

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

BUCKINGHAM COMMUNITY TRANSPORTATION PLAN: SIX MONTH MONITORING
PROGRAM

RECOMMENDATION:

1. **THAT** Council forward a copy of the attached report to all the members of the Buckingham Community Transportation Plan.

R E P O R T

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 2000 January 12, adopted the attached report to provide the results of the monitoring program for the Buckingham Community Transportation Plan.

Respectfully submitted,

Councillor N. Volkow
Chair

Councillor D. Evans
Vice Chair

Councillor Harris
Member

: COPY - CITY MANAGER - DIRECTOR ENGINEERING - DIR. PLNG. & BLDG.

TO: CHAIR AND MEMBERS
TRAFFIC AND TRANSPORTATION COMMITTEE
(Transportation and Transit Division)

2000 January 04

FROM: DIRECTOR PLANNING AND BUILDING

OUR FILE: 08.116.10

SUBJECT: BUCKINGHAM COMMUNITY TRANSPORTATION PLAN :
SIX MONTH MONITORING PROGRAM

PURPOSE: To report the results of the monitoring program for the Buckingham Community Transportation Plan.

RECOMMENDATION:

1. **THAT** a copy of this report be forwarded to all the members of the Buckingham Community Transportation Plan Advisory Committee.

REPORT

1.0 BACKGROUND

At its regular meeting of 1998 March 11, Council received a report from the Director of Planning and Building outlining a Community Transportation Plan for the Buckingham Heights area of Burnaby. The report outlined a process to monitor the effect of the Plan on the traffic volumes in the area and, in particular, to determine the success in reducing through traffic by way of the closure of Buckingham Drive at Sperling.

2.0 MONITORING

2.1 Process

The monitoring program was intended to determine the impact of the measures proposed in the Community Transportation Plan on traffic volumes in the Buckingham area. The baseline monitoring traffic counts (before implementation) were carried out the week of 1998 April 03 prior to the implementation of the measures proposed in the Community Transportation Plan in 1999 January. These measures included the following: the closure of Buckingham at Sperling, the removal of the traffic barrier on Sperling Avenue at Rugby, the signalization and reconstruction of the intersection of Canada Way and Sperling, and the opening of Century Park Way to two way traffic from Canada Way. Follow up (after implementation) traffic counts were undertaken in 1999 October 19 at the same locations including Buckingham, Sperling and Deer Lake Avenue. The results of these before and after counts are summarized in **Table 1** below and in **Figure 1 attached**.

TABLE 1

BUCKINGHAM COMMUNITY TRANSPORTATION PLAN

Traffic Volumes (Total Vehicles 24 Hour Period)
Before Implementation (bold) and
After Implementation (non bold)

STREET SECTION	North bound	South bound	West bound	East bound	Both Directions
Buckingham Drive (Burriss to Haszard)			1578 596	886 530	2464 1126
Buckingham Drive (Haszard to Clayton)			1117 135	534 144	1651 279
Sperling Avenue (Canada Way to Rugby)	1717 1658	1558 1584			3275 3242
Sperling Avenue (Rugby to Buckingham)	322 372	863 373			1185 745
Sperling Avenue (Buckingham to Deer Lake Dr.)	101 372	519 373			620 745
Deer Lake Avenue (Sperling to Century Park Way)			1468 1099	1029 1323	2497 2422

2.2 Results

The results from the monitoring studies provide a basis to evaluate the effectiveness of the measures proposed in the Community Transportation Plan and also to respond to the issues identified by the public as follows.

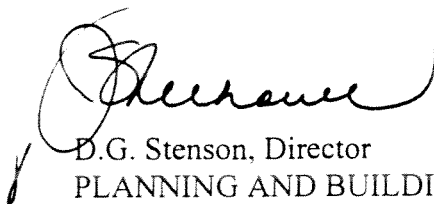
- the installation of the barrier on Buckingham Drive at Sperling Avenue has reduced daily traffic volumes on Buckingham from 2474 to 1126 in the section between Burriss and Haszard and from 1651 to 259 in the section between Haszard and Sperling. The barrier has eliminated through traffic that formerly travelled between Burriss and Sperling to get to Canada Way so that only local traffic into and out of the neighbourhood is using Buckingham.

- the installation of the signal at Canada Way and Sperling was expected to attract some traffic to Deer Lake Avenue as a potential route for through-traffic between Deer Lake Parkway and Canada Way, however, this has not materialized. Traffic on Deer Lake Avenue has not changed appreciably since the installation of the signal and remains within the range of 2400 to 2500 vehicles per day both before and after implementation.
- residents on Sperling Avenue were concerned that the removal of the traffic barrier and the installation of the new traffic signal would attract substantially more traffic to the south end of Sperling (south of Rugby Street) headed to and from the Deer Lake Beach area. However, the before and after counts have shown an increase in traffic on Sperling of only 125 vehicles per day (from the former 620 vehicles to a current traffic volume of 745 vehicles).
- installation of the traffic barrier has reduced traffic on the section of Sperling between Rugby and Buckingham from 1185 vehicles to 745 vehicles due to the elimination of through-traffic on Buckingham between Burris and Sperling.

3.0 CONCLUSION

The monitoring counts have shown that reconstruction and signalization of Canada Way and Sperling and the traffic calming measures implemented in the Buckingham area (the closure of Buckingham) have been beneficial for the residents of the Buckingham area and the larger community. Although the closure of Buckingham has somewhat limited accessibility for residents of the area, it has eliminated the fast moving commuter traffic through the area which was a safety concern. The installation of the signal at Canada Way and Sperling and the opening of Century Park Way have provided improved vehicle and transit access for users of the arts, cultural and other facilities in Deer Lake Park and improved safety at the intersection. Finally, initial concerns regarding the potential of the Sperling signal to increase traffic on Deer Lake Avenue (through the park) and on Sperling Avenue (through the residential area) have not been realized.

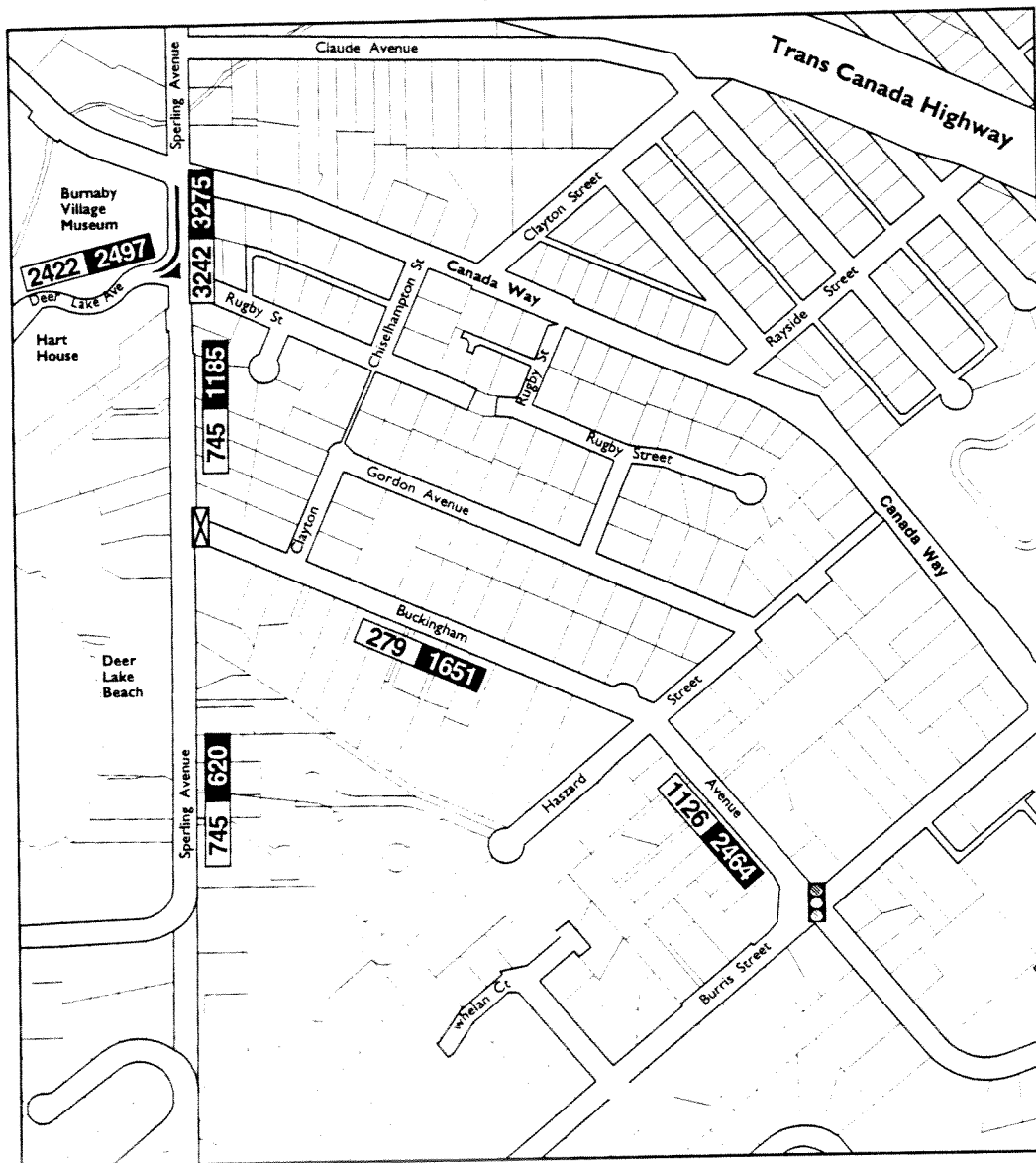
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D.G. Stenson, Director
PLANNING AND BUILDING

RG\sla
cc: City Manager
Director Engineering
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Figure 1



Buckingham Traffic Calming Monitoring
 Traffic Volumes (Both Directions - 24 hours)



After Implementation **Before Implementation**

