

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

RE: VEHICLE VOLUME ALONG FRANCES STREET WEST OF HOLDOM AVENUE

RECOMMENDATION:

1. **THAT** Council forward a copy of this report to Mr. and Mrs. Popat of 5647 Frances Street, Burnaby, B.C.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 2001 March 06, received and adopted the attached report responding to resident concerns of excessive volume and speed along Frances Street directly west of Holdom Avenue.

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:** 2001 02 22
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-01-04
SUBJECT: VEHICLE VOLUME ALONG FRANCES STREET
WEST OF HOLDOM AVENUE
PURPOSE: To respond to resident concerns of excessive volume and speed along Frances Street directly west of Holdom Avenue.

RECOMMENDATION:

1. **THAT** a copy of this report be sent to Mr. & Mrs. Popat of 5647 Frances Street, Burnaby.

REPORT

1.0 INTRODUCTION

At the 2000 November 07 meeting of the Traffic Safety Committee, correspondence was received from Mr & Mrs Popat of 5647 Frances Street. They were concerned with the volume and speed of traffic turning from Holdom Avenue onto Frances Street creating a dangerous condition for cyclists, joggers and other road users. As a solution, they proposed a right-in/right-out diverter on Frances Street at Holdom citing Duthie/Union as a model. However, this would not address their primary concern of "traffic ... from Hastings (which) turns right at Holdom and immediately ... right at Frances". Our delay in responding to this correspondence was caused by traffic counter failures and the holiday season during which counting is suspended to avoid unrepresentative traffic conditions. We have been in contact with the Popats to explain this delay.

2.0 BACKGROUND

Holdom Avenue is currently identified as a Secondary Major Collector within the Burnaby Transportation Plan. As such, there is an expectation that locally generated residential traffic will travel this roadway to access the arterial network. Conversely, Frances Street is intended to provide direct vehicular access to neighbourhood properties given it's designation as a residential roadway. We would be concerned if there was any extraneous traffic on Frances because of its joint use as a bike route and local residential street.

3.0 REVIEW

Crash data on file does not suggest a problem at this location. There were two reported crashes between 1992 and present day. In both instances, neither pedestrians nor cyclists were involved. (Mr. & Mrs. Popat who reside on the north west corner of Holdom/Frances cite numerous incidents but these would not appear in our records unless they were of a more serious nature.)

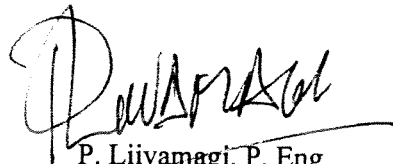
Directional volume data recently collected along Holdom Avenue and the west leg of Frances Street confirms that daily vehicle volumes are within the expected range given the roadway designations. A visual representation of intersection approach volumes has been provided in Diagram #1, attached. The volume of traffic on Frances does not indicate any extraneous traffic.

Results of a manual turning movement count at this location during the AM and PM peak periods has been illustrated on the attached Diagram #2. Again the small number of vehicle movements does not support a "rat running" hypothesis.

While counting turning movements, staff also observed driver behaviour particularly noting the speed of vehicles entering and leaving Frances Street from Holdom Avenue. During both the AM and PM peak periods, no vehicles were observed negotiating this intersection recklessly or at excessive speed.

4.0 DISCUSSION AND CONCLUSION

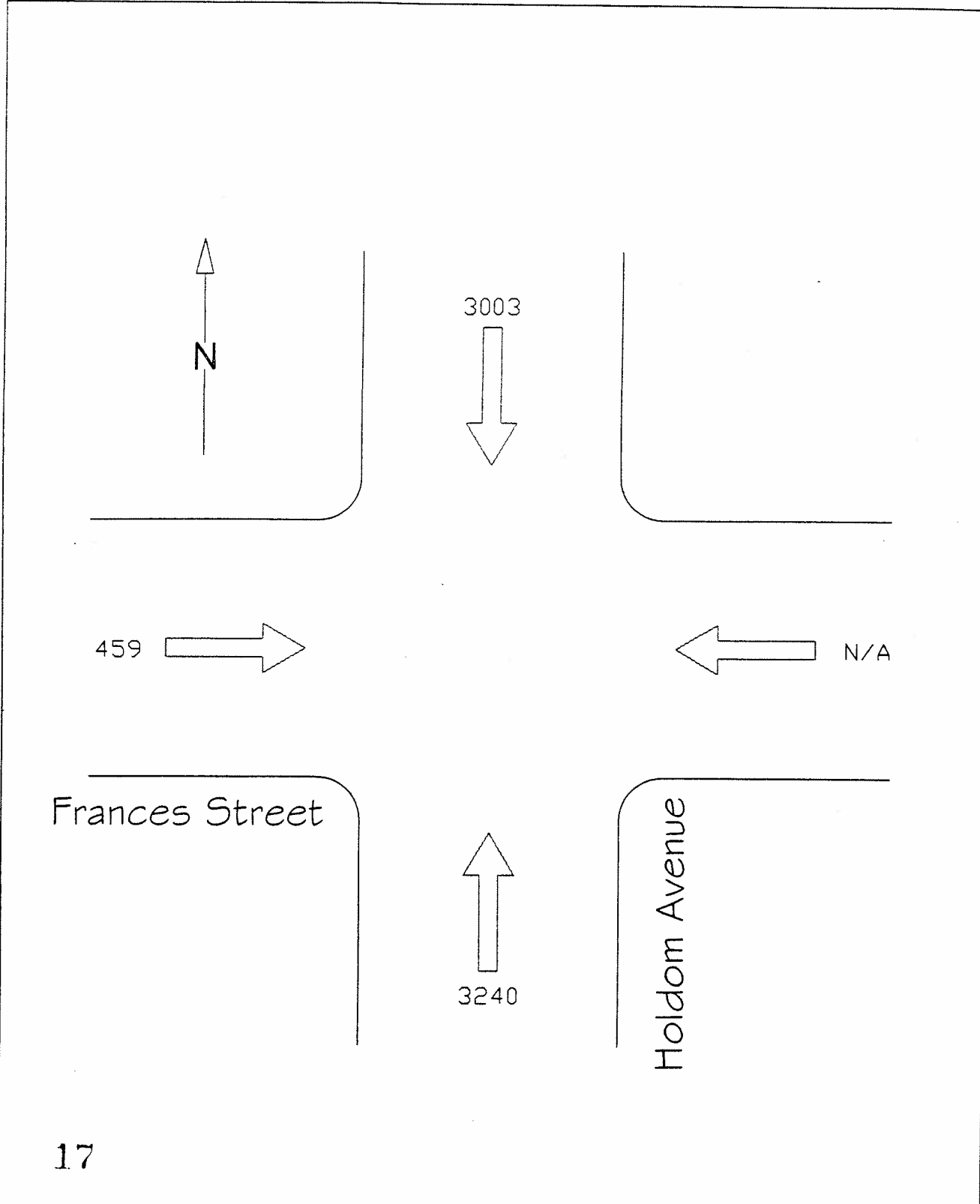
We appreciate the concern of Mr. & Mrs. Popat for traffic safety particularly given their perspective as "on location" observers at this intersection. However, based on the data collected and the observations made on site, we cannot conclude that there is a high volume of extraneous traffic travelling west along Frances Street from Holdom Avenue or that speeds are excessive relative to other City streets. Furthermore, the absence of reported crashes involving cyclists and pedestrians suggests that roadway safety for vulnerable road users at this location is not at issue. Accordingly, no action is proposed apart from the general monitoring of the Frances/Union bike route.


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

AE:
Attach.

cc: City Manager

(H:\...TSC\General\Vehicle Volume - Frances, West of Holdom.AE)



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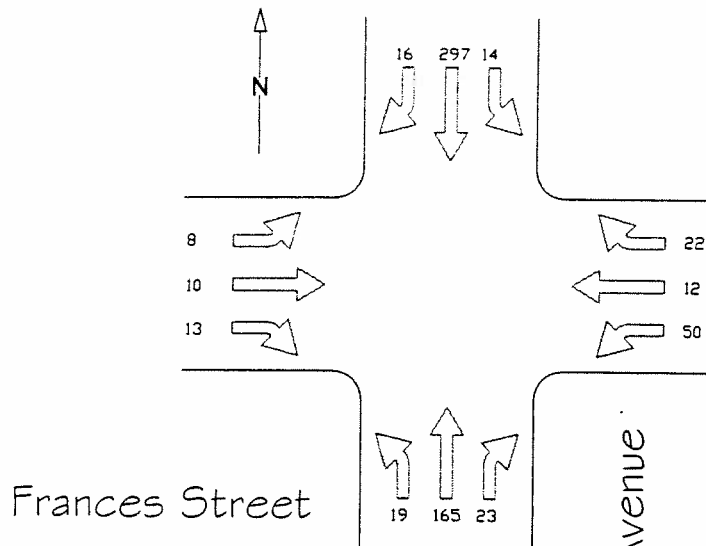


Diagram # 1
24 Hour Approach Volumes

DRAWN BY: A.K.E	SCALE: N.T.S.
APPRV'D BY: P.L.	DATE: 01/02/07

A

AM Peak



PM Peak

