

REPORT  
Regular Council Meeting  
1993 February 01

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR  
AND COUNCILLORS

Re: Bond - Nelson Area Community Transportation Plan

RECOMMENDATION:

1. THAT Council direct staff to initiate the development of a Community Transportation Plan for the area.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1993 January 21, adopted the attached staff report recommending the development of a Community Transportation Plan to address the problem of traffic infiltration into the subject neighbourhood.

Respectfully submitted,

Members:

Mr. Ernest Neumann  
Mr. Peter Miller  
Mr. Len Werden

Councillor J. Young  
Chairman

Councillor D. Evans  
Member

Councillor D. Lawson  
Member

Councillor C. Redman  
Member

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AGENDA - 1993 FEBRUARY 01

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- DIRECTOR PLANNING & BUILDING

TO: CHAIRMAN & MEMBERS 1993 JANUARY 06  
TRAFFIC & TRANSPORTATION COMMITTEE  
(TRANSPORTATION AND TRANSIT DIVISION) OUR FILE: 08.640  
"BOND STREET"

FROM: ACTING DIRECTOR PLANNING & BUILDING

SUBJECT: BOND-NELSON AREA COMMUNITY TRANSPORTATION PLAN

PURPOSE: To report on concerns of the residents of the block bounded by Moscrop, Willingdon, Royal Oak, and Grange, regarding traffic volume, speed, and safety, and to recommend the development of a Community Transportation Plan for the area.

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RECOMMENDATION:

1. THAT the Traffic and Transportation Committee direct staff to initiate the development of a Community Transportation Plan for the area.

REPORT

1.0 BACKGROUND

In 1991 April, staff received a letter from Mr. Robert Irvine, a resident of Bond Street and a member of the Bond and Nelson Citizens Group, expressing concern regarding the volume and speed of traffic through his neighbourhood. Following the receipt of this letter, the Traffic and Transportation Committee met with members of the Citizens Group in 1991 June, and were presented with a synopsis of the Group's concerns.

To document the traffic volumes and speeds, staff conducted traffic speed studies, as well as a turning movement count at the intersection of Bond and Willingdon, and documented their findings in a traffic report dated 1991 August. Recommendations arising from this report resulted in the installation of signs restricting southbound left turns from Willingdon at Bond during the PM Peak period, and the provision of a northbound left turn signal at the intersection of Grange and Nelson.

In 1992 February, Mrs Patricia Broadhead of Kira Court submitted a petition on behalf of residents of that street, to express their concerns arising from traffic on Bond and Nelson, and requesting that they be notified regarding any plans for the area.

At the same time as the petition was submitted by residents of Kira Court, a report addressing resident concerns about noise caused by the #130 bus service on Bond and Nelson was submitted to the Committee from the Director of Planning and Building. This report outlined the necessity of the #130 bus remaining on this route until such time as service could be provided on Royal Oak Avenue.

In an undated letter received in 1992 June, Melanie and Bryan Taylor of Grassmere Street expressed concern regarding the increase in traffic volumes on this street since the provision of southbound left turn restrictions on Willingdon at Bond Street. By restricting the traffic at Bond Street, the short-cutting has been moved further north to Grassmere Street.

This report outlines a comprehensive approach to be applied to traffic problems in the Bond/Nelson neighbourhood, to avoid the situation where implementing measures to control traffic on one street moves the problem elsewhere.

## **2.0 AREA TRAFFIC PATTERNS**

Willingdon Avenue is a primary arterial route which provides the best north-south continuity in Burnaby east of Boundary Road. Traffic on Willingdon is primarily oriented southbound in the morning, and northbound in the afternoon.

The intersection of Grange Street and Willingdon Avenue handles high traffic volumes during the AM and PM Peak Hours. The volume of southbound left turning and westbound right turning traffic is particularly high, and results in traffic delay for these movements. To avoid this intersection, traffic is short-cutting via Nelson Street, Bond Street, and Grassmere Street.

Congestion at the intersection of Grange and Willingdon is the primary reason for the traffic short-cutting through the neighbourhood. The reconstruction of Royal Oak, and the upgrades at the Willingdon/Grange intersection should reduce the congestion and delay respectively.

### **Royal Oak Realignment**

The final design for the Royal Oak reconstruction will begin by Spring of 1993, and immediate funding may be sought as part of the 1994 budget. At such time as Royal Oak is widened and the Royal Oak/Gilpin intersection is reconfigured, some traffic will likely divert from Willingdon to Royal Oak to avoid the congestion at Willingdon/Grange and Willingdon/Kingsway.

### **Upgrade of Willingdon/Grange Intersection**

Widening of the intersection of Grange/Willingdon is related to the redevelopment of the site at the south east corner of the intersection. Until such time as development takes place, the present intersection configuration will likely remain. This development may not occur within the next five years. Some optimisation of the signal phasing may improve conditions at this intersection in the short-term.

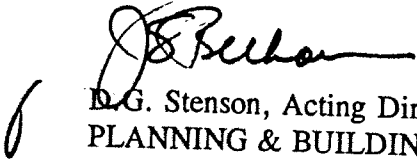
## **3.0 CONCLUSION**

Because of the uncertainty regarding the phasing/timing of the above projects, it is important that a Community Transportation Plan be developed to address the problem of traffic infiltration into the subject neighbourhood. This approach would ensure the development of solutions which would improve conditions for the neighbourhood as a whole, and avoid diverting the problem from one street onto another.

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To address resident concern, staff plans to contact members of the Bond and Nelson Street Citizens Group, residents of Grassmere Street, residents of Kira Court, and others from whom the City has received correspondence regarding traffic concerns, to form a resident committee responsible for assisting staff in the development of a Community Transportation Plan for the area.

  
D.G. Stenson, Acting Director  
PLANNING & BUILDING

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cc: Director Engineering  
Director Administrative Services  
Director Parks and Cultural Services  
Director Finance

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