

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**PATTERSON ADJACENT CENTRAL PARK**

**RECOMMENDATION:**

1. **THAT** Council forward a copy of this report to Mr. Nicholas Weigelt of 206-5932 Patterson Avenue, Burnaby, B.C. V5H 4B4.

**REPORT**

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1999 June 01, received and adopted the *attached* report responding to safety concerns raised in correspondence from an area resident.

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

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:** 1999 05 21  
**FROM:** ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENGINEERING SYSTEMS **FILE:**  
**SUBJECT:** PATTERSON ADJACENT CENTRAL PARK  
**PURPOSE:** To respond to safety concerns raised in correspondence from an area resident

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RECOMMENDATION:

1. **THAT** a copy of this report be sent to Mr Nicholas Weigelt of 206-5932 Patterson Avenue, Burnaby.

REPORT

**1.0 BACKGROUND**

Appearing on the Traffic Safety Committee agenda of 1999 May 04 was correspondence from Mr Nicholas Weigelt of Burnaby, who is concerned with the speed which vehicles travel along Patterson Avenue from Kingsway to Willingdon Extension. In addition, Mr Weigelt is also troubled by the random nature in which pedestrians cross Patterson Avenue, and points to the current time limited parking restrictions on the east side of the roadway, which encourage area residents to park on the western side of Patterson Avenue hence requiring that they cross the road. Staff were asked to review the issues and report back to the Committee.

At present, Patterson Avenue has been designated as a Major Collector(Secondary) from Kingsway to Beresford Street, then is "downgraded" to a local collector from Beresford Street to Willingdon Extension. The change in designation reflects future plans to extend North and South Beresford continuity to the Metrotown core.

**2.0 PARKING CONCERNS**

As was noted by the correspondent, time limited parking restrictions are in place along the east side of Patterson Avenue from Central Boulevard north approximately 80 metres. However, these restrictions were put in place following a request from residents at 5932 Patterson Avenue in 1987 who wished to discourage all day parking in front of their buildings by Skytrain patrons.

The remaining portions of Patterson Avenue do not have parking restrictions, except for typical driveway and corner clearance bans. A number of individual site visits have confirmed that the majority of available on street parking is utilized throughout the day. Whether these vehicles are owned by area residents, Skytrain riders, or persons visiting Central Park was undetermined although the expectation is that most parked vehicles are left by park and ride commuters.

### 3.0 PEDESTRIAN ACTIVITY

As is the case not only on Patterson Avenue, but in any high pedestrian traffic area, individuals must weigh the safety benefits of crossing at a designated location relative to the convenience of crossing at the most opportune location or time. Unfortunately, this characteristic of pedestrian behaviour is almost impossible to remedy short of restricting the ability to cross the road by physical constraints. Given the dispersed pedestrian activity the introduction of one or more midblock crosswalks would not appear to be an effective solution.

### 4.0 VEHICLE SPEED

Speed and volume data has been collected along Patterson Avenue tends to substantiate the concerns raised by Mr Weigelt.

The Tables below summarize data collected at the two study locations. There appears to be a predominant flow of traffic in the southbound direction throughout the day, which also coincides with the greater number of higher speed vehicles.

**TABLE #1 Mayberry to Maywood**

Speeds	Northbound	%	Southbound	%
0-45	119	76	262	20
45-50	18	12	259	19
50-55	10	6	349	26
55-60	5	3	273	21
60-65	3	2	126	10
65+	2	1.0	63	5

**TABLE #2 Mayberry to Willingdon**

Speeds	Northbound	%	Southbound	%
0-45	41	46	130	13
45-50	19	21	197	19
50-55	12	13	309	30
55-60	12	13	227	22
60-65	2	2	107	11
65+	3	3	49	5

Although the posted speed limit on all roads within the city is 50 Km/Hr, the median speed observed is slightly higher as would be expected from speed studies carried out elsewhere. Approximately 16% of southbound traffic was travelling in excess of 60 Km/Hr, verse 5% of the northbound vehicles. The 85 percentile speeds of approximately 60 km/hr is not at a significant variance with observations elsewhere. Our conclusion there does not appear to be a relatively more significant problem with excessive vehicle speeding along Paterson Avenue than elsewhere. Our data on vehicle speeds suggests that the most productive opportunity for police speed limit enforcement is southbound during the afternoon peak.

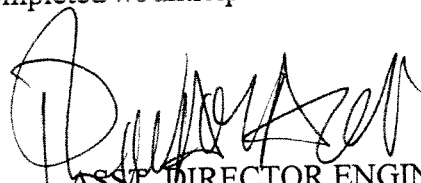
## SPEED RESTRICTIONS

Mr. Weigelt suggest speed reductions adjacent to the park from Kingsway to 600m South. The implementation of a 30Km/Hr zone would typically be considered appropriate in the section designated as a Local Collector, while the section deemed a Major Collector (Secondary) would typically not be signed as such. Despite the dual designation, it would appears that the entire length of Patterson Avenue provides a bypass to the Willingdon Corridor for southbound traffic. Therefore, there is an argument that any changes to the posted speed limit as proposed by the correspondent should be implemented from Kingsway to Willingdon Extension. On the other hand there is no apparent issue with safety for park users as such, or more particularly child pedestrians at playgrounds who are the normal focus of concern for speed regulation. At this time staff are reviewing the practice/policy of signing playgrounds and park including a survey of adjacent cities. A report on this will be brought forward to the Committee for consideration in the fall. The appropriate signing and regulation would fall out from that review and be implemented.

## CONCLUSION

The current usage of on street parking on Patterson Avenue would suggest that any reduction in available spaces would transfer demand for street parking elsewhere in the immediate area, with area residents being the most effected. Furthermore, should parking be removed along either side of the road, motorists perception that the roadway has been 'opened up' could well contribute to increased vehicle speeds.

The possibility (or not) of implementing a reduce speed zone along Patterson Avenue will flow from the review of signing and speed regulations policy adjacent parks. For the interim we will pass on our data to the police for consideration relative to enforcement. We note that this roadway serves as a North-South connection between Kingsway and Imperial Street. When the improvements to the Kingsway Willingdon intersection are completed we anticipate that the attractiveness of this alternate route would diminish.

  
ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENG. SYSTEMS

48

AE:

cc: City Manager  
RCMP Traffic Section