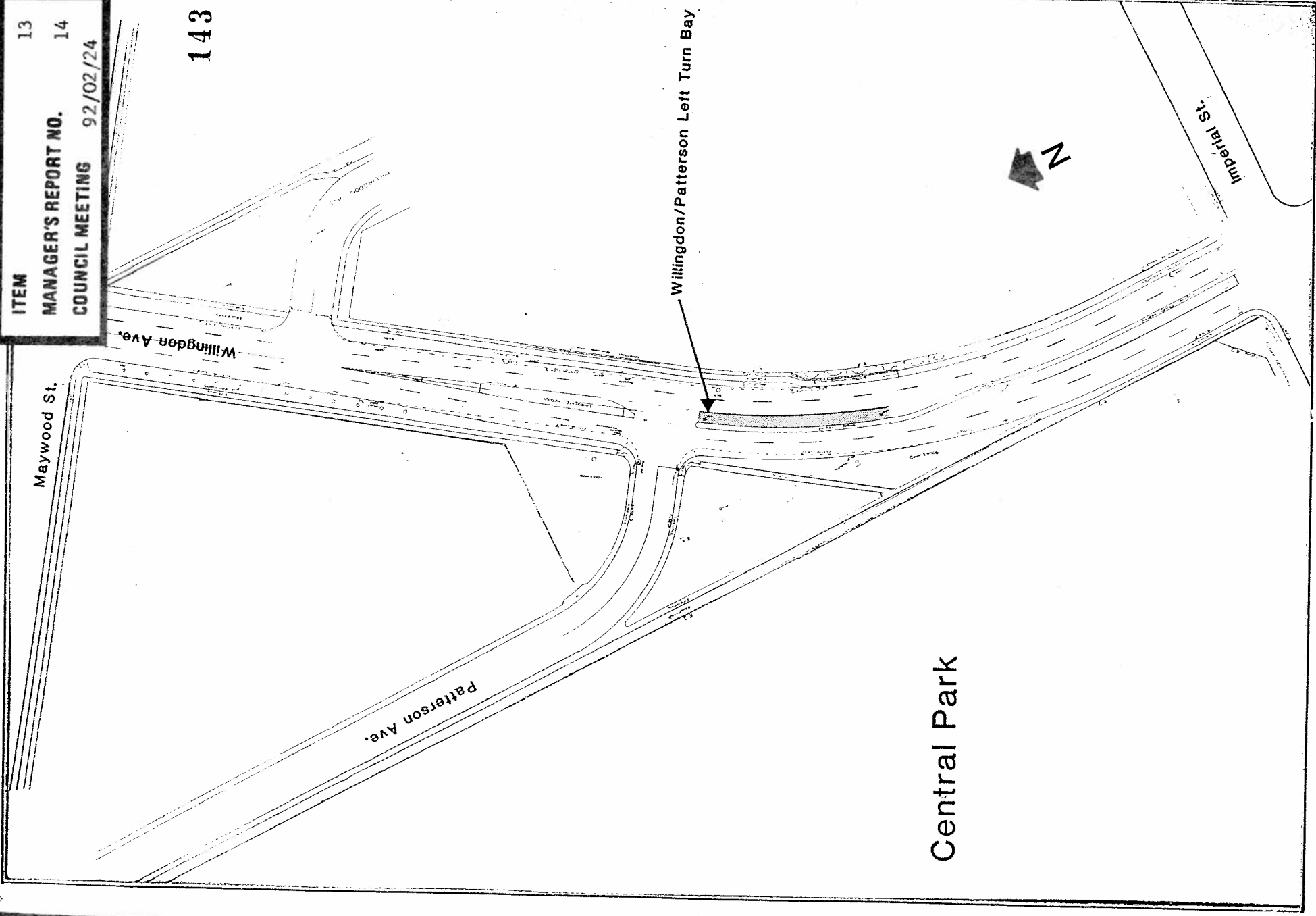
Figure 2

Central Boulevard Extension

Properties Required 142

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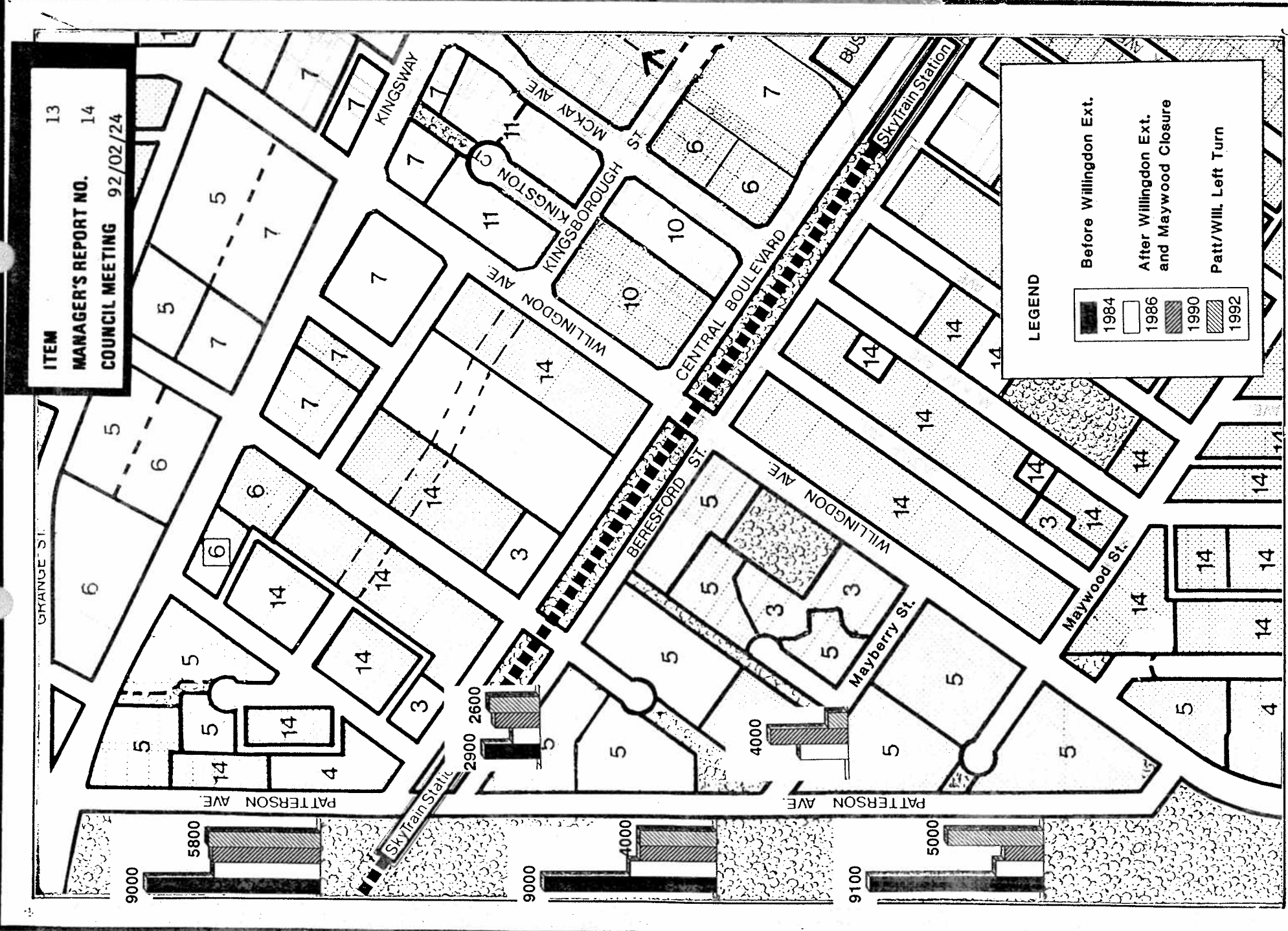


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Figure 3

Willingdon / Patterson Avenue Intersection
Left Turn Bay



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Figure 4
 Community Plan Two Area
 Traffic Volumes

