

TO: CITY MANAGER 1993 AUGUST 18
FROM: DIRECTOR PLANNING & BUILDING OUR FILE: 08.640
SUBJECT: CONSTRUCTION OF MEDIAN ON 19TH STREET AT 17TH AVENUE
PURPOSE: To respond to concerns detailed in a letter dated August 5, 1993, from Mr Ken Wuschke regarding the construction of a median on 19th Street across 17th Avenue.

RECOMMENDATIONS:

1. THAT a copy of this report be forwarded to Mr Ken Wuschke at 216-7028 17th Avenue, Burnaby, B.C., V3N 4V6.
2. THAT Mr Wuschke's proposal, as shown in Attachment 1, be forwarded to the Edmonds Area Advisory Committee for its information and consideration.

REPORT

1.0 BACKGROUND

The Griffiths Street/19th/20th Street Connector has been in the Burnaby Transportation Plan since its identification as a secondary arterial route in the 1979 "A Comprehensive Transportation Plan for Burnaby". Its classification as an arterial route allowed for its planned use as a truck route as well as serving both local and regional trips on the road network. A geometric design for the connector was completed in 1983. The 19th Griffiths Connector was again identified as a secondary arterial in the Official Community Plan adopted in 1987 December, and retains that classification in the current Transportation Plan Renewal.

In a letter, dated August 5, 1993, which appears on the agenda of the 1993 August 23 meeting of Council, Mr Ken Wuschke wrote that neither he nor any of his neighbours had been notified of the imminent turn restrictions caused by the construction of a median on the Griffiths/19th Connector at the intersection of 17th Avenue/19th Street. Mr. Wuschke also wrote about the inconvenience caused by the median: since the construction of the median, in order to travel south on 19th Street, he will have to drive east on 17th Avenue to 16th Street, turn left and use 18th Avenue as an access to the signalised intersection of 18th Avenue/19th Street: an increased travel distance of several blocks.

This report is written in response to the concerns raised by Mr. Wuschke.

2.0 Design of 19th Street

The Griffiths/19th/20th Street Connector is designed to allow two lanes of through traffic in each direction, as well as turning lanes at the major signalised intersections. The signalised intersections are identified in Figure 1 which shows the Edmonds Station Area Plan, which was adopted in 1987 following a public consultation process. There is a median down the centre of the road to prevent left turning movements at non-signalised intersections as well as at the BC Hydro driveways.

The reasoning behind the provision of the median is threefold:

1) Maintaining the arterial function

The road is classified as a secondary arterial in the Burnaby Transportation Plan, and as such is expected to carry a high volume of regional traffic to and from Burnaby. Traffic projections indicate that by the year 2001 as many as 3600 vehicles per hour could be expected during the afternoon peak hour. The standard design for new and upgraded arterial streets in Burnaby includes the provision of a median, so as to funnel all the cross-street traffic to the signalised intersections.

2) Safety at the intersections

As well as to maintain the arterial function of the Griffiths/19th/20th Street route, the median acts as a barrier to prevent dangerous left turns at the unsignalised intersection of 19th Street/17th Avenue.

3) Protection of the residential neighbourhood

Due to the planned increased development in the Edmonds Town Centre area, as well as the location of the SkyTrain station, there is the potential for "rat-running" traffic in the residential neighbourhood. The protection of the neighbouring residential areas was the reasoning behind the closure of Stride Avenue at 19th Street as incorporated in the Community Plan for the Edmonds Station Area. The provision of a median on 19th Street at 17th Avenue will prevent rat-running traffic through the residential area.

The design of 19th Street between Edmonds and 10th Avenue includes provision of left turn lanes at all signalised intersections. The median taper for the left turn lane from 19th Street into the transit loop at 18th Avenue extends as far as 17th Avenue; therefore, it would be impossible to locate an unsignalised left turn lane at 17th Avenue.

3.0 Response to Mr. Wushke's Concerns

The two main concerns outlined in Mr. Wuschke's letter, namely adequate notice and left turn access, are best addressed separately:

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a) Notification About Road Upgrades

The plan to construct the Griffiths/19th/20th Street arterial has been in place for over a decade. The City completed a geometric design for the project in 1983. The design was revised in 1988 to convert it to a metric scale which is the current standard. The raised median, location of signals, separated sidewalks, etc., were all shown in the geometric design provided to all developers of adjacent properties. The developer of the co-op in which Mr. Wuschke lives was aware of the geometric design, and had his engineer complete the detailed design of 19th Street. This design for the portion of 19th Street adjacent to the property, showing a median through the intersection with 17th Avenue, was completed in February 1989.

The most recent opportunity to view the road plan for the area was at the Public Hearing for the BC Hydro development on 19th Street. Notification about the meeting was sent to all residents of the area, including the Byrne Creek Co-op. Along with the notification regarding the meeting, the City Clerk's Department sent the rezoning report for the BC Hydro development which also mentioned the construction of a median.

Staff understand, however, that few people consult the Planning Department to obtain information regarding road improvements before relocating to a new area. To address this issue, staff are considering improved methods of informing residents of new road projects prior to their construction. A method similar to that applied in Coquitlam, where signage similar to that used for Public Hearings provides notification of future road projects, is being considered for Burnaby, as part of the renewed Burnaby Transportation Plan.

b) Loss of Left Turn Access at 19th Street/17th Avenue

Mr. Wuschke writes that he and his neighbours will have to drive several blocks out of their way in order to turn left onto 19th Street. It is true that the median may cause some inconvenience; however, its provision protects the residential neighbourhood from short-cutting traffic, and prevents unsafe left turns at an unsignalised intersection. Residents may continue to make right turns in and out of 17th Avenue.

As shown in the Edmonds Station Area Plan (see Figure 1), a new section of road is planned which will connect 17th Avenue and 18th Avenue, approximately 250 metres north of 19th Street. The City owns the property required for the road construction, and is awaiting redevelopment of the area on either side of the proposed new road in order to complete the connection.

4.0 Meeting with Co-op Residents to Discuss Their Concerns

The City Engineering Department has received several telephone calls from residents of the Byrne Creek Co-op regarding the construction of the median on 19th Avenue. In order to pass on some information regarding the design, and the history of the designation of the road as a secondary arterial in the Transportation Plan, staff met with

Co-op residents on Thursday, August 12, 1993. Several concerns regarding access and notification from the City regarding the location of the median were reiterated. However, it appeared that much of the concern was related to the disruption caused by the construction. The construction should be completed by September 15, 1993.

The construction resulted in the temporary loss of pedestrian access to and from the Edmonds SkyTrain station. The road construction resulted in the removal of the sidewalks on the east side of 19th Street, and the location of construction debris on the road right of way. Because of the road construction, disabled persons in wheelchairs had difficulty in reaching public transit.

The sidewalk on the east side of 19th Avenue has now been completed. The residents of 17th Avenue are able to use it to access the signalised intersection at 18th Avenue.

5.0 Mr Wuschke's Proposal for Traffic Calming in the Area

Attachment 1 is a copy of a proposal which staff have recently received from Mr. Wuschke, a resident of Byrne Creek Co-op, on August 10, 1993. The proposal is designed to reduce the distance residents of his Co-op have to drive to make a left turn at a signalised intersection. Mr. Wuschke understands the importance of the median in maintaining the arterial function of the road, but is seeking a more convenient route out of his neighbourhood.

The proposal includes the opening of Stride Avenue to allow residents to turn left at the Southpoint Drive signal. Staff have several concerns regarding the proposal to open Stride Avenue. Once Southpoint Drive was opened to Marine Drive, and subsequently became a temporary truck route after the declassification of Gilley Avenue, it experienced an increase in traffic volume. In order to eliminate the possibility of traffic infiltration along Stride, especially after the installation of the signal at 19th Street/Southpoint Drive, as well as to protect Stride Elementary School students, Stride Avenue was closed in 1989. A cul-de-sac bulb was constructed as part of a rezoning at the corner of 19th Street/Stride Avenue.

The Edmonds Advisory Committee is reviewing land use and development in the Edmonds area. Councillor Jim Young is the Chair of the committee, and the fifteen other members were chosen from those persons who attended the two public forums in April 1993. The Advisory Committee will be forming three sub-committees in early September to study such subjects as Youth, Facilities and Services, and Traffic and Neighbourhood Safety.

Staff recommend that Mr. Wuschke's proposal, along with any other proposals for changes to traffic patterns in the area, be forwarded to the Edmonds Area Advisory Committee for their consideration.

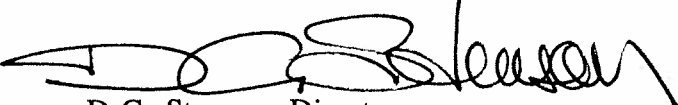
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6.0 CONCLUSION

In his letter, Mr. Wuschke expressed concern regarding the lack of notification of the project, and the inconvenience of having to travel several blocks out of his way in order to turn left onto 19th Street. At the meeting held with residents of the Co-op, staff explained the history of the road project, as well as the reasoning behind the construction of the median. Staff are currently considering methods of providing more information to the public regarding planned road construction projects.

Responding to the question of access being impaired due to the left turn prohibitions at 17th Avenue/19th Street, staff indicated the planned connection between 17th Avenue and 18th Avenue which will reduce the travel distance to the 18th Avenue signal by approximately 50%. The City owns the property required for the road, and is waiting for the redevelopment of the abutting land parcels to initiate its construction.

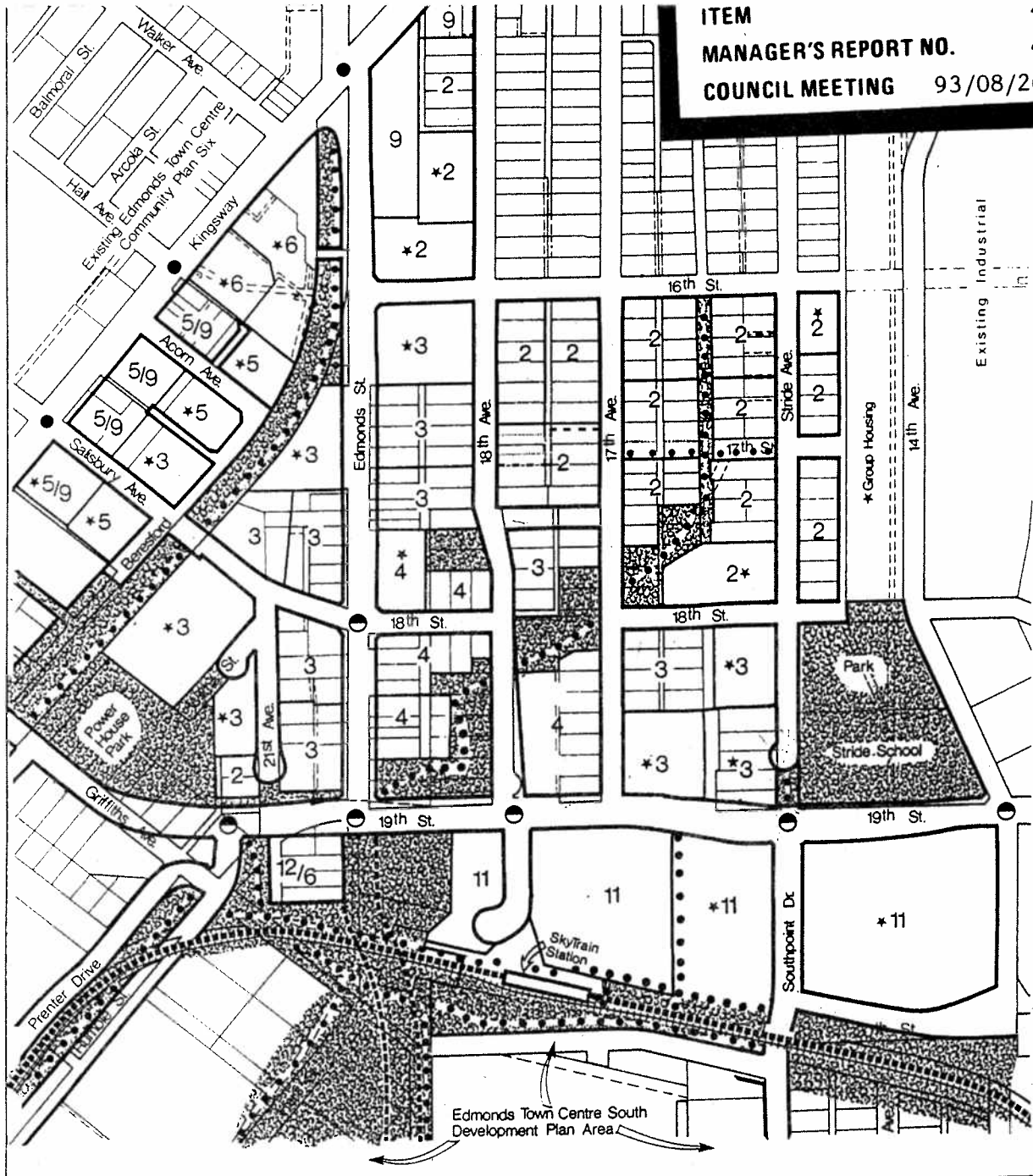
As was recommended by staff at the meeting, Mr. Wuschke's proposal for traffic calming and the opening of Stride Avenue, as well as any other suggestions for changes to the area traffic patterns, should be addressed by the Edmonds Area Advisory Committee. This committee is dealing with a range of subjects affecting residents of the area, including traffic.



D.G. Stenson, Director
PLANNING & BUILDING

DAB/dab
Attach.

cc. Director of Engineering



LEGEND:

- 2 ▶ Low Rise Multi Family Residential — (RM2—40 UPA)
- 3 ▶ Low Rise Multi Family Residential — (RM3—50 UPA)
- 4 ▶ High Rise Multi Family Residential — (RM4—80 UPA)
- 5 ▶ High Rise Multi Family Residential — (RM5—100 UPA)
- 11 ▶ B.C. Hydro Headquarters Complex — (RZ*36/90)
- 12 ▶ Low / Medium Density Office — (M5 Guidelines)

- 6 ▶ Institutional
- 9 ▶ Commercial — (C 3)

FIGURE 1

- ▶ Park, School, Trail And Ravine Areas
- ▶ Walkways / Trails
- ▶ Developed
- ▶ Existing Traffic Signals
- ▶ Potential Traffic Signals



Edmonds Station Area Plan
 Expansion Of Community Plan Six

**A Proposal for Traffic Calming
in Edmonds/Stride Community,
by Ken Wuschke.**

Concept

The basis of this proposal allows for three main ideas to co-exist. The first allows for the present construction of the Griffiths Connector. The second thought is to provide easy access for motor vehicles into and out of the area northeast of Griffiths Connector. And the third thought is to prevent "rat-running" by slowing down the speed of motor vehicles within this community.

Griffiths Connector & 17th Avenue

The centre median was designed to allow for the increased traffic volume on the Griffiths Connector without having cross traffic coming out from 17th Avenue. By keeping this median the only restriction to traffic will be the left turn from southbound Griffiths to eastbound 17th Avenue. Otherwise the intersection can be used as an entry/exit point to the neighbourhood.

Griffiths Connector & Stride Avenue/Southpoint Drive

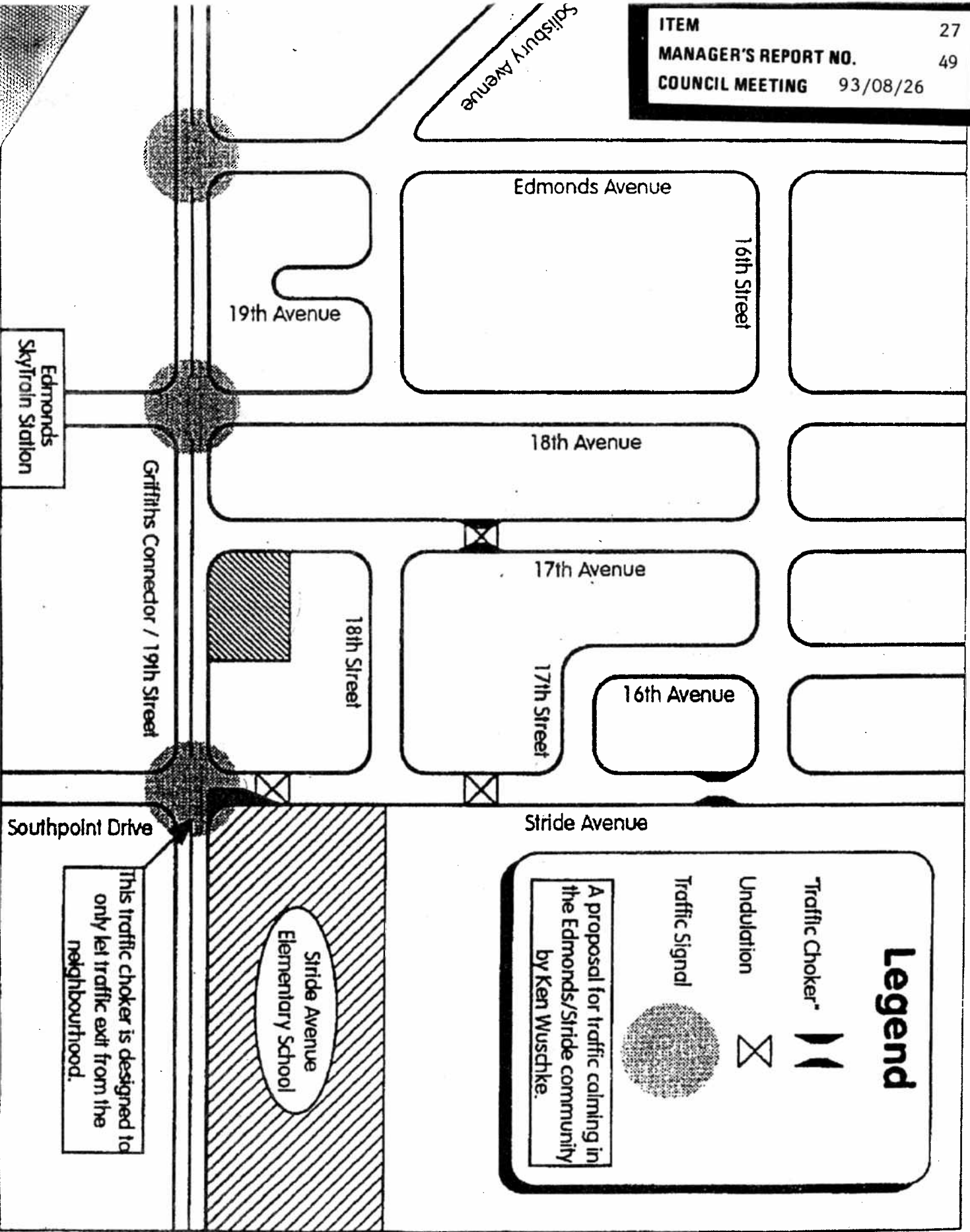
A partial re-opening of this intersection will greatly aid automobile traffic exiting the neighbourhood. Through installing a traffic choking device which will only allow cars to exit the neighbourhood, people can travel with ease to Marine Way, New Westminster, and the Queensborough Bridge.

To prevent "rat-running" by those drivers using Kingsway I suggest that a traffic choker be installed on Stride Avenue near 16th Street, as well as, undulations on Stride Avenue at various points between 16th Street and Griffiths Connector.

Most importantly, an undulation should be installed in close proximity to the traffic choking measure on Stride Avenue at Griffiths Connector. By using this combination of devices traffic on Stride Avenue should be significantly slowed down in the vicinity of Stride Avenue School.

Definitions

RAT-RUNNING	People who use residential streets as short cuts between major arterial routes.
TRAFFIC CHOKER	Through the use of physical barriers the portion of the road used by automobiles is narrowed to only allow for one vehicle to pass through at any time. This form of traffic calming is being used in the Canada Games Pool area of New Westminster (6th Avenue & Cumberland Street).
UNDULATIONS	Basically a very large speed bump. It can effectively slow down traffic to <u>15 kilometers</u> per hour.



This traffic choker is designed to only let traffic exit from the neighbourhood.