

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

Re: Traffic on Elgin Avenue - Response
to Letter From Resident

RECOMMENDATION:

1. THAT a copy of this report be sent to Mr. and Mrs. Gallo, 6069 Elgin Avenue, Burnaby, B.C.

R E P O R T

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1993 November 10, adopted the attached staff report prepared in response to a letter dated 1993 July 27 from Mr. and Mrs. Gallo regarding the speed and volume of traffic on Elgin Avenue.

Members:

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

Respectfully submitted,

Councillor D. Evans
Chairman

Councillor D. Lawson
Member

Councillor C. Redman
Member

Councillor J. Young
Member

:COPY - CITY MANAGER
- DIRECTOR PLANNING AND BUILDING
- DIRECTOR ENGINEERING

TO: CHAIR & MEMBERS 1993 NOVEMBER 4
TRAFFIC & TRANSPORTATION COMMITTEE

FROM: DIRECTOR PLANNING & BUILDING OUR FILE: Elgin

SUBJECT: TRAFFIC ON ELGIN AVENUE - RESPONSE TO LETTER FROM RESIDENT

PURPOSE: To document traffic patterns on Elgin Avenue in response to a letter from Mr. and Mrs. Gallo of 6069 Elgin Avenue regarding traffic speed and volume on Elgin Avenue between Oakland Street and Irving Street.

RECOMMENDATIONS:

1. THAT a copy of this report be sent to Mr. and Mrs. Gallo, 6069 Elgin Avenue, Burnaby, B.C..

REPORT

1.0 BACKGROUND

In a letter addressed to Councillor Doug Evans, dated July 27, 1993 Mr. and Mrs. Gallo of 6069 Elgin Avenue expressed concern regarding the volume and speed of traffic on their street, as well as the accident history at the intersection of Oakland Street / Elgin Avenue. Elgin Avenue is a north south residential street, as shown in Figure 1, which connects Oakland Drive to the north and Kingsway to the south. Irving Street runs in an east-west direction approximately midway between Oakland and Kingsway.

Over the past few years, the City has received correspondence from residents of Irving Street regarding the volume of traffic using that street during the PM Peak Period, and as a result staff have conducted several traffic counts in the area. Traffic patterns in the area have been influenced by the following two major factors during the past decade:

- i) Construction of Oakland between Royal Oak and Burriss

The section of Oakland between Royal Oak Avenue and Burriss Street was identified in the 1979 Conceptual Transportation Plan for Burnaby, and was designed to improve the east-west continuity of the area road network.

Prior to the construction of Oakland, the section of Irving Street east of Royal Oak

was used by commuters as a by-pass to Kingsway. After completion of Oakland in 1985, many of these commuters diverted to the new road, and traffic volumes on Irving Street subsequently dropped.

With the construction of Oakland, the volume of traffic using the intersecting north-south streets of Pearl Avenue, Selma Avenue, Denbigh Avenue, Elgin Avenue, and Dufferin Avenue, has increased slightly. This increase is due to increased access into and out of the area.

ii) Left Turn Prohibition at Kingsway/Royal Oak

In August 1991, a left turn restriction was imposed on southbound vehicles at the intersection of Kingsway/Royal Oak: vehicles are no longer permitted to turn left between 3:00 and 6:00 PM. Since the restriction was imposed, southbound vehicles have begun to turn left at Irving Street during the PM Peak, and use Bryant to access Kingsway at Gilley Avenue.

2.0 Traffic Patterns on Elgin Avenue

Figure 2 shows the most recent turning movement traffic counts at the intersections of Elgin Avenue/Oakland and Elgin Avenue/Irving Street. The turning movement counts at the intersection of Oakland and Elgin Avenue indicate that the majority of the traffic turns right from Oakland onto Elgin Avenue. It is likely that majority of this traffic has a destination within the residential area. On Irving Street, however, a high proportion of the traffic is short-cutting to avoid the southbound left turn restriction at the Royal Oak Avenue/Kingsway intersection.

Staff also conducted some automatic counts along Elgin Avenue and Irving Street. Table 1 shows the daily traffic volume on Elgin Avenue, as well as the PM Peak Hour volume over for the four years for which data is available.

It is clear from the data presented in the table, that the traffic volume on Elgin Avenue increased after the completion of the Oakland connector. Between 1990 and 1993, daily traffic volumes have remained relatively constant. A volume in the order of 750 vehicles per day is within the volume expected for a local residential street in Burnaby (typically less than 3000 vehicles per day, and on average between 500 and 1000 vehicles per day).

Table 1. Traffic volumes on Elgin Avenue

Year	Daily (2 way)	PM Peak Hour (2 way)
1984	564*	46*
1985	565*	48*
1990	744	65
1993	737	75

* before Oakland connection completed

4.0 Speed of Traffic on Elgin and Irving

In their letter, Mr. and Mrs. Gallo mentioned that speed on Elgin Avenue was excessive; therefore, staff conducted a speed study on Elgin Avenue. The results of the speed study is summarised in Figure 3. It is clear that the majority of the traffic travels below the speed limit of 50 km/hr. However, as is the case on all streets in the Lower Mainland, a portion of the traffic travels in excess of the speed limit. The majority of the speeders travel between 50 and 65 km/hr, with only nine vehicles travelling over 65 km/hr.

5.0 Accident History

The City keeps a database of reported traffic accidents at intersections within Burnaby. At the intersection of Oakland/Elgin Avenue there have been a total of 22 accidents since the earliest record in 1976, several of which were single vehicle loss of control accidents. There have been nine right angle type accidents recorded, only one of which resulted in personal injury.

From the statistics, it is clear that the number of accidents at the intersection of Elgin Avenue/Oakland is relatively low, evidently due to the low volume of traffic turning at the intersection.

6.0 Possible Left Turn Prohibition on Elgin Avenue at Oakland

In 1989 September, a letter was received from Mr. Ralph Kinross of Elgin Avenue expressing concern regarding safety at the intersection of Elgin Avenue/Oakland Street, and requesting a four way stop sign at this location. In a subsequent report to the regular meeting of Council on 1989 November 20, staff advised that the intersection did not meet

the requirements for multi-way stop sign control.

Staff reported that there had been a couple of serious accidents in the vicinity of the intersection; however, these accidents were the result of "excessive speed, with alcohol being a contributing factor". As indicated above, the total number of accidents at this intersection is low, due to the low volume of traffic. The sight distance at the intersection has been improved by the provision of advance curve warning signs and chevron markers, and the extension of the no stopping regulation on Oakland Street eastbound in the vicinity of the intersection.

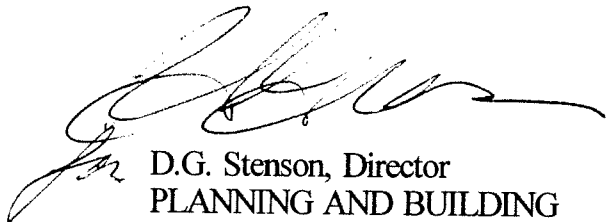
As indicated above, there have been very few right angle accidents at the intersection of Elgin/Oakland over the past 17 years, due to the low volume of turning vehicles. If left turns were prohibited from Elgin Avenue onto Oakland Street, the overall volume on Elgin in the vicinity of the intersection may be reduced by approximately 10 to 15 vehicles during the peak hours. The turn prohibition would also affect egress for residents of Elgin Avenue: residents would be forced to use Denbigh Avenue to make a left turn onto Oakland.

7.0 CONCLUSION

The volume of traffic on Elgin Avenue has increased slightly since before the construction of Oakland; however, the volume has remained constant over the past few years. Elgin Avenue functions as a local residential street with a daily traffic volume in the order of 750 vehicles per day, which is typical for this type of street. Overall, average speeds are not excessive, and the accident rate is very low.

Due to the low volume of left turning vehicles, and the resulting low number of right angle accidents at the intersection, it is not recommended that a left turn prohibition from Elgin Avenue onto Oakland Street be imposed. A restriction would affect resident egress, and force residents to use Denbigh Avenue to access Oakland.

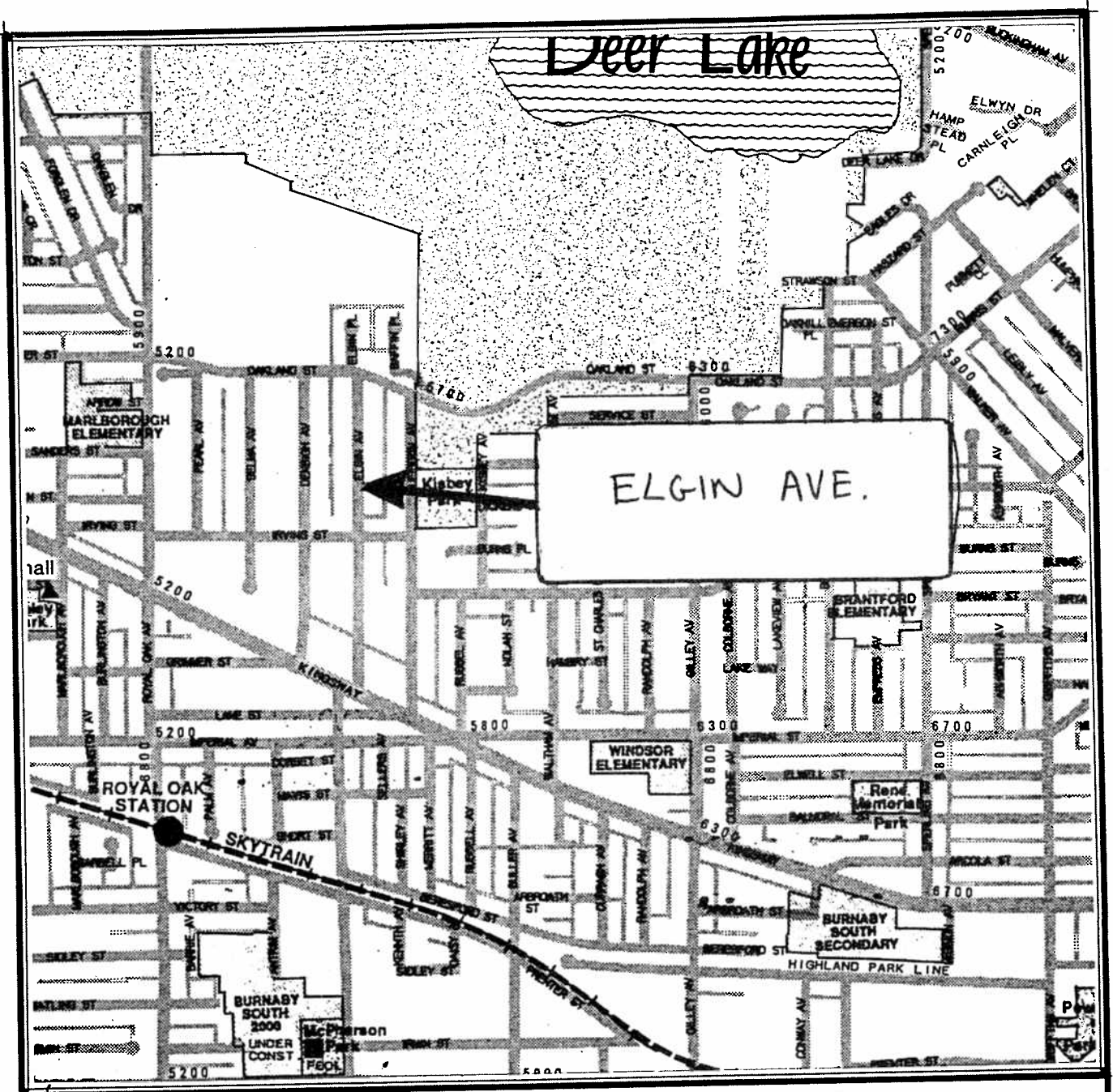
It is recommended that the correspondents be sent a copy of this report.



D.G. Stenson, Director
PLANNING AND BUILDING

DAB/dab

cc. Director Engineering



Date:

Scale:

Drawn By:

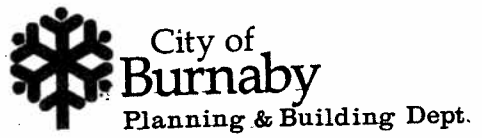
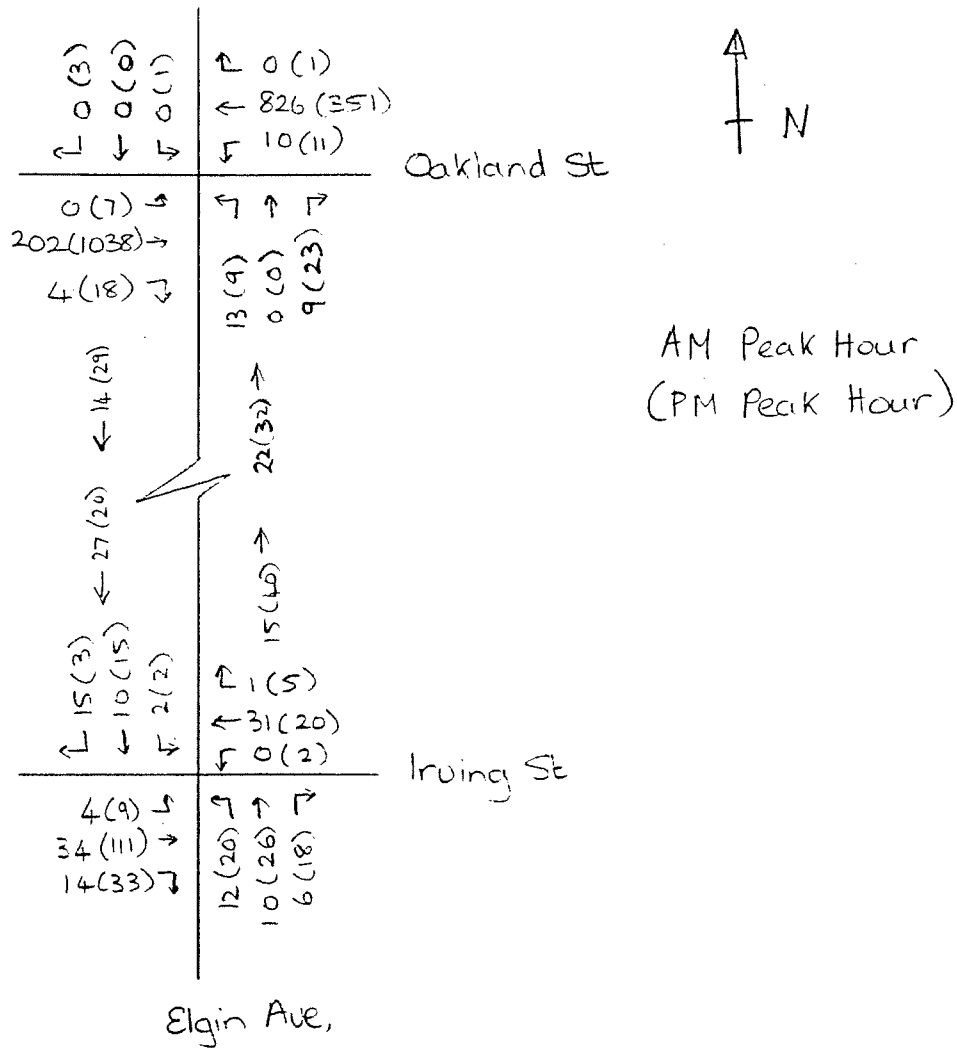


FIGURE 1



Date:

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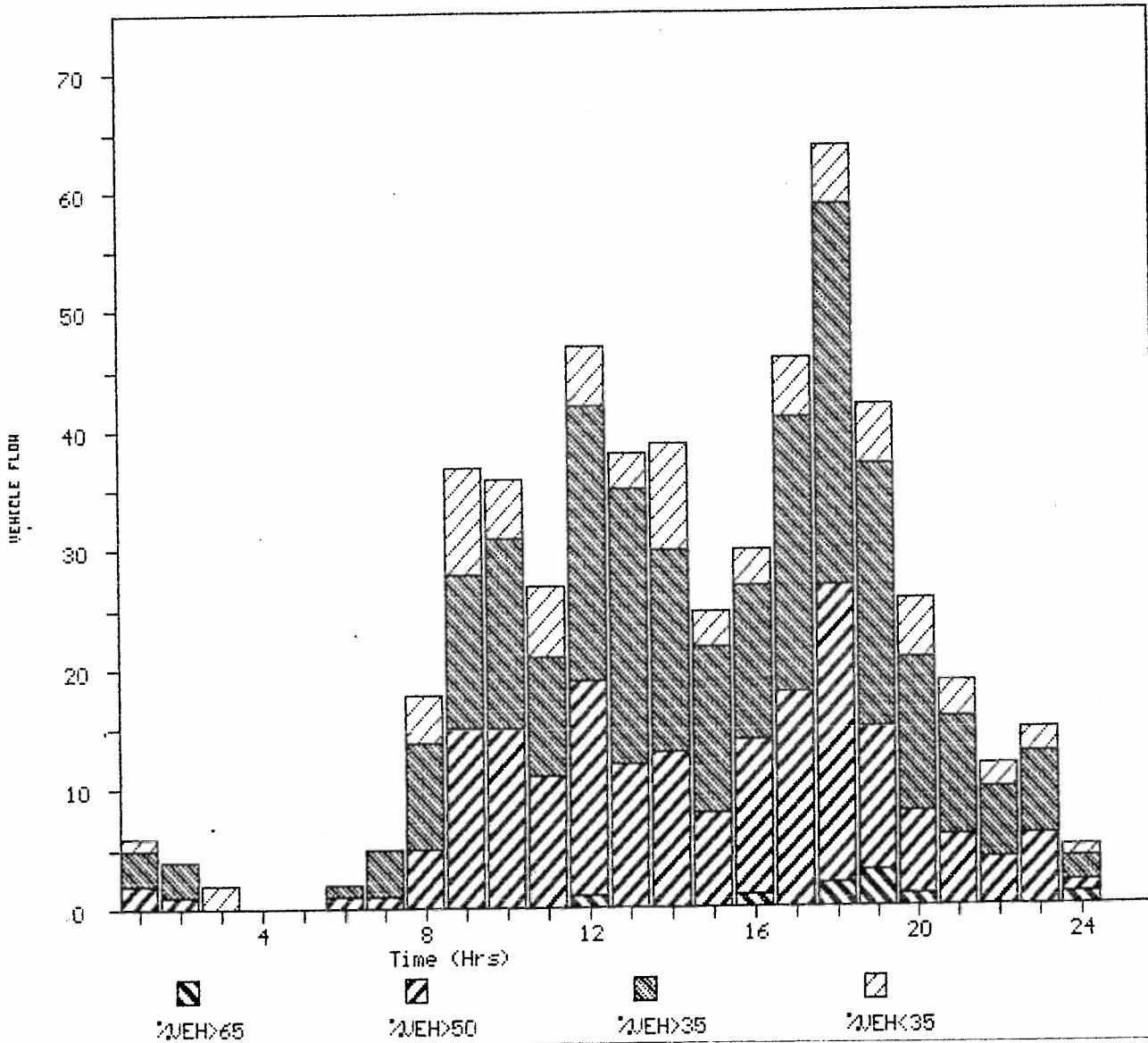


City of
Burnaby
Planning & Building Dept.

FIGURE 2

PEAK HOUR TRAFFIC VOLUMES

ELGIN BETWEEN OAKLAND AND IRVING
 NORTH AND SOUTH BOUND TUESDAY OCTOBER 05, 1993



Date:

Scale:

Drawn By:



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FIGURE 3

SPEED ON ELGIN AVENUE