

REPORT
1995 May 08

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

B. TRAFFIC IN LANE BEHIND 6900 BLOCK OF CANADA WAY

RECOMMENDATION:

1. THAT a copy of this report be sent to Mr. Alfred Pratt, #3 - 6944 Canada Way, Burnaby, B.C., V5E 3R5.

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 Mr. Alfred Pratt regarding the speed and volume of traffic in the lane behind the east side of Canada Way between Elwell Street and Rosewood Street.

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:**
SUBJECT: TRAFFIC IN LANE BEHIND 6900 BLOCK OF CANADA WAY
PURPOSE: To respond to concerns raised by Mr. Alfred Pratt of #3 - 6944 Canada Way,
regarding the traffic in the lane behind the east side of Canada Way between Elwell
Street and Rosewood Street.

RECOMMENDATION:

1. THAT a copy of this report be sent to Mr. Alfred Pratt, #3 - 6944 Canada Way,
Burnaby, B.C., V5E 3R5.

REPORT

At its March meeting the Committee received referred correspondence from Council from Mr. A. Pratt regarding traffic in the lane behind the east side of Canada Way between Elwell Street and Rosewood Street. The correspondence was referred to staff for report.

Mr. Pratt had previous contact with staff on this issue, and in consideration of his concerns, we sent him a letter on the City's rear lane speed bump program with the attached diagram indicating the suggested location of bumps. We also carried out an automatic count of vehicles and speeds in the lane.

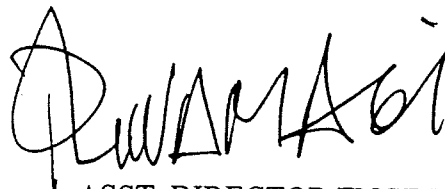
Mr. Pratt believes that traffic has been attracted to the lane because of the road humps installed on Elwell Street. He has described the situation as follows:

"I'm sure you are aware of the build-up of traffic on Canada Way in the afternoon rush. It can take 15 minutes to go from Imperial to Edmonds. Up until the speed bumps were installed on Elwell, commuters would use Elwell to get down to Sixth St. Now, they turn onto Elwell, see the speed bumps and turn into our lane to get to Rosewood then to Sixth."

Our traffic count recorded the passage of 80 vehicles in 24 hours with a maximum hourly count of 15 vehicles (between 4:00 and 5:00pm) in this lane. Over 80% of vehicles were recorded travelling within the rear lane speed limit and only 3 vehicles were counted as travelling in excess of 40 km/h. These data do not indicate a significant problem nor do they invalidate Mr. Pratt's hypothesis of some extraneous pm traffic. The factors described by Mr. Pratt will be addressed through a number of ways, as follows:

1. The improvements to the Canada Way/Edmonds intersection will reduce traffic queue delay that causes some drivers to exit Canada Way prior to their otherwise preferred access to the neighbourhood.
2. Any extraneous traffic in the lane is locally based and as drivers "learn" that there are speed humps on Elwell they will be disinclined to dodge them by using this lane.
3. There is an outstanding request for speed humps on Rosewood which, if processed to implementation, will restrike the previous balance of accessibility amongst neighbourhood streets.

Thus the problem perceived by Mr. Pratt will be obviated over time but in the interim, the rear lane speed bump initiative we have suggested earlier remains an effective option for the immediate area residents.



ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS:

PL:jb
Attach.

cc: City Manager

SEE FACET 12-F

