

REPORT
1995 May 15

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

Re: Elwell Street: Traffic Concerns and Status as a Local Collector

RECOMMENDATIONS:

1. THAT a copy of this report be forwarded to Ms. Shairry Tanquary and Mr. Chris Miller of Elwell Street.
2. THAT a survey be sent to the residents of Elwell Street to assess their support for a City funded test of lower profile speed humps on Elwell Street between Canada Way and Walker Street.

R E P O R T

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1995 May 10, adopted the attached staff report recommending that a test installation of lower profile speed humps be offered to the residents of Elwell Street in an attempt to reduce the volume of speeding traffic between Canada Way and Walker Avenue.

MEMBERS:

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

Respectfully submitted,

Councillor D. Evans
Chairman

Councillor J. Young
Member

:-COPY - CITY MANAGER

- DIRECTOR PLANNING & BUILDING
- DIRECTOR ENGINEERING
- DIRECTOR FINANCE
- DIRECTOR REC. & CULT. SERV.

TO: CHAIR & MEMBERS
TRAFFIC & TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

1995 APRIL 19

FROM: DIRECTOR PLANNING & BUILDING

OUR FILE: 08.640
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SUBJECT: **ELWELL STREET: TRAFFIC CONCERNS AND STATUS AS A
LOCAL COLLECTOR**

PURPOSE: To provide information to the Traffic and Transportation Committee regarding the traffic patterns on Elwell Streets and to recommend mitigation in the form of traffic calming measures.

RECOMMENDATIONS:

1. THAT a copy of this report be forwarded to Ms. Shairry Tanquary and Mr. Chris Miller of Elwell Street.
2. THAT a survey be sent to the residents of Elwell Street to assess their support for a City funded test of lower profile speed humps on Elwell Street between Canada Way and Walker Street.

REPORT

1.0 BACKGROUND

At the March meeting of the Traffic and Transportation Committee, a delegation from Elwell Street requested that the City review the classification of Elwell Street in the Burnaby Transportation Plan. Elwell Street is currently a local collector. The delegation had appeared before an earlier meeting of the Traffic Safety Division of the Traffic and Transportation Committee requesting the installation of speed humps on Elwell Street.

At the time when the residents appeared before the Traffic and Transportation Committees, the future of the Engineering Department's Speed Hump program was under review, and the installation of speed humps through that program had been suspended. The issue of the installation of speed humps on local collector streets was also in question. Therefore, the Traffic and Transportation Committee directed staff to review the status of Elwell Street in the Burnaby Transportation Plan, and to recommend traffic calming measures to reduce the speed of traffic using Elwell Street.

This report documents the traffic patterns on Elwell Street, and recommends traffic calming measures using lower profile speed bumps as a test installation.

2.0 TRAFFIC PATTERNS ON ELWELL STREET

During March and April 1995, staff conducted extensive data collection on Elwell Street to document traffic patterns. This data included traffic counts, speed studies, and licence plate matching surveys to determine the portion of through traffic.

(i) Traffic Volume

In a presentation to the Traffic and Transportation Committee, Ms. Tanquary referred to the high traffic volume on Elwell Street on weekends well as week days. To assess this, traffic count data was collected over a period of one full week as shown in Table 1 below.

TABLE 1: Traffic Volumes on Elwell Street (between Canada Way and Humphries)

Day	Daily Volume	Peak Hour Volume (time)
Sunday	2334	208 (1-2 PM)
Monday	3450	313 (4-5 PM)
Tuesday	3430	313 (2-3 PM)
Wednesday	3448	324 (4-5 PM)
Thursday	3687	327 (4-5 PM)
Friday	3796	346 (3-4 PM)
Saturday	3240	285 (4-5 PM)

Analysis of the traffic count information shows that the overall daily volume is within the range of 1000 - 5000 vehicles appropriate for a local collector street. Traffic volumes on Elwell Street are therefore not excessive nor do they indicate a preponderance of peak period traffic which would suggest extensive use of the street by shortcutting traffic.

(ii) Proportion of Through Traffic on Elwell Street

In order to assess the portion of "through" traffic passing along Elwell Street between Canada Way and Walker Avenue, staff recorded licence plate numbers of all vehicles entering and leaving Elwell Street at these locations during the morning and afternoon peak periods.

The licence plate information showed that the overall portion of through traffic in the morning is approximately 25%, and in the afternoon the through traffic portion drops to 15%.

(iii) Traffic Speed

The major concern expressed by the delegation was the speed of traffic on Elwell Street. Staff conducted a speed study of vehicles on Elwell Street passing by Richmond Park. The speed study showed that while an average of approximately 12% of vehicles traveling through the park zone obey the speed limit of 30 km/hr, 80% of traffic travels at speeds in excess of 50km/hr.

3.0 DESIGNATION OF ELWELL STREET IN THE BURNABY TRANSPORTATION PLAN

In the recently adopted Burnaby Transportation Plan, Elwell Street is designated as a "local collector" but the Traffic and Transportation Committee recommended a review of this designation. From the licence plate study summarized above, it is clear that there is some "short-cutting" traffic using Elwell Street, but the portion is much lower than on other streets in Burnaby where short-cutting is a problem. For example, 16th Avenue between Canada Way and 6th Street had over 80% through traffic before the short-cutting was addressed through a Community Transportation Plan.

In the Burnaby Transportation Plan, the function of a local collector is to primarily to provide access to adjacent land uses, but also to provide some mobility for residents of the neighbourhood as a whole. The neighbourhood streets which intersect with Elwell Street use Elwell as a local collector to travel to and from either Canada Way or Walker Avenue. The overriding function of Elwell Street as a local collector is borne out by the finding of the licence plate survey that over 75% of the vehicles using Elwell St. originate from or are destined to the local neighbourhood and that there are several cul-de-sac streets which take access onto Elwell Street. Therefore, a change in status for Elwell Street as a local collector is not recommended.

4.0 INSTALLATION OF TRAFFIC CALMING MEASURES

At the March meeting of the Traffic and Transportation Committee, Ms. Tanquary and Mr. Miller requested speed humps on Elwell Street. At the time of the meeting, the speed hump program was under review. The review of the program has now been completed. In a report to the April 1995 meeting of the Traffic and Transportation Committee (Traffic Safety Division), staff recommended the continuation of the speed hump program to allow further testing.

The recommendations contained in the report were adopted by Council at its regular meeting on 1995 April 10. Those recommendations are listed below:

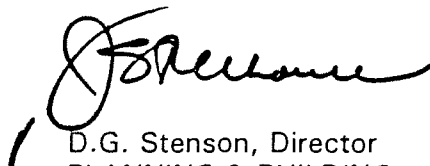
- "1. THAT the speed hump test program be extended for one year of further evaluation as discussed in this report"*
- 2. THAT the speed hump installations be fully resident funded through the Local Improvement Program petition process unless otherwise directed by Council.*
- 3. THAT any further applications of speed humps be restricted to local residential streets that are not transit routes.*

4. *THAT a test installation of lower profile speed bumps on a minor local collector street be carried out for evaluation purposes subject to resident support.*
5. *THAT a copy of this report be sent to the Transportation and Transit Division of this Committee for consideration relative to the Community Transportation Plan initiatives."*

In the report the merits of testing a lower profile bump, called a "thump" on a local collector street were discussed as a basis for Recommendation 4. In this regard it is the view of staff that, subject to resident approval, Elwell Street would be an appropriate area to test low profile bumps. Because of the experimental nature of the installation, there would be no cost to residents of Elwell Street.

5.0 CONCLUSION AND RECOMMENDATION

After a study of traffic patterns on Elwell Street between Canada Way and Walker Avenue, staff do not recommend a change in designation of Elwell Street from that of a local collector. At the present time, however, the installation of full sized speed humps is not recommended on local collector routes. Therefore, staff recommend that a test installation of lower profile speed humps, as approved by Council on 1995 April 10, be offered to the residents of Elwell Street in an attempt to reduce the volume of speeding traffic between Canada Way and Walker Avenue.



D.G. Stenson, Director
PLANNING & BUILDING

DAB/jp

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

