

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR  
AND COUNCILLORS

Re: 16th Avenue: Traffic Patterns Between  
Canada Way and Kingsway

RECOMMENDATIONS:

1. THAT a copy of this report and information regarding the Engineering Department's Speed Hump Program be forwarded to Ms. Priscilla A. Cicek of 7605 16th Avenue, Burnaby, B.C., V3N 1P5.
2. THAT Council request that the R.C.M.P. traffic section enforce the speed limit in the park/playground zone on 16th Avenue, and that larger signs be installed on 16th Avenue.
3. THAT Council direct staff to schedule the commencement of a Community Transportation Plan for the area bounded by Canada Way, Edmonds Avenue, Kingsway, and 10th Avenue, as shown in Figure 1, in late 1995/early 1996.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1995 June 28, adopted the attached staff report documenting traffic patterns on 16th Avenue between Canada Way and Kingsway in response to a letter from Ms. Priscilla Cicek regarding the speed and volume of traffic using this portion of 16th Avenue.

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: 08.640  
"S"

SUBJECT: 16TH AVENUE: TRAFFIC PATTERNS BETWEEN CANADA WAY AND  
KINGSWAY

PURPOSE: To document traffic patterns on 16th Avenue between Canada Way and Kingsway in response to a letter from Ms. Priscilla Cicek of 7605 16th Avenue regarding the speed and volume of traffic using this portion of 16th Avenue.

---

**RECOMMENDATIONS:**

1. THAT a copy of this report and information regarding the Engineering Department's Speed Hump Program be forwarded to Ms. Priscilla A. Cicek of 7605 16th Avenue, Burnaby, B.C., V3N 1P5.
2. THAT the Traffic and Transportation Committee request that the R.C.M.P. traffic section enforce the speed limit in the park/playground zone on 16th Avenue, and that larger signs be installed on 16th Avenue.
3. THAT the Traffic and Transportation Committee direct staff to schedule the commencement of a Community Transportation Plan for the area bounded by Canada Way, Edmonds Avenue, Kingsway, and 10th Avenue, as shown in Figure 1, in late 1995/early 1996.

**REPORT**

**1.0 BACKGROUND**

A letter from Ms. Priscilla Cicek, a resident of 16th Avenue, appeared on the agenda of the March meeting of the Traffic and Transportation Committee. Ms. Cicek expressed concern regarding the speed and volume of traffic on 16th Avenue between Canada Way and Kingsway. Other residents of 16th Avenue who have contacted the City by phone, have mentioned that there has been a diversion of traffic onto their street after the installation of the speed humps on 14th Avenue. This report documents traffic patterns on 16th Avenue and suggests some methods of addressing Ms. Cicek's concerns.

**2.0 Traffic Patterns on 16th Avenue**

During March and May 1995, staff conducted a study of speed and volume on 16th Avenue, and a licence plate study to determine the percentage of through traffic during peak periods. The speed and volume count was conducted in the park zone on 16th Avenue between Canada Way and Davies Street, and is summarised in Table 1. The speed limit in the park zone is 30km/hr during daylight hours, as represented by the shaded area in the table. The percentage of vehicles travelling in excess of

excess of the speed limit is 77%.

**Table 1 Traffic Volume and Speed on 16th Avenue**

Time (hour ending)	Volume (v.p.h.)	# Speeding (v.p.h.)
01:00	17	7
02:00	20	9
03:00	9	5
04:00	8	2
05:00	4	1
06:00	16	7
07:00	62	34
08:00	140	137
09:00	117	113
10:00	47	43
11:00	69	63
12:00	81	76
13:00	88	82
14:00	80	75
15:00	84	80
16:00	155	146
17:00	235	227
18:00	185	180
19:00	125	38
20:00	87	27
21:00	69	25
22:00	59	20
23:00	51	14
24:00	37	13
<b>TOTAL</b>	<b>1845 v.p.d.</b>	<b>1424 v.p.d</b>

The traffic volume is high during the peak periods, with over 200 vehicles per hour using 16th Avenue during the PM Peak Hour. From a recent licence plate study of vehicles entering and leaving 16th Avenue at the Canada Way and Kingsway intersections, it is clear that a high proportion of peak period traffic, ie. 61% is non-local. The results of the licence plate survey are summarised in Table 2.

**Table 2 Percentage of Non-Local Traffic on 16th Avenue During Peak Periods**

Direction of Flow	% Short-Cutting Traffic	
	AM	PM
Canada Way to Kingsway	48%	25%
Kingsway to Canada Way	18%	61%

In the morning, 48% of traffic entering at Canada Way leaves at Kingsway. It is clear that this is commuter traffic using 16th Avenue as an alternative route to 10th Avenue. The proportion of through traffic entering 16th Avenue at Kingsway and leaving at Canada Way is low during the morning peak period.

In the afternoon, the percentage of short-cutting traffic is even higher than during the AM Peak Period. A high number of vehicles enter 16th Avenue at Kingsway, travel along 16th Avenue to Canada Way and turn right onto Canada Way. However, some vehicles carry on through the intersection of Canada Way/16th Avenue and make their way through the Canada Way-6th Street neighbourhood towards the east.

### 3.0 Potential Solutions - Traffic Calming Measures

In her letter, Ms Cicek expressed concern regarding the speed of vehicles through the park zone (Hilda Park) on 16th Avenue. Hilda Park is located on the south side of 16th Avenue behind some private property and is not visible from the street. Staff recommend that the size of the park zone regulatory signs be increased to draw attention to the park despite its not being visible from 16th Avenue.

The installation of speed humps on 16th Avenue would address the issue of speeding through the park zone and could be installed through the Speed Hump Program, but to effectively reduce the volume of commuter traffic on 16th Avenue would require the introduction of other traffic calming and traffic control measures, possibly including turn restrictions. However, staff are reluctant to recommend these restrictive traffic calming measures without a complete review of the traffic patterns in the area in consultation with area residents through a Community Transportation Plan process as outlined in the next section.

#### 4.0 Community Transportation Plan Process

There is some similarity between this and the area between Canada Way and 6th Street which has recently completed a Community Transportation Plan. Due to congestion on the major roads around the boundary of these residential areas, traffic is seeking a short-cut via local residential streets. The difficulty with installing traffic calming or traffic control measures in isolation on any one street within such an area has been demonstrated in both the Canada Way - 6th Street and Forest Glen areas, as well as in the resident reported diversion of traffic onto 16th Avenue as a result of the installation of speed humps on 14th Avenue.

Therefore, in order to develop a comprehensive plan for the area which addresses issues of short-cutting traffic and speed without diverting the problems faced by 16th Avenue onto other streets in the neighbourhood, staff recommend that the designation of Community Transportation Plan areas in the Burnaby Transportation Plan be amended to include the area bounded by Canada Way, Edmonds Avenue, Kingsway, and 10th Avenue, as shown in Figure 1. The Community Transportation Plan for the area could begin in late 1995/early 1996. In the meantime, however, Ms. Cicek would have the opportunity to apply for speed humps on 16th Avenue through the Speed Hump Program. The installation of speed humps would address Ms. Cicek's primary concern of traffic speeding through the park zone. The installation of speed humps on 16th Avenue would not jeopardize the Community Transportation Plan Process.

In the context of the Community Transportation Plan process, residents will be given the opportunity to develop traffic calming measures to address the traffic infiltration they are experiencing as a result of insufficient capacity on the major roads bordering their area. In addition to looking at traffic infiltration, the Resident Committee will also review the plans for the future upgrading of Kingsway and how it will impact their access. As with other Community Transportation Plans, residents of the area will have to consider the impact traffic calming and traffic control measures will have on their access.

#### 5.0 CONCLUSION AND RECOMMENDATION

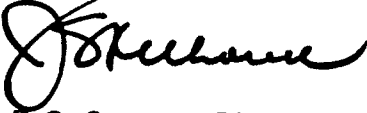
In a letter to the Traffic and Transportation Committee, Ms. Priscilla Cicek expressed her concern regarding the speed and volume of traffic on 16th Avenue between Canada Way and 16th Avenue. Traffic counts and speed studies have shown that there is a high volume of traffic using the street during peak periods, and speeds through the park zone on 16th Avenue are in excess of the posted speed limit. As an initial step, staff recommend that the size of the park zone signs on 16th Avenue be increased to alert motorists to the speed restriction.

A licence plate study conducted in May showed that 16th Avenue between Canada Way and Kingsway is also experiencing a high proportion of non-local traffic during the morning and afternoon peak periods. In order to address the issues of traffic infiltration on 16th Avenue without diverting the problem onto another street in the area, staff propose that a Community Transportation Plan be conducted for the area

Planning & Building  
Re. Traffic Patterns on 16th Avenue  
Between Canada Way and Kingsway  
1995 June 15 Page 5

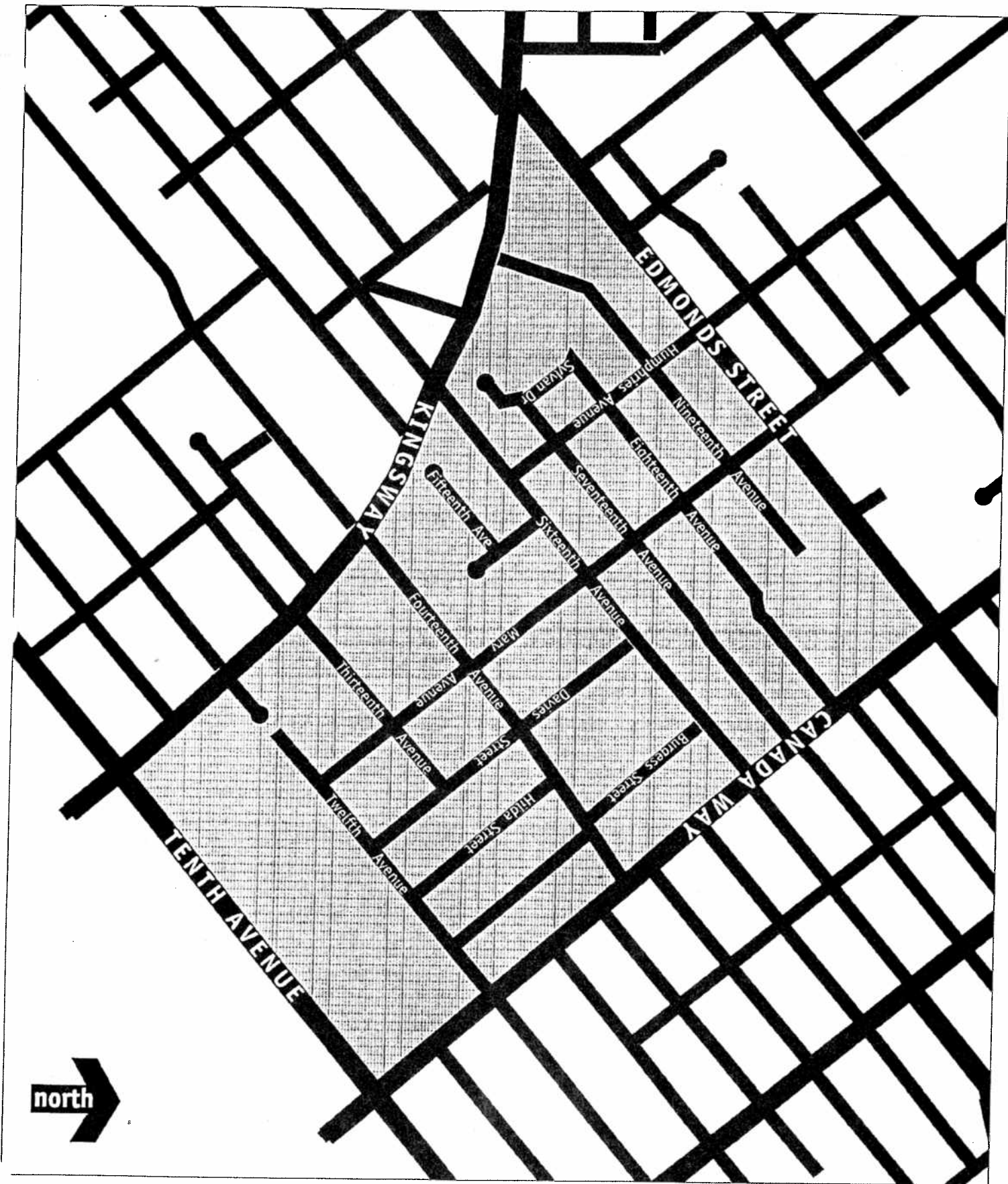
bounded by Edmonds Street, Kingsway, 10th Avenue, and Canada Way. Therefore, staff recommend that the Burnaby Transportation Plan be amended to add this area to the "Neighbourhood Protection Actions" network.

If approved by the Traffic and Transportation Committee and Council, a Community Transportation Plan for the area could begin in late 1995/early 1996.

  
D.G. Stenson, Director  
PLANNING & BUILDING

DAB/

cc: City Manager  
Deputy City Manager : Corporate Services  
Director Engineering  
Director Parks and Cultural Services  
Director Finance



Proposed Community Transportation  
Plan Area

FIGURE 1

