

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

TRAFFIC ON 67/6600 BLOCK WILLINGDON AVENUE

RECOMMENDATIONS:

1. **THAT** Council forward a copy of this report to Doug Wynes at Jefferson Management Corporation, #212 - 8171 Park Road, Richmond, B.C. V6Y 1S9.
2. **THAT** Council authorize staff to consult with the residents in the 6600 block of Willingdon Avenue concerning the installation of turning movement restrictions at the intersection of Willingdon Avenue and Imperial Street.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1999 April 06, adopted the attached report to investigate concerns regarding excessive vehicle traffic on this street segment.

Respectfully submitted,

Mr. D. Berardine
Mr. K. Friederici
Mr. E. Fourchalk
Mr. P. Herring
Ms. L. Kapp
Mr. A. MacDonald
Mrs. D. Mumford
Mrs. R. Oostlander
Mr. J. Parminter
Mr. D. Richardson

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:** 1999 03 24
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:**
SUBJECT: TRAFFIC ON 67/6600 BLOCK WILLINGDON AVENUE
PURPOSE: to Investigate Concerns Regarding Excessive Vehicle Traffic on this Street Segment

RECOMMENDATION:

1. **THAT** a copy of this report be sent to Doug Wynes at Jefferson Management Corporation, #212 - 8171 Park Road, Richmond, BC, V6Y 1S9.
2. **THAT** staff be authorized to consult with the residents in the 6600 block of Willingdon Avenue concerning the installation of turning movement restrictions at the intersection of Willingdon Avenue and Imperial Street.

REPORT

Over the past number of years, residents along the 6600 Block of Willingdon Avenue have expressed concerns over the volume of traffic on their roadway especially during the morning and evening peak commuting times but field checks have not confirmed a problem.

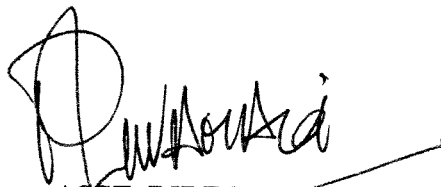
After receiving complaints from Jefferson Management Corporation on behalf of residents at Kensington House, 6689 Willingdon Avenue, between Imperial Street and Willingdon Extension, staff conducted a series of traffic counts, manual and 24 hour volume, and reviewed traffic signal timings to determine the amount of shortcutting traffic using this local street to avoid congestion at Imperial Street and Willingdon/Patterson Avenue as suggested by the correspondence.

The series of traffic volume counts showed a range of 1100 to 1300 vehicles per day use the street. We believe most of this traffic is directly attributable to the apartment buildings on the street. Given typical trip generation rates we should expect approximately 2,500 vehicles per day from residents on this street. The volume counts indicate significantly lower numbers than predicted by average trip generation rates reflecting the presence of Skytrain, the Towncentre and demographics. Accordingly we can assume that the bulk of traffic on the street is locally generated.

The traffic signal timings for Imperial & Patterson/Willingdon were also reviewed to ensure optimum service was being provided. A signal progression timing plan was implemented along Imperial in August 1997 to alleviate traffic congestion and improve safety along the corridor, which acts as an east-west Primary Arterial. As part of the progression plan a directional peak hour parking restriction was also implemented (because of the heavy traffic volume two travel lanes were necessary to achieve synchronization of signals).

The critical movements which affect the 67/6600 block Willingdon Avenue are the southbound Willingdon Extension left turn to Imperial, and the westbound Imperial right turn to Willingdon Extension. Further extending either of the signal phases to allow more movement on these legs would significantly reduce the overall level of service of the intersection and nullify the progression plan along Imperial. Signal timings will be further refined but without physical improvements to the intersection we can expect congestion at times and the desire by some motorists to bypass the signal.

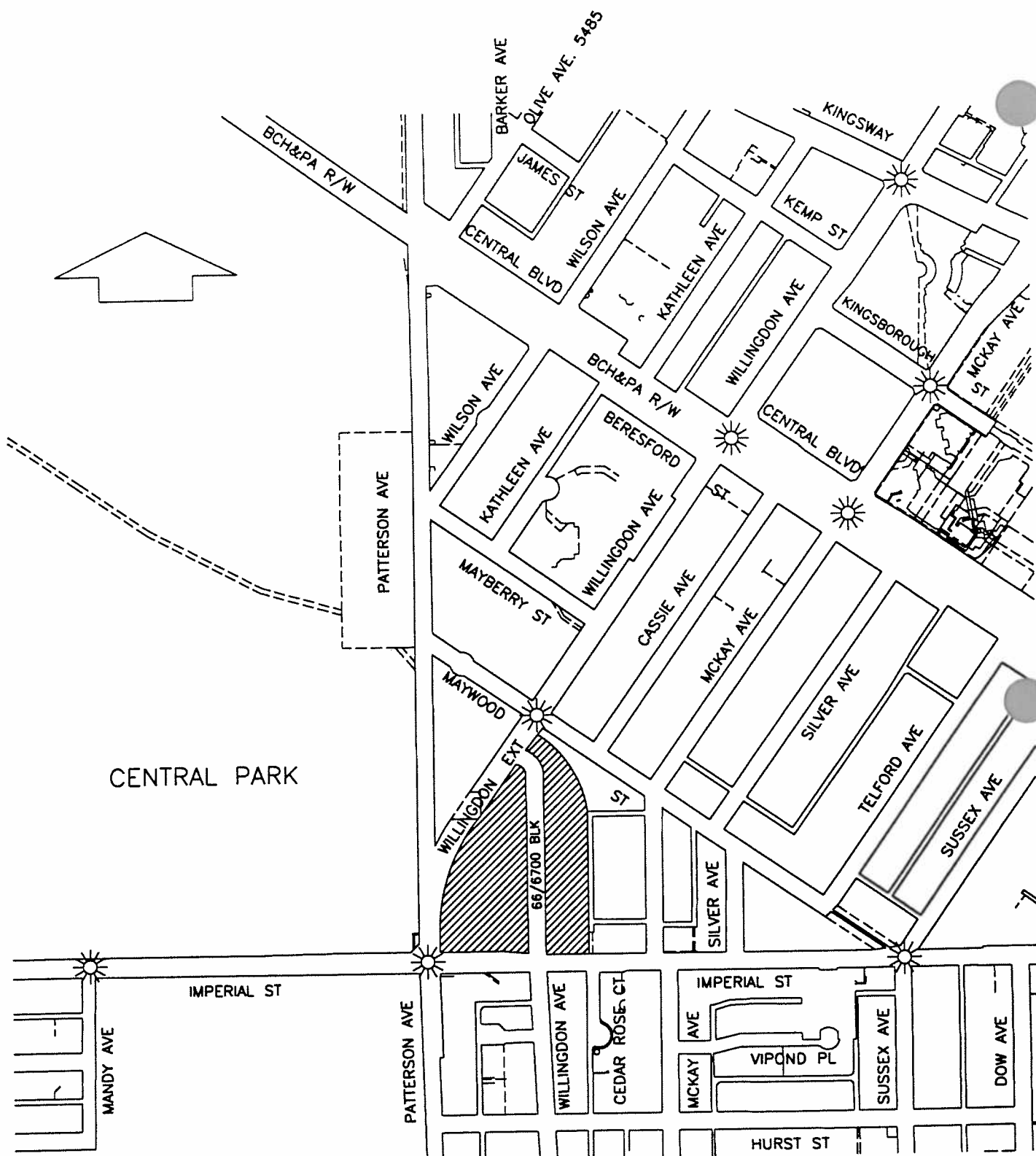
The turning movements counts which we carried out do not show a significant volume (at most 25 vehicles per hour) of left turn traffic bypassing the signal. These movements could be curtailed by measures ranging from peak hour left turn restrictions at Willingdon and Imperial to installation of a permanent delta island at Imperial to restrict movements to right turns. Such measures would be beneficial but not critical relative to managing traffic on Imperial. The restrictions would also provide a marginal benefit to residents at the expense of restricting their own access. Accordingly, staff recommend polling the residents (through strata councils or directly as necessary) to determine the acceptability of the options briefly discussed above.



ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

MDS:

cc: City Manager



LEGEND

TRAFFIC SIGNALS

NO.	DATE	REVISION

58



AREA MAP OF 66/6700 BLOCK
WILLINGDON AVENUE

DRAWN BY: G.FUNK SCALE: N.T.S.
 APPRV'D BY: CDL DATE: 99-03-15

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