

REPORT
1993 December 20

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

Re: Traffic On Eton Street:
Correspondence From Karen Allan

RECOMMENDATION:

1. THAT a copy of this report be forwarded to Karen Allan,
4256 Eton Street, Burnaby, B.C.

R E P O R T

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1993 December 09, adopted the attached staff report prepared in response to a letter dated 1993 November 05 from Karen Allan regarding commuter traffic on Eton Street.

Respectfully submitted,

Members:

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

Councillor D. Evans
Chairman

Councillor D. Lawson
Member

Councillor C. Redman
Member

Councillor J. Young
Member

: COPY - CITY MANAGER
- DIRECTOR ENGINEERING
- DIR. PLNG. AND BLDG.

TO: CHAIR AND MEMBERS 1993 DECEMBER 02
TRAFFIC AND TRANSPORTATION COMMITTEE
(Transportation and Transit Division)

FROM: DIRECTOR PLANNING AND BUILDING OUR FILE: 08.640
Eton

SUBJECT: TRAFFIC ON ETON STREET:
CORRESPONDENCE FROM KAREN ALLEN

PURPOSE: To respond to concerns raised about traffic on Eton Street in correspondence from Karen Allen.

RECOMMENDATION:

1. THAT a copy of this report be forwarded to Karen Allen, 4256 Eton Street, Burnaby, B.C..

R E P O R T

1.0 BACKGROUND

At its regular meeting of 1993 November 29 Council received correspondence from Karen Allen of 4256 Eton Street regarding commuter traffic on this street. Council subsequently received this correspondence and referred it to the Traffic and Transportation Committee (Transportation and Transit Division) for a report.

This report is written in response to the concerns raised in the correspondence.

2.0 TRAFFIC ON ETON STREET

The correspondent raised the concern that traffic volumes have been increasing on Eton Street in recent years and that the left turn prohibition recently installed by the City of Vancouver on the McGill off ramp has not reduced traffic volume. Table 1 below shows daily two way traffic on Eton Street since 1985.

Table 1

TRAFFIC ON ETON STREET (Weekday Vehicles in Both Directions)	
TIME OF COUNT	WEEKDAY TRAFFIC
1984 April	1412
1985 April	1610
1986 April	1737
1988 June	3265*
1991 September	2081
1993 July	1659
1993 October	1650

* The variability of the count suggests the possibility of error.

The daily traffic on Eton Street reflects a range of volumes which are normal for a local collector street functioning to provide access for residents to Burnaby Heights area. The pattern of traffic on Eton Street shows steadily increasing traffic volumes up to 1991 and the opening of the Cassiar Connector. Subsequent counts in 1993 show a substantial reduction in traffic due to the elimination of the Cambridge overpass even though the Sheena Tunnel has remained open. The impact of the left turn prohibitions on the McGill off ramp implemented in 1993 August can only be determined by a count undertaken some months after implementation. As the 1993 September count is not useful in this regard an additional count will be taken in early 1994. This information combined with similar studies underway by the City of Vancouver should allow a more detailed analysis of the traffic impacts of the Sheena Tunnel measures. Staff will bring back a further report on this subject to the Committee in 1994 April.

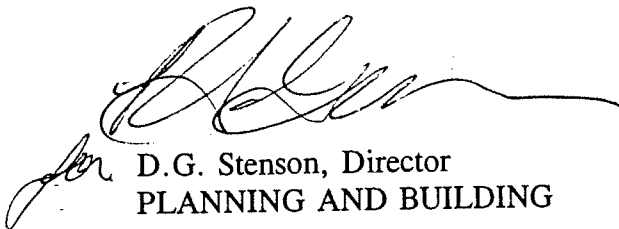
3.0 STOP SIGN ON ETON STREET

The correspondent suggests that stop signs be placed at every intersection on Eton Street to introduce sufficient delay to frustrate commuter traffic from using Eton Street. While a stop sign program has been introduced for neighbourhood traffic control on local streets north and south of the Hastings commercial area it is not recommended as an option to reduce commuter traffic on Eton Street for two reasons:

- (i) Eton Street is a local bus route for the #140/141 transit service operating in Burnaby Heights. The introduction of stop signs at every intersection would delay and obstruct the operation of buses on Eton Street.
- (ii) Eton Street functions as the local collector street in the Burnaby Heights area directing traffic to access higher order streets including Boundary Road and Willingdon Avenue. Specific traffic control treatments on Eton Street would tend to divert local traffic to other streets in the area which are not designed to accommodate this traffic.

4.0 CONCLUSION

Eton Street currently functions as a local collector street in the Burnaby Heights area accommodating access for residents and transit vehicles. In this regard traffic volumes on Eton Street are normal for a local collector street reflecting this function. Local collector streets however are not intended to accommodate through traffic during peak periods. In this regard daily traffic volumes on Eton Street have been declining in recent years due to the Cassiar Connector and associated traffic. Additional traffic analysis will be undertaken including peak period counts to assess the impact of the McGill turn restrictions on commuter traffic volumes. Staff will bring back a report at the conclusion of the monitoring period in March which will determine whether further action is required on Eton Street.


D.G. Stenson, Director
PLANNING AND BUILDING

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Attachments