

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

Re: 16th Avenue Community Transportation
Plan - Phase II

RECOMMENDATION:

1. THAT a copy of this report be forwarded to all members of the 16th Avenue Resident Committee.

R E P O R T

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1994 March 09, adopted the attached staff report advising that the 16th Avenue Resident Committee does not wish to proceed with Phase II of the 16th Avenue Community Transportation Plan.

Respectfully submitted,

Members:

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

Councillor D. Evans
Chairman

Councillor J. Young
Member

:COPY - CITY MANAGER - DIRECTOR ENGINEERING - DIR. PLNG. AND BLDG.
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TO: CHAIR & MEMBERS
TRAFFIC & TRANSPORTATION COMMITTEE
(Transportation and Transit Division)

1994 MARCH 8

FROM: DIRECTOR PLANNING & BUILDING

OUR FILE: 16th Ave.

SUBJECT: 16TH AVENUE COMMUNITY TRANSPORTATION PLAN - PHASE II

PURPOSE: To report the position of the 16th Avenue Resident Committee regarding Phase II of the 16th Avenue Community Transportation Plan.

RECOMMENDATIONS:

1. THAT a copy of this report be forwarded to all members of the 16th Avenue Resident Committee.

R E P O R T

1.0 BACKGROUND

In the Spring of 1993, staff began a process of consultation with residents of the 7700 and 7800 blocks of 16th Avenue to discuss methods of reducing the speed and volume of traffic on this residential street. The volume of traffic on this portion of 16th Avenue increased significantly after the installation of a full traffic signal at the intersection of 16th Avenue/6th Street.

2.0 16th Avenue Community Transportation Plan

At its regular meeting on 1993 June 21, Council approved a two phased Community Transportation Plan for the area, as recommended by the 16th Avenue Resident Committee, as shown in Attachment A. Phase I of the plan called for the installation of a delta island at the 6th Street/16th Avenue intersection, and Phase II involved the installation of an additional delta island at the Canada Way/16th Avenue intersection, if necessary.

The first delta island, on the west leg of 16th Avenue at the 6th Street/16th Avenue intersection, was installed in September 1993. Traffic counts at twelve intersections in the area were conducted before and after the installation of the delta island, to document the impact on adjacent streets, and to assess the impact of the delta island on reducing the volume of traffic in the 7700 and 7800 blocks of 16th Avenue. A report dated 1993 December 24 documents the results of the "before and after" traffic count programme.

3.0 Phase II of the Community Transportation Plan

Staff met with the 16th Avenue Resident Committee met on 1994 February 17, to discuss a report documenting the impact of the first delta island on traffic patterns in the area. The Committee members present agreed that the delta island had been very successful in reducing the volume of traffic in the 7700 and 7800 blocks of 16th Avenue, and felt that the installation of a second delta island on 16th Avenue by Canada Way would not be necessary.

4.0 Canada Way/6th Street Area: Public Consultation

In response to a request from the Traffic and Transportation Committee for staff to consult with residents of streets parallel to 16th Avenue, between Canada Way and 6th Street, staff circulated a survey questionnaire to all households in the area bound by Canada Way, 6th Street, 19th Avenue, and 13th Avenue. The survey asked some questions regarding the importance of access, and asked residents to indicate concerns regarding speed and volume on their streets. Residents were asked to include their names and addresses if they were willing to be part of a Resident Committee to address traffic concerns of the whole neighbourhood. Staff will submit a report to the April meeting of the Traffic and Transportation Committee detailing the process for public consultation.

5.0 CONCLUSION

The delta island at the intersection of 6th Street/16th Avenue has been very successful in reducing the volume of traffic on the 7700 and 7800 blocks of 16th Avenue. The 16th Avenue Resident Committee acknowledges that the installation of a second delta island at the intersection of 16th Avenue/Canada Way is not necessary.



for D.G. Stenson, Director
PLANNING AND BUILDING

DAB/dab

ATTACHMENT A

COMMUNITY TRANSPORTATION PLAN 16TH AVENUE BETWEEN CANADA WAY & 6TH STREET

The 16th Avenue Resident Committee endorses the following two phased approach to eliminate "rat-running" traffic from the 7700 and 7800 blocks of 16th Avenue.

Phase I

A delta-island should be installed at the intersection of 6th Street/16th Avenue to prevent "rat-running" traffic from travelling straight through the signal at 6th Street/16th Avenue, and using the 7700 and 7800 blocks of 16th Avenue as a route to and from Canada Way. The cost of the delta island is estimated at \$25,000.

Phase II

Upon completion of Phase I, and subsequent monitoring of the "before and after" traffic counts, the effectiveness of the delta island will be reviewed with the Resident Committee to determine whether an additional delta island should be installed at the Canada Way end of 16th Avenue.

Local Improvement Program

Subject to resident concurrence, a Local Improvement Program could be initiated to address concerns of residents regarding street appearance and pedestrian safety.