

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

H. PARKER/CURTIS STREET

RECOMMENDATION:

1. **THAT** Council forward a copy of the *attached* report to:
 - a) Mr. Dean Buchannon of 5588 Meadedale Drive; and
 - b) Mr. Phil Durber of 6585 Curtis Street
 - c) Ms. Loretta Wren of 6662 Curtis Street

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1997 February 04, adopted the *attached* report advising of changes in traffic flows that have occurred in this corridor since the completion of the Hastings - Gaglardi Connector.

MEMBERS:

Mr. N. Smith
Mr. D. Berardine
Mrs. M. Canessa
Mr. E. Fourchalk
Ms. L. Kapp
Mrs. D. Mumford
Mr. D. Ramsbotham
Mr. D. Richardson
Mr. A. MacDonald

Respectfully submitted,

Councillor J. Young
Chair

Councillor D. Evans
Member

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 1997 01 24
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-07-03
SUBJECT: PARKER/CURTIS STREET
PURPOSE: To advise the Committee of the changes in traffic flows that have occurred in this corridor since the completion of the Hastings - Gaglardi Connector.

RECOMMENDATION:

1. THAT a copy of this report be sent to:
 - a) Mr. Dean Buchannon of 5588 Meadedale Drive;
 - b) Mr. Phil Durber of 6585 Curtis Street; and
 - c) Ms. Lorretta Wren of 6662 Curtis Street.

REPORT

1.0 TRAFFIC COUNTS

The Burnaby Mountain Parkway connecting Hastings Street and Gaglardi Way is now complete. Prior to completion, staff conducted a series of manual traffic counts at the major signalized intersections and 24 hour automatic counts between these intersections. During the Fall of 1996, following completion of the project, these traffic counts were repeated. The counts are summarized on the figures attached to this report. Figures 1 and 2 show the morning and afternoon peak period counts before the completion of Burnaby Mountain Parkway. Figures 3 and 4 show the morning and afternoon peak period counts after the completion of Burnaby Mountain Parkway. Figure 5 shows a comparison of the 24 hour volumes in the corridor.

The 24 hour counts indicate decreases in traffic flows from east to west as follows: 84% east of Duthie, 44% between Duthie and Sperling, 25% between Sperling and Kensington, 19% between Kensington and Holdom, 22% between Holdom and Delta, 13% between Delta and Willingdon, and 12% west of Willingdon.

During peak periods, the manual traffic counts show changes in total intersection traffic volumes as follows:

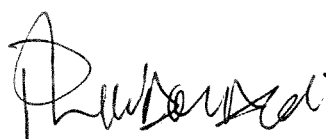
Intersection	AM Peak	PM Peak
Curtis @ Duthie	-32%	-29%
Curtis @ Sperling	-17%	-23%
Curtis @ Kensington	-18%	-20%
Curtis/Parker @ Holdom	-16%	-17%
Parker @ Springer	-18%	-8%
Parker @ Delta	-8%	-11%
Parker @ Willingdon	+5%	+3%

The differences in these changes from those shown during the 24 hour periods reflect the increases in north-south traffic flows following the opening of Burnaby Mountain Parkway.

2.0 VEHICLE SPEEDS

Speed studies were collected during Fall 1995, prior to the opening of Burnaby Mountain Parkway, and during Fall 1996 following the opening of Burnaby Mountain Parkway. Speeds were collected using machines with road tubes to measure twenty four hour periods. While not as accurate as radar units, these machines do provide a relative measure of vehicle speeds for comparison. The location chosen for the comparison was the section of Parker Street between Springer and Holdom Avenues. This section is representative of much of the corridor and provides a further indication of the effect of the hill east of Holdom Avenue on westbound vehicle speeds. Saturday and Sunday speeds were also measured to determine the effect of reduced traffic flow on vehicle speeds.

The results were compared on the basis of the 85th percentile speeds. The 85th percentile speed is the speed at which 85% of the vehicles measured are travelling at or below. This speed is the standard speed often used by engineers to determine the effectiveness of posted speed limits. The 85th percentile measured before the opening of Burnaby Mountain Parkway for the westbound direction was 65 km/h for Friday, 66 km/h for Saturday, and 64.5 km/h for Sunday. The eastbound direction was not measured due to a machine malfunction. Following the opening of Burnaby Mountain Parkway, the 85th percentile for westbound was found to be 62 km/h for Friday, 63 km/h for Saturday, and 64.5 km/h for Sunday. In the eastbound direction, the speeds were 57 km/h for Friday, 61 km/h for Saturday, and 63 km/h for Sunday. These results are similar to those measured on other collector streets in the City.



ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

BB:
Attach.

cc: City Manager

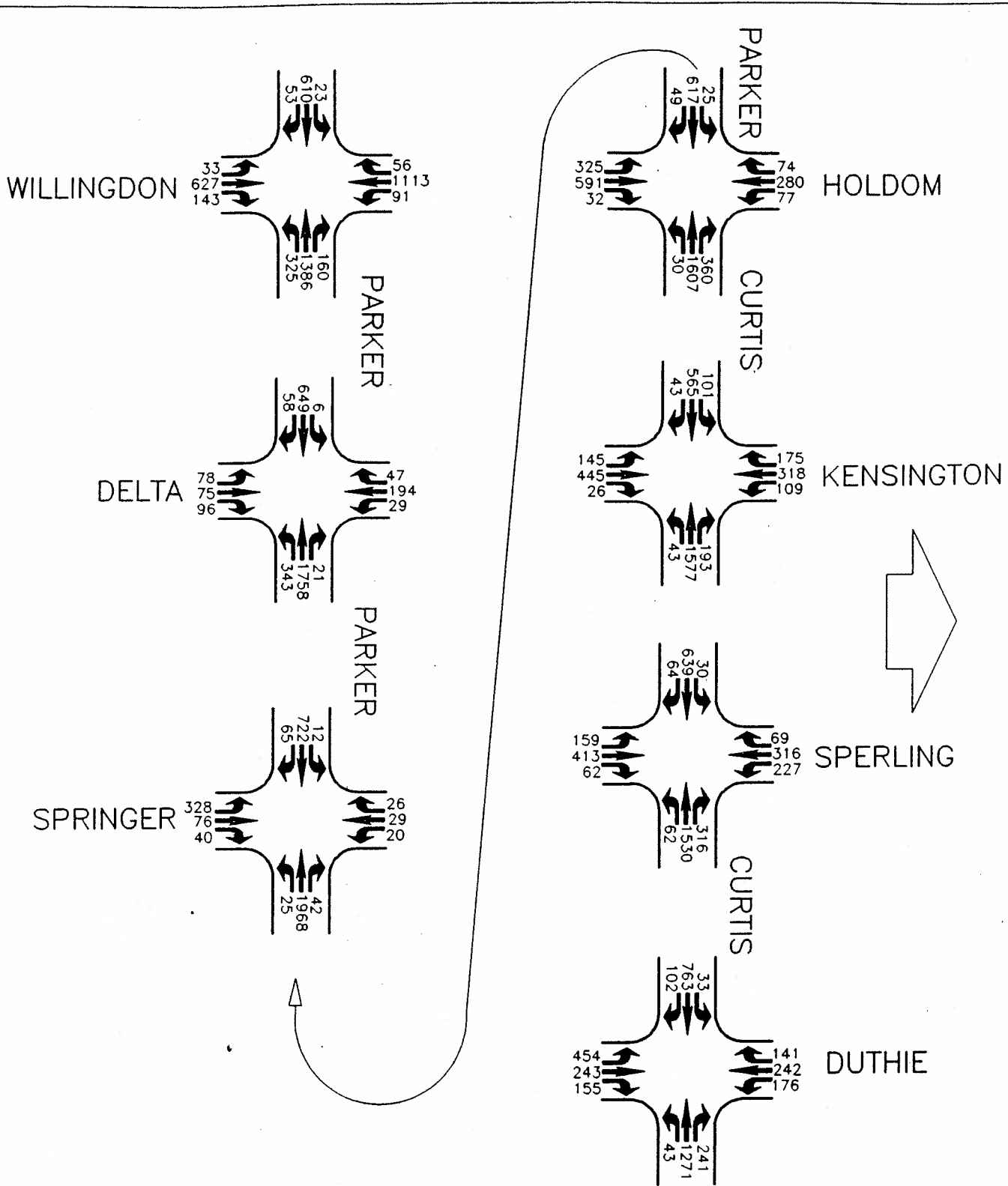


FIGURE 1

NO.	DATE	REVISION
SIGNALIZED INTERSECTION TURNING AM PEAK PERIOD 07:00-09:00 BEFORE BURNABY MOUNTAIN PARKWAY		
DRAWN BY: G.FUNK		SCALE: N.T.S.
APPRV'D BY: CDL		DATE: 97-01-27
		A 425

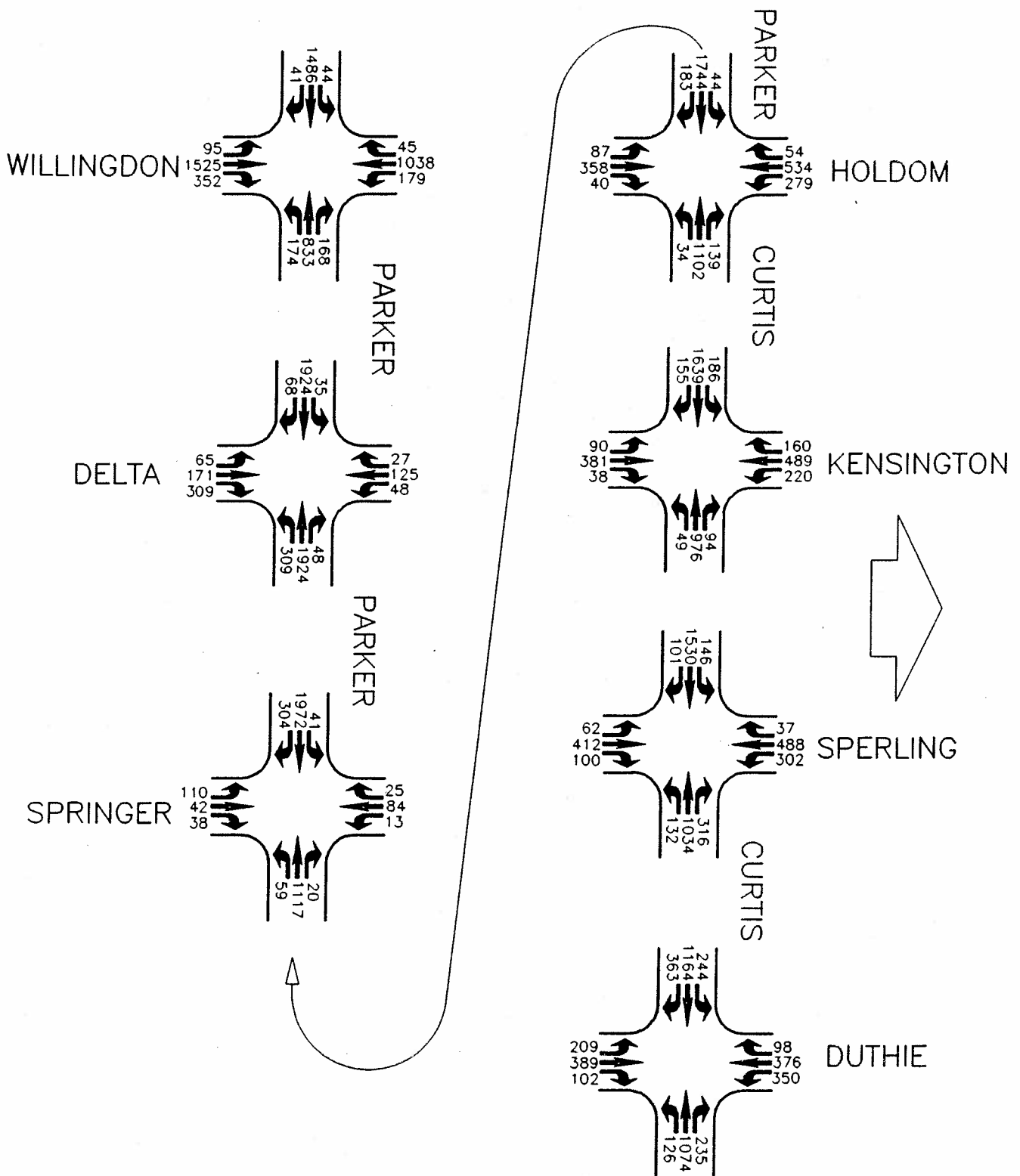


FIGURE 2

NO.	DATE	REVISION
SIGNALIZED INTERSECTION TURNING PM PEAK PERIOD 16:00-18:00 BEFORE BURNABY MOUNTAIN PARKWAY		
DRAWN BY: G.FUNK		SCALE: N.T.S.
▲ 425 - A		



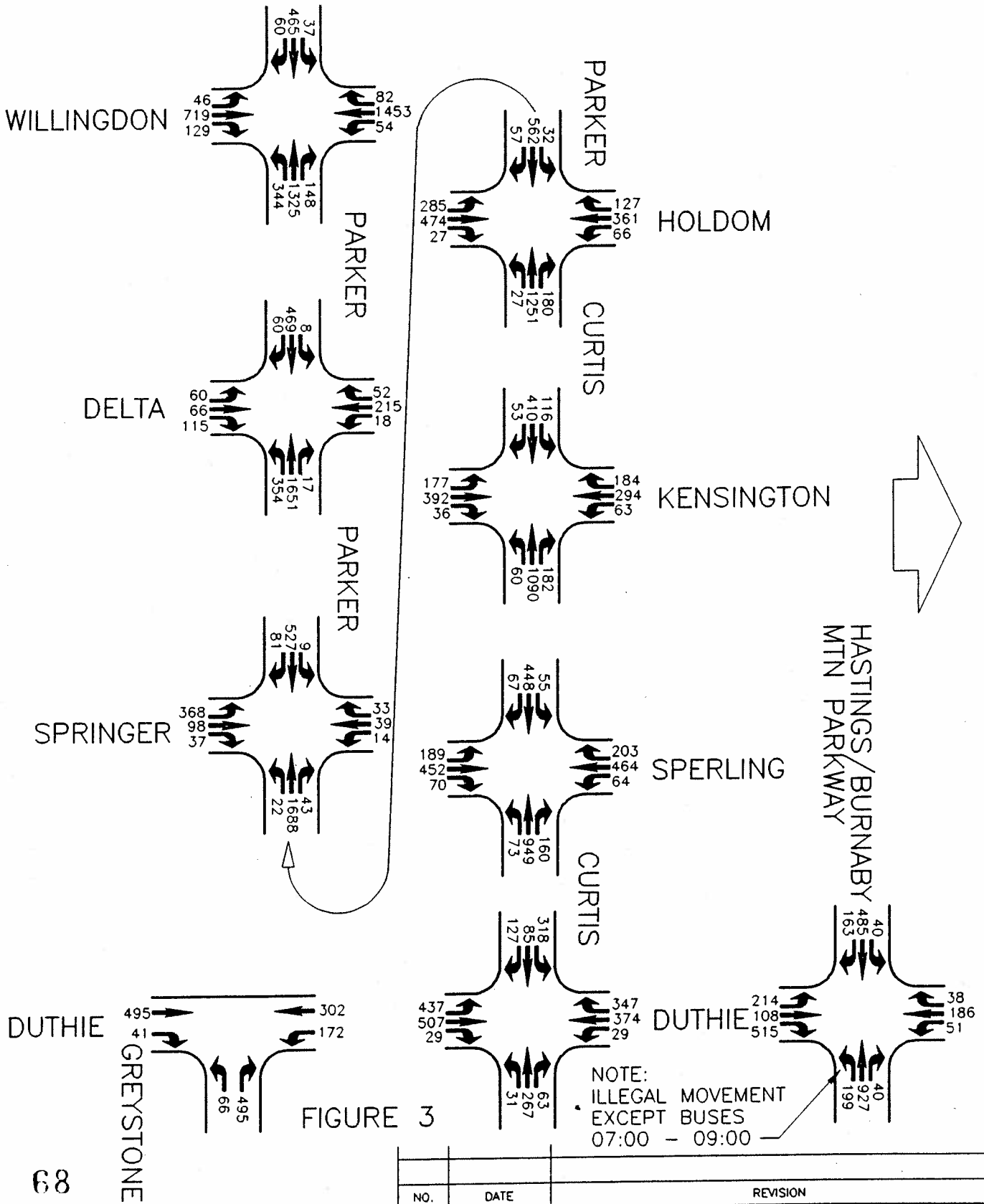


FIGURE 3

NOTE:
 ILLEGAL MOVEMENT
 EXCEPT BUSES
 07:00 - 09:00

NO.	DATE	REVISION

SIGNALIZED INTERSECTION TURNING
 AM PEAK PERIOD 07:00-09:00
 BURNABY MOUNTAIN PARKWAY OPEN

DRAWN BY: G.FUNK	SCALE: N.T.S.	A 425-B
DATE: 07-01-27		

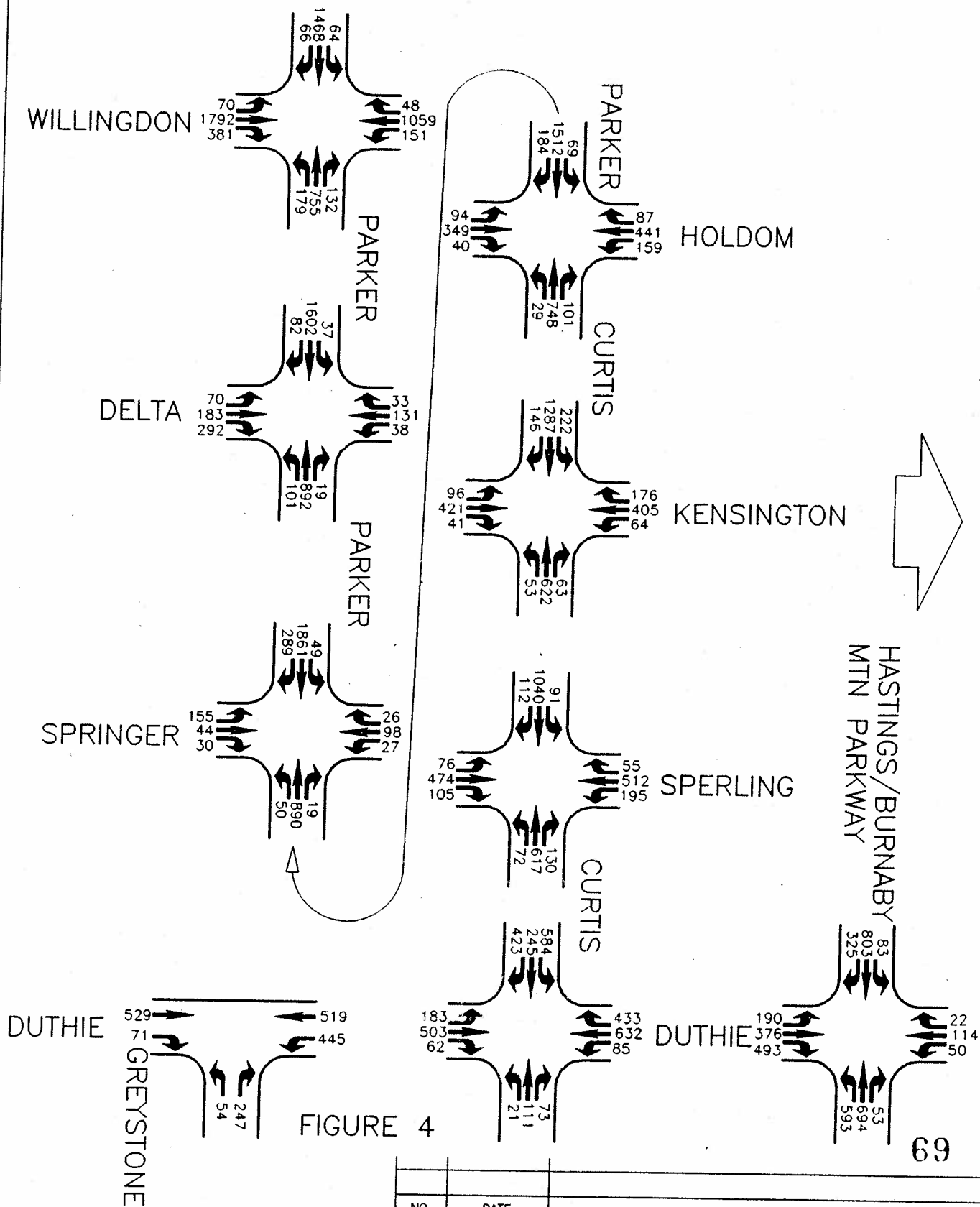


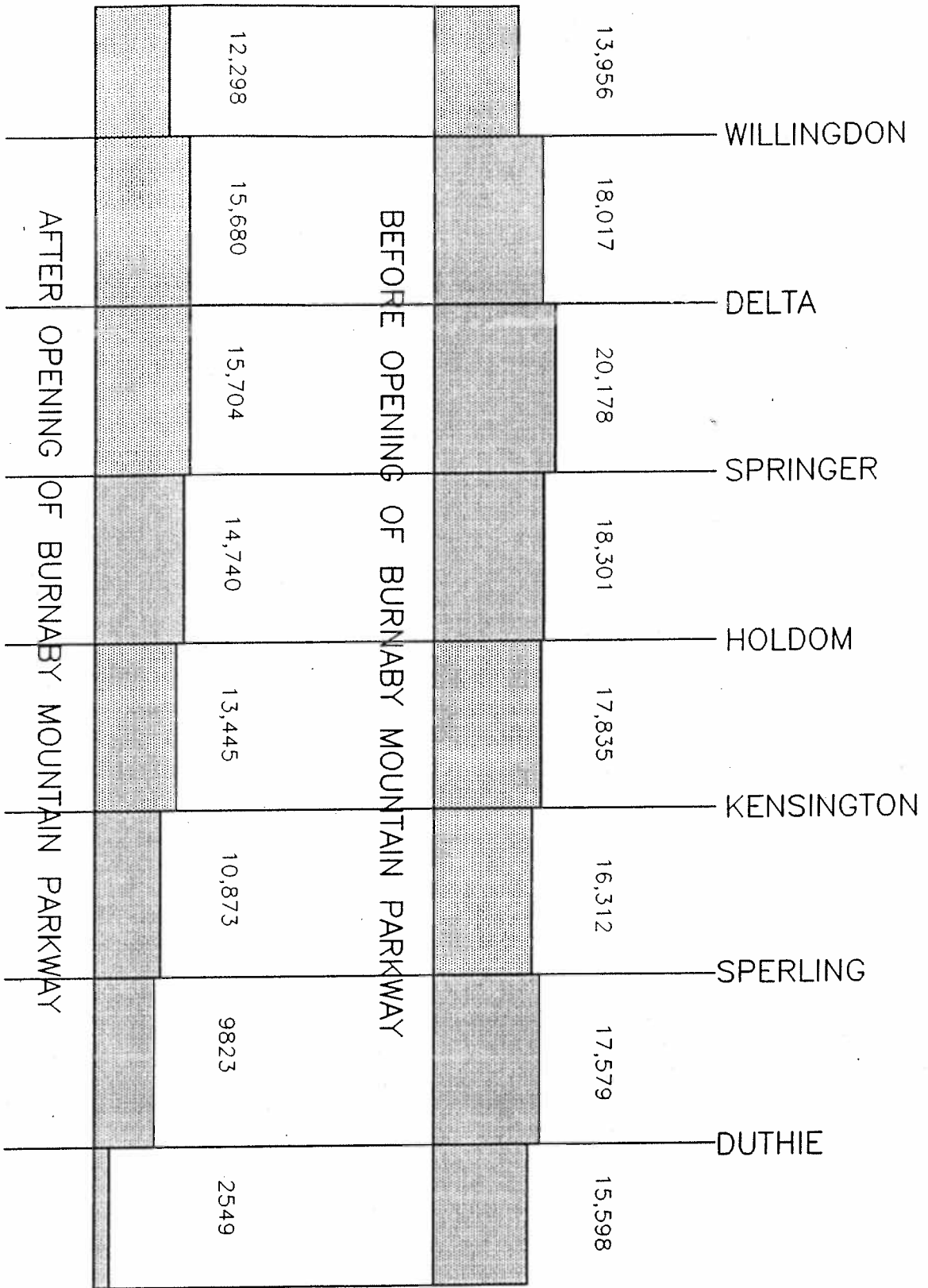
FIGURE 4



69

NO.	DATE	REVISION
SIGNALIZED INTERSECTION TURNING PM PEAK PERIOD 16:00-18:00 BURNABY MOUNTAIN PARKWAY OPEN		
DRAWN BY: G.FUNK		SCALE: N.T.S.
APPRV'D BY: CDL		DATE: 97-01-27
A 425-C		





SCALE: 1mm = 1000 VEHICLES

FIGURE 5

NO.	DATE	REVISION

**CURTIS STREET
24 HOUR VOLUMES**

DRAWN BY: G.FUNK	SCALE: N.T.S.	A 425-D
APPR'V'D BY: CDI	DATE: 97-01-27	

