

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**RE: PROPOSED CLOSURES OF GREENWOOD STREET AND PHILLIPS AVENUE  
AT LOUGHEED HIGHWAY**

RECOMMENDATIONS:

1. **THAT** Council approve the closure of vehicle access between Phillips Avenue and the north side of Lougheed Highway in conjunction with the proposed development of a pedestrian crossing signal.
2. **THAT** a copy of this report be sent to all residents and property owners originally surveyed.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 2001 April 03, received and adopted the *attached* report to inform the Committee of the outcome of resident consultation associated with the proposed closures.

Respectfully submitted,

Councillor D. Evans  
Chair

Councillor B. Der  
Vice Chair

Councillor G. Begin  
Member

COPY - CITY MANAGER  
- DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

**TO:** TRAFFIC SAFETY COMMITTEE **DATE:** 2001 03 19  
**FROM:** ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 50 01 02  
**SUBJECT:** Proposed Closures of Greenwood Street and Phillips Avenue at Lougheed Highway  
**PURPOSE:** To inform the Committee of the outcome of resident consultation associated with the proposed closures.

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RECOMMENDATION:

1. **THAT** vehicle access between Phillips Avenue and the north side of Lougheed Highway be closed in conjunction with the proposed development of a pedestrian crossing signal.
2. **THAT** a copy of this report be sent to all residents and property owners originally surveyed.

**R E P O R T**

**1.0 INTRODUCTION**

At its 2001 February 12th meeting Council approved in principal the recommendation of the Traffic Safety Committee that the north side intersections of Greenwood Street/Place and Phillips Ave. be closed. The recommendation was approved on the understanding that there would be further neighbourhood consultation. This report outlines that consultation.

**2.0 CONSULTATION**

A cover letter and questionnaire were distributed to 343 households in the area. To date a total of 194 responses have been returned, equating to an unusually high response rate for a mailback survey of 57 %. The high response suggests that there are strongly held views on this issue for most people in the neighbourhood.

Based on response, there is majority preference for the retention of access to Lougheed Highway from both Phillips and Greenwood. The table below provides the response percentages for each of the closures.

Support for Closure by Location	Response Rate		
	Yes	No	Not Sure
Phillips Avenue	24 %	64 %	11 %
Greenwood Street	13 %	80 %	7 %

There is an indication that the retention of the Greenwood access is more important to the neighbourhood than Phillips. The detail of the survey result is shown mapped on Fig.1, and Fig.2 for the two closures. Closer examination of responses on a street by street basis indicates that the majority of property owners on Phillips Avenue south of Lawrence Street support the proposed closure of Phillips Avenue at Lougheed Highway. This probably reflects the residents' assumption and preference that their street, which has a finished cul-de-sac bulb at Lougheed Highway would be closed at some time.

### 3.0 DISCUSSION

The previous report to the Traffic Safety Committee outlined the variety of reasons for closure of both the Phillips and Greenwood Street/Place access to Lougheed. Part of the rationale is based on the prior expectation of the neighbourhood subdivision plan and on the network hierarchy concept of the Burnaby Transportation Plan. Of greater concern was traffic safety on Lougheed Highway post SkyTrain but it was noted that there is, as yet, no apparent safety concern.

For Phillips there was also a requirement for closure based on the proposal to provide a pedestrian signal at this location on the Lougheed. A crossing is required for access to the local transit service along Lougheed from neighbourhoods on either side. It is expected that this Lougheed service would be well used as a "feeder" to SkyTrain while also providing convenient access to significant destinations along the Lougheed corridor. The central median along the Lougheed has parallel barricades to provide motorists protection from the SkyTrain guideway columns. This necessitates a staggered crosswalk, which when coupled with south side alignment constraints and the right of way requirements mandated by the bus bays requires closure of Phillips to traffic on the north side. It is further noted that the present ad hoc extension of Phillips from the constructed cul-de-sac to the Highway has significant sight-line problems.

At Greenwood Place/Street the road closure at Lougheed was proposed in anticipation of vehicular conflict with pedestrian flow from the neighbourhood along the north side of Lougheed to the Lake City SkyTrain Station. At this stage it appears that this station will become operational early in 2004. A concern with vehicle access conflicting with cyclist flows along the Lougheed applies to both the Phillips and Greenwood junctions.

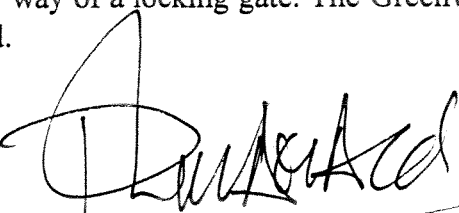
The volume of traffic entering and leaving the neighbourhood via the two accesses is not great but given the neighbourhood response we can assume that for most people the Lougheed access is an occasional convenience that they understandably wish to keep. For a small minority the Lougheed is used as part of their daily, predominantly westbound, commute. Clearly if one access, Phillips, has to be closed there will be a diversion to the other. We would expect that this diversion would increase traffic on Greenwood Place which is abutted by four properties by less than 200 vehicles per (24 hour) weekday. This is a small number and would be less noticeable when split between 2 legs of Lawrence Drive.

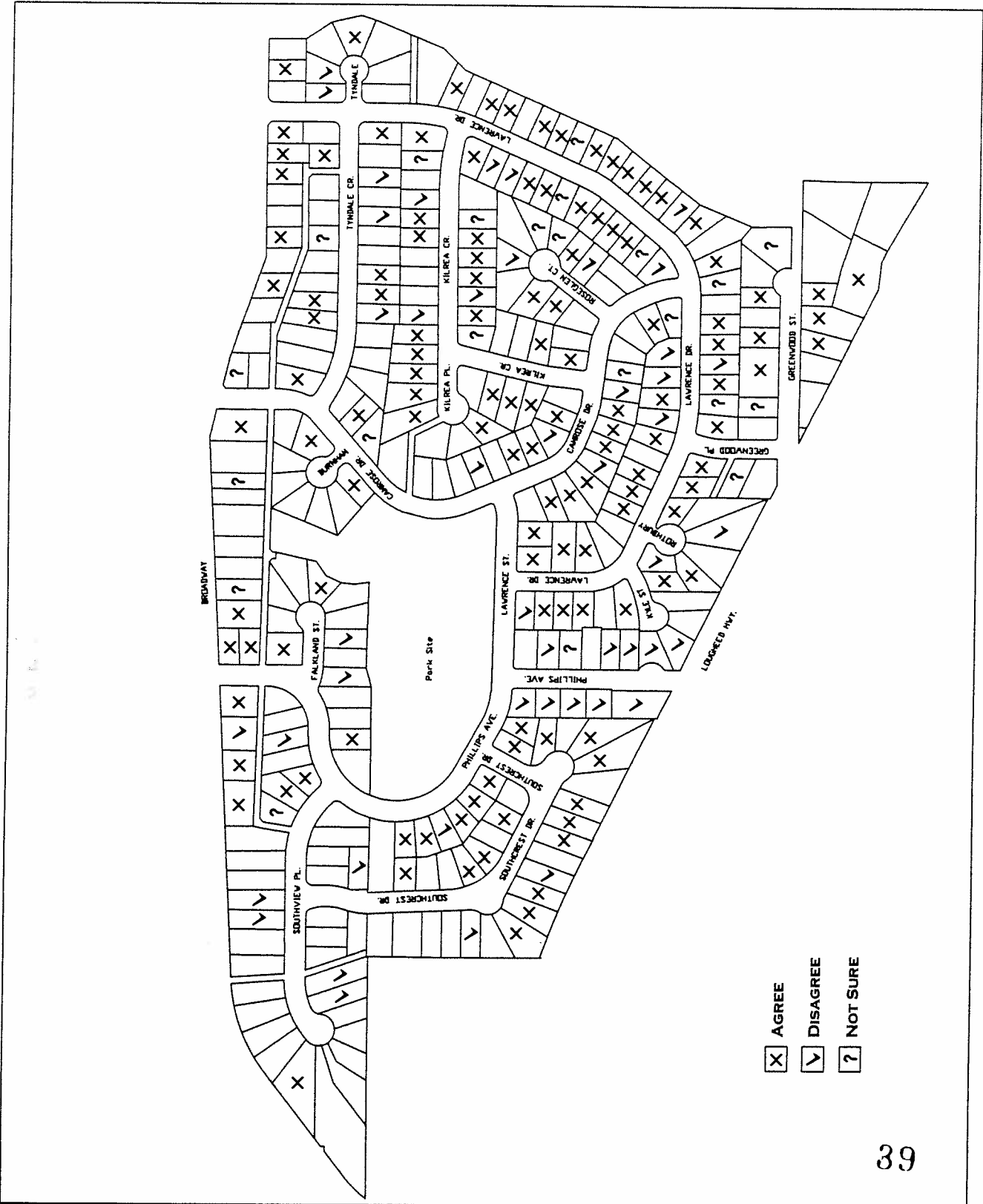
#### 4.0 CONCLUSION

We expect a need to close Phillips at Lougheed when the local bus stops and pedestrian crossing are implemented. It is not unreasonable to leave the road open until that time so the improvements can be constructed as a single contract. While we anticipate implementation of these facilities in the near future precise timing is uncertain and subject to resolution of funding issues. It is noted that the immediate residents along Phillips support the closure which would convert their street from minor local collector to the intended residential cul-de-sac.

There are less compelling reasons for the early closure of Greenwood Street/Place at Lougheed. Given the strong preference of the residents for keeping some access to the Lougheed staff would propose leaving this street open until there is a more robust case for its closure. We anticipate a minor increase in traffic on Greenwood Place due to the Phillips closure but believe it will be minimally disruptive.

Accordingly, as discussed, staff propose the closure of Phillips Avenue at Lougheed Highway when required for the implementation of transit stops and the pedestrian crossing of Lougheed. Provisions for emergency access would be provided by way of a locking gate. The Greenwood Place/Street junction with Lougheed would be monitored.

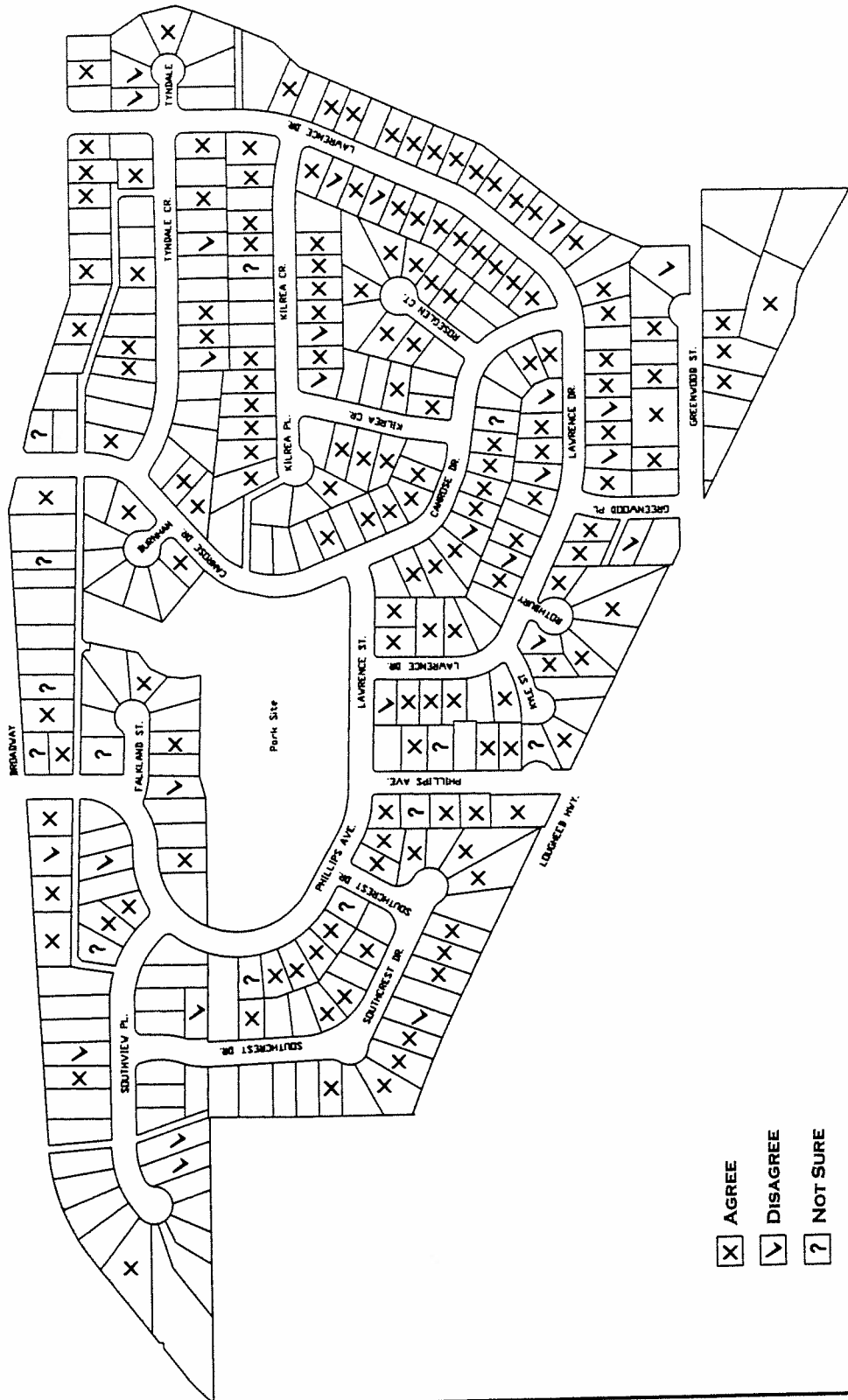
  
P. Liivamagi, P. Eng.  
ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENG. SYSTEMS



**DIAGRAM #1  
RESIDENT RESPONSE ( PHILLIPS CLOSURE )**

DRAWN BY: A.K.E	SCALE: N.T.S.
APPRV'D BY: P.L.	DATE: 01/03/21

**A**



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- AGREE
- DISAGREE
- NOT SURE



**DIAGRAM #2**  
**RESIDENT RESPONSE ( GREENWOOD CLOSURE )**

DRAWN BY: A.K.E	SCALE: N.T.S.
APPR'V'D BY: P.L.	DATE: 01/03/21

**A**