

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR  
AND COUNCILLORS

Re: South East Burnaby Community Transportation Plan

RECOMMENDATIONS:

1. THAT Council approve the Community Transportation Plan for South East Burnaby shown in Figure 1, subject to a survey of area residents.
2. THAT the right turn restriction on 10th Avenue at 2nd Street be installed in advance of the Community Transportation Plan, and monitored to assess its effectiveness.
3. THAT a copy of this report be forwarded to the Ministry of Transportation and Highways requesting minor intersection improvements at 10th Avenue/6th Street and 10th Avenue/Canada Way as outlined in this report.
4. THAT a copy of this report be forwarded to 2nd Street Community School, Cariboo Hill Secondary School, Armstrong Elementary School, and John Knox Christian School.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1995 June 28, adopted the attached staff report supporting the South East Burnaby Community Transportation Plan subject to a survey of all area residents.

Respectfully submitted,

Members:

Mrs. Y. Coveney-Boyd  
Mr. E. Neumann  
Ms. L. Tatangelo  
Mr. L. Werden

Councillor D. Evans  
Chairman

Councillor J. Young  
Member

: COPY - CITY MANAGER - DIR. PLNG. & BLDG.
---

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

1995 JUNE 15

FROM: DIRECTOR PLANNING & BUILDING

OUR FILE: SE Burnaby  
08.1167

**SUBJECT: SOUTH EAST BURNABY COMMUNITY TRANSPORTATION PLAN**

PURPOSE: To recommend the approval of the South East Burnaby Community Transportation Plan subject to a survey of all area residents.

---

**RECOMMENDATIONS:**

1. THAT the Traffic and Transportation Committee approve the Community Transportation Plan for South East Burnaby shown in Figure 1, subject to a survey of area residents.
2. THAT the right turn restriction on 10th Avenue at 2nd Street be installed in advance of the Community Transportation Plan, and monitored to assess its effectiveness.
3. THAT a copy of this report be forwarded to the Ministry of Transportation and Highways requesting minor intersection improvements at 10th Avenue/6th Street and 10th Avenue/Canada Way as outlined in this report.
4. THAT a copy of this report be forwarded to 2nd Street Community School, Cariboo Hill Secondary School, Armstrong Elementary School, and John Knox Christian School.

**REPORT**

**1.0 BACKGROUND**

In the Summer of 1994, Council approved the initiation of a Community Transportation Plan for South East Burnaby. The area is defined in the Burnaby Transportation Plan as one for which a Community Transportation Plan is warranted due to excessive volumes of short-cutting traffic. In late Fall 1994, a Resident Committee was formed having representation from throughout the area and the first meeting was held. At this first meeting, the traffic patterns in the area were reviewed, and the available traffic calming and traffic control measures were discussed.

At its third meeting, the Resident Committee recommended the installation of a stop sign program in the area to address concerns regarding safety at uncontrolled intersections. The stop sign program was circulated to area residents in April to seek their approval. The response was overwhelmingly in favour of the stop sign installation, and the program was approved by Council in May 1995.

At its last meeting, the South East Burnaby Resident Committee proposed the Community Transportation Plan as shown in Figure 1 attached. The plan includes several different types of traffic calming and traffic control measures as described below.

## 2.0 Community Transportation Plan

The Community Transportation Plan comprises several traffic calming and traffic control measures as shown in Figure 1, and includes some recommendations for improvements to the major road network.

### 2.1 Traffic Calming Measures

The traffic calming measures included in the South East Burnaby Community Transportation Plan are designed to discourage traffic infiltration onto local residential streets in the area.

#### \* Stop Signs

Many of the intersections within the study area have no form of traffic control. The installation of stop signs would reduce conflicts at currently uncontrolled intersections, and discourage through traffic on 18th Avenue and 12th Avenue which are both fully protected by stop signs. The stop sign program has been approved, and the signs will be installed later in the Summer/early Fall.

At its last meeting, the Resident Committee recommended some minor amendments to the plan in response to comments included on the recent stop sign survey responses. The amendments included the installation of 4-way stop signs at 17th Avenue/1st Street, 17th Avenue/2nd Street, and 14th Avenue/Newcombe Street. The installation of 4-way stops was considered by the committee to be especially useful in increasing safety around Second Street Community School.

#### \* Speed Humps

Speed humps have been used in several areas as a traffic calming measure. They are particularly useful in reducing speed and, in doing so, discouraging through traffic. The Resident Committee has proposed the installation of speed

humps in all the school and park zones on local residential streets, and on other streets where there is the potential for short-cutting.

\* Low Profile Speed Humps

Council recently adopted a recommendation not to install speed humps on local collector streets, except in conjunction with school and park zones. Taking this into account the Resident Committee has recommended the installation of lower profile speed humps on 4th Street as a means of discouraging short-cutting traffic. These low profile humps have not been used yet in Burnaby; however, the Traffic and Transportation Committee recently recommended their use on Elwell Street between Canada Way and Humphries on an experimental basis subject to support from residents of that street.

\* Diagonal Diverter

A high number of short-cutting vehicles in the area north of 16th Avenue access the area via 17th Avenue at Newcombe in the morning. The diagonal diverter proposed at the intersection of Newcombe Street/17th Avenue would effectively stop commuter traffic from using the 8200 Blocks of 17th Avenue, 18th Avenue, and 19th Avenue. The Resident Committee has proposed the installation of an inexpensive "no post barrier" diverter at the intersection of Newcombe Street/17th Avenue. In the future, at such time as the Stormont McBride Connector is constructed, 17th Avenue would be a cul-de-sac at Newcombe Street and the need for the diverter would be eliminated.

\* Right Turn Restriction

The Resident Committee has proposed a right turn restriction at the intersection of 10th Avenue/2nd Street to address the issue of high volumes of commuter traffic turning right onto 2nd Street to avoid delays at 10th Avenue/6th Street during the morning peak period. The Committee has proposed that the right turn restriction be installed in conjunction with the stop signs, and that its effectiveness be monitored for a period of six months.

Initially, the Resident Committee had recommended a partial closure of the north leg of the 10th Avenue/2nd Street intersection which would prevent traffic from entering the neighbourhood at 2nd Street. The Committee chose the partial closure was because of its "self enforcing" nature. However, the closure would restrict traffic at all times, and not just during the AM Peak Period when the volume is highest.

After receiving a letter from a resident of the corner of 2nd Street/10th Avenue, the Committee decided to try the less restrictive right turn restriction as an interim measure which would be monitored to assess its effectiveness. The

residents of the area will be given the chance to vote on the proposal to convert the right turn restriction to a partial closure if necessary.

## 2.2 Improvements to the Major Road Network

In order to encourage through traffic to remain on the major roads, the following improvements are also recommended as part of the Community Transportation Plan.

### \* Installation of a Signal at Cumberland/16th Avenue

The intersection of Cumberland Street/16th Avenue is currently controlled by 4-way stop signs. A recent traffic count at the intersection revealed that it is operating at capacity, and that a signal would be warranted. Several of the residents who included comments on the recent stop sign questionnaire mentioned difficulty crossing the intersection at Cumberland/16th Avenue as one of their major concerns. Providing a signal would address the issue of congestion at the intersection, and would also provide for better pedestrian crossing opportunities.

### \* Installation of a Left Turn Signal from 6th Street onto 16th Avenue

In order to reduce congestion at the intersection of 6th Street/16th Avenue, the Resident Committee proposes the installation of a left turn phase from 6th Street southbound onto 16th Avenue eastbound. This separate signal phase would reduce the queuing at the intersection during the afternoon peak, and encourage traffic to stay on the major collector streets.

### \* Modifications to 10th Avenue/6th Street Intersection

During both the morning and afternoon peak periods, long queues form at the intersection of 10th Avenue/6th Street. The Resident Committee has proposed the addition of a southbound left turn phase from 6th Street onto 10th Avenue to try to encourage through traffic to stay out of the residential area.

In the morning, the intersection queuing could be alleviated somewhat by the addition of a westbound right turn lane from 10th Avenue onto 6th Street. Providing the right turn lane would increase the capacity of the intersection and would therefore allow more traffic to continue on 10th Avenue to Canada Way and Kingsway.

Staff propose that a letter be sent to the Ministry of Transportation and Highways recommending that they make these improvements to the intersection.

- \* Construction of westbound Right Turn Lane at 10th Avenue/Canada Way Intersection

The construction of a westbound right turn lane on 10th Avenue at Canada Way would also increase capacity at this intersection and would therefore reduce the short-cutting volumes from the area between Canada Way and 6th Street. Staff propose that the Ministry of Transportation and Highways be asked to consider this intersection improvement.

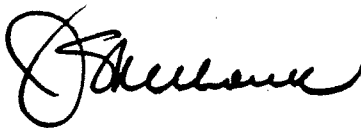
- \* Increase in Size of Park and School Signs on 16th Avenue

Sixteenth Avenue east of 6th Street is a Major Collector Secondary. Because of its designation, traffic calming measures are not feasible. However, there is a significant speeding problem in the vicinity of the various park and school zones along 16th Avenue. Staff propose that the size of the speed zone signs be increased, and that the R.C.M.P. be asked to enforce the speed limit when possible.

### 3.0 SUMMARY AND CONCLUSION

A committee of residents from South East Burnaby have been meeting with staff since the Winter of 1994 to develop a Community Transportation Plan to address the issue of traffic infiltration in their neighbourhood. After several meetings, the Committee, in conjunction with staff, developed a plan as shown in Figure 1 attached.

Staff propose that a survey be sent to all residents of the area to assess support for the plan, and that a public open house meeting be held in mid-September to answer questions and present background information regarding the planning process.



D.G. Stenson, Director  
PLANNING AND BUILDING

DAB/  
Attachment

cc: City Manager  
Deputy City Manager - Corporate Services  
Director Recreation & Cultural Services  
Director Engineering  
Director Finance

# Southeast Burnaby Community Transportation Plan



Figure 1

- Stop sign
- ⊙ Intersection / signal improvement
- ⋈ Diagonal diverter
- ⊘ Right turn restriction 6-9 AM (subject to resident approval and review of traffic patterns, could be converted to a partial closure)
- ▨ Speed hump
- ▩ Low profile speed hump

