

REPORT
1995 May 08

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

**A. TRAFFIC VOLUME ON WILLINGDON AVENUE FROM
IMPERIAL STREET TO WILLINGDON EXTENSION**

RECOMMENDATION:

1. THAT a copy of this report be sent to J.P. Daem, Strataco Management Ltd., #302 - 4180 Lougheed Highway, Burnaby, B.C., V5C 6A7.

R E P O R T

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1995 May 02, adopted the attached staff report responding to concerns raised by Strataco Management Ltd. on behalf of Balmoral on the Park Strata Council, regarding the amount of traffic on Willingdon Avenue between Imperial Street and the Patterson diversion.

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. Rankin
Mr. R. Weston

Respectfully submitted,

Councillor J. Young
Chairman

Councillor D. Evans
Member

:-COPY -CITY MANAGER
- DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 1995 04 21

FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-01-04

SUBJECT: TRAFFIC VOLUME ON WILLINGDON AVENUE FROM
IMPERIAL STREET TO WILLINGDON EXTENSION

PURPOSE: To respond to concerns raised by Strataco Management on behalf of the
Balmoral on the Park Strata Council (6759 Willingdon Avenue).

RECOMMENDATION:

1. THAT a copy of this report be sent to J.P. Daem, Strataco Management Ltd.,
#302 - 4180 Lougheed Highway, Burnaby, B.C., V5C 6A7.

REPORT

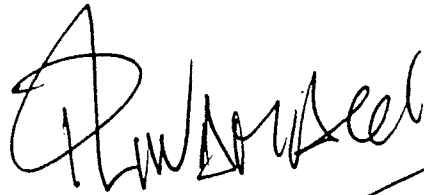
Appearing on the 1995 March 06 Council agenda was a letter from Strataco Management Ltd., the property managers for Balmoral on the Park at 6759 Willingdon Avenue. This correspondence was referred to the Traffic Safety Committee and subsequently to staff on 1995 April 04. The correspondence described the situation as follows:

“Balmoral on the Park is a highrise Strata Corporation consisting of eighty-two units, whose owners have some concerns about the amount of traffic on Willingdon Avenue between Imperial Street and the Patterson diversion. The owners are requesting that Municipal staff review the amount of traffic in this area and provide potential resolutions to this problem.”

*Traffic Volume on Willingdon Avenue from
Imperial Street to Willingdon Extension
1995 04 21 - Page 2*

In anticipation of the referral, staff conducted morning and evening peak turning movement counts at the Willingdon/Imperial intersection. These data are shown on Exhibits 1 and 2 attached. The two two-hour peak volumes on the north leg are not considered excessive for a street which functions (by virtue of the high density development in the area) as a local collector. Nonetheless, there is an indication that some traffic uses this street in order to bypass queuing at the traffic signal control at Willingdon Extension/Patterson/Imperial. This intersection has been identified as requiring improvement to enhance capacity. As the timing of these improvements is not imminent, staff will be fine tuning the signal phasing to minimize delays.

Pending improvements and given the volumes observed, we do not recommend any action that would impair accessibility along the subject length of Willingdon north of Imperial.



ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

AE/PL:jb
Attach.

cc: City Manager

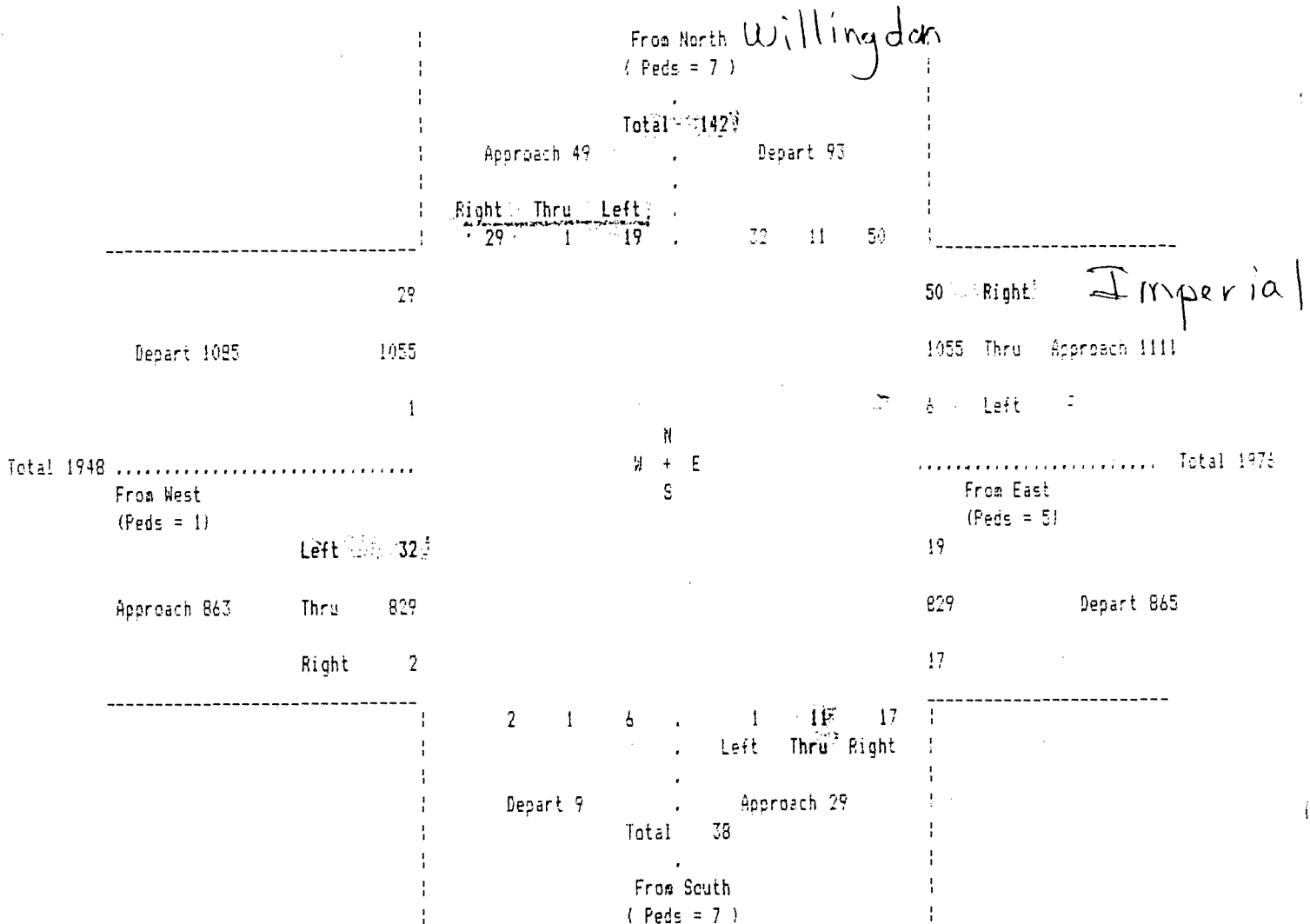
DISTRICT OF BURNABY TRAFFIC ENGINEERING
Two Vehicle Analysis

Page: 3
Date: 3/17/1995

Location: IMPERIAL-WILLINGDON
Study ID: MERG 00799
Operator: S.FORDAN & A.EVANS
Weather: OVERCAST & WINDY
Starts: 03/21/95 at 07:00
Ends: 03/21/95 at 09:00:00
Interval: 5 min Intervals: 24
S/N: 69 Type: Car, Truck, Pedest
Correction: 1.00

	From North				From South				From East				From West				Vehicle Total
	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	
Grand Total Auto	7	19	1	29	7	1	11	17	5	6	994	49	1	31	808	2	1968
%		0.9	0.0	1.4		0.0	0.5	0.8		0.3	48.4	2.4		1.5	39.4	0.1	95.9%
Truck		0	0	0		0	0	0		0	61	1		1	21	0	64
%		0.0	0.0	0.0		0.0	0.0	0.0		0.0	3.0	0.0		0.0	1.0	0.0	4.1%
All	7	19	1	29	7	1	11	17	5	6	1055	50	1	32	829	2	2052
%		0.9	0.0	1.4		0.0	0.5	0.8		0.3	51.4	2.4		1.5	40.4	0.1	100.0%

TURNING MOVEMENTS FOR TOTAL INTERSECTION



DISTRICT OF BURNABY TRAFFIC ENGINEERING
Two Vehicle Analysis

Page: 3
Date: 3/19/19

Location: IMPERIAL-WILLINGDON Starts : 03/21/95 at 16:00:
Notes : Ends : 03/21/95 at 18:00:
Study ID: MERG 00902 Interval : 5 min Intervals: 24
Operator: S.FORDAN & A.EVANS S/N : 69 Type: Car, Truck, Pedest
Weather : CLOUDY Correction: 1.00

	From North			From South			From East			From West			Vehicle Total
	Peds	Left	Thru Right	Peds	Left	Thru Right	Peds	Left	Thru Right	Peds	Left	Thru Right	
Grand													
Total Auto	17	26	1 29	29	5	4 11	11	14	1051 67	1	71	1579 20	2878
%	0.9	0.0	1.0	0.2	0.1	0.4	0.5	35.9	2.3	2.4	54.0	0.7	98.4%
Truck	0	0	0	0	0	0	0	26	0	1	20	1	48
%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.7	0.0	1.6%
All	17	26	1 29	29	5	4 11	11	14	1077 67	1	72	1599 21	2926
%	0.9	0.0	1.0	0.2	0.1	0.4	0.5	36.8	2.3	2.5	54.6	0.7	100.0%

TURNING MOVEMENTS FOR TOTAL INTERSECTION

