

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

D. BARRICADE OF GROVE AVENUE AT FRANCES STREET

RECOMMENDATIONS:

1. THAT two-way traffic be restored to Grove Avenue north of Frances Street subject to there being a prior opportunity to implement traffic calming measures on tributary streets as discussed in this report.
2. THAT a copy of this report be sent to the parties that have previously been corresponded with on this issue.

R E P O R T

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1995 September 05, received the attached staff report providing a review of the half barricade of Grove Avenue implemented late last year. Arising from the discussion, the Committee requested that two-way traffic be restored to Grove Avenue north of Frances Street subject to there being a prior opportunity to implement traffic calming measures on tributary streets as discussed in the report.

MEMBERS:

Mr. W.B. Bennett
Mr. M. Bloomfield
Mrs. L. Brown
Mrs. M. Canessa
Mr. E. Fourchalk
Ms. L. Kapp
Mr. M. Mullan
Ms. D. Niccoli
Mr. D. Ramsbotham
Mr. D. Richardson
Mr. R. Weston

: COPY - CITY MANAGER
- DIRECTOR ENGINEERING

Respectfully submitted,

Councillor J. Young
Chairman

Councillor D. Evans
Member

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 1995 08 08
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 50-01-10
SUBJECT: BARRICADE OF GROVE AVENUE AT FRANCES STREET
PURPOSE: To provide a review of the half barricade of Grove Avenue implemented late last year.

RECOMMENDATION:

1. THAT a copy of this report be sent to the parties that have previously been corresponded with on this issue.

REPORT

1.0 INTRODUCTION

At its meeting of 1994 November 28, Council approved a report that outlined a stakeholder consensus for altering the full barricade of Grove Avenue at Frances Street.

In our report we noted that *“in discussions with stakeholders it was agreed that the proposed changes could again be reviewed by the Traffic Safety Committee in six months time if there are concerns that remain unresolved.”*

Accordingly in May of this year, we wrote to the named stakeholder representatives as follows:

“This six month trial period is drawing to a close and the question is: Are there major concerns that remain unresolved? ... I am looking to you for guidance as to whether there is a need for further review. We will be collecting traffic count data in any case but if there is widespread dissatisfaction with the present arrangement, we would also carry out further ‘consumer’ surveys of both resident and commercial interests.

I look forward to receiving your views on this issue along with any suggestions you may have for improvements.”

The responses received to a large extent reflect the views that one would expect relative to the representations made previously. From a Grove/Frances resident perspective, the half barricade is better than the original situation when there was no barricade. Similarly, the merchants would view the half barricade as better than the full barricade but not as satisfactory as full access. Concurrently, there has been strong lobbying from a number of North Burnaby residents who shop at the Kensington Plaza and are troubled in principal with the curtailment in access provided by the existing half barricade. It has been noted that the City’s approval for expansion of the shopping centre in the 1980’s was predicated upon enhanced access to Grove Avenue, which has now been compromised.

2.0 DISCUSSION

In analysing a previous survey of residents (1994 May) we noted while there was not “a consensus for retention of the barricade (the survey) did indicate a willingness and desire to see something done.”. Thus, as a prerequisite to removal of the barricade, we would propose a prohibition for trucks turning left from Sperling Avenue to Frances Street which would address one of the major concerns initially raised by Shaffin Poonja, a resident (since moved), at the corner of Sperling Avenue and Frances Street.

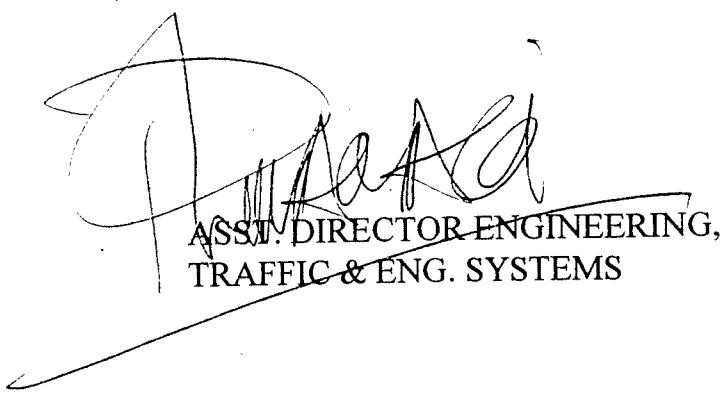
We also note that there is now an approved extension of the program for the installation of speed humps through LIP and this measure should be made available to affected residents on Grove Avenue and Frances Street. With regard to Grove Avenue, we note that the section of that street between Frances Street and Union Street is on the priority list for upgrading to final residential standard through the LIP program. The concurrent installation of speed humps should be offered to residents through that LIP process. Staff would also review other cost sharing opportunities for the retrofit installation of a speed bump at the present closure on Grove Avenue and a bump along Frances Street in the short block between Sperling Avenue and Grove Avenue.

3.0 CONCLUSION

The issue of the Grove Avenue barricade is not one that can readily be addressed through an objective evaluation process. On the one hand, we have a small group of residents who benefit, presumably significantly, from a significant reduction of traffic on their streets. Balanced against that benefit is a larger group of residents which suffer a small, but to some of them not insignificant, impact on their lifestyle through this reduction in access to the shopping centre. While local residents may perceive that their street is "safer" as a result of reduced traffic, there is some argument that overall safety has been compromised by "forcing" more shoppers onto the major road network. There are corollary safety concerns such as increased traffic usage of the lane behind Hastings Street and the occasional illegal, but none-the-less potentially hazardous flouting of the one-way restriction on Grove Avenue.

Thus, the balancing of costs and benefits is driven by divergent community values and the weight attached to those community values. The options now before the Committee are to leave the half barricade at Grove Avenue (with some fine tuning to the design) or to remove it altogether. Our recommendation for its removal would be

"THAT two-way traffic be restored to Grove Avenue north of Frances Street subject to there being a prior opportunity to implement traffic calming measures on tributary streets as discussed in this report."



ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

PL:jb

cc: City Manager