

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR  
AND COUNCILLORS

Re: Traffic in The Lakeview Area - Results  
of Survey

RECOMMENDATIONS:

1. THAT staff be directed to arrange a meeting of the existing Lakeview Area Resident Committee to discuss the possibility of installing pavement undulations on Lakefield Drive and 4th Street to discourage traffic infiltration and reduce the speed of traffic without adversely impacting resident access.
2. THAT a letter be sent to all residents of the Lakeview area informing them of the results of the survey, and seeking representation from the area to form a more comprehensive Resident Committee, with better representation from the southern portion of the Lakeview Area, to meet with staff after completion of the Canada Way/Edmonds Street intersection improvements.

R E P O R T

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1994 April 25, adopted the attached staff report providing results of a recent survey to assess the views of residents in the Lakeview Area regarding proposed changes to the road network in their area, and supporting interim measures to reduce the speed of traffic on Lakefield Drive without impacting resident access.

Respectfully submitted,

Members:

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

Councillor D. Evans  
Chairman

COPY - CITY MANAGER - DIRECTOR ENGINEERING - DIRECTOR PLNG. & BLDG.
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Councillor J. Young  
Member

TO: CHAIR & MEMBERS  
TRAFFIC & TRANSPORTATION COMMITTEE  
(Transportation & Transit Division)

1994 MARCH 30

FROM: DIRECTOR PLANNING & BUILDING

OUR FILE: Lakeview

SUBJECT: TRAFFIC IN THE LAKEVIEW AREA - RESULTS OF SURVEY

PURPOSE: To report the results of a recent survey to assess the views of residents in the Lakeview Area regarding proposed changes to the road network in their area, and to recommend interim measures to reduce the speed of traffic on Lakefield Drive without impacting resident access.

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#### RECOMMENDATIONS:

1. THAT staff be directed to arrange a meeting of the existing Lakeview Area Resident Committee to discuss the possibility of installing pavement undulations on Lakefield Drive and 4th Street to discourage traffic infiltration and reduce the speed of traffic without adversely impacting resident access.
2. THAT a letter be sent to all residents of the Lakeview area informing them of the results of the survey, and seeking representation from the area to form a more comprehensive Resident Committee, with better representation from the southern portion of the Lakeview Area, to meet with staff after completion of the Canada Way/Edmonds Street intersection improvements.

### REPORT

#### 1.0 BACKGROUND

At its regular meeting on 1994 January 9, the Traffic and Transportation Committee reviewed a report outlining two resident proposals to reduce the volume of short-cutting traffic in both the north and south portions of the Lakeview Area. Each of the proposals called for measures which would restrict the movement of resident traffic as well as reduce the volume of short-cutting traffic in the area. The report recommended that a survey be circulated to all residents in the area, asking their opinion on each of the two proposals. At its regular meeting on 1994 February 7, Council approved the recommendation to survey the area.

This report documents the results of that survey, and recommends a further process.

## **2.0 Traffic Patterns in the Lakeview Area**

In 1990, a Community Transportation Plan was developed for the Lakeview area, in consultation with an area Resident Committee, in an attempt to address the problem of traffic infiltration in that neighbourhood. The plan called for the installation of traffic circles along the Lakefield Drive/4th Street corridor. The traffic circles were designed to reduce the speed of vehicles using this route, and therefore discourage drivers from using streets in the Lakeview area as a short-cut to and from Canada Way.

The traffic circles have not been as successful as anticipated, due to the delay in the reconstruction of the Canada Way/Edmonds Street intersection. At the time when the Lakeview Area Community Transportation Plan was developed, it was estimated that the intersection upgrades would be in place by 1992. Because of the delay in the reconfiguration of the Canada Way/Edmonds Street intersection, however, traffic has continued to seek a faster route to and from Canada Way. Therefore, traffic volumes on the Lakefield/4th Street corridor have continued to increase during the AM and PM Peak Periods.

Traffic patterns in the southern portion of the Lakeview area have been the focus of concern for residents of the 7700 and 7800 blocks of Goodlad, Rosewood, and Elwell Streets. Traffic headed south on Canada Way towards New Westminster during the PM Peak Period, turns onto these streets, to avoid delays at the Canada Way/Edmonds intersection, as shown in Figure 1.

Recent intersection traffic counts in the area, as summarised on Figure 2, show that approximately 110 vehicles turn left from Canada Way onto Goodlad Street during the PM Peak Hour. The turning traffic at Goodlad Street may be residents of the Lakeview area choosing the first route into the area from the north. However, there is a high volume of traffic headed south on 6th Street through the Edmonds Street intersection, which suggests that there is a significant element of short-cutting traffic.

## **3.0 Proposals**

Two proposals for methods to reduce the volume of short-cutting traffic in the Lakeview area were put forward by area residents. Each of the proposals was put forward by a different group of residents.

**Proposal # 1 : Closure of 4th Street between Reigate and Elwell**

The proposal to close 4th Street between Reigate and Elwell came from some of the members of the Lakeview Area Resident Committee who had originally developed the 1990 Community Transportation Plan for the area, which recommended the installation of traffic circles along Lakefield Drive and 4th Street. The traffic circles have been successful in reducing the speed of traffic in the immediate vicinity of the circle. However, the volume of traffic using the Lakefield Drive-4th Street route has continued to rise since the implementation of the plan, due to increased congestion at the Canada Way/Edmonds intersection.

In the Fall of 1993, some members of the original Lakeview Area Resident Committee proposed that Lakefield Drive should be closed at Reigate Road. The residents were concerned about the speed and volume of traffic using the Lakefield/4th Street, and wished to have immediate relief from traffic on their streets. A meeting was held with the Lakeview Area Resident Committee, and the committee approved the interim closure of the Lakefield Drive-4th Street corridor.

**Proposal # 2 : Reconfiguration of north leg of 6th Street/Edmonds Ave**

The intersection of Edmonds/6th Street was the focus of a traffic consultant's report in 1992 December. The consultant recommended several options for the reconstruction and signalization of the intersection, paying particular attention to the potential for traffic infiltration into the southern portion of the Lakeview area, and the provision of safe pedestrian crossing opportunities on Edmonds Street.

The proposed changes to the north leg of the intersection of 6th Street/Edmonds Street resulted from a concern of residents in the 7700 and 7800 blocks of Goodlad Street regarding short-cutting traffic during the PM Peak Period. Traffic headed south east on Canada Way turns left onto Goodlad Street to avoid the congested left turn at the Canada Way/Edmonds intersection.

If a traffic signal was installed at the 6th Street/Edmonds Street intersection, it would reduce the delay for southbound vehicles on 6th Street, and in doing so, it may result in an increase in turning traffic from Canada Way onto Goodlad Street and Elwell Street, ie. an increase in short-cutting traffic by-passing the Edmonds/Canada Way intersection. The proposed design, which is shown in Figure 3, would address the traffic infiltration problem by forcing vehicles to turn right from the north leg of 6th Street, and therefore the attraction of the Goodlad Street short-cut route would be eliminated.

**3.0 Results of Questionnaire Survey**

At its 1994 February 7 meeting, Council recommended the distribution of a survey to residents of the Lakeview area to solicit their opinion on the aforementioned proposals. The survey was distributed to a total of 1226 households during the week of 1994 February 14 to 18. The deadline for response to the survey was 1994 March 18. As each survey was returned, the address of the respondent was checked off on a legal map to check for any duplication, and the responses were entered in a spreadsheet, by street. All the comments were also documented.

A total of 558 surveys were returned by March 18, and only five of these were discounted due to being duplicates from the same household. The response rate was 45.5%, and the coverage of the area was good. The results of the survey are summarised in Table 1. Each of the two proposals has a different area of impact, ie. Proposal # 1 ( the closure of 4th Street) directly impacts residents in the north area of Lakeview, whereas Proposal # 2 ( the reconfiguration of the north leg of 6th Street at its intersection with Edmonds Street) only impacts residents of the southern portion of the area. The table shows the number of "yes" and "no" responses for the whole area, as well as for the area directly impacted.

**Table 1. Survey Results**

	Proposal 1 - Closure of 4th Street		Proposal 2 - Right turn only restriction from 6th Street	
	Yes	No	Yes	No
<b>All Responses</b>	277 (52.5 %)	251 (47.5 %)	377 (69 %)	166 (31 %)
<b>Area Directly Impacted</b>	177 (51 %)	170 (49 %)	72 (47 %)	81 (53 %)

The survey results show that the opinion of area residents is mixed regarding each of the proposals. In fact, the number of "yes" and "no" votes for each of the proposals is too close to be conclusive. Due to the inconvenience which would be caused to residents of the area if either proposal was implemented, a substantially higher majority in favour would be required before either measure could be recommended.

### **Resident Comments**

The majority of residents who returned surveys also included comments. All the comments are summarised in the attached Appendix. The main concern of residents is access, and many of the comments expressed in response to the survey dealt with the impact of the proposals on access to and from the south on 4th Street and 6th Street. Several residents also added alternative suggestions to their survey responses. Some of the suggestions were the installation of "resident only" signage, the removal of all barriers (including Elwell and Rosewood at 4th Street), and the installation of pavement undulations, or road humps. Staff plan to review all the suggestions, and consider them in the development of a new Community Transportation Plan for the area.

#### **4.0 Canada Way/Edmonds Street Intersection upgrades**

The intersection of Canada Way/Edmonds Street is under the jurisdiction of the Ministry of Transportation and Highways and the City of Burnaby. Burnaby City Council has approved a design for the reconstruction of the intersection which provides left turn lanes on all approaches. By providing left turn lanes, the turning traffic would be separated from the through traffic and, therefore, the capacity of the intersection would be greatly improved.

At present, because of lengthy delays at the intersection, a high number of vehicles use alternative routes to Canada Way which take them through the residential areas in south east Burnaby. When the Canada Way/Edmonds Street intersection is upgraded, the level of congestion along this section of Canada Way will be greatly reduced, and therefore, it will no longer be as attractive to use the residential streets in the area.

The latest timing information from the Ministry of Transportation and Highways suggests that the intersection upgrades could take place this summer. If so, the Lakeview-4th Street short-cut route will become less attractive.

#### **5.0 Interim Solution until Canada Way/Edmonds Intersection is Upgraded**

It is clear from the survey results that residents of the area are concerned about access to and from the south via Lakefield Drive and 4th Street. The proposal to close the road was rejected due to the inconvenience it would cause for Lakeview residents. Several of the residents who included comments on their questionnaire surveys suggested that pavement undulations be installed along the Lakefield-4th Street corridor.

Installing pavement undulations on this route would reduce the speed of traffic, and in doing so, may have some impact on the volume of traffic, especially after the Canada Way/Edmonds intersection upgrading. Staff propose that the existing resident Committee for the Lakeview Area meet to discuss the installation of pavement undulations in advance of the construction of Canada Way/Edmonds.

#### **6.0 Development of a New Community Transportation Plan**

After the upgrade to the Canada Way/Edmonds Street intersection, the traffic patterns in the area will be monitored to assess the impact of the project on reducing the level of congestion on Canada Way. The reconstruction of the Canada Way/Edmonds Street intersection will be the last step in the completion of the 1990 Community Transportation Plan for the area.

At such time as the monitoring period before and after the upgrade of Canada Way/Edmonds is complete, a new Resident Committee should meet to discuss the change in traffic patterns, and develop a new Community Transportation Plan to address any remaining concerns regarding traffic infiltration and resident access. The new Resident Committee should have broader representation from the southern portion of the Lakeview area, ie. from Mayfield, Goodlad, Elwell, Rosewood and Wedgewood Streets. Membership of this new Lakeview Area Resident Committee should be finalised in conjunction with the completion of the Canada Way/Edmonds Street intersection upgrades.

#### **7.0 CONCLUSION**

At its regular meeting on 1994 February 7, Council approved a survey of the Lakeview area to assess the level of support for two resident proposals designed to reduce the volume of short-cutting traffic in both the northern and southern portions of the area. The survey deadline was set at 1994 March 18.

The response rate was 45.5%, with 553 completed surveys being returned out of a total of 1226 distributed. The responses were from a representative sample of area households, and the results of the survey showed that slightly over half of those households (52.5%) responding agreed with the closure of 4th Street. Approximately 53% of respondents in the southern portion of the Lakeview area were opposed to the proposal to reconfigure the north leg of the 6th Street/Edmonds Street intersection.

The results of the survey are, therefore, inconclusive. There is both strong opposition and strong support for each of the proposals. Each proposal would be effective in reducing traffic volumes; however, it would severely impact resident access.

Therefore, without a more conclusive survey result, neither of the proposals should be implemented.

The installation of pavement undulations should be considered by the current Lakeview Area Resident Committee, in order to address the issue of speeding traffic on the Lakefield Drive-4th Street corridor in advance of the reconstruction of the Canada Way/Edmonds Street intersection.

The intersection of Canada Way/Edmonds Street is expected to be constructed this summer. The provision of left turn lanes on all approaches will serve to increase capacity of the intersection, and thus reduce congestion. This reduction in congestion should attract more through traffic back onto Canada Way, and therefore, diminish the attraction of short-cutting through the Lakeview area. The addition of speed humps on the Lakefield Drive-4th Street corridor may further encourage the diversion of short-cutting traffic back onto Canada Way.

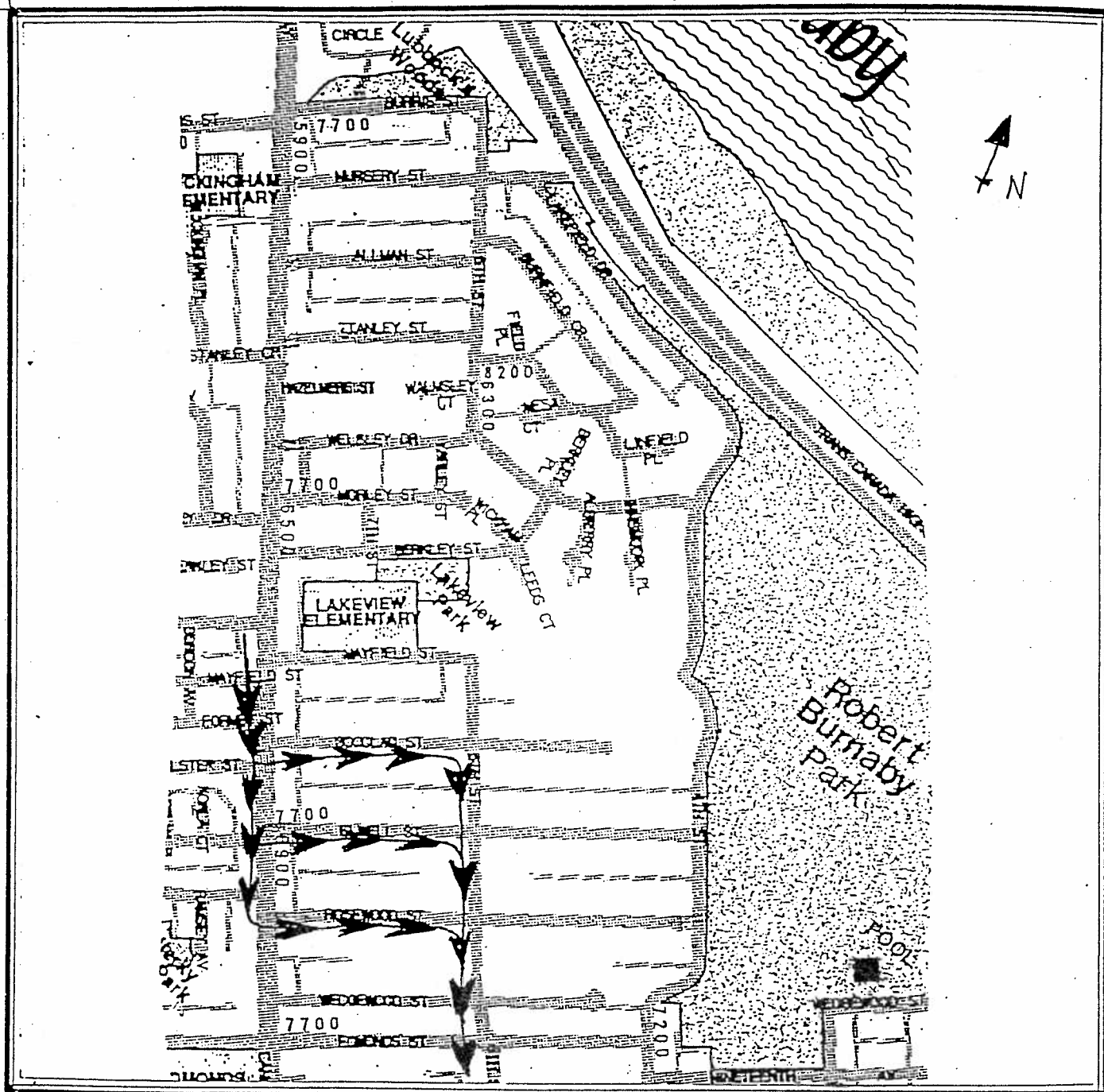
Traffic volumes on the Lakefield Drive-4th Street corridor should be monitored before and after the upgrade of Canada Way/Edmonds Street. A Resident Committee with better representation from the southern portion of the Lakeview area should be formed, and hold its first meeting in the Fall of 1994, after completion of the Canada Way/Edmonds Street intersection upgrades and the subsequent monitoring period.



D.G. Stenson, Director  
PLANNING AND BUILDING

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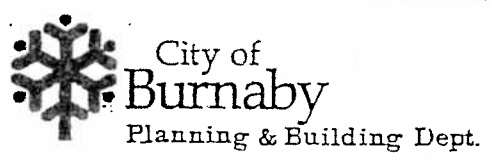
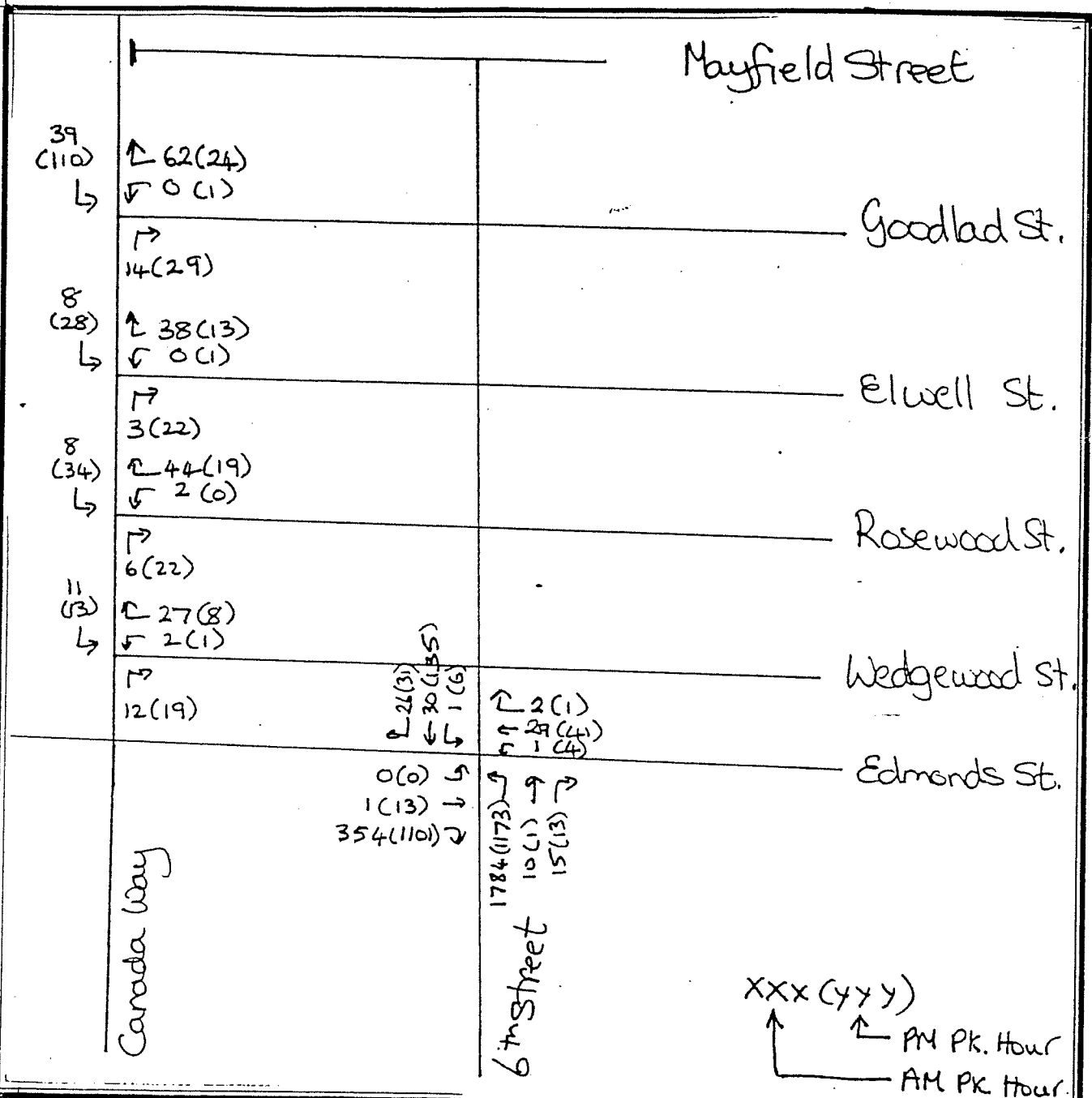


FIGURE 1

SHORTCUTTING THROUGH  
SOUTHERN PORTION  
OF LAKEVIEW AREA



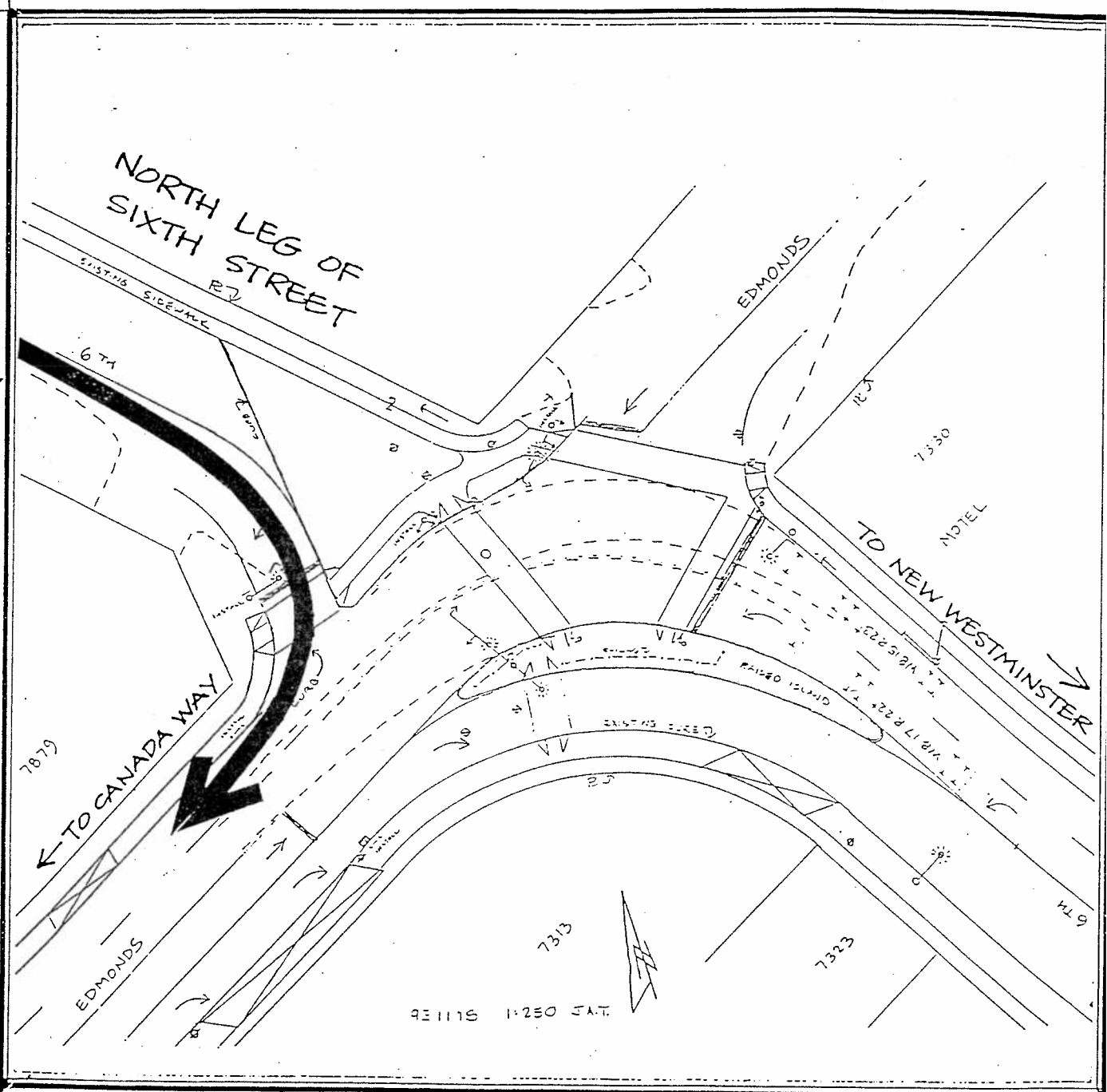
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City of  
**Burnaby**  
Planning & Building Dept.


**FIGURE 2**  
TURNING MOVEMENT  
COUNTS IN SOUTHERN  
PORTION OF LAKEVIEW AREA



Date:  
1994 FEB

Scale:  
1" = 20'

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**Burnaby**  
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FIGURE 3

RIGHT TURN ONLY  
FROM NORTH LEG OF  
SIXTH STREET.

