

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

E. TRUCK TRAFFIC ON SOUTHPOINT DRIVE

RECOMMENDATION:

1. **THAT** Council forward a copy of the *attached* report to Mr. Severin Morin (Suite 402) and Mr. Alan McLeod (Suite 401) of 7495 Sandborne Avenue, Burnaby, B.C. V3N 4V4.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1997 September 02, adopted the *attached* report reviewing concerns regarding truck traffic on Southpoint Drive voiced by members representing the Bounty Housing Co-Op.

MEMBERS:

Mr. D. Berardine
Mrs. M. Canessa
Ms. K. Friederici
Mr. E. Fourchalk
Ms. L. Kapp
Mrs. R. Oostlander
Mrs. D. Mumford
Mr. A. MacDonald
Mr. D. Richardson

Respectfully submitted,

Councillor J. Young
Chair

Councillor D. Evans
Vice Chair

Councillor N. Volkow
Member

:-COPY - CITY MANAGER
- DIRECTOR ENGINEERING
- DIR. PLNG. & BLDG.

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 1997 08 05
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-01-04
SUBJECT: TRUCK TRAFFIC ON SOUTHPOINT DRIVE
PURPOSE: To review concerns regarding truck traffic on Southpoint Drive voiced by members representing the Bounty Housing Co-Op.

RECOMMENDATION:

1. THAT a copy of this report be sent to Mr. Severin Morin (Suite 402) and Mr. Alan McLeod (Suite 401) of 7495 Sandborne Avenue, Burnaby BC, V3N 4V4.

REPORT

1.0 INTRODUCTION

Recently staff and Councillors Young and Evans met with Messrs. Morin and McLeod representing the Bounty Housing Co-Op on Sandborne Avenue. The residents were primarily concerned with the noise generated by the volume of trucks on Southpoint Drive. The noise caused by the trucks outside normal waking hours was the major concern. It was also noted that the noise was exacerbated by irregularities in pavement. This latter issue has been referred to City road crews for remedy. Staff undertook to carry out a traffic count and report on the results to the Traffic Safety Committee. The residents were aware that Southpoint Drive would cease being a truck route when the Marine Way/10th Avenue Connector project was completed. In the interim, they suggested a night time limit on truck usage.

2.0 REVIEW

A previous request for a night time ban on truck usage of Southpoint Drive was considered by the Transportation Committee in 1996 February. At that time only 4-5 trucks were observed on Southpoint Drive between the hours of 10:00pm and 7:00am (the hours requested for a ban). The staff report concluded as follows:

"Our observation is that the night time usage of Southpoint by trucks is very low. Attempting to further limit usage would at best be symbolic because of the difficulty in enforcing the night time truck prohibition on such a low volume. Signing for the time limit would have to be placed at both ends of this truck route (ie. at Southpoint/19th and Marine Way/Byrne). The amount of signing particularly at the lower end of the truck route on Marine Way that would be required to obviate confusion for the occasional night time user may well lead to daytime interpretive confusion at some cost to traffic safety. Our recommendation would be to continue usage of Southpoint as a truck route without restriction pending completion of the Marine Way/10th Avenue Connector".

Our recent count data for two weekdays are summarized below along with previous data.

	Total Vehicles	Total Trucks	Trucks 10:00pm-7:00am
1997 July 23	6,307	277	23
1997 July 24	6,449	181	38
1996 Average Weekday	5,400	220	5

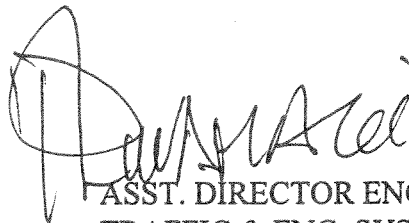
The recent count data confirms day to day variation in truck traffic but not a significant increase over previous counts. A significant increase in "off hours" truck traffic is indicated but an hour by hour review of the data shows that much of this increase was attributable to southbound vehicles concentrated in the early morning 2 hours before 7:00am. This generally corroborates the residents' observation of vehicles marshalling at proximate work sites prior to commencement of work activity.

3.0 CONCLUSION

In discussion with residents they proposed a night time closure of the truck route similar to the 9:00pm to 7:00am ban the New Westminster has on 10th Avenue westbound. This regulation could be implemented by an amendment to the Street & Traffic Bylaw but staff are not convinced that this would necessarily prove effective and note the discussion (above) related to our prior report.

If the off-hours trucks are indeed servicing the nearby construction activity in Edmonds Town Centre South then, in accordance with the Street & Traffic Bylaw, they must proceed directly to the site via the shortest route from the permitted truck route network, ie. Southpoint Drive from 19th/20th Street. Most significantly this routing would also apply to any off-hours traffic that would normally approach their site from Marine Way. There could then be even more trucks using the residential portion of Southpoint Drive. We believe that it would be more effective to deal with desired truck routing on a construction site by site basis (there are not that many) with the contractor.

If this strategy fails then we should revisit the issue again. Staff propose carrying out more extensive classified counts on this truck route to determine patterns of usage at more than one location. This information would be discussed with the residents at a subsequent meeting (in say October/November). The matter would be brought back to the Committee if that was the wish of the resident representatives at that time.



ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

PL:jb

cc: City Manager
Director Planning & Building