

REPORT  
1997 January 20

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRANSPORTATION AND TRANSIT DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

Re: CANADA WAY - 6TH STREET COMMUNITY TRANSPORTATION PLAN

RECOMMENDATION:

1. **THAT** Council forward a copy of this report to all members of the Canada Way - 6th Street Resident Committee.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1997 January 08, adopted the attached report documenting the outcome of the Community Transportation Plan process for the area between Canada Way and 6th Street.

MEMBERS:

Mrs. Y. Coveney-Boyd  
Ms. L. Tatangelo  
Mr. W.B. Roxburgh  
Mr. L. Werden

Respectfully submitted,

Councillor D. Evans  
Chair

: COPY - CITY MANAGER  
- DIRECTOR ENGINEERING  
- DIRECTOR FINANCE  
- DIR. PLNG. & BLDG.  
- DIR. REC. & CULT. SERV.  
- OFFICER-IN-CHARGE, R.C.M.P.

Councillor J. Young  
Vice Chair

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

1996 DECEMBER 16

FROM: DIRECTOR PLANNING & BUILDING

OUR FILE: 08.116.6

SUBJECT: CANADA WAY - 6TH STREET COMMUNITY TRANSPORTATION PLAN

PURPOSE: To document the outcome of the Community Transportation Plan process for the area between Canada Way and 6th Street.

---

**RECOMMENDATION:**

1. THAT a copy of this report be forwarded to all members of the Canada Way - 6th Street Resident Committee.

**REPORT**

**1.0 BACKGROUND**

A report to the 1994 April Traffic and Transportation Committee contained the following recommendation:

*"THAT Council direct Staff to form a Resident Committee for the area between 6th Street and Canada Way."*

Letters were subsequently sent to all residents of the 7700 and 7800 blocks of 19th Avenue, 18th Avenue, 17th Avenue, 16th Avenue, Graham Avenue, 15th Avenue and 14th Avenue asking for comment on traffic patterns in the area and seeking volunteers to be part of the Resident Committee.

In May 1994, staff began meeting with the Canada Way - 6th Street Resident Committee and a draft Community Transportation Plan was developed by the Fall of that year. The plan included speed humps on all streets except 19th Avenue as well as a traffic circle at the intersection of Graham Avenue/7th Street and speed humps at all other uncontrolled intersections.

The plan was circulated to all area residents and a Public Open House meeting was held in December 1994 seeking input on the plan. The public process resulted in a few modifications to the plan and the exclusion of 18th Avenue from the speed hump program. Residents of 19th Avenue and 18th Avenue were opposed to the installation of speed humps on their streets.

In Spring 1995, the Resident Committee began a Local Improvement Program for the installation of the speed humps and traffic circle, and the plan was implemented in the Fall of that year. Figure 1 shows the final Community Transportation Plan.

**2.0 Change In Traffic Patterns: Canada Way - 6th Street Area**

**2.1 Traffic Volumes**

A report on the status of the Community Transportation Plan was taken to the 1996 January meeting of the Traffic and Transportation Committee. The report indicated that traffic count information would be collected and compared to counts taken in Spring and early Summer 1994 before the installation of the traffic calming measures.

Traffic volumes were documented in February 1996, but the traffic on streets between Canada Way and 6th Street was impacted by the construction taking place at the intersection of Canada Way/Edmonds. Staff reviewed the traffic count information and met with the Canada Way - 6th Street Resident Committee. A new count program was planned for Fall 1996.

Volumes and speeds were documented in October 1996, and are summarised in Tables 1 to 3 below.

**Table 1. Daily Traffic Volumes - Between Canada Way and 6th Street**

	1994 June	1996 February	1996 October
19th Avenue*	512	633	506
18th Avenue*	510	515	566
17th Avenue	564	665	538
16th Avenue	220	701	600
Graham Avenue	684	687	341
15th Avenue	501	573	617
14th Avenue	896	887	849

\*no speed humps implemented

Table 1 provides the overall daily volumes for the subject streets. Clearly, the traffic calming measures have kept the traffic volumes low and well within the volume expected on local residential streets, with a reduction on Graham Avenue being particularly notable.

The AM and PM Peak Hour volumes are documented below in Table 2 and give a better indication of the impact of traffic calming on commuter traffic patterns. The volume of traffic has been reduced on most streets which is likely due to a combination of the impacts of the traffic calming in the neighbourhood and the upgrade of the Canada Way/Edmonds intersection. Overall, the local volumes of peak period traffic using the residential streets from 19th to 14th Avenue have declined substantially from the levels experienced in 1994.

**Table 2. AM and PM Peak Hour Volumes**

	AM Peak Hour			PM Peak Hour		
	1994 April	1996 Feb.	1996 Oct.	1994 April	1996 Feb.	1996 Oct.
19th Avenue	62	51	26	68	52	41
18th Avenue	76	39	34	131	53	47
17th Avenue	66	46	49	79	76	69
16th Avenue	35	35	28	84	96	106
Graham Avenue	127	70	28	96	80	59
15th Avenue	58	71	62	96	50	126
14th Avenue	124	87	98	119	113	96
<b>TOTAL</b>	<b>548</b>	<b>399</b>	<b>325</b>	<b>673</b>	<b>520</b>	<b>544</b>

The notable exception to this pattern is 15th Avenue where PM peak hour traffic has increased, especially in the eastbound direction. This increase could be due to traffic travelling south on Canada Way through the intersection at Edmonds Street having to queue at Canada Way/10th Avenue. Sometimes the queues extend back as far as 15th Avenue and commuters use this avenue as a short-cut to 6th Street. Before the intersection of Canada Way/Edmonds was upgraded, there was such a delay for southbound traffic on Canada Way at Edmonds that the volume reaching 10th Avenue was metered thus minimising the queues at Canada Way/10th Avenue.

## 2.2 Traffic Speeds

The speed of traffic was a more important issue to the residents of the Canada Way - 6th Street area than the volume. Table 3 below shows the results of the speed studies on 17th Avenue, 16th Avenue, Graham Avenue, 15th Avenue, and 14th Avenue. The data shows that the speed of traffic on these streets is very low with averages around 30km/hr. Therefore it appears that the traffic calming measures have been very effective, as expected. Very few vehicles travel at speeds in excess of the posted speed limit of 50km/hr.

**Table 3. Speed of Traffic - October 1996 Data**

	Two - Way Traffic Volume Per Speed Increment							Avg. Speed (Km/hr)
	0 - 10	10 - 20	20 - 30	30 - 40	40 - 50	50 +	Total Volume	
17th Ave.	3	28	193	250	57	7	538	31.5
16th Ave.	12	52	215	283	35	3	600	29.8
Graham Ave.	4	20	124	170	21	2	341	30.6
15th Ave.	6	17	174	329	84	7	617	32.9
14th Ave.	2	36	288	459	56	8	849	31.0

### 3.0 Next Steps

The Community Transportation Plan for the area is now complete apart from some minor modifications to the signage at the speed humps and possibly to the stop sign locations. Since 1995, the City has modified its policy for signage at speed humps. The previous practice of having signs at each speed hump has been changed and now the only signage used on streets with speed humps is the advance warning sign. Therefore, the signs at the speed humps on all the streets between Canada Way and 6th Street will be removed to conform with the new City policy and improve the appearance of the streets.

The Resident Committee members present at a 1996 December 11 meeting suggested that a 4-way stop be installed at the intersection of 15th Avenue/7th Street. At present this intersection is controlled by a 2-way stop which assigns right of way to 15th Avenue. It is the view of staff and the Resident Committee that additional stop signs on 15th Avenue may further discourage traffic from using this street as a short-cut. Staff are attempting to contact the Resident Committee member from 15th Avenue to seek input on this suggestion.

The Resident Committee also requested that traffic patterns in the area continue to be reviewed in the future. Staff recommend that the area between Canada Way and 6th Street be included in the traffic count program for the Fall of 1997.

#### 4.0 CONCLUSION

Staff have been meeting with a Resident Committee from the Canada Way - 6th Street area over the past two years to develop and implement a Community Transportation Plan for their area. The plan, as shown in Figure 1, includes stop signs, speed humps and a traffic circle.

Traffic data was collected before and after the implementation of the plan and the results of the "before and after" study show that the plan has been effective. Of particular importance to the area residents is the speed reduction resulting from the installation of speed humps throughout the area.

Staff will reassess the traffic patterns in the area in approximately one year, and determine whether any further action needs to be taken.



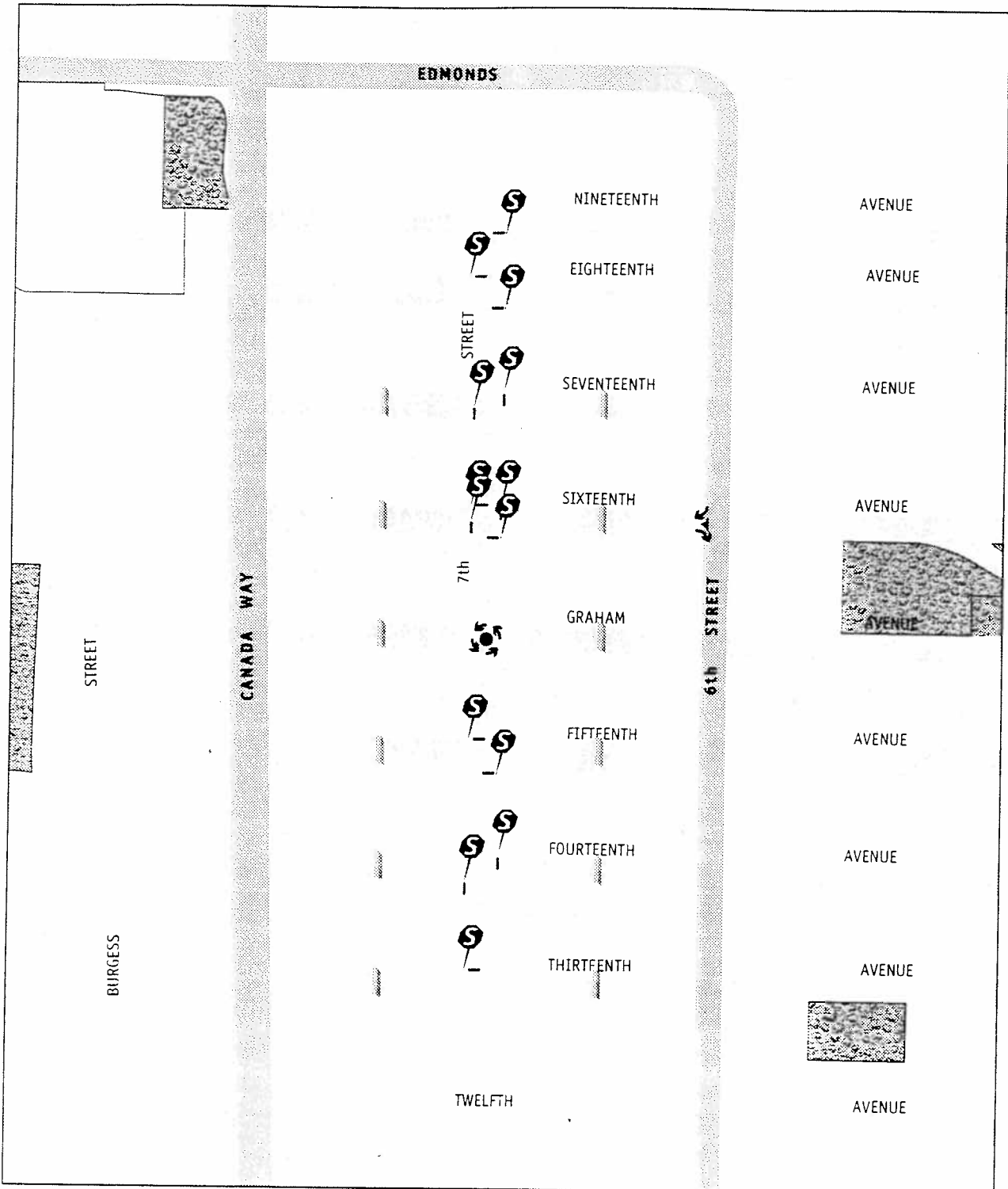
D.G. Stenson, Director  
PLANNING & BUILDING

DAB/

Attach.

cc: City Manager  
Deputy City Manager Corporate Services  
Director Engineering  
Director Parks and Cultural Services  
Director Finance

a:\can6fin.rep



Canada Way /  
6th Street  
Community  
Transportation  
Plan




-  speed hump
-  stop sign
-  traffic circle



Figure 1

