

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

TRUCK TRAFFIC ON GREENWOOD STREET

RECOMMENDATION:

1. **THAT** a copy of the attached report be sent to Mr. Carmine D'Emilio of 7050 Greenwood Street, Burnaby, B.C. V5A 1X7.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 2000 March 07, received and adopted the attached report responding to resident concerns regarding truck traffic on Greenwood east of Bainbridge.

Arising from the Committee's discussion concerning the area residents' concerns, the members requested that staff readdress the truck traffic concerns by working with the community citizens on Greenwood to see if it is possible to install an interim delta.

Respectfully submitted,

Councillor D. Evans
Chair

Councillor B. Der
Member

Councillor G. Begin
Member

: COPY - CITY MANAGER
- DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE DATE: 2000 02 24
FROM: ASST. DIRECTOR ENGINEERING, FILE: 55-01-04
TRAFFIC & ENGINEERING SYSTEMS
SUBJECT: TRUCK TRAFFIC ON GREENWOOD STREET
PURPOSE: To respond to resident concerns regarding truck traffic on Greenwood east of
Bainbridge.

RECOMMENDATION:

1. THAT a copy of this report be sent to Mr. Carmine D'Emilio of 7050
Greenwood Street, Burnaby BC.

R E P O R T

1.0 INTRODUCTION

During the 1999 November 02 meeting of the Traffic Safety Committee, a delegation of residents from Greenwood Street presented a petition which requested that a 'Delta' island be installed on Greenwood Street at Bainbridge Avenue restricting movements to right turns. It was felt that restricting some of the possible turning movements at this intersection would reduce if not eliminate the commercial vehicle activity at along the eastern end of Greenwood Street.

2.0 BACKGROUND

The section of Greenwood under consideration is 420 m in length. It is an interim standard road aligned East-West connecting at either end to Winston and Bainbridge. Approximately 60% of the street frontage is zoned industrial. The residential area is contiguous and located at the eastern end with predominance on the south side.

Although not designated as a truck route, it is not unexpected that commercial vehicles use Greenwood Street in order to service businesses addressed from this roadway. Section 4299(40) of the Street and Traffic Bylaw reads as follows:

- "4299 (40) (1) *Subject to the provisions of Section 47 and subsections (2) and (3) of this section, no person shall drive, operate, or park a commercial vehicle on any highway in the municipality except on those highways set out in Schedule "A" or "B" to this bylaw (hereinafter called a "Scheduled Highway"). **
- (2) *A commercial vehicle that is authorized by this bylaw or a permit issued under Section 47 to be driven or operated by a person on a Scheduled Highway may be driven or operated on a Highway other than a Scheduled Highway if the said commercial vehicle is carrying goods, wares, merchandise or other commodities or things for delivery to a residence or business premises in the municipality or is picking up goods, wares, merchandise or other commodities or things for delivery to a residence or business premises in the municipality, or is proceeding to or from a weigh scale; provided that the person driving or operating the said commercial vehicle shall before leaving a Scheduled Highway proceed to a point on a Scheduled Highway closest to his destination. After making his delivery or pick up or having his said commercial vehicle weighted he shall return the said commercial vehicle to the nearest Scheduled Highway by the closest and most direct highway. * "*

Applying this section of the bylaw to the specific circumstance along Greenwood Street, requires larger trucks to enter and exit via Winston Avenue, the nearest designated truck route. A review of the existing signage associated with truck traffic on Bainbridge Avenue and at the Loughheed Highway intersection with Bainbridge Avenue has not identified any deficiencies. The signing was also reviewed approximately 14 months ago in response to a resident complaint regarding excess truck traffic. At that time we also

wrote to each business on Greenwood outlining the Bylaw requirements and seeking their cooperation. To better inform truckers visiting the premises each business was asked to display a coloured poster showing a local map and the bylaw requirements. A reduced scale copy of this poster is attached as Exhibit "A". From the residents' perspective this resulted in only transitory improvements. Hence the request for the delta island.

3.0 REVIEW

Vehicle classification data has recently been collected on Greenwood Street in order to gauge the extent of commercial traffic on the roadway. Exhibit B lists vehicle classification data for Greenwood during three survey periods extending back to 1994. The 1994 and 1998 data show a stable weekday traffic demand that is quite typical for a local street. The most recent counts were carried out in late January at both ends of the streets. By way of explanation it should be noted that the lower traffic volumes at the ends of the street are not inconsistent with the higher midblock volumes recorded earlier. The higher midblock volumes would reflect the general regional predominance of people travelling inward toward the city centre to work. The recent count at the Bainbridge end, which is slightly lower than the count at Winston, is considered to be a reasonable representation of the traffic currently experienced by the residents at that end of the street. However, truck usage of this street is low, averaging only about 12 vehicles per day. Only about half of these trucks fall within the jurisdiction of the Truck Route Bylaw. This low volume makes for unproductive enforcement.

4.0 DISCUSSION

Installation of a 'Delta' island at the Greenwood Street / Bainbridge Avenue intersection as suggested by Mr. D'Emilio should reduce the volume of traffic on Greenwood Street at Bainbridge Avenue. However, as both Greenwood Street and Bainbridge Avenue to the south are currently constructed to an interim standard, we expect that some vehicles, ignorant or indifferent to the delta island would bypass it by performing illegal left turns at Bainbridge Avenue. The delta would do little to dissuade commercial traffic originating on the Loughheed from turning onto Greenwood Street from Bainbridge Avenue. The petition indicates resident support for the delta indicating that they view the inconvenience to them being outweighed by the benefit of traffic reduction. However, it is difficult to gauge and weight the disbenefit to industrial traffic to determine the appropriate balance to be struck.

We note that the single family residential and industrial development on Bainbridge have coexisted for a number of years. It is not apparent that the industrial/commercial residents are atypical or bad neighbours in the context of mixed land use. The Official Community Plan's vision suggests that this is a transitional area which will move to an "urban village" concept. With the advent of skytrain we would expect that plans for change will be accelerated.

5.0 CONCLUSION

The tension between residential and industrial land uses being "neighbours" on the same street is understandable. The concern with traffic volumes and commercial traffic is one that the Greenwood residents share with other Burnaby residents. However, our data collection shows unexceptional traffic volumes and a lower usage of the street by trucks than anticipated. The 1998 count showed that 3% of total traffic flow was comprised of "Bylaw" trucks while the current percentage was just over 1%. This reduction may reflect changes in business and/or a seasonal variation. Thus on the basis of our current data we would not recommend any traffic calming/diversion measures. We would however repeat the counts later this year to ensure an accurate representation.



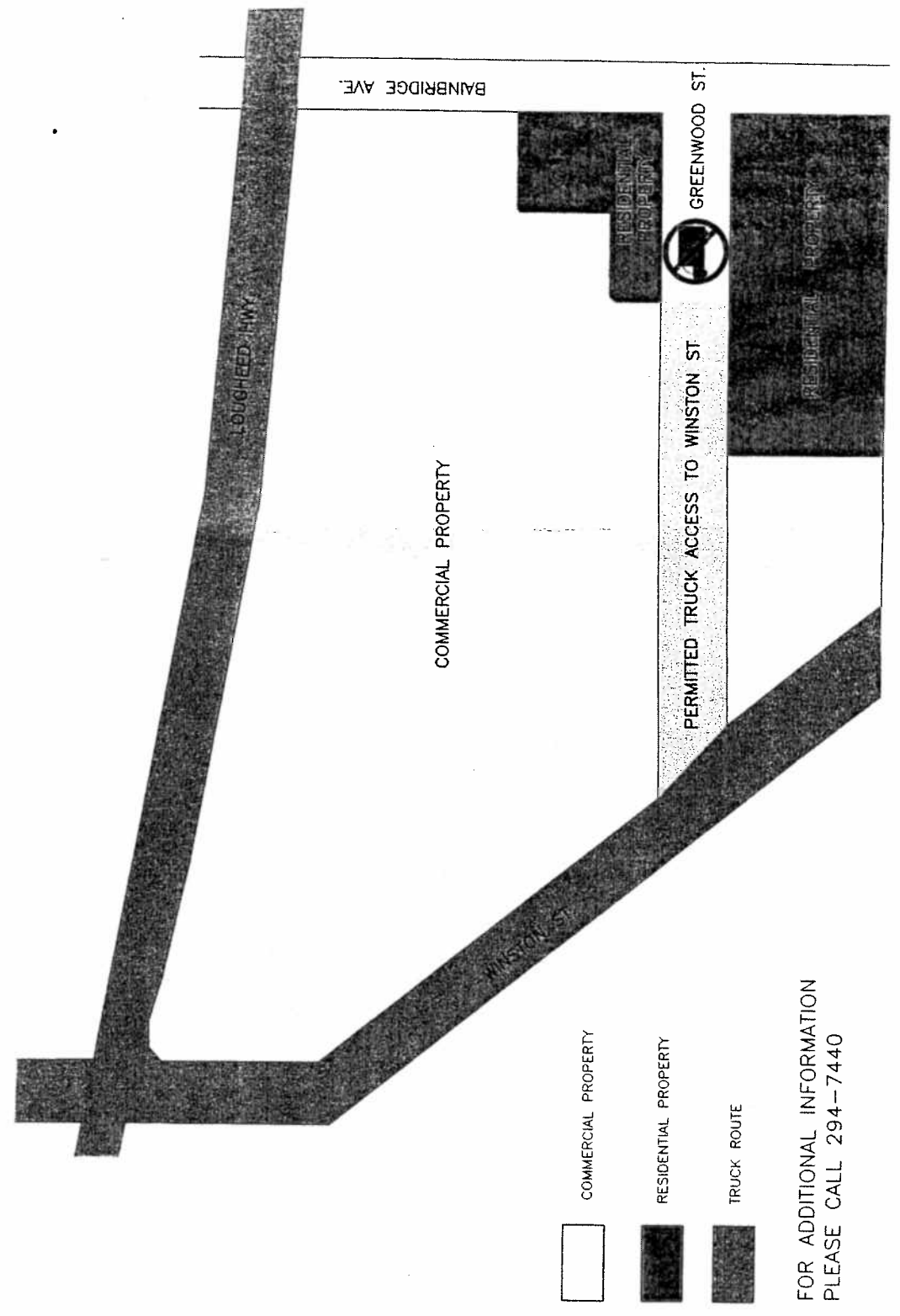
P. Liivamagi, P. Eng.
ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS




AE:
Attach.

cc: City Manager



TRUCK ROUTING INFORMATION



-  COMMERCIAL PROPERTY
-  RESIDENTIAL PROPERTY
-  TRUCK ROUTE

FOR ADDITIONAL INFORMATION
PLEASE CALL 294-7440

EXHIBIT B

"VEHICLE FLOW ON GREENWOOD: 24hr, Both ways, byType"

| Date | Bikes cars & pickups | Light 2 axle trucks | Bylaw 3 axle trucks | Regulated semi- trailers | Total Vehicles | Percent "Bylaw" Trucks |
|--|----------------------------|---------------------------|---------------------------|--------------------------------|-------------------|------------------------------|
| <i>June 1994 "between Bainbridge and Winston"</i> | | | | | | |
| 16 Thurs. | 740 | 16 | 12 | 2 | 770 | 2 |
| <i>September 1998 count at mid point on block between landuses</i> | | | | | | |
| 16 Wed. | 726 | 26 | 18 | 4 | 774 | 3 |
| 17 Thur | 748 | 21 | 19 | 1 | 789 | 3 |
| 18 Fri. | 723 | 18 | 13 | 3 | 757 | 2 |
| 19 Sat. | 241 | 2 | 0 | 0 | 243 | 0 |
| 20 Sun. | 171 | 0 | 0 | 0 | 171 | 0 |
| Average Weekday | 732 | 22 | 17 | 3 | 773 | 3 |
| <i>January 2000 count East of Winston</i> | | | | | | |
| 25 Tues | 546 | 13 | 9 | 1 | 569 | 2 |
| 26 Wed | 557 | 12 | 4 | 4 | 577 | 1 |
| 27 Thur | 578 | 18 | 3 | 0 | 599 | 1 |
| Average Weekday | 560 | 14 | 5 | 2 | 582 | 1 |
| <i>January 2000 count West of Bainbridge</i> | | | | | | |
| 25 Tues | 499 | 9 | 7 | 2 | 517 | 2 |
| 26 Wed | 532 | 2 | 4 | 3 | 541 | 1 |
| 27 Thur | 550 | 3 | 7 | 0 | 560 | 1 |
| Average Weekday | 527 | 5 | 6 | 2 | 539 | 1 |

