REPORT
1993 May 17

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

A. BUS STOP IN FRONT OF 6778 SALISBURY AVENUE

RECOMMENDATIONS:

1. THAT the existing bus stop zone be modified as required by B.C. Transit.

2. THAT Mr. Emilio Anselmo of 6778 Salisbury Avenue, Burnaby, B.C. V5E 2Z2 receive a copy of this report.

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

REPORT

"Mr. Anselmo has written Council requesting the removal of the bus stop from in front of his home at 6778 Salisbury Avenue. This matter has been referred to the Traffic Safety Committee and subsequently, staff for review.

In his request Mr. Anselmo has questioned the need for this particular stop stating that there are more stops on the east side of Salisbury Avenue than on the west side. He further states hardships placed on himself and his neighbours because of the placement of this stop. Problems such as lack of privacy and trespassing, loss of on-street parking and garbage on/maintenance of his property are mentioned.

We have been in contact with B.C. Transit to confirm the need for this stop. They have advised that it is required to maintain their spacing policy on this route and that its removal would result in an unacceptable distance between remaining stops. We also met with Transit staff onsite to discuss Mr. Anselmo's other concerns - nothing deleterious was noted. Although we can sympathize with Mr. Anselmo, there are some inherent problems at bus stops that can prove frustrating to the adjacent residents.

: COPY - CITY MANAGER
- DIR. ADMIN. & COMM. SERV.
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING & BUILDING
- OFFICER-IN-CHARGE, R.C.M.P.

During the site visit Transit noted however that the pull in and pull out areas were substandard and are requesting an extended bus zone 15 metres past the existing stop. This distance equates to approximately two parking spaces in front of the neighbouring property, 6768 Salisbury Avenue. This resident has not been contacted as yet."

B. BUS STOP ON CLINTON STREET AT MACPHERSON AVENUE

RECOMMENDATION:

1. THAT Council approve the proposed installation of a bus zone westbound Clinton Street nearside MacPherson Avenue.

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

REPORT

"Appearing on the agenda at the Committee's meeting of 1993 January 05 was a request from B.C. Transit for the relocation of the westbound bus stop on Clinton Street at MacPherson Avenue from nearside the intersection to farside. This request was supported by the Engineering Department but was referred back to staff for further review. A concern was noted that this relocation may have affected the adjacent resident.

B.C. Transit has advised that the stop could remain in the nearside position but improvements would be required to the pull-in area to allow the bus to approach parallel to the landing area. A parking restriction (bus zone) would be necessary to avoid any conflict with parked vehicles.

As can be seen from the attached sketch (APPENDIX 1), minor improvements will be required to reinforce the shoulder of the pull-in area. An approximate 30m zone will also be required as shown on the attached sketch (APPENDIX 1). This would result in a loss of on-street parking. We have notified all effected properties of these proposed changes but have not received any replies. Thus it would appear that the modified nearside stop could be implemented without resident opposition. From a safety perspective we would prefer the farside location previously proposed but recognize that a modified nearside stop is preferable to the withdrawal of service."

C. TRAFFIC ON FRANCES STREET BETWEEN SPERLING AVENUE AND GROVE AVENUE

RECOMMENDATIONS:

1. THAT Council receive this report for information purposes.

2. THAT Mr. Shaffin Poonja, 595 Sperling Avenue, Burnaby, B.C. V5B 4H4 be sent a copy of this report.

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

REPORT

"1.0 Background

Our department had a number of discussions with Mr. Shaffin Poonja since receiving the attached correspondence (APPENDIX 2). Mr. Poonja is representing the interests of his neighbours and other residents around the Kensington Plaza Shopping Centre who are concerned over increasing traffic volume on 6600 block Frances Street. Their contention is that due to the expansion of the Kensington Plaza Shopping Centre traffic destined for the Centre is short cutting on the residential streets. The particular concern is Frances Street.

Mr. Poonja has forwarded a number of suggestions for our consideration. He has also had neighbours contact us and is in the process of compiling a neighbourhood petition.

2.0 Investigation

2.1 Traffic Volumes

As mentioned we have been in contact with Mr. Poonja on several occasions. In conversations and as affirmed in his letter, Mr. Poonja has stressed high traffic volumes and had asked for a count on his street. He also requested that the count include weekend totals as traffic was especially heavy. The data is as follows:

Frances Street
Sperling - Grove

Tuesday, March 02	2,752
Wednesday, March 03	2,444
Thursday, March 04	2,435
Friday, March 05	2,793
Saturday, March 06	3,251
Sunday, March 07	2,393
Monday, March 08	2,583

For a short residential street, these figures can be considered excessive. However, it is not unusual nor in many cases considered unacceptable to see higher than average traffic volumes on streets in the vicinity of commercial areas.

2.2 Traffic Reduction Options

Mr. Poonja proposed a number of options which he feels may help reduce the traffic. We have reviewed these sketches which are also attached (APPENDIX 3) and conclude Mr. Poonja's option #4 is the most viable. This option would eliminate all through traffic on the residential roadway while at the same time maintaining access to the shopping centre.

Conclusion

We recognize that there is 'extraneous' traffic in this area and we propose to work with Mr. Poonja and his neighbours to alleviate this problem. With Council's approval, we propose circulating a number of options throughout the neighbourhood to determine what solution is acceptable and workable to the neighbourhood as a whole."

D. TRAFFIC FLOW ON RUMBLE STREET

RECOMMENDATIONS:

1. THAT the City initiate a Local Improvement Project to construct Rumble Street to an urban standard.

2. THAT the left turn restriction at Griffiths/Beresford be removed.

3. THAT the signals along the Rumble Street corridor be managed and coordinated to maintain traffic speeds at or below the speed limit.

4. THAT a copy of this report be forwarded to the residents who have corresponded on this matter and appeared before the Committee and Council.

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

REPORT

"1.0 BACKGROUND

At its last meeting the committee referred memoranda and correspondence from Council regarding traffic on Rumble Street to staff for a report. Our review has included consideration of recent traffic counts, origin destination data, the material supplied by residents and our subsequent discussions with residents.

2.0 INVESTIGATION

2.1 Traffic Volumes

Counts were made at three locations along Rumble with a history of previous counts to make comparisons possible. The data are summarized in Exhibits 1 to 4 (APPENDIX 4). The Bar graphs show the history of traffic volume counts. The most recent count midway along the corridor at Nelson was graphed by hour to show peak volumes.

The data leads us to conclude that volumes have remained reasonably consistent over the last ten years, with a growth pattern comparable to other areas of Burnaby. The east end of Rumble noted the largest increases, with the west end at Patterson noting no noticeable increase at all.

The peak times for volume are at 7:30hrs and 16:30hrs, with the largest volume occurring at 17:00hrs for eastbound traffic near the east end of Rumble.

The traffic volumes along Marine Drive, the closest parallel major collector residential, are similar as shown in the table below.

LOCATION	VOLUME	DATE
MARINE DRIVE @ Nelson-Hollis Place	10,667	92-02-13
RUMBLE @ Nelson-Waverly	12,648	93-02-03

2.2 Truck Traffic

A classified count was also carried out between Gilley and Plum to establish vehicle types traveling on Rumble. The vast majority of the traffic was found to be small personal type vehicles.

Over a twenty four hour period only 121 multi axle vehicles were recorded, less than 1% of total traffic. While most multi axle vehicles would be defined as trucks under the Street and Traffic Bylaw not all would necessarily be operating in contravention of the truck route portion of the Bylaw.

2.3 Turning Movement Data

We also carried out turning movement counts at the new Griffiths/Rumble intersection during two morning and two weekday evening peak periods. These two hour counts are summarized in exhibits 5 and 6 (APPENDIX 4) and confirm the continuation of the previous pattern of travel - ie. between Griffiths/19th/20th south leg and Rumble west.

2.4 Origin Destination Data

We also commissioned a license plate survey to determine the peak direction 'through' traffic along the corridor. During the AM and PM peak 2 hours 247 and 272 vehicles respectively were counted as traveling from one end of Rumble to the other. At the Griffiths end this corresponds to about 20% of vehicles while at the Boundary end where total traffic volumes are lighter this is about 25% of flow. It should be noted that many of these 'through' vehicles may have a trip end in Burnaby (e.g. in the Edmonds area).

3.0 RESIDENT CONCERNS

The residents adjacent Rumble are concerned about the speed and volume of traffic on Rumble including commuter traffic and truck traffic. They are especially concerned for child pedestrian safety because of the schools along the corridor. They have made a number of specific suggestions as discussed below.

3.1 '30 Kmh Zones Be Installed At All Six Schools - Suncrest, South Slope, Nelson, Clinton, Stride and Burnaby South'

We note that staff have been directed to review safety policy for all elementary schools in Burnaby in particular to determine whether the posting of 30 km/hr at school zones should be extended to include major collector streets and higher order arterials. That review is currently underway. We note however that only two elementary schools - Suncrest and Nelson - have school zones contiguous to Rumble Street. It is anticipated that this study will be complete in two months.

3.2 'No Left Turn Be Instituted On Griffiths At Rumble And Beresford Streets Between 7-9am For West-bound Traffic'

As recommended by the Committee and approved by Council this interim regulation has now been implemented and is being enforced by the RCMP. Staff's recommendation for dealing with the left turn in the long term is to meter demand using a traffic signal and we recommend this for consideration by Council.

As this report is being written the enforcement of the signs has just commenced and we have received some feedback from adversely impacted residents and local employers. For example we have heard from a parent living in the Edmonds area who is unable to take his child to Clinton School without a lengthy detour. Accordingly we recommend removal of the left turn prohibition at Beresford. This would allow for some access between the Edmonds area and South Slope but should be circuitous for most commuters.

3.3 Large 'No Truck' Signs Be Erected At The Turn Lane Of Griffiths At Rumble

The level of truck route signing at Griffiths/Rumble was compromised during the road construction phase but we will be 'oversigning' this intersection and the intersection of Rumble and Boundary. We expect however that there will continue to be need for enforcement of the truck route bylaw on this and other streets because of the tendency by a minority of truck operators to flout the bylaw.

3.4 'Pedestrian Lights Be Installed At The Three Locations Of Rumble/Greenall, Rumble/Sussex & Rumble/MacPherson'

These locations have been approved for signalization by Council and with their implementation the safety of crossing Rumble at each of the schools along the corridor will be significantly improved.

3.5 'Solid Yellow Line Be Painted The Entire Length Of Rumble'

This practice was recently extended to all city streets that are centre lined.

3.6 'No Passing' Signs Be Erected At All School And Park Zones

No passing zones are currently a component of marked pedestrian crosswalks. The extension of the practice through school zones is being considered in the review of safety policy at schools previously discussed.

3.7 'Advance Turn Light For South-bound Boundary Traffic At Imperial'

The 1993 Capital budget includes the widening of Imperial at Boundary. The capacity of this intersection will be considerably enhanced through widening of the Imperial leg scheduled for this year. With this improvement we expect to realize improved signal operating strategies including advanced left turns as well.

4.0 Other Factors

Through discussion with the residents we believe there are a couple of further issues that should be addressed as part of the consideration of Rumble.

4.1 The Role Of Rumble

Long time residents of Rumble will acknowledge that the street has been a significant thoroughfare for years. In 1969 the first Municipal traffic signal was installed at Rumble and Royal Oak recognizing the significance of both streets at that time. In the municipal transportation plan adopted by Council in March 1974 Rumble was defined as an 'urban arterial' and a 'secondary traffic route'. The subsequent transportation plan adopted in 1979 re-defined much of the secondary traffic route network as 'major collector (residential)' limiting proposed road widths to 36 feet curb to curb and hence one moving lane of traffic per direction.

There was the expectation that most of the traffic on major collectors would be 'Burnaby traffic' including external traffic having a trip end outside of the municipality. Unfortunately,it is just as difficult to structure the 'Burnaby' road network to totally exclude through traffic as it would be to structure the primary arterial network to exclude "local" traffic.

4.2 Standard

Rumble is a straight street without significant grade changes. Through much of its length it is unfinished and built to an interim standard with generous shoulders that are not typically used for parking in proximity to the traveled way. Along some stretches the right-of-way is wider than the normal 20 metres with houses set back commensurately. We believe that safety would considerably be enhanced if the street were finished to its 36 foot urban standard with curbs and sidewalks. The provision of sidewalks would enhance pedestrian safety and the side "friction" of curbs and parked vehicles would tend to slow down traffic and make it less of a highway and more city street in character. Accordingly we recommend initiating an LIP program for the street with the expectation that area residents would participate in selling the merits of an LIP to their neighbours.

Historically the City has provided 100% funding for improvements to arterial roads through the Capital Budget process. However, the finishing of collector streets, including major collectors is funded through LIP. We note however that resident share of LIP projects is fixed to reflect local residential (28 foot) street costs even if a higher (36 foot wide) standard is constructed.

4.3 Driver Behaviour

Increasingly residents are attempting to deal with deteriorating driver behaviour through traffic engineering measures. The treatment of the symptoms rather than the cause by Engineering and Enforcement alone will become increasingly insufficient unless more directed strategies are also deployed. These other measures include stiffer penalties, better education, stricter licensing requirements etc.

An important prerequisite to these measures is a change in societal values and to this end we hope that Rumble Street residents will continue to pursue safety initiatives, such as those being promoted by the Burnaby Safety Society.

5.0 Discussion and Conclusions

We appreciate the concerns expressed by the residents along the Rumble corridor. Unfortunately the problems they see are not unique to this corridor. We believe that the proposed traffic signals will substantially address a primary concern - that of child pedestrian safety along the Rumble corridor and the ongoing review of safety at schools may add further refinements.

We also believe that the other initiatives that are recommended will further address resident concerns. There will also be further opportunity for resident input through the Transportation Plan renewal process to determine the role of Rumble in the context of wider community needs.

Staff are heartened by the initiative shown by residents in seeking to improve safety and hope they will continue their dialogue with municipal staff, school officials, the RCMP and other residents in pursuing improved traffic safety."

The Traffic Safety Division, at its meeting held on 1993 May 04, considered a staff recommendation that the intersection of Rumble Street and Griffiths Avenue be signalized and operated to meter westbound traffic. The Committee referred this recommendation back to staff for further review.

Arising from the discussion, the Committee requested that staff write a letter to the Provincial government requesting that the clover leaf off of the Queensborough Bridge lead more directly to Marine Way. In addition, the Committee requested that staff write a letter to the Provincial government requesting installation of an advance left turn signal at the intersection of Griffiths Avenue and Kingsway.

The Committee also requested that staff examine the feasibility and advisability of using flashing lights in school zones at Alpha Secondary School and Suncrest Elementary School. The Committee pointed out that Blaine, Washington uses flashing lights in school zones.

Finally, the Committee requested that staff install advance warning signs advising motorists of the 'no left turn' prohibition at the Rumble Street/Griffiths Avenue intersection and prepare a notice for motorists.

MEMBERS:

Respectfully submitted,

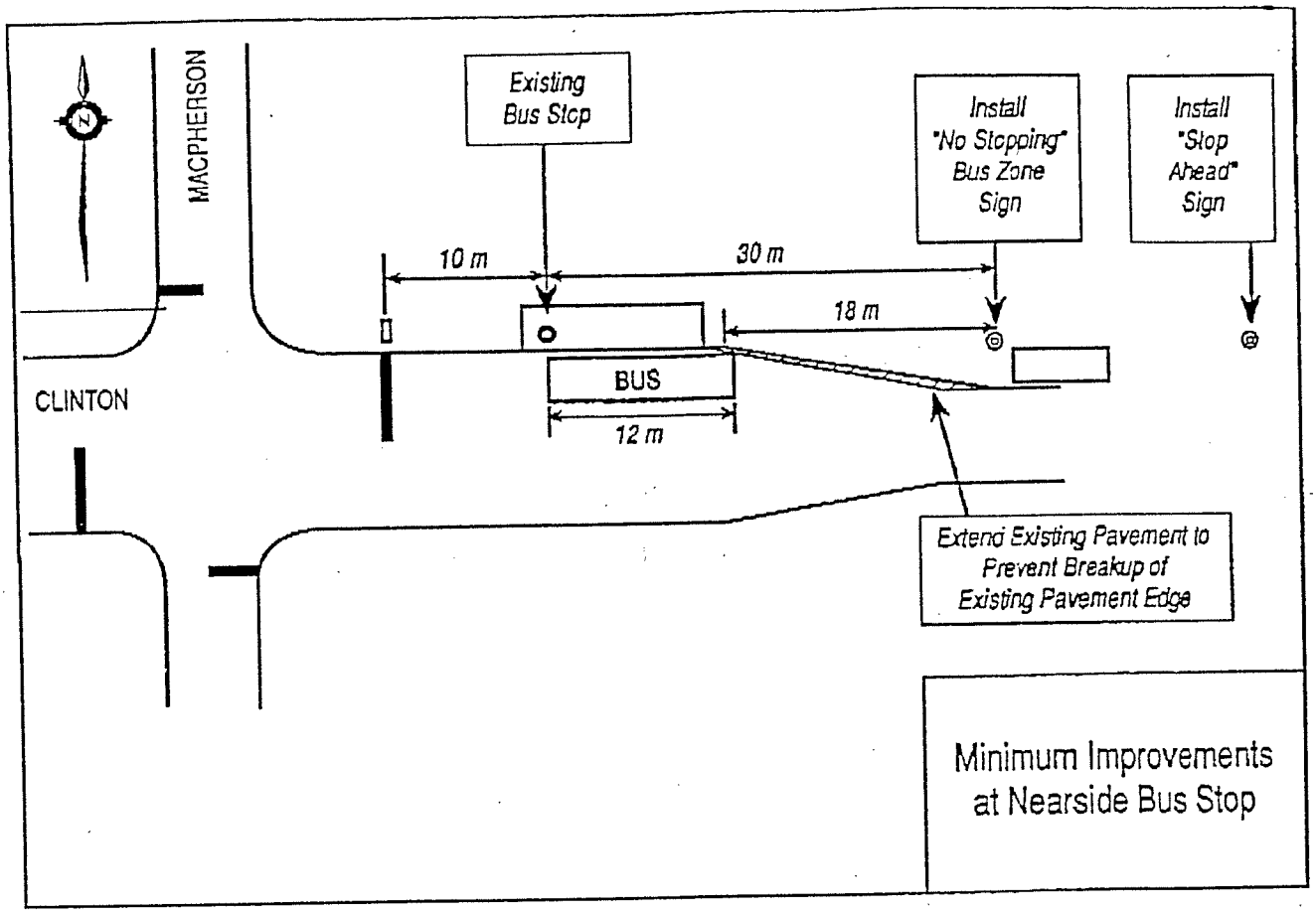
Councillor J. Young
Chairman

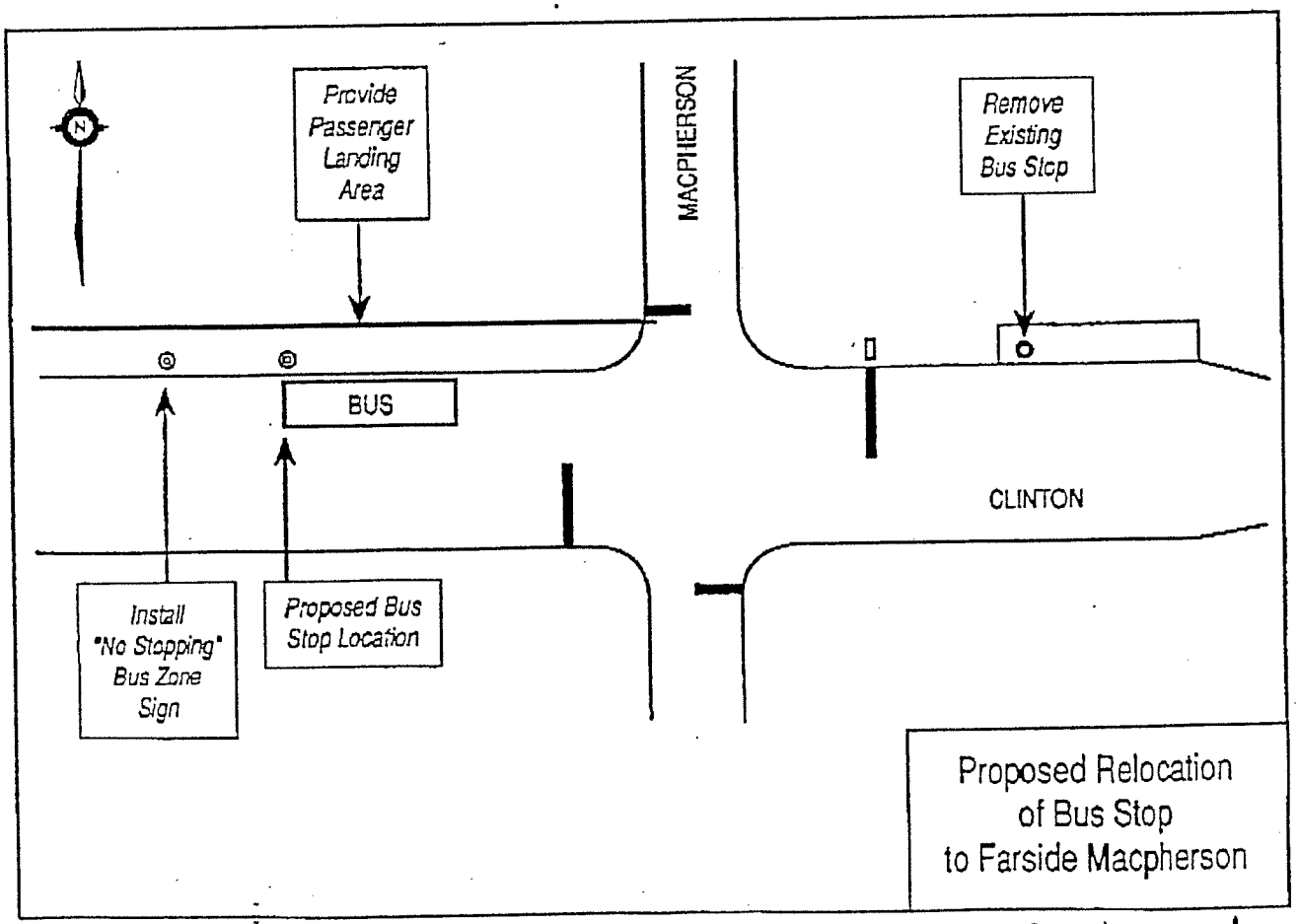
Mr. D. Rankin
Mr. W.B. Bennett
Mr. M. Bloomfield
Mrs. L. Brown
Mrs. M. Canessa
Mrs. G. Evans
Mr. T. Hulme
Mr. E. Fourchalk
Mr. D. Ramsbotham
Mr. W.B. Roxburgh
Mr. R. Weston

Councillor D. Evans
Member

Councillor C. Redman
Member

WESTBOUND CLINTON AT MACPHERSON





APPENDIX I

TO: MR. PETER LIIVAMAGI
BURNABY ENGINEERING

RECEIVED IN ENGINEERING DEPT.
MAR 11 1993
Refer To | Action
PL

FROM: SHAFFIN POONJA
595 SPERLING AVE.
BBY. B.C. V5B 4H4
HOME: 298-3936
WORK: 643-6843

RE: TRAFFIC ON FRANCES STREET BETWEEN SPERLING AVE. AND GROVE

Thank you very much on your assistance on this matter so far. As discussed, here are our concerns, followed by some suggestions. I have enclosed some diagrams to make our suggestions clearer.

1) We are experiencing horrendous Traffic volumes for a residential Street because of Rat-runners using Frances St. as a short cut to and from Kensington Plaza.
   - Traffic starts around 6 AM and goes on until around 12 PM.
   - Volume is especially high starting late afternoon to 10 PM EVERYDA
   - Saturdays are nightmares !
   - I have personally counted the traffic in the evenings and on Saturdays. In 2.5 hours I counted 500 cars going by !
   - This type of traffic pattern is WORSE than rush hour traffic pattern in that with rush hour traffic at least residents get some peace in the evenings and weekends. Also, because that stretch of Frances is only a block long, it means we we have to put up with 'stop and go' traffic noises which are louder than 'thru' traffic noises.
   - Kensington Plaza has grown tremendously in the last few years with little or no notice paid to the impact on surrounding neighborhoods. Businesses like Safeway, Shoppers Drug Mart, and many others have started opening later which means traffic for us until midnight.
   - Because of the availability of Frances St. as a rat-running route the six exits from Kensington Plaza to Hastings street hardly get used. Traffic should be moved AWAY from residential areas and on to arterials and highways that are designed for higher traffic volumes.

2). We also have problems with TRUCKS rat running thru Frances St at all hours ! This includes smaller delivery trucks to huge Safeway trucks to even TANKERS. These TRUCKS should be using the Hastings exit and then connecting to Sperling. We have tried to take matters into our own hands and have forced SOME drivers to use the NEAREST street to a truck route - in this Hastings street as the truck exit. However, this is a loosing and dangerous battle.

3). Because of the width of the road, we are also worried about the SPEED of the traffic that cuts thru. Speed creates additional noise. Speed also has us worried sick about our kids playing hockey or biking in our back lane. Invariably the kids run after a ball or get carried away with potentially disastrous consequences. WE HAVE BEEN LUCKY SO FAR. It is not uncommon to hear cars honking or tires screeching all day long as most rat-runners are impatient to begin with.

I am sure your traffic counts will agree with some of the figures I have provided. I am sure you will agree that we do have a real problem on this street that should be rectified with priority. Burnaby should be attracting more business but it has to ensure that harmony is created and maintained between the businesses and surrounding neighborhoods.

Thank you.

Sincerely,

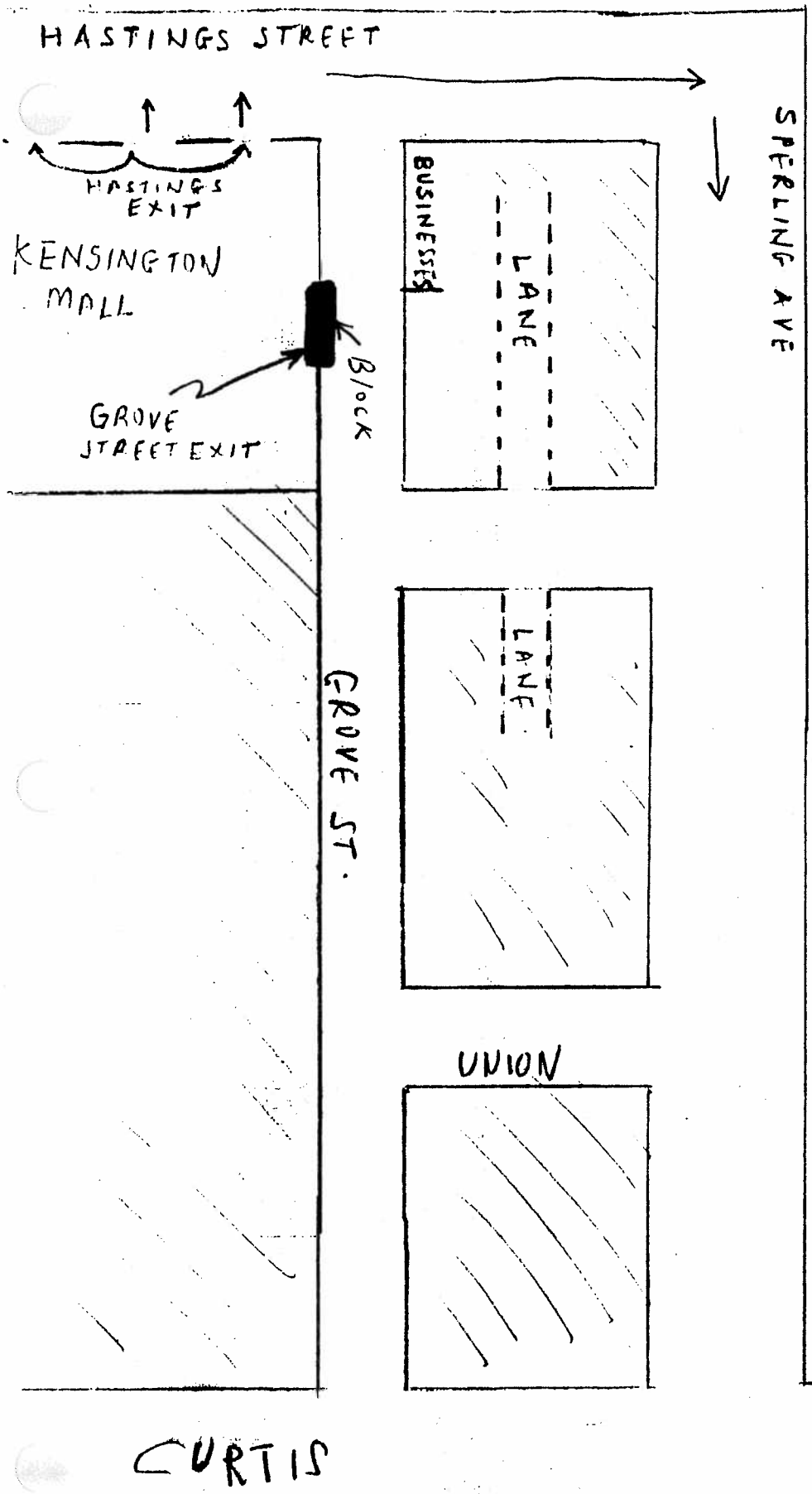
SHAFFIN POONJA FOR RESIDENTS

APPENDIX 2 37

SUGGESTIONS

1) Block the Grove street exit. Force cars to use the Hastings street exits.
2) Block Grove street to the South of the exit to force cars leaving the Plaza to make a LEFT turn (NORTH) onto Grove and eventually onto Hastings street. In Conjunction, Block Westbound traffic on Frances Street.
3) Block Frances Street at Grove.
4) Block Grove Street at Frances. Then use Grove Street as off-street Parking like Macdonald Street for use with the Hastings/Barnet expansion. Grove street to the north of the exit hardly gets used anyway !
5) We feel that three WIDE TYPE speed bumps would slow the traffic but it would have minimal effect on the volumes.

APPENDIX 2



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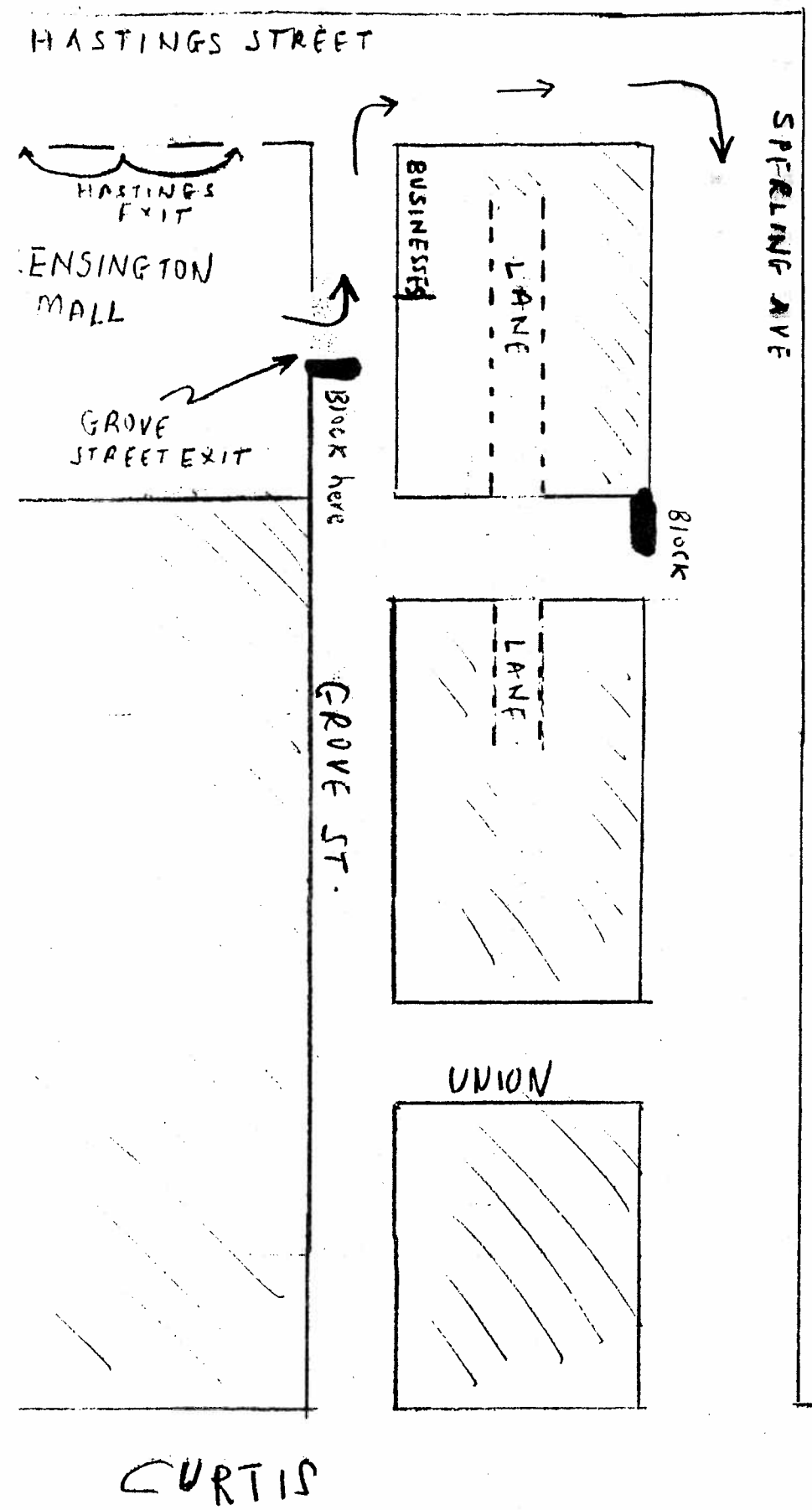
SUGGESTION

(1)



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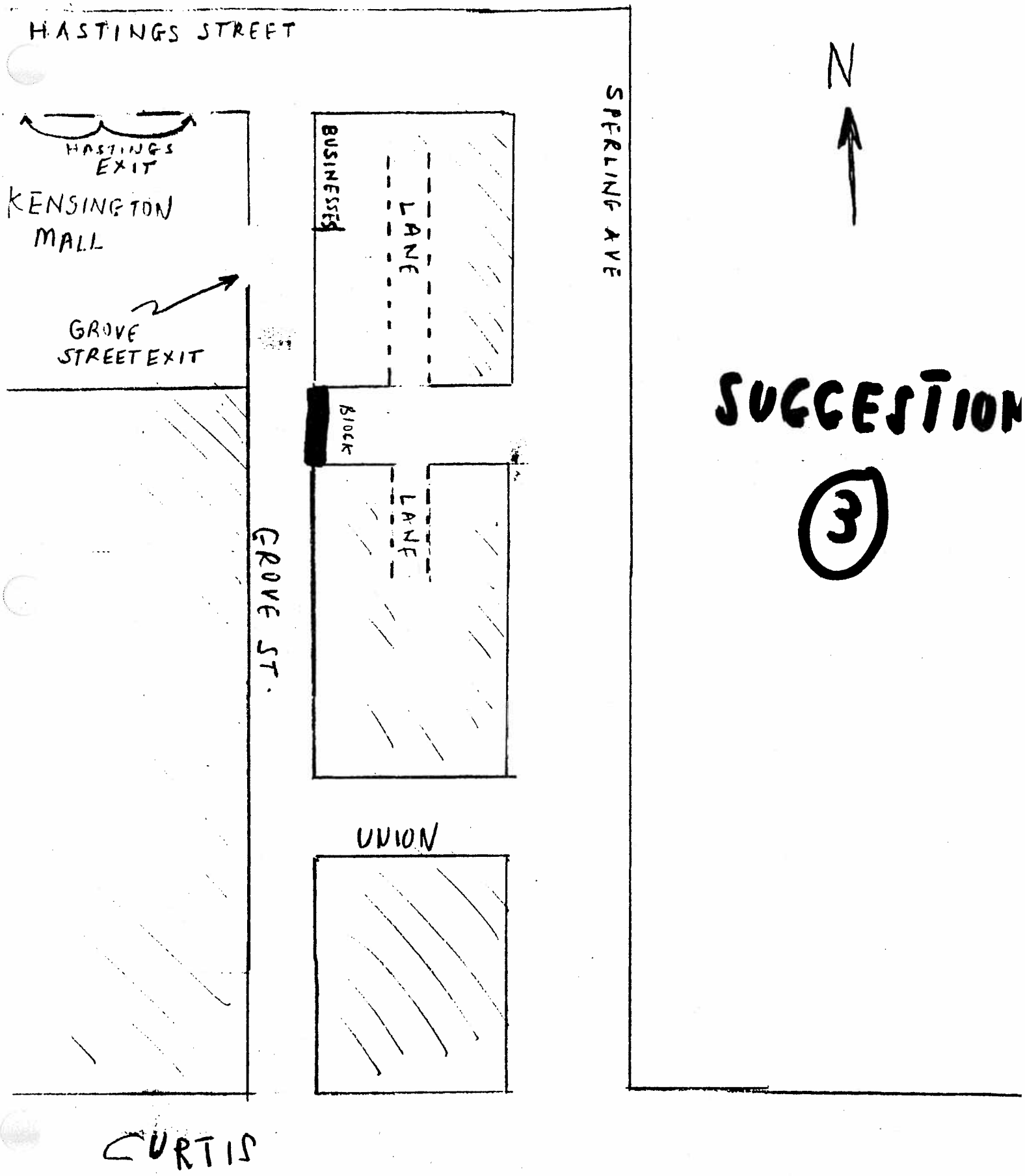
SUGGESTION (2)


HASTINGS STREET
HASTINGS EXIT
KENSINGTON MALL
GROVE STREET EXIT
BUSINESS LANE
BLOCK
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SUGGESTION
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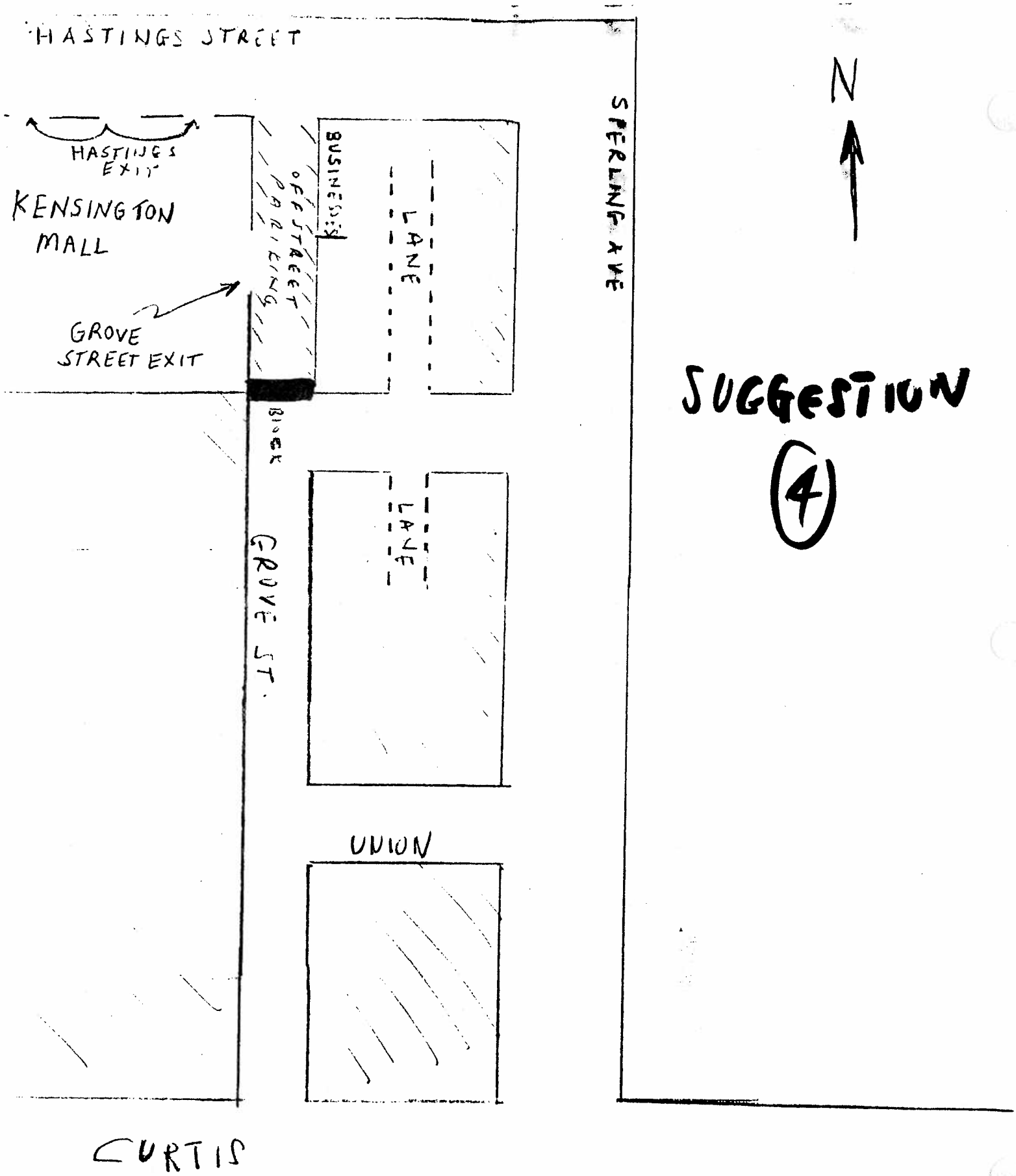
APPENDIX 3


HASTINGS STREET
HASTINGS EXIT
KENSINGTON MALL
GROVE STREET EXIT
BUSINESS
OFF STREET PARKING
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SUGGESTION
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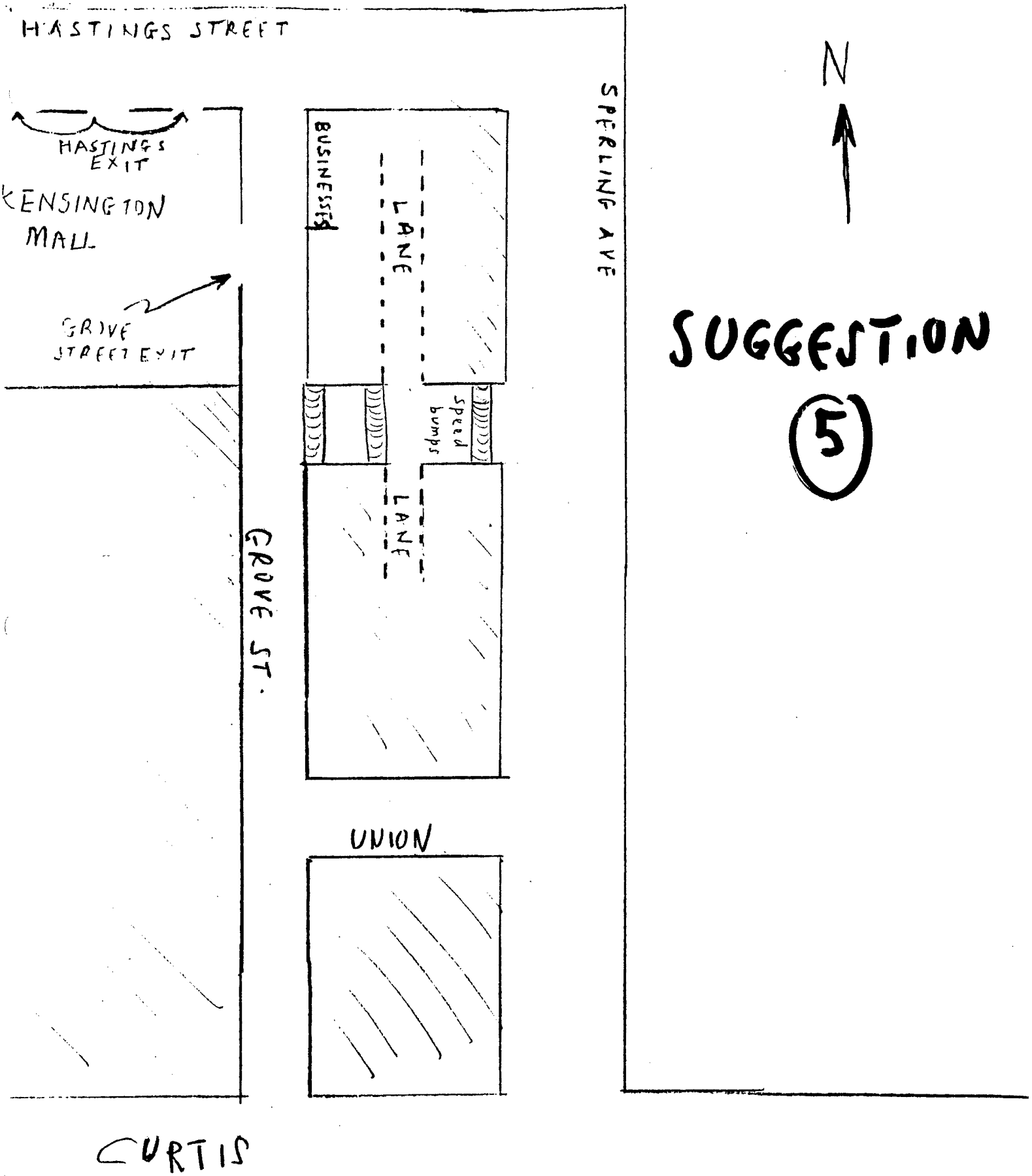
HASTINGS STREET
HASTINGS EXIT
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speed bumps
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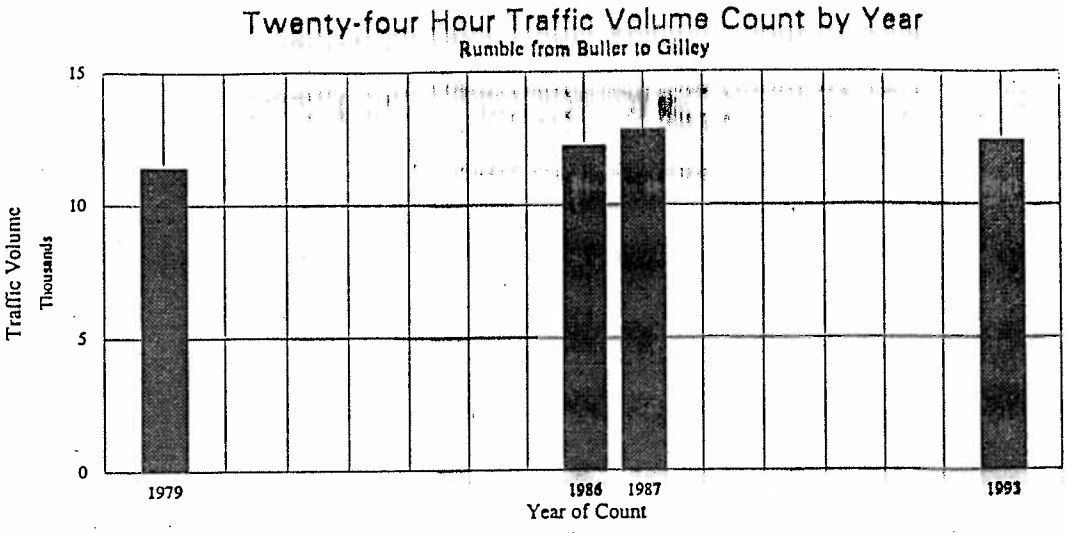
EXHIBIT 1



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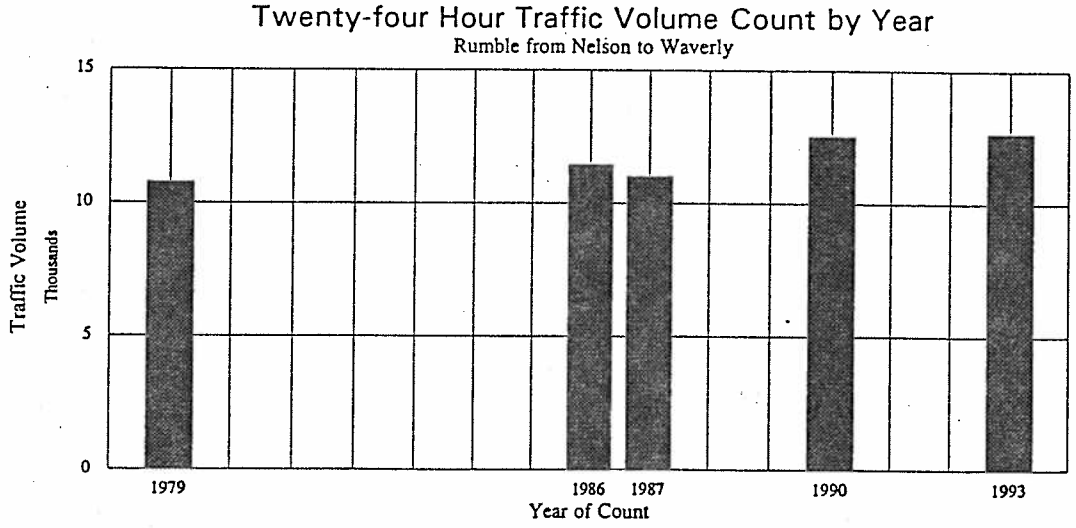
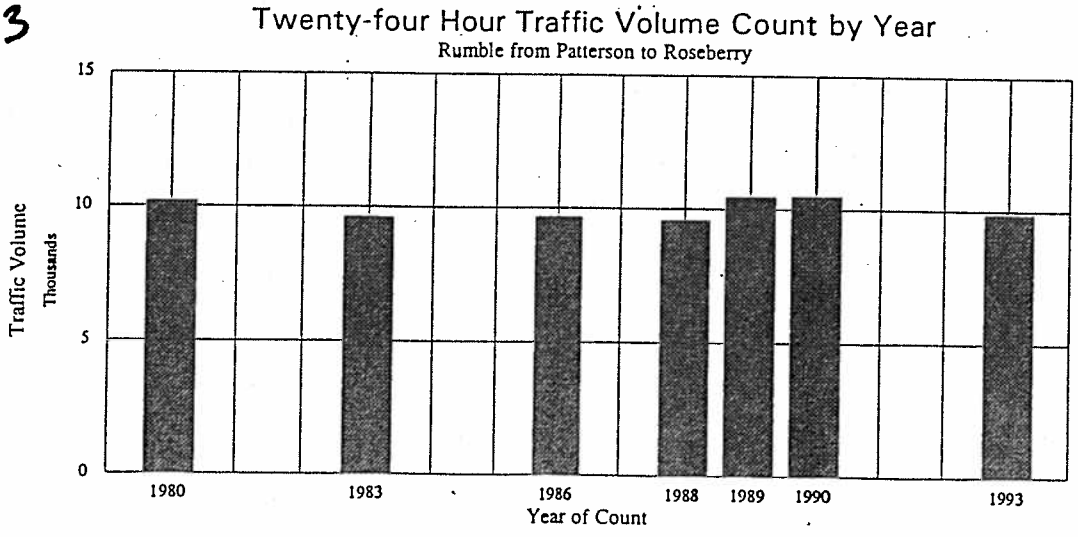


EXHIBIT 3

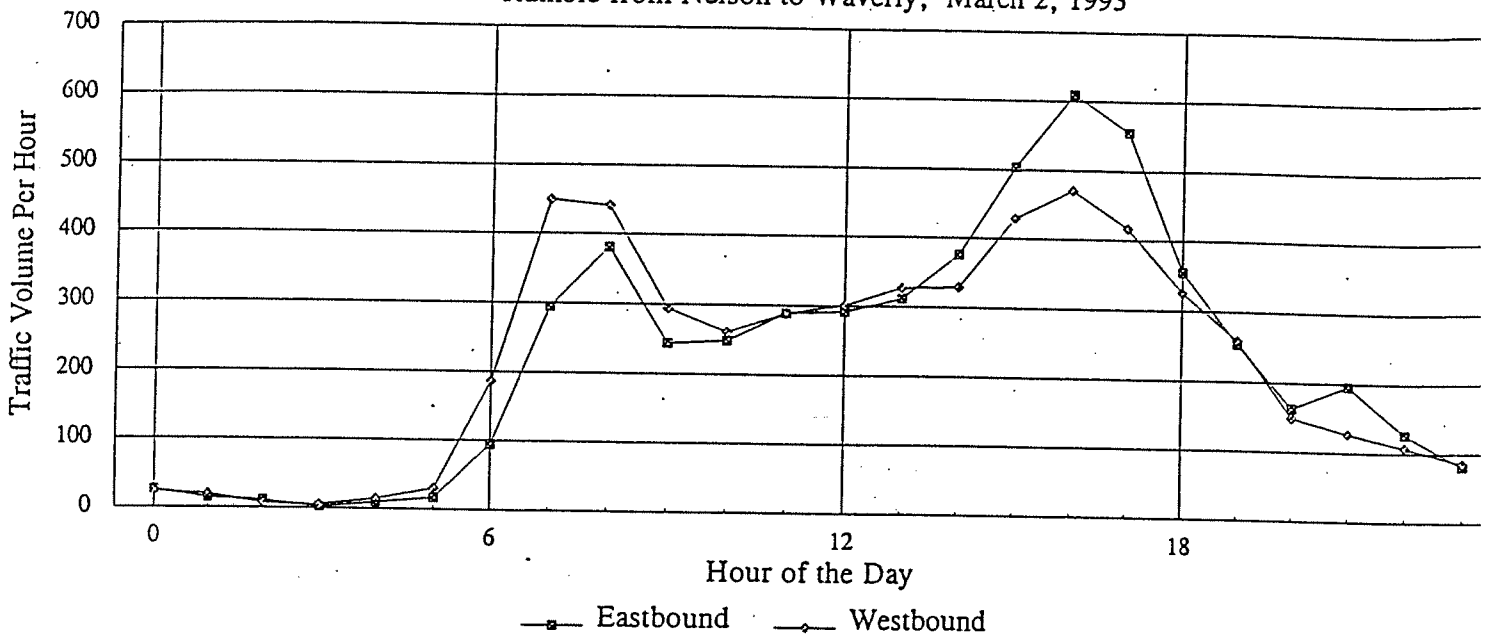


APPENDIX 4

EXHIBIT 4

Traffic Volume Per Hour

Rumble from Nelson to Waverly, March 2, 1993



APPENDIX 4

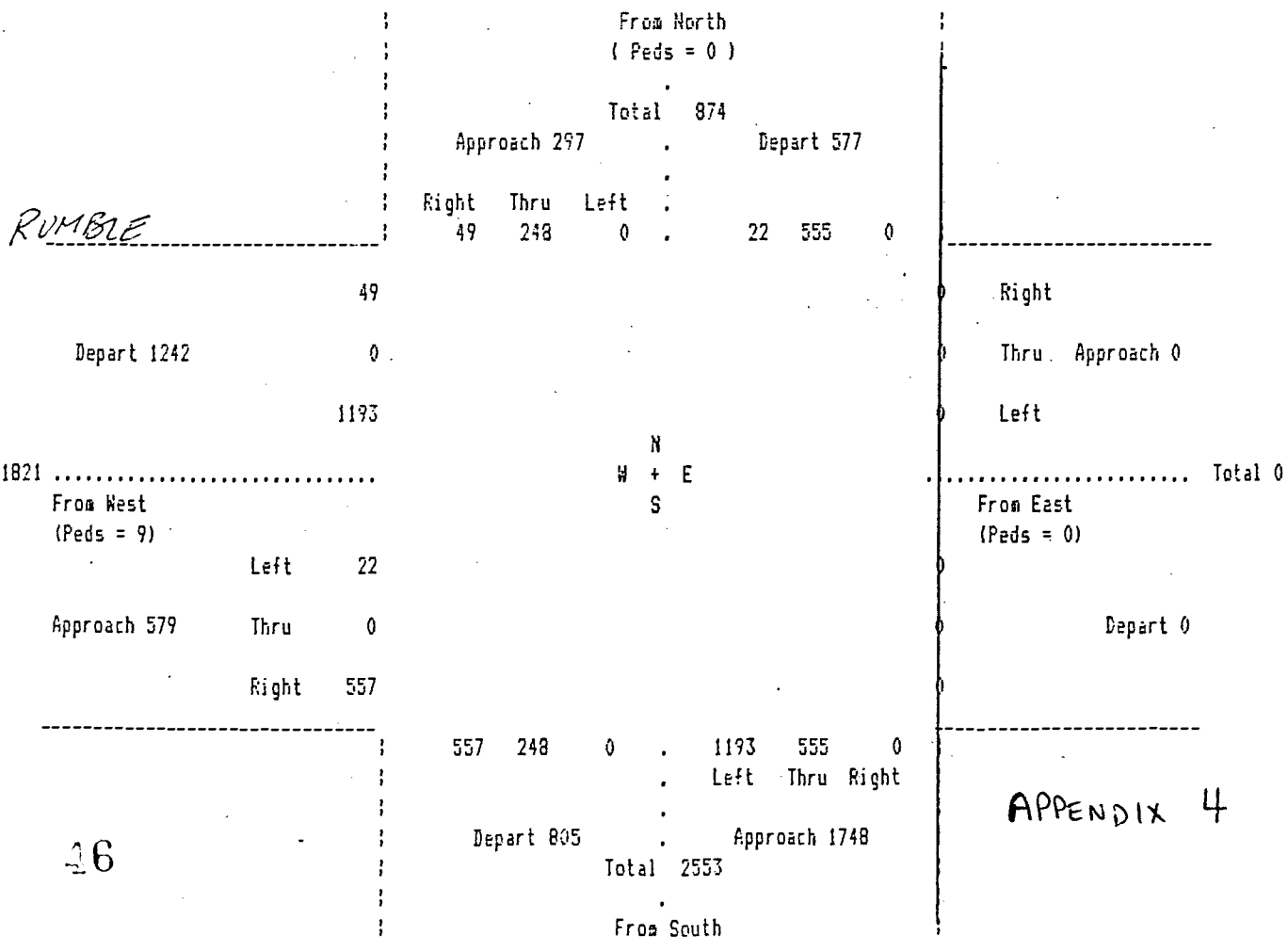
EXHIBIT 5

DISTRICT OF BURNABY TRAFFIC ENGINEERING — Page: 3
Two Vehicle Analysis — Date: 4/13/1993

cation: RUMBLE-GRIFFITHS — Starts : 04/13/93 at 07:00:00
tes :
udy ID: MERG 00592 — Interval : 5 min Intervals: 24
erator: M. DAL SANTO & S. PORDAN — S/N : 69 — Type: Car, Truck, Pedest
ather : RAINING — Correction: 1.00

	From North				From South				From East				From West				
	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Vehicle Total
ind																	
Total Auto	0	0	236	47	1	1168	532	0	0	0	0	0	9	21	0	541	2545
%		0.0	9.0	1.8		44.5	20.3	0.0		0.0	0.0	0.0		0.8	0.0	20.6	97.0%
Truck		0	12	2		25	23	0		0	0	0		1	0	16	79
%		0.0	0.5	0.1		1.0	0.9	0.0		0.0	0.0	0.0		0.0	0.0	0.6	3.0%
All	0	0	248	49	1	1193	555	0	0	0	0	0	9	22	0	557	2624
%		0.0	9.5	1.9		45.5	21.2	0.0		0.0	0.0	0.0		0.8	0.0	21.2	100.0%

TURNING MOVEMENTS FOR TOTAL INTERSECTION



APPENDIX 4

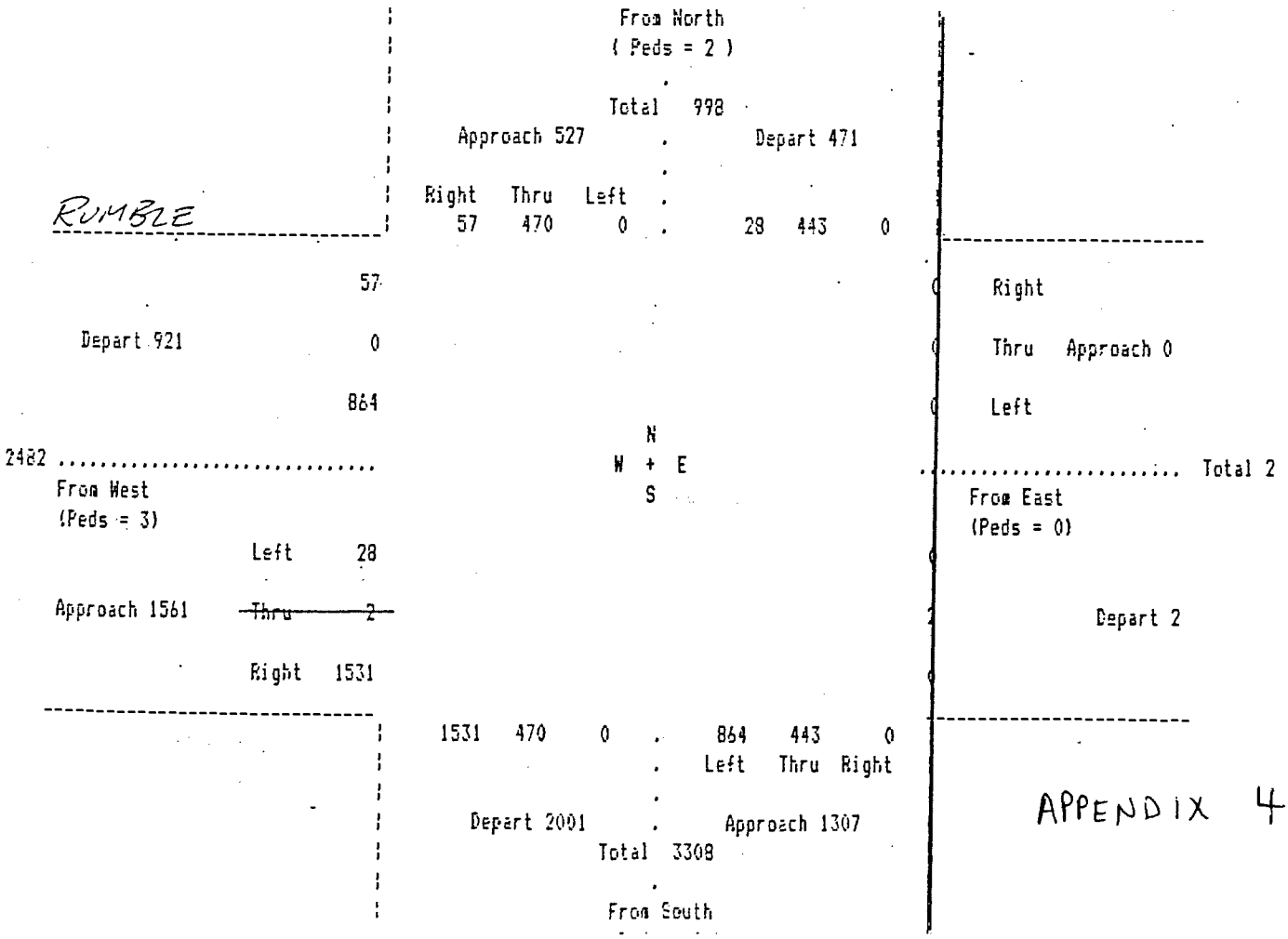
EXHIBIT 6

DISTRICT OF BURNABY TRAFFIC ENGINEERING — Page: 3
Two Vehicle Analysis — Date: 4/15/1993

tion: GRIFFITHS-RUMBLE — Starts : 04/13/93 at 16:00:00
s :
y ID: MERG 00595 — Interval : 5 min Intervals: 24 — Ends : 04/13/93 at 18:00:00
ator: M. DAL SANTO & S. PORDAN — S/N : 69 — Type: Car, Truck, Pedest
her : RAINING — Correction: 1.00

	From North				From South				From East				From West				Vehicle
	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Total
tal Auto	2	0	456	56	4	857	434	0	0	0	0	0	3	28	2	1516	3349
%		0.0	13.4	1.6		25.2	12.8	0.0		0.0	0.0	0.0		0.8	0.1	44.7	98.6%
Truck		0	14	1		7	9	0		0	0	0		0	0	15	46
%		0.0	0.4	0.0		0.2	0.3	0.0		0.0	0.0	0.0		0.0	0.0	0.4	1.4%
All	2	0	470	57	4	864	443	0	0	0	0	0	3	28	2	1531	3395
%		0.0	13.8	1.7		25.4	13.0	0.0		0.0	0.0	0.0		0.8	0.1	45.1	100.0%

TURNING MOVEMENTS FOR TOTAL INTERSECTION



APPENDIX 4