

TO: CITY MANAGER 1998 September 30
FROM: DIRECTOR PLANNING & BUILDING OUR FILE: 8.640
SUBJECT: OXFORD AND ETON STREETS: COUNCIL INQUIRIES
PURPOSE: To respond to inquiries from Council regarding Oxford and Eton Street.

RECOMMENDATION:

1. **THAT** Council direct staff, in conjunction with the Traffic and Transportation Committee, to undertake a review of the street network in the Burnaby Heights area.

REPORT

1.0 INTRODUCTION

At its regular meeting of 1998 August 24, Council considered a Manager's Report and tabled the recommendation to include the 4300 block of Oxford in the 1998 Local Improvement Program. During discussion on the report, questions were raised regarding the information on traffic volumes on Eton and Oxford provided in the report and the classification of both Eton and Oxford Streets prior to the adoption of the Conceptual Transportation Plan in 1995.

2.0 TRAFFIC VOLUMES

The report stated that both Eton and Oxford Streets in the 1980's were subject to higher traffic volumes than today and these volumes were over 5,000 vehicles per day. In reviewing the historical traffic volume information as shown in Table 1 *attached*, this statement was in error. Staff apologize for any confusion or inconvenience this may have caused.

While traffic volumes on Oxford Street in the early 1980's were higher than 5,000 vehicles per day, traffic volumes on Eton Street were between 1,300 and 1,400 vehicles per day. These figures were provided in support of the conclusion that both Eton and Oxford were operating as Local Collector Streets prior to construction of the Cassiar Connector. However, while Oxford Street was clearly functioning as a Local Collector street based on traffic volumes, Eton Street carried volumes more appropriate to that of a Local Residential Street, ie. less than 3,000 vehicles per day. Most recent traffic

volumes for 1997 and 1998 show that both Oxford and Eton are carrying traffic volumes between 2,250 and 2,550 vehicles per day.

3.0 STREET CLASSIFICATION

The street classification of both Oxford and Eton has been identified in previous Council reports, studies and plans dating back to 1974. A transportation study entitled the *Burnaby Transportation Study To 1985* published in 1974 identified a street hierarchy with classifications of "Urban Collector" and "Urban Local." This report identified Oxford Street as an "Urban Collector" and Eton Street as an "Urban Local." The 1980 Conceptual Transportation Plan identified a street classification termed "Minor Residential Collector" at a 36' pavement surface, but it did not designate specific streets in this category. Later, in a 1983 February report to Council dealing with commuter traffic issues in the Burnaby Heights area, Oxford Street was identified as a "Minor Collector" street intended to provide local mobility for traffic originating or destined within the area. Eton Street was identified as a local residential street which could be an alternative if measures were taken to reduce the classification and function of Oxford.

4.0 STREET NETWORK REVIEW

The grid street network in the Burnaby Heights area is based on a hierarchy of streets from arterial to local residential, each performing a different function. In Burnaby Heights, the current status of a particular street and its place in the hierarchy often tends to reflect considerations such as commuter traffic flows, traffic volumes, bus usage and adjacent development - factors which have changed significantly since the Cassiar Connector was constructed in 1991. The removal of the Cambridge Overpass during construction of the Cassiar Connector and the construction of the Barnet/Hastings Project have changed the access to the neighbourhood from east/west to north/south and overall have diverted some commuter traffic away from the neighbourhood.

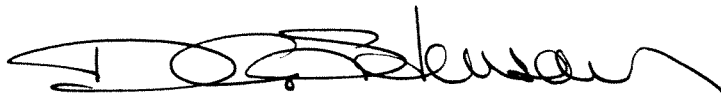
Lacking more current information on traffic volumes, types of vehicles and commuter traffic flows, it is unclear whether the street classification and associated design standards in the Burnaby Transportation Plan reflect the current and intended function of streets in the area. Traffic information would also be collected for the Capitol Hill area, as it is the perception that, to some extent, traffic uses streets in both neighbourhoods to shortcut through the area. It is therefore recommended that staff conduct a traffic study of the Burnaby Heights area to collect the following information:

- Traffic volumes - by time of day, peak period vs. off peak
- Types of vehicles - trucks, buses, autos

- Type of traffic - local and through traffic (including Capitol Hill)
- Vehicle speeds

This information would be used to determine the function of local streets in the area as a basis to review the classification of the Burnaby Heights streets as defined in the Burnaby Transportation Plan and as a basis to develop traffic control programs for the area appropriate to the function and operation of these streets. These programs could include a stop sign control program for the area similar to those in other Burnaby neighbourhoods, including Capitol Hill.

A Public Open House would be held in the area to receive comment on the results of this traffic review. It is recommended that this traffic review be conducted through the Traffic and Transportation Committee of Council.



D.G. Stenson, Director
PLANNING & BUILDING

Attachment
RG/sk

cc: Director, Engineering

TABLE 1
WEEKDAY TRAFFIC VOLUMES (BOTH DIRECTIONS)
ETON AND OXFORD STREETS

DATE	ETON STREET Boundary - Willingdon East & Westbound	OXFORD STREET Boundary -Willingdon East & Westbound
Feb. 1979		6,500
Mar. 1980	1,300	
Mar. 1980	1,400	
May 1980		6,200
May 1980		6,700
May 1983	1,250	
Feb. 1984	1,200	
May 1984	1,400	
May 1985	1,600	
1986	1,700	
Sept. 1989		4,850
Sept. 1991	2,100	
April 1993		2,300
July 1993	1,650	
Oct. 1993	1,650	
Nov. 1995		1,800
Sept. 1996	1,900	
June 1997	2,250	
April 1998		2,200
June 1998		2,550

* Volumes have been rounded to the nearest 50 vehicles.