

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

VEHICLE SPEEDS ALONG BURRIS STREET

RECOMMENDATION:

1. **THAT** Council forward a copy of the attached report to Mr. Ashok Sharma of 7425 Burris Street.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1999 September 07, adopted the attached report providing information on traffic along Burris.

Respectfully submitted,

Mr. D. Berardine
Mr. K. Friederici
Mr. E. Fourchalk
Mr. P. Herring
Ms. L. Kapp
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 - RCMP, TRAFFIC - DIRECTOR ENGINEERING
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City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 1999 06 30
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:**
SUBJECT: VEHICLE SPEEDS ALONG BURRIS STREET
PURPOSE: To Provide the Committee with Information on Traffic along Burris

RECOMMENDATION:

1. **THAT** a copy of this report be sent to Mr Ashok Sharma of 7425 Burris Street.

REPORT

Correspondence from Mr. Ashok Sharma of 7425 Burris Street appeared on a prior Committee Agenda. Mr. Sharma is concerned with the speed of vehicles travelling on Burris Street, and the impact this speeding has on pedestrian and resident safety. Mr Sharma suggested that some form of physical constraint be installed along Burris Street to moderate vehicle speeds.

This portion of Burris Street is designated as a Secondary Major Collector in the Burnaby Transportation Plan. Accordingly, this roadway is expected to carry a relatively high volume of traffic comprised of both local and through traffic.

The section of Burris from Canada Way to Buckingham Street has a cross sectional width of 11.0 m with finished curb and sidewalk on both sides of the road. Parking is permitted on both sides of the road, resulting in equal lane widths. The correspondent is concerned about the section of Burris Street from Buckingham Street to Walker Avenue. The pavement width in this reach is 8.5 m with only the south side having final standard curb and sidewalk. While parking is permitted on the south side of the road, this is not the case for the opposite side of the road. Consequently, lane widths in this section of roadway reflect the need for additional pavement width on the south side of the road to bring the road to "urban standard".

Directional speed studies were conducted in two separate locations along Burris Street in order to determine the magnitude of speeds reached by vehicles, and offer some means of comparison.

Study location #1 was situated between Canada Way and Buckingham Avenue, with a relatively level grade. The second location was at a midpoint between Malvern Avenue and Braemar Avenue, where the roadway grade is approximately +8 %.

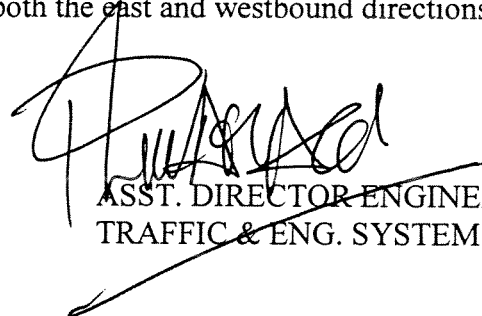
As the table below illustrates, the 85th percentile speeds through this corridor indicate a significant variation depending on the location, with direction of travel having little or no effect.

TABLE 1: 85th Percentile Speeds		
	Study Location #1 (Canada Way - Buckingham)	Study Location #2 (Malvern - Braemar)
Eastbound	58.8 Kmh	63.9 Kmh
Westbound	55.2 Kmh	66.2 Kmh

Of the total vehicles recorded at location #1, the finished section, between Canada Way and Buckingham, 85 % were being operated at speeds close to if not below the posted limit. However, this can not be said of the second location, where the 85 percentile speed was calculated in excess of 60 Km/Hr. This variation in recorded vehicle speeds along Burris Street suggests that additional factors such as such as roadway grade, road standard, the presence of parked vehicles are affecting driver behaviour.

Considering the function that Burris Street provides within the Burnaby transportation network, the option of constraining vehicle movement does not appear to be viable although finishing the street to urban standard would probably be beneficial. We will provide Mr. Sharma with details of how this may be accomplished through LIP.

We have provided the RCMP with our base data so that targeted speed enforcement can be considered along this section of roadway in both the east and westbound directions.


ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

AE:

cc: City Manager
RCMP Traffic

