

REPORT
1998 March 23

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

D. TRAFFIC CONCERNS IN THE EDMONDS AREA

RECOMMENDATION:

1. *THAT* Council forward a copy of the attached report to Alan Hutton, 7304 14th Avenue, Burnaby, along with copies of prior Council-approved reports relating to left turn restrictions at both the Kingsway/Edmonds and Griffiths/Rumble intersections.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1998 March 10, adopted the attached report responding to correspondence from Alan Hutton regarding a number of traffic concerns.

MEMBERS:

Mr. D. Berardine
Mr. K. Friederici
Mr. E. Fourchalk
Mr. P. Herring
Ms. L. Kapp
Mrs. R. Oostlander
Mr. D. MacDonald
Mrs. D. Mumford
Mr. D. Richardson
Mr. B. Robinson

Respectfully submitted,

Councillor J. Young
Chair

Councillor D. Evans
Member

Councillor N. Volkow
Member

: COPY - CITY MANAGER
- DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE DATE: 1998 02 27
FROM: ASST. DIRECTOR ENGINEERING, FILE: 55-01-04
TRAFFIC & ENGINEERING SYSTEMS
SUBJECT: TRAFFIC CONCERNS IN THE EDMONDS AREA
PURPOSE: To respond to correspondence from Alan Hutton regarding a number of traffic concerns.

RECOMMENDATION:

1. THAT a copy of this report be sent to Alan Hutton, 7304 14th Avenue, Burnaby, along with copies of prior Council-approved reports relating to left turn restrictions at both the Kingsway/Edmonds and Griffiths/Rumble intersections.

REPORT

Appearing on the Traffic Safety Committee agenda late last year was correspondence from Alan Hutton of 7304 14th Avenue in Burnaby which was referred to staff for report. In his letter, Mr. Hutton points out a number of concerns as well as possible solutions, all of which are discussed in this report.

1. Pedestrian Walkway along 18th Street from 11th Avenue to 14th Avenue

This section of 18th Street is a finished standard roadway with a cross-sectional pavement width of 11m. As stated by Mr. Hutton, currently there are no pedestrian facilities on either side of the roadway. When this roadway was built, it was not City practice to construct sidewalks within industrial areas. However, proposed future redevelopment adjacent this street, in accordance with the Edmonds area plan, would have sidewalks as a requirement.

For the present, the installation of concrete sidewalks along finished roadways would be addressed by way of a Local Improvement Process. This mechanism would require that a property owner adjacent to the roadway initiate the process, and a minimum of 2/3 the adjacent property owners agree to the improvements.

2. Intersection Control at 14th Street and 18th Street

Staff have reviewed the traffic crash data at this location, as well as conducting traffic volume counts in order to determine the need for an increased level of control at this location. It is noted that all intersections in this area are stop controlled as a result of comprehensive plan to eliminate courtesy corners.

Crash data on file indicates three reported occurrences over the past five years, with only one being of a nature which may have been averted by additional control. Volume data gathered has identified a significant difference between the number of vehicles approaching the intersection along 14th Avenue as opposed to 18th Street by a factor of almost three. The recorded combined volumes on 14th Avenue are in the magnitude of 3,250 vehicles/day as opposed to the 1,100 vehicles/day on 18th Street.

Due to the absence of a significant crash history at this location, as well as the unbalanced levels of vehicular volumes on the approaches to this intersection, a multi-way stop sign control configuration at this location does not meet warrants.

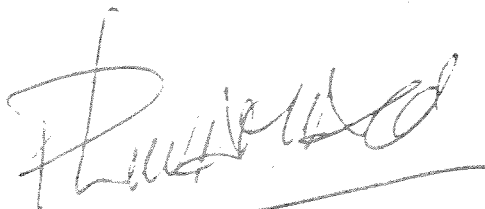
3. Edmonds/Kingsway Relaxation of Left Turn Restrictions

These restrictions were installed following a report submitted and approved by the Traffic Safety Committee and Council in late 1997. The intent of this prohibition was to lessen congestion during the peak hours, and to improve safety at this location. Since the changes, the intersection appears to be working significantly better than before. When the intersection is reconstructed, left turns will be provided for with opposed left turn bays on all legs of the intersection. This project remains a priority for the City but requires Ministry of Transportation & Highways participation.

4. Rumble/Griffiths Peak Hour Turning Restrictions: Exemption for Burnaby Residents

The imposed turning restriction at this intersection are only in effect during the am peak hours, and were initially intended to address concerns of excessive traffic, principally commuter through traffic, on Rumble Street. The suggestion by Mr. Hutton to exempt Burnaby residents, or indeed by extension Burnaby workers, would generally accord with the spirit of the prohibition.

However, providing an exemption from this left turn restriction to Burnaby residents would be difficult to enforce or substantiate in court.



ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

AE:jb

cc: City Manager